

AGENDA

CITY OF TAYLOR, TEXAS
CITY COUNCIL MEETING
CITY HALL, COUNCIL CHAMBERS, 400 PORTER STREET

OCTOBER 28, 2021, 6:00 P.M.

CALL TO ORDER AND DECLARE A QUORUM

INVOCATION / MOMENT OF REFLECTION

PLEDGE OF ALLEGIANCE

PROCLAMATION/RECOGNITION

1. National Family Literacy Day.
2. Arbor Day proclamation.
3. National Chiropractic Health Month.

CITIZENS COMMUNICATION

(The City Council welcomes public comments on items not listed on the agenda. However, the Council cannot respond until the item is posted on a future meeting agenda. Public comments are limited to 3 minutes.)

BOARDS & COMMISSION UPDATE

4. Parks and Recreation Advisory Board. (Stacy Olson)

CONSENT AGENDA

(The Consent Agenda includes non-controversial and routine items that the Council may act on with one single vote. Any Council member may pull any item from the Consent Agenda to discuss and act upon individually on the Regular Agenda.)

5. Approve minutes from October 14, 2021 regular City Council meeting and the October 14, 2021 special called City Council meeting. (Dianna Barker)
6. Consider Ordinance 2021-33 temporarily amending Police Department staffing levels. (LaShon Gros)
7. Consider License Agreement L-21-01 for 1702 West Lake Drive between the City of Taylor and Steve and Susanne Marsaglia. (Mark Schroeder)
8. Consider purchase of Diesel Exhaust Removal System for Fire Stations. (Chief Baum)
9. Consider Equipment Purchases for the Street Department Paving and Patching Program from the 2022 Bond. (Jim Gray)
10. Consider Resolution R21-41 adopting subdivision settlement, Texas Term Sheet and intrastate allocation schedule for the Texas Opioid Settlement. (Brian LaBorde/Mark Schroeder)

PUBLIC HEARINGS / ORDINANCES

11. Hold a public hearing and introduce Ordinance 2021-35 regarding the adoption of the Envision Taylor Comprehensive Plan, including the Future Land Use Plan, Transportation Plan, Housing and Neighborhoods Plan and Implementation Plan. (Tom Yantis)

REGULAR AGENDA; REVIEW/DISCUSS AND CONSIDER ACTION

12. Receive Grant Update from Langford Community Management Services. (Jeff Jenkins)
13. Receive update and provide direction on the next WILCO CDBG projects over next five years. (Jim Gray/Jacob Walker)
14. Consideration of proposal for HDR Engineering, FM 973/CR 401 Water & Wastewater Improvements. (Jim Gray)

15. Consider adopting a Flag policy for flying flags at half-staff. (Lisa Thompson)
16. Authorize the Police Department to Purchase an Office of the Governor Grant Funded In-Car and Body Worn Camera System from Axon. (Henry Fluck)
17. Discuss and consider resolution R21-33, adopting a Naming Policy for City Facilities, Public Park Lands and Public Streets. (Jeff Jenkins)

The City Council may take action on any executive session item listed on this agenda after they reconvene into regular session.

Executive Session I. The Taylor City Council will conduct a closed executive meeting pursuant to the provisions of the Open Meetings Law, Chapter 551, Texas Local Government Code, and the authority contained in Section 551.087 to discuss or deliberate regarding commercial and/or financial information on a business prospect that the City of Taylor, Texas, seeks to have locate, stay, or expand in or near the City of Taylor, Texas, and with which the City of Taylor, Texas, is conducting economic development negotiations and/or deliberate the offer of financial or other incentives to the business prospect.

- a. Project Sky

Executive Session II. The Taylor City Council will conduct a closed executive meeting under Section 551.074 of the Texas Government Code regarding a personnel matter.

- a. City Manager Evaluation

18. Reconvene into regular/open session and take any action.

ADJOURN

The Council may vote and/or act upon each of the items listed in this Agenda. The Council 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 including: Section 551.071 (Consult with attorney); Section 551.072 (Real Property); Section 551.073 (Gifts and Donations); Section 551.074 (Personnel Matters); Section 551.076 (Security Devices); and Section 551.087 (Economic Development). I certify that the notice of meeting was posted in the Taylor City Hall Lobby before 6:00 p.m. on October 25, 2021 and remained posted for at least 72 hours continuously before the scheduled time of said meeting. I further certify that the following news media was notified of this meeting: Taylor Press.

In compliance with the ADA the City Hall and Council Chambers is wheelchair accessible. Reasonable accommodations will be provided for persons attending city council meetings in need of special assistance. Please contact the City Clerk at least 24 hours prior to the meeting for special assistance.

Posted By: Dianna Barker Date 10-25-2021
Dianna Barker, City Clerk



City Council Meeting October 28, 2021 Transmittal Letter

STRATEGIC PILLAR

- ☐ Streets/Infrastructure
- ☐ Quality of Life
- ☐ Economic Vitality

Agenda Item #: 1

Agenda Title: National Family Literacy Day proclamation

Council Action to be taken: Read and present proclamation

Department Submitted:

Staff Contact: City Management

1. PURPOSE/DESCRIPTION

To recognize November 1st at National Family Literacy Day.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

Cheryl Mazur with the National Society of Daughters of the American Revolution and Literacy Promotion Committee has requested a proclamation recognizing National Family Literacy Day.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
N/A	N/A

4. RECOMMENDATION

Read and present proclamation

5. FUNDING SOURCE

N/A

6. TIMELINE

N/A

7. OTHER OPTIONS (In order of preference)
--

N/A

8. ATTACHMENTS

1a. Proclamation

Proclamation

WHEREAS, National Family Literacy Day, established by the 103rd Congress in 1994, and now marking its 27th anniversary on November 1, 2021, highlights the importance of reading and learning for the entire family and emphasizes the impact that parents have on their child's learning; and

WHEREAS, this day is celebrated across America each year, and focuses on special activities and events that showcase the importance of family literacy programs that empower families and build a nation of readers; and

WHEREAS, literacy programs across the United States will observe National Family Literacy Day by holding read-a-thons, book drives, workshops and family activities at schools, libraries and community centers to encourage literacy; and

WHEREAS, *as many as one in six adults struggle with reading and writing*, and by learning to read, individuals can gain self-respect and confidence and strive toward goals that otherwise would not be achievable; and

WHEREAS, the National Society of the Daughters of the American Revolution is a nonprofit, nonpolitical volunteer women's service organization dedicated to promoting patriotism, preserving American history, and securing America's future through better education for children and adults; and

WHEREAS, education being one of the cornerstones of the National Society of the Daughters of the American Revolution, the Daniel Coleman Chapter is committed to increasing literacy by promoting and supporting literacy programs.

NOW, THEREFORE, I, Brandt Rydell, by virtue of the authority vested in me as Mayor of the City of Taylor, do hereby proclaim November 1st as

NATIONAL FAMILY LITERACY DAY

In Taylor Texas, to underscore the importance of literacy, celebrate the joy of reading, encourage residents to promote literacy by reading together as a family, and to extend deep appreciation to our local librarians, educators, and literacy service providers for their tireless efforts to strengthen the literacy of our children and our community.

PROCLAIMED this the 28th day of October, 2021.

Brandt Rydell, Mayor



City Council Meeting October 28, 2021 Transmittal Letter

STRATEGIC PILLAR

- ☐ Streets/Infrastructure
- ☐ Quality of Life
- ☐ Economic Vitality

Agenda Item #: 2

Agenda Title: Arbor Day Proclamation

Council Action to be taken: Presentation of Proclamation

Department Submitted: Parks and Recreation

Staff Contact: Tyler Bybee, Director of Parks and Recreation

1. PURPOSE/DESCRIPTION

The purpose of this item is to proclaim November 13th as City of Taylor Arbor Day.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

November 5th is Texas Arbor Day and the City of Taylor will plant 18 trees at Memorial Field on November 13th, beginning at 9:00 am.

This proclamation satisfies one of the requirements to maintain our Tree City USA designation.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
•	•

4. RECOMMENDATION

Staff requests presentation of this proclamation.

5. FUNDING SOURCE

N/A

6. TIMELINE

This year's Arbor Day activities will be held on Saturday, November 13, 2021, 9:00am at Memorial Field

7. OTHER OPTIONS (In order of preference)
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N/A

8. ATTACHMENTS

2a. Proclamation

Proclamation

ARBOR DAY

WHEREAS, In 1872, J. Sterling Morton proposed to the Nebraska Board of Agriculture that a special day be set aside for the planting of trees; and

WHEREAS, this holiday, called Arbor Day, was first observed with the planting of more than a million trees in Nebraska; and

WHEREAS, Arbor Day is now observed throughout the nation and the world; and

WHEREAS, trees can reduce the erosion of our precious topsoil by wind and water, cut heating and cooling costs, moderate the temperature, clean the air, produce life-giving oxygen, and provide habitat for wildlife; and

WHEREAS, trees in our city increase property values, enhance the economic vitality of business areas, and beautify our community; and

WHEREAS, trees are a renewable resource giving us paper, wood for our homes, fuel for our fires and countless other wood products; and

WHEREAS, trees, wherever they are planted, are a source of joy and spiritual renewal.

NOW, THEREFORE, I, Brandt Rydell, Mayor of the City of Taylor, do hereby proclaim November 13th, 2021 as

ARBOR DAY IN THE CITY OF TAYLOR

and urge all citizens to celebrate Arbor Day and to support efforts to protect our trees and woodlands.

Proclaimed this 28th day of October, 2021.

Brandt Rydell, Mayor
City of Taylor



City Council Meeting October 28, 2021 Transmittal Letter

STRATEGIC PILLAR

- ☐ Streets/Infrastructure
- ☐ Quality of Life
- ☐ Economic Vitality

Agenda Item #: 3

Agenda Title: National Chiropractic Health Month proclamation

Council Action to be taken: Read and present proclamation

Department Submitted:

Staff Contact: City Management

1. PURPOSE/DESCRIPTION

To recognize October 2021 as National Chiropractic Health Month.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

Dr. Justin Garcia with Weber Chiropractic will be present to receive the proclamation.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• N/A	• N/A

4. RECOMMENDATION

Read and present proclamation

5. FUNDING SOURCE

N/A

6. TIMELINE

N/A

7. OTHER OPTIONS (In order of preference)

N/A

8. ATTACHMENTS

3a. Proclamation

Proclamation

National Chiropractic Health Month 2021

WHEREAS, There has been a general increase in the prevalence of sedentary lifestyles over the years due to advances in technology and transportation, and further exacerbated over the past year by the COVID-19 pandemic and the increase in remote work, leading to an increase in musculoskeletal conditions such as low back pain and joint pain; and

WHEREAS, The public health crisis has also led to an increase in stress and mental health problems nationwide; and

WHEREAS, Research shows that physical activity provides several important health benefits, including helping to manage weight, increase bone and muscle strength, lower blood pressure and cholesterol, and decrease risk of heart disease and stroke; and

WHEREAS, Doctors of chiropractic are physician-level healthcare providers who focus on the whole person as part of their hands-on, nondrug approach to pain management and health promotion, and who have special expertise in the prevention, treatment and rehabilitation of musculoskeletal conditions that may inhibit movement and physical activity; and

WHEREAS, Chiropractors, who have been listed as part of the essential healthcare workforce by the U.S. Department of Homeland Security, are also trained to diagnose conditions and to refer patients to other healthcare providers and specialties when necessary; and

WHEREAS, National Chiropractic Health Month 2021 serves as a reminder to all citizens that doctors of chiropractic can be key partners in helping them to keep moving by treating pain and improving function with noninvasive, nondrug approaches that are safe and effective.

THEREFORE, BE IT RESOLVED that the City of Taylor officially joins with the American Chiropractic Association as it promotes the physical and mental health benefits of physical activity with its “Keep Moving!” campaign by proclaiming October 2021 National Chiropractic Health Month.

PROCLAIMED this the 28th day of October, 2021.

Brandt Rydell, Mayor



City Council Meeting October 28th, 2021 Transmittal Letter

STRATEGIC PILLAR

- ☐ Streets/Infrastructure
- ☒ Quality of Life
- ☐ Economic Vitality

Agenda Item #: 4

Agenda Title: Receive presentation from the Parks and Recreation Advisory Board

Council Action to be taken: Receive presentation

Department Submitted: Parks and Recreation

Staff Contact: Tyler Bybee, Parks and Recreation Director

1. PURPOSE/DESCRIPTION

Upon request by the City Council, Mrs. Stacy Olsen, the Vice Chair of the Parks and Recreation Advisory Board, will provide an update of the Parks and Recreation Advisory Board activities and accomplishments over the past fiscal year.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

The Parks and Recreation Advisory Board has a membership of 7 resident board members and 1 student board member. The parks and recreation advisory board shall advise the city council and parks and recreation director on matters pertaining to the acquisition, development, sound management, maintenance and use of parks and recreation facilities owned or controlled by the city and as directed by the city council.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Parks and Recreation Advisory Board serves to represent the interests of the Taylor area community. • To assist the Parks and Recreation Department with policies, programming, and planning. • To receive input from residents. • To support the Parks and Recreation Department & promote its many services.	

4. RECOMMENDATION

Acceptance of the Parks and Recreation Advisory Board presentation is recommended.

5. FUNDING SOURCE

N/A

6. TIMELINE

N/A

7. OTHER OPTIONS (In order of preference)
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N/A

8. ATTACHMENTS

4a. PowerPoint presentation

City of Taylor Parks and Recreation Advisory Board

City Council Meeting Presentation
October 28, 2021



Who are we?

- The board consists of 7 city council appointed resident members and one student member.
- Meetings are held monthly on the 3rd Wednesday of each month at 6pm in the City Council Chambers.
- Board members serve 3-year terms, Student member serves 1 year term.
- The board conducts its business according to the Open Meetings Act under the Texas Government Code.

Who we are

- Patrick Tate- Chairperson
- Stacy Olsen- Vice Chairperson
- Jennifer Jewett
- Irene Michna
- Larry Cmerek
- David Campise
- Casey Mummert
- Student Member- Casey Weison

Our Role

- The Parks and Recreation Advisory Board advises the City Council and Parks and Recreation Director on matters pertaining to the acquisition, development, sound management, maintenance and use of parks and recreation facilities owned or controlled by the city and as directed by the City Council.

2020 Parks Master Plan



- The P&R Advisory Board played an active role as a stakeholder, assisting staff/consultants in defining the needs of each of the park areas included in the plan.
- Moving forward the board will be a vital contributor in defining project priority and focusing on accomplishing the goals set out in the plan.

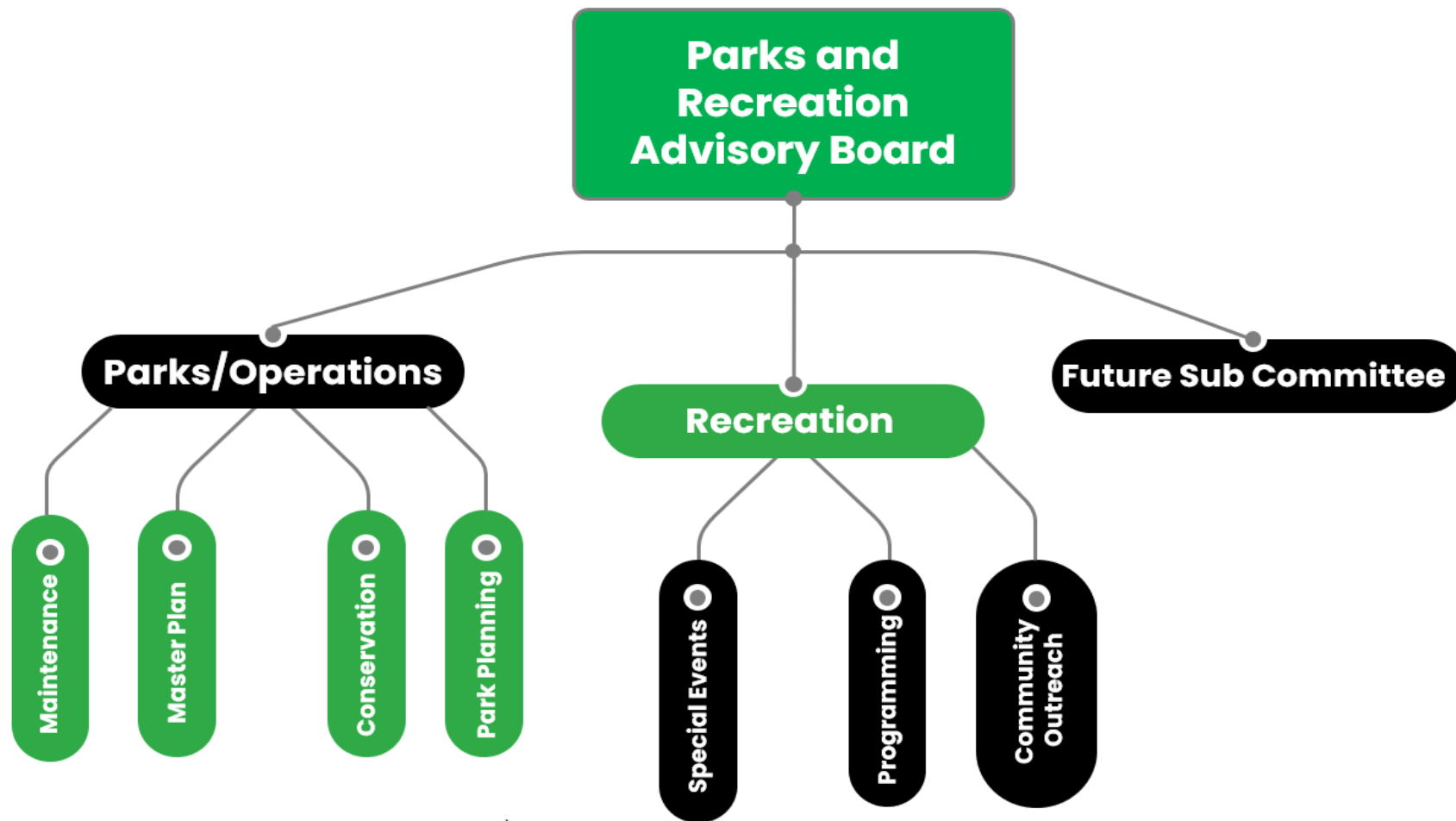
Volunteers in the Parks Program(VIP)

- The purpose of the Taylor VIP Program is to facilitate citizen partnerships between the City of Taylor Parks and Recreation Department and dedicated volunteers within the community. The program provides the opportunity for the Parks Department to fulfill its mission to enhance, as well as preserve, the current park system while looking to the future and the parks and recreation needs of generations to come.



Sub Committee Creation

- A sub-committee is a small group of people assigned to focus on a particular task or area.
- In our case each sub committee can contain a maximum of 3 board members.
- Allows for board communication at the sub committee level without infringing on quorum rules.
- Allows for more members of the community to participate in areas of interest.
- Helps move toward the goal of being and “active” board, allowing for specialized work outside of monthly board meetings.



Programs and Events



Future Goals and Objectives

- Foster collaboration between other city boards and civic groups.
- Improve the safety and appeal of our Parks system.
- Have an active role in City special events.
- Expand Recreation program opportunities.
- Develop a strategic plan to guide board direction as city grows.

Questions??



City Council Meeting October 28, 2021 Transmittal Letter

STRATEGIC PILLAR

- ☐ Streets/Infrastructure
- ☒ Quality of Life
- ☐ Economic Vitality

Agenda Item #: 5

Agenda Title: Approve minutes from the October 14, 2021 regular Council meeting and the October 14, 2021 special called Council meeting.

Council Action to be taken: Approve by consent or approve with corrections if needed

Department Submitted: City Clerk

Staff Contact: Dianna Barker

1. PURPOSE/DESCRIPTION

Pursuant to the Open Meetings Law, Chapter 551, Local Government Code and in accordance with the authority contained in Section 551.021 and the City Charter, the Minutes of each City Council meeting must be recorded, compiled and approved by the City Council in subsequent meetings. The purpose of this item is to conform to these legal requirements.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

N/A

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
•	•

4. RECOMMENDATION

Approve as submitted or amend with changes noted.

5. FUNDING SOURCE

N/A

6. TIMELINE

N/A

7. OTHER OPTIONS (In order of preference)
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N/A

8. ATTACHMENTS

5a. October 14, 2021 meeting minutes

5b. October 14, 2021 special called meeting minutes

City of Taylor
Regular City Council Meeting
Taylor City Hall, Council Chambers, 400 Porter Street
October 14, 2021 at 6:00 p.m.

Mayor Rydell declared a quorum and called the meeting to order at 6:00 p.m. with the following present:

Mayor Pro-Tem Gerald Anderson
Council Member Robert Garcia
Council Member Mitch Drummond
Council Member Dwayne Ariola
Mayor Brandt Rydell

Brian LaBorde, City Manager
Jeff Jenkins, Deputy City Manager
Mark Schroeder, Assistant City Attorney
Dianna Barker, City Clerk

INVOCATION / MOMENT OF REFLECTION

PLEDGE OF ALLEGIANCE

CITIZENS COMMUNICATION

There were no citizen communication requests for items not on the agenda.

CONSENT AGENDA

1. **Approve minutes from September 23, 2021 regular Council meeting and the September 30, 2021 Special called Council meetings.**
2. **Concur with preliminary financials for August 2021**
3. **Consider Ordinance 2021-26 approving a Specific Use Permit for a Bed and Breakfast Inn Facility on approximately 0.65 acres, addressed as 905 Davis Street, more particularly described by Williamson Central Appraisal District Parcel R014745, Taylor, Williamson County, Texas.**
4. **Consider Ordinance 2021-22 amending the Sign Ordinance to include off-premise special event signs, banner signs, and illuminated signs.**
5. **Consider Ordinance 2021-32 amending Ordinance 9-2-1937, Ordinance 2016-09, Ordinance 2017-06, and Chapter 29, Article III, Sewers and Sewage Disposal.**
6. **Consider Resolution R21-38 Expressing Official Intent to Reimburse for Certain Costs Related to the City's Water and Sewer System, City Streets, City Park and Recreation Facilities, City Drainage Facilities, and Other Related Items.**
7. **Consider change order with Smith Contracting to perform vegetation clean up in Bull Branch Creek.**
8. **Consider Resolution R21-39 approving tax abatement agreement by and between City of Taylor Texas and Samsung Austin Semiconductor LLC.**

*Motion was made by Councilmember Garcia to approve the consent agenda items as presented.
Motion was seconded by Councilmember Drummond. Motion carried unanimously.*

PUBLIC HEARING/ORDINANCES

9. **Introduce Ordinance 2021-33 temporarily amending Police Department staffing levels.**
LaShon Gros, Human Resources Director – This ordinance would temporarily amend (allowing an over-hire) Police Department staffing levels by due to the shortage of an officer.

The City Attorney read the caption of the Ordinance.

ORDINANCE NO. 2021-33

AN ORDINANCE OF THE CITY OF TAYLOR, RELATING TO THE CLASSIFICATION AND NUMBER OF POSITIONS FOR THE POLICE DEPARTMENT PURSUANT TO CHAPTER 143 OF THE TEXAS LOCAL GOVERNMENT CODE; REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT THEREWITH AND PROVIDING FOR AN EFFECTIVE DATE.

This was a first reading. No action taken.

10. Introduce Ordinance 2021-34 approving final project and financing plan for Tax Increment Reinvestment Zone No. Two.

Brian LaBorde, City Manager – This ordinance will adopt the final recommendation from the TIRZ Board (Sept 30th), being the approval on the final project and financial plan. The Plan reflects the abatement schedule to the proposed development in Section 3.1 Schedule in addition to a 1% of revenue generated to reimburse the development from any plan review, third party costs, and inspections incurred by City during initial construction phase.

Citizen Communication:

Griffin Teggegan, 1405 Willowbrook – spoke in favor of the upcoming Samsung project but is concerned about the large tax abatement provisions offered to Samsung.

The City Attorney read the caption of the ordinance.

ORDINANCE NO. 2021-34

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS, APPROVING THE FINAL PROJECT AND FINANCING PLAN FOR REINVESTMENT ZONE NO. TWO, CITY OF TAYLOR, TEXAS; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

This was a first reading. No action was taken.

REGULAR AGENDA; REVIEW/DISCUSS AND CONSIDER ACTION

11. Consider Ordinance 2021-31, updating building codes.

Daniel Baum, Fire Chief - This ordinance adopts the 2018 family of codes from the International Code Council, the 2020 National Electric Code, as well as proposed amendments. Chief Baum recommended Council consider adding amendment to the Fire Code regarding Animal Shelter facilities as a separate item at a later date. Contractor Craig Eulenfeld has provided staff with changes to the definition of foundation repair. The ordinance as presented includes Mr. Eulenfeld's definition changes but does not take away the requirement for engineering plans or permits.

Citizen communication:

Craig Eulenfeld, 1618 Laurel St. – recommending that city not require a permit or engineering plans for leveling, re-leveling, and foundation repair.

Councilmember Garcia made a motion to refer the issue of exempting foundation leveling from the codes to a committee for further review. Motion died for lack of a second.

Motion was made by Councilmember Ariola to adopt Ordinance 2021-31 with the changes to definitions of foundation leveling and repair and not require providing engineering plans for foundation leveling work. Motion was seconded by Councilmember Drummond. Motion carried unanimously.

12. Discuss, consider, and select grant administration services provider for the TWDB Flood Infrastructure Funding (FIF) project.

Jeff Jenkins, Deputy City Manager - The City of Taylor approved resolution R20-16 back on May 14, 2020, authorizing an application to the Texas Water Development Board for Flood and Drainage Improvements. The City applied for the funding, which included a project for the Donna Channel, 1st/Royal and Travis/Franklin Improvements. Selecting admin services for this grant prior to being awarded the grant assists with immediate implementation once awarded. One bid was received, Langford Management Services.

Motion was made by Councilmember Garcia to award the administration services bid to Langford Community Management Services. Motion was seconded by Mayor Pro-Tem Anderson. Motion carried unanimously.

13. Discuss, consider, and select engineering services provider for the TWDB Flood Infrastructure Funding (FIF) project.

Jeff Jenkins, Deputy City Manager - Selecting engineering services for this grant prior to being awarded the grant assists with immediate implementation once awarded. Two Engineering RFQ proposals were received, HDR Engineering and Place Designers.

Motion was made by Councilmember Garcia to award the engineering services bid to HDR Engineering. Motion was seconded by Councilmember Ariola. Motion carried unanimously.

14. Consider Ordinance 2021-24 regarding a proposed change to the Comprehensive Plan, Future Land Use Plan Map designation from Single-Family on land consisting of approximately 39.34 acres, to approximately 7.63 acres of Commercial and 31.71 acres of Multi-Family designations at the southwest intersection of North Drive and NW Carlos G. Parker Boulevard.

Tom Yantis, Development Services Director – Applicant proposes future commercial and multi-family development. The requested zoning change is not consistent with the Comprehensive Plan, Future Land Use Plan Map (FLUP). The subject property is designated for future Single-Family Residential land uses. On 7.63 acres, the applicant is proposing a change from Single-Family Residential designation to Commercial designation. The remainder of the subject property (31.71 acres) is proposed to be a mixture of townhouses and duplexes, and the applicant is requesting a change from Single-Family designation to Multi-Family designation. The P&Z recommended disapproval of the requested amendment by a vote of 4-3.

Citizen communication:

Christy Pick, 4210 Pinehurst – spoke against the development and is concerned about traffic safety, flooding, and loss of property values.

Griffin Teggegan, 1405 Willowbrook – urged the Council to not allow commercial development on the property, nor high density development, and work with developer on water retention.

Kathy Cotner, 4101 Pinehurst – concerned about congestion to the area if development allowed and wants single family residence only.

Motion was made by Councilmember Garcia to adopt Ordinance 2021-24 as presented. Motion was seconded by Councilmember Drummond. Motion carried 4 to 1 with Councilmember Ariola opposing.

- 15. Consider Ordinance 2021-25 regarding a change of zoning, on approximately 39.34 acres of Rural/Agricultural Zoning District (R/A) land to approximately of 7.63 acres of Local Business Zoning District with a Commercial Planned Development Overlay (B-1/CPD) and approximately 31.71 acres of Multi-Family Residential Zoning District with a Residential Planned Development Overlay (R-1/RPD).**

Tom Yantis, Development Services Director - The applicant is requesting a change of zoning to Multi-Family Residential Zoning District with a Residential Planned Development Overlay. The Planning and Zoning Commission did not make a recommendation.

Citizen communication:

Griffin Teggegan, 1405 Willowbrook – Objects to B-1/CPD zoning, requested Council not approve the CPD overlay and is opposed to multi-family on small dense lots.

Motion was made by Councilmember Garcia to adopt Ordinance 2021-25 as presented. Motion was seconded by Councilmember Drummond. Motion carried 4 to 1 with Councilmember Ariola opposing.

ADJOURN

With no further business Mayor Rydell declared the meeting adjourned at 7:17p.m.

Brandt Rydell, Mayor

ATTEST:

Dianna Barker, City Clerk

City of Taylor
Special Called City Council Meeting
Taylor City Hall, Council Chambers, 400 Porter Street
October 14, 2021 at 6:00 p.m.

(Directly following the regularly scheduled 6:00PM Council meeting)

Mayor Rydell declared a quorum and called the meeting to order at 7:23 p.m. with the following present:

Mayor Pro-Tem Gerald Anderson
Council Member Robert Garcia
Council Member Mitch Drummond
Council Member Dwayne Ariola
Mayor Brandt Rydell

Brian LaBorde, City Manager
Jeff Jenkins, Deputy City Manager
Mark Schroeder, Assistant City Attorney
Dianna Barker, City Clerk

CITIZEN COMMUNICATION

There were no citizen communications.

REGULAR AGENDA

1. **Consider Ordinance 2021-34 approving final project and financing plan for Tax Increment Reinvestment Zone No. Two.**

Brian LaBorde, City Manager - A final project and financing plan for the TIRZ Zone must be adopted by the City Council prior to enacting the Zone and any incentives to be considered.

Motion was made by Councilmember Garcia to adopt Ordinance 2021-34 as presented. Motion seconded by Councilmember Ariola. Motion carried unanimously.

ADJOURN

With no further business Mayor Rydell declared the meeting adjourned at 7:25p.m.

Brandt Rydell, Mayor

ATTEST:

Dianna Barker, City Clerk



City Council Meeting October 28, 2021 Transmittal Letter

STRATEGIC PILLAR

- ☐ Streets/Infrastructure
- ☐ Quality of Life
- ☐ Economic Vitality

Agenda Item #: 6
Agenda Title: Consider Ordinance 2021-33, Civil Service Number of Positions

Council Action to be taken: Consider Ordinance

Department Submitted: Human Resources

Staff Contact: LaShon Gros, Human Resources Director

1. PURPOSE/DESCRIPTION

This agenda item is to consider Ordinance 2021-33 to temporarily amend Police Department staffing levels. This is the second reading of the ordinance.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

The Taylor Police Department currently has an authorized staffing level of 30 (1 Police Chief, 2 Commanders, 5 Sergeants, 4 Corporals, and 18 Officers). One officer has military orders that covers a period of 444 days. This will leave the police department short one officer for over a year. A vacant position for more than a year can put a strain on the resources of a small department.

Staff recommends an overhire to cover to period the officer will not be available to the police department. This does not create an additional permanent authorization. The new officer will be hired provisionally.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
Allows PD to hire provisionally for the extent of the deployment.	Incurred costs for training, but hire is temporary

4. RECOMMENDATION

Approve ordinance.

5. FUNDING SOURCE

General Fund

6. TIMELINE

Effective immediately.

7. OTHER OPTIONS (In order of preference)
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N/A

8. ATTACHMENTS

6a. Ordinance 2021-33

6b. PowerPoint presentation

ORDINANCE NO. 2021-33

AN ORDINANCE OF THE CITY OF TAYLOR, RELATING TO THE CLASSIFICATION AND NUMBER OF POSITIONS FOR THE POLICE DEPARTMENT PURSUANT TO CHAPTER 143 OF THE TEXAS LOCAL GOVERNMENT CODE; REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT THEREWITH AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the citizens of the City of Taylor, TX have adopted the civil service system for its fire and police departments; and

WHEREAS, civil service is governed under Chapter 143 of the Texas Local Government Code; and

WHEREAS, § 143.021 of said Chapter 143 of the Local Government Code states that the Civil Service Commission shall provide for the classification of all fire fighters and police officers; and

WHEREAS, §143.021 of said Chapter 143 of the Local Government Code states that the municipal governing body shall establish by ordinance the classification of fire fighters and police officers; and

WHEREAS, § 143.021 of said Chapter 143 of the Local Government Code also states that the municipal governing body shall prescribe by ordinance the number of positions in each classification of fire fighters and police officers, which is referred to as the “Strength of Force” ordinance; and

WHEREAS, to promote public safety by efficiently staffing police and fire personnel, and

WHEREAS, from time-to-time, members of the police and fire departments are deployed and/or called to military service; and

WHEREAS, in order to provide for adequate staffing during times of military deployment, it is necessary, from time to time, to ‘overhire’ positions, and if or when the military servicemembers return, if there are a surplus of officers or fire fighters, civil service law will be followed, to-wit §143.085; and

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL
OF THE CITY OF TAYLOR:**

SECTION 1.0: That the statements made in the preamble are found to be true and correct.

SECTION 2.0: That the City of Taylor is currently authorized for thirty (30) positions, eighteen (18) of whom are officers. This Ordinance seeks to authorize the “overhire” of one (1) Police Officer position from October 10, 2021 for the duration of a police officer’s military service, to bring the total of authorized police officers to 19, and the total authorized force to be 31.

SECTION 3.0: This Ordinance shall operate to repeal all ordinances which are inconsistent or in conflict with the provisions of this Ordinance.

SECTION 4.0: This Ordinance amends Ordinance No. 2019-01 which previously established the total authorized force for the police department.

SECTION 5.0: In accordance with Article 8 of the City Charter, this ordinance was introduced before the City Council of the City of Taylor, Texas on the 14th day of October 2021.

PASSED, APPROVED, and ADOPTED on this _____ day of _____, 2021.

Brandt Rydell, Mayor

ATTEST:

Dianna Barker, City Clerk

APPROVED AS TO FORM:

Ted W. Hejl, City Attorney

CERTIFICATE

THE STATE OF TEXAS

COUNTY OF WILLIAMSON

I, Dianna Barker, 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. 2020-33, passed and approved by the City Council of the City of Taylor, Texas, on the ____ day of _____, 2021, 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 on this ____ day of _____, 2021.

Dianna Barker
City Clerk

Police Overhire

Police Overhire

- Police Officer with Active-Duty orders for 444 days
- Police Department short one officer for the duration
 - Places strain on resources of small department
- Ordinance creates a temporary position during the military deployment
 - Provisional hire
- Staff recommends approval of ordinance

Questions?



City Council Meeting October 28, 2021 Transmittal Letter

STRATEGIC PILLAR

- ☒ Streets/Infrastructure
- ☒ Quality of Life
- ☐ Economic Vitality

Agenda Item #: 7
Agenda Title: Consider License Agreement L-21-01
between the City of Taylor and Steve
and Susanne Marsaglia, 1702 West Lake Drive

Council Action to be taken: Consider agreement
Department Submitted: City Management/City Attorney
Staff Contact: Mark Schroeder, Assistant City Attorney

1. PURPOSE/DESCRIPTION

The purpose of this agenda item is to consider a License Agreement with the new property owners of 1702 West Lake Drive, to allow the continued existence of a garage that is encroached on city property.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

In 2004 City Council approved a License Agreement between the City of Taylor and property owners of 1702 West Lake Drive. The License Agreement allowed the property owners to retain a garage on the property that has encroached approximately 17 feet into the city's alley, subject to certain terms and conditions.

The property is currently under contract to be sold. The new owners are requesting a new License Agreement so that they may retain the garage in its current location.

The alley in question runs through Block 2, Baker's Addition and has not been abandoned by the City. There currently is a sewer line running through the alley, but the encroachment is not detrimental to access to the line.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
New property owners may keep the garage as is.	

4. RECOMMENDATION

Staff recommends approving the License Agreement between the City of Taylor and the new property owners, Steve and Susanne Marsaglia.

5. FUNDING SOURCE

N/A

6. TIMELINE

The new property owners would like to close on the property as soon as possible.

7. OTHER OPTIONS (In order of preference)

Do not approve License Agreement.

8. ATTACHMENTS

7a. License Agreement L-21-01 with Exhibits

7b. 2004 License Agreement (for reference only)

LICENSE AGREEMENT NO. L-21-01

This Agreement is by and between the City of Taylor, Texas, a home rule city, whose address is 400 Porter Street, Taylor, Texas, 76574, hereinafter referred to as "Licensor" or "City", and **Steve and Susanne Marsaglia**, whose address is 1702 West Lake Drive, Taylor, Texas, 76574, hereinafter referred to as "Licensee".

Licensee desires a written license agreement allowing Licensee's encroachment upon a City public alley and Licensor has agreed to grant a license for Licensee's encroachment.

The property licensed under this License Agreement is approximately 17 feet designated in the plat attached hereto as Exhibit "A" and incorporated by reference herein ("License Tract") upon which is located a garage owned by Licensee that encroaches on City property ("Improvement").

Licensee requested authority to allow the Improvement to remain on the License Tract and the City agrees to allow the Improvement to remain on the License Tract, subject to the following terms and conditions:

1. Licensor grants Licensee a license for location of the Improvement depicted in Exhibit "A";
2. This License Agreement does not constitute or represent an abandonment by Licensor of the License Tract nor does this License Agreement grant Licensee any further right or authority for use of the License Tract;
3. No further encroachments shall be placed on the License Tract;
4. Licensee shall comply with all laws, rules, ordinances and regulations pertaining to the License Tract and use of the License Tract;
5. Licensee stipulates and agrees this License Agreement does not represent nor assert claims of ownership or title to the License Tract by Licensee;

6. The license granted by this Agreement shall remain in effect until (i) the Improvement is removed from the License Tract for whatever cause or reason or (ii) until this License Agreement is revoked by and at the sole option of the City. Upon termination of this License Agreement by the City, Licensee shall be obligated to remove the Improvement from the License Tract;
7. This License Agreement is granted to the Licensee only, and Licensee may not transfer or assign this License Agreement; and
8. Licensee shall indemnify, defend and hold Licensor harmless against all claims, demands, liabilities, suits or damages including, but not limited to, personal injuries and attorney's fees, arising from Licensee's use and benefit of this License Agreement.

Venue, jurisdiction and performance for this License Agreement shall be in Williamson County, Texas.

If any article, paragraph, or part of a paragraph of this License Agreement is held to be invalid or unconstitutional by a court of competent jurisdiction, the same shall not invalidate or impair the validity, force or effect of any other article, paragraph or part of a paragraph of this License Agreement which shall remain in full force and effect.

IN WITNESS WHEREOF, this License Agreement has been duly executed in multiple counterparts, each of which is to be deemed an original for all purposes by the parties hereto.

Dated this the ____ day of _____, 2021.

CITY OF TAYLOR, TEXAS

BY: Brandt Rydell
ITS: Mayor

LICENSOR

ATTEST:

Dianna Barker
City Clerk

Steve and Susanne Marsaglia

LICENSEE

STATE OF TEXAS §
 §
COUNTY OF WILLIAMSON §

This instrument was acknowledged before me on this the _____ day of _____, 2021, by Brandt Rydell, Mayor, of the City of Taylor, Texas, known to me to be the person whose name is subscribed to the foregoing instrument, and swore and acknowledged to me that he executed the same for the purposes and consideration therein expressed, and in the capacity therein stated and as the act and deed of the corporation.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, this the _____ day of _____, 2021.

Notary Public, State of Texas

STATE OF TEXAS §
 §
COUNTY OF WILLIAMSON §

This instrument was acknowledged before me on this the _____ day of _____, 2021, by _____.

Notary Public, State of Texas

Aerial photo:

Encroachment



This map is based on the City of Tipton, Texas, Planning and Development Department
This product is for informational purposes only and may not have been prepared for or be suitable
for legal, engineering, or surveying purposes. It does not represent an official record and
represents only the relative location of the property boundaries.
10-1-10
Highway Department, Tipton, Texas
10-1-10

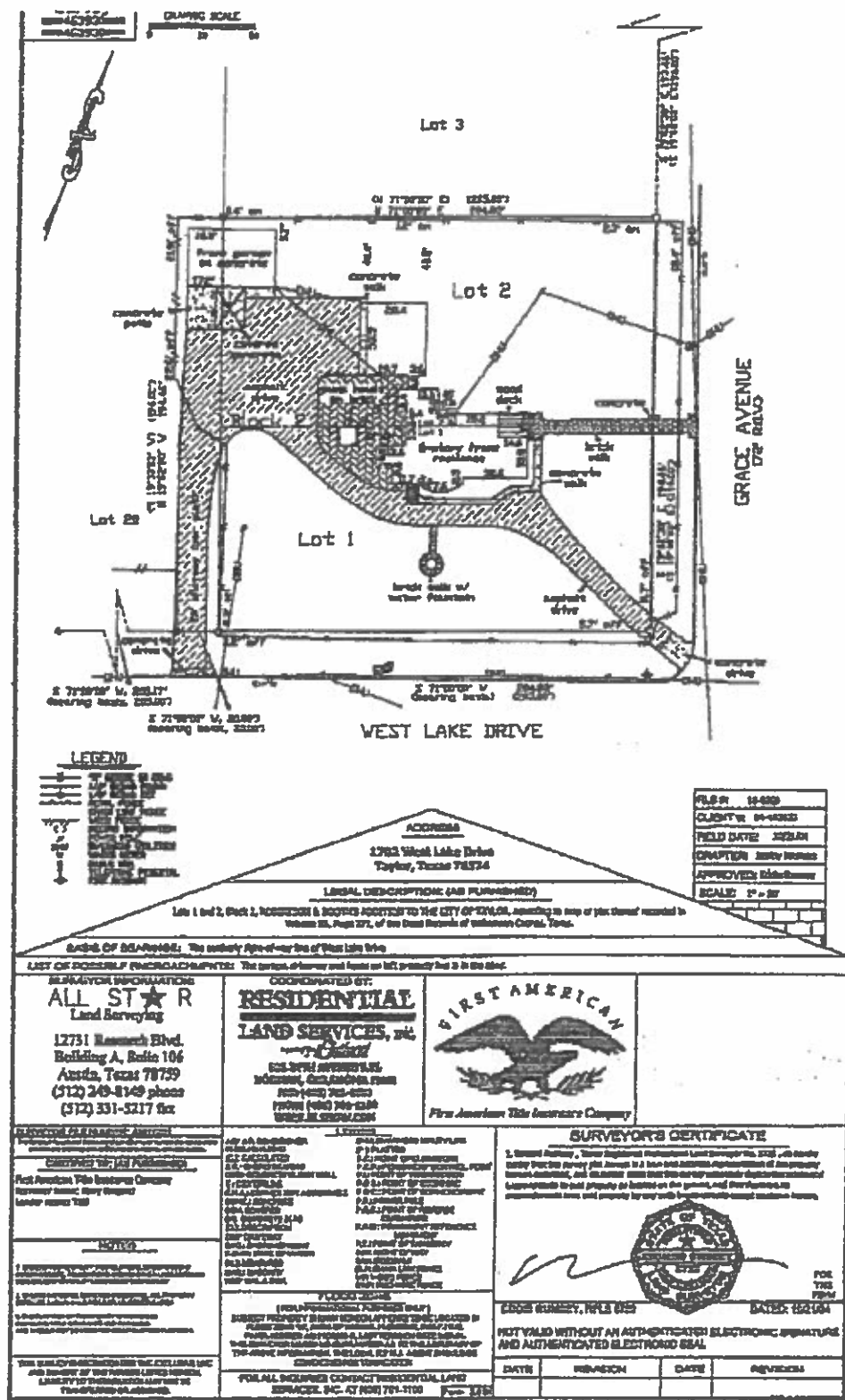


EXHIBIT A

LICENSE AGREEMENT NO. L-04--2

This Agreement is by and between the City of Taylor, Texas, a home rule city, whose address is 400 Porter Street, Taylor, Texas, 76574, hereinafter referred to as "Licensor" or "City", and Mary ^{Guarard} ~~Guarard~~, whose address is 1702 West Lake Drive, Taylor, Texas, 76574, hereinafter referred to as "Licensee". *MS*

Licensee desires a written license agreement allowing Licensee's encroachment upon a City public alley and Licensor has agreed to grant a license for Licensee's encroachment.

The property licensed under this License Agreement is approximately 17 feet designated in the plat attached hereto as Exhibit "A" and incorporated by reference herein ("License Tract") upon which is located a garage owned by Licensee that encroaches on City property ("Improvement").

Licensee requested authority to allow the Improvement to remain on the License Tract and the City agrees to allow the Improvement to remain on the License Tract, subject to the following terms and conditions:

1. Licensor grants Licensee a license for location of the Improvement depicted in Exhibit "A";
2. This License Agreement does not constitute or represent an abandonment by Licensor of the License Tract nor does this License Agreement grant Licensee any further right or authority for use of the License Tract;
3. No further encroachments shall be placed on the License Tract;
4. Licensee shall comply with all laws, rules, ordinances and regulations pertaining to the License Tract and use of the License Tract;
5. Licensee stipulates and agrees this License Agreement does not represent nor assert claims of ownership or title to the License Tract by Licensee;

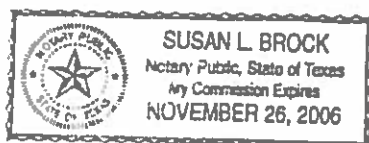
6. The license granted by this Agreement shall remain in effect until (i) the Improvement is removed from the License Tract for whatever cause or reason or (ii) until this License Agreement is revoked by and at the sole option of the City. Upon termination of this License Agreement by the City, Licensee shall be obligated to remove the Improvement from the License Tract;
7. This License Agreement is granted to the Licensee only, and Licensee may not transfer or assign this License Agreement; and
8. Licensee shall indemnify, defend and hold Licensors harmless against all claims, demands, liabilities, suits or damages including, but not limited to, personal injuries and attorney's fees, arising from Licensee's use and benefit of this License Agreement.

Venue, jurisdiction and performance for this License Agreement shall be in Williamson County, Texas.

If any article, paragraph, or part of a paragraph of this License Agreement is held to be invalid or unconstitutional by a court of competent jurisdiction, the same shall not invalidate or impair the validity, force or effect of any other article, paragraph or part of a paragraph of this License Agreement which shall remain in full force and effect.

IN WITNESS WHEREOF, this License Agreement has been duly executed in multiple counterparts, each of which is to be deemed an original for all purposes by the parties hereto.

Dated this the 9th day of December, 2004.



CITY OF TAYLOR, TEXAS

Donald R. Hill

BY: Donald R. Hill

ITS: Mayor

LICENSOR

ATTEST:

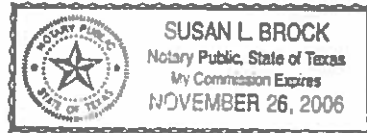
Susan Brock
Susan Brock
City Clerk

Mary Guerard
Mary Guerard
m.g. Guerard
LICENSEE

STATE OF TEXAS §
 §
COUNTY OF WILLIAMSON §

This instrument was acknowledged before me on this the 9th day of December, 2004, by Donald R. Hill, Mayor, of the City of Taylor, Texas, known to me to be the person whose name is subscribed to the foregoing instrument, and swore and acknowledged to me that he executed the same for the purposes and consideration therein expressed, and in the capacity therein stated and as the act and deed of the corporation.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, this the 9th day of December, 2004.



Susan L. Brock
Notary Public, State of Texas

STATE OF TEXAS §
 §
COUNTY OF WILLIAMSON §

This instrument was acknowledged before me on this the _____ day of _____, 2004, by Mary Guerard.

Notary Public, State of Texas

3

STATE OF CALIFORNIA)
COUNTY OF Sonoma) SS.

On 12-17-04 before me, Dmaycherch

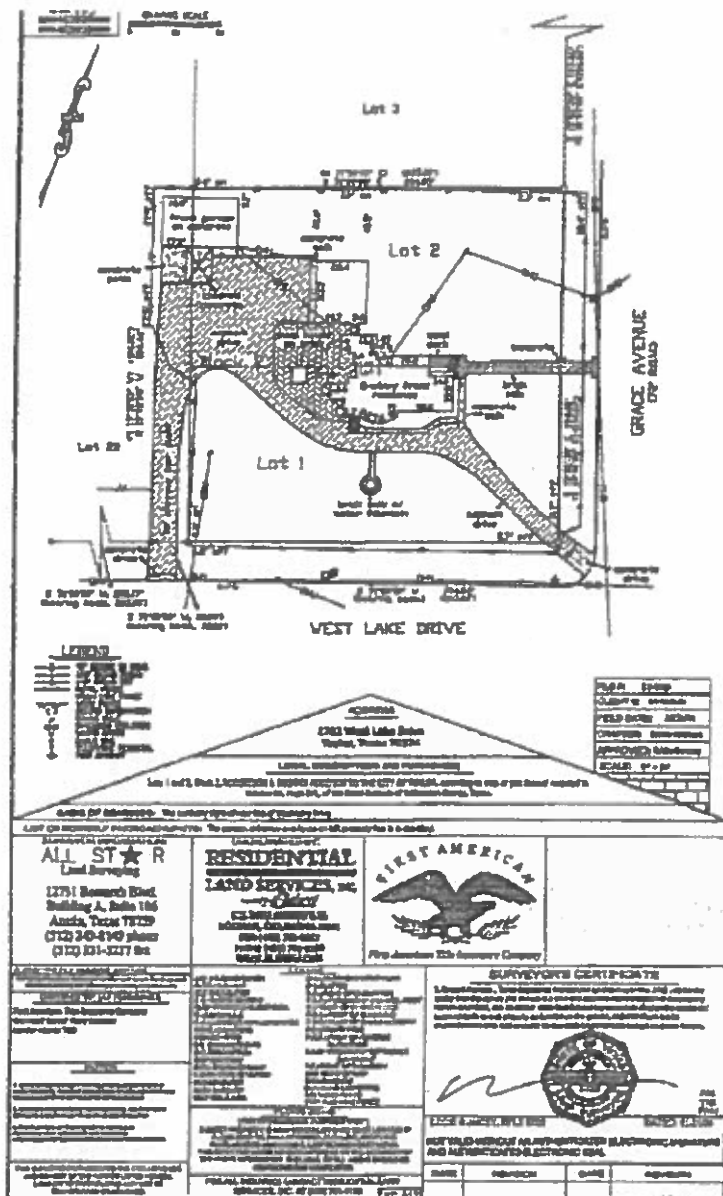


EXHIBIT A

Aerial photo:

Encroachment



This map is based on data provided by the City of Tigard, Oregon, and is not intended to be used for legal purposes. It does not represent an official record and represents only the relative location of the property boundaries.

Property Owner and Applicant

Mary Guerard selling to Noe and Delis Cruz.

Current Use of Property

Single family residential

b) Issues and Analysis

1702 West Lake Street is currently under contract to be sold by Mary Guerard to Noe and Delis Cruz. A License Agreement was approved by City Council with Ms. Guerard during 2004. The agreement states that it is granted to the licensee only, and licensee may not transfer or assign the license agreement without City approval. Thus, any new owners of the property must sign a new agreement with the City. If the garage is removed for whatever reason, the agreement becomes null and void.

Other Information:**Site Photo of garage at 1702 W Lake:**



***City Council Meeting
January 24, 2013
Agenda Item Transmittal***

Agenda Item #: 3

Agenda Title: Consider License Agreement L13-01 for 1702 West Lake Street between the City of Taylor and Noe and Delis Cruz.

Council Action to be taken: Approve by consent

Initiating Department: Planning and Development

Staff Contact: John Elsdon, City Planner

1. INTRODUCTION/PURPOSE

Noe and Delis Cruz are in the process of buying the home. As part of the closing, both the seller (by phone) and the prospective owner (by email) have requested to continue this arrangement with a license agreement to the prospective owner.

The License Agreement is required whenever a property sells that currently has a License Agreement. The City approved a license agreement with Ms. Guerard at 1702 West Lake Street in 2004.

The reason for a License Agreement is to allow improvements on a property that may encroach onto City property to continue to exist, as long as there are no changes to the encroachment. The improvement that encroaches was usually constructed during a much earlier time when, for example, the City did not have a platting requirement in place. If the encroached is removed or is no longer present, the Agreement becomes null and void.

The garage extends into the city right of way (alley) approximately 17 feet. Mr. & Mrs. Cruz are purchasing the property from Mary Guerard.

2. DESCRIPTION/ JUSTIFICATION

a) Background

Location of the Property
1702 West Lake Street

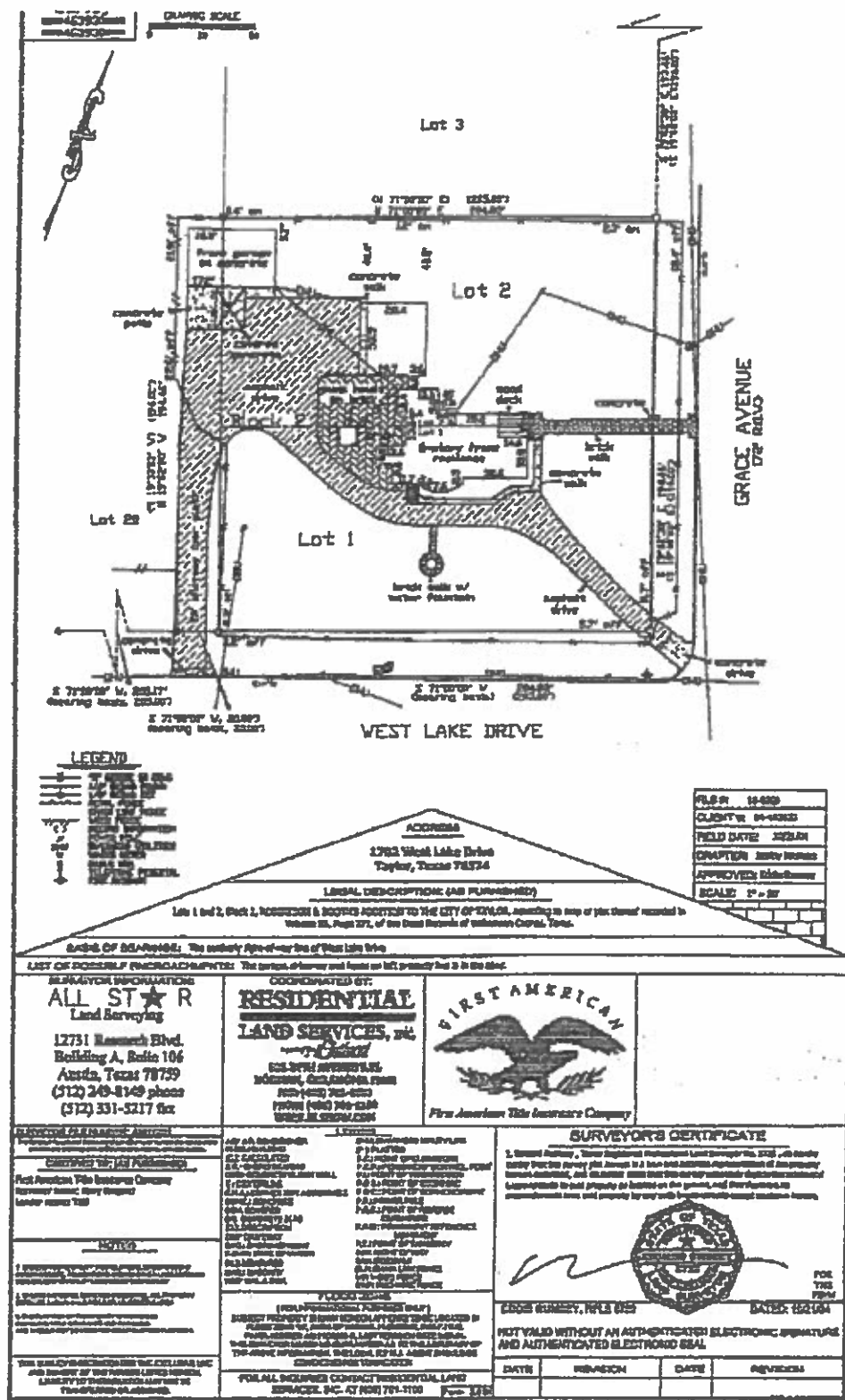


EXHIBIT A

STATE OF CALIFORNIA)
COUNTY OF Sonoma) SS.

On 12.17.04 before me, Dmajcherek

a Notary Public in and for said County and State, personally appeared _____

Mary Guerard

personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

Dmajcherek
Signature of Notary



EXTNOT1 -08/25/98bk

STATE OF CALIFORNIA)
COUNTY OF _____) SS.

On _____ before me, _____

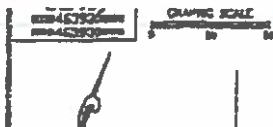
a Notary Public in and for said County and State, personally appeared _____

personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

Signature of Notary

EXTNOT1 -08/25/98bk



GIVEN UNDER MY HAND AND SEAL OF OFFICE, this the _____
day of _____, 2013.

Notary Public, State of Texas

STATE OF TEXAS §
 §
COUNTY OF WILLIAMSON §

This instrument was acknowledged before me on this the
_____ day of _____, 2013, by Noe and Delis Cruz,
known to me to be the persons whose names are subscribed to
the foregoing instrument, and swore and acknowledged to me
that they executed the same for the purposes and
consideration therein expressed, and in the capacity
therein stated and as the act and deed of the corporation.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, this the _____
day of _____, 2013.

Notary Public, State of Texas

CITY OF TAYLOR, TEXAS

BY: Donald Hill

ITS: Mayor

LICENSOR

ATTEST:

Susan Brock
City Clerk

Noe Cruz

Delis Cruz

LICENSEES

STATE OF TEXAS

§

§

COUNTY OF WILLIAMSON

§

This instrument was acknowledged before me on this the _____ day of _____, 2013, by Donald Hill, Mayor, of the City of Taylor, Texas, known to me to be the person whose name is subscribed to the foregoing instrument, and swore and acknowledged to me that he executed the same for the purposes and consideration therein expressed, and in the capacity therein stated and as the act and deed of the corporation.

6. The license granted by this Agreement shall remain in effect until (i) the Improvement is removed from the License Tract for whatever cause or reason or (ii) until this License Agreement is revoked by and at the sole option of the City. Upon termination of this License Agreement by the City, Licensee shall be obligated to remove the Improvement from the License Tract;
7. This License Agreement is granted to the Licensee only, and Licensee may not transfer or assign this License Agreement;
8. Licensee shall indemnify, defend and hold Licensors harmless against all claims, demands, liabilities, suits or damages including, but not limited to, personal injuries and attorney's fees, arising from Licensee's use and benefit of this License Agreement; and
9. Licensee acknowledges and agrees Licensors shall have no obligation or duty to maintain or repair any property, including without limitation pipes or pipelines, located within the License Tract.

Venue, jurisdiction and performance for this License Agreement shall be in Williamson County, Texas.

If any article, paragraph, or part of a paragraph of this License Agreement is held to be invalid or unconstitutional by a court of competent jurisdiction, the same shall not invalidate or impair the validity, force or effect of any other article, paragraph or part of a paragraph of this License Agreement which shall remain in full force and effect.

IN WITNESS WHEREOF, this License Agreement has been duly executed in multiple counterparts, each of which is to be deemed an original for all purposes by the parties hereto.

Dated this the ____ day of _____, 2013.

LICENSE AGREEMENT NO. L-13-01

This Agreement is by and between the City of Taylor, Texas, a home rule city, whose address is 400 Porter Street, Taylor, Texas, 76574, hereinafter referred to as "Licensor" or "City", and Noe and Delis Cruz hereinafter referred to as "Licensees".

Licensees desire a written license agreement allowing Licensee's encroachment upon a City public alley and Licensor has agreed to grant a license for Licensee's encroachment.

The property licensed under this License Agreement is approximately 476 square feet located in the alley, being situated in the Robertson-Booth Addition, Block 2, Lot 1-2, a 20' alley located next to and west of Lot 1-2, Williamson County, Texas, more fully described on Exhibit "A" attached hereto and incorporated by reference herein ("License Tract") upon which is located a portion of a garage owned by Licensee that encroaches on City property ("Improvement"). No City utilities exist within this alley.

Licensee requested authority to allow the Improvement to remain on the License Tract and the City agrees to allow the Improvement to remain on the License Tract, subject to the following terms and conditions:

1. Licensor grants Licensee a license for location of the Improvement depicted in Exhibit "A";
2. This License Agreement does not constitute or represent an abandonment by Licensor of the License Tract nor does this License Agreement grant Licensee any further right or authority for use of the License Tract;
3. No further encroachments shall be placed on the License Tract;
4. Licensee shall comply with all laws, rules, ordinances and regulations pertaining to the License Tract and use of the License Tract;
5. Licensee stipulates and agrees this License Agreement does not represent nor assert claims of ownership or title to the License Tract by Licensee;

3. FINANCIAL/BUDGET

4. TIMELINE CONSIDERATIONS

5. RECOMMENDATION

Staff recommends approval of this request.

6. REFERENCE FILES

- 3a. [License Agreement L13-01](#)
- 3b. [Letter requesting](#) License Agreement from new home purchasers
- 3c. [Most recent agreement](#) L04-2



City Council Meeting October 28, 2021 Transmittal Letter

STRATEGIC PILLAR

☐ Streets/Infrastructure

☒ Quality of Life

☐ Economic Vitality

Agenda Item #: 8
Agenda Title: Consider purchase of a diesel exhaust removal system for fire stations

Council Action to be taken: Approve purchase of diesel exhaust removal systems

Department Submitted: Fire

Staff Contact: Daniel Baum, Fire Chief

1. PURPOSE/DESCRIPTION

The purpose of this agenda item is to purchase and install a diesel exhaust removal system in Fire Stations 1 & 2 for \$57,330.03 from Air Vacuum Corporation. This purchase will be made through General Services Administration (GSA) contract # GS-07F-0437M.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

Diesel exhaust is recognized by both OSHA and NFPA as a health hazard to firefighters. Prolonged exposure to diesel exhaust and diesel particulate matter can increase the risk of cardiovascular, cardiopulmonary, and respiratory disease, as well as lung cancer. Research has shown that when operating engine-powered equipment in the apparatus bay, exhaust appears to flow into fire station spaces beyond the apparatus bay including living areas and bedrooms. The need for exhaust removal systems in fire stations is stated in NFPA 1500 as well as the International Building Code.

The proposed exhaust removal system is an NFPA 1500 and OSHA-compliant automatic air filtration system that automatically activates when needed and filters gases, carcinogens, and particulate matter from the apparatus bays.

Funding of \$40,000 for this item was approved as an adjustment to base towards the end of the 20-21 fiscal year, however costs have increased substantially since project cost was originally developed. Additional funding will come from fund balance or additional surplus revenues not already allocated, if available.

The use of a government cooperative purchasing agreement exempts the need for competitive bids per the City's purchasing policy.

The quote provided is "turn-key" and includes installation.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Improves air quality in fire stations. • Meets NFPA and OSHA requirements. • Improves firefighter safety.	• N/A

4. RECOMMENDATION

Staff recommends approving purchase of the diesel exhaust removal system.

5. FUNDING SOURCE

General fund.

6. TIMELINE

Estimated 12–16 week lead time for installation.

7. OTHER OPTIONS (In order of preference)

N/A

8. ATTACHMENTS

8a. Purchase Quote



The World Leader In Engine Exhaust Removal
Systems for the Fire and EMS Industry

PROPOSAL – AIRVAC 911® Multi-Directional (Horizontal & Vertical) Air Flow Exhaust Removal System

THE SALE OF AIRVAC 911®, ENGINE EXHAUST AIR FILTRATION SYSTEM, BY AIR VACUUM CORPORATION OF DOVER N.H., FOR REMOVAL OF HAZARDOUS EMISSIONS FROM FIRE, RESCUE, TRUCKING, AND OTHER HEAVY EQUIPMENT FLOOR AREAS.

THIS QUOTATION HAS BEEN PREPARED FOR: 10/18/2021



Contract Holder

Chief, Daniel Baum
Taylor Fire Department
304 E 3rd Street
Taylor, TX 76574

SPECIFICATIONS

MODEL: AIRVAC 911®, VERTICAL AIR FLOW DESIGN, CEILING HUNG, RE-CIRCULATING AIR FILTRATION SYSTEM. MANUFACTURED BY: AIR VACUUM CORPORATION, 6 FARADAY DRIVE, DOVER, NH 03820.

FILTRATION: "4-STAGE" FILTER PACK. ALL FILTERS ARE INDUSTRY STANDARD SIZED, UL TESTED & CERTIFIED.

PRE-FILTER (STAGE 1): 24" X 24" X 1". 3-PLY POLYESTER CONSTRUCTION. TWO LAYERS OF 16/40 DUAL DENIER POLY FIBERS WITH A FINAL DUST CATCHING ADHESIVE LAYER. SELF-SEALING FILTER WITH PRE-INSTALLED INTERNAL HEAVY GAGE WIRE FRAME. MERV 8. PERFORMANCE BASED ON A.S.H.R.A.E. 52.1-1992 TEST METHOD. CLASSIFIED AS A UL CLASS 2 FILTER, ACCORDING TO UL STANDARD 900 AND CAN 4-S111.

MAIN MEDIA FILTER (STAGE 2): 24" X 24" X 6". "HEPA MAX 3000" HIGH EFFICIENCY PARTICULATE AIR FILTER. DOP TESTED WITH 0.3 MICROMETER SIZED PARTICLES TO HAVE A **MINIMUM EFFICIENCY OF UP TO 95% AND EXCEEDS THE MAXIMUM EFFICIENCY OF 98% ASHRAE 52.1 TESTED FILTERS.** CONSISTS OF A PLEATED MEDIA PACK ENCLOSED WITHIN A GALVANIZED STEEL FRAME ASSEMBLY. ULTRA-FINE FIBERGLASS MEDIA FORMED IN A SERIES OF PLEATS SEPERATED BY CORRUGATED ALUMINUM DIVIDERS TO MAINTAIN UNIFORM SPACING BETWEEN EACH PLEAT FOR OPTIMAL AIRFLOW. CLASSIFIED CLASS 2 ACCORDING TO U.L. STANDARD 900 AND IS CLASSIFIED MERV 16 IN ACCORDANCE WITH ASHRAE STANDARD 52.2. FOR INSTALLATION SAFETY, TOTAL WEIGHT NOT TO EXCEED 16 LBS.

GAS-PHASE EXTRACTOR (STAGES 3&4): ONE 24" X 24" X 4", "MULTISORB 3000" BLENDED GAS PHASE EXTRACTOR. 50/50 RESPIRATOR GRADE ACTIVATED CARBON GRANUALS EFFECT FOR REMOVAL OF HIGH WEIGHT MOLECULAR GASES WITHIN DIESEL EXHAUST (VOC'S, HYDROCARBONS, BENZENE, OCTANE, METHANOL AND MORE) AND POTASSIUM PERMANGANATE FOR REMOVAL OF LIGHT WEIGHT MOLECULAR GASES (SULFUR DIOXIDE, NITROGEN DIOXIDE, FORMALDEHYDE AND MORE). FILTER IS CONSTRUCTED WITHIN A 24ga METAL FRAME WITH INTERNAL "HONEYCOMB" CONTAINMENT STRUCTURE. 50/50 BLEND EQUATES TO 28+/- LBS OF CARBON. FOR INSTALLATION SAFETY, TOTAL WEIGHT NOT TO EXCEED 30 LBS.

CABINET CONSTRUCTION: 18 & 16 GAUGE, ALL WELDED STEEL CONSTRUCTION. 25" X 26" X 28" CUSTOM GRAY POWDER COAT PAINT FINISH. TWO HINGED ACCESS PANELS: ONE, TO THE FILTER BANK AND THE OTHER TO THE MOTOR/BLOWER UNIT. A "DWYER" MAGNEHELIC STATIC PRESSURE GAGE, ALLOWS USER TO VISUALLY CHECK ON THE STATUS OF THE FILTER BANK. **FOUR HORIZONTAL & ADJUSTABLE AIRFLOW GRILLS.** "QUICK LATCH" FILTER COMPARTMENT WHICH IS CAPABLE OF HOLDING UP TO 15" OF FILTRATION!

ELECTRICAL: 3/4 H.P., 1725 RPM, 115 VOLT SINGLE PHASE ELECTRIC MOTOR, 13.6 F.L. AMP., RESILIENT MOUNT, AUTOMATIC THERMAL PROTECTION. ELECTRIC MOTOR, RESILIENT MOUNT. ALL MOTORS ARE UL APPROVED. **OPTIONS:** UNITS AVAILABLE @ 230 VOLT, SINGLE PHASE, 6.8 F.L. AMP, ADD \$75 EA. UNIT, SINGLE PHASE MOTOR USABLE @ 208-230 VOLT. 7.0 F.L. AMP. ADD \$115 EA UNIT, THREE PHASE 1 HP - @ 208-230/460 Volt, 3.4-3.6/1.8 F.L. AMPS, ADD \$255 EA. UNIT; TO BASE QUOTE.

BLOWER: CONTINENTAL CENTRIFUGAL IMPELLER AND FUNNEL CONE. NON-METAL & CHEMICALLY RESISTANT.

AVEC CONTROL PANEL: UL 508 CERTIFIED CUSTOM "AUTOMATIC VEHICLE EXHAUST CONTROL", MULTI-CIRCUIT AUTOMATIC RESET TIMER CONTROL. TWO CIRCUIT CONFIGURATIONS RATED AT 20 AMPS PER. TIMING RANGE OF .1 TO 120 MIN. ENCLOSED WITHIN A NEMA-4 RATED ENCLOSURE, NECESSARY FOR APPLICATIONS WHERE WATER IS PRESENT (WASHING OF VEHICLES). MANUAL THREE POSITION SWITCH FOR: AUTO MODE, SYSTEM OFF & SYSTEM RUN OVERRIDE. LED "OPERATING" LIGHT.

AUTOMATIC ACTIVATION SWITCHES: (SEE ENCLOSURES) PHOTO ELECTRIC EYES ACTIVATE SYSTEM UPON VEHICLE MOVEMENT (OUTDOOR RANGES OF UP TO 200') AND MAGNETIC DOOR SWITCHES (ONE PER OVERHEAD DOOR).

INSTALLATION: "TURN KEY" AN ADDITIONAL CHARGE **MAY** APPLY IF THE LOCATION OF INSTALLATION DOES NOT HAVE SUFFICIENT ELECTRICAL CAPACITY TO INSTALL THE AIRVAC 911®, SYSTEM. (E.G.- 1 OPEN 20 AMP BREAKER PER UNIT + 1 FOR THE CONTROL PANEL). **AVC PRICING DOES NOT INCLUDE THE COST OF ANY PERMITS, LICENSING FEES, REGISTRATION FEES, SALES/USE TAXES OR OTHER FEES THAT MAY BE REQUIRED UPON INSTALLATION AND BY PLACING AN ORDER WITH AVC THE BUYER IS RESPONSIBLE FOR ALL ADDITIONAL FEES AND ITEMS OTHER THAN WHAT HAS BEEN QUOTED. IN ADDITION TO, ANY INSTALLATION REQUESTS OTHER THAN "STANDARD"; SEISMIC OR VIBRATION MOUNTING HARDWARE, LOW VOLTAGE WIRING WITHIN CONDUIT, PAINTING OF CONDUIT, RECESSED CONTROLS/DEVICES, BURIED CONDUIT, RADIANT HEAT SHIELDING, REMOVAL OF EXISTING PRODUCTS ETC. MAY ALSO REQUIRE ADDITIONAL PRICING. NON GSA SCHEDULE ITEM.**



The World Leader In Engine Exhaust Removal
Systems for the Fire and EMS Industry

GSA (GS-07F-0437M) PRICE QUOTATION – STATION #1

Chief Daniel Baum
Taylor Fire Department
304 E 3rd Street,
Taylor, TX 76574

DATE: 10/18/2021
PHONE: (512) 352-6992
FAX:
daniel.baum@taylor.tx.gov

DESCRIPTION	QUANTITY	UNIT COST	TOTALS
AIRVAC 911® EXHAUST REMOVAL SYSTEM -	4	\$3,541.00	\$14,164.00
*ADDER - 230 VOLT 3-PHASE	4	\$255.00	\$1,020.00
AIRVAC 911® FILTER PACK (4-Stage Filter Pack, "Main Filters")	4	\$389.02	\$1,556.08
AIRVAC 911® FILTER GAUGE (Min. one per building section)	1	\$119.70	\$119.70
UL 508A CERTIFIED CONTROL PANEL - AVEC3P-2C	1	\$1,458.32	\$1,458.32
ACTIVATION PACKAGE - PB030TK 200' PHOTO EYE (set) &	2	\$244.38	\$488.76
N505AUTM/STX01 TRACK MOUNTED DOOR SWITCH	8	\$43.89	\$351.12
PREFILTERS (12 Per Box/Change date est. indicated below)	1	\$98.75	\$98.75
*ESTIMATED INSTALLATION "TURN-KEY" & DELIVERED	4	\$2,595.00	\$10,380.00
**Non-Schedule Item"			\$29,636.73

MADE IN THE USA

♦ *FREIGHT: FOB Origin,* ♦ **TERMS: Net 30** ♦ *Lead-Time 12 to 16 weeks.*

- ♦ Buyer is responsible for all permits, permit fees, State/local licensing fees and applicable taxes related to the purchase of product, shipping and installation or must provide all necessary tax-exempt certificates; state, local and/or county to Air Vacuum Corporation.

The AIRVAC 911® System is Provided With a FIVE YEAR WARRANTY On ALL Components (excluding consumable filters)

DIAGRAM IS NOT AVAILABLE AT THIS TIME. PLEASE CONSULT YOUR SALES REP FOR A DIAGRAM SHOWING AIRVAC 911 CEILING LOCATIONS.

Approximate Filter Life Expectancy

Prefilters 2-4 months, Main filters 12 to 24+ months.

This quotation has been prepared By: Thomas J. Vitko Date: 10/18/2021
Quotation Prices are valid for 90 calendar days from quotation date.



The World Leader In Engine Exhaust Removal
Systems for the Fire and EMS Industry

GSA (GS-07F-0437M) PRICE QUOTATION – STATION #2

Chief Daniel Baum
Taylor Fire Department
304 E 3rd Street,
Taylor, TX 76574

DATE: 10/18/2021
PHONE: (512) 352-6992
FAX:
daniel.baum@taylor.tx.gov

DESCRIPTION	QUANTITY	UNIT COST	TOTALS
AIRVAC 911® EXHAUST REMOVAL SYSTEM - Single Ph. 115V	4	\$3,541.06	\$14,164.24
AIRVAC 911® FILTER PACK (4-Stage Filter Pack, "Main Filters")	4	\$389.02	\$1,556.08
AIRVAC 911® FILTER GAUGE (Min. one per building section)	1	\$119.70	\$119.70
UL 508A CERTIFIED CONTROL PANEL - AVEC-4C	1	\$1,042.37	\$1,042.37
ACTIVATION PACKAGE - PB030TK 200' PHOTO EYE (set) &	1	\$244.38	\$244.38
N505AUTM/STX01 TRACK MOUNTED DOOR SWITCH	2	\$43.89	\$87.78
PREFILTERS (12 Per Box/Change date est. indicated below)	1	\$98.75	\$98.75
*ESTIMATED INSTALLATION "TURN-KEY" & DELIVERED	4	\$2,595.00	\$10,380.00
**Non-Schedule Item			\$27,693.30

MADE IN THE USA

♦ *FREIGHT: FOB Origin,* ♦ **TERMS: Net 30** ♦ *Lead-Time 12 to 16 weeks.*

- ♦ Buyer is responsible for all permits, permit fees, State/local licensing fees and applicable taxes related to the purchase of product, shipping and installation or must provide all necessary tax-exempt certificates; state, local and/or county to Air Vacuum Corporation.

The AIRVAC 911® System is Provided With a FIVE YEAR WARRANTY On ALL Components (excluding consumable filters)

DIAGRAM IS NOT AVAILABLE AT THIS TIME. PLEASE CONSULT YOUR SALES REP FOR A DIAGRAM SHOWING AIRVAC 911 CEILING LOCATIONS.

Approximate Filter Life Expectancy

Prefilters 2-4 months, Main filters 12 to 24+ months.

This quotation has been prepared By: Thomas J. Vitko Date: 10/18/2021
Quotation Prices are valid for 90 calendar days from quotation date.



City Council Meeting October 28, 2021 Transmittal Letter

STRATEGIC PILLAR

☒ Streets/Infrastructure

☐ Quality of Life

☐ Economic Vitality

Agenda Item #: 9
Agenda Title: Consider Equipment Purchases for the Street Department Paving and Patching Program from the 2022 Bond

Council Action to be taken: Approve purchases of these specific equipment pieces

Department submitted: Public Works/Internal Services

Staff Contact: Jim Gray, Public Works Director
Lisa Thompson, Internal Services Director

1. PURPOSE/DESCRIPTION

The City has completed the Reimbursement Resolution for the new 2022 Bond. We have certain pieces of equipment that are on a thirty-day window to purchase before price increases take effect. These equipment purchases are primarily for Street Repair. The Equipment will be purchased through various State Cooperative Boards which are competitively bid.

Four pieces of the equipment will be delivered in 2-8 months and one piece is on the yard which will allow us to return a rental unit.

We will be purchasing 5 pieces of equipment.

2021 Dynapac Pneumatic Roller on site	125,983.00
2021 Hitachi Rubber Tire Loader December	186,692.00
2021 Steel Wheel Roller/Packer February 2022	90,392.00
2023 Niece 2,000 Water Truck April 2022	111,820.00
2021 6' Asphalt Zipper June 2022	<u>314,405.00</u>
Total	829,292.00

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

We are seeing significant delays in equipment delivery and price increases. The reimbursement resolution allows us to lock in delivery dates and prices as soon as possible.

The Council passed the 2022 Bond Reimbursement Resolution at the October 14 City Council meeting.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Take advantage of existing prices • Help decrease delivery times	• Wait until we have funds in hand which could increase prices and delivery dates.

4. RECOMMENDATION

Approve the purchase of these pieces of equipment.

5. FUNDING SOURCE

The General and Utility funds until they are reimbursed with 2022 Bond Funds.

6. TIMELINE

From 0-8 months for delivery of specific pieces of equipment.

7. OTHER OPTIONS (In order of preference)

Do not purchase the equipment.

8. ATTACHMENTS

9a. Power Point presentation

Public Works Equipment

Dynapac CP2100W Pneumatic Roller



Buy Board Price \$125,983 At Store

Hitachi 180 Wheel loader



Buy Board Price \$186,592 3 – 6-Month Delivery Time

Dynapac CA1400D Single Drum Roller With Pad Foot Attachment



Buy Board Price \$90,392 3 – 4-Months Delivery Time

Niece 2000-Gal Water Truck



TIPs Price \$111,820 6-month Delivery Time

6' Asphalt Zipper



HGAC Price \$314,405 8-Month Delivery



City Council Meeting October 28, 2021 Transmittal Letter

STRATEGIC PILLAR

- ☐ Streets/Infrastructure
- ☐ Quality of Life
- ☐ Economic Vitality

Agenda Item #: 10
Agenda Title: **Consider Resolution R21-41 adopting subdivision settlement, Texas Term Sheet and intrastate allocation schedule for the Texas Opioid Settlement.**

Council Action to be taken: Consider the resolution

Department Submitted: City Management

Staff Contact: Brian LaBorde, City Manager

1. PURPOSE/DESCRIPTION

The resolution for Council consideration is to agree to participate to receiving settlement allocation from the Opioid Settlement reached with several states, subdivisions and pharmaceutical manufacturers.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

Texas, along with a broad coalition of states and subdivisions, has reached final agreements with four companies to resolve legal claims against for their role in the opioid crisis. One agreement is with opioid manufacturer Johnson & Johnson. The other is three major pharmaceutical distributors: AmerisourceBergen, Cardinal Health, and McKesson.

The two agreements provide for \$26 billion in payments over 18 years, with \$23.9 billion available for opioid abatement and significant amounts front loaded. Funding will be distributed to states according to the allocation agreement reached among the Attorneys General. Subdivisions can only participate in the agreement if their state participates. Texas' combined share is almost \$1.5 billion: \$1.17 billion from the distributors and \$268 million from J&J. Distribution within Texas is handled through an intrastate agreement between the state and litigating subdivisions. The funding must be used to support any of a wide variety of strategies to fight the opioid crisis. Separate provisions exist to compensate attorneys who have pursued opioid litigation on behalf of states and local governments.

Once the state agrees to participate, then the more subdivisions that join, the more money everyone in Texas will receive. Future opioid litigation may result in suspension and reduction of payments. Even without full resolution of claims, states and

subdivisions can still receive substantial payments by resolving a significant portion of current and future claims.

Both agreements both contain industry-changing injunctive terms. The distributors will be subject to more oversight and accountability, including an independent monitor, to prevent deliveries of opioids to pharmacies where diversion and misuse occur. They will be required to establish and fund an independent clearinghouse to track opioid distribution nationwide and flag suspicious orders. J&J will be prohibited from selling or promoting opioids.

The deadline for states to sign on is August 21, 2021. Subdivisions in participating states then have through January 2, 2022, to join.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
•	•

4. RECOMMENDATION

Staff recommends approval of the resolution.

5. FUNDING SOURCE

Possible one-time allocation for City of Taylor at \$70,728.93 with remaining \$29,862,821 for grants assuming the City joins and Texas receives the maximum funds from distributor and J&J contingent upon the number of political subdivisions that join.

6. TIMELINE

N/A

7. OTHER OPTIONS (In order of preference)

N/A

8. ATTACHMENTS

- 10a. Resolution R21-41
- 10b. Exhibit A
- 10c. Opioid Summary Sheet
- 10d. AG presentation on Opioid Settlement

RESOLUTION R21-41

RESOLUTION SUPPORTING AND APPROVING THE AGREEMENT ENTITLED TEXAS OPIOID ABATEMENT FUND COUNCIL AND SETTLEMENT ALLOCATION TERM SHEET ALSO KNOWN AS THE “TEXAS TERM SHEET” FOR THE ALLOCATION OF ANY AND ALL OPIOID SETTLEMENT FUNDS WITHIN THE STATE OF TEXAS.

BE IT RESOLVED BY THE CITY OF TAYLOR:

WHEREAS, the City of Taylor obtained information indicating that certain drug companies and their corporate affiliates, parents, subsidiaries, and such other defendants as may be added to the litigation (collectively, “Defendants”) have engaged in fraudulent and/or reckless marketing and/or distribution of opioids that have resulted in addictions and overdoses; and

WHEREAS, these actions, conduct and misconduct have resulted in significant financial costs to the City; and

WHEREAS, on May 13, 2020, the State of Texas, through the Office of the Attorney General, and a negotiation group for Texas political subdivisions entered into an Agreement entitled Texas Opioid Abatement Fund Council and Settlement Allocation Term Sheet (hereafter, the Texas Term Sheet) approving the allocation of any and all opioid settlement funds within the State of Texas. The Texas Term Sheet is attached hereto as Exhibit “A”; and

WHEREAS, Special Counsel and the State of Texas have recommended that the City Council for the City of Taylor support the adoption and approval the Texas Term Sheet in its entirety.

THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TAYLOR, TEXAS:

1. Support the adoption and approval the Texas Term Sheet in its entirety; and

2. Finds as follows:

a. There is a substantial need for repayment of opioid-related expenditures and payment to abate opioid-related harms in and about the City of Taylor; and

b. The City Council supports in its entirety and hereby adopts the allocation method for opioid settlement proceeds as set forth in the STATE OF TEXAS AND TEXAS POLITICAL SUBDIVISIONS' OPIOID ABATEMENT FUND COUNCIL AND SETTLEMENT ALLOCATION TERM SHEET, attached hereto as Exhibit A. The City Council understands that the purpose of this Texas Term Sheet is to permit collaboration between the State of Texas and Political Subdivisions to explore and potentially effectuate resolution of the Opioid Litigation against Pharmaceutical Supply Chain Participants as defined therein. We also understand that an additional purpose is to create an effective means of distributing any potential settlement funds obtained under this Texas Term Sheet between the State of Texas and Political Subdivisions in a manner and means that would promote an effective and meaningful use of the funds in abating the opioid epidemic in the city of Taylor and throughout Texas.

PASSED AND APPROVED this ____ day of October, 2021.

Brandt Rydell
Mayor
City of Taylor, Texas

ATTEST:

Dianna Barker
City Secretary

APPROVED AS TO FORM:

Ted W. Hejl
City Attorney

TEXAS OPIOID ABATEMENT FUND COUNCIL AND SETTLEMENT ALLOCATION TERM SHEET

WHEREAS, the people of the State of Texas and its communities have been harmed through the National and Statewide epidemic caused by licit and illicit opioid use and distribution within the State of Texas; and now,

WHEREAS, the State of Texas, though its elected representatives and counsel, including the Honorable Ken Paxton, Attorney General of the State of Texas, and certain Political Subdivisions, through their elected representatives and counsel, are separately engaged in litigation seeking to hold those entities in the supply chain accountable for the damage caused; and now,

WHEREAS, the State of Texas, through its Attorney General and its Political Subdivisions, share a common desire to abate and alleviate the impacts of the epidemic throughout the State of Texas; and now,

THEREFORE, the State of Texas and its Political Subdivisions, subject to completing formal documents effectuating the Parties' agreements, enter into this State of Texas and Texas Political Subdivisions' Opioid Abatement Fund Council and Settlement Allocation Term Sheet (Texas Term Sheet) relating to the allocation and use of the proceeds of any Settlements as described.

A. Definitions

As used in this Texas Term Sheet:

1. “The State” shall mean the State of Texas acting through its Attorney General.
2. “Political Subdivision(s)” shall mean any Texas municipality and county.
3. “The Parties” shall mean the State of Texas, the Political Subdivisions, and the Plaintiffs’ Steering Committee and Liaison Counsel (PSC) in the Texas Opioid MDL, *In Re: Texas Opioid Litigation*, MDL No. 2018-63587, in the 152d District Court of Harris County, Texas.
4. “Litigating Political Subdivision” means a Political Subdivision that filed suit in the state courts of the State of Texas prior to the Execution Date of this Agreement, whether or not such case was transferred to Texas Opioid MDL, or removed to federal court.
5. “National Fund” shall mean any national fund established for the benefit of the Texas Political Subdivisions. In no event shall any National Fund be used to create federal jurisdiction, equitable or otherwise, over the Texas Political Subdivisions or those similarly situated state-court litigants who are included in the state coalition, nor shall the National Fund require participating in a class action or signing a participation agreement as part of the criteria for participating in the National Fund.
6. “Negotiating Committee” shall mean a three-member group comprising four representatives for each of (1) the State; (2) the PSC; and (3) Texas’

Political Subdivisions (collectively, “Members”). The State shall be represented by the Texas Attorney General or his designees. The PSC shall be represented by attorneys Mikal Watts, Jeffrey Simon, Dara Hegar, Dan Downey, or their designees. Texas’ Political Subdivisions shall be represented by Clay Jenkins (Dallas County Judge), Terrence O’Rourke (Special Assistant County Attorney, Harris County), Nelson Wolff (Bexar County Judge), and Nathaniel Moran (Smith County Judge) or their designees.

7. “Settlement” shall mean the negotiated resolution of legal or equitable claims against a Pharmaceutical Supply Chain Participant that includes the State and Political Subdivisions.
8. “Opioid Funds” shall mean monetary amounts obtained through a Settlement as defined in this Texas Term Sheet.
8. “Approved Purpose(s)” shall mean those uses identified in Exhibit A hereto.
9. “Pharmaceutical Supply Chain” shall mean the process and channels through which opioids or opioids products are manufactured, marketed, promoted, distributed, or dispensed.

10. “Pharmaceutical Supply Chain Participant” shall mean any entity that engages in or has engaged in the manufacture, marketing, promotion, distribution, or dispensing of an opioid analgesic.
11. “Texas Opioid Council” shall mean the Council described in Exhibit A hereto, which has the purpose of ensuring the funds recovered by Texas (through the joint actions of the Attorney General and the Texas Political Subdivisions) are allocated fairly and spent to remediate the opioid crisis in Texas, using efficient and cost-effective methods that are directed to the hardest hit regions in Texas while also ensuring that all Texans benefit from prevention and recovery efforts.

B. Allocation of Settlement Proceeds

1. All Opioid Funds distributed in Texas shall be divided with 15% going to Political Subdivisions (“Subdivision Share”), 70% to the Texas Opioid Abatement Fund through the Texas Opioid Council (Texas Abatement Fund Share) identified and described on Exhibits A and C hereto, and 15% to the Office of the Texas Attorney General as Counsel for the State of Texas (“State Share”). Out of the Texas Opioid Abatement Fund, reasonable expenses up to 1% shall be paid to the Texas Comptroller for the administration of the Texas Opioid Council pursuant to the Opioid

Abatement Fund (Texas Settlement) Opioid Council Agreement, Exhibit A hereto.

2. The Subdivisions Share shall be allocated in accordance with the division of proceeds on Exhibit B hereto.
3. The Texas Abatement Fund Share shall be allocated to the Opioid Council to be apportioned in accordance with the guidelines of Exhibit A, and Exhibit C hereto.
4. In the event a Subdivision merges, dissolves, or ceases to exist, the allocation percentage for that Subdivision shall be redistributed as directed by the settlement document, and if not specified, equitably based on the composition of the successor Subdivision. If a Subdivision for any reason is excluded from a specific settlement, the allocation percentage for that Subdivision shall be redistributed as directed by the settlement document, and if not specified, equitably among the participating Subdivisions.
5. Funds obtained from parties unrelated to the Litigation, via grant, bequest, gift or the like, separate and distinct from the Litigation, may be directed to the Texas Opioid Council and disbursed as set forth below.
6. The Subdivision share shall be initially deposited and paid in cash directly to the Subdivision under the authority and guidance of the Texas MDL Court, who shall direct any Settlement funds to be held in trust in a

segregated account to benefit the Subdivisions and to be promptly distributed as set forth herein and in accordance with Exhibit B.

7. Nothing in this Texas Term Sheet should alter or change any Subdivision's rights to pursue its own claim. Rather, the intent of this Texas Term Sheet is to join all parties to disburse settlement proceeds from one or more defendants to all parties participating in that settlement within Texas.
8. Opioid Funds from the Texas Abatement Fund Share shall be directed to the Texas Opioid Council and used in accordance with the guidelines as set out on Exhibit A hereto, and the Texas Abatement Fund Share shall be distributed to the Texas Opioid Council under the authority and guidance of the Texas MDL Court, consistent with Exhibits A and C, and the by-laws of the Texas Opioid Council documents and disbursed as set forth therein, including without limitation all abatement funds and the 1% holdback for expenses.
9. The State of Texas and the Political Subdivisions understand and acknowledge that additional steps may need to be undertaken to assist the Texas Opioid Council in its mission, at a predictable level of funding, regardless of external factors.

C. Payment of Counsel and Litigation Expenses

1. Any Master Settlement Agreement settlement will govern the payment of fees and litigation expenses to the Parties. The Parties agree to direct control of any Texas Political Subdivision fees and expenses to the “Texas Opioid Fee and Expense Fund,” which shall be allocated and distributed by the Texas MDL Court, *In re: Texas Opioid Litigation*, MDL No. 2018-63587, in the 152nd District Court of Harris County, Texas, and with the intent to compensate all counsel for Texas Political Subdivisions who have not chosen to otherwise seek compensation for fees and expenses from any federal MDL common benefit fund.
2. The Parties agree that no portion of the State of Texas 15% allocation share from any settlement shall be administered through the National Fund, the Texas MDL Court, or Texas Opioid Fee and Expense Fund, but shall be directed for payment to the State of Texas by the State of Texas.
3. The State of Texas and the Texas Political Subdivisions, and their respective attorneys, agree that all fees – whether contingent, hourly, fixed or otherwise – owed by the Texas Political Subdivisions shall be paid out of the National Fund or as otherwise provided for herein to the Texas Opioid Fee and Expense Fund to be distributed by the 152nd

District Court of Harris County, Texas pursuant to its past and future orders.

4. From any opioid-related settlements with McKesson, Cardinal Health, ABDC, and Johnson & Johnson, and for any future opioid-related settlements negotiated, in whole or in part, by the Negotiating Committee with any other Pharmaceutical Supply Chain Participant, the funds to be deposited in the Texas Opioid Fee and Expense Fund shall be 9.3925% of the combined Texas Political Subdivision and Texas Abatement Fund portions of each payment (annual or otherwise) to the State of Texas for that settlement, plus expenses from the National Fund, and shall be sought by Texas Political Subdivision Counsel initially through the National Fund. The Texas Political Subdivisions' percentage share of fees and expenses from the National Fund shall be directed to the Texas Opioid Fee and Expense Fund in the Texas MDL, as soon as is practical, for allocation and distribution in accordance with the guidelines herein.
5. If the National Fund share to the Texas Political Subdivisions is insufficient to cover the guaranteed 9.3925%, plus expenses from the National Fund, per subsection 4, immediately *supra*, or if payment from the National Fund is not received within 12 months after the date the

first payment is made by the Defendants pursuant to the settlement, then the Texas Political Subdivisions shall recover up to 12.5% of the Texas Political Subdivision Share to make up any difference.

6. If the National Fund and the Texas Political Subdivision share are insufficient to cover the guaranteed 9.3925%, plus expenses from the National Fund, or if payment from the National Fund is not received within 12 months after the date the first payment is made by the Defendants pursuant to the settlement, then the Texas Political Subdivisions shall recover up to 8.75% of the Abatement Fund Share to make up any difference. In no event shall the Texas Political Subdivision share exceed 9.3925% of the combined Texas Political Subdivision and Texas Abatement Fund portions of any settlement, plus expenses from the National Fund. In the event that any payment is received from the National Fund such that the total amount in fees and expenses exceeds 9.3925%, the Texas Political Subdivisions shall return any amounts received greater than 9.3925% of the combined Texas Political Subdivision and Texas Abatement Fund portions to those respective Funds.

7. For each settlement utilizing a National Fund, the Texas Political Subdivisions need only make one attempt at seeking fees and expenses there.
8. The total amount of the Texas Opioid Fee and Expense Fund shall be reduced proportionally, according to the agreed upon allocation of the Texas Subdivision Fund, for any Texas litigating Political Subdivision that (1) fails to enter the settlement; and (2) was filed in Texas state court, and was transferred to the Texas MDL (or removed before or during transfer to the Texas MDL) as of the execution date of this Agreement.

D. The Texas Opioid Council and Texas Abatement Fund

The Texas Opioid Council and Texas Abatement Fund is described in detail at Exhibit A, incorporated herein by reference.

E. Settlement Negotiations

1. The State and Negotiating Committee agree to inform each other in advance of any negotiations relating to a Texas-only settlement with a Pharmaceutical Supply Chain Participant that includes both the State and its Political Subdivisions and shall provide each other the opportunity to participate in all such negotiations. Any Texas-only Settlement agreed to with the State and Negotiating Committee shall be subject to the approval

of a majority of litigating Political Subdivisions. The Parties further agree to keep each other reasonably informed of all other global settlement negotiations with Pharmaceutical Supply Chain Participants and to include the Negotiating Committee or designees. Neither this provision, nor any other, shall be construed to state or imply that either the State or the Negotiating Committee is unauthorized to engage in settlement negotiations with Pharmaceutical Supply Chain Participants without prior consent or contemporaneous participation of the other, or that either party is entitled to participate as an active or direct participant in settlement negotiations with the other. Rather, while the State's and Negotiation Committee's efforts to achieve worthwhile settlements are to be collaborative, incremental stages need not be so.

2. Any Master Settlement Agreement (MSA) shall be subject to the approval and jurisdiction of the Texas MDL Court.
3. As this is a Texas-specific effort, the Committee shall be Chaired by the Attorney General. However, the Attorney General, or his designees, shall endeavor to coordinate any publicity or other efforts to speak publicly with the other Committee Members.
4. The State of Texas, the Texas MDL Plaintiff's Steering Committee representatives, or the Political Subdivision representatives may withdraw

from coordinated Settlement discussions detailed in this Section upon 10 business days' written notice to the remaining Committee Members and counsel for any affected Pharmaceutical Supply Chain Participant. The withdrawal of any Member releases the remaining Committee Members from the restrictions and obligations in this Section.

5. The obligations in this Section shall not affect any Party's right to proceed with trial or, within 30 days of the date upon which a trial involving that Party's claims against a specific Pharmaceutical Supply Chain Participant is scheduled to begin, reach a case specific resolution with that particular Pharmaceutical Supply Chain Participant.

F. Amendments

The Parties agree to make such amendments as necessary to implement the intent of this agreement.

Acknowledgment of Agreement

We, the undersigned, have participated in the drafting of the above Texas Term Sheet, including consideration based on comments solicited from Political Subdivisions. This document has been collaboratively drafted to maintain all individual claims while allowing the State and its Political Subdivisions to cooperate in exploring all possible means of resolution. Nothing in this agreement binds any party to any specific outcome. Any resolution under this document will require

acceptance by the State of Texas and a majority of the Litigating Political Subdivisions.

We, the undersigned, hereby accept the STATE OF TEXAS AND TEXAS POLITICAL SUBDIVISIONS' OPIOID ABATEMENT FUND COUNCIL AND SETTLEMENT ALLOCATION TERM SHEET. We understand that the purpose of this Texas Term Sheet is to permit collaboration between the State of Texas and Political Subdivisions to explore and potentially effectuate earlier resolution of the Opioid Litigation against Pharmaceutical Supply Chain Participants. We also understand that an additional purpose is to create an effective means of distributing any potential settlement funds obtained under this Texas Term Sheet between the State of Texas and Political Subdivisions in a manner and means that would promote an effective and meaningful use of the funds in abating the opioid epidemic throughout Texas.

Executed this 13 day of May, 2020.

FOR THE STATE OF TEXAS:

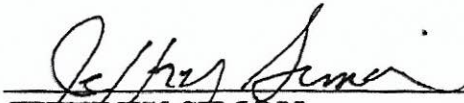


KENNETH PAXTON, JR.
ATTORNEY GENERAL

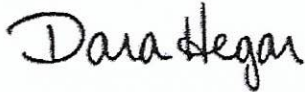
FOR THE SUBDIVISIONS
AND TEXAS MDL PSC:



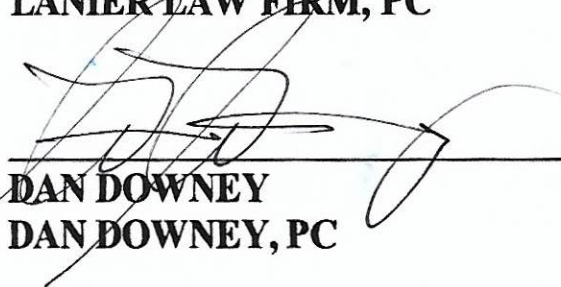
MIKAL WATTS
WATTS GUERRA LLP



JEFFREY SIMON
SIMON GREENSTONE PANATIER, PC



DARA HEGAR
LANIER LAW FIRM, PC



DAN DOWNEY
DAN DOWNEY, PC

:sas

EXHIBIT A

Opioid Abatement Fund (Texas) Settlement

Opioid Council

As part of the settlement agreement and upon its execution, the parties will form the Texas Opioid Council (Council) to establish the framework that ensures the funds recovered by Texas (through the joint actions of the Attorney General and the state's political subdivisions) are allocated fairly and spent to remediate the opioid crisis in Texas, using efficient and cost-effective methods that are directed to the hardest hit regions in Texas while also ensuring that all Texans benefit from prevention and recovery efforts.

I. Structure

The Council will be responsible for the processes and procedures governing the spending of the funds held in the Texas Abatement Fund, which will be approximately 70% of all funds obtained through settlement and/or litigation of the claims asserted by the State and its subdivisions in the investigations and litigation related to the manufacturing, marketing, distribution, and sale of opioids and related pharmaceuticals.

Money paid into the abatement fund will be held by an independent administrator, who shall be responsible for the ministerial task of releasing funds solely as authorized below by the Council, and accounting for all payments to and from the fund.

The Council will be formed when a court of competent jurisdiction enters an order settling the matter, including any order of a bankruptcy court. The Council's members must be appointed within sixty (60) days of the date the order is entered.

A. Membership

The Council shall be comprised of the following thirteen (13) members:

1. *Statewide Members.*

Six members appointed by the Governor and Attorney General to represent the State's interest in opioid abatement. The statewide members are appointed as follows:

- a. The Governor shall appoint three (3) members who are licensed health professionals with significant experience in opioid interventions;
- b. The Attorney General shall appoint three (3) members who are licensed professionals with significant experience in opioid incidences; and
- c. The Governor will appoint the Chair of the Council as a non-voting member. The Chair may only cast a vote in the event there is a tie of the membership.

2. *Regional Members.*

Six (6) members appointed by the State's political subdivisions to represent their designated Texas Health and Human Services Commission "HHSC" Regional Healthcare

Partnership (Regions) to ensure dedicated regional, urban, and rural representation on the Council. The regional appointees must be from either academia or the medical profession with significant experience in opioid interventions. The regional members are appointed as follows:

- a. One member representing Regions 9 and 10 (Dallas Ft-Worth);
- b. One member representing Region 3 (Houston);
- c. One member representing Regions 11, 12, 13, 14, 15, 19 (West Texas);
- d. One member representing Regions 6, 7, 8, 16 (Austin-San Antonio);
- e. One member representing Regions 1, 2, 17, 18 (East Texas); and
- f. One member representing Regions 4, 5, 20 (South Texas).

B. Terms

All members of the Council are appointed to serve staggered two-year terms, with the terms of members expiring February 1 of each year. A member may serve no more than two consecutive terms, for a total of four consecutive years. For the first term, four (4) members (two (2) statewide and two (2) for the subdivisions) will serve a three-year term. A vacancy on the Council shall be filled for the unexpired term in the same manner as the original appointment. The Governor will appoint the Chair of the Council who will not vote on Council business unless there is a tie vote, and the subdivisions will appoint a Vice-Chair voting member from one of the regional members.

C. Governance

1. Administration

The Council is attached administratively to the Comptroller. The Council is an independent, quasi-governmental agency because it is responsible for the statewide distribution of the abatement settlement funds. The Council is exempt from the following statutes:

- a. Chapter 316 of the Government Code (Appropriations);
- b. Chapter 322 of the Government Code (Legislative Budget Board);
- c. Chapter 325 of the Government Code (Sunset);
- d. Chapter 783 of the Government Code (Uniform Grants and Contract Management);
- e. Chapter 2001 of the Government Code (Administrative Procedure);
- f. Chapter 2052 of the Government Code (State Agency Reports and Publications);
- g. Chapter 2261 of the Government Code (State Contracting Standards and Oversight);
- h. Chapter 2262 of the Government Code (Statewide Contract Management);

- i. Chapter 262 of the Local Government Code (Purchasing and Contracting Authority of Counties); and
- j. Chapter 271 of the Local Government Code (Purchasing and Contracting Authority of Municipalities, Counties, and Certain Other Local Governments).

2. *Transparency*

The Council will abide by state laws relating to open meetings and public information, including Chapters 551 and 552 of the Texas Government Code.

- i. The Council shall hold at least four regular meetings each year. The Council may hold additional meetings on the request of the Chair or on the written request of three members of the council. All meetings shall be open to the public, and public notice of meetings shall be given as required by state law.
- ii. The Council may convene in a closed, non-public meeting:
 - a. If the Commission must discuss:
 - 1. Negotiation of contract awards; and
 - 2. Matters specifically exempted from disclosure by federal and state statutes.
 - b. All minutes and documents of a closed meeting shall remain under seal, subject to release only order of a court of competent jurisdiction.

3. *Authority*

The Council does not have rulemaking authority. The terms of each Judgment, Master Settlement Agreement, or any Bankruptcy Settlement for Texas control the authority of the Council and the Council may not stray outside the bounds of the authority and power vested by such settlements. Should the Council require legal assistance in determining their authority, the Council may direct the executive director to seek legal advice from the Attorney General to clarify the issue.

D. Operation and Expenses

The independent administrator will set aside up to one (1) percent of the settlement funds for the administration of the Council for reasonable costs and expenses of operating the foregoing duties, including educational activities.

1. *Executive Director*

The Comptroller will employ the executive director of the Council and other personnel as necessary to administer the duties of the Council and carry out the functions of the Council. The executive director must have at least 10 years of experience in government or public administration and is classified as a Director V/B30 under the State Auditor's State Classification. The Comptroller will pay the salaries of the Council employees from the

one (1) percent of the settlement funds set aside for the administration of the Council. The Comptroller will request funds from the Texas Abatement Fund Point of Contact.

2. Travel Reimbursement

A person appointed to the Council is entitled to reimbursement for the travel expenses incurred in attending Council duties. A member of the Council may be reimbursed for actual expenses for meals, lodging, transportation, and incidental expenses in accordance with travel rates set by the federal General Services Administration.

II. Duties/Roles

It is the duty of the Council to determine and approve the opioid abatement strategies and funding awards.

A. Approved Abatement Strategies

The Council will develop the approved Texas list of abatement strategies based on but not limited to the existing national list of opioid abatement strategies (see attached Appendix A) for implementing the Texas Abatement Fund.

1. The Council shall only approve strategies which are evidence-informed strategies.
2. The Texas list of abatement strategies must be approved by majority vote. The majority vote must include a majority from both sides of the statewide members and regional members in order to be approved, e.g., at least four (4) of six (6) members on each side.

B. Texas Abatement Fund Point of Contact

The Council will determine a single point of contact called the Abatement Fund Point of Contact (POC) to be established as the sole entity authorized to receive requests for funds and approve expenditures in Texas and order the release of funds from the Texas Abatement Fund by the independent administrator. The POC may be an independent third party selected by the Council with expertise in banking or financial management. The POC will manage the Opioid Council Bank Account (Account). Upon a vote, the Council will direct the POC to contact the independent administrator to release funds to the Account. The Account is outside the State Treasury and not managed by any state or local officials. The POC is responsible for payments to the qualified entities selected by the Council for abatement fund awards. The POC will submit a monthly financial statement on the Account to the Council.

C. Auditor

An independent auditor appointed by the Council will perform an audit on the Account on an annual basis and report its findings, if any, to the Council.

D. Funding Allocation

The Council is the sole decision-maker on the funding allocation process of the abatement funds. The Council will develop the application and award process based on the parameters outlined below. An entity seeking funds from the Council must apply for funds; no funds will be awarded without an application. The executive director and personnel may assist the Council in gathering and compiling the applications for consideration; however, the Council members are the sole decision-makers of awards and funding determination. The Council will use the following processes to award funds:

1. *Statewide Funds.* The Council will consider, adopt and approve the allocation methodology attached as Exhibit C, based upon population health data and prevalence of opioid incidences, at the Council's initial meeting. Adoption of such methodology will allow each Region to customize the approved abatement strategies to fit its communities' needs. The statewide regional funds will account for seventy-five (75) percent of the total overall funds, less the one (1) percent administrative expense described herein.
2. *Targeted Funds.* Each Region shall reserve twenty-five (25) percent of the overall funds, for targeted interventions in the specific Region as identified by opioid incidence data. The Council must approve on an annual basis the uses for the targeted abatement strategies and applications available to every Region, including education and outreach programs. Each Region without approved uses for the targeted funds from the Council, based upon a greater percentage of opioid incidents compared to its population, is subject to transfer of all or a portion of the targeted funds for that Region for uses based upon all Regions' targeted funding needs as approved by the Council on an annual basis.
3. *Annual Allocation.* Statewide regional funds and targeted funds will be allocated on an annual basis. If a Region lapses its funds, the funds will be reallocated based on all Regions' funding needs.

E. Appeal Process

The Council will establish an appeal process to permit the applicants for funding (state or subdivisions) to challenge decisions by the Council-designated point of contact on requests for funds or expenditures.

1. To challenge a decision by the designated point of contact, the State or a subdivision must file an appeal with the Council within thirty (30) days of the decision. The Council then has thirty (30) days to consider and rule on the appeal.
2. If the Council denies the appeal, the party may file an appeal with the state district court of record where the final opioid judgment or Master Settlement Agreement is filed. The Texas Rules of Civil Procedure and Rules of Evidence will govern these proceedings. The Council may request representation from the Attorney General in these proceedings.

In making its determination, the state district court shall apply the same clear error standards contained herein that the Council must follow when rendering its decision.

3. The state district court will make the final decision and the decision is not appealable.
4. Challenges will be limited and subject to penalty if abused.
5. Attorneys' fees and costs are not recoverable in these appeals.

F. Education

The Council may determine that a percentage of the funds in the Abatement Fund from the targeted funds be used to develop an education and outreach program to provide materials on the consequences of opioid drug use, prevention and interventions. Any material developed will include online resources and toolkits for communities.

EXHIBIT B

Exhibit B: Municipal Area Allocations: 15% of Total (\$150 million)

(County numbers refer to distribution to the county governments after payment to cities within county borders has been made. Minimum distribution to each county is \$1000.)

Municipal Area	Allocation	Municipal Area	Allocation
Abbott	\$688	Lakeport	\$463
Abernathy	\$110	Lakeside	\$4,474
Abilene	\$563,818	Lakeside City	\$222
Ackerly	\$21	Lakeview	\$427
Addison	\$58,094	Lakeway	\$31,657
Adrian	\$181	Lakewood Village	\$557
Agua Dulce	\$43	Lamar County	\$141,598
Alamo	\$22,121	Lamb County	\$50,681
Alamo Heights	\$28,198	Lamesa	\$29,656
Alba	\$3,196	Lampasas	\$28,211
Albany	\$180	Lampasas County	\$42,818
Aledo	\$331	Lancaster	\$90,653
Alice	\$71,291	Laredo	\$763,174
Allen	\$315,081	Latexo	\$124
Alma	\$1,107	Lavaca County	\$45,973
Alpine	\$29,686	Lavon	\$7,435
Alto	\$3,767	Lawn	\$58
Alton	\$11,540	League City	\$302,418
Alvarado	\$29,029	Leakey	\$256
Alvin	\$113,962	Leander	\$88,641
Alvord	\$358	Leary	\$797
Amarillo	\$987,661	Lee County	\$30,457
Ames	\$5,571	Lefors	\$159
Amherst	\$22	Leon County	\$67,393
Anahuac	\$542	Leon Valley	\$23,258
Anderson	\$19	Leona	\$883
Anderson County	\$268,763	Leonard	\$8,505
Andrews	\$18,983	Leroy	\$176
Andrews County	\$37,606	Levelland	\$46,848
Angelina County	\$229,956	Lewisville	\$382,094
Angleton	\$62,791	Lexington	\$2,318
Angus	\$331	Liberty	\$72,343
Anna	\$9,075	Liberty County	\$531,212
Annetta	\$5,956	Liberty Hill	\$2,780
Annetta North	\$34	Limestone County	\$135,684

(Table continues on multiple pages below)

Annetta South	\$602	Lincoln Park	\$677
Annona	\$738	Lindale	\$24,202
Anson	\$5,134	Linden	\$3,661
Anthony	\$4,514	Lindsay	\$1,228
Anton	\$444	Lipan	\$44
Appleby	\$1,551	Lipscomb County	\$10,132
Aquilla	\$208	Little Elm	\$69,326
Aransas County	\$266,512	Little River-Academy	\$798
Aransas Pass	\$57,813	Littlefield	\$7,678
Archer City	\$10,554	Live Oak	\$32,740
Archer County	\$45,534	Live Oak County	\$39,716
Arcola	\$7,290	Liverpool	\$1,435
Argyle	\$11,406	Livingston	\$73,165
Arlington	\$735,803	Llano	\$23,121
Armstrong County	\$974	Llano County	\$115,647
Arp	\$2,009	Lockhart	\$49,050
Asherton	\$112	Lockney	\$3,301
Aspermont	\$9	Log Cabin	\$1,960
Atascosa County	\$176,903	Lometa	\$1,176
Athens	\$105,942	Lone Oak	\$1,705
Atlanta	\$30,995	Lone Star	\$8,283
Aubrey	\$15,141	Longview	\$482,254
Aurora	\$1,849	Loraine	\$188
Austin County	\$76,030	Lorena	\$3,390
Austin	\$4,877,716	Lorenzo	\$11,358
Austwell	\$109	Los Fresnos	\$11,185
Avery	\$138	Los Indios	\$159
Avinger	\$1,115	Los Ybanez	\$0
Azle	\$32,213	Lott	\$1,516
Bailey	\$950	Lovelady	\$249
Bailey County	\$15,377	Loving County	\$1,000
Bailey's Prairie	\$5,604	Lowry Crossing	\$783
Baird	\$2,802	Lubbock	\$319,867
Balch Springs	\$27,358	Lubbock County	\$1,379,719
Balcones Heights	\$23,811	Lucas	\$5,266
Ballinger	\$9,172	Lueders	\$508
Balmorhea	\$63	Lufkin	\$281,592
Bandera	\$2,893	Luling	\$29,421
Bandera County	\$86,815	Lumberton	\$36,609
Bangs	\$3,050	Lyford	\$3,071

Bardwell	\$362	Lynn County	\$6,275
Barry	\$200	Lytle	\$7,223
Barstow	\$61	Mabank	\$19,443
Bartlett	\$3,374	Madison County	\$49,492
Bartonville	\$8,887	Madisonville	\$11,458
Bastrop	\$46,320	Magnolia	\$26,031
Bastrop County	\$343,960	Malakoff	\$12,614
Bay City	\$57,912	Malone	\$439
Baylor County	\$29,832	Manor	\$12,499
Bayou Vista	\$6,240	Mansfield	\$150,788
Bayside	\$242	Manvel	\$12,305
Baytown	\$216,066	Marble Falls	\$37,039
Bayview	\$41	Marfa	\$65
Beach City	\$12,505	Marietta	\$338
Bear Creek	\$906	Marion	\$275
Beasley	\$130	Marion County	\$54,728
Beaumont	\$683,010	Marlin	\$21,634
Beckville	\$1,247	Marquez	\$1,322
Bedford	\$94,314	Marshall	\$108,371
Bedias	\$3,475	Mart	\$928
Bee Cave	\$12,863	Martin County	\$10,862
Bee County	\$97,844	Martindale	\$2,437
Beeville	\$24,027	Mason	\$777
Bell County	\$650,748	Mason County	\$3,134
Bellaire	\$41,264	Matador	\$1,203
Bellevue	\$56	Matagorda County	\$135,239
Bellmead	\$14,487	Mathis	\$15,720
Bells	\$1,891	Maud	\$423
Bellville	\$7,488	Maverick County	\$115,919
Belton	\$72,680	Maypearl	\$986
Benavides	\$152	McAllen	\$364,424
Benbrook	\$43,919	McCamey	\$542
Benjamin	\$951	McGregor	\$9,155
Berryville	\$14,379	McKinney	\$450,383
Bertram	\$182	McLean	\$14
Beverly Hills	\$4,336	McLendon-Chisholm	\$411
Bevil Oaks	\$549	Mcculloch County	\$20,021
Bexar County	\$7,007,152	Mclennan County	\$529,641
Big Lake	\$547	Mcmullen County	\$1,000
Big Sandy	\$4,579	Meadow	\$1,121

Big Spring	\$189,928	Meadowlakes	\$905
Big Wells	\$236	Meadows Place	\$18,148
Bishop	\$8,213	Medina County	\$48,355
Bishop Hills	\$323	Megargel	\$611
Blackwell	\$31	Melissa	\$15,381
Blanco	\$6,191	Melvin	\$345
Blanco County	\$49,223	Memphis	\$7,203
Blanket	\$147	Menard	\$991
Bloomburg	\$1,010	Menard County	\$14,717
Blooming Grove	\$352	Mercedes	\$21,441
Blossom	\$198	Meridian	\$3,546
Blue Mound	\$2,888	Merkel	\$10,117
Blue Ridge	\$1,345	Mertens	\$239
Blum	\$1,622	Mertzon	\$29
Boerne	\$45,576	Mesquite	\$310,709
Bogata	\$3,649	Mexia	\$21,096
Bonham	\$100,909	Miami	\$455
Bonney	\$2,510	Midland County	\$279,927
Booker	\$1,036	Midland	\$521,849
Borden County	\$1,000	Midlothian	\$95,799
Borger	\$69,680	Midway	\$78
Bosque County	\$71,073	Milam County	\$97,386
Bovina	\$173	Milano	\$904
Bowie	\$83,620	Mildred	\$286
Bowie County	\$233,190	Miles	\$93
Boyd	\$6,953	Milford	\$6,177
Brackettville	\$8	Miller's Cove	\$97
Brady	\$27,480	Millican	\$417
Brazoria	\$11,537	Mills County	\$19,931
Brazoria County	\$1,021,090	Millsap	\$34
Brazos Bend	\$462	Mineola	\$48,719
Brazos Country	\$902	Mineral Wells	\$92,061
Brazos County	\$342,087	Mingus	\$189
Breckenridge	\$23,976	Mission	\$124,768
Bremond	\$5,554	Missouri City	\$209,633
Brenham	\$54,750	Mitchell County	\$20,850
Brewster County	\$60,087	Mobeetie	\$52
Briarcliff	\$572	Mobile City	\$2,034
Briaroaks	\$57	Monahans	\$5,849
Bridge City	\$80,756	Mont Belvieu	\$19,669

Bridgeport	\$33,301	Montague County	\$94,796
Briscoe County	\$977	Montgomery	\$1,884
Broadus	\$31	Montgomery County	\$2,700,911
Bronte	\$99	Moody	\$828
Brooks County	\$20,710	Moore County	\$40,627
Brookshire	\$6,406	Moore Station	\$772
Brookside Village	\$1,110	Moran	\$50
Brown County	\$193,417	Morgan	\$605
Browndell	\$152	Morgan's Point	\$3,105
Brownfield	\$14,452	Morgan's Point Resort	\$8,024
Brownsboro	\$3,176	Morris County	\$53,328
Brownsville	\$425,057	Morton	\$167
Brownwood	\$166,572	Motley County	\$3,344
Bruceville-Eddy	\$1,692	Moulton	\$999
Bryan	\$246,897	Mount Calm	\$605
Bryson	\$1,228	Mount Enterprise	\$1,832
Buckholts	\$1,113	Mount Pleasant	\$65,684
Buda	\$10,784	Mount Vernon	\$6,049
Buffalo	\$11,866	Mountain City	\$1,548
Buffalo Gap	\$88	Muenster	\$4,656
Buffalo Springs	\$188	Muleshoe	\$4,910
Bullard	\$7,487	Mullin	\$384
Bulverde	\$14,436	Munday	\$2,047
Bunker Hill Village	\$472	Murchison	\$2,302
Burkburnett	\$37,844	Murphy	\$51,893
Burke	\$1,114	Mustang	\$7
Burleson County	\$70,244	Mustang Ridge	\$2,462
Burleson	\$151,779	Nacogdoches	\$205,992
Burnet	\$33,345	Nacogdoches County	\$198,583
Burnet County	\$189,829	Naples	\$4,224
Burton	\$937	Nash	\$7,999
Byers	\$77	Nassau Bay	\$11,247
Bynum	\$380	Natalia	\$625
Cactus	\$4,779	Navarro	\$334
Caddo Mills	\$43	Navarro County	\$103,513
Caldwell	\$18,245	Navasota	\$37,676
Caldwell County	\$86,413	Nazareth	\$124
Calhoun County	\$127,926	Nederland	\$44,585
Callahan County	\$12,894	Needville	\$10,341
Callisburg	\$101	Nevada	\$237

Calvert	\$772	New Berlin	\$4
Cameron	\$11,091	New Boston	\$6,953
Cameron County	\$537,026	New Braunfels	\$307,313
Camp County	\$28,851	New Chapel Hill	\$288
Camp Wood	\$422	New Deal	\$338
Campbell	\$1,116	New Fairview	\$2,334
Canadian	\$1,090	New Home	\$9
Caney City	\$2,005	New Hope	\$1,024
Canton	\$56,734	New London	\$4,129
Canyon	\$26,251	New Summerfield	\$442
Carbon	\$620	New Waverly	\$2,562
Carl's Corner	\$48	Newark	\$520
Carmine	\$385	Newcastle	\$914
Carrizo Springs	\$1,671	Newton	\$6,102
Carrollton	\$310,255	Newton County	\$158,006
Carson County	\$29,493	Neylandville	\$163
Carthage	\$18,927	Niederwald	\$16
Cashion Community	\$322	Nixon	\$2,283
Cass County	\$93,155	Nocona	\$16,536
Castle Hills	\$12,780	Nolan County	\$50,262
Castro County	\$4,420	Nolanville	\$4,247
Castroville	\$4,525	Nome	\$391
Cedar Hill	\$70,127	Noonday	\$226
Cedar Park	\$185,567	Nordheim	\$697
Celeste	\$1,280	Normangee	\$6,192
Celina	\$18,283	North Cleveland	\$105
Center	\$58,838	North Richland Hills	\$146,419
Centerville	\$385	Northlake	\$8,905
Chambers County	\$153,188	Novice	\$76
Chandler	\$17,364	Nueces County	\$1,367,932
Channing	\$2	O'Brien	\$76
Charlotte	\$4,257	O'Donnell	\$27
Cherokee County	\$156,612	Oak Grove	\$2,769
Chester	\$1,174	Oak Leaf	\$612
Chico	\$2,928	Oak Point	\$9,011
Childress	\$37,916	Oak Ridge	\$358
Childress County	\$50,582	Oak Ridge North	\$33,512
Chillicothe	\$172	Oak Valley	\$7
China	\$522	Oakwood	\$148
China Grove	\$598	Ochiltree County	\$15,476

Chireno	\$1,568	Odem	\$7,420
Christine	\$354	Odessa	\$559,163
Cibolo	\$13,690	Oglesby	\$29
Cisco	\$7,218	Old River-Winfree	\$21,653
Clarendon	\$114	Oldham County	\$10,318
Clarksville	\$20,891	Olmos Park	\$9,801
Clarksville City	\$54	Olney	\$6,088
Claude	\$26	Olton	\$1,197
Clay County	\$72,050	Omaha	\$4,185
Clear Lake Shores	\$6,682	Onalaska	\$31,654
Cleburne	\$228,184	Opdyke West	\$479
Cleveland	\$96,897	Orange	\$311,339
Clifton	\$9,939	Orange County	\$689,818
Clint	\$375	Orange Grove	\$1,677
Clute	\$51,350	Orchard	\$867
Clyde	\$17,287	Ore City	\$6,806
Coahoma	\$2,291	Overton	\$7,900
Cochran County	\$3,389	Ovilla	\$13,391
Cockrell Hill	\$512	Oyster Creek	\$9,633
Coffee City	\$1,087	Paducah	\$125
Coke County	\$5,522	Paint Rock	\$141
Coldspring	\$447	Palacios	\$14,036
Coleman	\$5,442	Palestine	\$178,009
Coleman County	\$4,164	Palisades	\$240
College Station	\$258,147	Palm Valley	\$1,918
Colleyville	\$46,049	Palmer	\$12,666
Collin County	\$1,266,721	Palmhurst	\$4,660
Collingsworth County	\$19,234	Palmview	\$7,577
Collinsville	\$1,831	Palo Pinto County	\$124,621
Colmesneil	\$2,211	Pampa	\$67,227
Colorado City	\$8,405	Panhandle	\$9,536
Colorado County	\$49,084	Panola County	\$80,699
Columbus	\$6,867	Panorama Village	\$1,292
Comal County	\$396,142	Pantego	\$12,898
Comanche	\$16,503	Paradise	\$52
Comanche County	\$50,964	Paris	\$201,180
Combes	\$1,710	Parker	\$10,307
Combine	\$1,892	Parker County	\$476,254
Commerce	\$33,869	Parmer County	\$15,866
Como	\$415	Pasadena	\$356,536

Concho County	\$3,859	Pattison	\$1,148
Conroe	\$466,671	Patton Village	\$9,268
Converse	\$27,693	Payne Springs	\$1,770
Cooke County	\$200,451	Pearland	\$333,752
Cool	\$731	Pearsall	\$11,570
Coolidge	\$243	Pecan Gap	\$719
Cooper	\$362	Pecan Hill	\$229
Coppell	\$86,593	Pecos	\$7,622
Copper Canyon	\$489	Pecos County	\$46,997
Copperas Cove	\$133,492	Pelican Bay	\$1,199
Corinth	\$75,298	Penelope	\$415
Corpus Christi	\$1,812,707	Penitas	\$312
Corral City	\$143	Perryton	\$23,364
Corrigan	\$21,318	Petersburg	\$1,691
Corsicana	\$87,310	Petrolia	\$17
Coryell County	\$123,659	Petronila	\$5
Cottle County	\$875	Pflugerville	\$86,408
Cottonwood	\$289	Pharr	\$144,721
Cottonwood Shores	\$1,203	Pilot Point	\$11,613
Cotulla	\$1,251	Pine Forest	\$3,894
Coupland	\$266	Pine Island	\$3,141
Cove	\$387	Pinehurst	\$32,671
Covington	\$519	Pineland	\$4,138
Coyote Flats	\$1,472	Piney Point Village	\$15,738
Crandall	\$12,094	Pittsburg	\$20,526
Crane	\$10,599	Plains	\$129
Crane County	\$26,146	Plainview	\$60,298
Cranfills Gap	\$128	Plano	\$1,151,608
Crawford	\$383	Pleak	\$270
Creedmoor	\$16	Pleasant Valley	\$308
Cresson	\$1,086	Pleasanton	\$29,011
Crockett	\$23,403	Plum Grove	\$258
Crockett County	\$18,210	Point	\$1,519
Crosby County	\$18,388	Point Blank	\$355
Crosbyton	\$1,498	Point Comfort	\$447
Cross Plains	\$4,877	Point Venture	\$588
Cross Roads	\$244	Polk County	\$370,831
Cross Timber	\$542	Ponder	\$1,282
Crowell	\$6,335	Port Aransas	\$31,022
Crowley	\$22,345	Port Arthur	\$367,945

Crystal City	\$19,412	Port Isabel	\$9,802
Cuero	\$24,689	Port Lavaca	\$11,752
Culberson County	\$789	Port Neches	\$38,849
Cumby	\$5,320	Portland	\$76,517
Cuney	\$606	Post	\$2,332
Cushing	\$1,120	Post Oak Bend City	\$1,034
Cut and Shoot	\$2,141	Poteet	\$6,767
DISH	\$19	Poth	\$3,974
Daingerfield	\$12,476	Potter County	\$371,701
Daisetta	\$5,370	Pottsboro	\$12,302
Dalhart	\$11,609	Powell	\$110
Dallam County	\$21,686	Poynor	\$1,180
Dallas County	\$8,538,291	Prairie View	\$7,600
Dallas	\$2,999,902	Premont	\$3,321
Dalworthington Gardens	\$6,060	Presidio	\$148
Danbury	\$4,231	Presidio County	\$787
Darrouzett	\$101	Primera	\$2,958
Dawson	\$600	Princeton	\$19,245
Dawson County	\$46,911	Progreso	\$8,072
Dayton	\$47,122	Progreso Lakes	\$39
Dayton Lakes	\$38	Prosper	\$22,770
De Kalb	\$1,035	Providence Village	\$508
De Leon	\$8,218	Putnam	\$14
De Witt County	\$68,895	Pyote	\$22
DeCordova	\$13,778	Quanah	\$207
DeSoto	\$72,400	Queen City	\$4,837
Deaf Smith County	\$34,532	Quinlan	\$7,304
Dean	\$141	Quintana	\$492
Decatur	\$56,669	Quitaque	\$8
Deer Park	\$49,388	Quitman	\$15,619
Del Rio	\$59,056	Rains County	\$53,190
Dell City	\$15	Ralls	\$3,967
Delta County	\$30,584	Rancho Viejo	\$3,836
Denison	\$210,426	Randall County	\$278,126
Denton	\$458,334	Ranger	\$12,186
Denton County	\$1,132,298	Rankin	\$1,613
Denver City	\$2,104	Ransom Canyon	\$930
Deport	\$42	Ravenna	\$685
Detroit	\$965	Raymondville	\$7,466
Devers	\$191	Reagan County	\$25,215

Devine	\$4,354	Real County	\$5,073
Diboll	\$25,533	Red Lick	\$23
Dickens	\$71	Red Oak	\$26,843
Dickens County	\$1,873	Red River County	\$29,306
Dickinson	\$83,683	Redwater	\$1,058
Dilley	\$2,633	Reeves County	\$103,350
Dimmit County	\$33,294	Refugio	\$8,839
Dimmitt	\$1,012	Refugio County	\$46,216
Dodd City	\$1,211	Reklaw	\$1,136
Dodson	\$447	Reno	\$3,791
Domino	\$196	Reno	\$11,164
Donley County	\$22,370	Retreat	\$52
Donna	\$13,798	Rhome	\$12,285
Dorchester	\$231	Rice	\$1,972
Double Oak	\$4,765	Richardson	\$260,315
Douglassville	\$574	Richland	\$210
Dripping Springs	\$811	Richland Hills	\$24,438
Driscoll	\$39	Richland Springs	\$2,234
Dublin	\$14,478	Richmond	\$77,606
Dumas	\$26,229	Richwood	\$12,112
Duncanville	\$58,328	Riesel	\$1,118
Duval County	\$49,109	Rio Bravo	\$8,548
Eagle Lake	\$4,882	Rio Grande City	\$25,947
Eagle Pass	\$56,005	Rio Hondo	\$3,550
Early	\$14,838	Rio Vista	\$4,419
Earth	\$242	Rising Star	\$1,933
East Bernard	\$5,554	River Oaks	\$11,917
East Mountain	\$2,494	Riverside	\$858
East Tawakoni	\$2,723	Roanoke	\$275
Eastland	\$15,896	Roaring Springs	\$461
Eastland County	\$52,275	Robert Lee	\$85
Easton	\$329	Roberts County	\$547
Ector	\$1,108	Robertson County	\$44,642
Ector County	\$480,000	Robinson	\$18,002
Edcouch	\$4,101	Robstown	\$40,154
Eden	\$497	Roby	\$428
Edgecliff Village	\$2,232	Rochester	\$674
Edgewood	\$13,154	Rockdale	\$20,973
Edinburg	\$120,884	Rockport	\$54,253
Edmonson	\$136	Rocksprings	\$25

Edna	\$18,194	Rockwall	\$114,308
Edom	\$2,149	Rockwall County	\$168,820
Edwards County	\$975	Rocky Mound	\$280
El Campo	\$31,700	Rogers	\$3,818
El Cenizo	\$621	Rollingwood	\$4,754
El Lago	\$5,604	Roma	\$16,629
El Paso	\$1,224,371	Roman Forest	\$8,610
El Paso County	\$2,592,121	Ropesville	\$2,122
Eldorado	\$50	Roscoe	\$778
Electra	\$15,716	Rose City	\$4,012
Elgin	\$26,284	Rose Hill Acres	\$2,311
Elkhart	\$301	Rosebud	\$1,489
Ellis County	\$315,372	Rosenberg	\$126,593
Elmendorf	\$746	Ross	\$147
Elsa	\$7,720	Rosser	\$549
Emhouse	\$83	Rotan	\$1,493
Emory	\$3,878	Round Mountain	\$454
Enchanted Oaks	\$1,299	Round Rock	\$475,992
Encinal	\$1,515	Round Top	\$140
Ennis	\$81,839	Rowlett	\$99,963
Erath County	\$102,616	Roxton	\$47
Escobares	\$40	Royse City	\$23,494
Estelline	\$909	Rule	\$800
Eules	\$92,824	Runaway Bay	\$6,931
Eureka	\$334	Runge	\$255
Eustace	\$2,089	Runnels County	\$33,831
Evant	\$2,068	Rusk	\$17,991
Everman	\$7,692	Rusk County	\$151,390
Fair Oaks Ranch	\$8,077	Sabinal	\$1,811
Fairchilds	\$81	Sabine County	\$46,479
Fairfield	\$1,245	Sachse	\$23,400
Fairview	\$32,245	Sadler	\$925
Falfurrias	\$2,221	Saginaw	\$31,973
Falls City	\$41	Salado	\$3,210
Falls County	\$34,522	San Angelo	\$536,509
Fannin County	\$131,653	San Antonio	\$4,365,416
Farmers Branch	\$94,532	San Augustine	\$25,182
Farmersville	\$10,532	San Augustine County	\$37,854
Farwell	\$343	San Benito	\$40,015
Fate	\$3,473	San Diego	\$11,771

Fayette County	\$92,440	San Elizario	\$7,831
Fayetteville	\$391	San Felipe	\$1,498
Ferris	\$13,873	San Jacinto County	\$197,398
Fisher County	\$5,518	San Juan	\$28,845
Flatonia	\$5,661	San Leanna	\$36
Florence	\$3,949	San Marcos	\$325,688
Floresville	\$21,699	San Patricio	\$4,213
Flower Mound	\$215,256	San Patricio County	\$271,916
Floyd County	\$9,049	San Perlita	\$2,219
Floydada	\$6,357	San Saba	\$10,057
Foard County	\$5,764	San Saba County	\$17,562
Follett	\$212	Sanctuary	\$17
Forest Hill	\$26,132	Sandy Oaks	\$9,863
Forney	\$80,112	Sandy Point	\$1,637
Forsan	\$576	Sanford	\$308
Fort Bend County	\$1,506,719	Sanger	\$22,237
Fort Stockton	\$4,411	Sansom Park	\$223
Fort Worth	\$2,120,790	Santa Anna	\$329
Franklin	\$3,931	Santa Clara	\$87
Franklin County	\$25,783	Santa Fe	\$33,272
Frankston	\$274	Santa Rosa	\$2,138
Fredericksburg	\$56,486	Savoy	\$2,349
Freeport	\$72,973	Schertz	\$60,110
Freer	\$3,271	Schleicher County	\$5,695
Freestone County	\$50,495	Schulenburg	\$2,560
Friendswood	\$140,330	Scotland	\$148
Frio County	\$19,954	Scottsville	\$708
Friona	\$2,848	Scurry	\$1,110
Frisco	\$405,309	Scurry County	\$73,116
Fritch	\$4,548	Seabrook	\$30,270
Frost	\$321	Seadrift	\$991
Fruitvale	\$2,344	Seagoville	\$17,106
Fulshear	\$5,272	Seagraves	\$7,531
Fulton	\$1,602	Sealy	\$20,637
Gaines County	\$54,347	Seguin	\$376,538
Gainesville	\$153,980	Selma	\$22,429
Galena Park	\$13,093	Seminole	\$16,092
Gallatin	\$1,253	Seven Oaks	\$3,917
Galveston	\$488,187	Seven Points	\$7,452
Galveston County	\$1,124,093	Seymour	\$14,218

Ganado	\$5,510	Shackelford County	\$1,288
Garden Ridge	\$11,351	Shady Shores	\$594
Garland	\$420,244	Shallowater	\$1,907
Garrett	\$2,510	Shamrock	\$4,328
Garrison	\$3,555	Shavano Park	\$3,178
Gary City	\$450	Shelby County	\$109,925
Garza County	\$8,944	Shenandoah	\$47,122
Gatesville	\$26,994	Shepherd	\$147
George West	\$6,207	Sherman	\$330,585
Georgetown	\$225,896	Sherman County	\$7,930
Gholson	\$1,505	Shiner	\$4,042
Giddings	\$12,674	Shoreacres	\$958
Gillespie County	\$63,191	Silsbee	\$66,442
Gilmer	\$33,951	Silverton	\$14
Gladewater	\$24,638	Simonton	\$1,906
Glasscock County	\$1,000	Sinton	\$23,658
Glen Rose	\$540	Skellytown	\$400
Glenn Heights	\$16,593	Slaton	\$154
Godley	\$3,115	Smiley	\$655
Goldsmith	\$677	Smith County	\$758,961
Goldthwaite	\$1,225	Smithville	\$17,009
Goliad	\$3,563	Smyer	\$300
Goliad County	\$34,660	Snook	\$1,422
Golinda	\$100	Snyder	\$9,018
Gonzales	\$14,882	Socorro	\$11,125
Gonzales County	\$33,230	Somerset	\$1,527
Goodlow	\$221	Somervell County	\$57,076
Goodrich	\$9,643	Somerville	\$3,806
Gordon	\$365	Sonora	\$7,337
Goree	\$749	Sour Lake	\$17,856
Gorman	\$3,107	South Houston	\$25,620
Graford	\$23	South Mountain	\$154
Graham	\$235,428	South Padre Island	\$30,629
Granbury	\$71,735	Southlake	\$70,846
Grand Prairie	\$445,439	Southmayd	\$7,096
Grand Saline	\$36,413	Southside Place	\$885
Grandfalls	\$65	Spearman	\$14,000
Grandview	\$6,600	Splendora	\$7,756
Granger	\$2,741	Spofford	\$7
Granite Shoals	\$11,834	Spring Valley Village	\$16,404

Granjeno	\$43	Springlake	\$3
Grapeland	\$7,287	Springtown	\$14,244
Grapevine	\$129,195	Spur	\$427
Gray County	\$65,884	St. Hedwig	\$111
Grays Prairie	\$17	St. Jo	\$7,360
Grayson County	\$539,083	St. Paul	\$21
Greenville	\$203,112	Stafford	\$75,145
Gregg County	\$243,744	Stagecoach	\$3,036
Gregory	\$4,697	Stamford	\$398
Grey Forest	\$474	Stanton	\$3,838
Grimes County	\$94,878	Staples	\$19
Groesbeck	\$5,745	Star Harbor	\$151
Groom	\$965	Starr County	\$99,896
Groves	\$40,752	Stephens County	\$35,244
Groveton	\$8,827	Stephenville	\$83,472
Gruver	\$1,166	Sterling City	\$62
Guadalupe County	\$146,824	Sterling County	\$939
Gun Barrel City	\$36,302	Stinnett	\$4,097
Gunter	\$4,609	Stockdale	\$741
Gustine	\$34	Stonewall County	\$1,822
Hackberry	\$94	Stratford	\$8,378
Hale Center	\$6,042	Strawn	\$987
Hale County	\$79,150	Streetman	\$5
Hall County	\$8,933	Sudan	\$32
Hallettsville	\$6,895	Sugar Land	\$321,561
Hallsburg	\$272	Sullivan City	\$6,121
Hallsville	\$10,239	Sulphur Springs	\$124,603
Haltom City	\$71,800	Sun Valley	\$4
Hamilton	\$3,581	Sundown	\$2,592
Hamilton County	\$66,357	Sunnyvale	\$3,248
Hamlin	\$4,656	Sunray	\$2,571
Hansford County	\$16,416	Sunrise Beach Village	\$2,083
Happy	\$327	Sunset Valley	\$9,425
Hardeman County	\$15,219	Surfside Beach	\$6,530
Hardin	\$100	Sutton County	\$6,541
Hardin County	\$379,800	Sweeny	\$4,503
Harker Heights	\$113,681	Sweetwater	\$68,248
Harlingen	\$165,429	Swisher County	\$7,251
Harris County	\$14,966,202	Taft	\$5,861
Harrison County	\$185,910	Tahoka	\$430

Hart	\$86	Talco	\$372
Hartley County	\$786	Talty	\$9,124
Haskell	\$10,829	Tarrant County	\$6,171,159
Haskell County	\$22,011	Tatum	\$972
Haslet	\$1,908	Taylor	\$57,945
Hawk Cove	\$674	Taylor County	\$351,078
Hawkins	\$7,932	Taylor Lake Village	\$412
Hawley	\$931	Taylor Landing	\$153
Hays	\$506	Teague	\$1,714
Hays County	\$529,489	Tehuacana	\$12
Hearne	\$16,824	Temple	\$280,747
Heath	\$28,751	Tenaha	\$4,718
Hebron	\$687	Terrell	\$148,706
Hedley	\$70	Terrell County	\$5,737
Hedwig Village	\$13,067	Terrell Hills	\$9,858
Helotes	\$15,790	Terry County	\$25,423
Hemphill	\$8,035	Texarkana	\$192,094
Hemphill County	\$14,394	Texas City	\$298,702
Hempstead	\$21,240	Texhoma	\$156
Henderson	\$59,966	Texline	\$865
Henderson County	\$327,965	The Colony	\$114,297
Henrietta	\$2,720	The Hills	\$1,004
Hereford	\$20,423	Thompsons	\$1,897
Hewitt	\$19,776	Thorndale	\$1,595
Hickory Creek	\$16,510	Thornton	\$270
Hico	\$5,534	Thorntonville	\$87
Hidalgo	\$26,621	Thrall	\$825
Hidalgo County	\$1,253,103	Three Rivers	\$4,669
Hideaway	\$922	Throckmorton	\$29
Higgins	\$43	Throckmorton County	\$5,695
Highland Haven	\$320	Tiki Island	\$2,178
Highland Park	\$43,383	Timbercreek Canyon	\$369
Highland Village	\$50,315	Timpson	\$12,642
Hill Country Village	\$6,485	Tioga	\$2,390
Hill County	\$127,477	Tira	\$185
Hillcrest	\$5,345	Titus County	\$70,611
Hillsboro	\$46,609	Toco	\$4
Hilshire Village	\$859	Todd Mission	\$1,680
Hitchcock	\$28,796	Tolar	\$2,369
Hockley County	\$46,407	Tom Bean	\$2,293

Holiday Lakes	\$1,795	Tom Green County	\$282,427
Holland	\$77	Tomball	\$34,620
Holliday	\$5,910	Tool	\$14,787
Hollywood Park	\$9,424	Toyah	\$40
Hondo	\$115,288	Travis County	\$4,703,473
Honey Grove	\$7,196	Trent	\$63
Hood County	\$292,105	Trenton	\$3,089
Hooks	\$2,702	Trinidad	\$5,859
Hopkins County	\$149,518	Trinity	\$23,652
Horizon City	\$7,520	Trinity County	\$105,766
Horseshoe Bay	\$48,173	Trophy Club	\$29,370
Houston County	\$78,648	Troup	\$7,918
Houston	\$7,021,793	Troy	\$5,320
Howard County	\$89,330	Tulia	\$8,911
Howardwick	\$84	Turkey	\$737
Howe	\$9,177	Tuscola	\$138
Hubbard	\$3,635	Tye	\$1,766
Hudson	\$6,840	Tyler	\$723,829
Hudson Oaks	\$15,637	Tyler County	\$131,743
Hudspeth County	\$985	Uhland	\$1,545
Hughes Springs	\$4,442	Uncertain	\$185
Humble	\$73,952	Union Grove	\$994
Hunt County	\$309,851	Union Valley	\$666
Hunters Creek Village	\$14,708	Universal City	\$28,428
Huntington	\$8,792	University Park	\$50,833
Huntsville	\$80,373	Upshur County	\$128,300
Hurst	\$99,187	Upton County	\$8,499
Hutchins	\$9,551	Uvalde	\$18,439
Hutchinson County	\$74,630	Uvalde County	\$36,244
Hutto	\$38,346	Val Verde County	\$117,815
Huxley	\$738	Valentine	\$207
Idalou	\$1,999	Valley Mills	\$2,228
Impact	\$8	Valley View	\$1,824
Indian Lake	\$473	Van	\$6,206
Industry	\$604	Van Alstyne	\$43,749
Ingleside on the Bay	\$142	Van Horn	\$211
Ingleside	\$40,487	Van Zandt County	\$248,747
Ingram	\$5,243	Vega	\$974
Iola	\$3,164	Venus	\$9,792
Iowa Colony	\$4,090	Vernon	\$81,337

Iowa Park	\$23,487	Victoria	\$84,598
Iraan	\$56	Victoria County	\$520,886
Iredell	\$216	Vidor	\$95,620
Irion County	\$9,105	Vinton	\$622
Irving	\$427,818	Volente	\$333
Italy	\$5,349	Von Ormy	\$513
Itasca	\$8,694	Waco	\$512,007
Ivanhoe	\$26	Waelder	\$3,427
Jacinto City	\$14,141	Wake Village	\$174
Jack County	\$14,799	Walker County	\$184,624
Jacksboro	\$23,254	Waller County	\$126,206
Jackson County	\$37,984	Waller	\$11,295
Jacksonville	\$80,179	Wallis	\$2,698
Jamaica Beach	\$4,913	Walnut Springs	\$183
Jarrell	\$2,423	Ward County	\$67,920
Jasper	\$78,422	Warren City	\$66
Jasper County	\$248,855	Washington County	\$83,727
Jayton	\$63	Waskom	\$5,346
Jeff Davis County	\$8,500	Watauga	\$33,216
Jefferson	\$11,194	Waxahachie	\$152,094
Jefferson County	\$756,614	Weatherford	\$207,872
Jersey Village	\$36,347	Webb County	\$505,304
Jewett	\$9,338	Webberville	\$1,280
Jim Hogg County	\$12,718	Webster	\$53,202
Jim Wells County	\$166,539	Weimar	\$5,830
Joaquin	\$810	Weinert	\$234
Johnson City	\$3,581	Weir	\$443
Johnson County	\$408,692	Wellington	\$9,111
Jolly	\$26	Wellman	\$383
Jones County	\$22,001	Wells	\$1,357
Jones Creek	\$5,078	Weslaco	\$73,949
Jonestown	\$6,419	West	\$3,522
Josephine	\$881	West Columbia	\$17,958
Joshua	\$20,619	West Lake Hills	\$17,056
Jourdanton	\$9,600	West Orange	\$42,452
Junction	\$4,825	West Tawakoni	\$6,995
Justin	\$8,575	West University Place	\$34,672
Karnes City	\$11,632	Westbrook	\$43
Karnes County	\$35,249	Westlake	\$41,540
Katy	\$52,467	Weston	\$266

Kaufman	\$27,607	Weston Lakes	\$189
Kaufman County	\$353,047	Westover Hills	\$4,509
Keene	\$38,296	Westworth Village	\$7,842
Keller	\$79,189	Wharton	\$31,700
Kemah	\$28,325	Wharton County	\$72,887
Kemp	\$6,419	Wheeler	\$447
Kempner	\$330	Wheeler County	\$26,273
Kendall County	\$100,643	White Deer	\$1,273
Kendleton	\$13	White Oak	\$15,305
Kenedy	\$676	White Settlement	\$23,304
Kenedy County	\$1,000	Whiteface	\$155
Kenefick	\$416	Whitehouse	\$29,017
Kennard	\$132	Whitesboro	\$18,932
Kennedale	\$21,024	Whitewright	\$7,098
Kent County	\$939	Whitney	\$73
Kerens	\$1,924	Wichita County	\$552,371
Kermit	\$5,652	Wichita Falls	\$832,574
Kerr County	\$218,452	Wickett	\$87
Kerrville	\$190,357	Wilbarger County	\$55,124
Kilgore	\$105,583	Willacy County	\$24,581
Killeen	\$535,650	Williamson County	\$1,195,987
Kimble County	\$20,480	Willis	\$24,384
King County	\$1,000	Willow Park	\$26,737
Kingsville	\$20,083	Wills Point	\$43,765
Kinney County	\$2,142	Wilmer	\$426
Kirby	\$8,752	Wilson	\$12
Kirbyville	\$10,690	Wilson County	\$121,034
Kirvin	\$2	Wimberley	\$724
Kleberg County	\$124,109	Windcrest	\$12,908
Knollwood	\$1,160	Windom	\$1,087
Knox City	\$1,962	Windthorst	\$3,385
Knox County	\$11,730	Winfield	\$290
Kosse	\$2,468	Wink	\$120
Kountze	\$19,716	Winkler County	\$61,163
Kress	\$186	Winnnsboro	\$28,791
Krugerville	\$1,508	Winona	\$319
Krum	\$9,661	Winters	\$6,229
Kurten	\$686	Wise County	\$289,074
Kyle	\$51,835	Wixon Valley	\$441
La Feria	\$10,381	Wolfe City	\$5,466

La Grange	\$9,623	Wolfforth	\$4,022
La Grulla	\$1,708	Wood County	\$267,048
La Joya	\$8,457	Woodbranch	\$9,617
La Marque	\$98,930	Woodcreek	\$358
La Porte	\$91,532	Woodloch	\$1,012
La Salle County	\$14,975	Woodsboro	\$1,130
La Vernia	\$3,217	Woodson	\$122
La Villa	\$572	Woodville	\$20,340
La Ward	\$321	Woodway	\$25,713
LaCoste	\$159	Wortham	\$376
Lacy-Lakeview	\$11,599	Wylie	\$114,708
Ladonia	\$2,011	Yantis	\$2,072
Lago Vista	\$13,768	Yoakum County	\$34,924
Laguna Vista	\$3,689	Yoakum	\$20,210
Lake Bridgeport	\$232	Yorktown	\$5,447
Lake City	\$2,918	Young County	\$44,120
Lake Dallas	\$25,314	Zapata County	\$56,480
Lake Jackson	\$75,781	Zavala County	\$38,147
Lake Tanglewood	\$613	Zavalla	\$1,088
Lake Worth	\$20,051		

EXHIBIT C

Exhibit C: TX Opioid Council & Health Care Region Allocations plus Administrative Costs
70% of Total (\$700 million)

Health Care Region Allocation*: \$693 million; Administrative Costs: \$7 million		
Region	Counties in Health Care Region	Allocation
1	Anderson, Bowie, Camp, Cass, Cherokee, Delta, Fannin, Franklin, Freestone, Gregg, Harrison, Henderson, Hopkins, Houston, Hunt, Lamar, Marion, Morris, Panola, Rains, Red, River, Rusk, Smith, Titus, Trinity, Upshur, Van, Zandt, Wood	\$38,223,336
2	Angelina, Brazoria, Galveston, Hardin, Jasper, Jefferson, Liberty, Nacogdoches, Newton, Orange, Polk, Sabine, San Augustine, San Jacinto, Shelby, Tyler	\$54,149,215
3	Austin, Calhoun, Chambers, Colorado, Fort Bend, Harris, Matagorda, Waller, Wharton	\$120,965,680
4	Aransas, Bee, Brooks, De Witt, Duval, Goliad, Gonzales, Jackson, Jim Wells, Karnes, Kenedy, Kleberg, Lavaca, Live Oak, Nueces, Refugio, San Patricio, Victoria	\$27,047,477
5	Cameron, Hidalgo, Starr, Willacy	\$17,619,875
6	Atascosa, Bandera, Bexar, Comal, Dimmit, Edwards, Frio, Gillespie, Guadalupe, Kendall, Kerr, Kinney, La Salle, McMullen, Medina, Real, Uvalde, Val Verde, Wilson, Zavala	\$68,228,047
7	Bastrop, Caldwell, Fayette, Hays, Lee, Travis	\$50,489,691
8	Bell, Blanco, Burnet, Lampasas, Llano, Milam, Mills, San Saba, Williamson	\$24,220,521
9	Dallas, Kaufman	\$66,492,094
10	Ellis, Erath, Hood, Johnson, Navarro, Parker, Somervell, Tarrant, Wise	\$65,538,414
11	Brown, Callahan, Comanche, Eastland, Fisher, Haskell, Jones, Knox, Mitchell, Nolan, Palo Pinto, Shackelford, Stephens, Stonewall, Taylor	\$9,509,818
12	Armstrong, Bailey, Borden, Briscoe, Carson, Castro, Childress, Cochran, Collingsworth, Cottle, Crosby, Dallam, Dawson, Deaf Smith, Dickens, Donley, Floyd, Gaines, Garza, Gray, Hale, Hall, Hansford, Hartley, Hemphill, Hockley, Hutchinson, Kent, King, Lamb, Lipscomb, Lubbock, Lynn, Moore, Motley, Ochiltree, Oldham, Parmer, Potter, Randall, Roberts, Scurry, Sherman, Swisher, Terry, Wheeler, Yoakum	\$23,498,027
13	Coke, Coleman, Concho, Crockett, Irion, Kimble, Mason, McCulloch, Menard, Pecos, Reagan, Runnels, Schleicher, Sterling, Sutton, Terrell, Tom Green	\$5,195,605
14	Andrews, Brewster, Crane, Culberson, Ector, Glasscock, Howard, Jeff Davis, Loving, Martin, Midland, Presidio, Reeves, Upton, Ward, Winkler	\$12,124,354
15	El Paso, Hudspeth	\$17,994,285
16	Bosque, Coryell, Falls, Hamilton, Hill, Limestone, McLennan	\$9,452,018
17	Brazos, Burleson, Grimes, Leon, Madison, Montgomery, Robertson, Walker, Washington	\$23,042,947
18	Collin, Denton, Grayson, Rockwall	\$39,787,684
19	Archer, Baylor, Clay, Cooke, Foard, Hardeman, Jack, Montague, Throckmorton, Wichita, Wilbarger, Young	\$12,665,268
20	Jim Hogg, Maverick, Webb, Zapata	\$6,755,656
	Administrative Costs	\$7,000,000

* Each Region shall reserve 25% of its allocation for Targeted Funds under the guidelines of Exhibit A.



SUMMARY OF PROPOSED OPIOID SETTLEMENTS

BACKGROUND

Texas, along with a broad coalition of states and subdivisions, has reached final agreements with four companies to resolve legal claims against for their role in the opioid crisis. One agreement is with opioid manufacturer Johnson & Johnson. The other is three major pharmaceutical distributors: AmerisourceBergen, Cardinal Health, and McKesson.

FINANCIAL TERMS

The two agreements provide for \$26 billion in payments over 18 years, with \$23.9 billion available for opioid abatement and significant amounts front loaded. Funding will be distributed to states according to the allocation agreement reached among the Attorneys General. Subdivisions can only participate in the agreement if their state participates. Texas' combined share is almost \$1.5 billion: \$1.17 billion from the distributors and \$268 million from J&J. Distribution within Texas is handled through an intrastate agreement between the state and litigating subdivisions. The funding must be used to support any of a wide variety of strategies to fight the opioid crisis. Separate provisions exist to compensate attorneys who have pursued opioid litigation on behalf of states and local governments.

Once the state agrees to participate, then the more subdivisions that join, the more money everyone in Texas will receive. Future opioid litigation may result in suspension and reduction of

payments. Even without full resolution of claims, states and subdivisions can still receive substantial payments by resolving a significant portion of current and future claims.

INJUNCTIVE TERMS

Both agreements both contain industry-changing injunctive terms. The distributors will be subject to more oversight and accountability, including an independent monitor, to prevent deliveries of opioids to pharmacies where diversion and misuse occur. They will be required to establish and fund an independent clearinghouse to track opioid distribution nationwide and flag suspicious orders. J&J will be prohibited from selling or promoting opioids.

HOW TO JOIN

To adopt the settlement and allocation schedule, you need to:

1. sign the Subdivision Settlement Participation Form;
2. adopt the Texas Term Sheet and its intrastate allocation schedule;
3. return both to opioids@oag.texas.gov.

The deadline for states to sign on is August 21, 2021. Subdivisions in participating states then have through January 2, 2022, to join.

FOR MORE INFORMATION, PLEASE VISIT:
www.texasattorneygeneral.gov/globalopioidsettlement



KEN PAXTON
ATTORNEY GENERAL *of* TEXAS

Global Opioids Settlement

What it means for Texas

This presentation is for informational purposes and does not constitute legal advice.

Opioids Crisis Update

- In 2020, drug overdose deaths **rose nearly 30%** in the United States to a **record high** of 93,000.
- Opioid overdose deaths hit a **record 69,000** in the United States.
- In Texas, **drug overdose deaths also increased by 31.9%**, driven primarily by opioid overdose deaths.
- The opioid overdose death increase was driven by fentanyl and other synthetic opioids.
- Attorney General Paxton's [website](#) has information to protect Texans from the nation's opioid crisis by educating them about the dangers of misusing prescription opioids.

Sources:

"Provisional Drug Overdose Death Counts." Centers for Disease Control: National Center for Health Statistics (last accessed July 23, 2021),

<https://www.cdc.gov/nchs/nvss/vsn/drug-overdose-data.htm>

"U.S. Drug-Overdose Deaths Soared Nearly 30% in 2020, Driven by Synthetic Opioids." Betsy McKay, Wall Street Journal (July 14, 2021),

<https://www.wsj.com/articles/u-s-drug-overdose-deaths-soared-nearly-30-in-2020-11626271200>

Opioids Settlements

- On **July 23, 2021**, Attorney General Paxton announced global settlements had been reached with the three major opioid distributors **McKesson, Cardinal Health, and Amerisource Bergen (ABDC)**, and opioid manufacturer **Johnson & Johnson (J&J)**.
 - Both settlements are a combined historic **\$26 billion**.
 - The distributors' settlement is for **\$21 billion**.
 - J&J's settlement is for **\$5 billion**.
 - The settlements include injunctive relief that changes the industry.

Opioids Settlements

- Texas could receive as much as **\$1.17 billion from the distributors** and **\$268 million from J&J** for **almost \$1.5 billion**, most of which is targeted for opioid abatement.

- ✿• The actual amount Texas receives will depend upon the participation of cities, counties, and other political subdivisions in the state.

1/21/22 - Deadline

- Texas has 30 days to decide to join both settlements.

Opioids Settlements

- Injunctive Relief in the Settlements:
 - J&J is enjoined from manufacturing, selling, and promoting opioids for 10 years.
 - Distributors must establish a centralized clearinghouse jointly overseen by states and distributors.
 - Distributors will be required to take certain measures to detect suspicious orders.

Opioids Settlements

- Mechanics of the Monetary Settlement:
 - Texas's overall allocation is 6.29% of the Global Amount – potentially almost **\$1.5 billion** over 18 years from:
 - Distributors - **\$1.17 billion** over 18 years.
 - J&J - over **\$268 million over 9 years**.
 - Annual payments are split into base and incentive payments as follows:
 - Distributors - 55% base, 45% incentive
 - J&J - 45% base, 55% incentive
 - All incentive payments deal with preventing future litigation by subdivisions and incentivizing subdivision sign on.

Offsets and Suspension of Payments

- If a subdivision who hasn't sued decides to sue later, there is a suspension of payments and a potential offset of those payments.
- Size of the suspension and a potential offset depend on several factors, but the distributors' deal applies a maximum offset in the amount of 67% against the suspension and/or future payments.
- If that lawsuit is resolved, suspended payments resume. If the lawsuit requires payment, the amounts held are used to offset the amount paid.

Goal: Bring the Most Money to Texas

- There are a combination of approaches that Texas could take to maximize funds with the participation of litigating subdivisions and nonlitigating subdivisions.
- This can be obtained by getting releases for past and future claims from all litigating subdivisions and special districts, all general-purpose subdivisions over 10,000 population, and covered special districts.
- Texas has 128 litigating subdivisions:
 - 110 Counties.
 - 5 Cities.
 - 10 Hospital Districts.
 - 3 School Districts.
- Texas has 406 general purpose subdivisions with a population of over 10,000 (309 nonlitigating and 97 litigating).
- Currently, the best option for Texas to maximize incentive funds is through a partnership with political subdivisions, where a large percentage agree to release claims.

How Settlement Dollars Flow into Texas

- By signing on to the Settlement and executing a release, you increase the funds coming into Texas and will be entitled to a portion of the funds that Texas receives.
 - Texas and Participating Subdivisions alike get direct payments under the settlement.
 - Cities and Counties will also get funding for abatement programs from the Opioid Council.
- Question: If my county signs up and executes a release, how do I get dollars to my county?
- Answer: SB 1827 (87R) and the Texas Term Sheet

Texas Term Sheet and SB 1827

- Goal of the Texas Term Sheet: Provide Texans in **all 254 counties** with the opportunity for funding for education, prevention, and treatment of opioid abuse.
- SB 1827 (87R) codifies the Texas Term Sheet and establishes the **Texas Opioid Council (Council)** to ensure that the funds recovered by Texas are allocated fairly and spent to remediate the opioid crisis in Texas, using efficient and cost-effective methods that are directed to the hardest hit regions in Texas while also ensuring that all Texans benefit from prevention and recovery efforts.
- 85% of the funds under the Settlement will be deposited into the Opioids Abatement Trust Fund:
 - 15% to directly to subdivisions.
 - 70% share to abatement programs.

Example Opioid Fund Allocations

These amounts are estimates only based on maximum recoveries

- Assuming (1) your subdivision executes a release and signs on to the Texas Term Sheet, and (2) Texas receives maximum funds from the distributors and J&J, what kind of funding does that mean for my subdivision?

- Example 1 – direct payments to cities and counties:

Subdivision	Distributors	J&J	Total
City of Austin	\$4,841,120.89	\$1,112,725.20	\$5,953,846.09
Bell County	\$645,865.76	\$148,451.39	\$794,317.14
City of Belton	\$72,134.72	\$16,580.07	\$88,714.79
City of Elgin	\$26,086.80	\$5,996.02	\$32,082.82
City of Georgetown	\$224,201.21	\$51,532.35	\$275,733.56
City of Harker Heights	\$112,828.11	\$25,933.39	\$138,761.50
City of Hutto	\$38,058.31	\$8,747.65	\$46,805.96
City of Killeen	\$531,631.28	\$122,194.74	\$653,826.02
City of Leander	\$87,975.97	\$20,221.16	\$108,197.13
City of Pflugerville	\$85,759.72	\$19,711.76	\$105,471.48
City of Round Rock	\$472,420.87	\$108,585.31	\$581,006.17
City of Taylor	\$57,510.27	\$13,218.66	\$70,728.93
City of Temple	\$278,640.69	\$64,045.19	¹¹ \$342,685.89

Example Opioid Fund Allocations

These amounts are estimates only based on maximum recoveries

- Assuming (1) your subdivision executes a release and signs on to the Texas Term Sheet, and (2) Texas receives maximum funds from the distributors and J&J, what kind of funding does that mean for my subdivision?

- Example 2 – Abatement allocations by Regions for Treatment Programs

Region	Distributors	J&J	Total
Region 7 (Bastrop, Caldwell, Fayette, Hays, Lee, Travis)	\$50,617,062.23	\$11,634,264	\$62,251,326.70
Region 8 (Bell, Blanco, Burnet, Lampasas, Llano, Milam, Mills, San Saba, Williamson)	\$24,281,622.53	\$5,581,099	\$29,862,721.20

Opioid Lawsuits Timeline (1 of 3)

- In **September 2017**, Attorney General Paxton and a **bipartisan coalition of 40 other states** served investigative subpoenas and additional requests on eight companies that manufacture or distribute highly addictive opioids to evaluate whether manufacturers and distributors engaged in unlawful practices in the marketing, sale, and distribution of opioids.
- **May 15, 2018**, Texas filed a **lawsuit against Purdue Pharma** for violating state laws against deceptive trade practices and misrepresenting the risk of addiction to patients and doctors.
- On **September 4, 2019**, Attorney General Paxton announced that a **civil Medicaid fraud lawsuit** had been filed against pharmaceutical manufacturer **Johnson & Johnson** for misrepresentations made to the Texas Medicaid program about their dangerous opioid drug, Duragesic.
- Purdue Pharma files for Chapter 11 Bankruptcy in **September 2019**.

Opioid Lawsuits Timeline (2 of 3)

- In **February 2020**, Attorney General Paxton announced a global settlement framework between state attorneys general, local subdivisions, and Mallinckrodt (MKN). MKN is currently the largest generic opioid manufacturer in the United States. In the agreement, MKN agreed to pay **\$1.6 billion in cash** to a trust that will cover the costs of opioid addiction treatment and related efforts, with the potential for increased payment to the trust.
- On **May 13, 2020**, Attorney General Paxton reached a bipartisan agreement with Texas Counties and Cities in preparation for settlement with opioid defendants: **McKesson, Cardinal Health, ABDC, and Johnson & Johnson**. Texas is one of the lead states currently negotiating financial settlements with the nation's largest companies in the opioid supply chain.

Opioid Lawsuits Timeline (3 of 3)

- In **February 2021**, Attorney General Paxton and 46 states entered into a settlement with McKinsey, a consulting firm that assisted Purdue and others with their marketing of prescription opioids, for **\$583 million and injunctive relief**. The funds are earmarked to remediate the harms caused by the opioid epidemic and to recover the costs incurred in investigating and pursuing these claims.
- On **July 23, 2021**, Attorney General Paxton announced the global settlement had been reached with opioid defendants **McKesson, Cardinal Health, ABDC, and Johnson & Johnson**.

Next Steps

- To join the Settlement, Subdivisions need to:
 - Sign on the to settlement and execute releases; and
 - Execute the Texas Term Sheet.
- The deadline to sign on is approximately 120 days after the state sign-on period, estimated January 2, 2022.



KEN PAXTON
ATTORNEY GENERAL *of* TEXAS

For more information, visit

www.texasattorneygeneral.gov/globalopioidsettlement

Questions? Email opioids@oag.texas.gov



City Council Meeting October 28, 2021 Transmittal Letter

STRATEGIC PILLAR

- ☒ Streets/Infrastructure
- ☒ Quality of Life
- ☒ Economic Vitality

Agenda Item #: 11

Agenda Title: **Hold a public hearing and introduce ordinance 2021-35 regarding the adoption of the Envision Taylor Comprehensive Plan, including the Future Land Use Plan, Transportation Plan, Housing and Neighborhoods Plan and Implementation Plan.**

Council Action to be taken: Hold public hearing and introduce ordinance

Department Submitted: Development Services

Staff Contact: Tom Yantis, Assistant City Manager

1. PURPOSE/DESCRIPTION

This agenda item allows for the public hearing and ordinance introduction for the adoption of the Envision Taylor Comprehensive Plan.

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.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

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

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

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

- September 17, 2020 – Strong Towns Presentation
- September 22, 2020 – Community Workshop #1
- January 27, 2021 – Planning for Growth Workshop #1
- March 3, 2021 – Planning for Growth Workshop #2
- March 10, 2021 – Community Workshop #2
- April 7, 2021 – Planning for Growth Workshop #3
- May 5, 2021 – Planning for Growth Workshop #4
- July 14, 2021 – Community Workshop #3
- August 10, 2021 – P&Z Workshop
- September 28, 2021 – City Council, P&Z, CPAC Joint Workshop
- October 12, 2021 – Planning and Zoning Commission public hearing and recommendation

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
- Provides a needed update to the 2004 comprehensive plan - Creates a framework for financially sustainable development - Provides policies to encourage new development in the core of the city - Provides policies to encourage to provision of housing that is affordable for all residents of Taylor - Provides for a safe and efficient transportation system	N/A

4. RECOMMENDATION

The Planning and Zoning Commission held a public hearing on the Envision Taylor Comprehensive Plan on October 12, 2021 and unanimously recommended approval of the plan.

5. FUNDING SOURCE

Funding for the plan was allocated in both the FY 2019-20 and 2020-21 fiscal years.

6. TIMELINE

Public hearing and recommendation from P&Z was held October 12, 2021

Public hearing and introduction of the ordinance adopting the plan - October 28, 2021

Final action on adoption of the plan - November 11, 2021

7. OTHER OPTIONS (In order of preference)
--

N/A

8. ATTACHMENTS

11a. Ordinance 2021-35

11b. Envision Taylor Comprehensive Plan

11c. PowerPoint Presentation

ORDINANCE NO. 2021-35

AN ORDINANCE OF THE CITY OF TAYLOR, TEXAS, ADOPTING AN UPDATED COMPREHENSIVE PLAN; PROVIDING FOR THE AMENDMENT OF THE PLAN; REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HERewith; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING A SAVINGS CLAUSE;

WHEREAS, it is necessary and reasonable for the public health, safety, morals, and welfare of the City of Taylor, Texas, a Texas home rule municipality, (herein the “City”) to provide for and maintain a comprehensive plan for the City in accordance with Chapters 211, 212 and 213 of the Texas Local Government Code; and

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

WHEREAS, the Planning and Zoning Commission held a public hearing on October 12, 2021, reviewed the plan and recommended that the City Council adopt the Comprehensive Plan; and

WHEREAS, the City Council held a public hearing on October 28, 2021, at which the public was given the opportunity to give testimony and present written evidence; and

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

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

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

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

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

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

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

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

PASSED, APPROVED, AND ADOPTED on the ____ day of _____, 2021.

Brandt Rydell, Mayor

ATTEST:

Dianna Barker, City Clerk

APPROVED AS TO FORM:

Ted W. Hejl,
City Attorney

CITY OF TAYLOR COMPREHENSIVE PLAN





ENVISION TAYLOR COMPREHENSIVE PLAN





PREPARED FOR:
CITY OF TAYLOR

PREPARED BY:
LIONHEART
www.lionheartplaces.com

ACKNOWLEDGMENTS

CITY OF TAYLOR

Brian LaBorde - City Manager

Jeffery Jenkins - Deputy City Manager

Tom Yantis, AICP - Assistant City Manager/Director of Development Services

Colin Harrison - Assistant Director of Development Services

Shelly Shelton, AICP - Senior Planner

McKenzi Hicks - Planning Technician

Stacey Osborne - Public Information Officer

Kendra Dubee - Communications Coordinator

PLANNING AND ZONING COMMISSION

Don Mcalister, Chairman

Amy Everhart, Member

Faith Gardner, Member

Rick Selin, Member

Donna Frazier, Member

Annette Maruska, Member

Michael Aplin, Member

Leland Stevens, Member

Mike Eaton, Member

Kellie Billings-Ray, Member

Anette Maruska, Member

Nora Roy, Member

CITY COUNCIL

Brandt Rydell, Mayor/District 3

Gerald Anderson, Mayor Pro Tem/District 1

Mitchell Drummond, District 2

Robert Garcia, District 4

Dwayne Ariola, At Large

COMPREHENSIVE PLAN ADVISORY COMMITTEE

Betty Day, Economic Development Corporation/Electric Reliability Council of Texas

Jeff Snyder, Business Owner

Mark Nibbelink, Downtown Property/Business Owner

Doug Moss, Downtown Property Owner/Architect

Leslie Hill, Opportunities for Williamson/Burnet Counties

Debbie Kovar, Real Estate Broker

Cliff Olle, Developer

Janetta Mccoy, Public Arts Advisory Board

Kellie Billings-Ray, Planning and Zoning Commission

Jose Orta, Community Advocate

Ed Komandosky, Lower Brushy Creek Water Control and Improvement District

Ebby Green, Taylor Housing Authority - Ex-Officio

Devin Padavil, Taylor ISD - Ex-Officio

Tia Stone, Taylor Chamber of Commerce - Ex-Officio

CONSULTANT TEAM

 LIONHEART

 VERDUNITY



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EXECUTIVE SUMMARY

KEY CHALLENGE: FISCAL SUSTAINABILITY

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

APPROACH: RESILIENCY

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

ENVISION TAYLOR - BY THE NUMBERS

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

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

Figure 1: Key projections and targets

BIG IDEAS

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



Fiscal Sustainability and Infrastructure

Maintain Taylor’s Uniqueness and small town atmosphere where people fee connected.



Housing

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



Community Character

Maintain Taylor’s uniqueness and small town atmosphere where people fee connected.



Economic Resilience

Support and promote unique, local businesses.



Inclusive Growth

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

POLICIES

LAND USE

LU1 New development should resemble the form and scale of traditional development patterns in Taylor.

LU2 Create, preserve, and enhance special destinations and experiences that celebrate and build on Taylor's history.

LU3 New mixed-use centers should complement the existing Downtown and accommodate additional growth within a compact urban fabric that includes walkable streets, mixed-use buildings, and high-quality public spaces.

LU4 New development and growth should not increase the flood hazards or other risks associated with climate change in existing neighborhoods.

LU5 New buildings and developments should be constructed in a way that they can be repurposed over time and as market conditions change.

LU6 Continue to leverage existing downtown assets to support more small businesses.

LU7 Economic development incentives should support the downtown and future mixed-use centers.

LU8 A jobs-housing balance that supports people living and working in Taylor should be encouraged.

LU9 Promote development patterns that maximize the use of existing infrastructure and land before expanding infrastructure to underdeveloped areas.

LU10 New development should generate sufficient revenue to support the long-term cost of maintaining the infrastructure that serves it.

LU11 Development and infrastructure decisions and regulations should result in an increase in population density and revenue per acre.

TRANSPORTATION

T1 New streets should connect to Taylor's existing street grid and should be consistent with traditional block sizes in Taylor.

T2 Investments in streets and other infrastructure should be prioritized for maintenance or replacement in existing neighborhoods before extensions to new areas.

T3 The transportation network should encourage all modes of travel including support for a future transit network.

T4 Utilize durable materials and construction techniques to lengthen the life of major infrastructure and improve safety.

T5 Improve access management policies along major corridors to encourage fiscally sustainable land use patterns.

T6 Improve the utilization of roadways that have available capacity and evaluate existing roadways for opportunities to expand or enhance alternative modes of transportation.

T7 Link investments in infrastructure to revenue generated from adjacent development.

T8 Streets should be designed to prioritize economic productivity and placemaking while roads should be designed to prioritize vehicular throughput.

HOUSING

H1 Neighborhoods should have a mix of housing affordable to all income levels and age groups.

H2 Programs and policies should be developed to assist existing residents so that they can stay in their neighborhoods.

H3 Housing policies and development regulations should consider the need to reduce the gap between median income and rental rates or sales price of housing.

H4 Infill missing middle housing and accessory dwelling units should be prioritized over new, large lot single family development.

EXECUTIVE SUMMARY

THE GROWTH SECTORS MAP

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

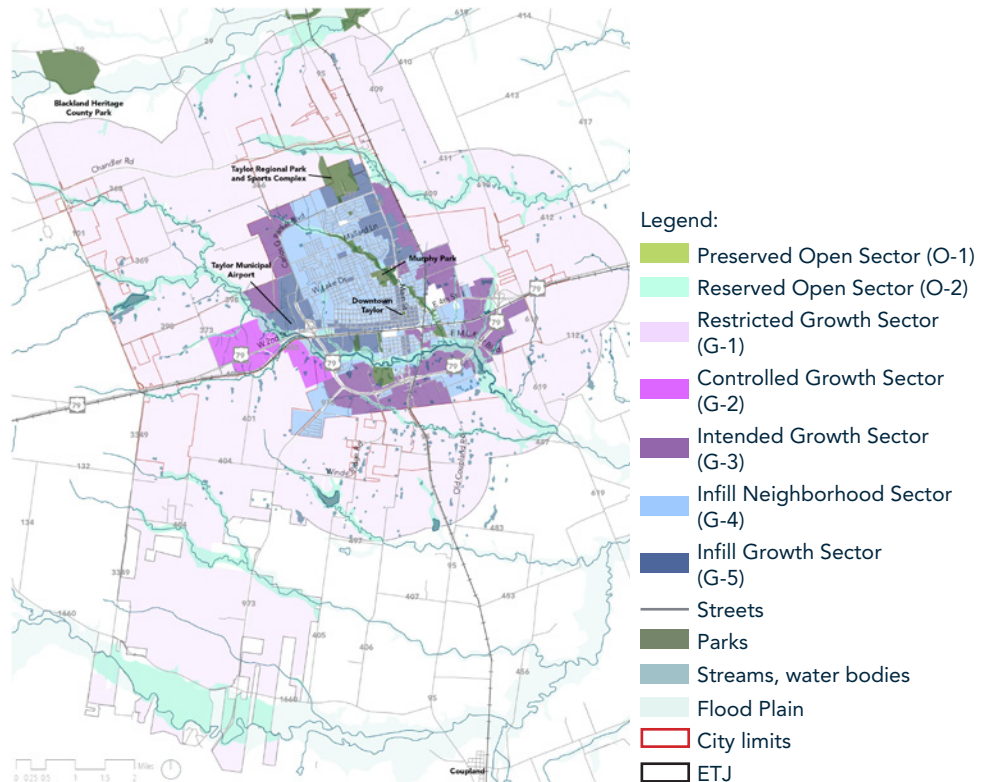


Figure 2: Growth Sector

THE FUTURE LAND USE MAP (FLUM)

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

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

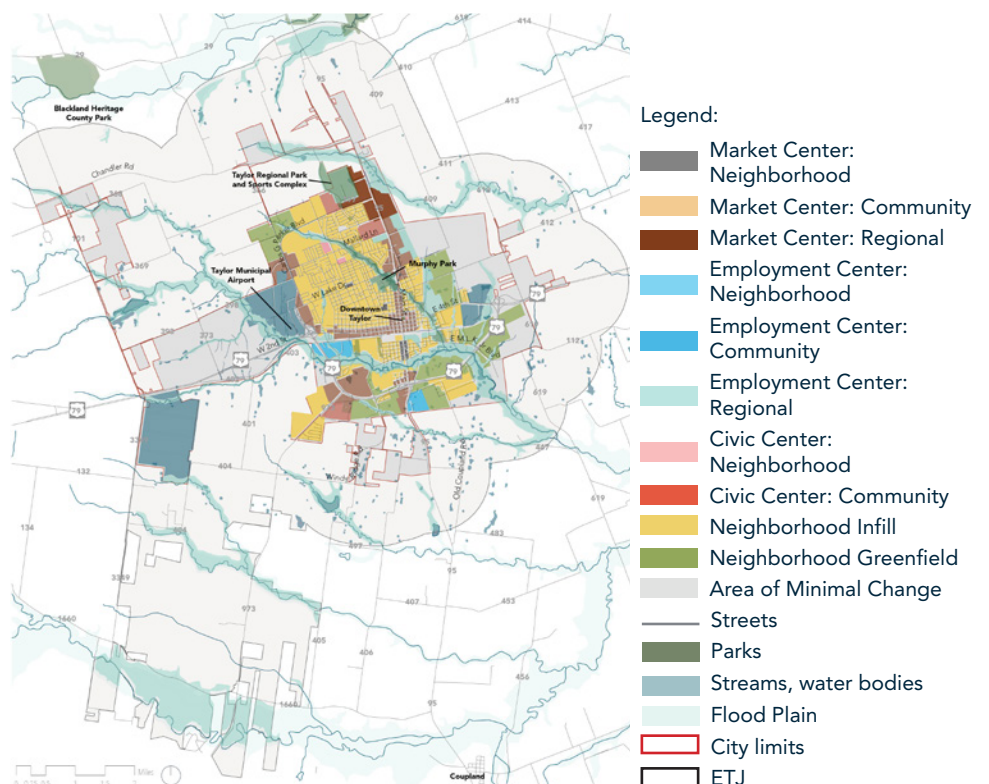


Figure 3: Future Land Use

TRANSPORTATION MASTER PLAN

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

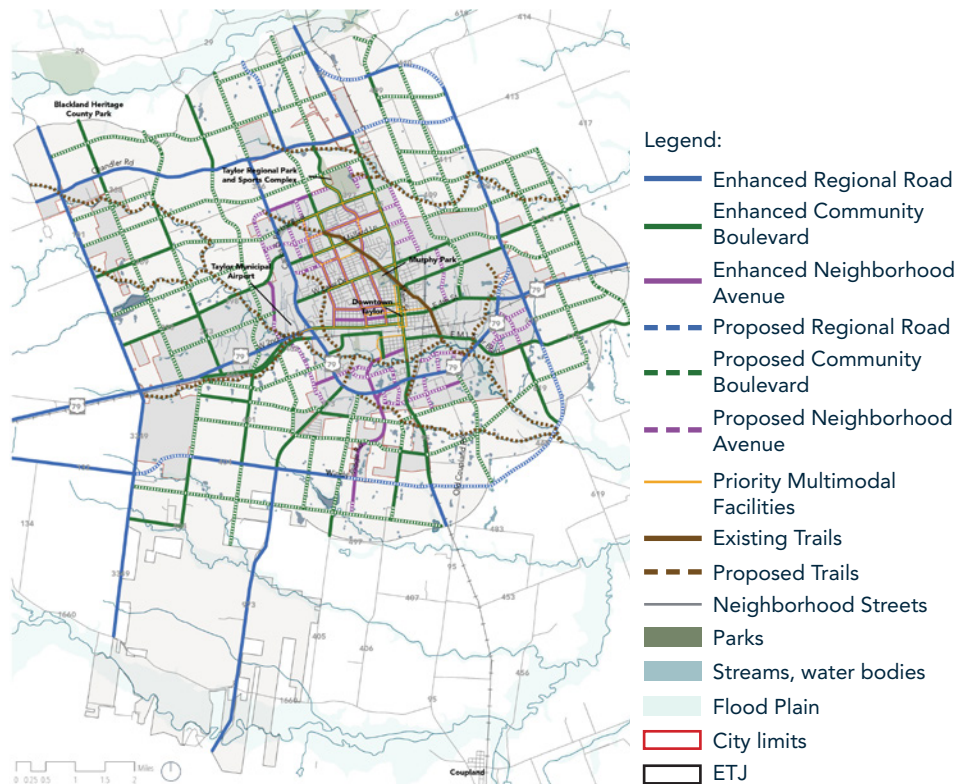


Figure 4: Transportation Master Plan

IMPLEMENTATION STRATEGIES

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

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







CHAPTER 1

INTRODUCTION AND CONTEXT

↳ HISTORY

↳ ENVISION TAYLOR

↳ FISCAL SUSTAINABILITY AND LAND USE
FISCAL ANALYSIS

↳ COMMUNITY OUTREACH

↳ BIG IDEAS

↳ COMMUNITY AND DEMOGRAPHIC PROFILE

HISTORY

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

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

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

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

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



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

Source: Taylor Public Library

REGIONAL CONTEXT

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

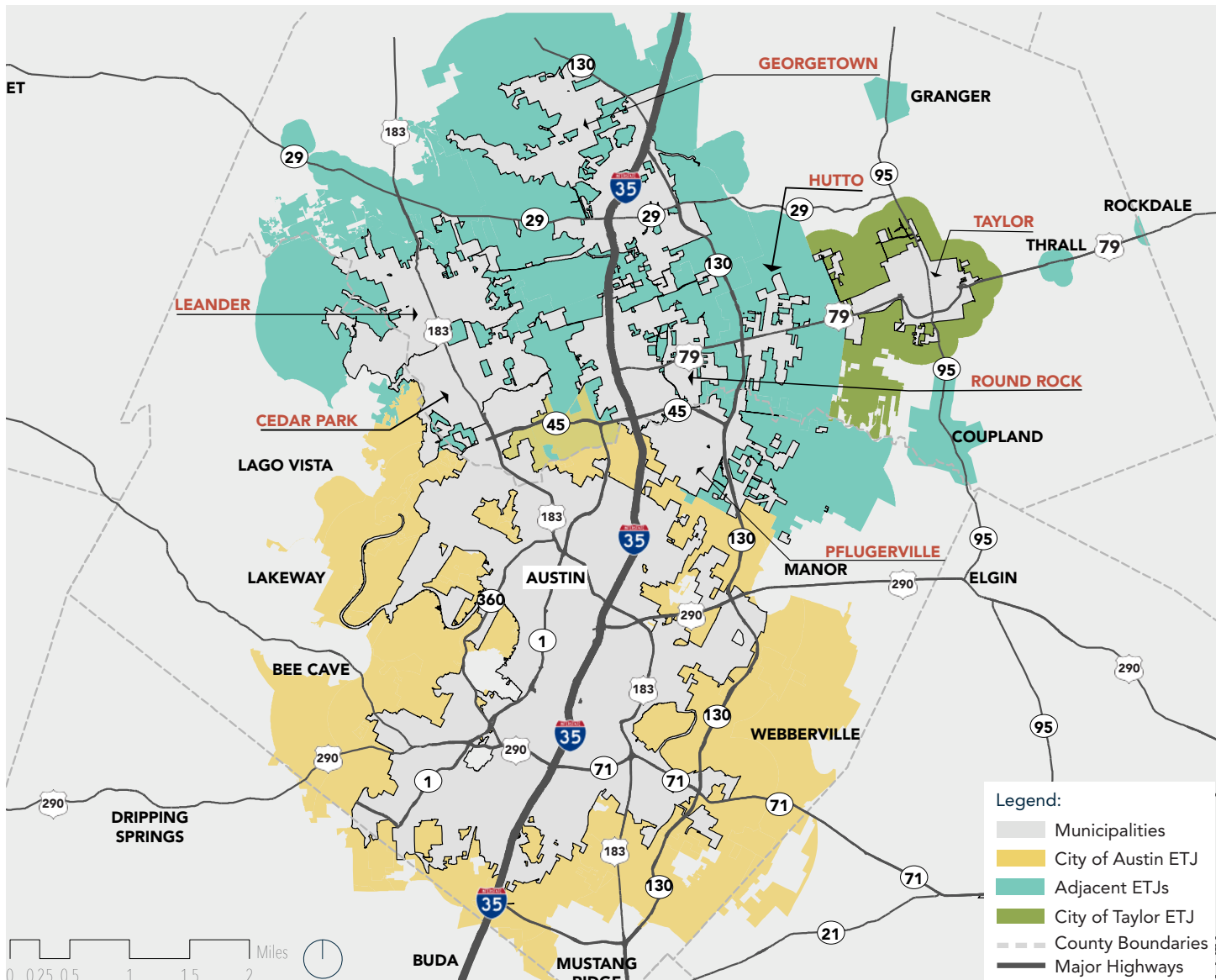


Figure 5: Regional Context

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

ENVISION TAYLOR

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

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

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

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

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



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

Source: Taylor Public Library

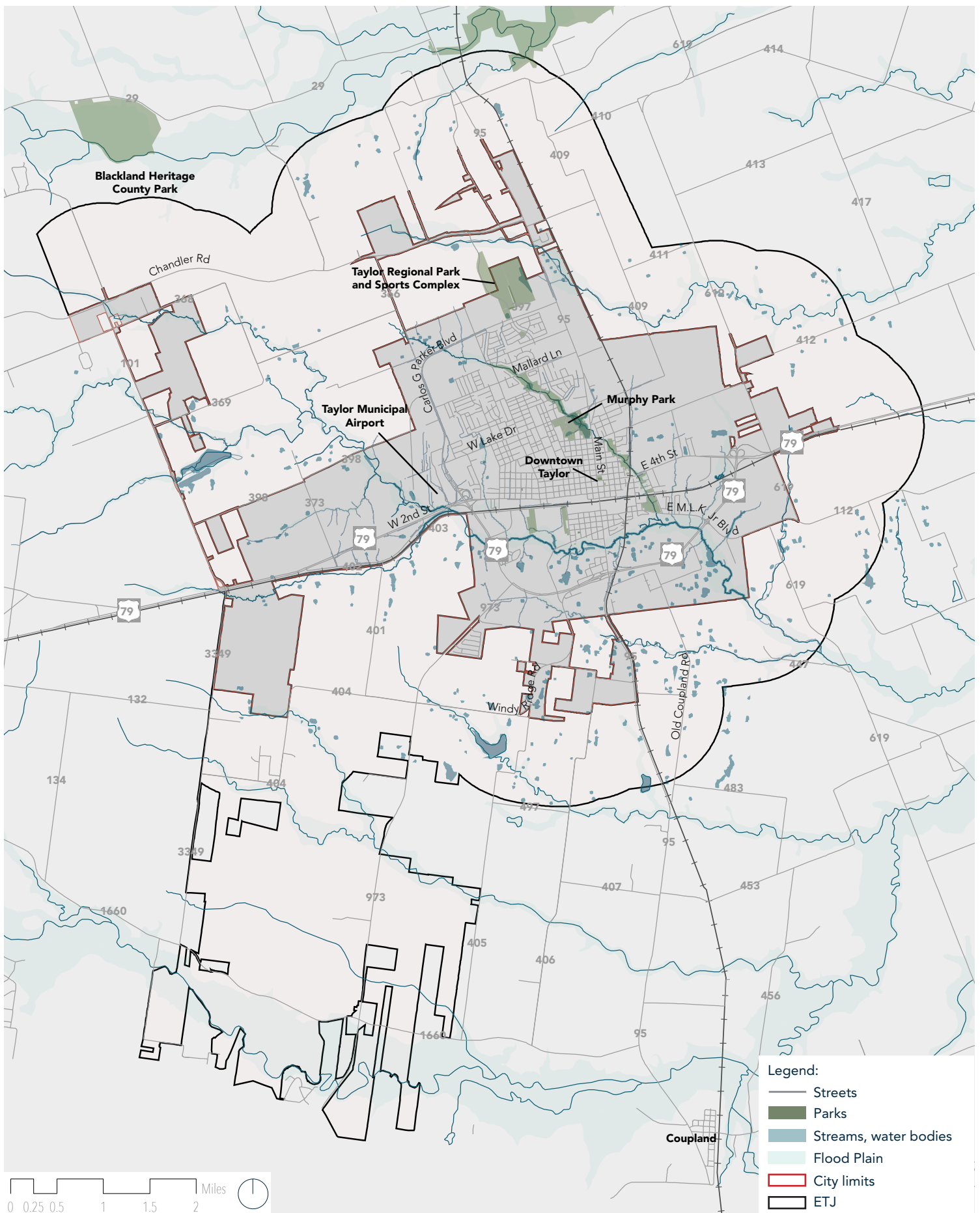


Figure 6: City of Taylor's City Limits and ETJ

Source: City of Taylor, Williamson County

FISCAL SUSTAINABILITY AND LAND USE FISCAL ANALYSIS

WHAT DOES IT MEAN TO BE FISCALLY SUSTAINABLE?

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

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

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

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

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

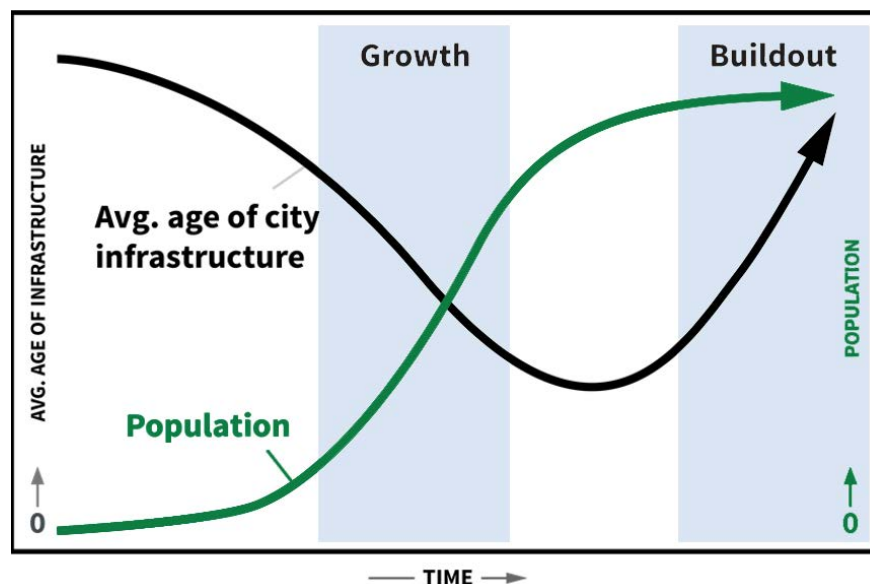


Figure 7: Impacts of Rate and Pattern of Growth

Source: Verdunity



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

BRIDGING THE RESOURCE GAP

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

1

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



Increase Taxes or Fees

2

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



Reduce Services

3

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



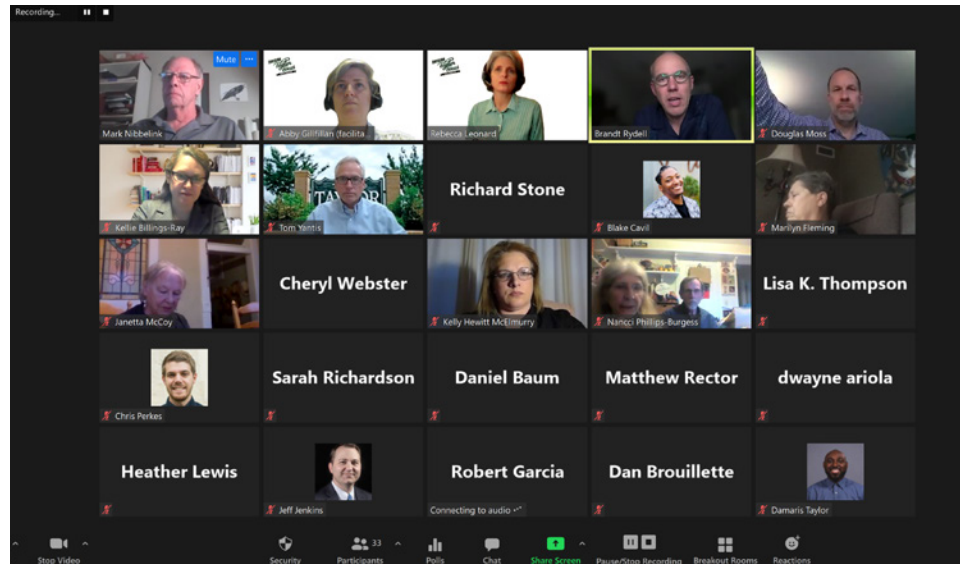
Develop Responsibly

COMMUNITY OUTREACH

WORKSHOP 1

Defining our Vision and Goals

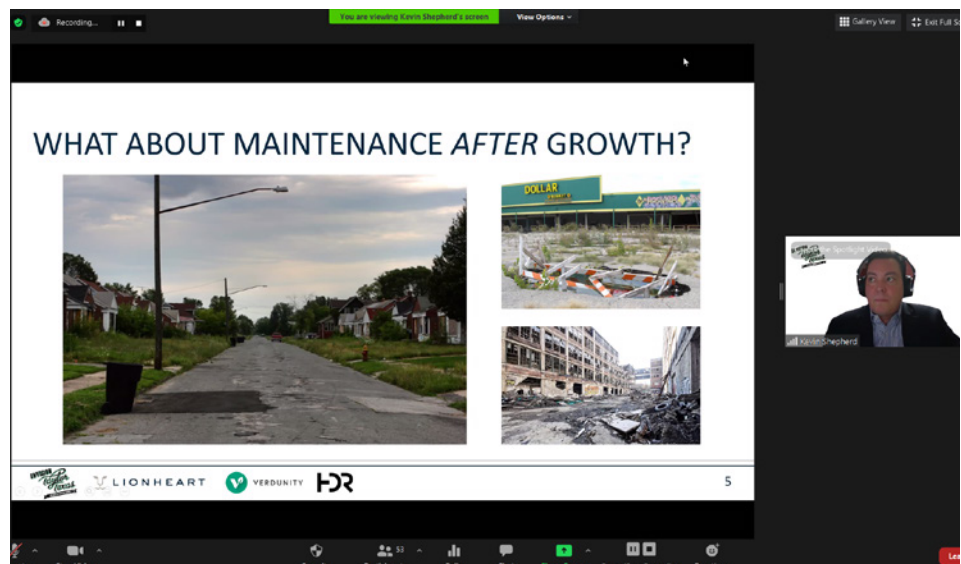
Workshop 1 included a brief overview of the process to develop the Comprehensive Plan, a presentation on Strong Towns and the initial fiscal impact analysis for Taylor, and a guided virtual discussion that became the foundation of project goals.



WORKSHOP 2

Defining a Preferred Path Forward

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



WORKSHOP 3

Turning Vision into Action

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



CITY COUNCIL GROWTH WORKSHOPS

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

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

The four workshops were:

Public Workshop #1- Fiscal Impacts of New Development!

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

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

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

STRONG TOWN WEBINAR AND PRESENTATION

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



COMMUNITY OUTREACH

ADVISORY COMMITTEE

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

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

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

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

Advisory Committee Meetings and Events:

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

PROJECT WEBSITE

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

Building a Stronger Taylor

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

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

Envision Taylor website page

A Message From the Mayor

Comprehensive Plan Kick-off with Mayor

Envision Taylor - Comprehensive Plan
Building a Stronger Taylor

STRONG TOWNS
PRESENTED BY CHUCK MARONIN
Live webinar
Thursday, September 7 at 6 p.m.

VIRTUAL COMMUNITY WORKSHOP
Tuesday, September 22
at 6 p.m.

FOR MORE INFORMATION, VISIT WWW.TAYLORTX.GOV

HOW COMMUNITY INPUT SHAPED ENVISION TAYLOR

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

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.

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.

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

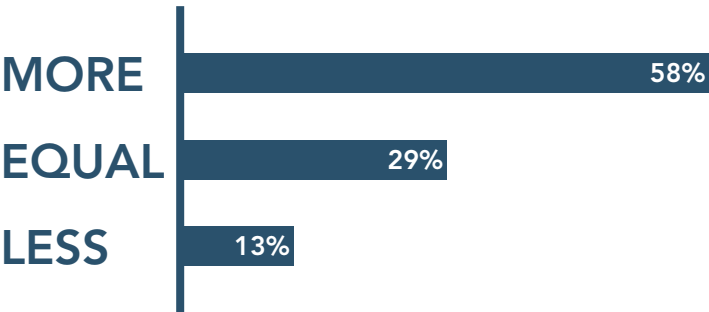


Figure 8: Responses to Question About Infill Housing

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

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

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

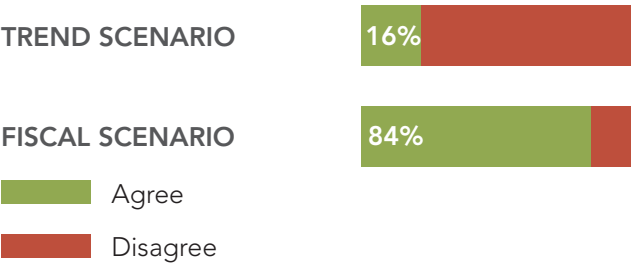


Figure 9: Responses to Question About Growth Scenarios

COMMUNITY OUTREACH

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

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

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

Figure 10: Responses to Question About Growth Rate

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

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

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

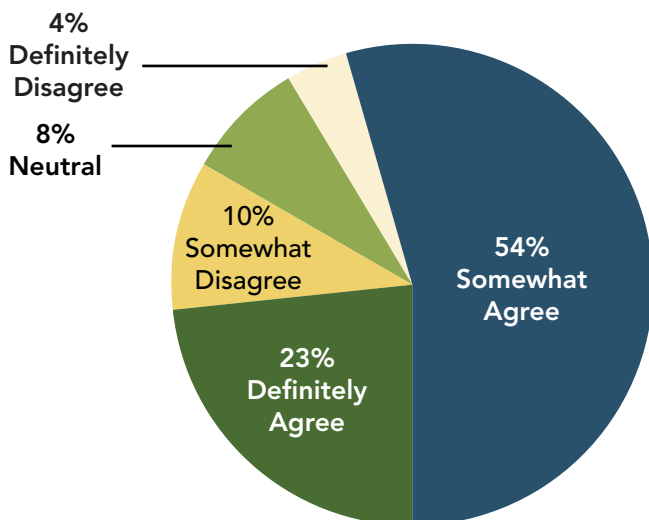


Figure 11: Responses to Question About Future Diversity Projections

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

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

BIG IDEAS

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

FISCAL SUSTAINABILITY AND INFRASTRUCTURE



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

COMMUNITY CHARACTER



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

INCLUSIVE GROWTH



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

HOUSING



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

ECONOMIC RESILIENCE



Support and promote unique, local businesses.

COMMUNITY AND DEMOGRAPHIC PROFILE

POPULATION GROWTH

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

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%

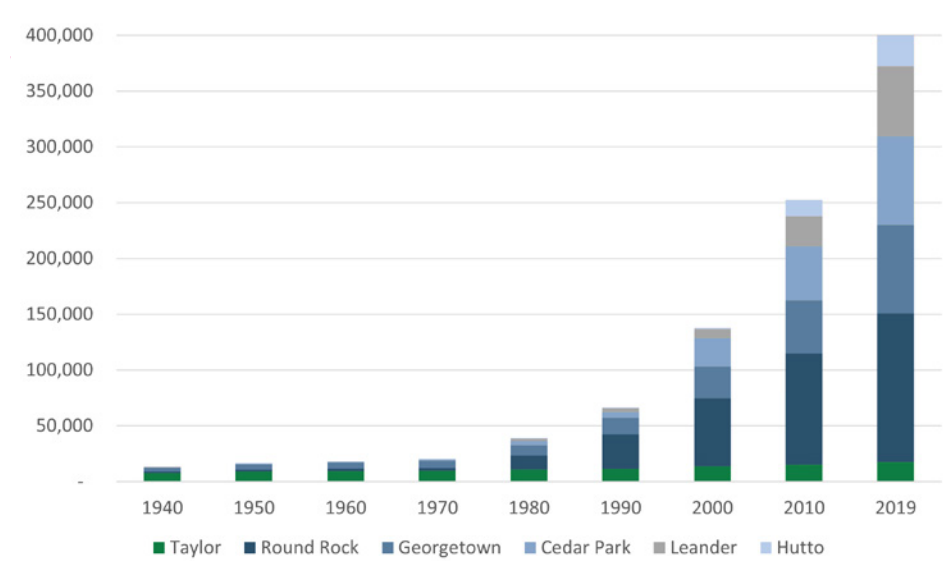
Source: Decennial Census, American Community Survey

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

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

Source: Decennial Census, American Community Survey

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



Source: Decennial Census, American Community Survey

Figure 14: Comparison of Growth Patterns in Williamson County

HISTORICAL AND REGIONAL POPULATION PROJECTIONS

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

2004 COMPREHENSIVE PLAN PROJECTIONS

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

Step Down Method

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

Linear Regression Method

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

Exponential Growth Method

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

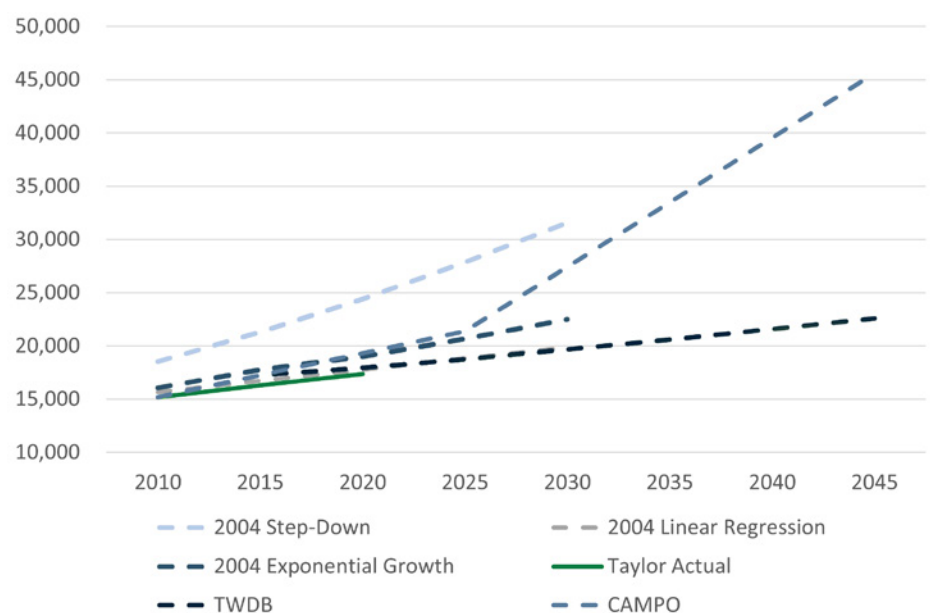
REGIONAL AGENCY PROJECTIONS

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

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

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

Figure 15: Previous Population Projections for Taylor Compared to Actuals



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

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

COMMUNITY AND DEMOGRAPHIC PROFILE

REGIONAL GROWTH TRENDS

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

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

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

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

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

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

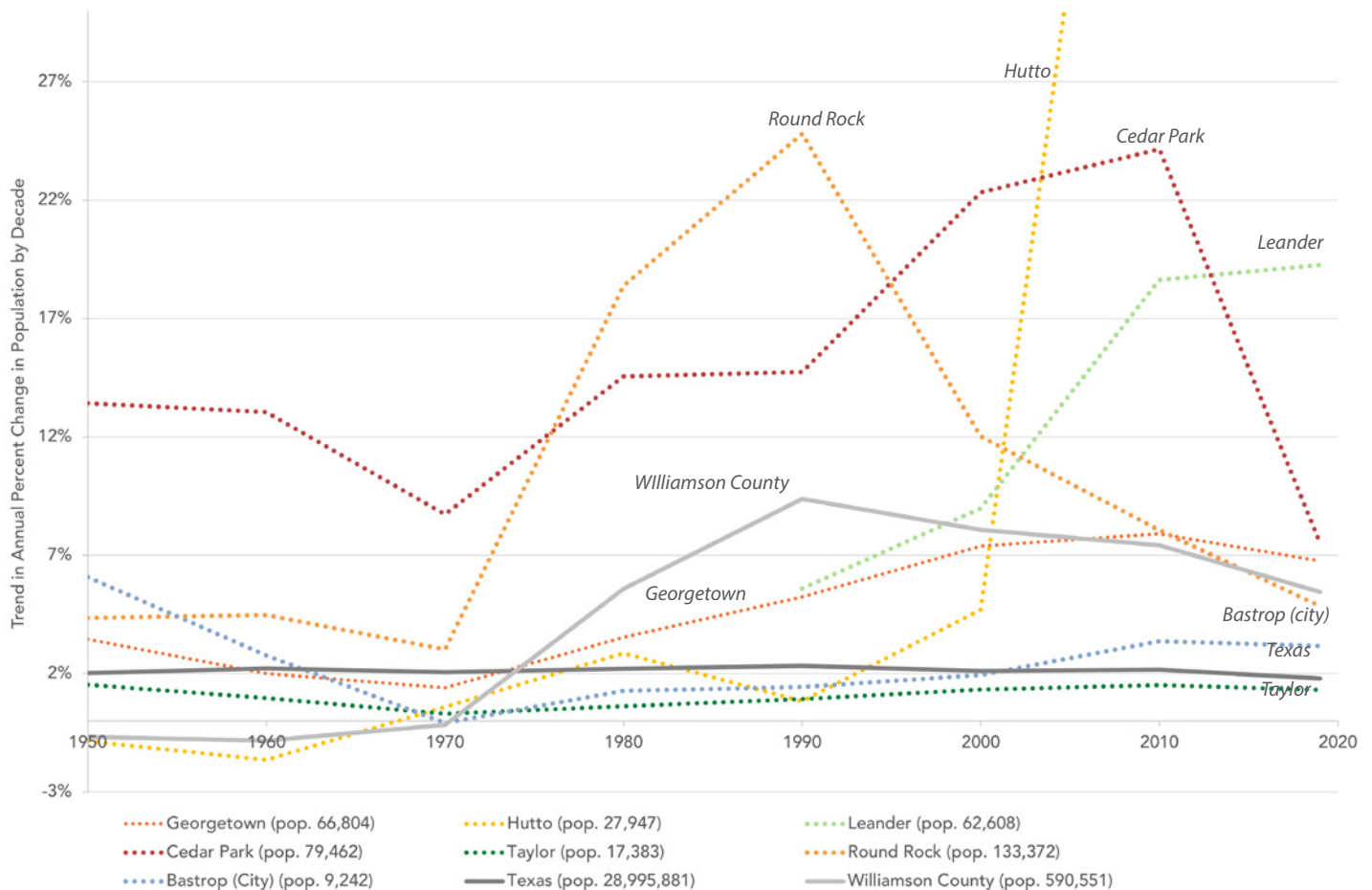
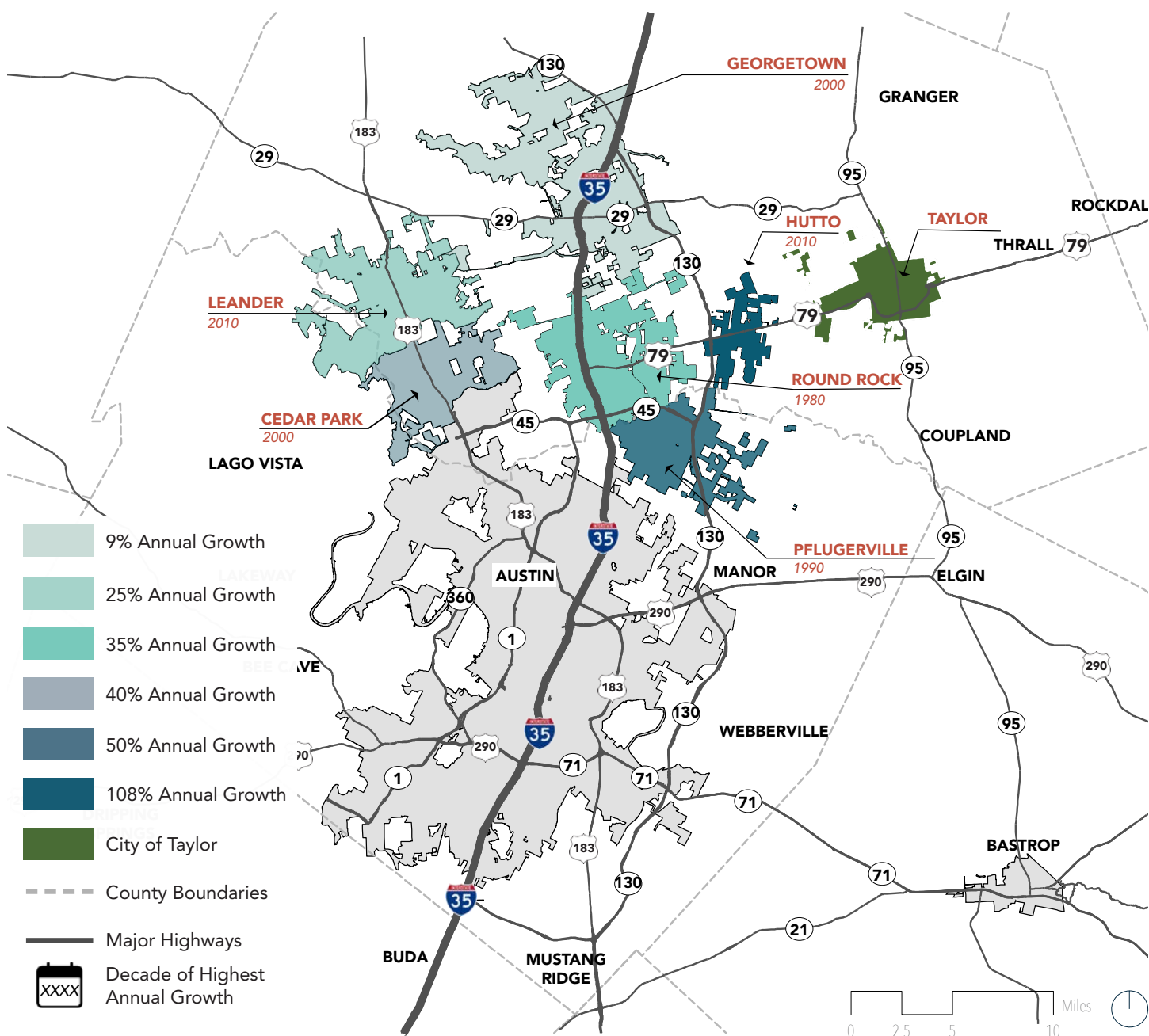


Figure 17: Regional Growth Peaks by Decade

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

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

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



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

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

COMMUNITY AND DEMOGRAPHIC PROFILE

ENVISION TAYLOR POPULATION PROJECTIONS

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

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

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

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

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

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

**Envision Taylor
Population
Projection.**

39,552 in 2040.

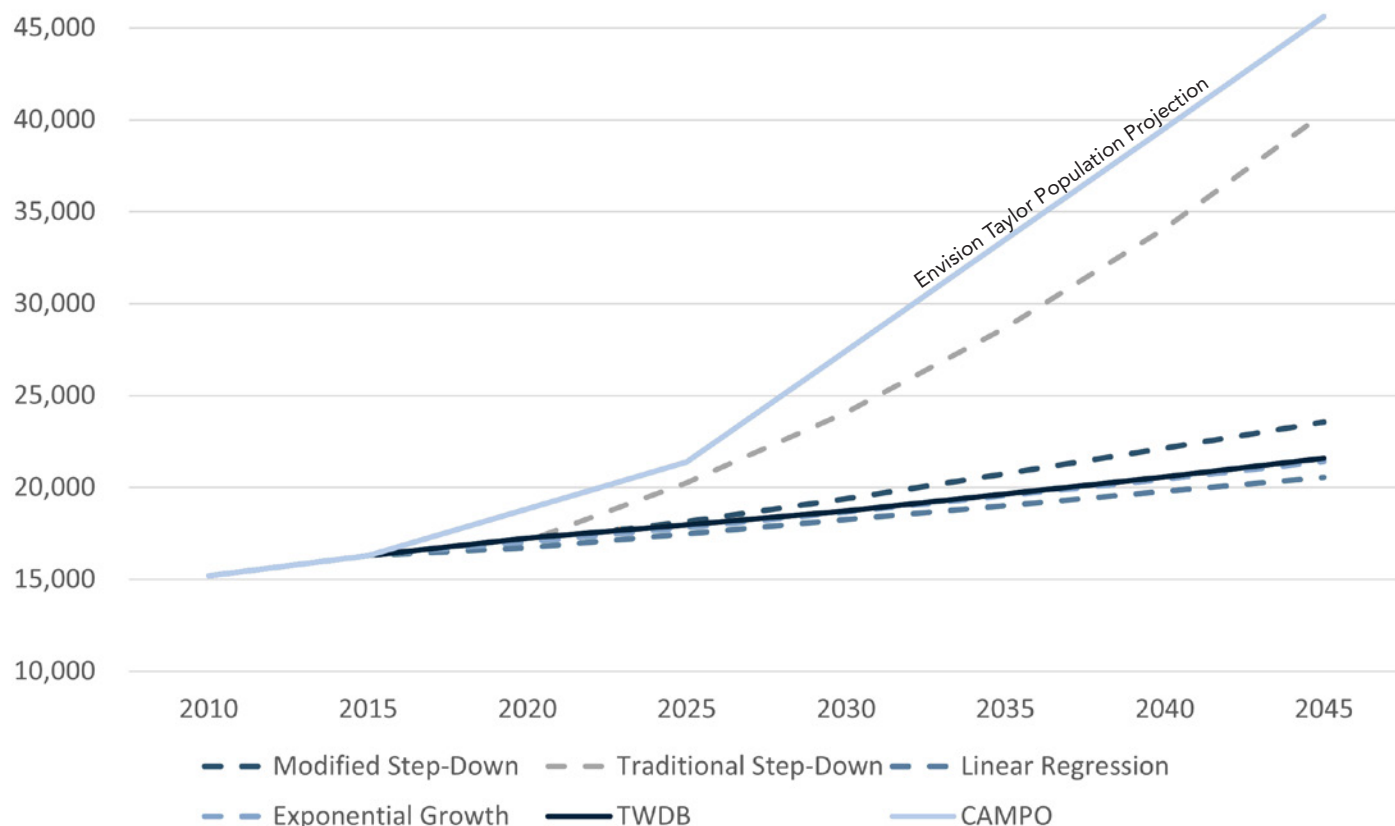


Figure 19: Envision Taylor Population Projections

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

POPULATION DENSITY TRENDS

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

**Pop. Density
in 1990**

2.29

**Pop. Density
in 2019**

1.33

The population density of Taylor has been decreasing since 1990.

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

Source: Decennial Census, American Community Survey

Figure 20: Growth and Density Comparison Chart

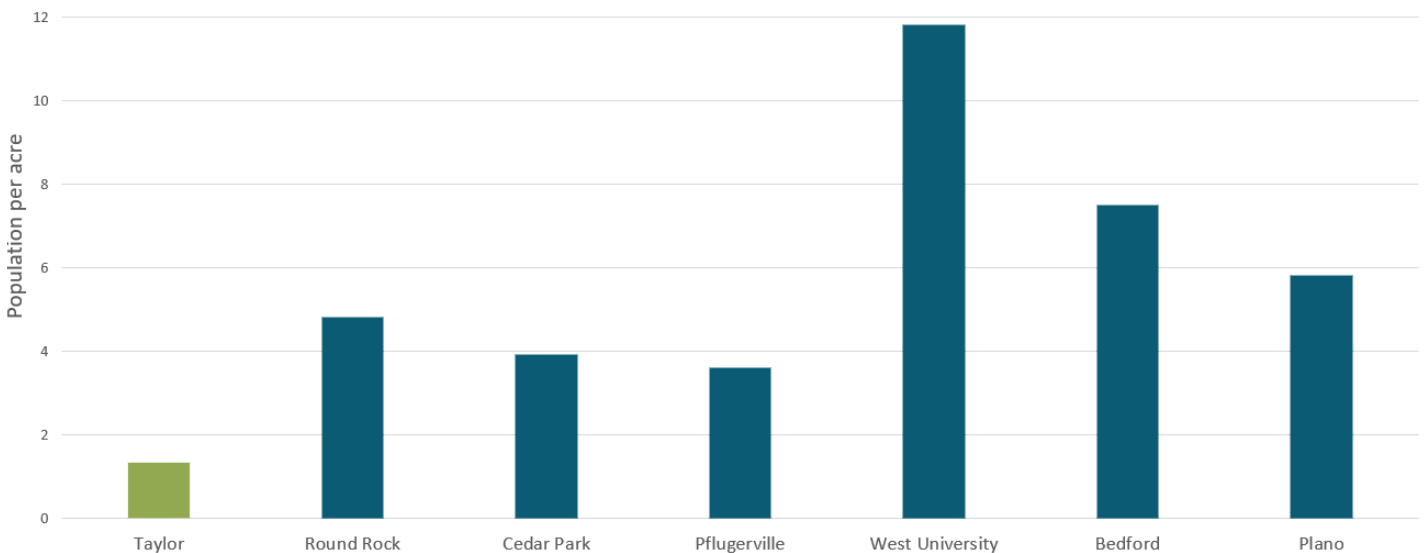


Figure 21: Population density of Texas cities

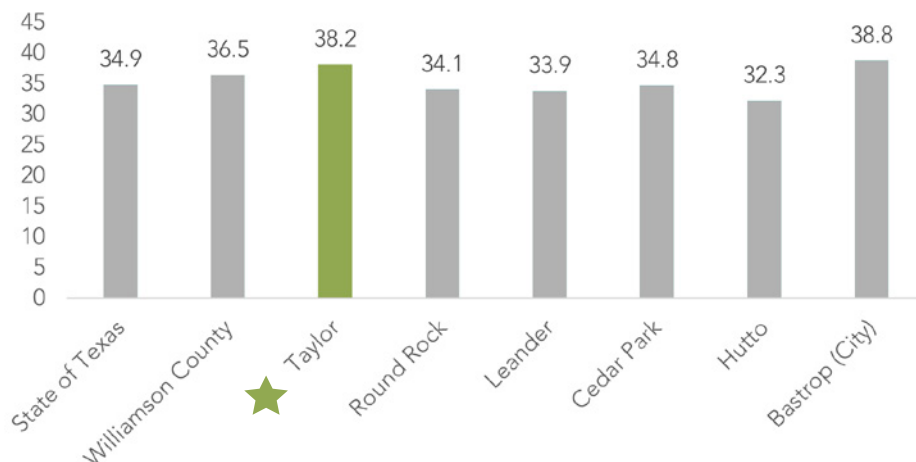
Source: City of Taylor

COMMUNITY AND DEMOGRAPHIC PROFILE

POPULATION CHARACTERISTICS

AGE

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



Source: Decennial Census, American Community Survey

Figure 22: Median Age Comparison Cities

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

Figure 23: Age Trends in Taylor

Source: Decennial Census, American Community Survey

GENDER

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



Source: Decennial Census, American Community Survey

Figure 24: Gender Characteristics in Taylor

RACE AND ETHNICITY

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

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

Source: Decennial Census, American Community Survey

Figure 25: Racial and Ethnic Characteristics in Taylor

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

Source: Decennial Census, American Community Survey

Figure 26: Racial and Ethnic Trends

COMMUNITY AND DEMOGRAPHIC PROFILE

HOUSEHOLD CHARACTERISTICS

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

PEOPLE PER HOUSEHOLD

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

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

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

Source: Decennial Census, American Community Survey

Figure 27: Household Trends in Taylor

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

Source: Decennial Census, American Community Survey

Figure 28: Household Size Trends in Taylor

INCOME

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

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



Source: Decennial Census, American Community Survey

Figure 29: Median Household Income Comparison - 2018

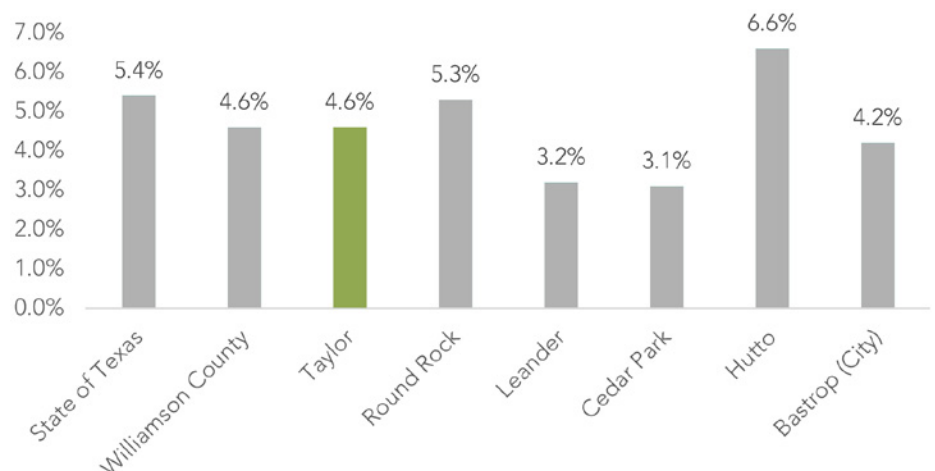
INCOME CATEGORY	2000	2018	PERCENTAGE POINT CHANGE
Less than \$25,000	32.5%	21.4%	-11.1%
\$25,000-\$50,000	29.6%	28.9%	-0.7%
\$50,000-\$75,000	20.2%	19.7%	-0.5%
\$75,000-\$100,000	9.3%	14.7%	+5.4%
\$100,000+	8.4%	15.4%	+0.7%

Source: Decennial Census, American Community Survey

Figure 30: Income Trends 2000 - 2018 in Taylor

UNEMPLOYMENT RATE

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



Source: Decennial Census, American Community Survey

Figure 31: Comparison of Unemployment Rates - 2018

Vintage Affaire
Antiques, Gifts & Whimsy



CHAPTER 2

LAND USE

↳ INTRODUCTION

↳ EXISTING CONDITIONS

↳ GROWTH & DEVELOPMENT PATTERN

↳ LAND USE FISCAL ANALYSIS

↳ FUTURE LAND USE

↳ SUMMARY AND KEY TAKEAWAYS

INTRODUCTION

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

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



EXISTING CONDITIONS

ZONING

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

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

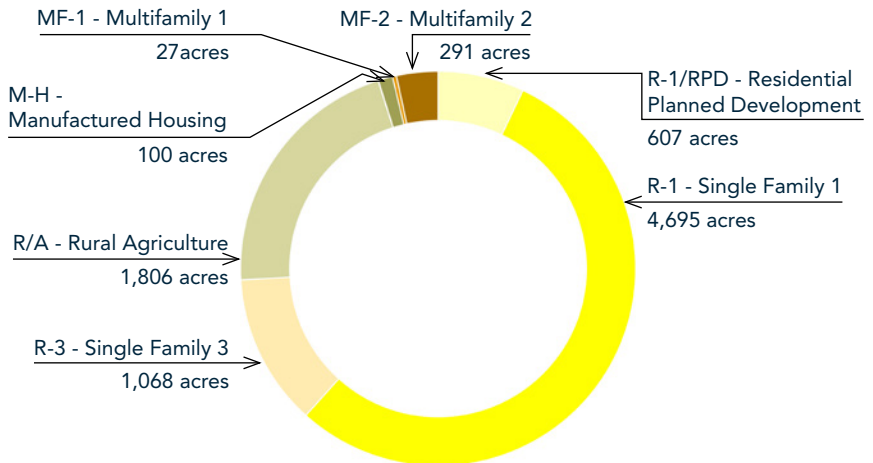


Figure 32: Residential Zoning Districts by Acre

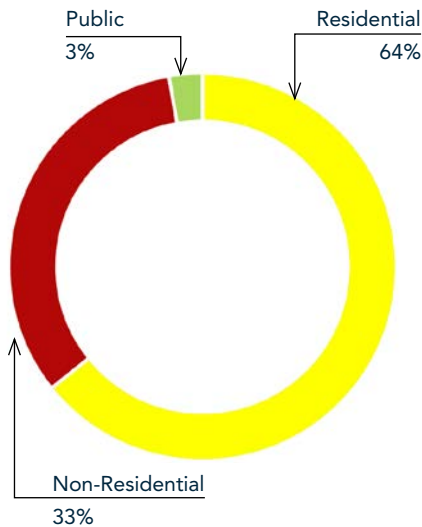


Figure 35: Overall Zoning Districts

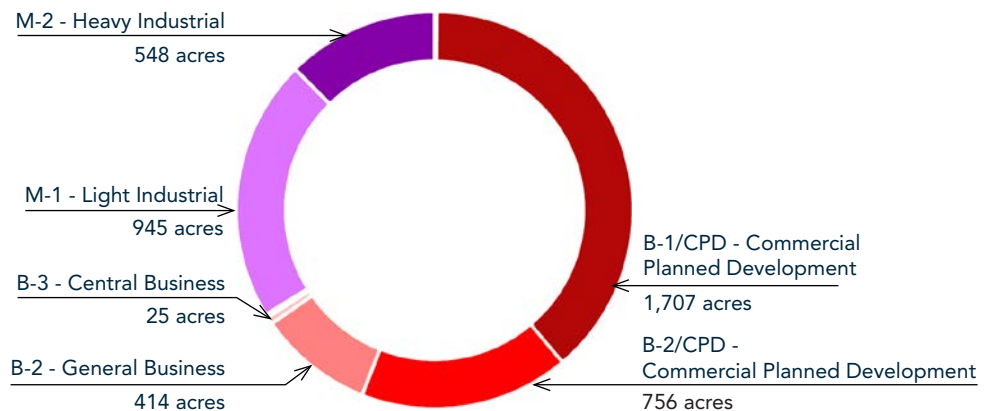


Figure 33: Non-Residential Zoning Districts by Acre

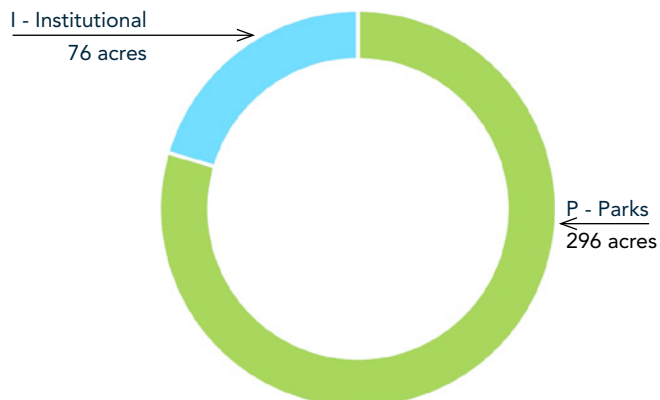


Figure 34: Public Zoning Districts by Acre

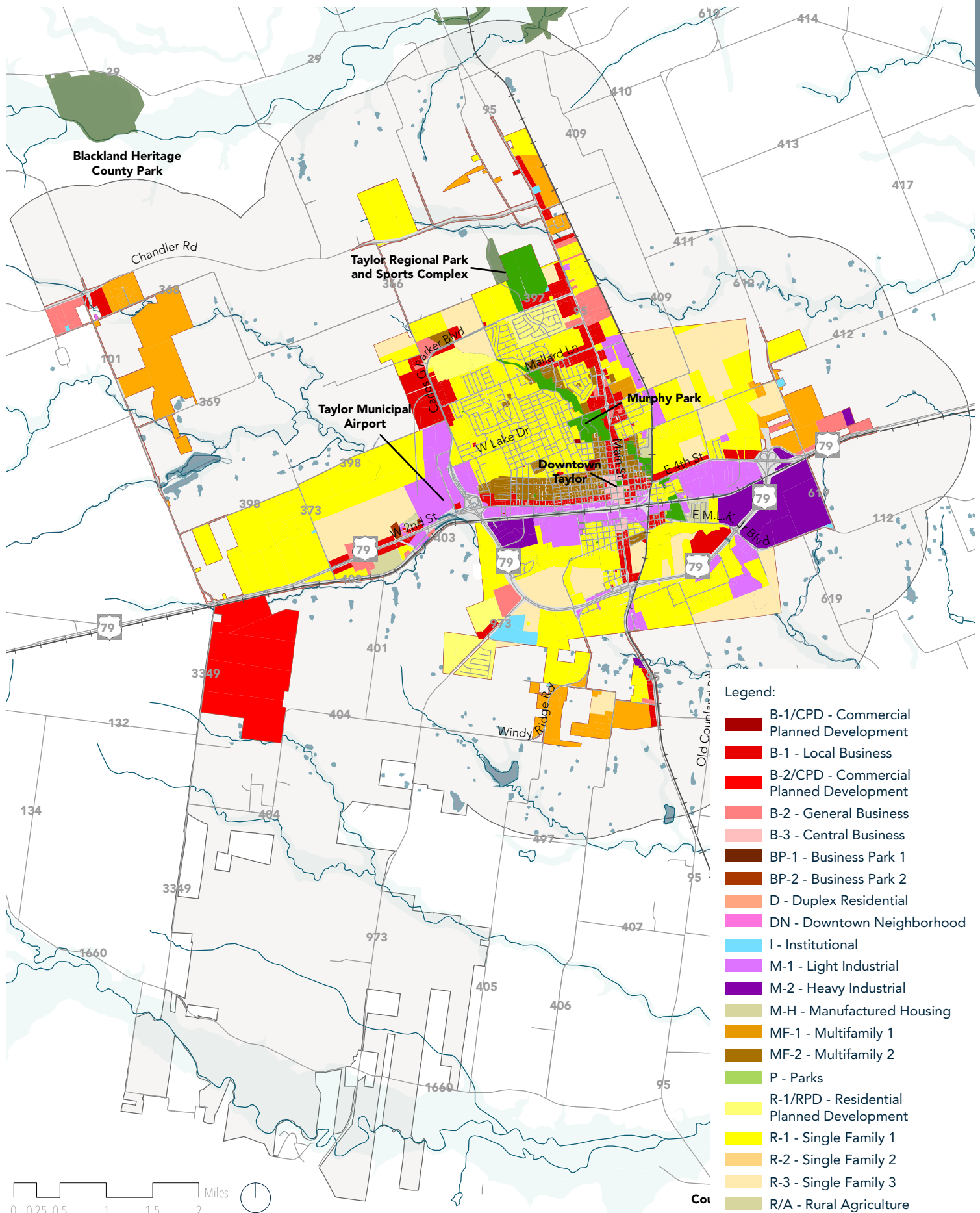


Figure 36: Existing Zoning

Source: City of Taylor, Williamson County

EXISTING CONDITIONS

DEVELOPMENT PATTERNS

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



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

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

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

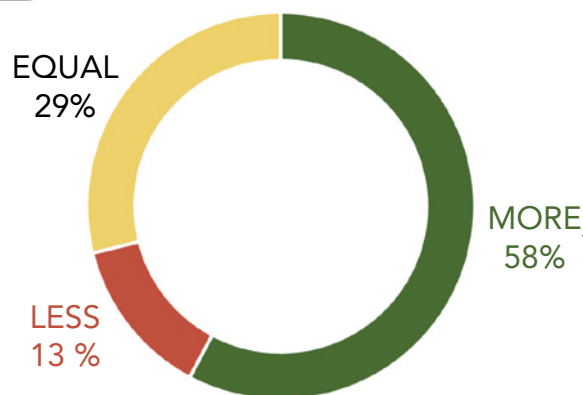


Figure 37: Result from the public survey question

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



402 Booth St, Taylor TX



400 Booth St, Taylor TX



305 Lizzie St, Taylor TX

Source: Envision Taylor Stakeholder Poll

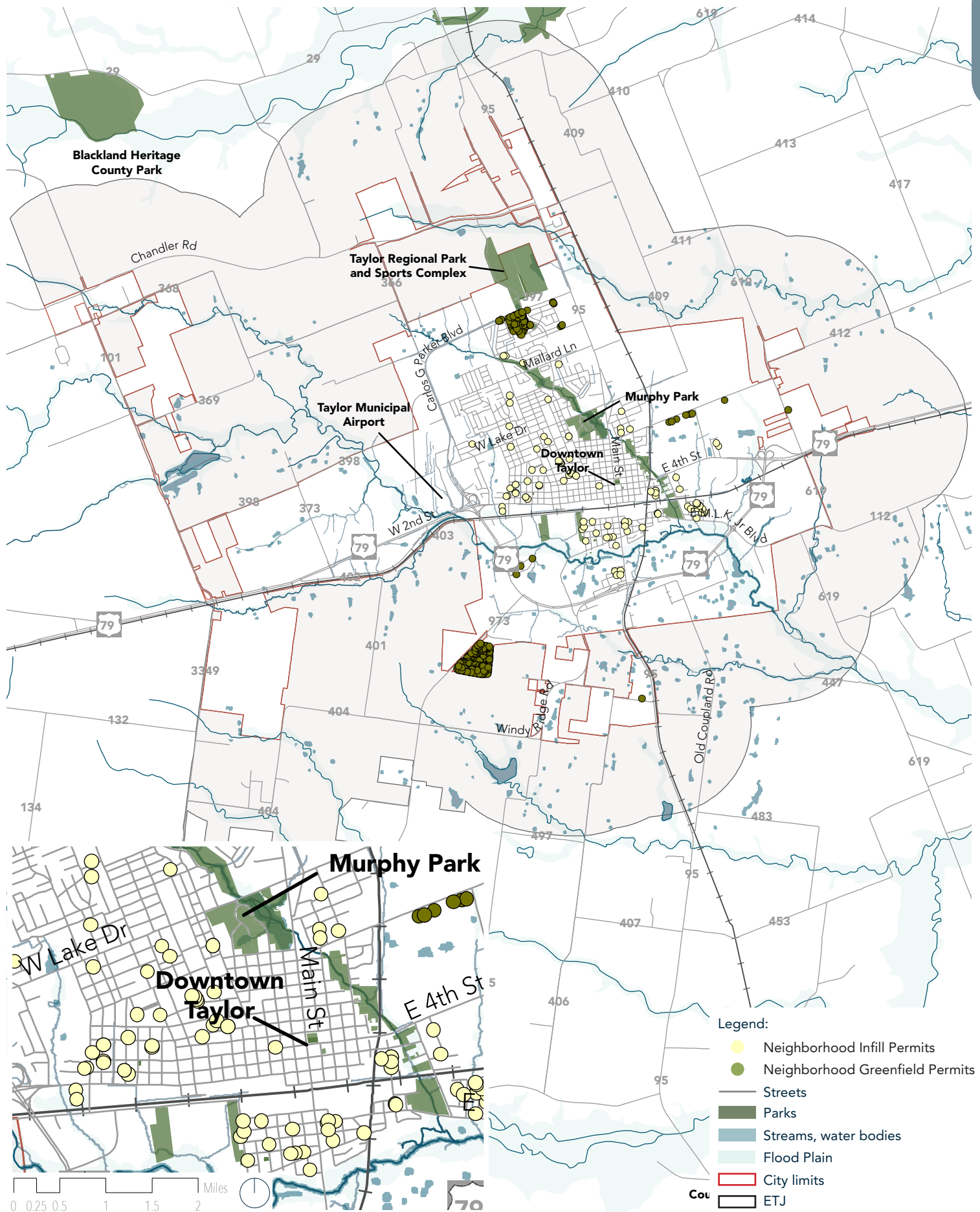


Figure 38: Development Patterns (2016-2020)

Source: City of Taylor Permit Data, Williamson County

EXISTING CONDITIONS

VACANT LOTS

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

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

VACANT LOTS

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

UNDERDEVELOPED LOTS

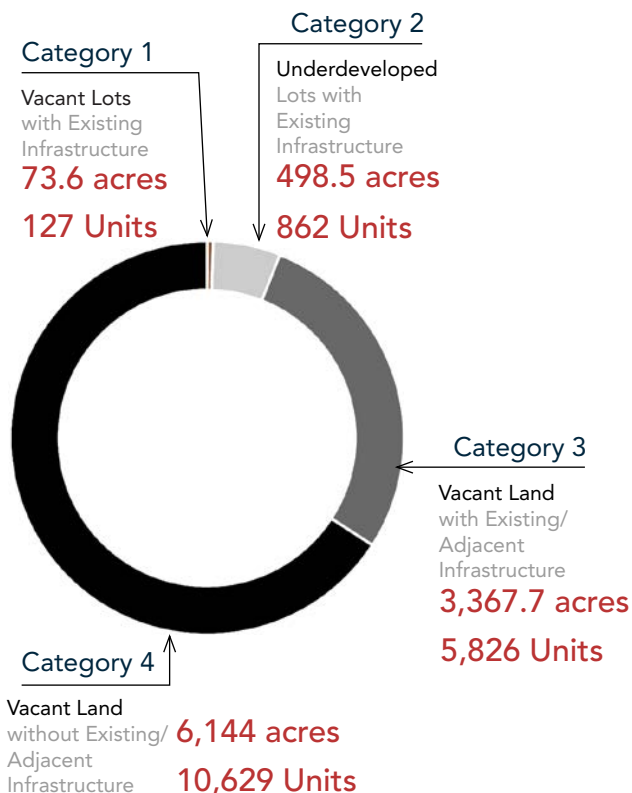
This category consists of underdeveloped lots of less than one acre in size where the improvement value is more than \$10,000 and building coverage is less than 40% of the lots area. Underdeveloped means that the improvement value is low when compared to the minimum lot size permitted by the zoning and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

VACANT LAND WITH INFRASTRUCTURE

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

VACANT LAND NO INFRASTRUCTURE

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



City limits: **13,400 acres**

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

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

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

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

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

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

Figure 39: Proportion of Existing Vacant Lots

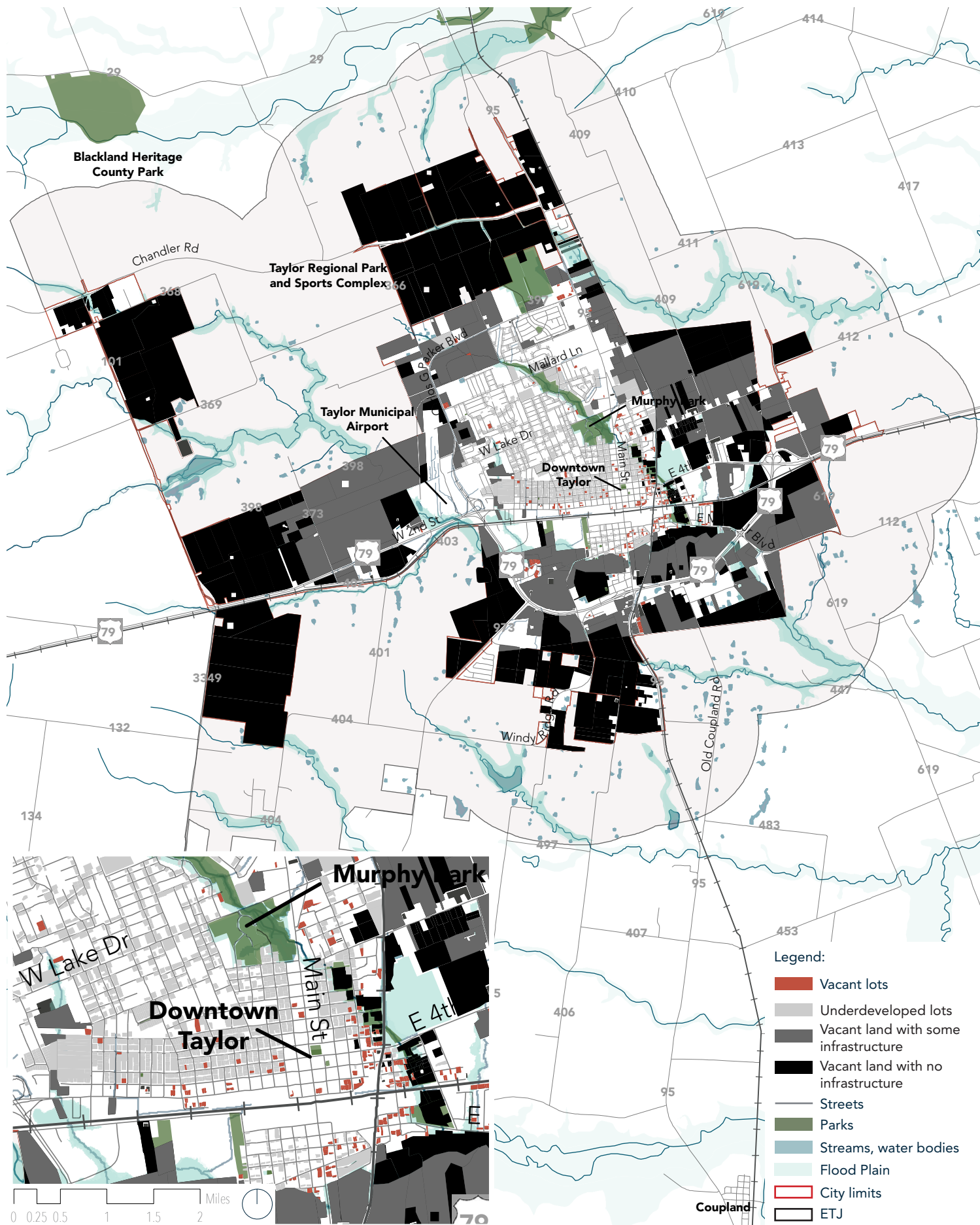


Figure 40: Existing Vacant Lots

Source: City of Taylor, Williamson County

GROWTH SECTOR MAP

PRESERVED OPEN SECTOR (O-1)

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

RESERVED OPEN SECTOR (O-2)

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

RESTRICTED GROWTH SECTOR (G-1)

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

CONTROLLED GROWTH SECTOR (G-2)

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

INTENDED GROWTH SECTOR (G-3)

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

INFILL NEIGHBORHOOD SECTOR (G-4)

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

INFILL GROWTH SECTOR (G-5)

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

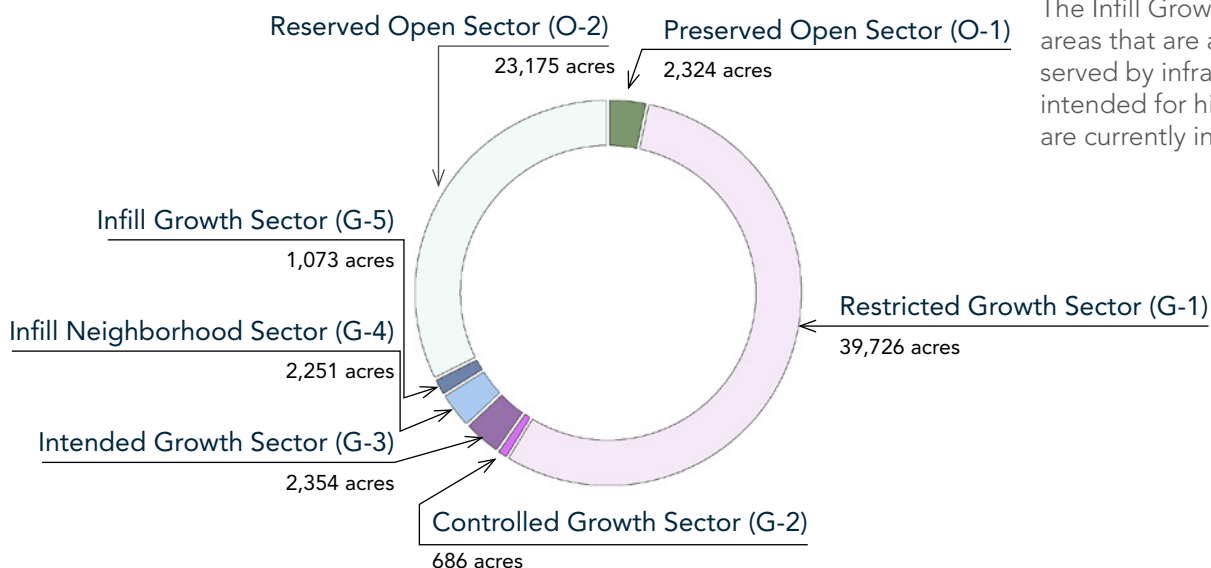


Figure 41: Growth Sectors Chart by acreage

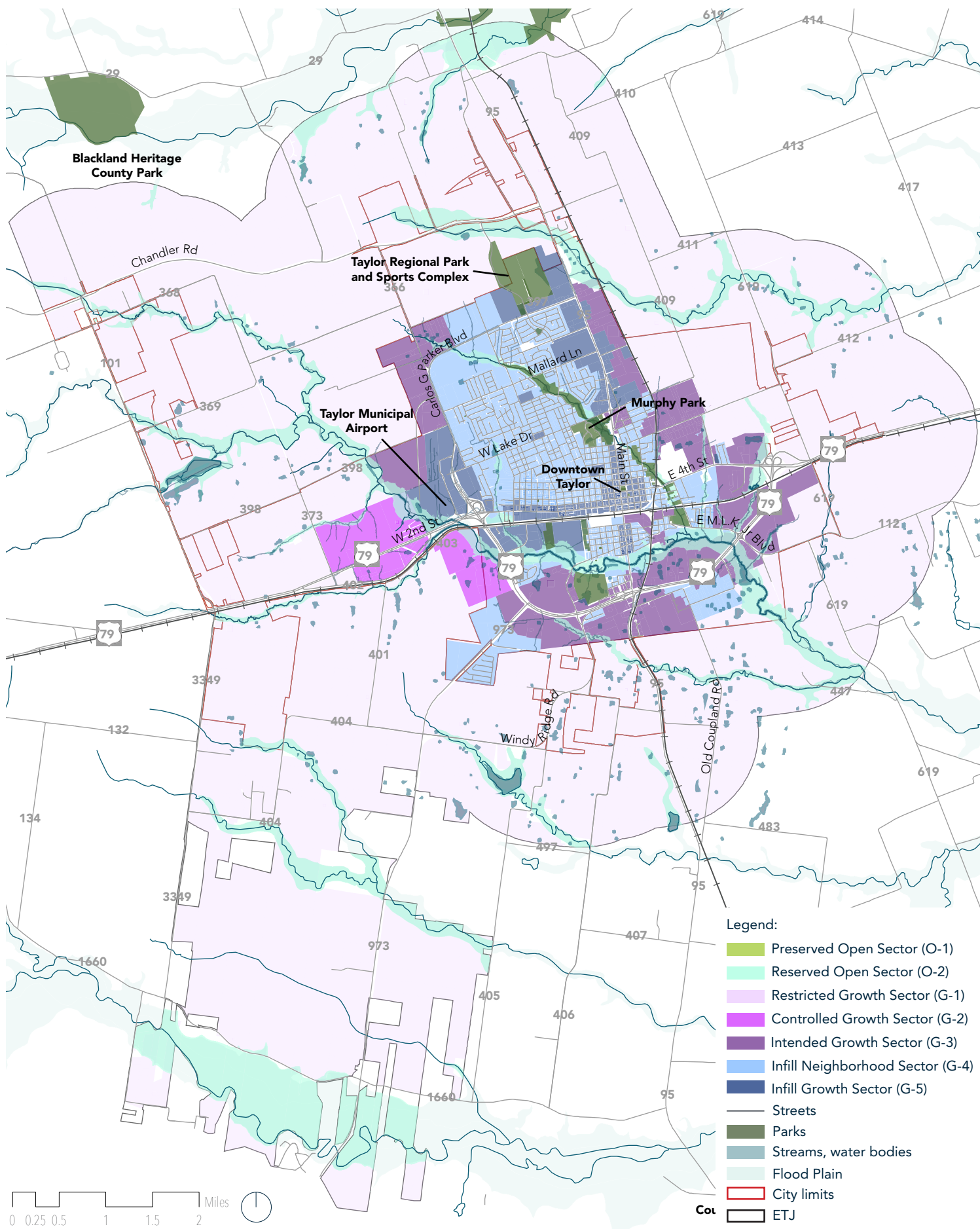


Figure 42: Growth Sectors

Source: City of Taylor, Williamson County

GROWTH & DEVELOPMENT PATTERN

EXPLOSIVE GROWTH

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



Figure 44: Historical Annexation Progression

Source: City of Taylor, Verdunity

Trends Pre-1990



Population Density Increasing



Few New Infrastructure Improvements



Slow, Incremental Annexation

Trends Post-1990



Population Density Decreasing

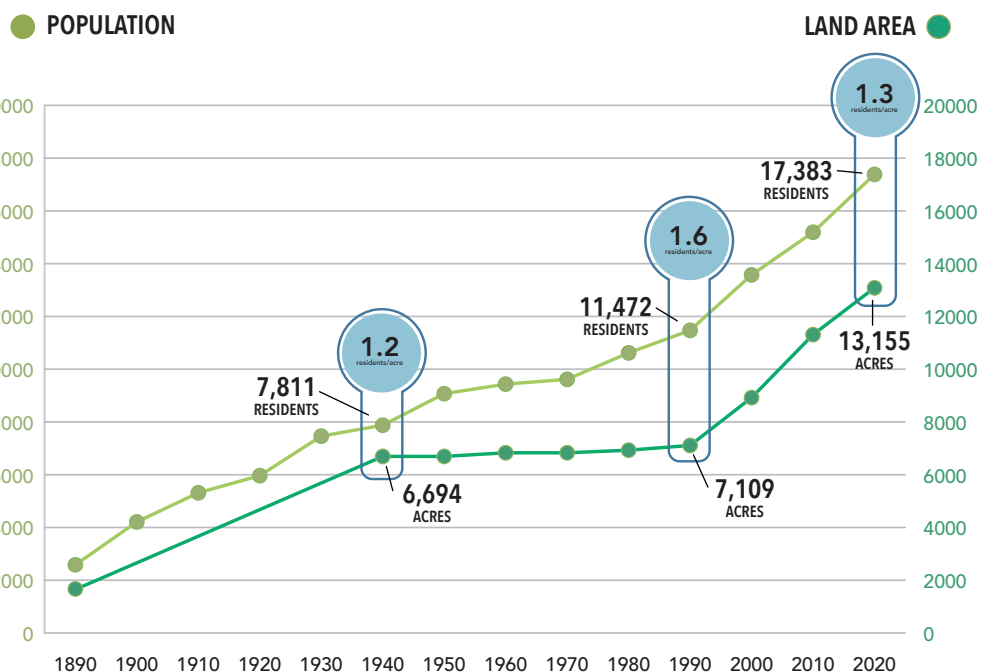


Major New Infrastructure



Significant Expansion of City Limits and Service Responsibilities

Figure 43: Trends, pre and post 1990



Source: US Census, City of Taylor

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

GENERAL FUND BENCHMARKING

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

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

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

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



CULTIVATING FISCAL HEALTH AND LOCAL WEALTH

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

\$1.7M

Current Yearly Budget for Street Maintenance/Replacement

\$543

Average Property Tax Revenue/Acre – Citywide

TAYLOR'S RESOURCE GAP

PROJECTED STREET REPLACEMENT COSTS

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

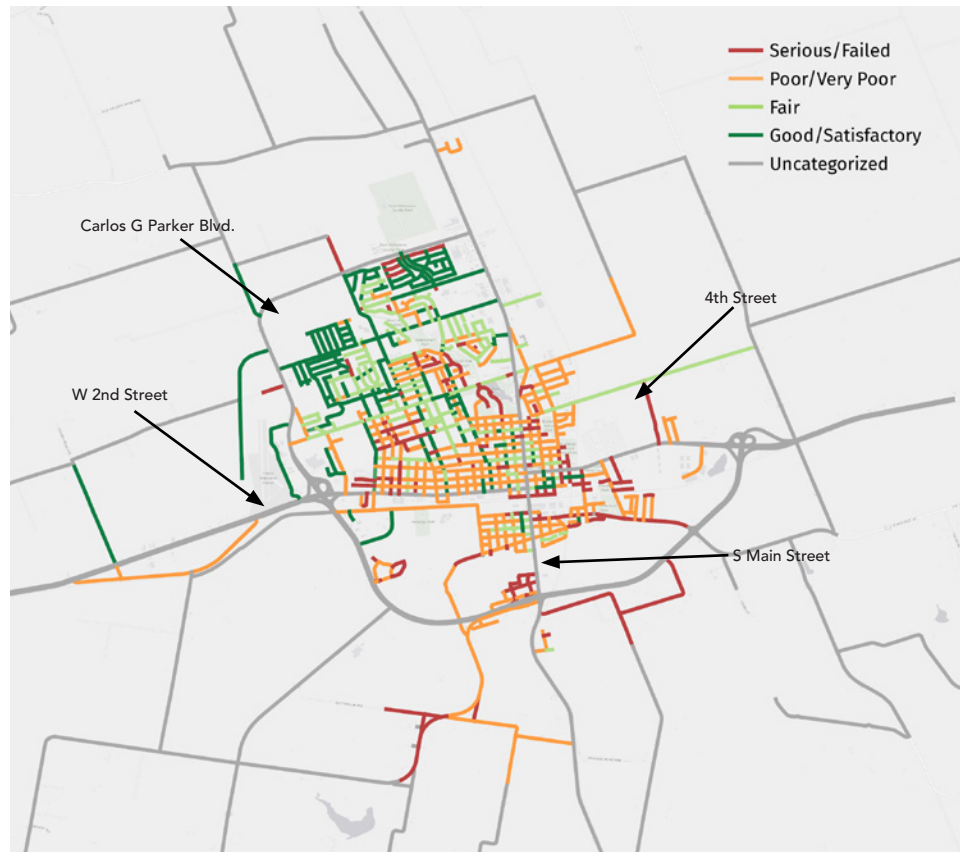


Figure 47: Pavement Condition

Source: City of Taylor, Verdunity

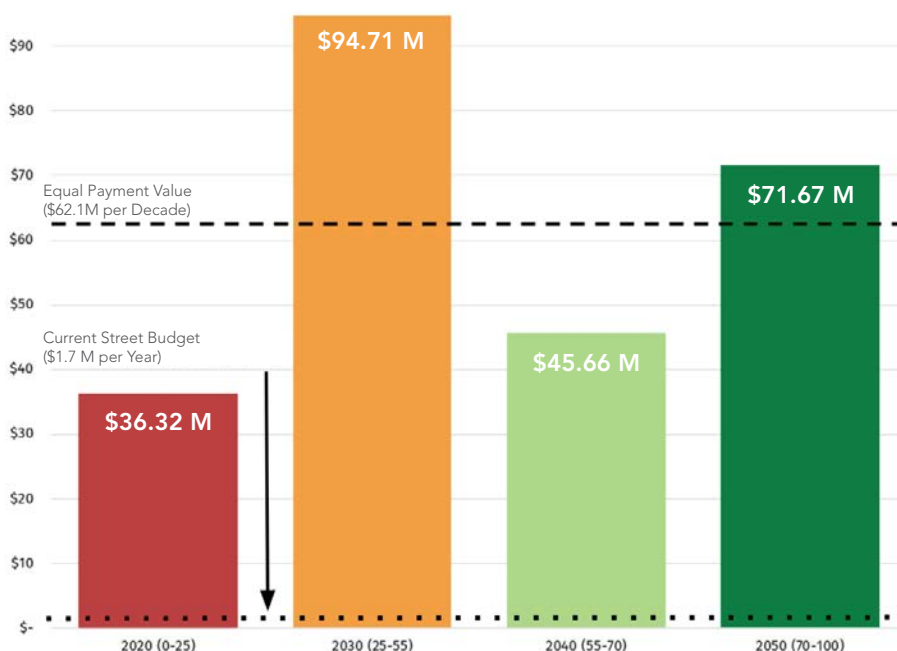


Figure 48: Pavement Replacement Chart

Source: City of Taylor, Verdunity

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

**\$248
MILLION**

and this assumes there are *no new roads built.*

COMPARING THE VALUE OF DEVELOPMENT PATTERNS

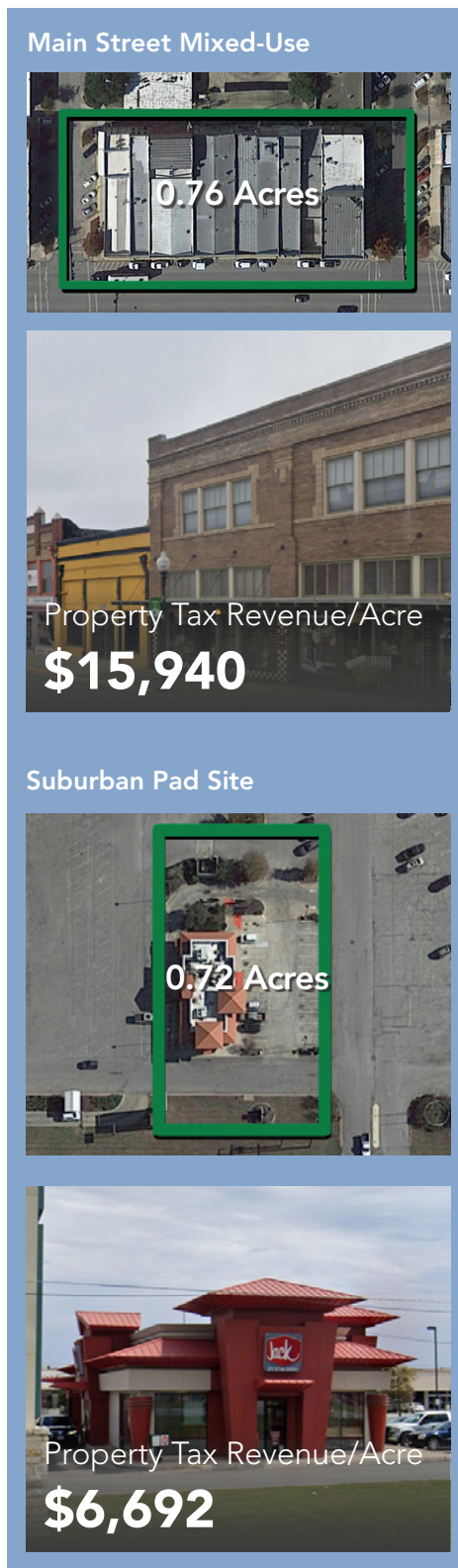


Figure 49: Main Street & Pad Site Comparison



Figure 50: Traditional Grid & Big Box Comparison

Source: WCAD, Google Earth, Verdunity

LAND USE FISCAL ANALYSIS

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



Figure 51: Revenue Per Acre

Source: Verdunity

LEVEL 1: PROPERTY TAX REVENUE PER ACRE

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

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

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

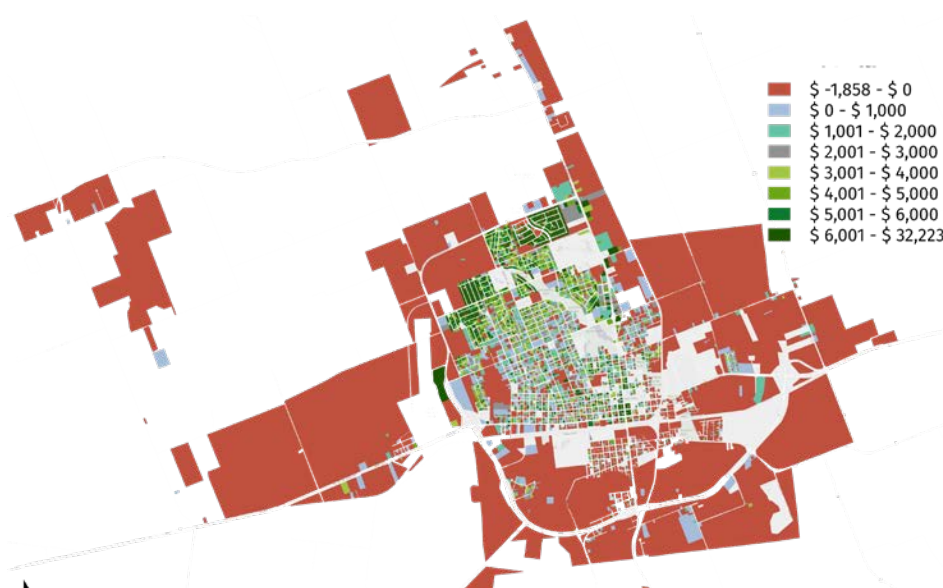


Figure 52: Net Revenue Per Acre (Current + Projected Costs)

Source: Verdunity

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

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

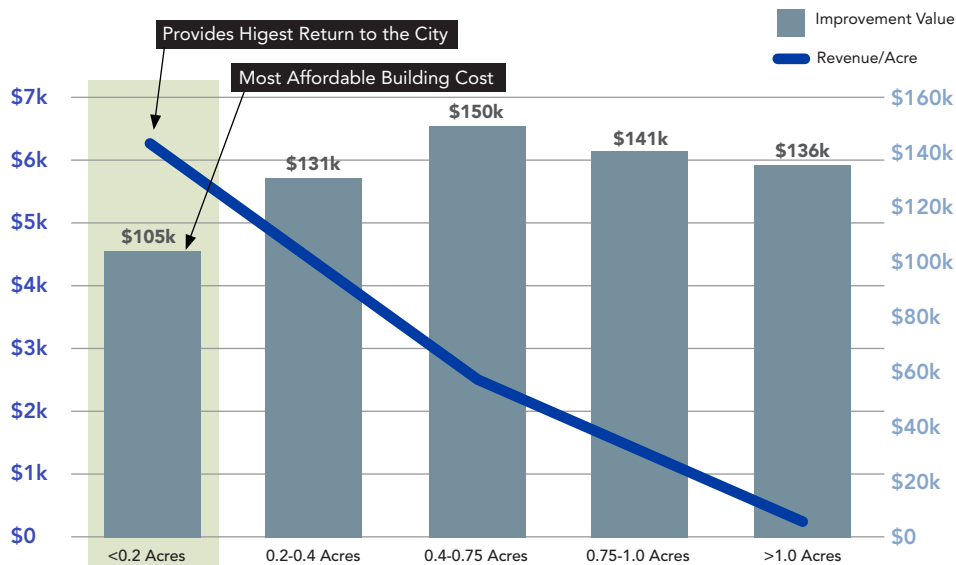


Figure 53: Single Family Improvement Value compared to Rev/Acre Source: Verdunity

Analysis Results

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



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

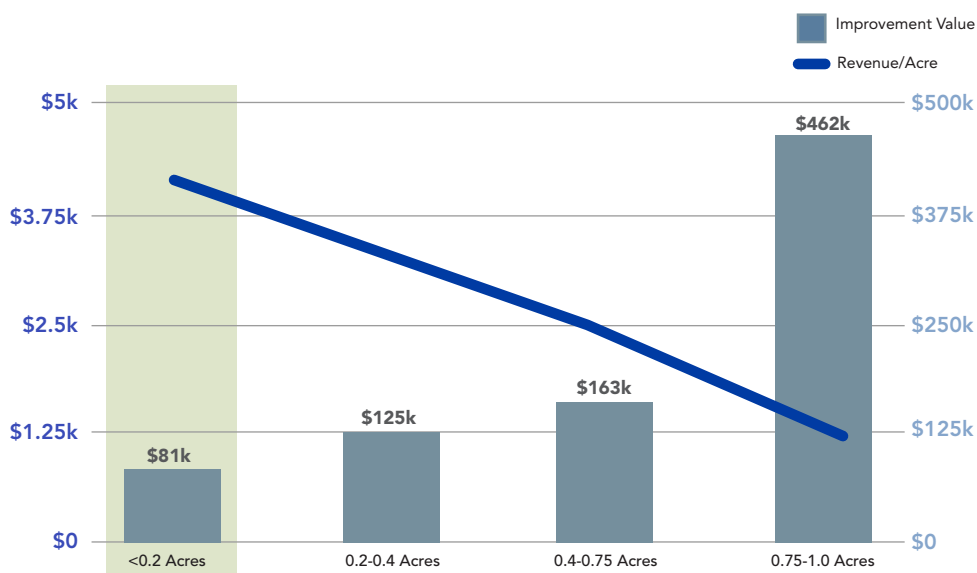


Figure 54: Multi-Family Improvement Value compared to Rev/Acre Source: Verdunity

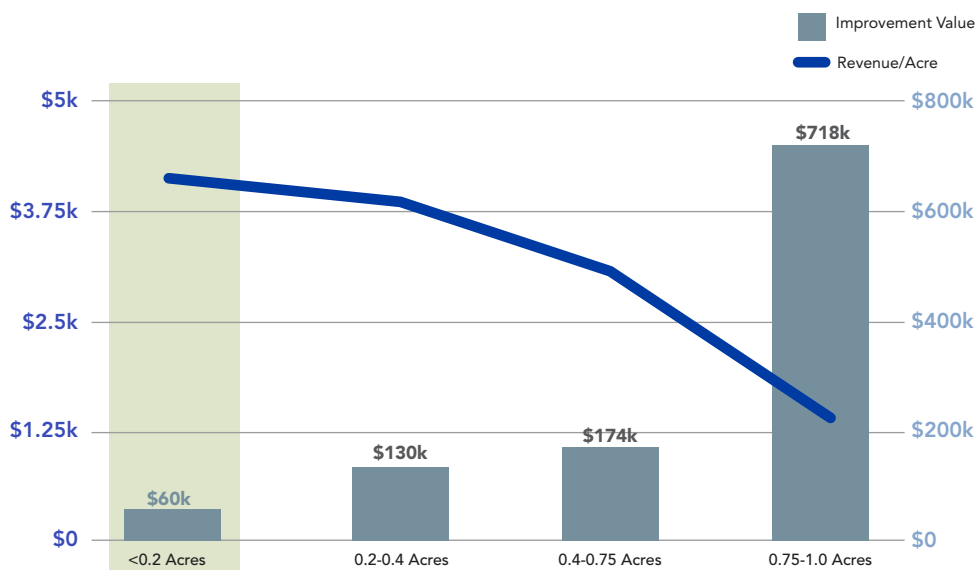


Figure 55: Commercial Improvement Value compared to Rev/Acre Source: Verdunity

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

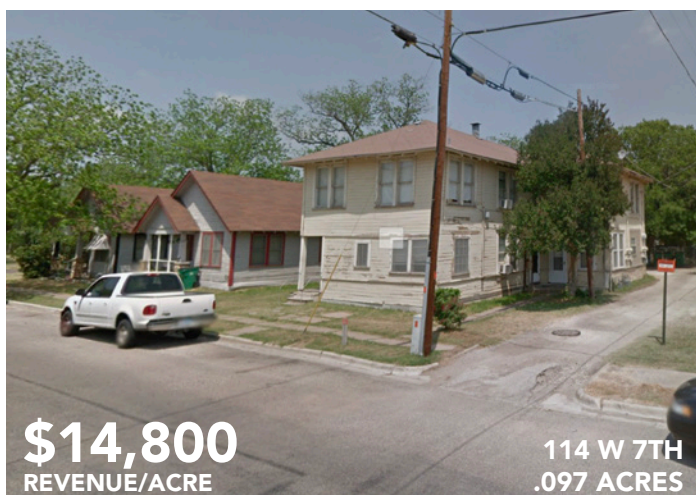
THE EFFECT OF LOT SIZE ON PRODUCTIVITY

SMALLER LOTS

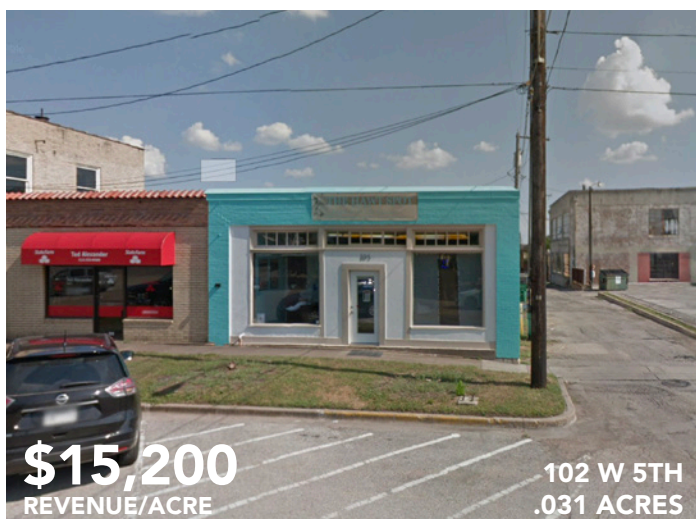
Single Family



Multi-Family



Commercial



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

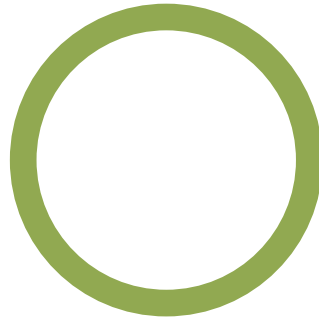
LARGER LOTS



TAKEAWAYS

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

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



\$540/acre
Where we are now

Current Property Tax/Acre



\$2500/acre
Break-even

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



\$4000+/acre
Fiscally Sustainable

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

HIGHEST VALUE PARCELS



Figure 56: Highest Value Parcels

Source: Verdunity

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

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

Figure 57: Highest Value Parcels

Source: Verdunity

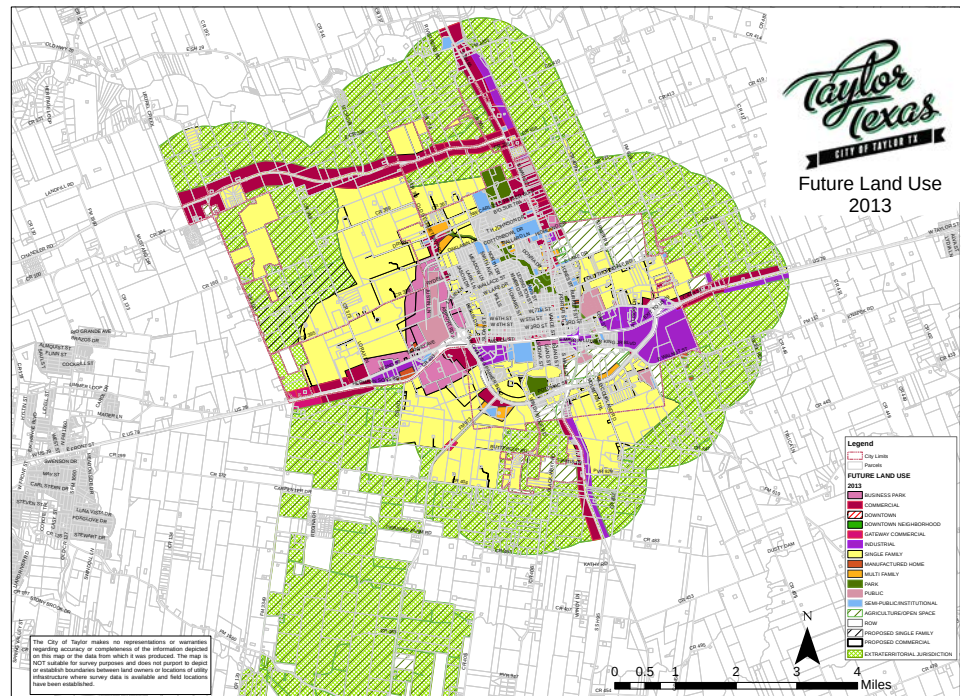
FUTURE LAND USE

PURPOSE

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

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

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



Source: City of Taylor, Williamson County

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

ELEMENTS OF A FUTURE LAND USE MAP

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

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

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

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

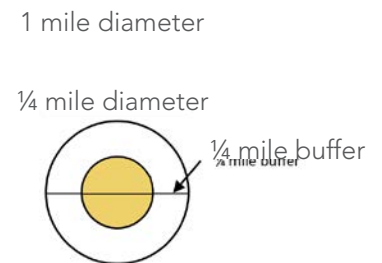
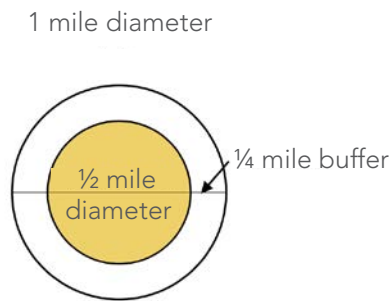
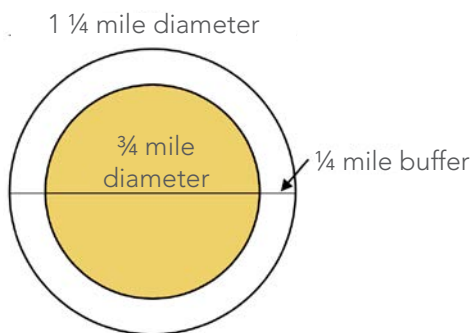
SCALES OF THE CENTERS

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

REGIONAL CENTER

COMMUNITY CENTER

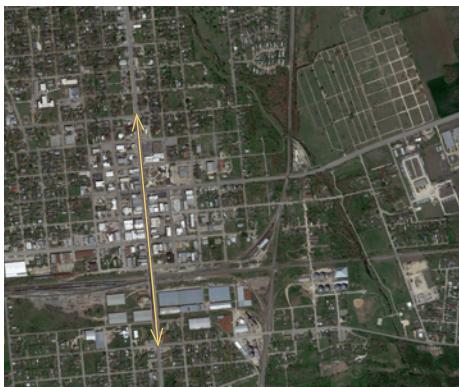
NEIGHBORHOOD CENTER



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

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

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



¾ mile diameter



½ mile diameter



¼ mile diameter

Figure 59: Scales of the centers

FUTURE LAND USE MAP (FLUM)

DEVELOPING THE FUTURE LAND USE MAP

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

TREND SCENARIO

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

Comparing the two scenarios:

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

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

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

FISCAL SCENARIO

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



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

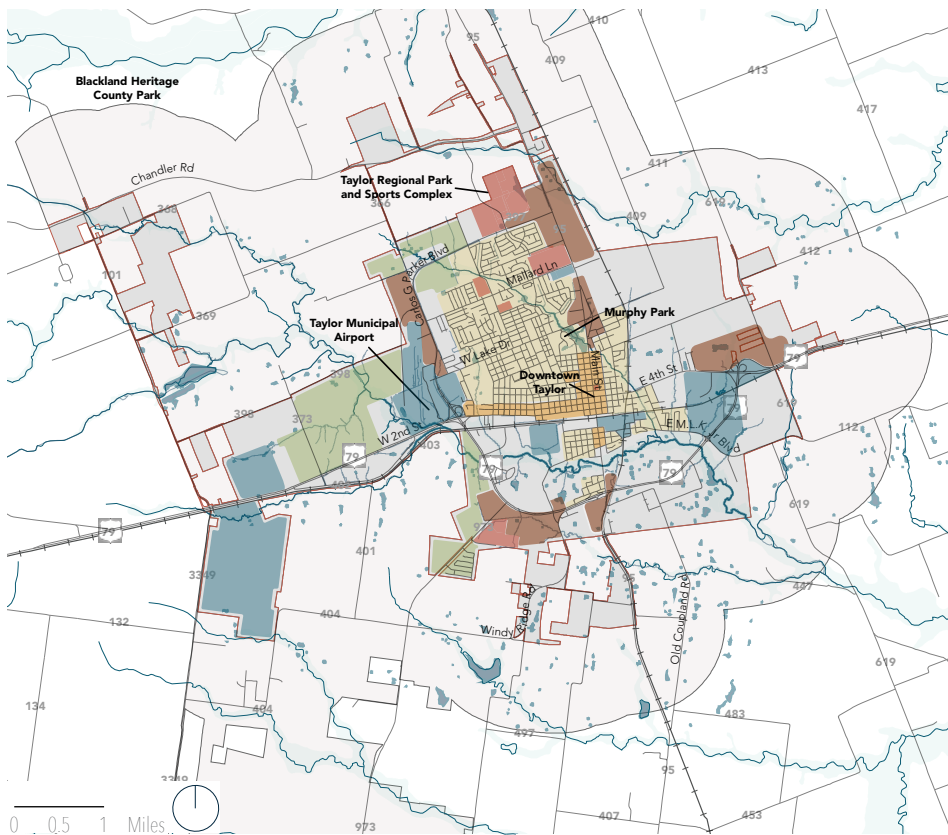


Figure 60: Trend Scenario

Source: City of Taylor

Legend:

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

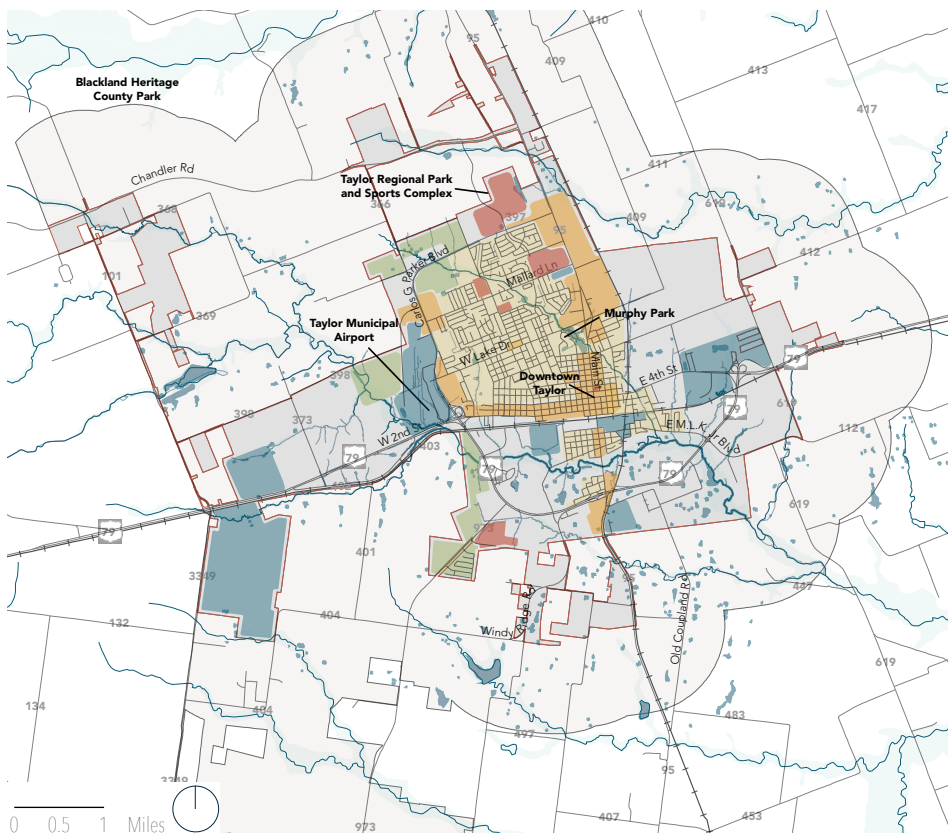


Figure 61: Fiscal Scenario

Source: City of Taylor

Legend:

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

FUTURE LAND USE MAP (FLUM)

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

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

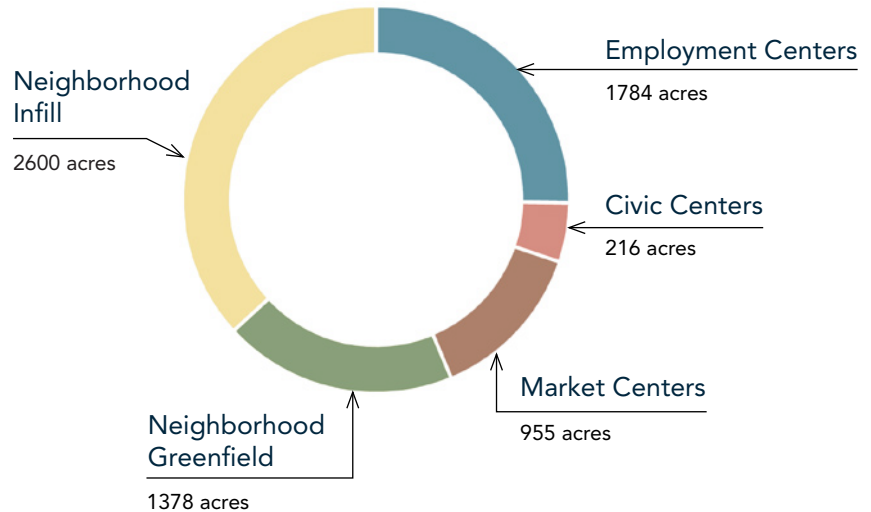


Figure 62: Future Land Use by Acreage

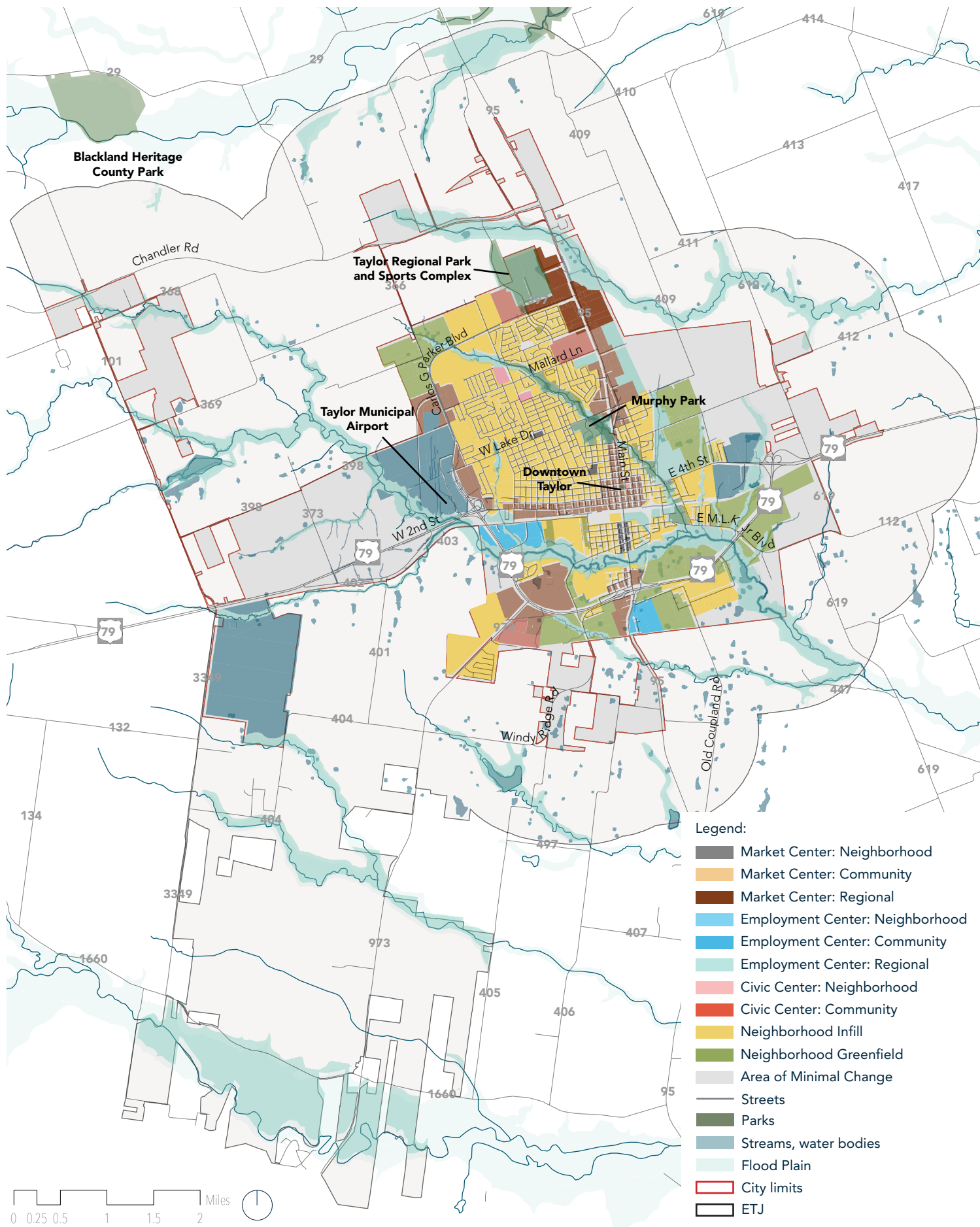
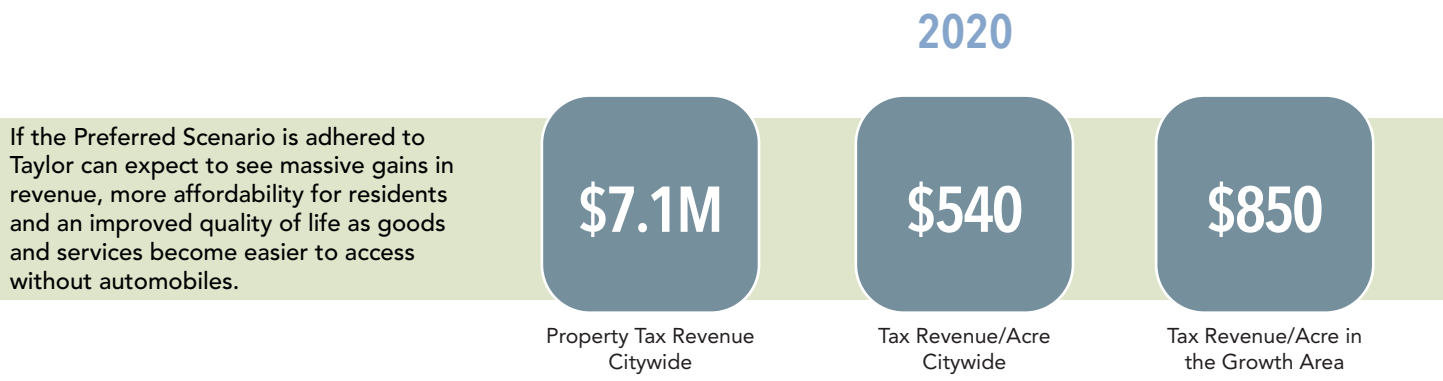


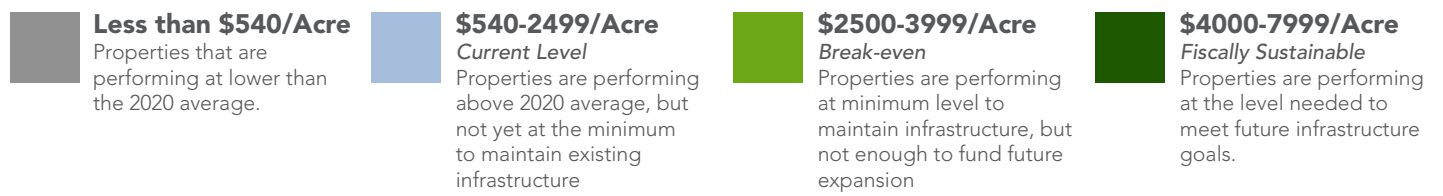
Figure 63: Future Land Use

Source: City of Taylor, Williamson County

FISCAL IMPACT OF THE FUTURE LAND USE



FORECAST MAP



2040

\$43.8M

↑ 6.1X

Projected Property Tax
Revenue Citywide

\$3,329

↑ 6.1X

Projected Tax Revenue/Acre
Citywide

\$5,282

↑ 6.2X

Projected Tax Revenue/Acre
in the Growth Area

\$8000+/Acre

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

Downtown



Figure 65: Projected Value Per Acre

Source: Verdunity

MARKET CENTERS

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

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

Total area: **948 acres**

Land Use and Building Types:

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

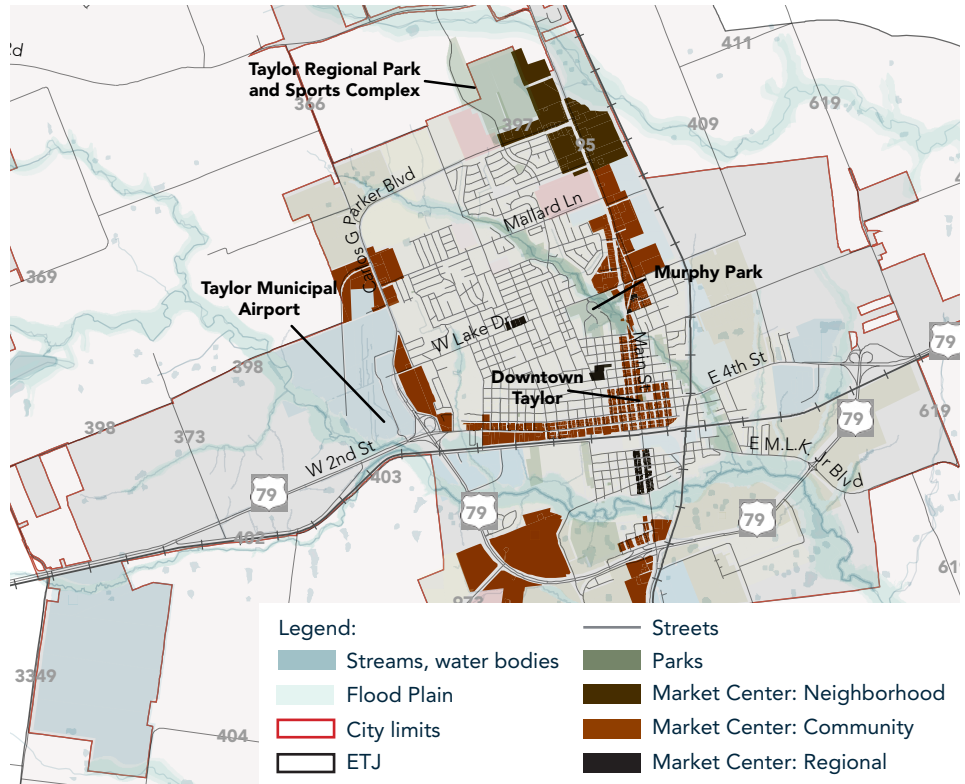


Figure 66: Market Centers

Source: City of Taylor



Local restaurants thrive in neighborhood centers.

Source: Phys.org



Small businesses line the streets in Downtown Taylor.

Source: City of Taylor



Small businesses provide a variety of products and services.

Source: Explore Texas



Howard is a local and popular movie theatre in Taylor.

Source: City of Taylor



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

Source: Opticos design2



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

Source: David Veselenak

MARKET CENTER TRANSFORMATION

BELMAR, COLORADO

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



The businesses employ more than 3,000 workers.

Source: Continuumpartners.com

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

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



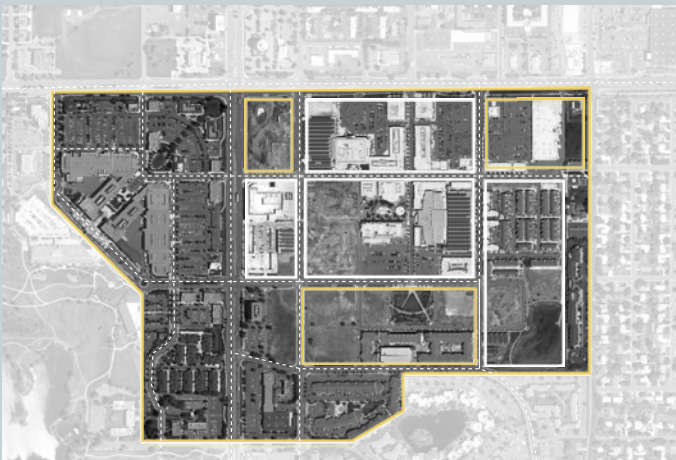
1993: Lakeview Commons plot is not yet developed and there is a big box retail at Belmar.



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

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

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



2006: On going construction of Belmar Shopping mall.



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

CIVIC CENTERS

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

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

Total area: 349 acres

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

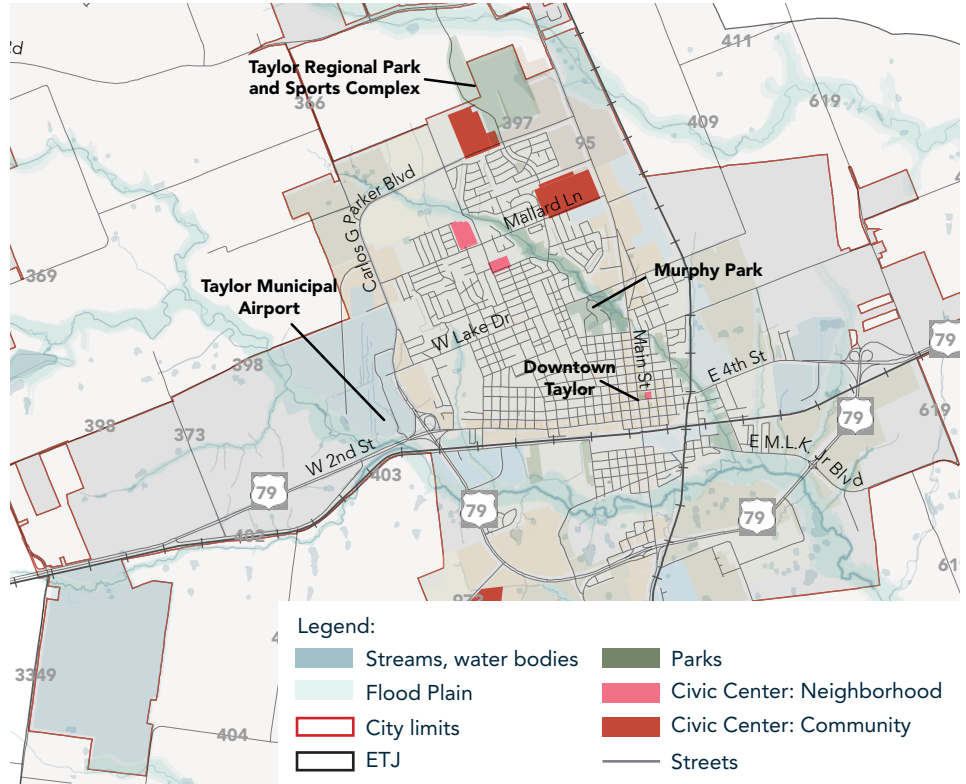


Figure 67: Civic Centers

Source: City of Taylor



Neighborhood parks provide recreational opportunities for families.

Source: City of Taylor



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

Source: City of Taylor



Bull Branch Park hosts several outdoor activities for the residents.

Source: Phys.org



An example of a school in Taylor.

Source: Phys.org



Moody Museum is an integral part of Downtown Taylor.

Source: City of Taylor



Taylor has two fire stations within the city limits.

Source: City of Taylor

EMPLOYMENT CENTERS

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

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

Total area: 1,784 acres

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

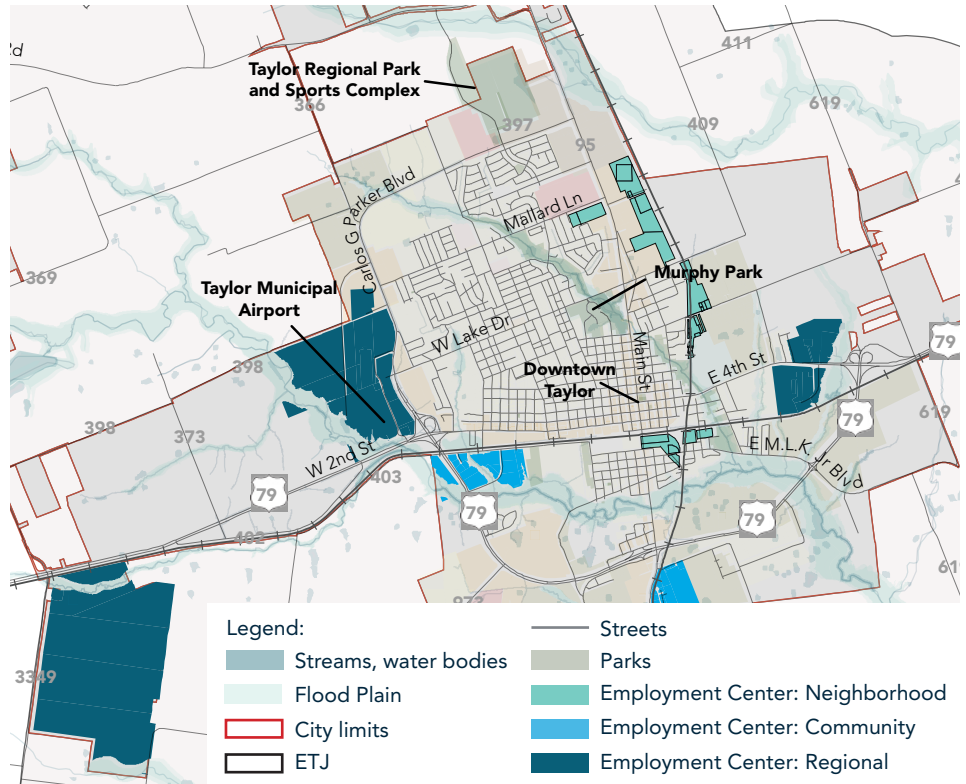


Figure 68: Employment Centers

Source: City of Taylor



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



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



Neighborhood scale employment centers provide jobs within walking distance.



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



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



Employment Centers are typically accessible to transportation routes.

NEIGHBORHOOD INFILL

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

Total area: 2,600 acres

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

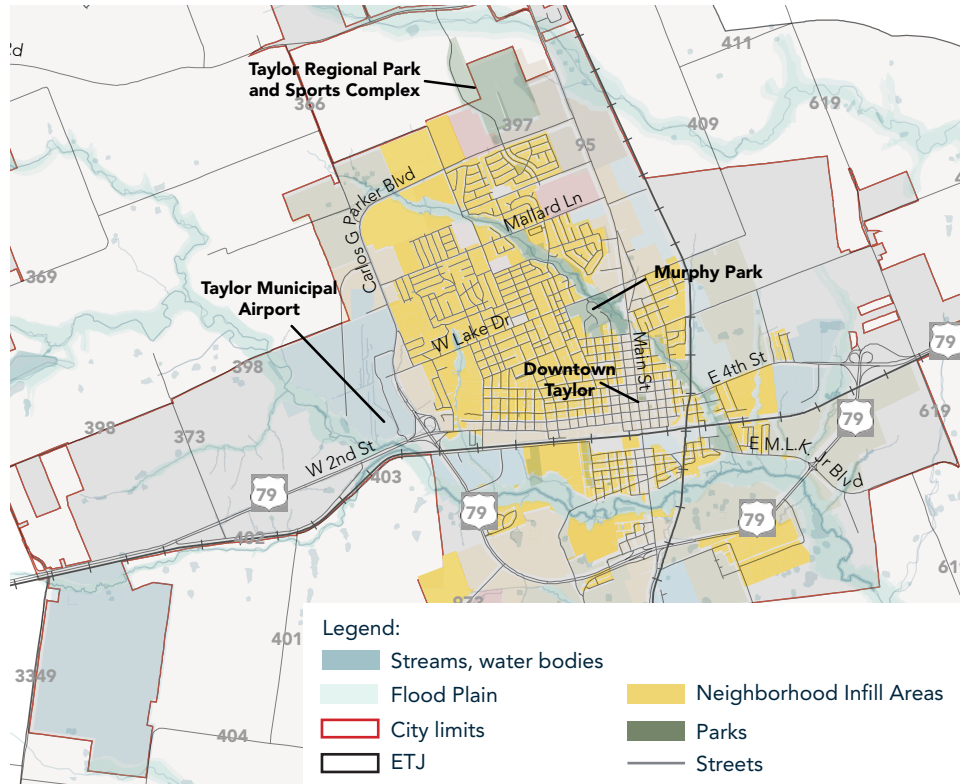


Figure 69: Neighborhood Infill

Source: City of Taylor



Accessory dwelling unit are often tucked into backyards.



House scale structures can include 5 - 6 units.



Detached small lot units can provide the efficiency of development.



Attached units or townhouses can be tucked into neighborhoods.



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

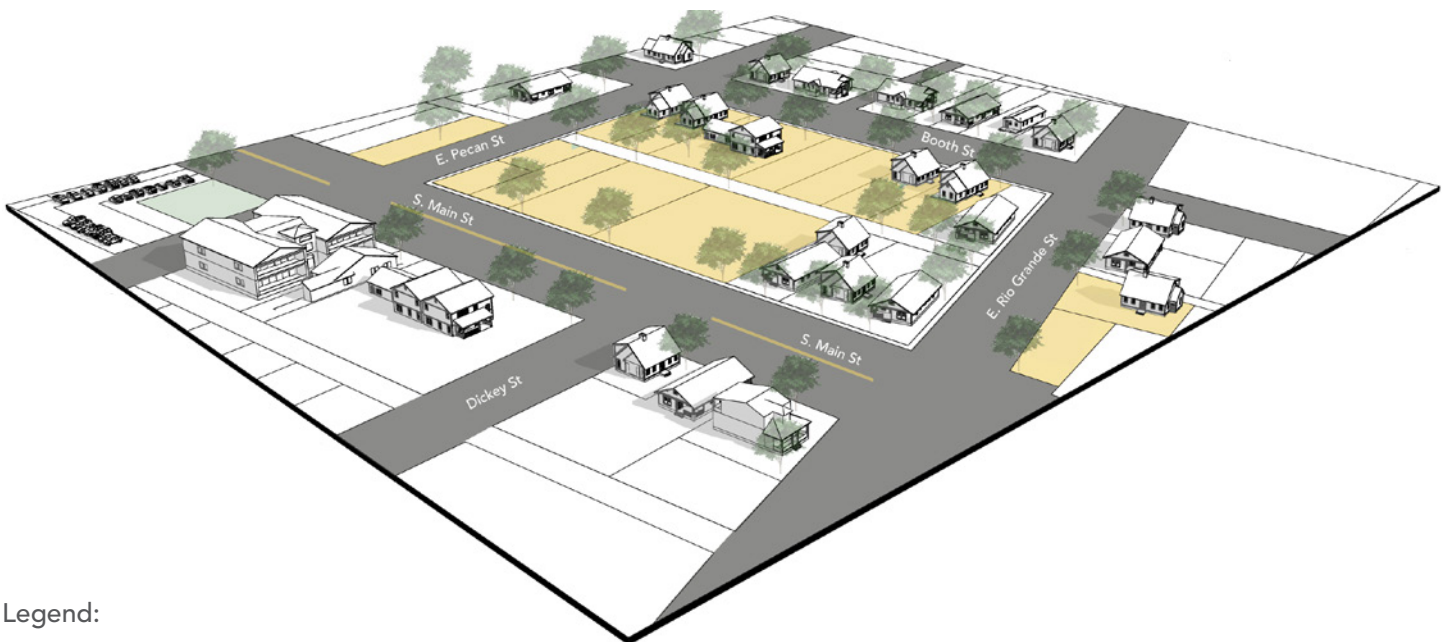


Courtyard cottages are becoming a more common housing typology.

Source: cottage court

EXISTING SCENARIO

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



Legend:

Vacant and Underdeveloped plots

Total area: 5.72 acres

Vacant and Underdeveloped area:
1.26 acres

Existing residential units: 29

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

PROJECTED SCENARIO

2019*

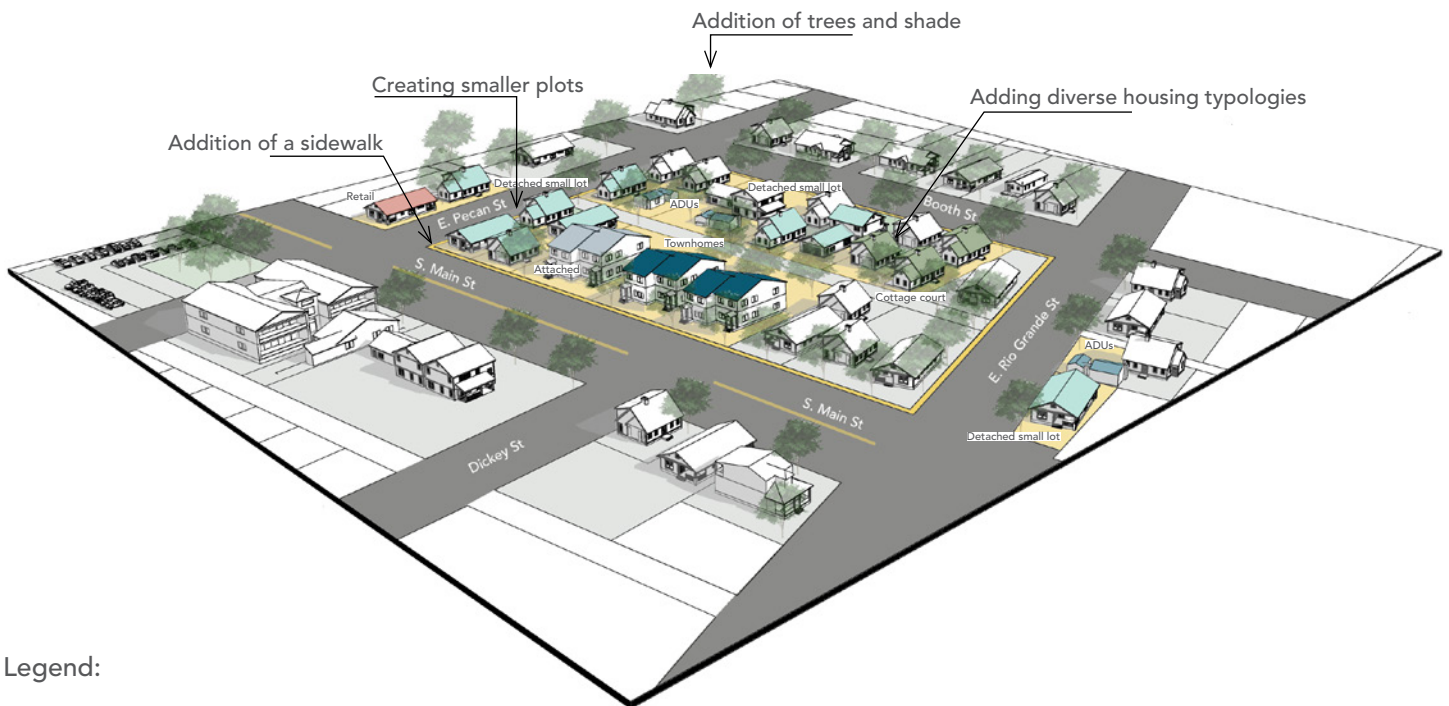
Revenue: \$31,293
Rev/Ac: \$5334

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

2040**

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

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



Legend:

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

Total area: 5.72 acres

Vacant and Underutilized area: 0 acres

New Units: 22

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

Total Units: 58

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

NEIGHBORHOOD GREENFIELD

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

Total area: 1,378 acres

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

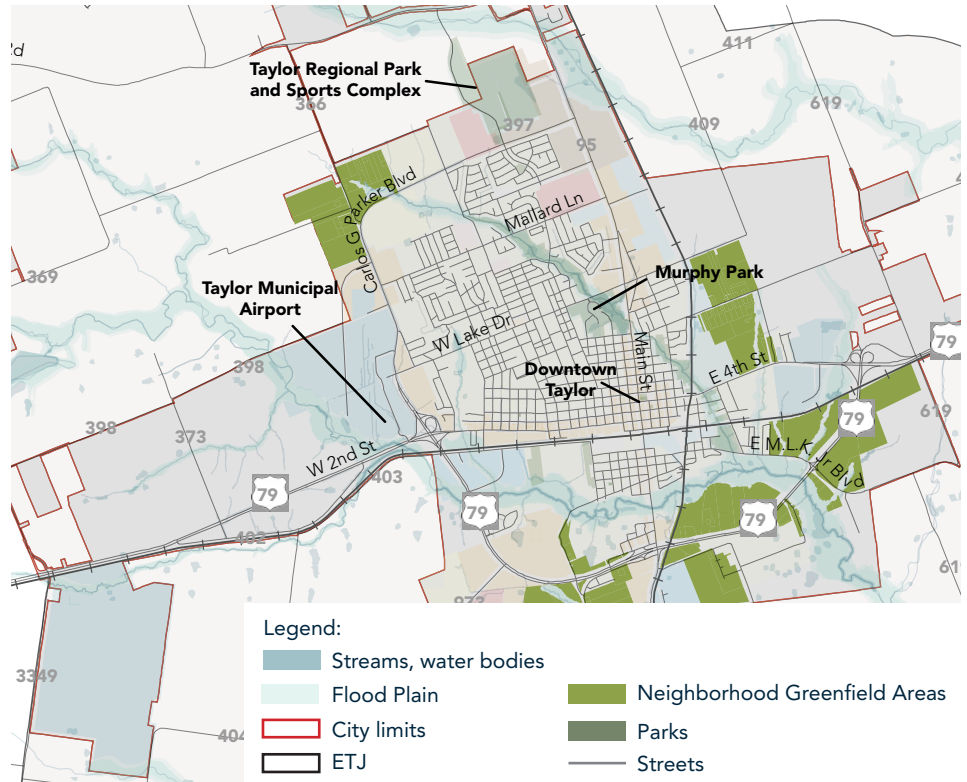


Figure 72: Neighborhood Greenfield

Source: City of Taylor



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

Source: The Balance



Duplex development is becoming more common again.

Source: City of Taylor



Greenfield developments can include mixed use buildings.

Source: Vision properties



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

Source: Builders and co



House scale apartment buildings fit into a neighborhood.

Source: NAHB



Newer apartment developments are being built with less convention styles.

Source: Glenmont Metro

TRADITIONAL NEW DEVELOPMENT

HOMETOWN, NORTH RICHLAND HILLS, TX



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

Source: Arcadia Realty



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



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

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



The project extended the existing street network wherever possible.



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

SUMMARY AND KEY TAKE AWAYS

1

Focus on developing small and infill lots.

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



Revenue/Acre Increase
+\$10,212



Supports existing neighborhoods and communities.



Small and infill lots match historic development patterns.



Utilizing existing land as a resource promotes resilience.



Infill development supports fiscal sustainability.



Encouraging infill housing supports a diversity of needs.

2

Develop greenfield properties thoughtfully.

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



Source: TBG Partners



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



Greenfield development can match the character of Taylor.



Thoughtful development patterns lead to resilience.



Ensure that new development pays for itself.

3

Build a network of local, small developers.

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



Source: Google Street View



Create local wealth and workforce opportunities.



Small, local developers offer unique character building assets projects.



Local Networks build resilience.



Ensure that new development pays for itself.

4

Maintain the character of Taylor.

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



Maintaining the character builds on Taylor's history.



Supporting and enhancing unique places in Taylor builds resilience.

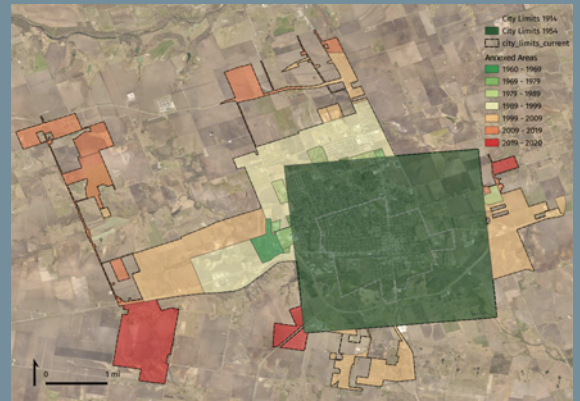


Support and enhance the character of existing neighborhoods and housing.

5

Accommodate new growth within the existing developed area.

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



Investments and improvements serve existing residents.



Enhance the existing fabric of Taylor.



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



Increase population density.



CHAPTER 3

TRANSPORTATION

↳ INTRODUCTION

↳ EXISTING CONDITIONS

↳ TRANSPORTATION PLAN

↳ STREET DESIGN

↳ STREET CROSS SECTIONS

↳ ON GOING RECOMMENDATIONS

↳ SUMMARY AND KEY TAKEAWAYS

INTRODUCTION

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

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

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

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

EXISTING CONDITIONS

EXISTING ROADWAY NETWORK

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

CARLOS G PARKER BOULEVARD ("THE LOOP")

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

W. SECOND STREET/E. FOURTH STREET

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

STATE HIGHWAY 95 (MAIN STREET)

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

US HIGHWAY 79

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



Main Street is a primary route through Taylor.

Source: HDR

EXISTING CONDITIONS

FM 973

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

CR 101/FM 3349

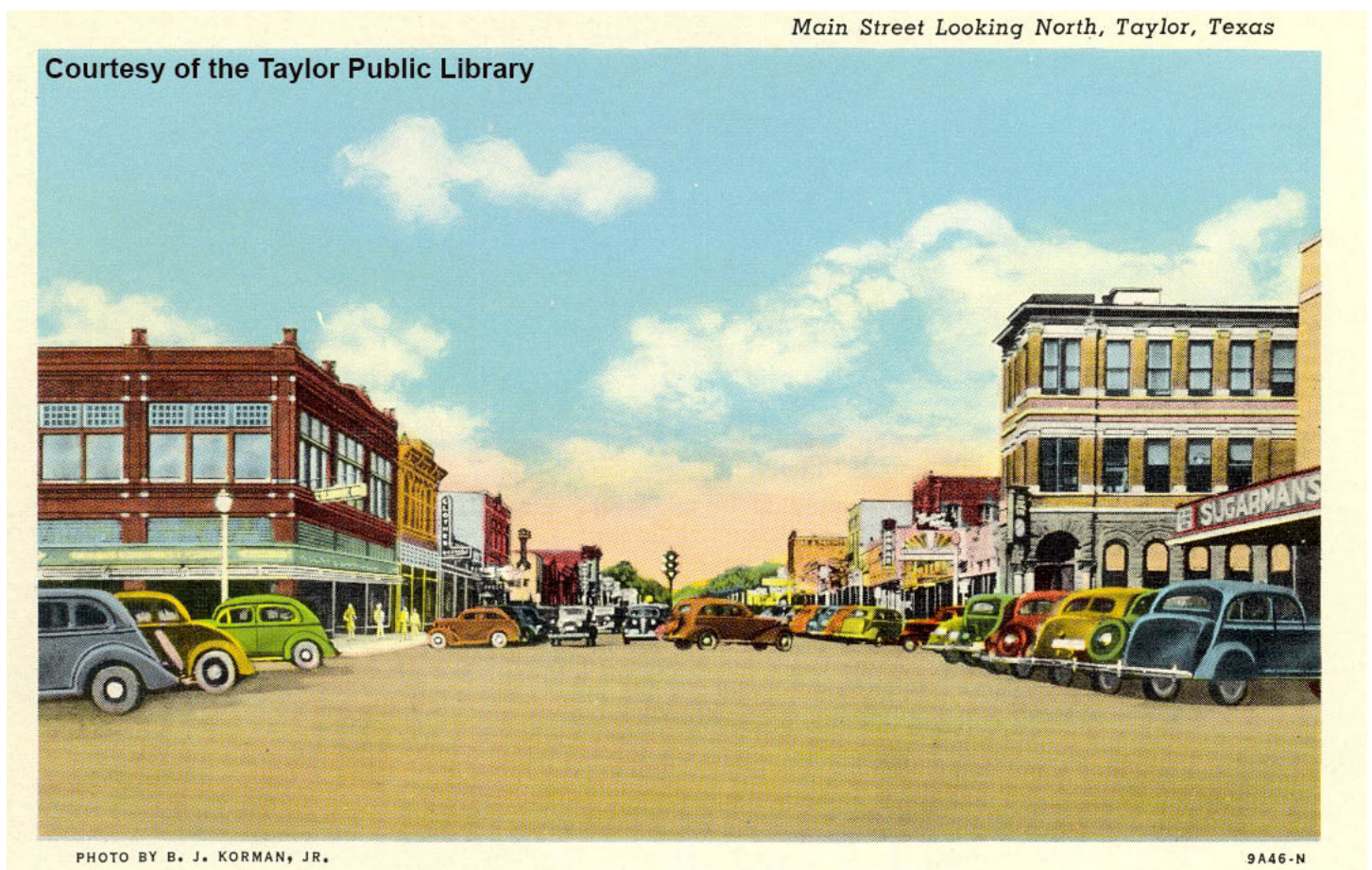
CR 101 and FM 3349 are two-lane roadways north and south of US 79, respectively. CR 101 is a major arterial connecting surrounding agricultural areas to Chandler Road to the north. FM 3349 is a minor arterial connecting surrounding agricultural areas to FM 1660 to the south. Williamson County plans to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

CHANDLER ROAD

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

FM 619

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



Vintage image showing historic heart of Taylor.

Source: Taylor Public Library

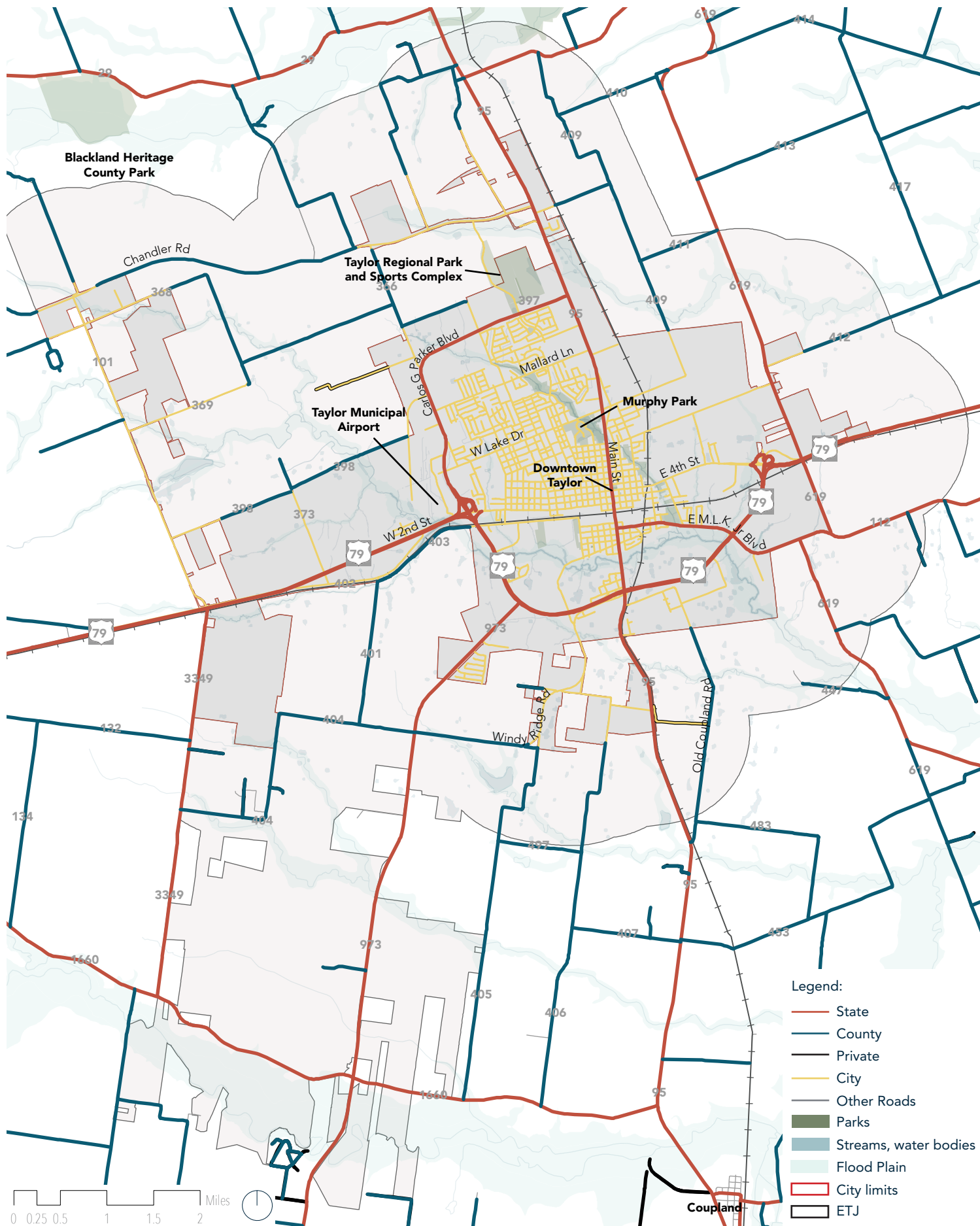


Figure 73: Road Ownership

Source: City of Taylor, HDR

EXISTING CONDITIONS

PAVEMENT CONDITIONS

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



Poor Pavement Conditions, Taylor Texas

Source: HDR

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



3rd Street, Taylor Texas

Source: HDR

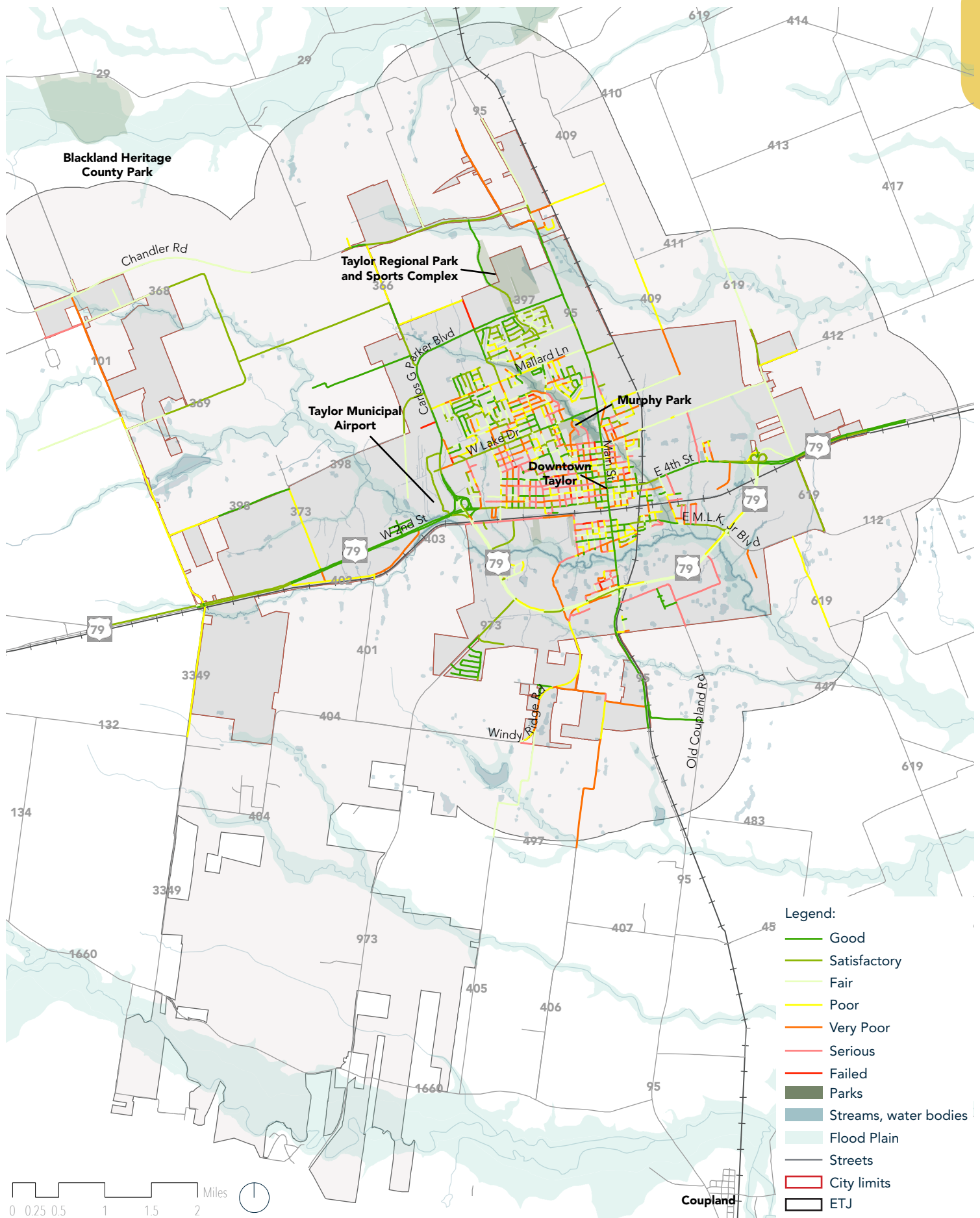


Figure 74: Existing Roadway Pavement Conditions

Source: City of Taylor, HDR

EXISTING CONDITIONS



Downtown is a major traffic destination.

Source: HDR

MAJOR TRAFFIC DESTINATIONS

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

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



Taylor High School influences traffic patterns in the area.

Source: HDR



Retail centers drive vehicular trips

Source: HDR

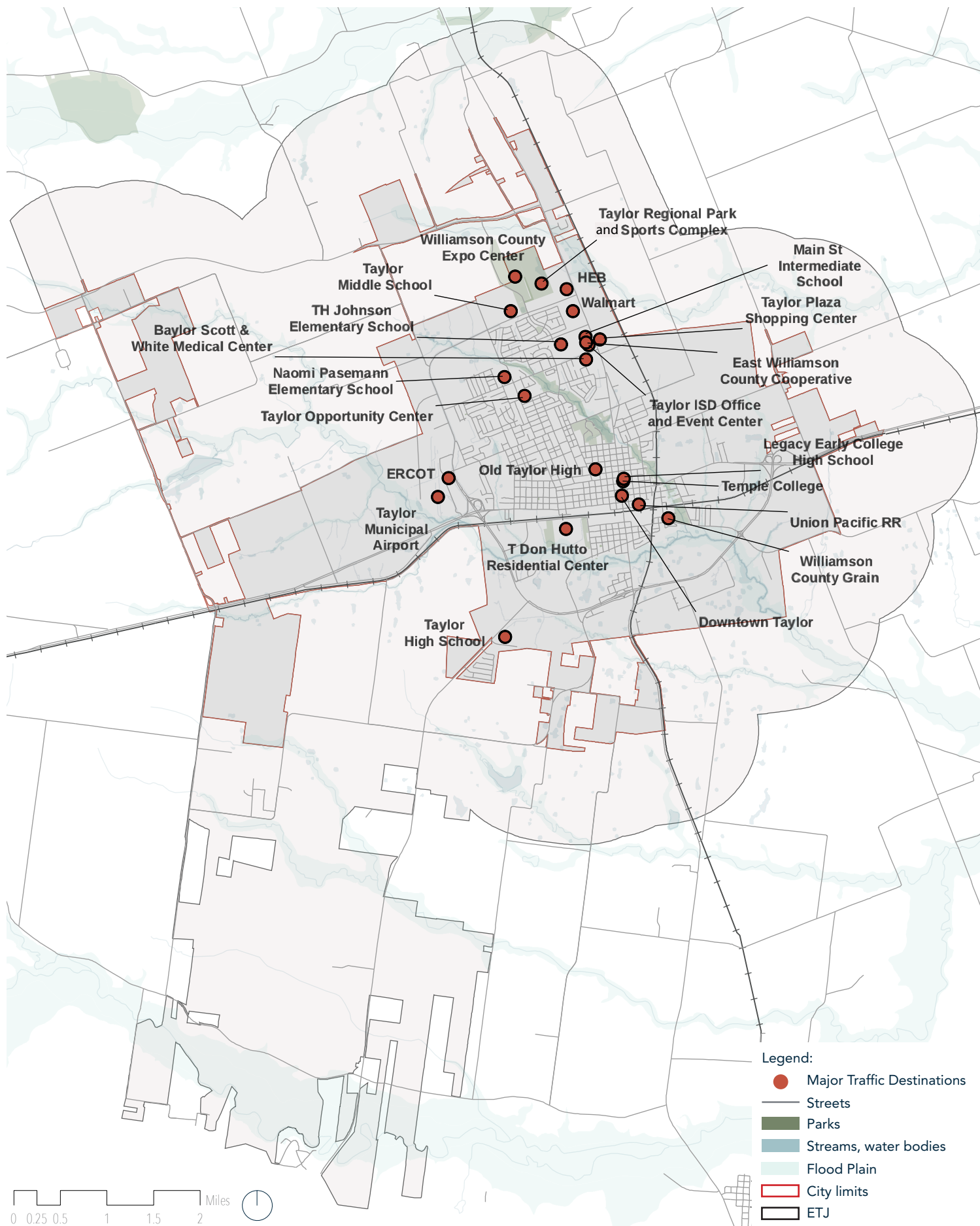


Figure 75: Major Traffic Destinations

Source: City of Taylor, HDR

EXISTING CONDITIONS

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

DAILY TRAFFIC VOLUMES

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

EXISTING TRAFFIC OPERATIONS

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

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

TRANSIT

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

TRANSPORTATION PLAN

PURPOSE

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

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

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

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

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



A pedestrian-friendly intersection in Taylor, Texas.

Source: HDR

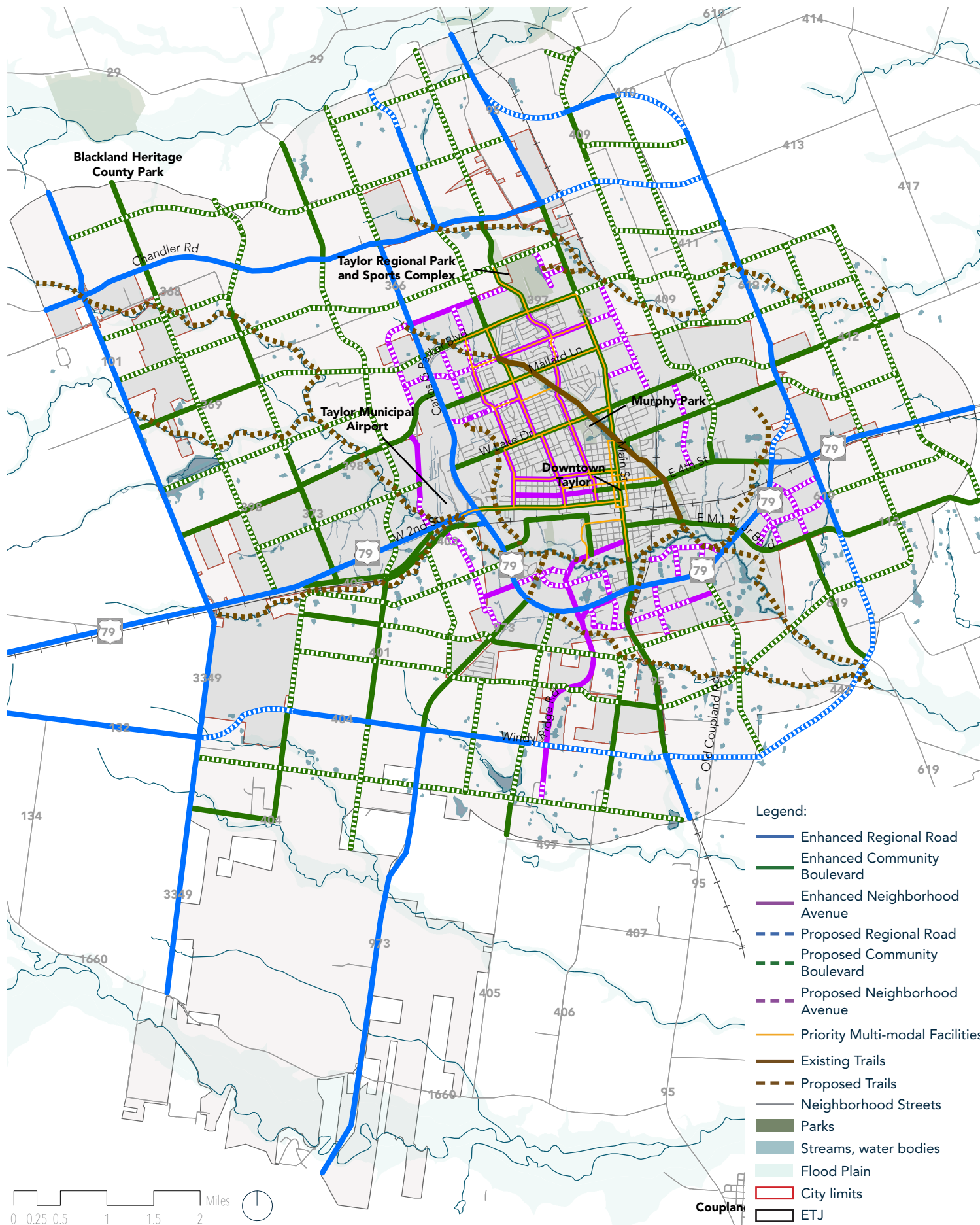


Figure 77: Transportation Master Plan

Source: City of Taylor, HDR

TRANSPORTATION PLAN

MULTIMODAL SYSTEMS

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

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



Sidewalks create a walkable Downtown.
Source: HDR



Wide trails are multimodal.

Source: HDR



CARTS Taylor Station provides transit service.

Source: HDR

TRANSIT INTEGRATION

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

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

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

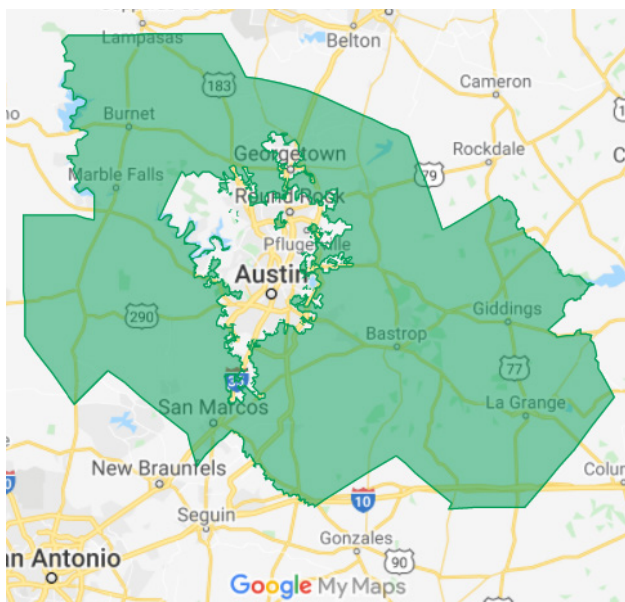


Figure 78: CARTS Service Area

Source: rideCARTS.com

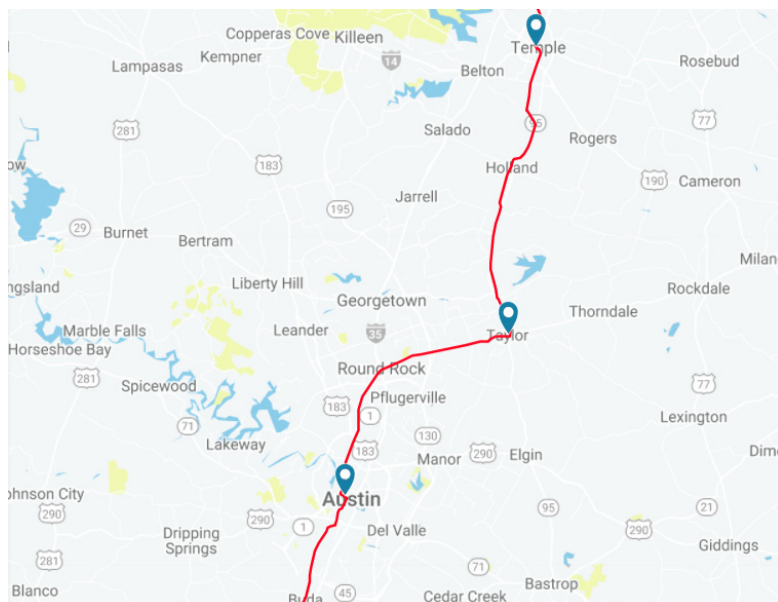


Figure 79: AMTRAK Route

Source: amtrak.com

TRANSPORTATION PLAN

FUTURE TRAFFIC OPERATIONS

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

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

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

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



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

Source: HDR



2nd Street Traffic Calming improved the pedestrian experience.

Source: HDR

W. SECOND STREET

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

SH 95/MAIN STREET

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

TRANSPORTATION PLAN

GRID NETWORK

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

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

Source: transportation.ky.gov

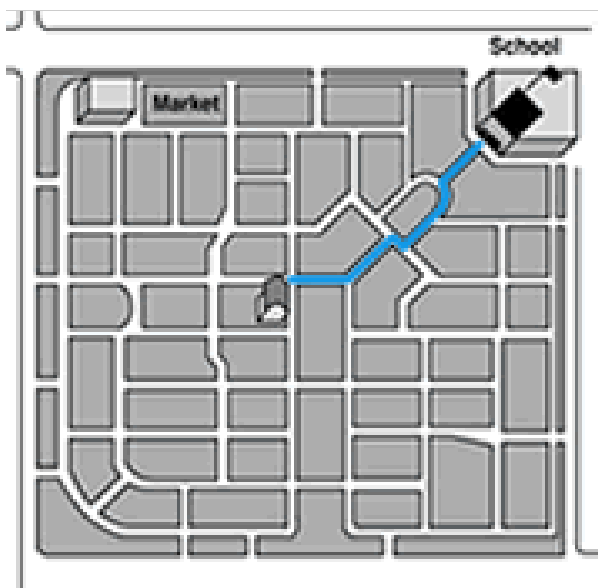


Figure 80: Grid Roadway Network

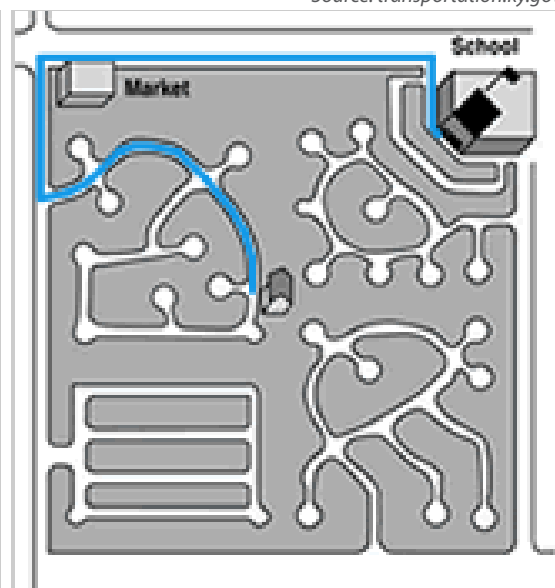


Figure 81: Dendritic Roadway Network

THOROUGHFARE CLASSIFICATIONS

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

NEIGHBORHOOD STREETS

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

NEIGHBORHOOD AVENUES

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

COMMUNITY BOULEVARDS

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

REGIONAL ROADWAYS

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

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

STREET DESIGN

THE PURPOSE OF A TYPICAL SECTION

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

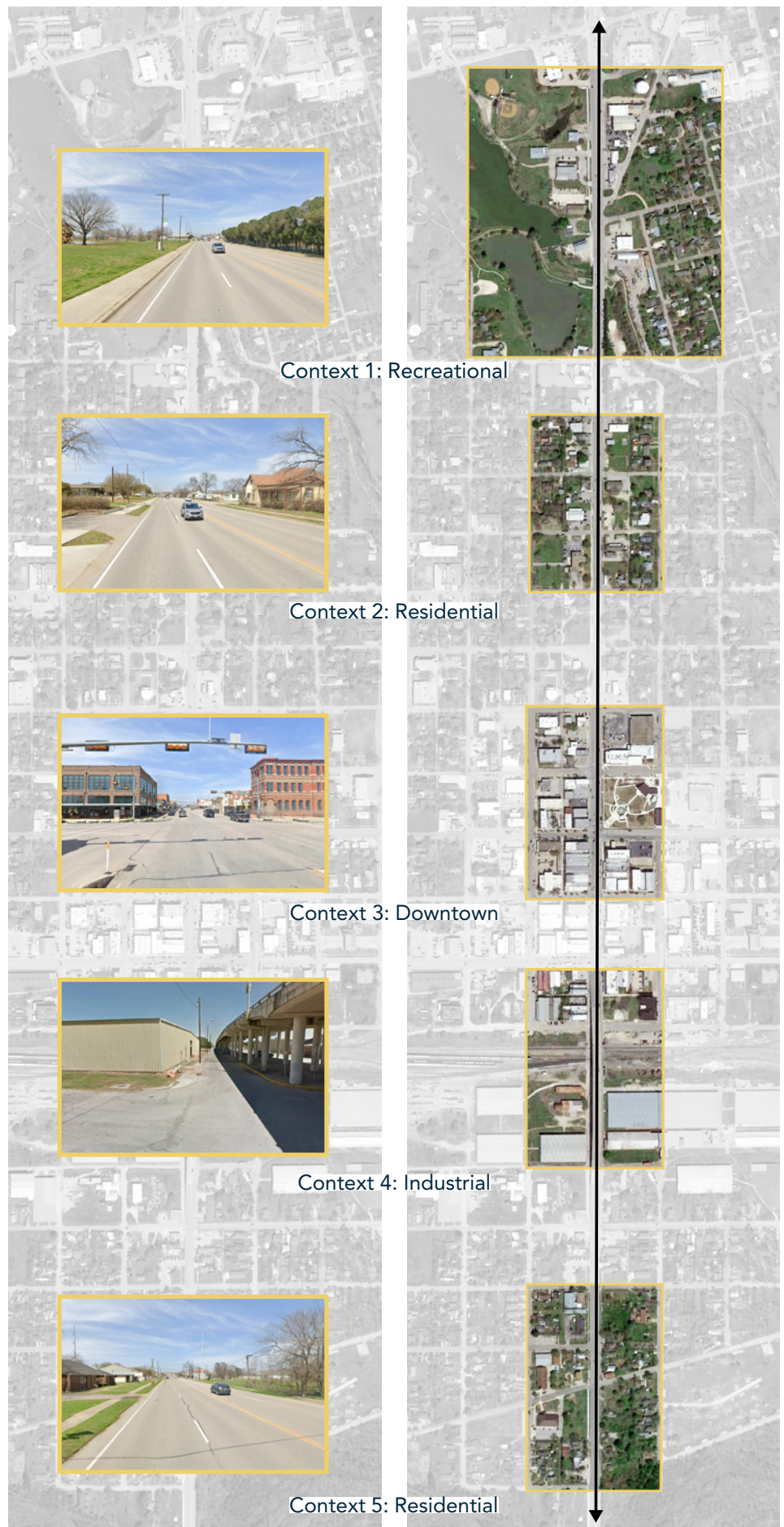


Figure 82: Street Contexts



CONTEXT SENSITIVE DECISION MAKING CHECKLIST

Safety for All Users

Scale of Adjacent Development

Maintenance Costs

Initial Improvement Costs

Drainage Network

Accessibility to Adjacent Schools,
Parks, Libraries

Soil Conditions

Adjacent Land Uses

Local Industry and Freight

Transit Routes

Community Events

Access to Employment

Local Demographics

Bicycle Routes

Tree Canopy

Potential for New Development

Number of Users Benefiting

Noise

DESIGNING FOR PEOPLE (FUNCTION)

TYPE OF USERS

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

NUMBER OF USERS

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

DESIGNING FOR PLACE (CONTEXT)

BUILT ENVIRONMENT

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

NATURAL ENVIRONMENT

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

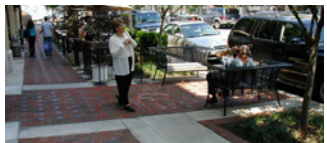
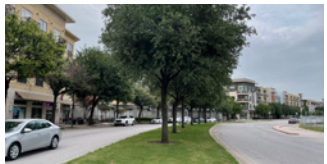
SOCIAL AND CULTURAL CONTEXT

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

ECONOMIC ENVIRONMENT

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

STREET DESIGN

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

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

STREET SECTIONS

YIELD STREET

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



Source: Safe neighborhoods

Neighborhood Queuing Streets are narrow to keep traffic slow.



Source: HDR

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



Figure 83: Perspective Section Through Neighborhood Queuing Street

NEIGHBORHOOD STREET

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



Source: HDR

Mueller, TX, has a number of Neighborhood Streets.



Source: Construction pros

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



Figure 84: Perspective Section Through Neighborhood Street

STREET SECTIONS

NEIGHBORHOOD AVENUE

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



Source: HDR

Avenues are scaled for people.



Source: Construction pros

Road diets along existing streets make room for amenities.



Figure 85: Perspective Section Through Neighborhood Avenue

COMMUNITY BOULEVARD - 2 LANE

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



Source: HDR

Bicycles are separated from vehicles on boulevards.



A shared use path buffered from travel lanes.

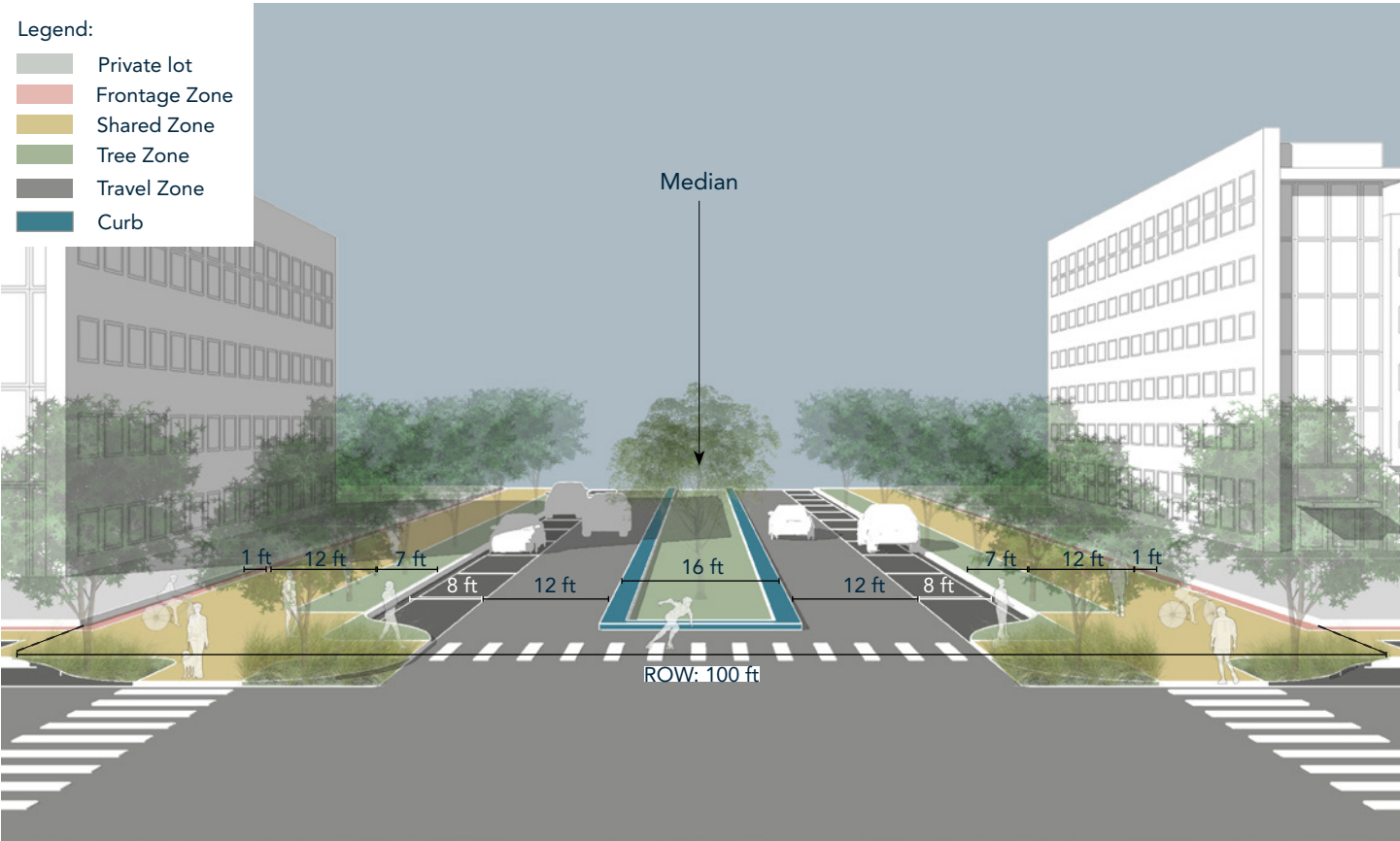


Figure 86: Perspective Section Through Community Boulevard - 2 lane

STREET SECTIONS

COMMUNITY

BOULEVARD - 4 LANE

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



Source: HDR

Boulevards serve commercial uses.



Source: HDR

Boulevards provide for high-density development.

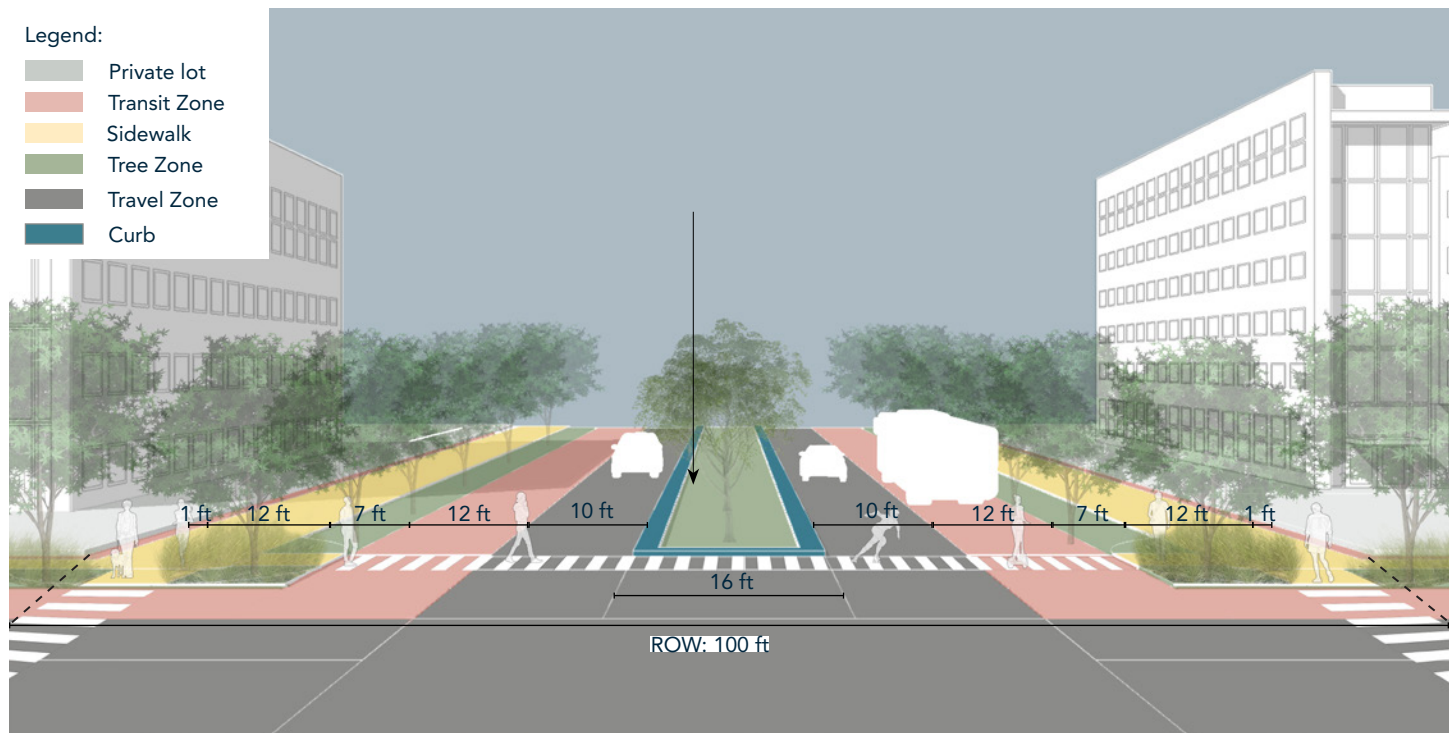


Figure 87: Perspective Section Through Community Boulevard - 4 lane

MULTI-WAY BOULEVARD

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



A multi-way boulevard with angled parking.

ON GOING RECOMMENDATIONS

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

COMPLETE "THE LOOP"

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

MULTIMODAL TRANSPORTATION

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

TAYLOR MUNICIPAL AIRPORT

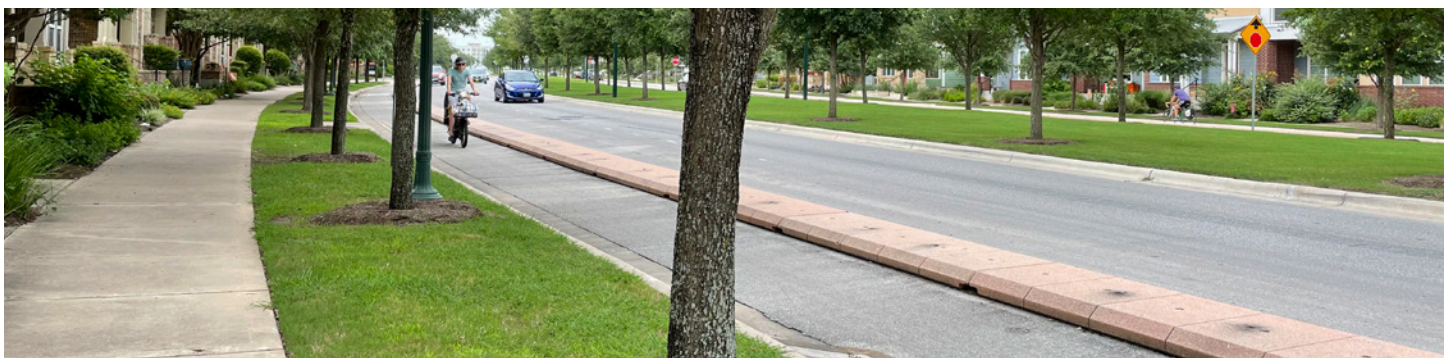
The Taylor Municipal Airport requires continuing maintenance to serve its role as a catalyst for economic development for the City of Taylor and the surrounding area. The City of Taylor Capital Improvement Plan includes new pavement area for expansion of aircraft parking and rehabilitation of existing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

RAILROAD

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

AMTRAK/TRANSIT

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



Bicycle facilities can be retro-fit into existing streets.

Source: HDR

SUMMARY AND KEY TAKEAWAYS

1

Build Streets and Roads.

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

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

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



Improves connectivity, maintaining community character



Maximizes use of existing roadways, promoting fiscal sustainability

Source: strongtowns.org



Streets:

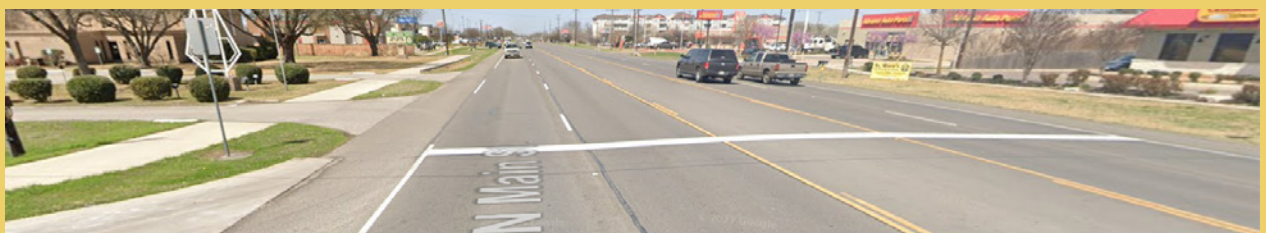
- Slow traffic
- Put people, bicycles, and transit first, not automobiles
- Intensify adjacent land use
- Embrace complexity

Source: strongtowns.org



Roads:

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



A “stroad” in North Taylor serves too many functions

Source: Google Maps

2

Designing streets for economic productivity and roads for traffic movement.

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



Improves all modes of travel, maintaining community character



Create public spaces and integrate transit, supporting inclusive growth



Multimodal transportation allows for housing diversity

3

Improve network connectivity.

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



Improves connectivity, maintaining community character



Maximizes use of existing roadways, promoting fiscal sustainability

4

Integrate access management.

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



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

SUMMARY AND KEY TAKEAWAYS

5

Use traffic calming to reduce speeds.

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

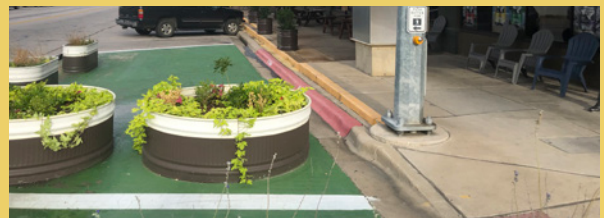
- Narrow travel lanes
- On-street parking
- Wider sidewalks
- Curb extensions and bulb outs
- Raised crosswalks
- Street trees



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



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



Low-cost traffic calming improvements slow cars

Source: HDR

6

Develop and implement a ADA transition plan.

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



Accessible public spaces is essential to inclusive growth

7

Develop and implement a way finding strategy.

Many roads and destinations around the City of Taylor lack signage that would help visitors and residents easily locate their destination. The City should work to install guide signs, especially along major routes and near important attractions to help people find their way. This can help improve traffic and tourism within the City.



Accessible public spaces is essential to inclusive growth

8

Develop a Vision Zero program.

Vision Zero is an international safety initiative with the goal of zero fatalities and serious injuries on the roadway network. A safe, healthy, and equitable mobility system is a priority for the City of Taylor. The city should develop a Vision Zero program that defines actionable steps to provide safe mobility. This program should consider design, human behaviors, policies, and technologies to eliminate crashes. Implementation of a Vision Zero Policy requires key components for a successful program:

- Political commitment
- Multidisciplinary leadership
- Cooperation and collaboration
- Action plan
- Equity
- Systems-based approach
- Data-driven
- Community engagement
- Transparency



Safety of all road users is critical to inclusive growth



City improvements lead to safer places for pedestrians and vehicles.

Source: HDR



CHAPTER 4

HOUSING & NEIGHBORHOODS

↳ INTRODUCTION

↳ EXISTING CONDITIONS

↳ RESIDENTIAL TYPOLOGIES

↳ SUMMARY AND RECOMMENDATIONS

INTRODUCTION

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

POLICY ID	BIG IDEA	POLICY STATEMENT
H1	 Housing	Neighborhoods should have a mix of housing affordable to all income levels and age groups.
H2	 Inclusive Growth	Programs and policies should be developed to assist existing residents so that they can stay in their neighborhoods.
H3	 Inclusive Growth	Housing policies and development regulations should consider the need to reduce the gap between median income and rental rates or sales price of housing.
H4	 Fiscal sustainability and infrastructure	Infill missing middle housing and accessory dwelling units should be prioritized over new, large lot single family development.

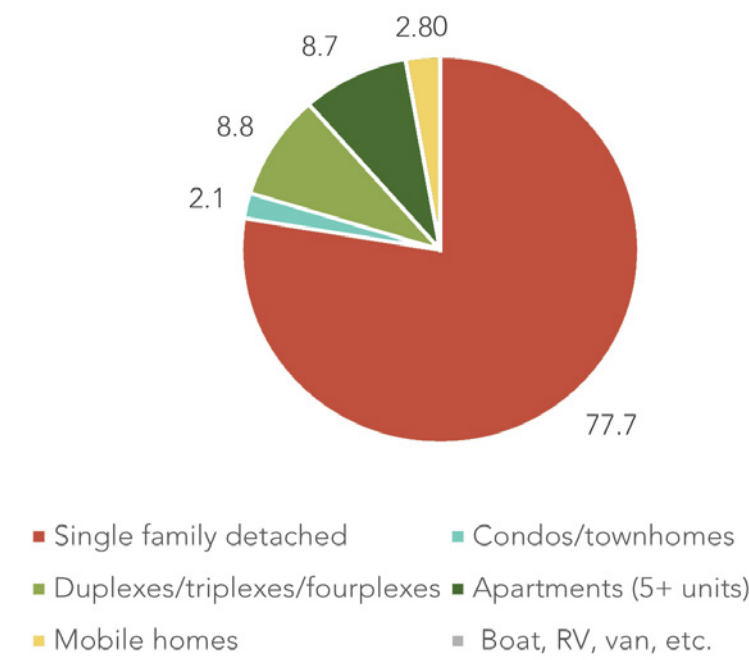


EXISTING CONDITIONS

The US Census counts approximately 5,732 housing units in Taylor. The following section analyzes the type of housing, condition of housing, occupancy of housing, and affordability of housing for Taylor residents now and into the future.

HOUSING TYPE

Taylor’s housing stock is made up primarily of single family detached homes (77.7 percent) followed by Duplexes / Triplexes / Fourplexes (8.8 percent) and Apartments (8.7 percent). The percentage of Taylor’s housing stock made up of single-family detached housing is greater than Williamson County, the State of Texas and all other comparison cities with the exception of Hutto and Leander. Taylor has the highest percentage of Duplex / Triplex / Fourplex housing types which are often referred to as missing middle housing types.



Source: Decennial Census, American Community Survey
Figure 88: Taylor’s Occupied Housing by Type

	State of Texas	Williamson County	Taylor ★	Round Rock	Leander	Cedar Park	Hutto	Bastrop City
Single Family Detached	65.2%	73.2%	77.7%	68%	87.5%	75%	94.7%	68.9%
Single Family Attached	2.6%	2.3%	2.1%	2.2%	0.8%	1.4%	2.4%	2.5%
Duplexes/ Triplexes/ Fourplexes	5.1%	4.3%	8.8%	5.1%	0.9%	2.4%	1.8%	4.9%
Apartments (5+ Units)	19.7%	17.7%	8.7%	24.6%	7.5%	19.9%	0.5%	21.3%
Mobile Homes	7.2%	2.5%	2.8%	0.3%	3.3%	1.3%	0.7%	2.4%

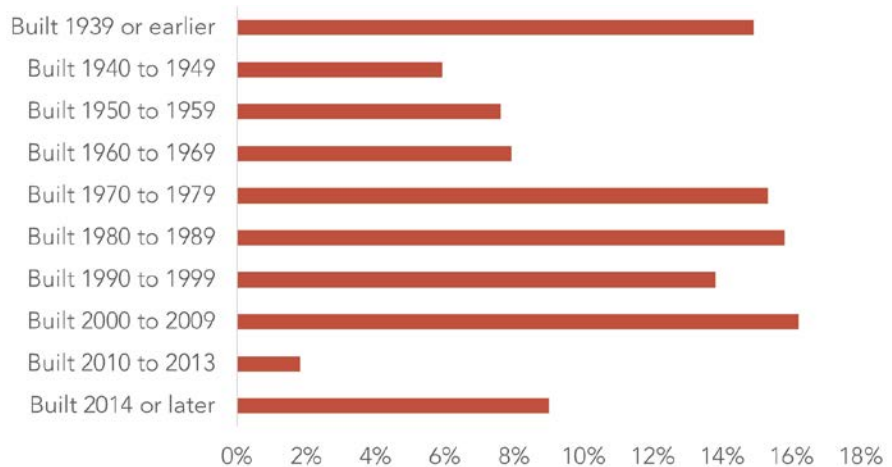
Figure 89: Occupied Housing by Type

Source: Decennial Census, American Community Survey

EXISTING CONDITIONS

AGE AND CONDITION OF HOUSING

The majority of Taylor's Housing Stock was created from 1970-2009 (72 percent). Additionally, a significant portion, 15 percent, of Taylor's Housing Stock is from 1939 or earlier. Older homes typically have higher maintenance costs associated with them, placing more of a cost burden on the owners. This could also be a result of the many restored/renovated homes located within Taylor.

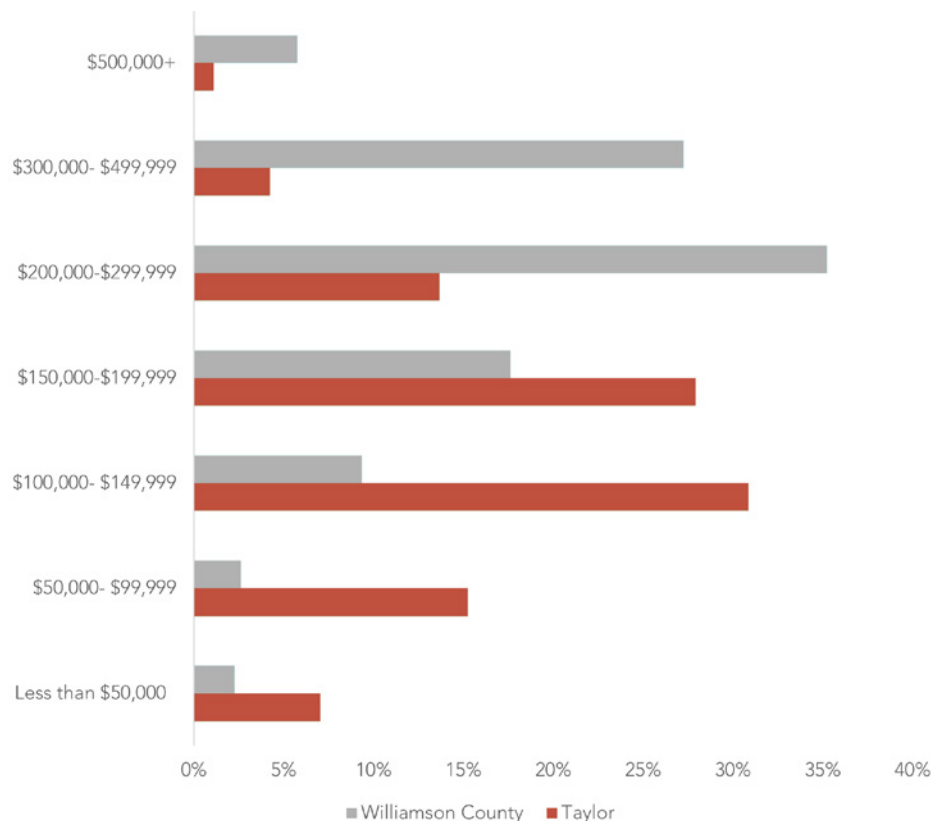


Source: Decennial Census, American Community Survey

Figure 90: Housing Stock Age in Taylor

VALUE OF EXISTING HOUSING

Taylor's home value trends do not align closely with Williamson County's. The value of Taylor's existing housing stock is significantly lower than Williamson County. The majority of Taylor's home values are within \$100,000- \$199,999 range, whereas Williamson County's majority lies within the \$200,000- \$499,999 range. Additionally, about 22% of Taylor's housing stock is worth less than \$100,000, whereas Williamson County only has about 5% of its housing stock within that range. This could be a result of Taylor's housing stock being smaller, older, or more deteriorated when compared to Williamson County's housing stock. Preservation and maintenance of this older housing stock is key to retaining affordable housing options for Taylor residents at lower income levels.



Source: Decennial Census, American Community Survey

Figure 91: Value of Existing Housing in Taylor

HOMEOWNERSHIP RATE

The ownership rate in the City of Taylor is higher than the ownership rate in the State of Texas (61.9 percent) but lower than the ownership rate in Williamson County (68.8 percent).

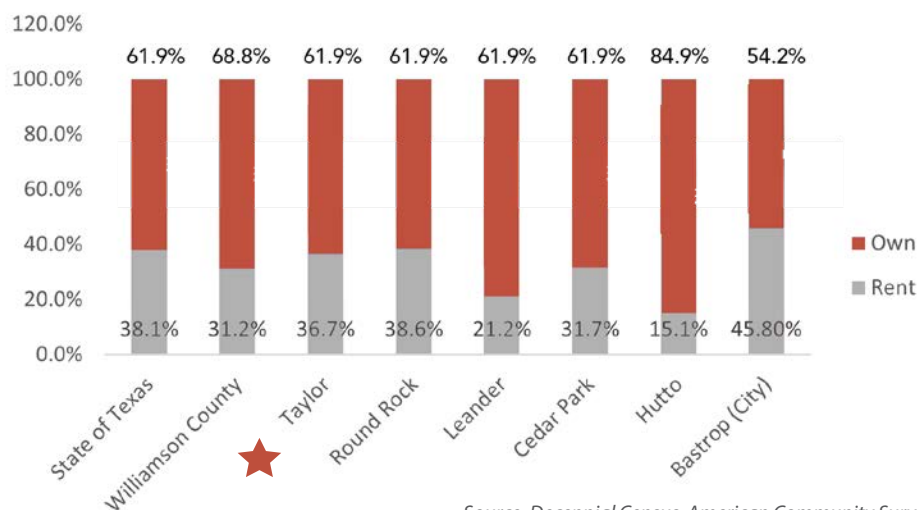


Figure 92: Homeownership Rate in Taylor

SINGLE FAMILY RESIDENTIAL HOME CONSTRUCTION

Single Family permit data in the City of Taylor indicates that the number of new homes constructed since 2017 will more than double in 2020. The average size of homes has been decreasing since 2017 but the permit value reported was decreasing prior to 2020 when it began increasing despite smaller homes being constructed on average.

	# of Permits	Average Square Feet	Average Permit Value	Average Value Per Square Foot
2017	81	2,456	\$275,347.30	\$112.13
2018	59	2,364	\$268,567.79	\$113.62
2019	159	2,302	\$256,766.34	\$111.52
2020	179	2,167	\$267,690.54	\$123.55

Source: City of Taylor Permit Data

Figure 93: New Single Family Home Trends in Taylor

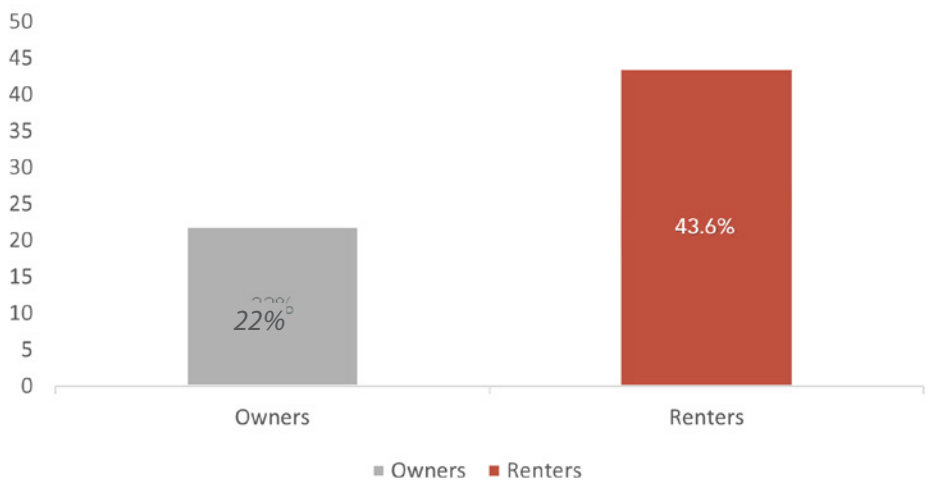
EXISTING CONDITIONS

HOUSING AFFORDABILITY

The federal definition of affordability utilized by the United States Department of Housing and Urban Development (HUD) says that:

1. Housing costs are “affordable” if they do not exceed 30 percent of a household’s gross monthly income.
2. “Costs” include basic utilities, mortgage insurance, HOA fees and property taxes in addition to monthly rent or mortgage.

In Taylor, 22 percent of owner-occupants as well as 43.6 percent of renters are cost-burdened.



Source: Decennial Census, American Community Survey

Figure 94: Cost-Burdened Households in Taylor

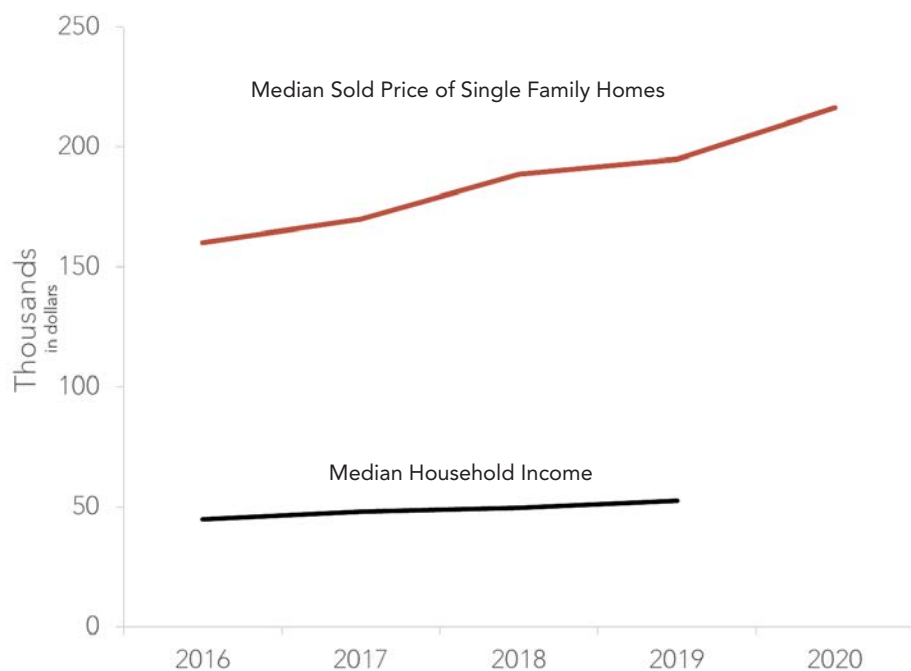
SINGLE FAMILY HOME PRICES

The median price of a single family home sold in Taylor has increased by an average of 7.1 percent per year for the past 5 years with the highest increase from 2019 to 2020 where the median price of a home sold in Taylor increased by 11 percent.

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

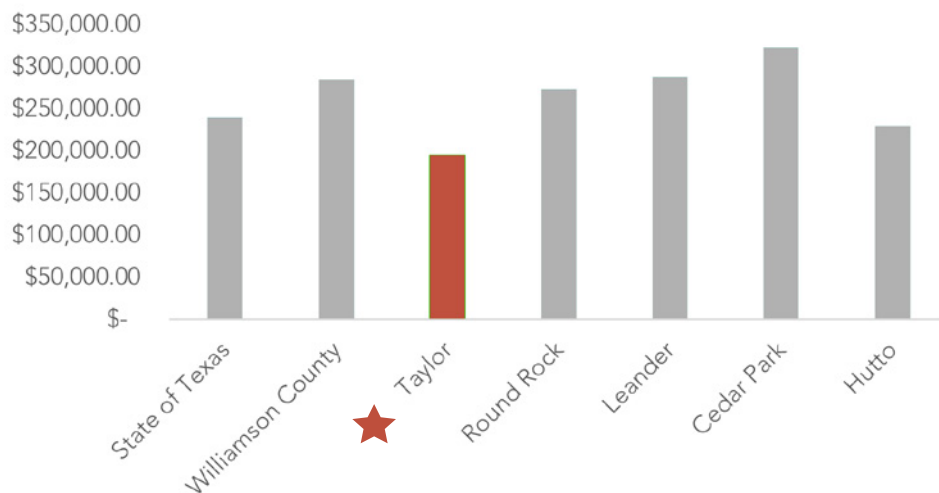


As the cost of land and construction costs continue to increase the cost of a single family home is projected to increase as well. This trend where the median price of a home grows faster than the median household income will result to a wider housing gap over time. This chapter explores the incorporation of missing middle housing types to address the growing unattainability of detached single family homes.



Source: MLS Data; American Community Survey

Figure 95: Median Sold Price of Single Family Homes vs Median Household Income since 2016



Source: MLS Data; American Community Survey

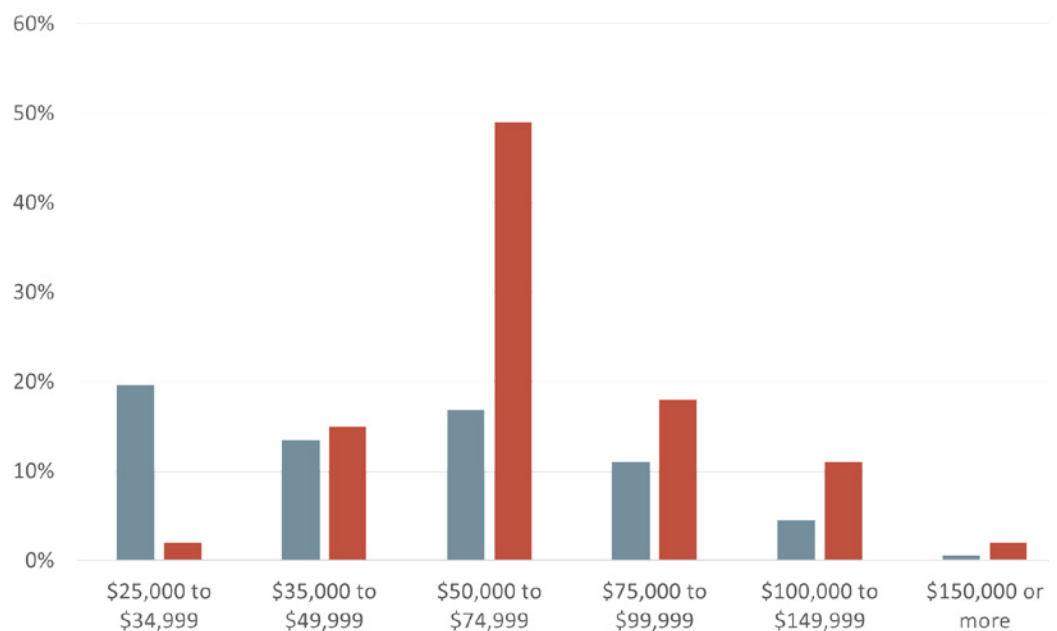
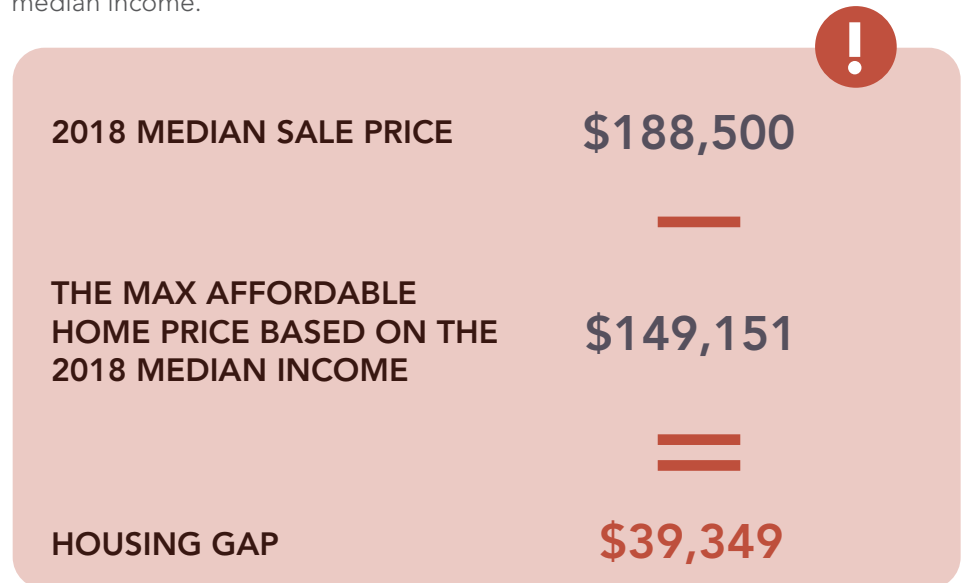
Figure 96: Median Sold Price of Single Family Homes

EXISTING CONDITIONS

HOUSING GAP

In addition to identifying cost-burdened residents, another tool to monitor housing affordability in a community is comparing the housing costs in a community to the income levels. This can be achieved by comparing home prices to incomes in the community and is referred to as the housing gap. *Figure 109: Housing Affordability Chart in Taylor* below calculates the cumulative housing gap in Taylor by income level. Residents earning less than \$25,000 per year are not included in the housing gap because they are not at an income level to support home ownership. For renters making less than \$50,000 per year that would like to enter the homeownership market, there is not enough supply available at that income level. In Taylor, the cumulative housing gap for renters wanting to purchase a home and making less than \$50,000 per year is -16.1 percent. In addition, only 5 of the homes sold for less than \$150,000 were built in the last 20 years.

A more simple way to express the housing gap in a community is a simple comparison between the median sale price of a home and the maximum affordable home price based on the median income.



Source: MLS Data; American Community Survey

Figure 97: Percent of Renters compared to Percent of Homes sold in 2018

	Maximum Affordable Home Price*	Renters		Sold Homes 2018		Purchase Gap	Cumulative Gap excluding >\$25,000
		Pct.	Num.	Pct.	Num.		
Less than \$25,000	\$75,000	34.1%	645	3%	8	-31.1%	
\$25,000 to \$34,999	\$104,997	19.6%	372	2%	4	-17.6%	-17.6%
\$35,000 to \$49,999	\$149,997	13.5%	255	15%	38	1.5%	-16.1%
\$50,000 to \$74,999	\$224,997	16.8%	318	49%	121	32.2%	16.1%
\$75,000 to \$99,999	\$297,000	11.0%	208	18%	45	7%	23.1%
\$100,000 to \$149,999	\$449,997	4.5%	85	11%	27	6.5%	29.6%
\$150,000 or more	\$449,997+	.6%	11	2%	4	1.4%	31.0%
Total							-33.7%

* Maximum affordable home price is an estimate based on a conservative estimate of a person being able to afford a home that is 3 times their income.

Figure 98: Housing Affordability Chart in Taylor

RESIDENTIAL TYPOLOGIES

ADDITION OF THE MISSING MIDDLE

Missing middle housing refers to a range of house scale buildings with multiple units, compatible in scale and form with attached single family homes, located in a walkable neighborhood. Existing codes in many cities make it difficult to create missing middle housing, so they aren't as common as single-family or large apartment developments. When allowed, missing middle housing is a more attainable building type for many reasons. Missing middle housing typically has a smaller width, depth and height than large multifamily complexes.

The smaller buildings and lots allow a range of housing types to be blended into an existing neighborhood without disrupting the residential character surrounding them. Density for these development types are often higher than 16 dwelling units per acre and support a walkable area, but do not look like dense multifamily apartment buildings. Missing middle housing also has the potential to deliver affordability that local property owners and developers can take advantage of because of smaller, less expensive lots and less expensive construction costs. A

code that identifies and allows missing middle housing is positive, but there are many other factors that influence the development of missing middle housing that should be considered. These include availability of financing, cost of construction, length of time for approvals, impact fees, and parking requirements.

Missing middle housing is projected to increase from approximately 23% to 43% of all housing in the City as the Comprehensive Plan and Future Land Use Map are implemented.

Legend:

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



Figure 99: Missing middle housing graphic

Source: Opticos



Figure 100: Existing percentage of residential typologies

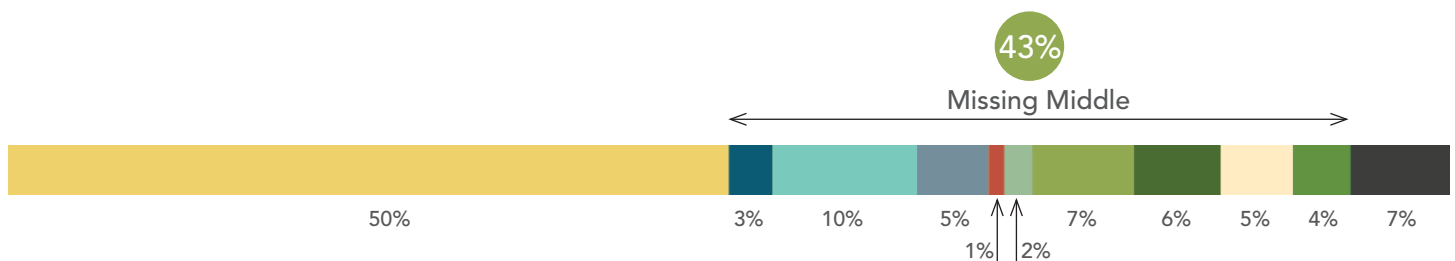


Figure 101: Proposed percentage of residential typologies

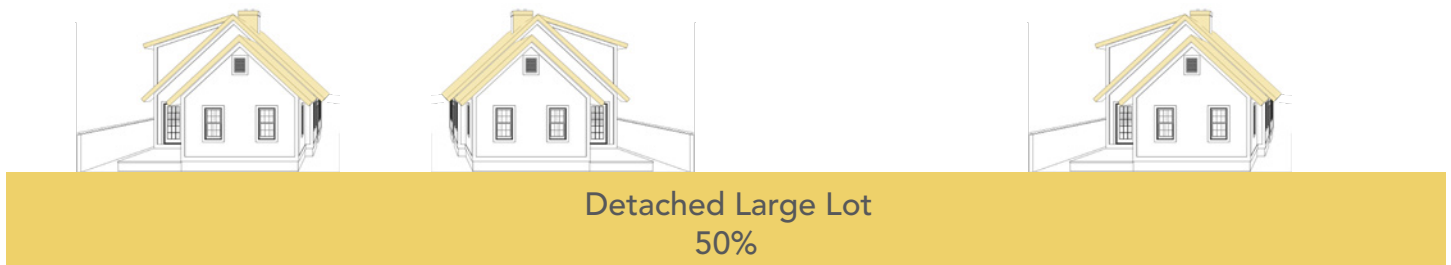


Figure 102: *Detached Large Lot*

DETACHED HOUSE LARGE LOTS: TARGET 106 UNITS PER YEAR

Conventional detached homes on lots greater than 5,000 square feet make up the majority of housing being built in Taylor now and projected into the future. This housing product serves a need for housing particularly for larger families with children. This product type is becoming less and less affordable as both construction cost and land costs continue to rise. Infrastructure costs are high on a per unit basis due to the wider lots and need to extend streets and utilities further distances.



Detached large lots with spacious backyards.
Source: Zillow



This is typical 2-story suburban home with 2 car-garage.
Source: Zillow

RESIDENTIAL TYPOLOGIES



Figure 103: *The Missing Middle*

ACCESSORY DWELLING UNIT: TARGET 14 NEW UNITS PER YEAR

Accessory dwelling units are second houses, garage apartments, granny flats, backyard houses, or offices built alongside single-family homes. Accessory dwelling units provide diverse affordable housing options with a lower intensity. In many cases, accessory dwelling unit standards allow for the conversion of existing structures (such as garages) into secondary dwelling units or as new accessory structures constructed on the existing available space (such as a backyard) of a single parcel. Accessory dwelling units are an affordable type of development because they use existing infrastructure and land, when compared to single or multifamily developments. Accessory dwelling units can increase the density of single-family neighborhoods without negatively impacting the existing neighborhood fabric or character. Accessory dwelling units can also increase the socioeconomic diversity of a neighborhood by providing lower-cost rental housing that is more affordable, resilient, built to today's energy and flooding standards, and building net worth for homeowners.



Accessory Dwelling Units like this one are often accessed from the alley.
Source: [Neighborhoods.com](https://neighborhoods.com)

DETACHED HOUSE SMALL LOT: TARGET 53 NEW UNITS PER YEAR

Detached homes on small lots can be built on vacant lots in infill areas or as new greenfield development. New smaller lots can also be created by subdividing corner lots or larger city lots into two or more lots of less than 5,000 square feet that can accommodate smaller homes. It is important to note that there are many smaller homes existing within the City of Taylor. Efforts to preserve and maintain these smaller structures and creating opportunities to place additional structures on the lot is important to meeting targets for new units and maintaining affordability.



Detached small lot homes like this one are often built in infill areas.



Several homes fronting the street.
Source: [Avenue CDC](https://avenuecdc.org)



Figure 104: The Missing Middle

ATTACHED UNITS: TARGET 28 NEW UNITS PER YEAR

Attached units are typically defined as two to three homes that share a wall and are each on individual lots. Attached homes are also referred to as townhouse units. They provide an opportunity for more affordable home ownership. This housing type typically includes a small yard that requires minimal maintenance and upkeep which can be desirable for young professionals or retirees. Attached homes maximize the infrastructure needed to support them.



Here is an example of attached units which are often found in urban areas.
Source: Daniel Parolek



Attached units vary in style from a rowhouse to a large multiplex house.
Source: Daniel Parolek

COTTAGE COURTYARD: TARGET 14 NEW UNITS PER YEAR

A Cottage Courtyard development typically consists of three to nine small homes arranged around a common courtyard. The homes front on the courtyard and can be either owned or rented. This housing type is a good option for larger lots in existing neighborhoods. The shared spaces provide outdoor space with little to no maintenance requirements and can be desirable for smaller families and retirees. Homes are typically around 1,200 square feet and provide a great option for affordable home ownership that maximizes infrastructure per unit.



Cottage courtyard units provide opportunities to interact with neighbors.
Source: The Cottage Company



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

RESIDENTIAL TYPOLOGIES

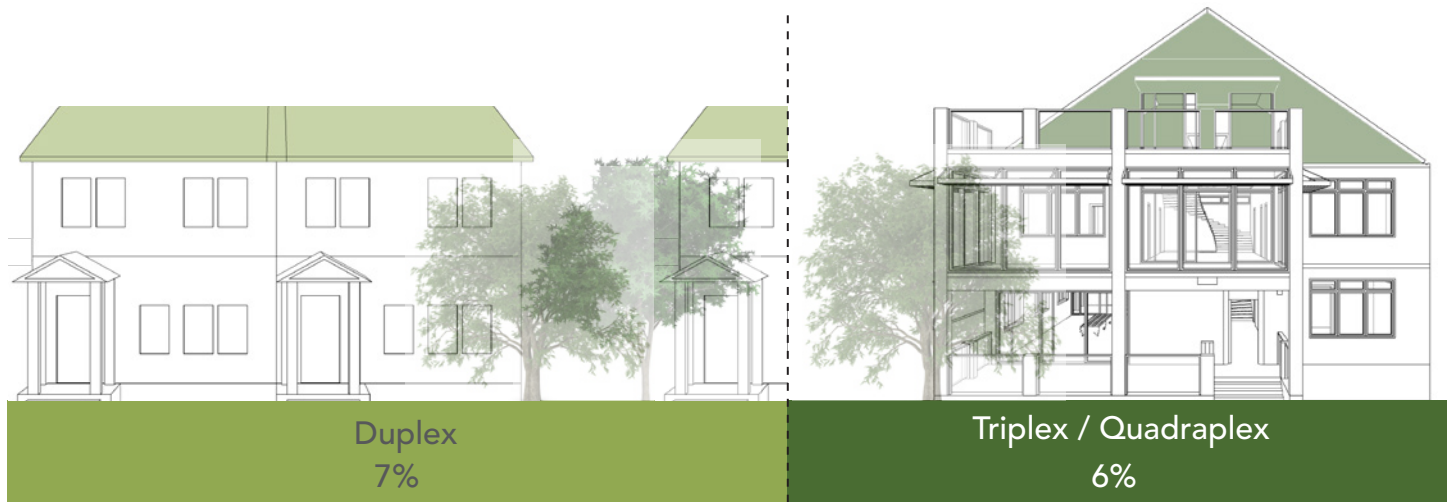


Figure 105: The Missing Middle

DUPLEX: TARGET 28 UNITS PER YEAR (14 BUILDINGS)

A duplex can take on many different forms from stacked to side-by-side or front to back. At least one-side of a duplex is typically rented and sometimes both sides. This housing type provides opportunities to integrate renters within a neighborhood in housing types that conform with the character of the neighborhood. Duplexes fit in nicely on a corner lot where there is opportunity for frontage and access from both streets. It offers the opportunity for an owner to reside in one side while building wealth with rental on the other.



A duplex on a corner lot can front both streets.

Source: City of Portland



Side by side duplex are a common form of duplex housing.

Source: Daniel Parolek

TRIPLEX / QUADRAPLEX: TARGET 28 UNITS PER YEAR (7 - 9 BUILDINGS)

Buildings containing 3 - 4 units can be seamlessly mixed into a neighborhood and provide opportunities for smaller for-rent product types to be mixed into a neighborhood.



Triplex houses provide owners the opportunity to generate rental income.

Source: Daniel Parolek



A newly built triplex house with access to the street.

Source: Emzed architecture

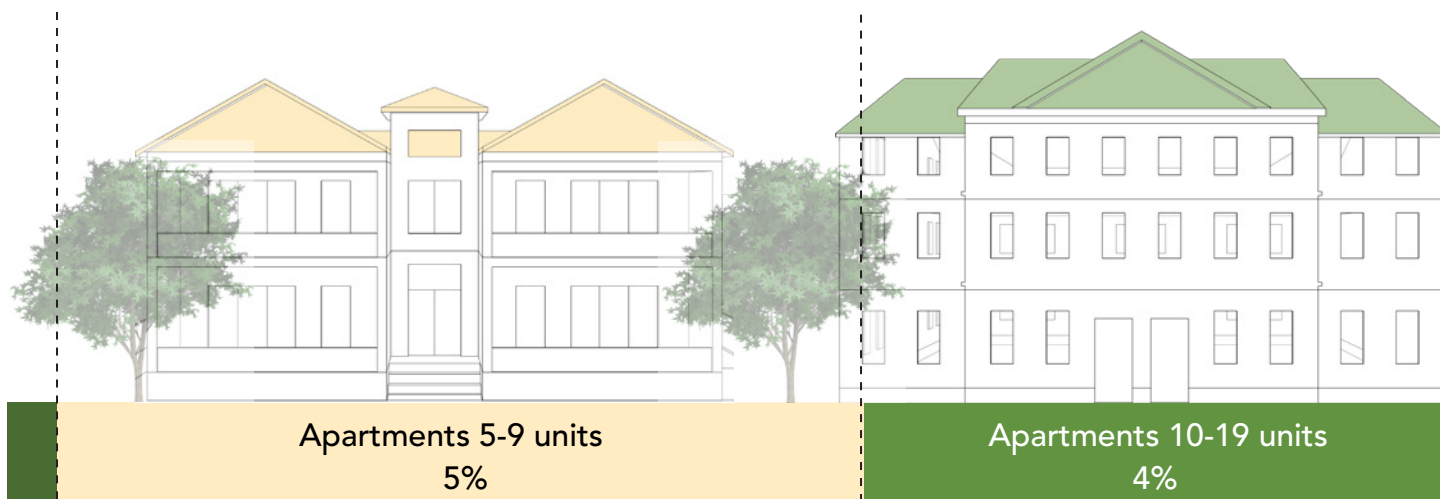


Figure 106: *The Missing Middle*

APARTMENTS 5-9 UNITS: TARGET 21 UNITS PER YEAR (3 - 4 BUILDINGS)

Small apartments with 9 units or less can fit in well within an existing neighborhood or an area transitioning from more intense uses. These buildings can resemble homes from the outside and offer an opportunity for living close in to amenities and within an existing urban fabric of lots and blocks.



Small apartment buildings can provide nicely scaled buildings for neighborhoods.

Source: Daniel Parolek



A small apartment in Taylor can fit 5 - 6 units within a neighborhood

APARTMENTS 10-19 UNITS: TARGET 25 UNITS PER YEAR (2 - 3 BUILDINGS)

Mid sized apartment buildings with between 10 and 19 units can be mixed into a neighborhood and included along larger corridors. These types of apartments can offer living adjacent to important amenities or the downtown.



Urban apartments may be located in mixed use buildings.

Source: Zillow



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

Source: Zillow

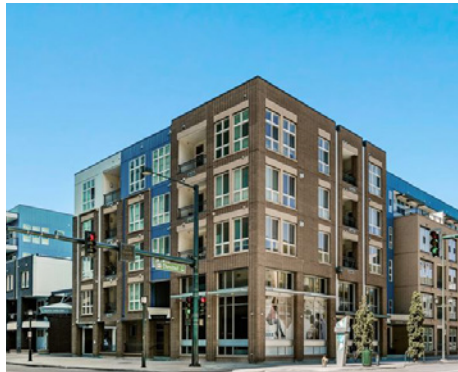
RESIDENTIAL TYPOLOGIES



Figure 107: Apartment building: 20 + units

APARTMENT BUILDING: 20 + UNITS TARGET 35 NEW UNITS PER YEAR

Apartment complexes with 20+ units can be integrated into new mixed-use centers. These urban style apartment buildings are not considered part of the missing middle housing type but are a valuable component to a mixed use center adding the densities needed to support a walkable mixed use environment.



Urban style apartments frame the street and add the density needed for a walkable center.

Source: For rent website



Apartment buildings provide a lot of benefit for urban efficiency.

Source: Vesta Corp website

SUMMARY AND KEY TAKEAWAYS

1

Build more smaller housing.

Building more smaller homes that use less land is one of the key takeaways for becoming more fiscally sustainable as a City. It is also a key element of building new housing that is more affordable. When more units are added within a similarly sized building envelope and on a similarly sized lot construction costs can be reduced. Multiple units are more expensive than a single unit because there are more kitchens and bathrooms but these increased costs can be partially off-set by shared walls and smaller square footages per unit. In addition land costs can be significantly reduced on a per unit basis.

Building more, smaller homes represents the most efficient use of infrastructure, services, and amenities including utilities, streets, parks police and fire, schools and libraries. These services are typically allocated based partially on the proximity. By building more smaller units in close proximity the cost of these services are reduced. By reducing barriers to building more, smaller units within the City and more specifically within existing developed areas, Taylor can achieve it's goals of becoming more fiscally sustainable and more affordable to existing and future residents.



Supports existing neighborhoods and communities.



Small and infill lots match historic development patterns.



Utilizing existing land as a resource promotes resilience.



Infill development supports fiscal sustainability.



Encouraging small housing supports a diversity of needs.

The diagram illustrates four different building mass configurations on .25-acre lots, each divided into a specific number of dwelling units (DUA). The configurations are as follows:

Units	DUA
1	4
2	8
4	16
8	32

DUA = DWELLING UNITS PER ACRE

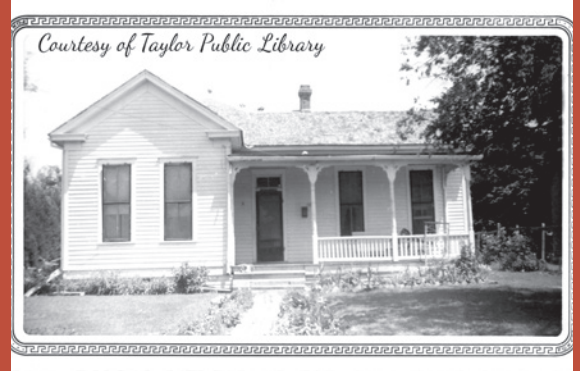
Figure 108: Plot and building mass divided into 1, 2, 4 and 8 units

135

2

Preserve existing housing.

The City of Taylor has many smaller older homes located on larger lots. These homes represent naturally occurring affordability within the community. As property values rise pressure to redevelop these lots with larger less affordable homes may lead to displacement. Programs to assist residents in maintaining older homes, selling off portions of larger lots, or building additional smaller units can help to mitigate displacement caused by rising property values. A housing trust is a tool that can be used to help preserve affordability in the community.



Preserving existing housing helps prevent displacement.



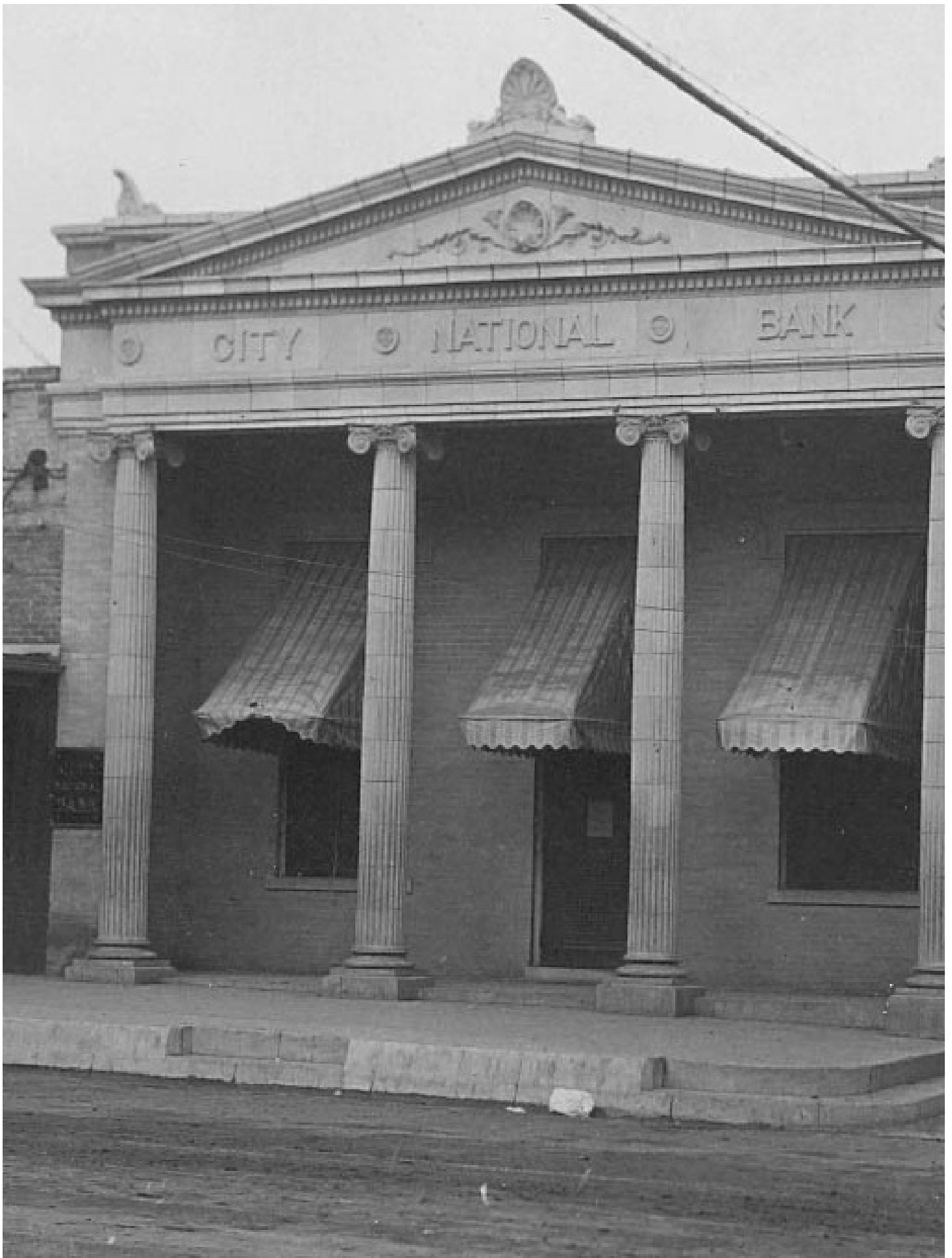
Existing housing represents the character of Taylor.



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



Smaller older housing represents naturally occurring affordability.





CHAPTER 5

IMPLEMENTATION

↳ STRATEGIES

STRATEGIES

This section provides strategies that the City of Taylor and local leaders can take to implement the Comprehensive Plan. There are a total of 15 strategies that will move this plan forward from a vision to a reality. Implementation strategies provide a roadmap for success. With an emphasis on the planning and regulatory framework, incentives and financial tools and capital improvements, they provide the necessary actions that will advance the long-term vision of the Comprehensive Plan. The following pages present each strategy in detail. Each strategy includes a list of actions, potential funding sources and leading entities. The strategies should guide the City of Taylor and partners in defining programs, setting priorities, allocating finances and assessing achievements. Over time, this part of the Comprehensive Plan should be revisited and updated to ensure that the strategies remain relevant and current as the City of Taylor continues to evolve.



PROJECTS

Projects are built, permanent, physical changes.



PROGRAMS

Programs are one-time events or ongoing actions that influence the study area but do not require permanent physical changes.



POLICIES

Policies are legal norms, rules, or definitions that control and influence future changes.

ACTION STEPS



FUNDING TOOLS



PARTNERSHIPS

Figure 109: Policies, Projects, and Programs Description

1

TAYLOR PREFERRED GROWTH DASHBOARD

Develop annual budgets to measure growth in the City of Taylor and publish progress on a dashboard located on the city's website. The dashboard will help the plan to maintain relevance and encourage accountability towards the goals of the plan. This strategy will raise awareness of the Comprehensive Plan growth strategies and lead to updates and recalibration of budgets to adjust for updated population projections. This strategy may require staff resources to keep up with the dashboard, update data collection methodologies with permit submittal; and maintain more accurate and updated geographic information.

ACTIONS

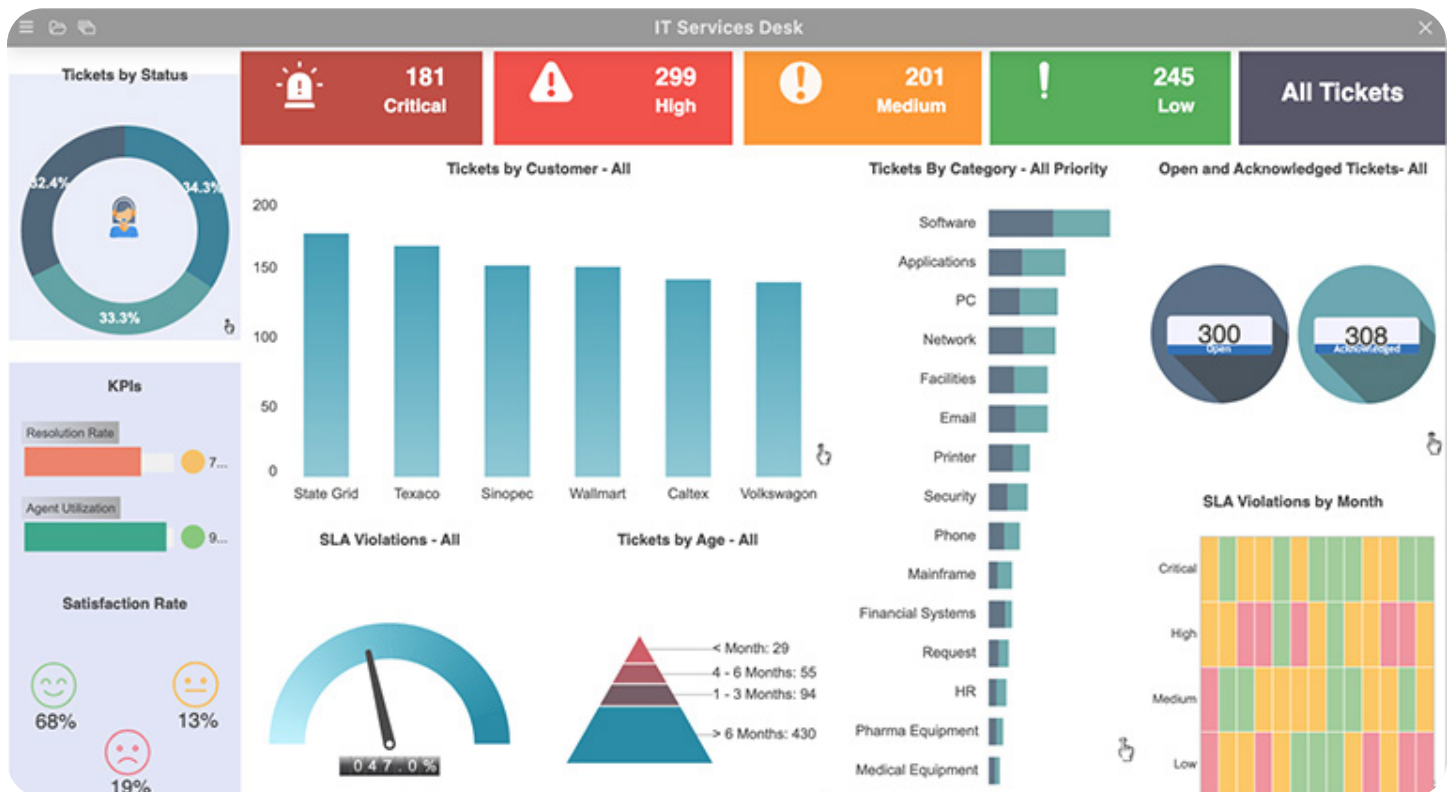
- Identify metrics to track
- Establish a baseline
- Update annually

FUNDING TOOLS

- Not applicable

PARTNERSHIPS

- Real estate and business community
- Regional governmental entities



Develop annual budgets for growth to be sure that the city is growing as envisioned in the Comprehensive Plan.

2

LAND USE EVALUATION TOOL

A land use evaluation tool would analyze the fiscal implications, infrastructure capacity, housing diversity, and proposed land uses against the goals and projections in the Comprehensive Plan. The growth sectors map would be included as an evaluation tool. These metrics would be presented consistently with every new development proposal. This strategy will help ensure that informed decisions are made about future development and not increase the burden on current tax payers.

ACTIONS

- Establish a template and methodology.
- Update zoning and land use application requirements.

FUNDING TOOLS

- Not applicable

PARTNERSHIPS

- Real estate, development and business community



Establish an evaluation tool to analyze land use proposals that may differ from the future land use map or zoning designations for the property.

3

DIRECT GROWTH TO CENTERS

Use city programs, policies, and projects like reduced impact fees, new capital improvements, infrastructure, and location of city facilities to help catalyze growth. Other policies can include capturing tax increment within new centers and dedicating a certain percentage to improvements within those centers. This strategy can help lead to a more fiscally sustainable future, reduce the burden on infrastructure, and encourage development to match the character of existing development in Taylor. It will be important to find the appropriate balance between investment in new centers and investment in Downtown.

ACTIONS

- Establish a city wide policy for investment in identified centers.
- Adjust current infrastructure programs to consider new centers.
- Prioritize new projects within centers.

FUNDING TOOLS

- Establishment of a Tax Increment District

PARTNERSHIPS

- Real estate and business community
- Public Works Department
- Community services



Prioritize centers for capital improvements and other growth supportive policies that may result in reduced impact fees.

4

UPDATE DEVELOPMENT STANDARDS TO SUPPORT CENTERS AND INFILL

Centers are envisioned as mixed use and walkable places; the city's current development standards do not support this character of development outside of the downtown. Each center has a desired function and character. Development standards need to be updated to allow centers to build out in a way that matches the intent and character. Implementing this strategy will help lead to the development and redevelopment of the centers consistent with the city's goals. This strategy should also streamline development within identified centers. Note that it will be important to balance character based design standards with increases in entitlement to ensure the viability of these centers.

ACTIONS

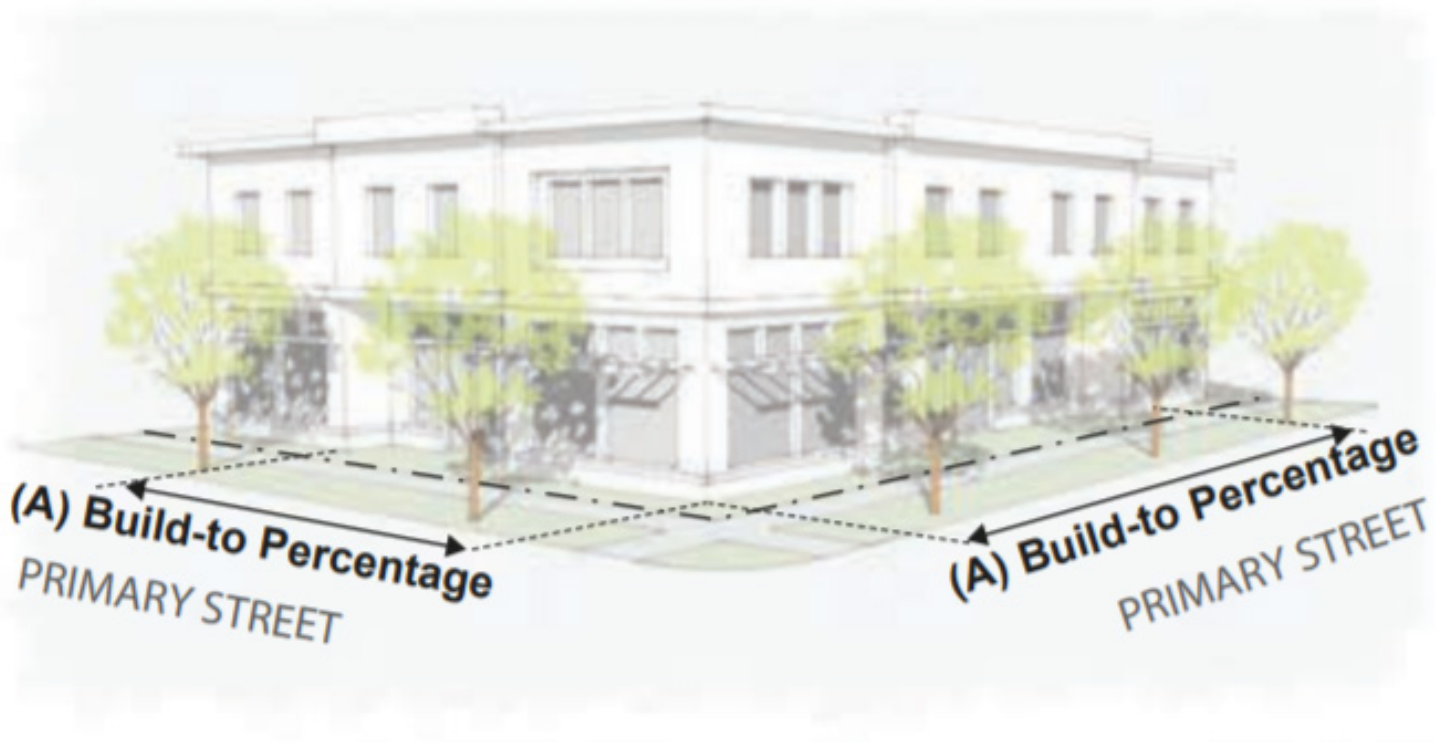
- Identify the scope of the project
- Involve community stakeholders
- Propose standards
- Adopt an updated code with new tools and standards.

FUNDING TOOLS

- City budget

PARTNERSHIPS

- Real estate and business community
- Property owners
- Residents



Revise the development code to ensure that identified centers evolve as envisioned in the Comprehensive Plan.

5

IMPLEMENT POLICIES TO DISCOURAGE DEVELOPMENT IN RESTRICTED GROWTH SECTORS

Property within the restricted growth sector on the growth sector map does not have access to adequate utility and street infrastructure to support new development. Developing these areas would require service extensions and new streets. This expenditure to support new areas would have a disproportionate impact on current tax payers now and in the future. Discouraging development in restricted growth areas will require strong policies related to enforcing the growth sector map. These policies can become part of a future development code update. In addition to discouraging development policies can be adopted to assist with preservation of important agricultural land.

ACTIONS

- Adopt policies for the preservation of agricultural land.
- Adopt policies related to development requests in restricted growth areas.
- Update development standards to enforce the growth sectors map.

FUNDING TOOLS

- Land preservation grants

PARTNERSHIPS

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



Implement land use and infrastructure policies that discourage the extension of infrastructure into the ETJ and County.

6

IMPLEMENT THE NEW TRANSPORTATION MASTER PLAN

The purpose of the City of Taylor Transportation Master Plan is to identify and prioritize mobility improvements that encourage safe and efficient travel within and through the City of Taylor. The location and design of streets in the Transportation Plan reflect the function of the streets to move people within the city and to generate valuable land uses. This strategy will lead to better maintained streets, help reduce congestion and encourage all modes of travel.

ACTIONS

- Adopt a strategy to prioritize street maintenance where investments in increased property values are occurring.
- Focus on multimodal improvements.
- Ensure the preservation of ROW as development occurs.
- Adopt access management programs to ensure roads maintain mobility and streets create value.

FUNDING TOOLS

- Management districts within the downtown can support some maintenance and beautification
- County, state, and federal infrastructure grants can be pursued.
- Increased values from infill development and redevelopment

PARTNERSHIPS

- Regional governments
- TxDOT
- Main Street



Implement the new hierarchy of streets and associated cross sections.

7

PLAN FOR NON-VEHICULAR TRIPS

When planning a new development or modeling city-wide and regional mobility needs, non-vehicular trips should be accounted for. The number of non-vehicular trips is heavily influenced by the development pattern, street design, and uses. By accounting for non-vehicular trips the amount of space designated to vehicles in the ROW can be reduced. This strategy can lead to a reduction in the number of travel lanes and increase accommodations for non-vehicular modes.

ACTIONS

- Update development standards to include space for non-vehicular travel such as minimum bicycle parking requirements.
- Reduce or eliminate parking standards for infill or compatible new development in centers.
- Update transportation and traffic impact models to account for non-vehicular trips.

ACTIONS CONTINUED

- Expand hike and bike trails to connect neighborhoods, parks, schools, and mixed-use areas.
- Improve pedestrian facilities/safety to encourage walking trips areas.

PARTNERSHIPS

- Regional governments
- TxDOT
- Development community



Develop annual budgets for growth to be sure that the city is growing as envisioned in the Comprehensive Plan.

8

ADOPT A VISION ZERO POLICY

A Vision Zero policy includes a goal to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. A Vision Zero policy should include political commitment, multi-disciplinary leadership, an action plan, commitment to equity, and be data-driven. This strategy will help to reduce traffic collisions and increase safety for all users. A Vision Zero policy can help to shift the conversation about street design to prioritize safety. As a part of the Vision Zero policy, an ADA transition plan and way finding can be incorporated.

ACTIONS

- Analyze collisions and safety data
- Assemble a multi-disciplinary team
- Identify strategies
- Implement

FUNDING TOOLS

- Grants may be available

PARTNERSHIPS

- Regional governments
- TxDOT
- Police & Fire
- Non-profit and community groups
- Business community
- Residents



Establish an evaluation tool to analyze land use proposals that may differ from the future land use map or zoning designations for the property.

9

PRIORITIZE INFILL AREAS AND CENTERS FOR STREET IMPROVEMENTS

Street improvements and maintenance should be focused in infill areas and centers because these areas are anticipated to accommodate the majority of people. In order to be fiscally sustainable the city needs to be able to adequately maintain existing infrastructure prior to building more. This strategy will encourage and support more infill development and maintain a more consistent overall tax burden for current tax payers.

ACTIONS

- Adjust infrastructure extension policies.
- Adjust street maintenance plans.
- Align street maintenance budget with private investments in infill areas and centers.

FUNDING TOOLS

- State and regional transportation funding
- Potential Tax Increment Financing Districts
- Annual budget

PARTNERSHIPS

- Not applicable



Overlay the pavement condition with the land use plan and prioritize the CIP with infill and intended growth areas.

ENHANCE CROSS TOWN CORRIDORS

Cross town corridors are typically designated as either a Neighborhood Avenue or a Community Boulevard and they represent the primary connections from center to center and neighborhood to neighborhood within the City of Taylor. Cross town corridors should prioritize pedestrian, transit, and bicycle travel and accommodate moving vehicles. This strategy will increase transit ridership and accommodate more modes of transportation allowing people to travel safely between centers. Challenges with implementation include constrained ROW and cost of improvements. It can be challenging to accommodate that many different types of users within existing ROW and may require trade offs.

ACTIONS

- Identify priority improvements and important pedestrian and bicycle connections.
- Utilize low-cost methods such as striping and bollards whenever possible.

FUNDING TOOLS

- State and regional transportation funding
- Potential Tax Increment Financing Districts
- Annual budget

PARTNERSHIPS

- CARTS



Prioritize complete streets in the design and implementation of cross-town corridors.

11 ENCOURAGE MISSING MIDDLE HOUSING

The characteristics of fiscally sustainable developments include a high ratio of building footprint to lot size, multi-story structures, narrow lot frontages, smaller lots and narrower streets in a grid pattern. These characteristics are all represented in missing middle housing typologies. Development standards should be updated to allow and encourage these types of buildings by-right. This strategy will provide clear direction for future development through the use of explanations, photographs, and illustrations. Missing middle housing typologies can be employed by adding new units to lots with an existing home helping property owners stay in place when property values rise. Missing middle housing can also be used on infill lots allowing more, smaller units to be constructed and therefore achieving greater affordability on a per unit basis.

ACTIONS

- Update development standards to allow and encourage missing middle housing.
- Consider programs to help existing property owners build additional dwelling units on existing lots or subdivide and sell a portion of the lot.
- Develop a housing diversity index evaluation tool for new development.

FUNDING TOOLS

- Housing subsidies funded through community Development Block Grants

PARTNERSHIPS

- Non-profit affordable housing providers
- Local builders and developers
- Housing Authority



Update zoning and development standards to allow by right those design characteristics that lead to fiscally sustainable neighborhoods.

DISCOURAGE DISPLACEMENT

Pro-actively discourage displacement by encouraging the preservation of naturally occurring affordability in the form of smaller lots and smaller units. This can also include allowing more units on less land for new construction. Consider incentives like allowing additional units to be built on a lot when the main unit is preserved. This strategy will maintain small-town character, lead to more affordability and provide property owners with opportunities to improve their lots and stay in place.

ACTIONS

- Consider strategies to prevent displacement when making infrastructure upgrades that may lead to increased property values in lower income neighborhoods.
- Update development standards to allow more smaller homes to be built on infill lots.
- Support the establishment of a housing trust.

FUNDING TOOLS

- Housing subsidies funded through Community Development Block Grants

PARTNERSHIPS

- Non-profit affordable housing providers
- Local builders and developers
- Housing Authority



Adopt policies to evaluate development proposals in greenfield areas.

13

ENCOURAGE MORE ACCESSORY DWELLING UNITS

Zoning ordinances and development standards need to be updated in order to allow accessory dwelling units to be permitted by-right. Building an accessory dwelling unit on a lot will double the density of that lot without leading to displacement or changing the character of the neighborhood. This strategy will give property owners more options to improve and better utilize their property, provide more housing in areas that already have services and amenities and more efficiently utilize existing infrastructure.

ACTIONS

- Update development standards.
- Consider programs to help existing property owners achieve financing and build accessory dwelling units.

FUNDING TOOLS

- Housing programs

PARTNERSHIPS

- Non-profit affordable housing providers
- Local builders and developers



Update the zoning ordinance to allow increased intensity of development in the Neighborhood Infill Land Use designation that fits with the character of the surrounding neighborhood.

MAINTAIN SMALL TOWN CHARACTER IN NEW NEIGHBORHOODS

As new greenfield neighborhoods and housing are built the scale and character of the streets, lots, and buildings should match the scale and character of original Taylor. Calibrate the development standards and subdivision standards to match the patterns of Taylor now. This strategy will maintain Taylor as a place that is unique and encourage more fiscally sustainable development and better utilization of resources.

ACTIONS

- Update development standards.
- Update subdivision standards to ensure new neighborhoods connect and extend the existing street grid.
- Require an urban design review for new neighborhoods.
- Implement a housing diversity index evaluation tool for new development.

FUNDING TOOLS

- Not applicable

PARTNERSHIPS

- Development community



Establish development and design standards that achieve the characteristics of "small-town atmosphere in the Neighborhood Land Use Categories.

EXPAND AND CONNECT THE PARK AND TRAIL SYSTEM

As the population grows the parks and trail systems should grow proportionately to ensure that the level of service for existing residents remains consistent. As new development occurs care should be taken to ensure adequate accessibility to parks. The city's trail system should be expanded along the existing drainage network as indicated in the thoroughfare plan map.

ACTIONS

- Implement the parks plan.
- Update the development code to ensure that parkland dedication is sufficient.
- Update the development standards to include park maintenance fees with new development.
- Update subdivision ordinance to ensure that trail systems are extended as identified in the Transportation Master Plan.

FUNDING TOOLS

- Developer dedication and fees
- Grants

PARTNERSHIPS

- Local non-profits and community groups



Work with developers to create parkland dedications and to construct park facilities accessible by the whole community.





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APPENDIX: RECENT PLANNING INITIATIVES

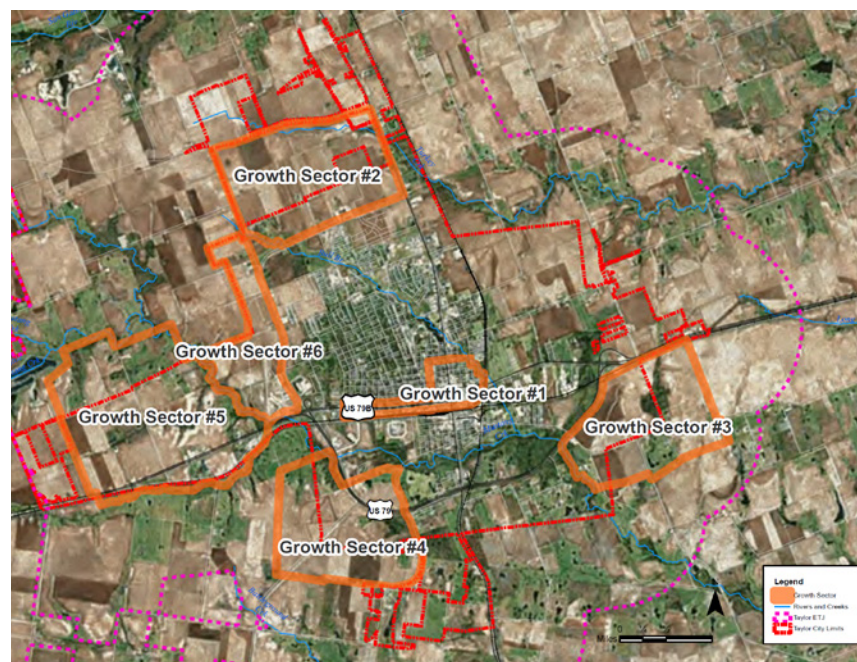
A VISION FOR FUTURE DEVELOPMENT (2017), CENTER FOR URBAN AND REGIONAL PLANNING - UTSA

PURPOSE

The purpose of this study is to examine land areas within the existing city limits and ETJ of Taylor that have potential for residential, commercial, office and industrial growth.

RELEVANT INFORMATION

- Six “growth areas” were identified as existing or emerging growth sectors and evaluated with respect to land suitability based on the availability of infrastructure, land use patterns, and natural features.
- Growth Sector 1 was Taylor’s Historic Downtown District. Opportunities identified in this sector include adaptive commercial re-use with offices or residential on the upper floors, the potential for more passenger rail travel, good access to US 79 and SH 130, and opportunities for enhanced industrial development in the southern portion of the Sector.
- Growth Sector 2 was identified as Taylor North and includes 1,241 acres and a major floodplain. Opportunities in this growth sector were identified as residential, service offices, commercial land use along major roads and recreational opportunities along Turkey Creek.
- Growth Sector 3 was identified as Taylor East and includes 1,073 acres. This sector provides excellent opportunities for industrial development based on its adjacency to the Union Pacific Rail and access to major thoroughfares and limited floodplains.
- Growth Sector 4 was identified as Taylor South and is expected to grow with residential development in the near future based on proximity to US 79, the Taylor High School and easy access to Main Street and Downtown.
- Growth Sector 5 was identified as Taylor West and has direct access to US 79 and is located closest to the Austin metro area. Several creeks in the area indicate a high potential for a linear park system.
- Growth Sector 6 was identified as the Airport and has excellent potential for light industrial uses related to aviation. Also located in this area is the operations center for the Electric Reliability Council of Texas (ERCOT), the largest employer in Taylor.



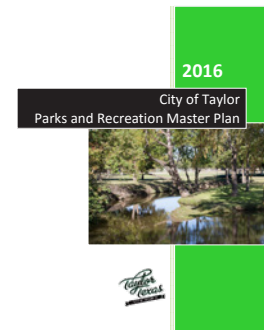
Source: University of Texas at San Antonio

Figure 110: A Vision for Future Development Growth Sector

CITY OF TAYLOR PARKS AND RECREATION MASTER PLAN (2016)

PURPOSE

The purpose of the 2016 City of Taylor Parks and Recreation Master Plan was to use a demand based approach and public input to guide the enhancement and preservation of the current park system while looking to the future and the parks and recreation needs of generations to come.



RELEVANT INFORMATION

The Master Plan identified five goals including:

1. The City of Taylor will increase the percentage of parkland and trail connectivity, including open space and greenbelt areas for trail development;
2. Increase safety in Taylor Parks;
3. Review and implement policies and ordinances;
4. Develop marketing strategies for recreational programs; and
5. Increase usage of parks and recreation facilities through programming.

The Parks and Recreation Master Plan recommends utilizing the National Recreation and Park Association (NRPA) standards of 10 acres of developed parkland per 1,000 population and 5 – 8 acres of Community Parks per 1,000 population.

Based on the NRPA standards, the City of Taylor met the requirements for the amount of parkland per 1,000 population in 2016. Recommendations from the City of Taylor Parks and Recreation Master Plan focus on increasing the diversity of park and recreation opportunities and the upkeep and maintenance of existing parks.

The City recently adopted master plans for Murphy, Robinson and Bull Branch Parks.

PRIORITIES	PRIORITY TIMELINE
Construct a cross town recreational trail along Bull Branch Creek.	Short
Perform upgrades to the Robinson Park softball field.	Short
Construct splash pad and ball field improvements at Robinson Park.	Short
Continue renovation and maintenance of existing facilities.	Medium
Identify grants and budget for park enhancements.	Medium
Build enhancements to downtown Heritage Park.	Medium
Construct a downtown skate park.	Medium
Add shade trees and native landscaping to parks.	Long
Identify land for a pocket park.	Long
Identify and acquire land for additional parkland.	Ongoing
Acquire additional parklands from developers in the planning for residential subdivisions.	Ongoing
Enhance park facilities by implementing better maintenance and upkeep standards.	Ongoing
Manage the current wildlife within the park system to ensure a quality recreational experience for all park users.	Ongoing
Enhance park safety through implementation of a park safety program.	Ongoing

Source: City of Taylor Parks and Recreation Master Plan

Figure 111: City of Taylor Parks and Recreation Master Plan Short, Medium, Long Term Priorities

RECENT PLANNING INITIATIVES

CITY OF TAYLOR DOWNTOWN MASTER PLAN (2015)

PURPOSE

The purpose of the City of Taylor Downtown Master Plan (Downtown Master Plan) was to identify opportunities for future investments, create action steps for implementation, bring people back into Downtown and make it a pedestrian-friendly and ADA-accessible destination.

RELEVANT INFORMATION

- The Downtown Master Plan included eight goals in the categories of economic, community, environment and art then identified specific actions and catalytic projects to help

make those goals a reality.

- Some key regional project recommendations included gateway features and trail and bike connections.
- Some key Downtown projects included Downtown design

standards, a parking strategy, and wayfinding and signage.

- Key streetscape improvements were recommended along Main Street, First Street, Talbot Street, Second Street, and Porter Street.



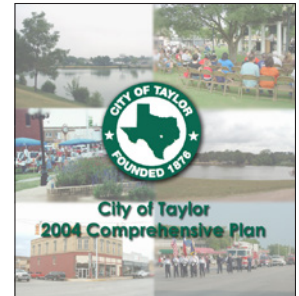
Figure 112: Downtown Master Plan Framework Plan

Source: City of Taylor Downtown Master Plan

CITY OF TAYLOR COMPREHENSIVE PLAN (2004)

PURPOSE

The purpose of the 2004 City of Taylor Comprehensive Plan (2004 Comprehensive Plan) is to provide a guide and an analytical tool to evaluate zoning and development submittals and direct policy decisions.



RELEVANT INFORMATION

- The 2004 Comprehensive Plan assumed the average density of existing residential areas would remain. This assumption necessitated an aggressive annexation strategy spreading to the north and west of the 2004 city limits.
- A key goal of the 2004 housing chapter was to improve the housing conditions in Taylor through requiring and assisting in the rehabilitation of substandard housing and the demolition of dilapidated housing.

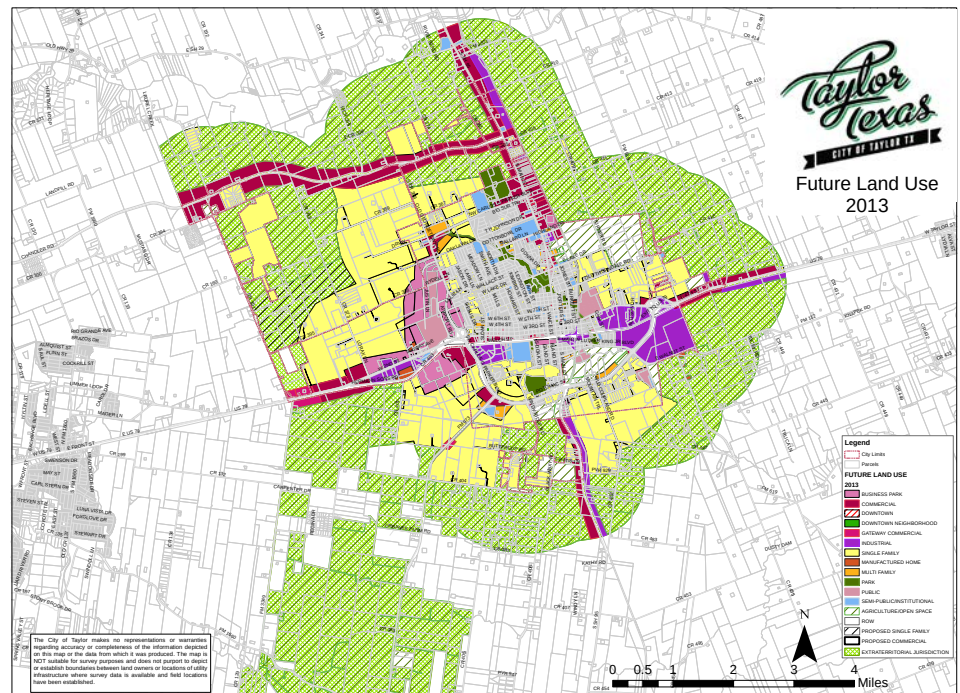


Figure 113: City of Taylor Future Land Use Plan

Source: 2004 Comprehensive Plan

PROJECTED LAND USE REQUIREMENTS

The Future Land Use Plan in the 2004 Comprehensive Plan allocated a certain percentage of the city and ETJ to fourteen different land use categories based on anticipated population growth, shown in Figure 6: City of Taylor Future Land Use Plan (last amended in 2013). The projected acreage by land use category is included in Figure 7.

LAND USE CATEGORY	CITY LIMITS	PERCENT	CITY LIMITS + ETJ	PERCENT
Agricultural / Open Space	996.5	11.4%	15,394.7	50.3%
Single Family	3,588.6	41.0%	10,026.3	32.8%
Downtown Residential	411.5	4.7%	411.5	1.3%
Multi Family	234.6	2.7%	246.5	0.8%
Manufactured Home	91.0	1.0%	102.8	0.3%
Downtown	81.1	.9%	81.1	0.3%
Commercial	516.8	5.9%	660.2	2.2%
Industrial	703.4	8.0%	706.3	2.3%
Institutional	297.7	3.4%	305.0	1.0%
Public	452.6	5.3%	461.3	1.5%
Park	369.4	4.2%	399.3	1.3%
Business Park	482.4	5.5%	980.3	3.3%
ROW	529.1	6.0%	808.9	2.6%
Total	8,754.7	100%	30,584.2	100%

Source: 2004 Comprehensive Plan

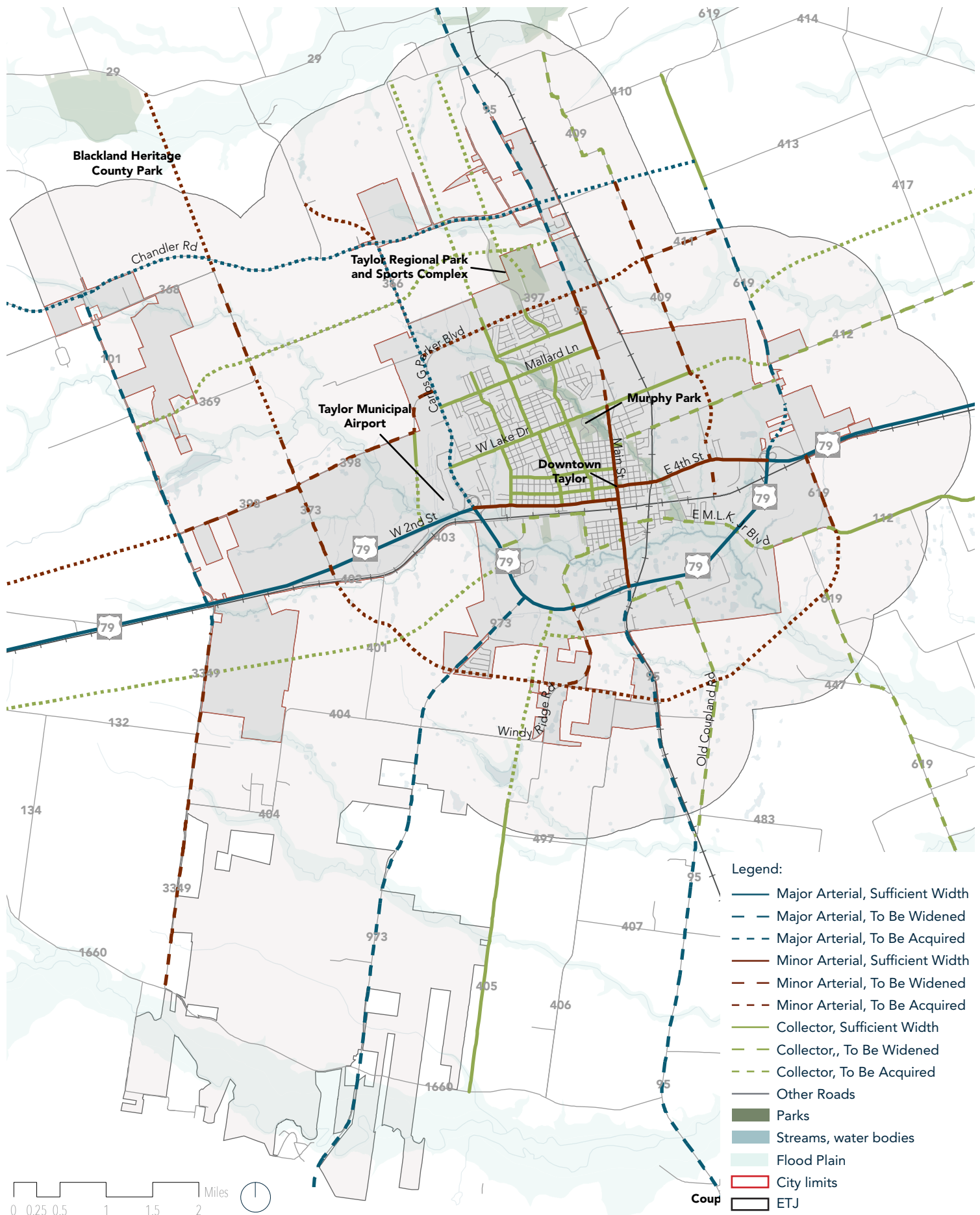
Figure 114: Projected Land Area by Future Land Use Category 2025

RECENT PLANNING INITIATIVES

RELEVANT EXISTING TRANSPORTATION PROJECTS/PLANS

Several planning documents inform the growth of the transportation infrastructure within the City of Taylor, including:

- City of Taylor Thoroughfare Plan (2004)
- City of Taylor Downtown Plan (2015)
- Williamson County Long Range Transportation Plan
- Williamson County Chandler Road Extension Planning and Preservation Study
- CAMPO 2045 Plan
- CARTS 2045 Plan



Source: City of Taylor, HDR

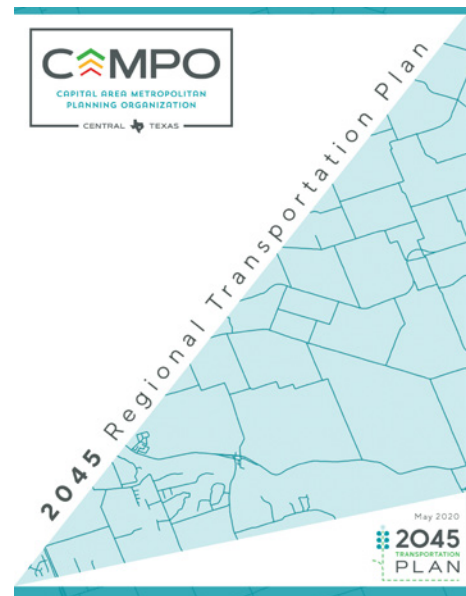
CAMPO 2045 – FISCALLY CONSTRAINED PROJECTS

- **US 79** – Widening US 79 from a four-lane undivided roadway to a six-lane divided roadway between FM 619 and west of the study limits to FM 1460
- **Corridor E1/Southeast Loop** – Widening Southeast Loop from a two-lane roadway with a continuous left-turn lane to a six-lane divided roadway and ultimately to a four-lane limited access roadway with three-lane frontage roads in each direction between US 79 and west of study limits to SH 130
- **Corridor B2/Chandler Road** – Widening Chandler Road from a two-lane undivided roadway to a six-lane divided roadway between SH 95 and west of study limits to SH 130, construction of a new two-lane roadway with a continuous left-turn lane between FM 619 and east of study limits to FM 1063
- **Corridor A2** – Construction of a new two-lane roadway with a continuous left-turn lane between FM 3349 and SH 95 with eventual widening to a six-lane divided roadway
- **Corridor B3/FM 619** – Construction of new roadway connections from FM 619 to SH 95 and US 79, widening FM 619 from a two-lane undivided roadway to a two-lane roadway with a continuous left-turn lane and ultimately to a six-lane divided roadway between SH 95 and US 79
- **Corridor E2/CR 101** – Widening CR 101 to a six-lane divided roadway between Chandler Road and US 79
- **Corridor E3/CR 101** – Construction of new two-lane roadway with a continuous left-turn lane with eventual widening to a

six-lane divided roadway between SH 29 and Chandler Road

CAMPO 2045 – FISCALLY UNCONSTRAINED PROJECTS

- **SH 95** – Widening SH 95 from a two-lane undivided roadway to a four-lane divided roadway between FM 397 and north of study limits to FM 487 as well as between US 79 and south of study limits to US 290



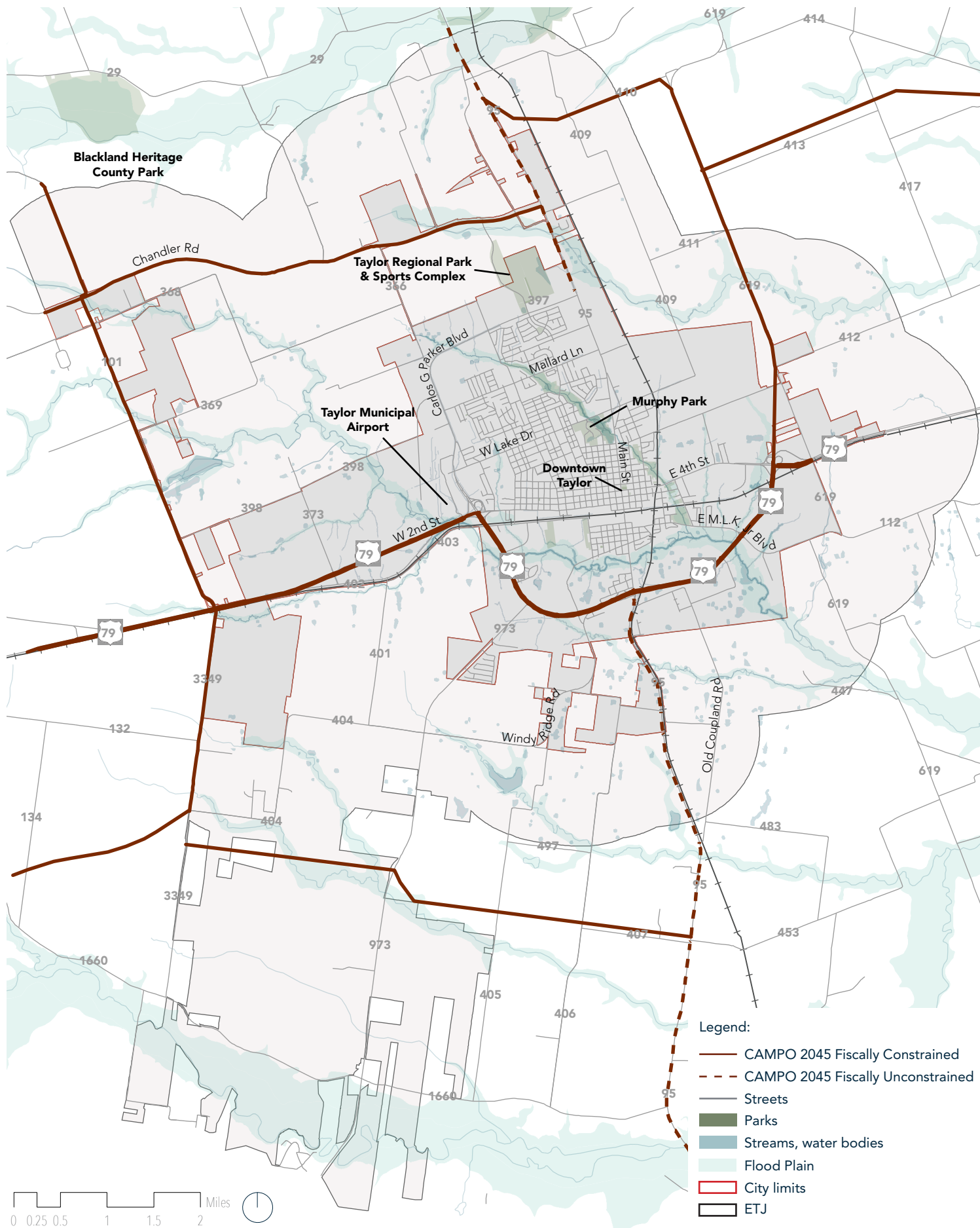


Figure 116: Planned Projects

Source: City of Taylor, HDR

RECENT PLANNING INITIATIVES

Descriptive text

OTHER PLANNING DOCUMENTS REVIEWED

Several other plans and studies added valuable awareness of opportunities and challenges in the community and informed future recommendations as applicable. These studies included:

- A Community Effort to Gain Housing Stability in Taylor, Texas (2020);
- Housing Market Study and New Housing Growth Community Marketing Assessment - Metrostudy (2016 and 2018);
- Annexation / Development Agreement Map (2017);
- Airport Height Hazard Map (2004);
- City Council Districts Map;
- Downtown Shops Map;
- Wastewater System Map;
- Water System Map; and the
- Zoning Map.



Comprehensive Plan

City Council Public Hearing

October 28, 2021

What is a comprehensive plan?

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

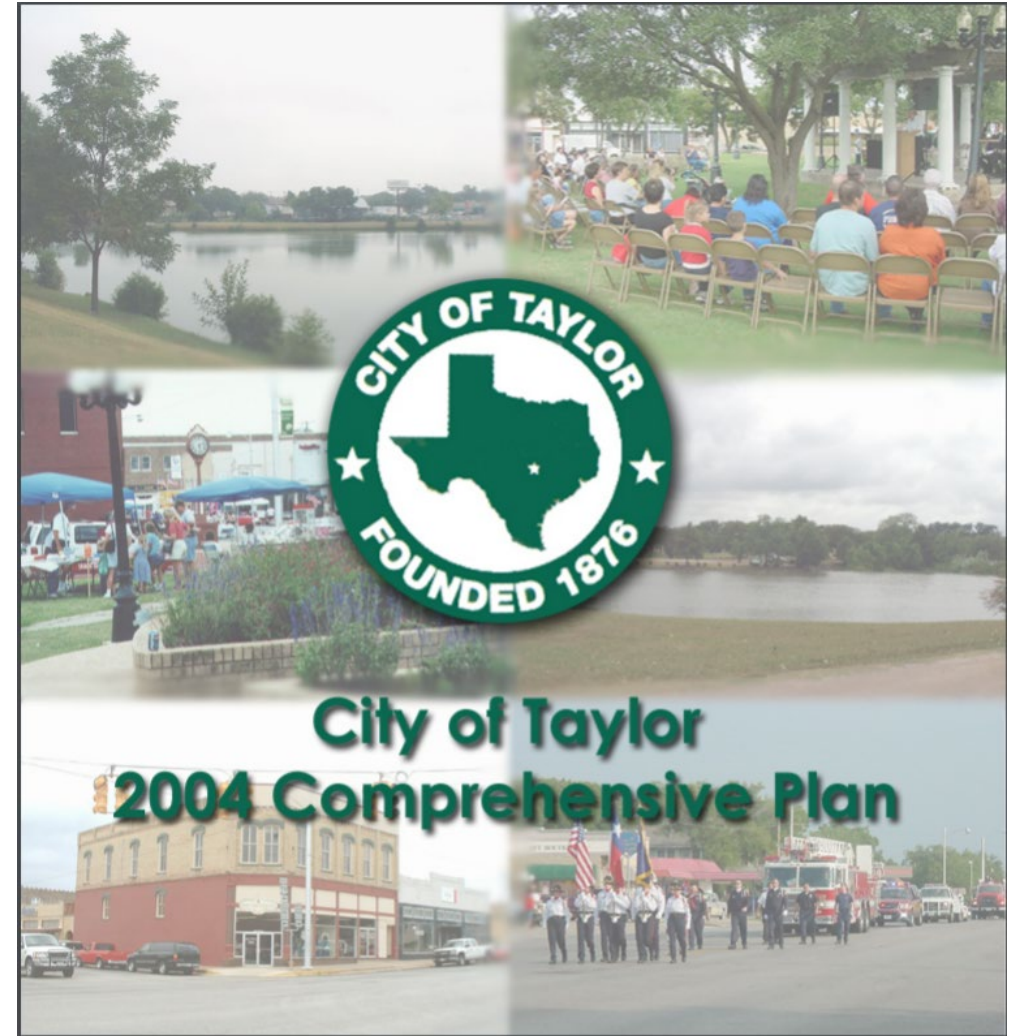
Sec. 213.002. COMPREHENSIVE PLAN. (a) The governing body of a municipality may adopt a comprehensive plan for the long-range development of the municipality. A municipality may define the content and design of a comprehensive plan.

(b) A comprehensive plan may:

- (1) include but is not limited to provisions on land use, transportation, and public facilities;
 - (2) consist of a single plan or a coordinated set of plans organized by subject and geographic area; and
 - (3) be used to coordinate and guide the establishment of development regulations.
- 
- A decorative horizontal bar at the bottom of the slide, consisting of a light green gradient bar on top and a darker green gradient bar on the bottom, separated by a thin black line.

When was Taylor's last updated?

- 2004 – 17 years ago



Why an update?

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

What is the process?



PROJECT TIMELINE



Who has been involved in the process?

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



What meetings have we had?

Strong Towns Presentations

- Sept. 17, 2020
- August 31, 2021

Community Workshops

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

CPAC Meetings

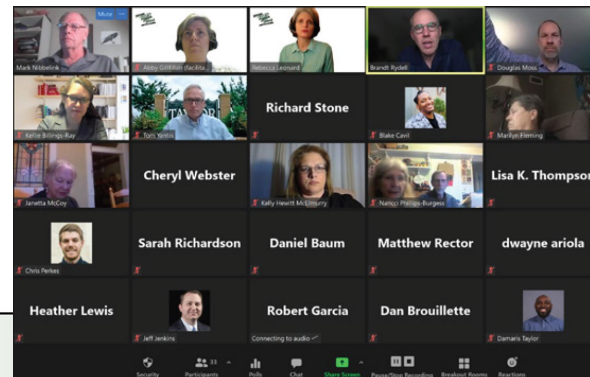
- Aug. 24, 2020
- March 1, 2021
- June 28, 2021
- July 19, 2021

Planning for Growth Workshops

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

Other

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



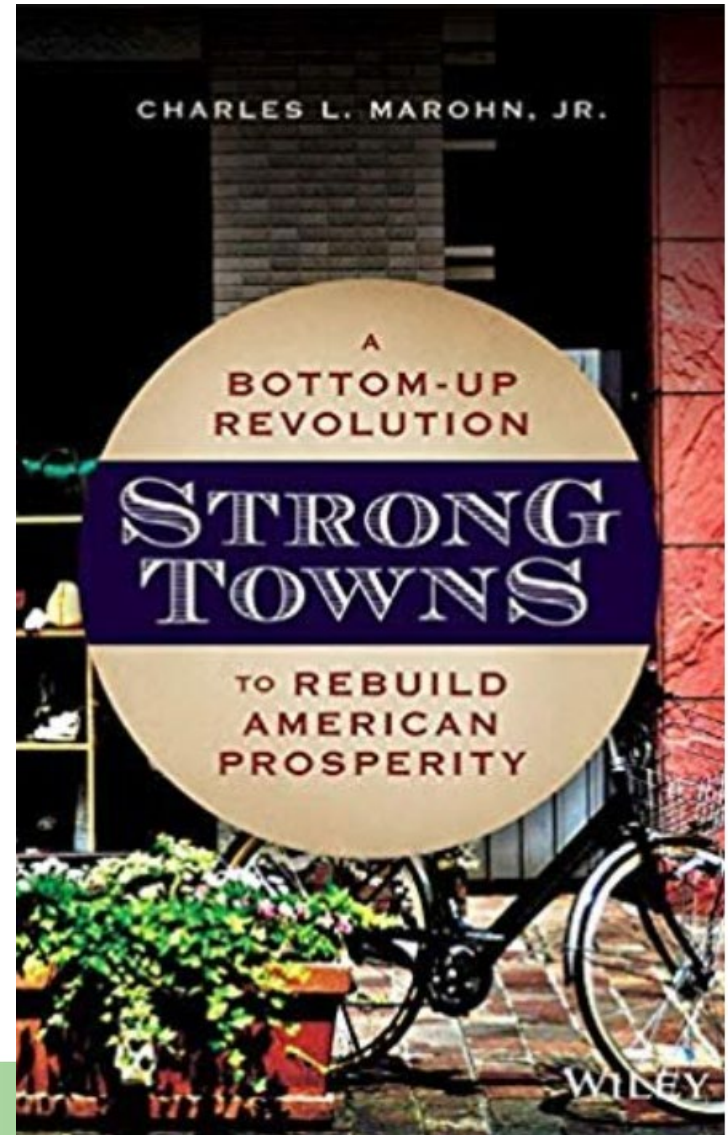
What's in the plan?

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



What is the planning framework?

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



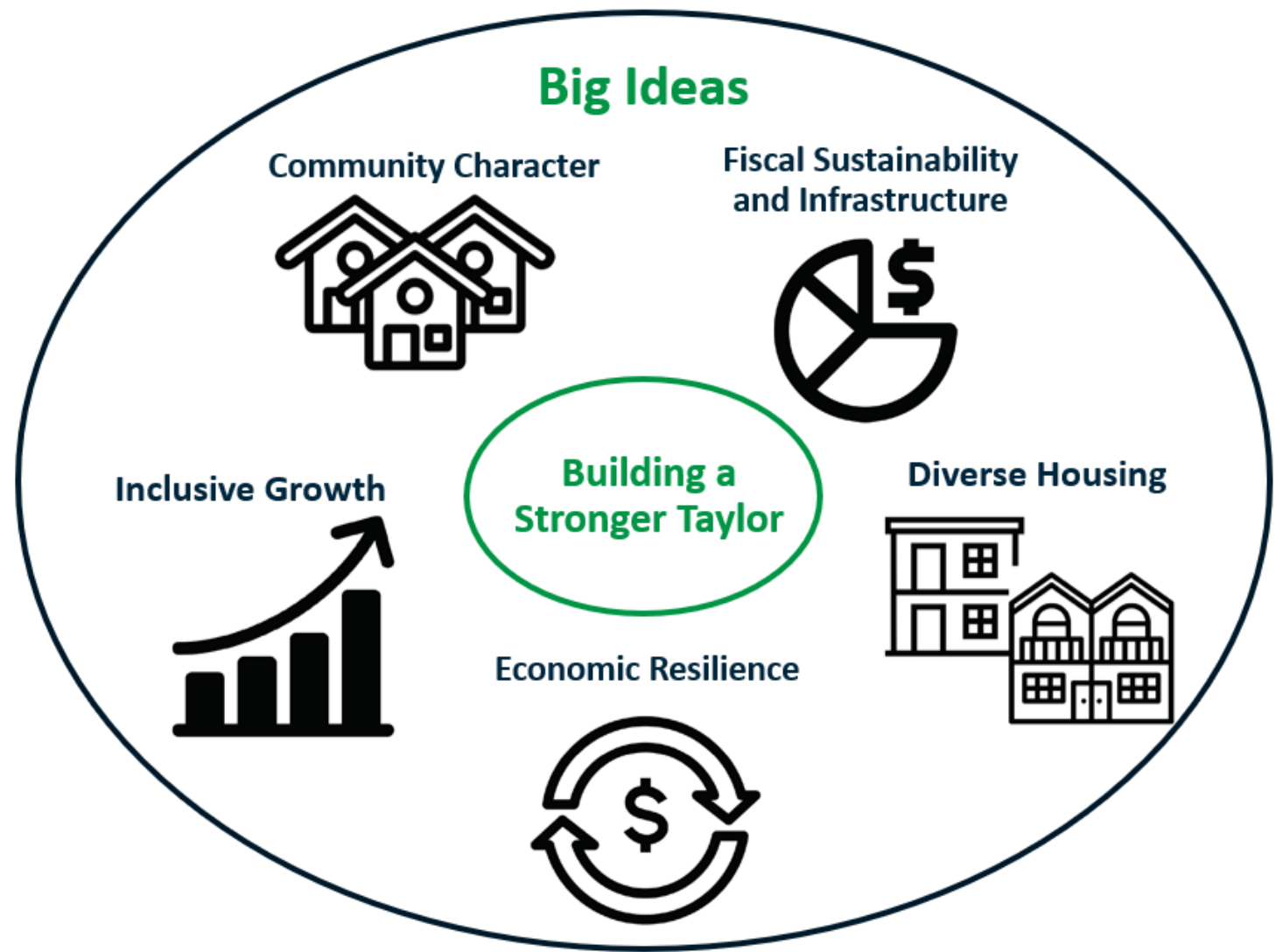
What are some Strong Towns strategies?

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

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

StrongTowns.org

What are the Big Ideas in the plan?



BIG IDEAS



Community Character

Maintain Taylor's small-town atmosphere.



Inclusive Growth

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



Diverse Housing

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



Fiscal Sustainability and Infrastructure

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

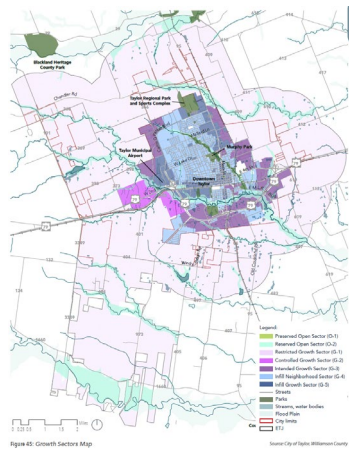


Economic Resilience

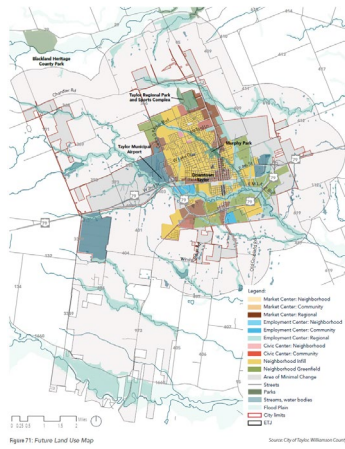
Support and promote unique, local businesses.

How do the Big Ideas take shape?

Land Use



Growth Sectors
(where we grow)



Future Land Use
(how we grow)

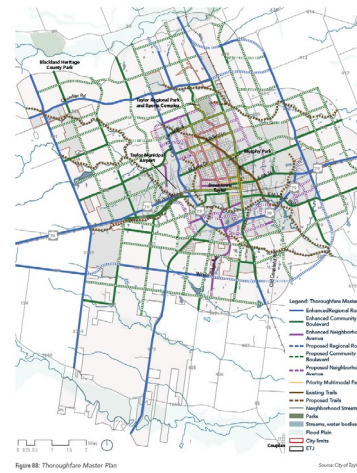
Transportation



Figure 91: Roadway Hierarchy and Grid Spacing System

- Regional Road
- Community Boulevard
- Neighborhood Avenue
- Neighborhood Street

Expand the grid



Thoroughfare Plan

Housing & Neighborhoods



Housing Diversity
&
Incremental Density

Land Use – Growth Sectors

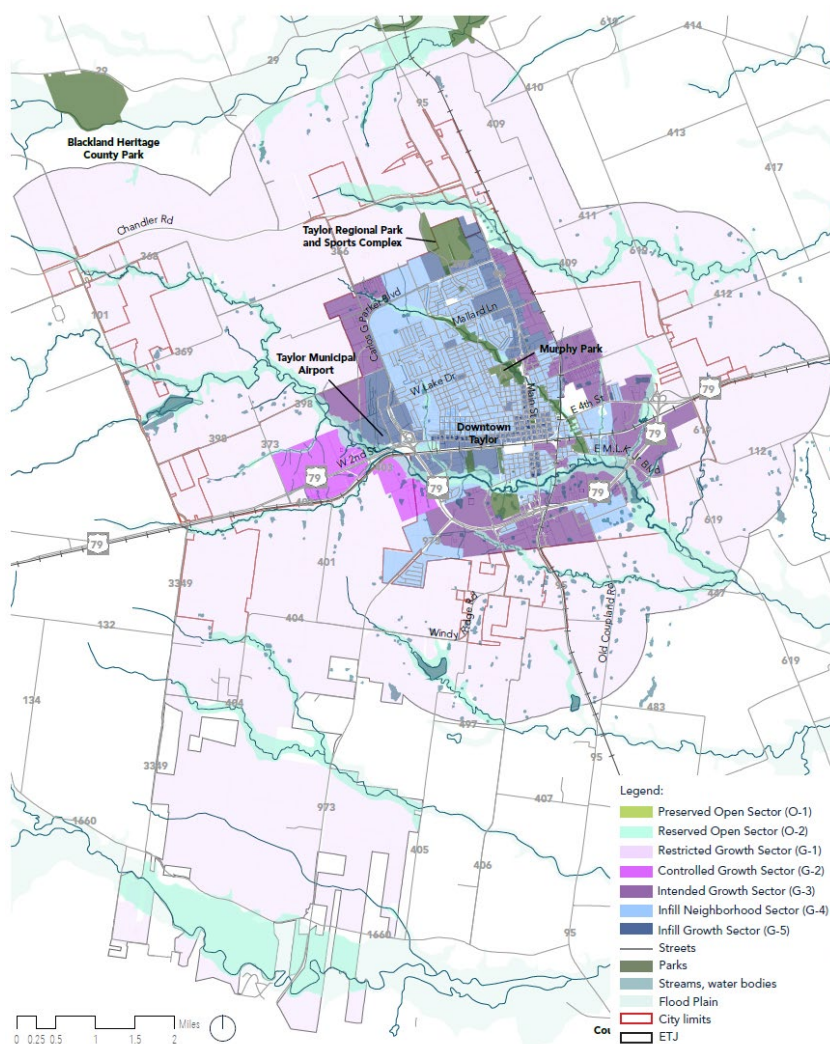


Figure 45: Growth Sectors Map

Source: City of Taylor, Williamson County

PRESERVED OPEN SECTOR (O-1)

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

RESERVED OPEN SECTOR (O-2)

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

RESTRICTED GROWTH SECTOR (G-1)

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

CONTROLLED GROWTH SECTOR (G-2)

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

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 deveolomnt is encouraged to generally match the character of the existing development.

INFILL GROWTH SECTOR (G-5)

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

Land Use – Future Land Use Map

CENTERS

MARKET

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

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

Total area: **948 acres**

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

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

CIVIC

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

Total area: 349 acres

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

- Civic Center: Neighborhood
- Civic Center: Community

EMPLOYMENT

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

Total area: 1,784

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

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

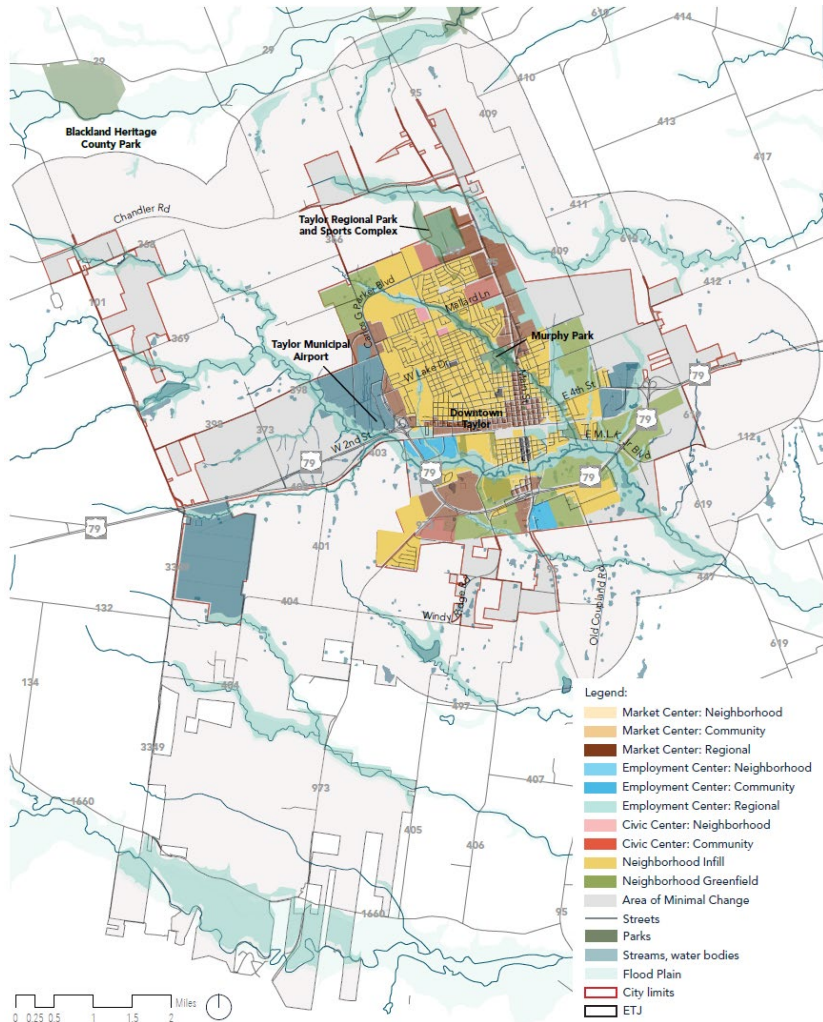


Figure 71: Future Land Use Map

Source: City of Taylor, Williamson County

Land Use – Future Land Use Map contd.

NEIGHBORHOOD

INFILL

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

Total area: 2,600 acres

Total proposed Units: 22,620 approx

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

 **Neighborhood Infill**

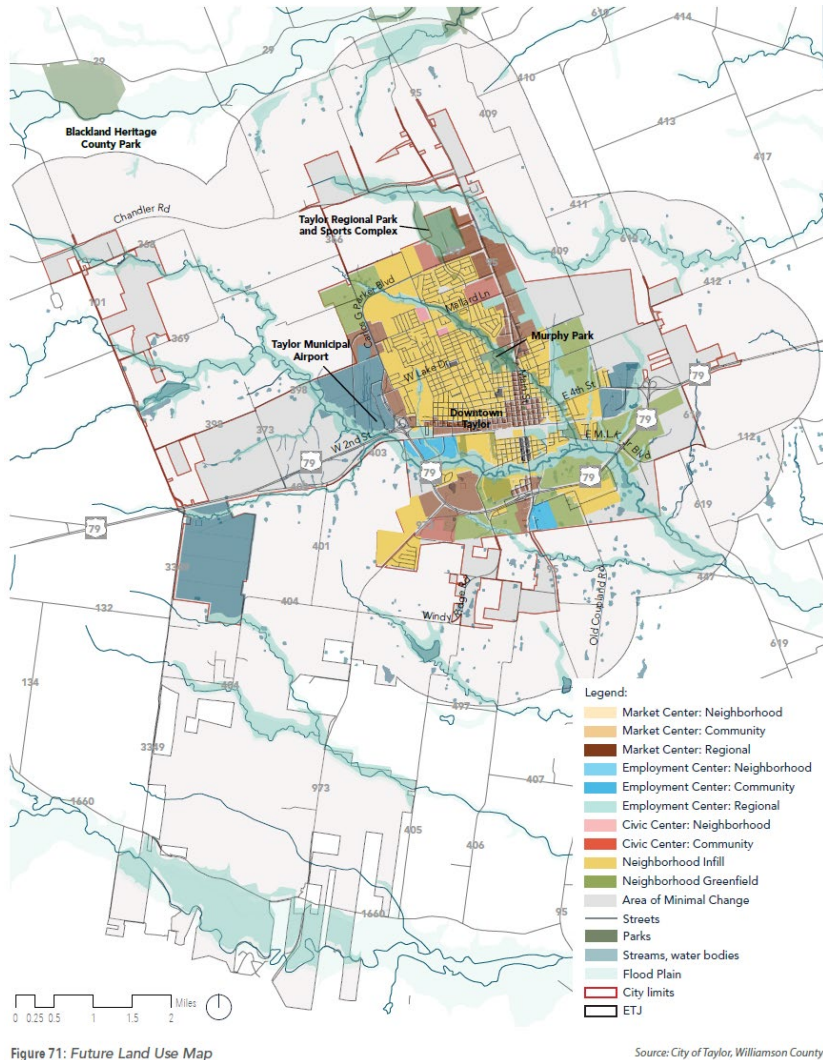
GREENFIELD

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

Total area: 1,378 acres

Total Proposed Units: 7,235 approx

 **Neighborhood Greenfield**



Transportation – The Grid

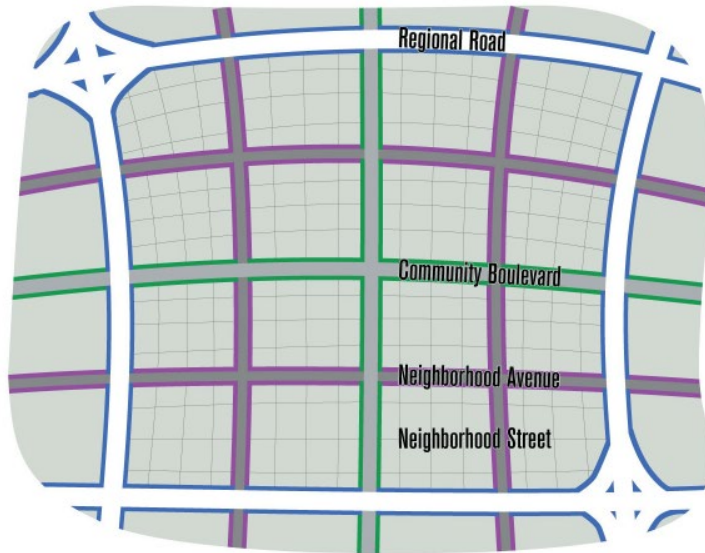
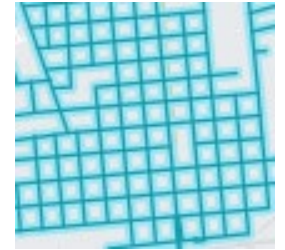


Figure 91: Roadway Hierarchy and Grid Spacing System

Regional Road
Community Boulevard
Neighborhood Avenue
Neighborhood Street

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



Taylor



Neighboring City

Transportation – Streets & Roads - NOT Stroads



Street



Road



Stroad

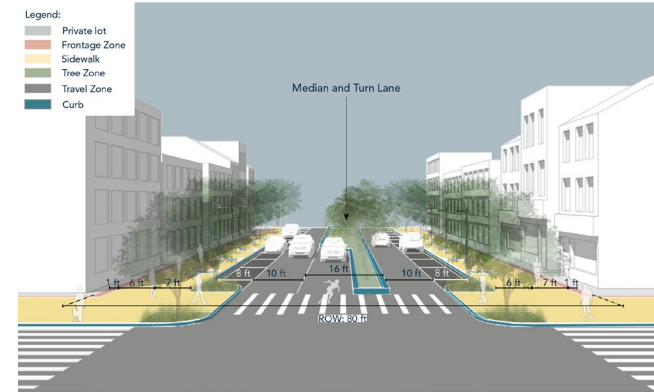
Transportation – Streets Types



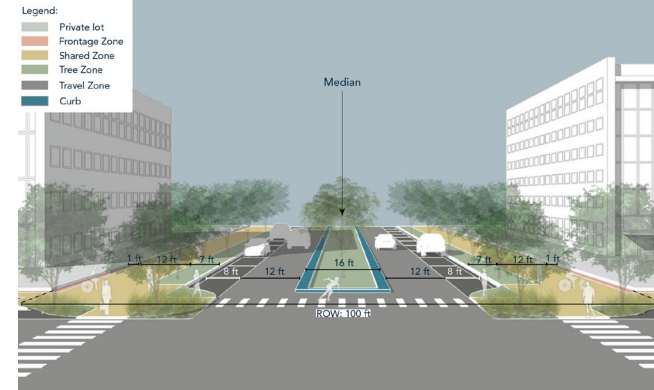
Neighborhood Street
(lowest land use density)



Neighborhood Street
(higher land use density)

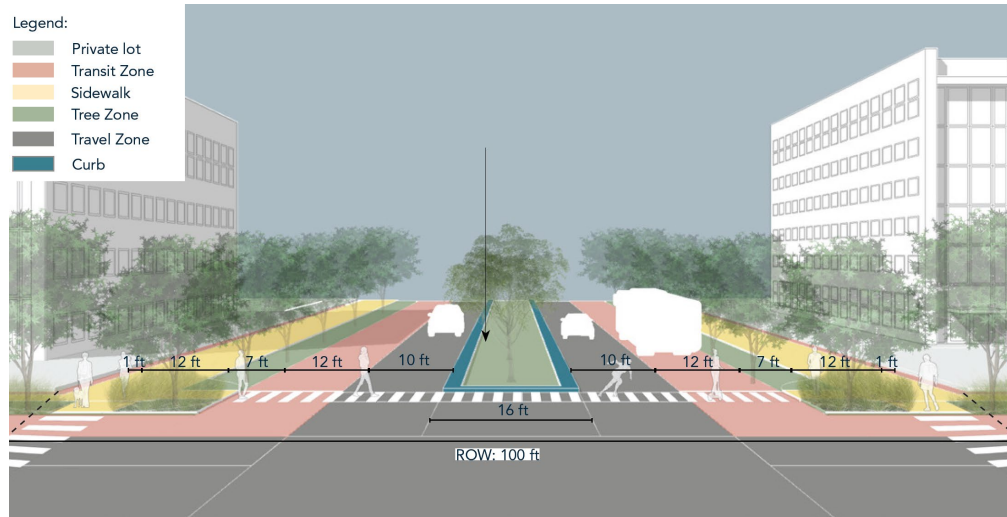


Neighborhood Avenue
(connects neighborhoods)



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

Transportation – Streets Types



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

MULTI-WAY BOULEVARD

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



A multi-way boulevard with angled parking.



Transportation – Thoroughfare Plan

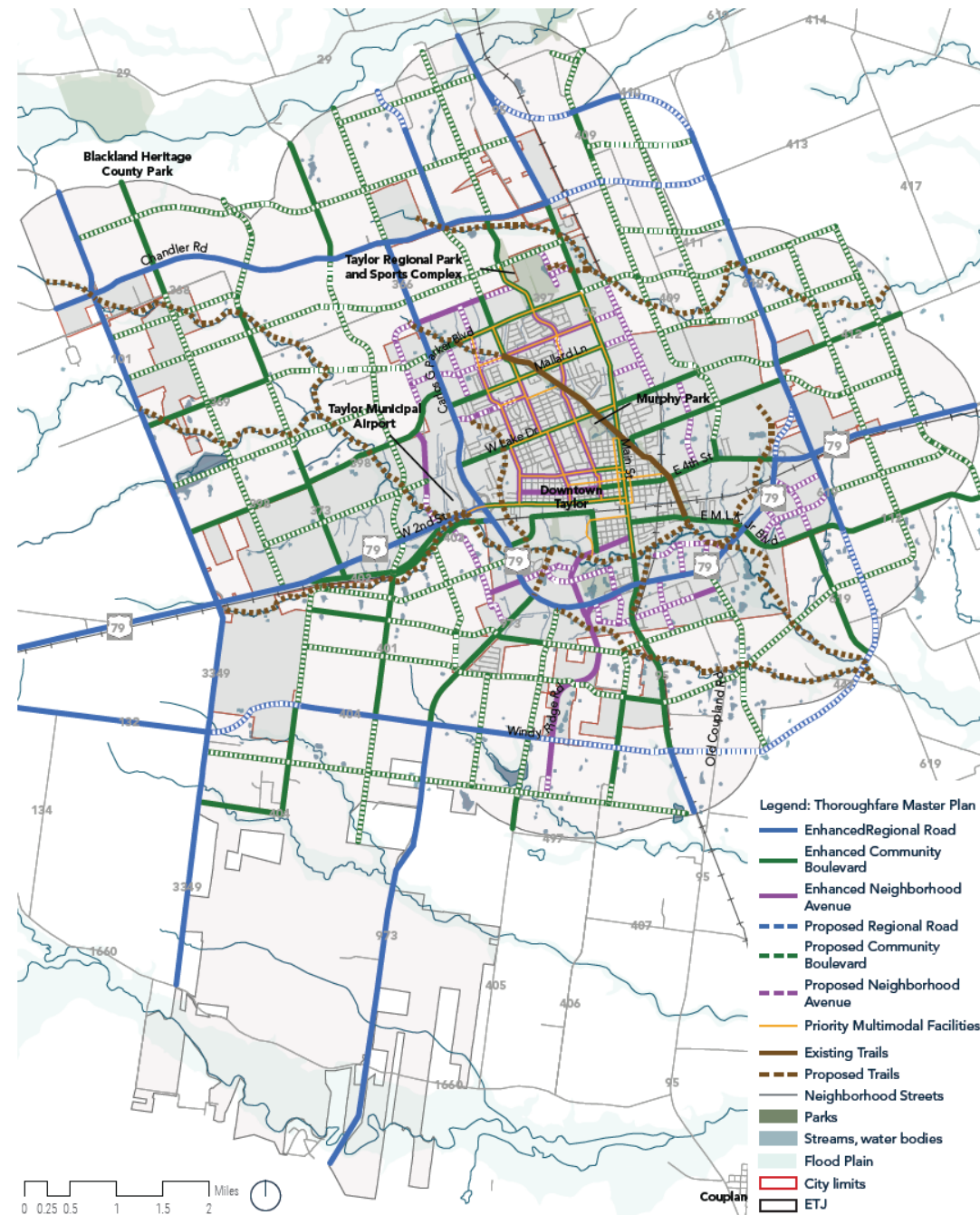


Figure 88: Thoroughfare Master Plan

Housing & Neighborhoods – Affordability Gap

2018 MEDIAN SALE PRICE

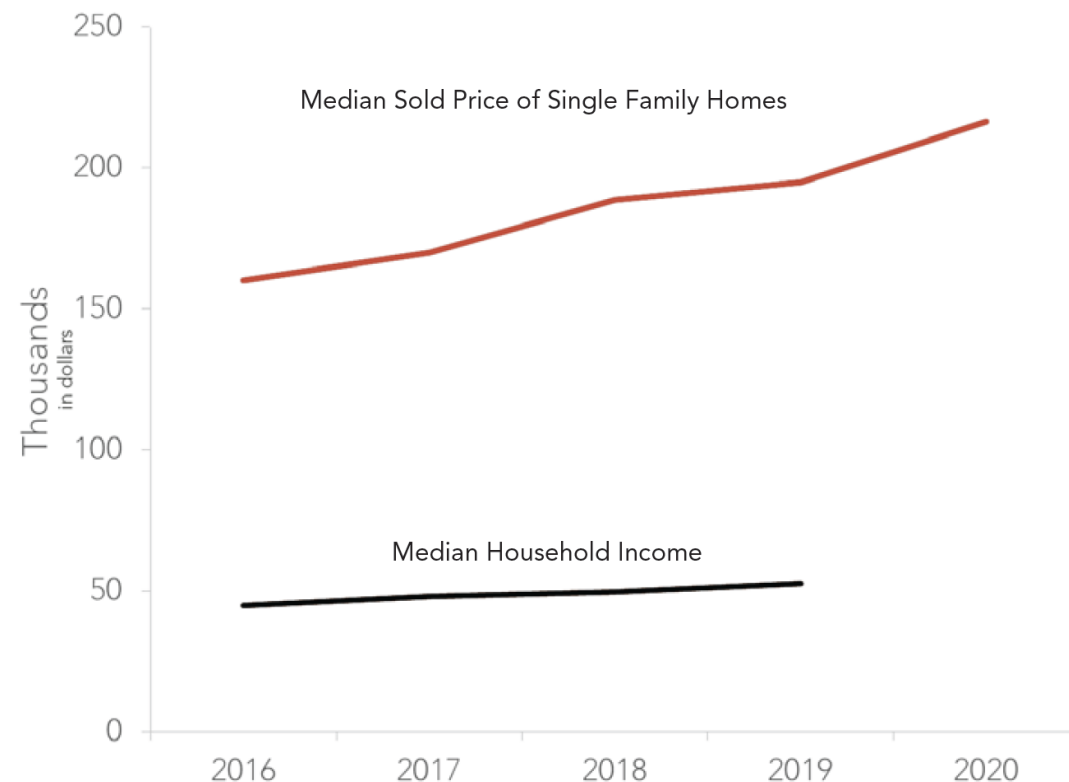
\$188,500

THE MAX AFFORDABLE
HOME PRICE BASED ON THE
2018 MEDIAN INCOME

\$149,151

HOUSING GAP

\$39,349



Housing & Neighborhoods – Housing Variety

Legend:

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



Figure 99: Missing middle housing graphic

Source: Opticos

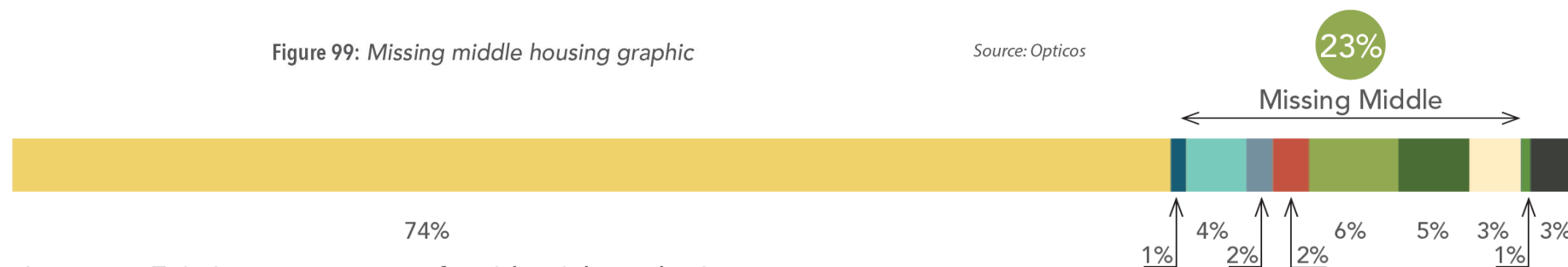


Figure 100: Existing percentage of residential typologies

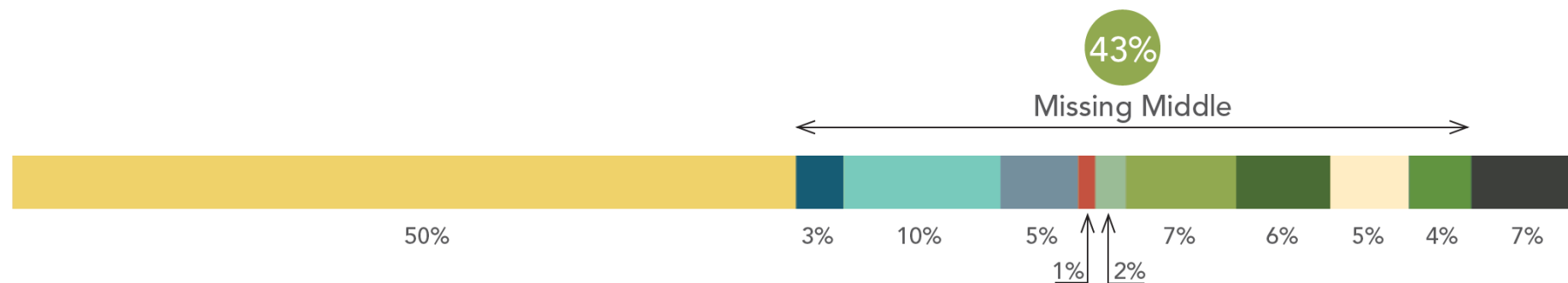


Figure 101: Proposed percentage of residential typologies

IMPLEMENTATION STRATEGIES

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

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

Discussion/Questions



City Council Meeting October 28, 2021 Transmittal Letter

STRATEGIC PILLAR

- ☒ Streets/Infrastructure
- ☒ Quality of Life
- ☒ Economic Vitality

Agenda Item #: 12
Agenda Title: Receive Grant Update from Langford Community Management Services

Council Action to be taken: Receive presentation

Department Submitted: City Management

Staff Contact: Jeffery Jenkins, Deputy City Manager
David Legere, Langford Community Management Services

1. PURPOSE/DESCRIPTION

Receive update on grants activity in the city to include the past year, current status, and opportunities.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

Langford Community Management Services gave a comprehensive briefing to the City Council in September 2020 that included a tally of grant funding during the period 2015-2020. Grant funding managed by LCMS during that period equated to \$6M or an average of \$1M/year.

City staff has continued to work with LCMS on a number of grant-funding opportunities, across multiple state and federal agencies, and on subsequently funded projects across Taylor. There has been a spike in grant funding opportunities and activity during the past year. LCMS will provide an update on the status of these grants and our overall efforts this year.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
- Grant funding is an effective way to provide benefit to the city - Little to no risks in requesting funding	N/A

4. RECOMMENDATION

Accept report as presented.

City Staff recommends that the city continue to pursue grant funding opportunities as one mechanism for providing maximum benefit to the citizens of Taylor.

5. FUNDING SOURCE

State/Federal/Foundations

6. TIMELINE

Assorted Application/Program Deadlines

7. OTHER OPTIONS (In order of preference)
--

N/A

8. ATTACHMENTS

12a. Langford CMS Briefing_102821.pdf

Grant Funding Activities/Projects/Opportunities

Addressing Need in the City of Taylor



October 28, 2021

LCMSinc.com

Contents

- Background
- Sources of Grant Funding
- Uses of Grant Funding
- Focused Services (strategic planning, tactical assistance)
- Impact on City of Taylor



Background

In September of 2020 Langford Community Management Services, Inc., briefed the City Council of Taylor on grant funding activities and projects in the City. At that time, LCMS had overseen \$6 Million in funding over the most recent 6-year period.

This briefing covers the most recent year to include active projects, pending applications for funding, and current/upcoming opportunities.



Grant Funding Sources

- Federal Agency administered Grants
- State administered Federal Grants
- State administered State Funds
- Entitlement Funding
- Public-Private Partnerships (P3)
- Disaster Programs
- Foundation Grants (Privately Funded)

Grant Funding Uses

- Community Development
 - Infrastructure (water, sewer, roads and drainage)
 - Economic Development
 - Parks, Trails, Facilities
- Disaster Recovery (TDEM)
- Hazard Mitigation (FEMA)
- Housing (HOME)
- Special Projects (EDA, TWDB)



Grant Funds Allocation

(Sep 2020)

City of Taylor	Funded						REC'D	SOUGHT	
Program	2014	2015	2016	2017	2018	2019	2020		
HOME	\$0	\$456,563	\$0	\$578,659	\$0	\$1,066,107	\$475,600		
HMGP			\$54,000						
TPWD	\$197,813	\$0	\$250,000	\$500,000	\$500,000	\$0	\$107,351		
WILCO CDBG	\$350,000	\$350,000	\$250,000	\$82,203	\$557,000	\$0	\$0		
TWDB								\$525,000	
EDA								\$5,700,000	
CDBG-MIT								\$3,500,000	
OTHER:									
Livingston						\$4,000			
Meadows							\$70,000		
TOTAL	\$547,813	\$806,563	\$554,000	\$ 1,160,862	\$1,057,000	\$1,070,107	\$652,951	\$9,725,000	\$15,574,296
Grant Funds Awarded 2014 - 2020:							\$	5,849,296	
Grant Fund Applications Under Consideration:							\$	9,725,000	

Grant Funds Allocation

City of Taylor	Funding Allocations				
Program	2020		2021		
	REC'D	SOUGHT	REC'D	SOUGHT	
HOME	\$475,600	\$475,600	\$270,000	\$270,000	
HMGP				\$542,000	
TPWD	\$107,351	\$107,351			
WILCO CDBG	\$160,000	\$400,000		\$800,000	
TWDB FIF				\$545,376	
CDBG-MIT		\$7,744,000	\$5,500,000		
OTHER:					
Meadows	\$70,000	\$70,000			
					FY 2021
TOTAL	\$ 812,951		\$ 5,770,000	\$ 2,157,376	\$7,927,376

Grant Funds Awarded **2014 - 2020:**

\$6,009,296

Grant Funds Awarded **2021 (to date):**

\$5,770,000

Grant* Fund Applications (Under Consideration):

\$2,157,376

*Does not include 0% Interest Loan:

\$3,090,464

IMPACT



Questions?

Langford Community Management Services, Inc.

2901 CR 175

Leander, Texas 78605

Phone: (512) 452-0432

Email: Judy@LCMSinc.com

Web site: www.LCMSinc.com





City Council Meeting October 28, 2021 Transmittal Letter

STRATEGIC PILLAR

☒ Streets/Infrastructure

☐ Quality of Life

☐ Economic Vitality

Agenda Item #: 13

Agenda Title: Receive update and provide direction on the next WILCO CDBG projects over next five years. (Jim Gray/Jacob Walker)

Council Action to be taken: Receive update and provide direction on the next WILCO CDBG projects over next three years.

Department Submitted: Public Works

Staff Contact: Jim Gray, Director of Public Works
Jacob Walker, HDR

1. PURPOSE/DESCRIPTION

The purpose of this item is to present staff proposed projects targeted at typical CDBG annual funding level for the next several years.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

The City works with Langford Community Management to present projects to Williamson County's Community Development Block Grant (CDBG) Program for application for funding. Williamson County has stated preference to award yearly projects around the \$400,000 project cost budget.

HDR and Public Works have identified projects within this budget to be prioritized over the next several years based on either existing capacity issues as identified in the hydraulic model from the Water Master Plan or operational/condition problems as identified in the field by multiple and frequent maintenance needs. The proposed projects, in prioritized order, are as follows:

Year	Project	Cost Estimate	Description
2021	Old Coupland Rd Waterline	\$448,000	Upsize 2" waterline to 8" for FF
2021 Additional Funds	Southwood Hills Disinfection	\$550,000	Replace pumps & add equipment
2022	Highland Drive Water Main	\$500,000	Poor condition 8" replacement
2023	N. Main St. Water Main	\$450,000	Poor condition 8" replacement
2024	Ford Pump Station	\$450,000	Poor condition equipment repl.
2025	E. MLK 8" Water Main	\$400,000	Poor condition 8" replacement

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Having a priority project list assists staff and grant administrators plan annually • Williamson County CDBG Program sees Taylor as proactive and committed	

4. RECOMMENDATION

Recommend approving project list as presented

5. FUNDING SOURCE

CDBG of Williamson County

6. TIMELINE

Application for the additional 2021 Funds are immediate

7. OTHER OPTIONS (In order of preference)

1. Reprioritize project list.
2. Change projects.

8. ATTACHMENTS

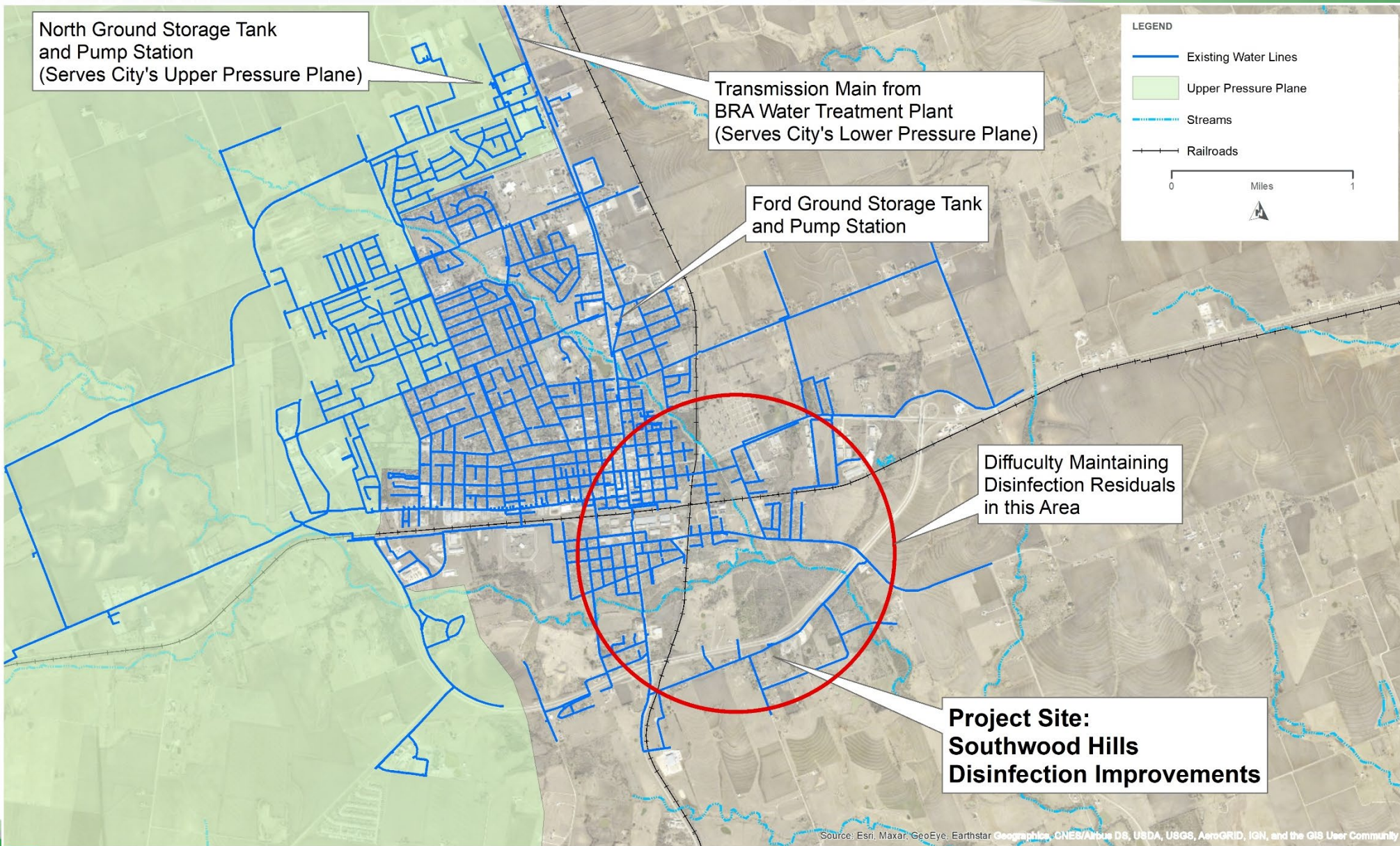
13a. PowerPoint presentation

Southwood Hills Disinfection Project

- Disinfection inactivates pathogenic organisms in the water
- Disinfection occurs at the water treatment plant through filtration and addition of disinfectant (chlorine or chloramines)
- Disinfection can decay in the distribution system, especially in areas of low water use
 - TCEQ requires a minimum disinfection concentration of 0.5 mg/L at all points in the distribution system

Southwood Hills Disinfection Project

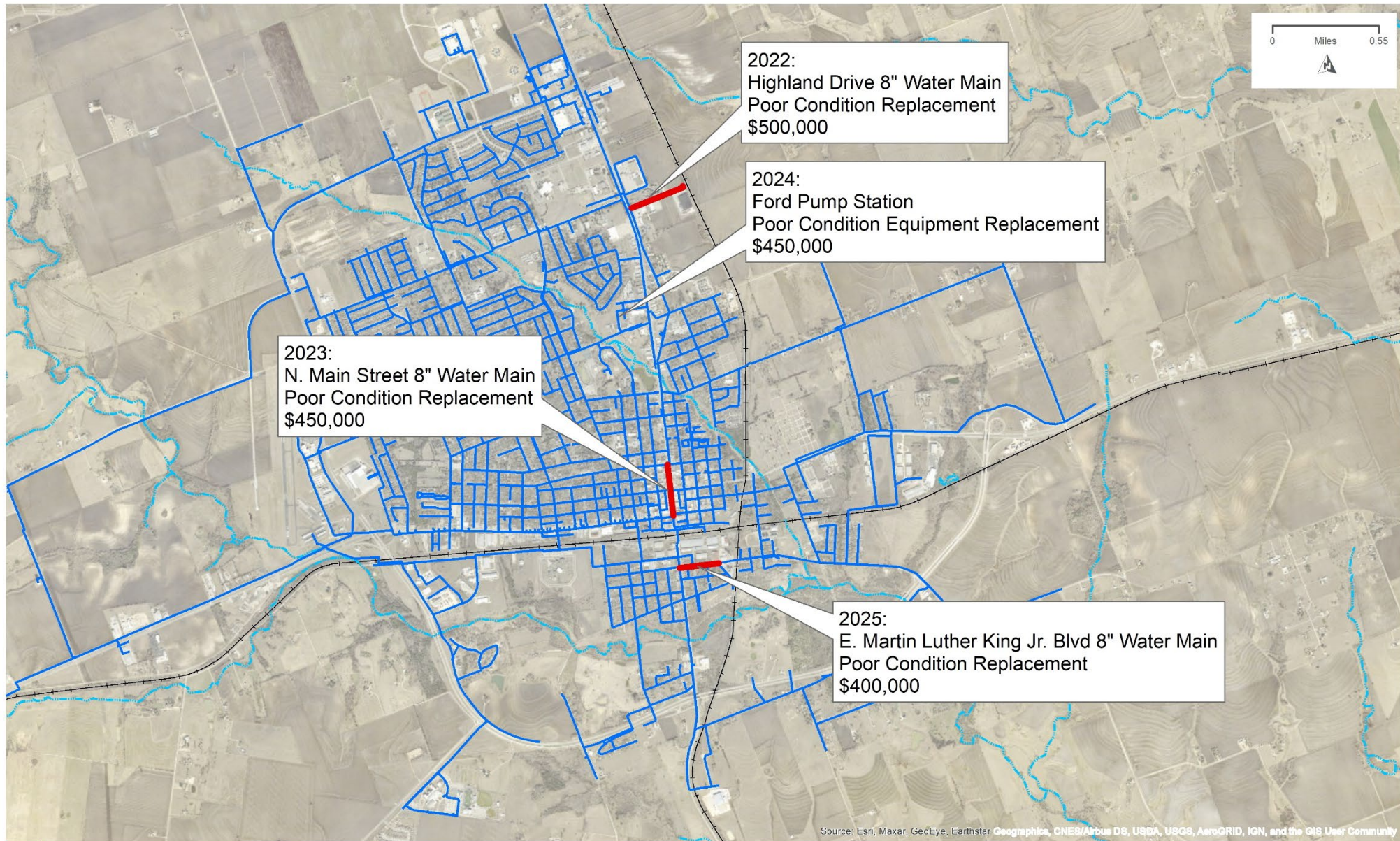
- Disinfection is added at the North Pump Station, which provides water to the upper pressure plane
- The lower pressure plane receives water directly from BRA water treatment plant at Lake Granger
 - Level of disinfection decays in the southeast part of the City
 - Flushing water from the system helps circulate water and can improve disinfection levels
- This project will add a disinfection station near Southwood Hills to circulate freshly disinfected water



Southwood Hills Disinfection Project

- Rehabilitate prior disinfection station near Southwood Hills:
 - Replace two booster pumps
 - Add disinfection feed equipment (chlorine gas and liquid ammonium sulfate)

Item	Opinion of Probable Construction Cost
Pumps & Disinfection Equipment	\$320,000
Contingency for Unknowns	\$150,000
Design and Testing	\$80,000
Total	\$550,000





City Council Meeting October 28, 2021 Transmittal Letter

STRATEGIC PILLAR

☒ Streets/Infrastructure

☐ Quality of Life

☐ Economic Vitality

Agenda Item #: 14
Agenda Title: **Consideration of proposal for HDR Engineering, FM 973/CR 401 Water and Wastewater Improvements.**

Council Action to be taken: Consideration of proposal for HDR Engineering, FM 973/CR 401 Water and Wastewater Improvements. (Jim Gray)

Department Submitted: Public Works

Staff Contact: Jim Gray, Director of Public Works
Jacob Walker, HDR

1. PURPOSE/DESCRIPTION

The purpose of this item is to present the design contract for water and sewer upgrades along FM 973 and CR 401.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

The southwest portion of Taylor is experiencing rapid development growth, and as part of utility master planning, the City proposes to make water and sewer capacity improvements in the area.

The project consists of design of water and wastewater improvements along FM 973 and CR 401. The scope of work, in general, consists of installing an 18-inch diameter water main along FM 973, connecting to an existing 24-inch diameter water main near Taylor High School, and extending south along FM 973 approximately 2,600 feet, extending west approximately 2,900 feet to CR 401, and then extending north approximately 3,800 feet to near SH 79 to connect into an existing 16-inch diameter water line. The scope of work also includes installation of an 18-inch diameter gravity wastewater line along FM 973, extending north approximately 9,000 feet to Carlos Parker Blvd, extending approximately 3,000 feet west along Carlos Parker Blvd to an existing manhole to connect to an existing 36-inch diameter wastewater interceptor.

The waterline along CR 401 is expected to be joint bid with a future Williamson County roadway project to expand CR 401. The remainder of the water and sewer improvements are proposed to be bid in one bid package for construction.

The City has retained HDR Engineering for the design of the improvements. The task order includes design phase services, right-of-way and easement acquisition services, bid

phase services, and construction administration services. There is expected to be a subsequent task order for a Resident Project Representative (RPR) to perform daily construction observation and construction management during the construction phase.

The fees for each task within this task order and an estimate of future fees for the RPR are as follows:

Design Phase Services	\$1,559,722.00
Bid Phase Services	\$22,687.00
ROW/Easement Acquisition Services	\$87,200.00
Construction Administration Services	\$615,037.00
Total	\$2,284,696.00
<i>*Estimated Cost of RPR Services (CE&I) & Materials Testing in Separate Contract</i>	<i>\$1,092,000</i>

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
Provides increased capacity in water and sewer systems	

4. RECOMMENDATION

Recommend approving proposal for HDR Engineering

5. FUNDING SOURCE

Anticipated 2022 Bond Sale

6. TIMELINE

FM 973 Water & Wastewater Improvements

- Design Phase Services – October 28, 2021 to March 31, 2022
- Bid Phase Services – October 28, 2021 to November 30, 2021
- ROW/Easement Acquisition Services – October 28, 2021 to March July 31, 2022
- Construction Services – November 30, 2021 to September December 1, 2022.

CR 401 Water System Improvements

- Design Phase Services – October 28, 2021 to January 31, 2022
- Bid Phase Services – February 1, 2021 to February 28, 2022
(Dependent on Williamson County's bidding schedule for CR 401)
- Construction Services – March 1, 2022 to January 31, 2023
(Dependent on Williamson County's bidding schedule for CR 401)

7. OTHER OPTIONS (In order of preference)
--

Do not approve proposal

8. ATTACHMENTS

14a. HDR Task Order 22 – FM 973/CR 401 Water & Wastewater Improvements

TASK ORDER 22

This Task Order pertains to an Agreement by and between The City of Taylor, TX. (“OWNER/CITY”), and HDR Engineering, Inc. (“ENGINEER”), dated April 18, 2018, (“the Agreement”). Engineer shall perform services on the project described below as provided herein and in the Agreement. This Task Order shall not be binding until it has been properly signed by both parties. Upon execution, this Task Order shall supplement the Agreement as it pertains to the project described below.

TASK ORDER NUMBER: 22

PROJECT NAME: FM 973 / CR 401 Water & Wastewater Improvements – Design Services

PART 1.0 PROJECT DESCRIPTION:

The project consists of design of water and wastewater improvements along FM 973 and CR 401. The scope of work, in general, consists of installing an 18-inch diameter water main along FM 973, connecting to an existing 24-inch diameter water main near Taylor High School, and extending south along FM 973 approximately 2,600 feet, extending west approximately 2,900 feet to CR 401, and then extending north approximately 3,800 feet to near SH 79 to connect into an existing 16-inch diameter water line. The scope of work also includes installation of an 18-inch diameter gravity wastewater line along FM 973, extending north approximately 9,000 feet to Carlos Parker Blvd, extending approximately 3,000 feet west along Carlos Parker Blvd to an existing manhole to connect to an existing 36-inch diameter wastewater interceptor.

PART 2.0 SCOPE OF SERVICES TO BE PERFORMED BY ENGINEER ON THE PROJECT:

The scope of services for the FM 973 / CR 401 Water & Wastewater Improvements will consist of design phase services, bid phase services, and construction administration services (excluding Resident Project Representative (construction observation) services) for the water and wastewater improvements described in part 1.0 “Project Description”. The Project is planned to be executed in two construction packages with one set of construction documents prepared for the FM 973 Water & Wastewater Improvements and a second set of construction documents prepared for the CR 401 Water System Improvements. The scope of services shall include:

Task 1 – Design Phase Services

- 1) ENGINEER shall provide overall project management, coordinate with City, and assist in coordination with other project consultants contracted by City, including surveying, geotechnical, subsurface utility engineering services, and real estate acquisition consultants.

- 2) ENGINEER shall provide project updates to City staff weekly.
- 3) In order to expedite the schedule for completion, ENGINEER and City agree that ENGINEER shall utilize existing 1-foot aerial contours from Williamson County for design of the water and wastewater pipelines.
- 4) ENGINEER shall provide recommendations to the City for additional data that may be required for more detailed topographic, legal, and existing utility data needed to supplement the available aerial topographic data from Williamson County. City shall contract with a Survey consultant to obtain additional data and provide to ENGINEER.
- 5) ENGINEER shall provide recommendations to the City for additional data that may be required for existing subsurface utilities. Additional subsurface utility engineering (SUE) services may be required to provide data for existing underground utilities in the Project area including location, size, depth, and type of utility. City shall contract directly with a SUE provider to obtain additional data and provide to ENGINEER. SUE provider will provide data in accordance with ASCE CI-38-02.
- 6) ENGINEER shall provide recommendations to the City for additional data that may be required specific to soil types, excavation, and trenching recommendations, and backfill recommendations. City shall contract directly with a Geotechnical Engineering Services provider to obtain geotechnical borings, perform laboratory testing to confirm strength and classification of subsurface soils, and present the data in a written engineering report.
- 7) ENGINEER shall prepare construction documents (e.g. plans and specifications) indicating the scope, extent, and character of the WORK to be performed as described in Part 1.0 for two separate construction packages: 1) FM 973 Water & Wastewater Improvements, and 2) CR 401 Water System Improvements.
- 8) ENGINEER shall prepare and submit to the City an Opinion of Probable Construction Cost (OPCC). ENGINEER's OPCCs are to be made based on ENGINEER's experience, qualifications, and general familiarity with the construction industry. Because ENGINEER has no control over the cost of labor, materials, equipment, or services furnished by others, or over contractors' methods of determining prices, or over competitive bidding or market conditions, ENGINEER cannot and does not guarantee that proposals, bids, or actual Construction Cost will not vary from OPCCs prepared by ENGINEER.
- 9) ENGINEER shall assist the City with permitting services for:
 - a. TxDOT
 - i. ENGINEER and City will work cooperatively with TxDOT to review watermain / sanitary sewer alignment within and crossing of TxDOT right-of-way.
 - ii. ENGINEER will provide technical criteria and design data for the City's use in filing permit applications for approval by TxDOT.
 - iii. ENGINEER will revise the drawings and specifications for permit approval.
 - iv. The City will file permit applications with data provided by ENGINEER.
 - b. TCEQ

- i. ENGINEER will provide a draft Storm Water Pollution Protection Plan (SWPPP), to include incorporation of the erosion and sedimentation control best management practices sheets from the design package. This will be submitted to the City and Contractor (site Operator as defined by TCEQ).
- c. Assumptions:
 - i. The City (Owner) and Contractor (Operator) will be required to submit a Notice of Intent (NOI) to the TCEQ for compliance with the Texas Pollution Discharge Elimination System (TPDES) Stormwater General Permit TXR150000.
 - ii. Contractor is responsible to finalize and update the SWPPP during the construction phase.

Task 2 – Right-of-Way (ROW) and Easement Acquisition Services

- 1) ENGINEER shall assist the City with acquisition of property interests (fee and easement) required for Project implementation. ENGINEER's services shall include:
 - a. Maintain status reports of all parcel activities and provide status reports to City.
 - b. Prepare initial property owner list with property owner contact information.
 - c. Prepare Rights of Entry for each parcel.
 - d. Request Right of Entries from property owners for property surveys, inspections, etc., as applicable.
 - e. The ENGINEER will assist the City to secure preliminary title reports for each parcel from a City approved Title Company and assist the City to secure title report updates when requested by City. ENGINEER shall assist the City in requesting title insurance from the Title Company if requested by City for parcels closing.
 - f. The ENGINEER will analyze the preliminary title report to determine potential title problems, propose and inform City of methods to cure title deficiencies. ENGINEER shall assist with title curative for closing to remove title encumbrances not compatible with City's use, if requested.
 - g. The ENGINEER will prepare and send the letter transmitting the Landowners' Bill of Rights by Certified Mail-Return Receipt Requested (CMRRR) to the Property Owner.
 - h. The ENGINEER will review all appraisal reports acquired utilizing a City approved form for each parcel to determine consistency of values, supporting documentation related to the conclusion reached, compliance with the Uniform Standards of Professional Appraisal Practices as promulgated by the Appraisal Foundation. The ENGINEER will prepare and submit to City the appraisal review for each Appraisal to be approved by City.
 - i. The ENGINEER will prepare the initial offer letter, purchase contract, and instruments conveyance approved by City for the value approved by the City.

- i. The written initial offer must be sent to each property owner or the property owner's designated representative CMRRR.
 - ii. The ENGINEER will maintain follow-up contacts and secure the necessary instruments upon acceptance of the offer for the closing. Retain copies of signed and unsigned CMRRR receipts.
 - j. The ENGINEER will maintain parcel files related to the purchase of the each acquisition (fee or easement).
 - k. The ENGINEER will prepare the final offer letter, purchase contract, and instruments of conveyance approved by the City to each property owner, if necessary.
- 2) Assumptions
- a. Based on 2021 property/parcel mapping, ENGINEER and City expect 4 acquisitions (1 fee and 4 easements; 4 unique owners) of varying length along the water line will be necessary for the construction of WORK.
 - b. All title services and fees associated with preliminary Title Reports, Closing Costs, and Title Policies shall be obtained and paid by the City.

Task 3 – Bid Phase Services

- 1) ENGINEER will provide bidding documents to City, and City will advertise WORK to bidders and public.
- 2) ENGINEER will conduct a Pre-Bid Meeting with City and potential bidders.
 - 1) This meeting will be approximately 1 hour and will occur in person at a City facility.
 - 2) Following the Pre-Bid Meeting, ENGINEER and City will conduct a 1-hour field visit with potential bidders.
- 3) ENGINEER will prepare responses to bidders' questions and prepare two (2) addendum to clarify, correct, or modify the bidding documents and submit to the City for distribution to potential bidders.
- 4) ENGINEER will provide information or assistance as needed by the City during negotiations with prospective contractors.
- 5) Attend the Bid Opening, assist the OWNER in evaluating bids, prepare a Bid Tabulation and Recommendation to Award letter.
- 6) Attend 1 City Council meeting for the recommendation to award Bid.
- 7) Upon completion of Bidding phase, ENGINEER will prepare conformed drawings and specifications for inclusion in the conformed documents for the Contractor's use.
 - 1) A PDF of conformed drawings and specifications will be provided to City.
- 8) Assumptions
 - 1) Provide bidding documents to OWNER for distribution to prospective bidders. It is assumed prospective bidders will obtain bidding documents by downloading them from the OWNER's online document distribution system.
 - 2) The City and its representatives will manage the bidding process and issue all addenda and clarifications.

Task 4 – Construction Administration Phase Services

- 1) ENGINEER will provide construction administration services to include:
 - a. Participate in a pre-construction conference.
 - b. Review of contractor pre-construction submittals for compliance to contract documents.
 - c. Review of proposed construction plan including project schedules.
 - d. Review of contractor's submittals; material testing methods and results.
 - e. Interpret plans and specifications and coordinate the response to Contractor's Requests for Information with the Engineer of Record (EOR).
 - f. Conducting construction progress meetings; Prepare technical information for change orders as required, including reviewing pricing and quantities in change orders and negotiation of change order requests as required to obtain change order pricing acceptable to the City.
 - g. Reviewing and provide recommendations to City on requests for substantial and final completion, and prepare associated reports.
 - h. Performing document project closeout.
 - i. Reviewing and recommending for payment Contractor's monthly payment requests.
- 2) Key Assumptions include:
 - a. Review of the Contractor's submittals, such as Shop Drawings, Product Data and samples, is only for conformance with the design concept of the project and compliance with the information given in the Contract Documents. Such reviews shall not extend to means, methods, techniques, sequences, or procedures of construction or to safety precautions and programs incident thereto. The review of a specific item shall not indicate review of an assembly of which the item is a component.
 - b. Questions or requests for information shall be submitted in written form as requests for information (RFIs). The ENGINEER will respond to each RFI in writing.
 - c. Construction Administration Phase Services exclude on-site Resident Project Representative Services (Construction Engineering & Inspection) which shall be provided for in separate Task Order.

PART 3.0 OWNER'S RESPONSIBILITIES:

The City will furnish or assist the ENGINEER in obtaining the following items and services:

1. Designation of an authorized representative for coordination of the project with the ENGINEER.

2. Ongoing guidance, timely reviews and decisions necessary to complete the services required by this contract.
3. Additional items or services as defined in subsequent work authorizations necessary to complete this contract.
4. Provide available data related to watermain / sanitary sewer connection point, and other City-owned utilities along related alignments.
5. Front End” contractual documents between City and Contractor will be provided by City for inclusion by ENGINEER

PART 4.0 PERIODS OF SERVICE:

FM 973 Water & Wastewater Improvements

- Design Phase Services – October 28, 2021 to March 31, 2022
- Bid Phase Services – October 28, 2021 to November 30, 2021
- ROW/Easement Acquisition Services – October 28, 2021 to July 31, 2022
- Construction Phase Services – November 30, 2021 to December 1, 2022.

CR 401 Water System Improvements

- Design Phase Services – October 28, 2021 to January 31, 2022
- Bid Phase Services – February 1, 2021 to February 28, 2022
- Construction Phase Services – March 1, 2022 to January 31, 2023

PART 5.0 PAYMENTS TO ENGINEER:

ENGINEER will submit monthly progress invoices with status reports for all work completed for the period of service listed in the invoice.

ENGINEER will perform the work to complete scoped tasks as a lump sum of \$2,284,696.00 as shown in the Fee Schedule presented below:

Task	Lump Sum Fee
FM 973 & CR 401 Water & Wastewater Improvements	
1. Design Phase Services	\$1,559,722.00
2. Bid Phase Services	\$22,687.00
3. ROW/Easement Acquisition Services	\$87,250.00
4. Construction Administration Phase Services	\$615,037.00
TOTAL	\$2,284,696.00

This Task Order is executed this 28th day of October, 2021.

CITY OF TAYLOR, TEXAS
“OWNER”

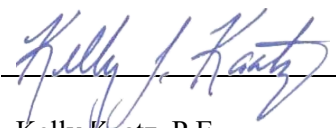
BY: _____

NAME: Brian LaBorde

TITLE: City Manager

ADDRESS: 400 Porter Street
Taylor, Texas 76574

HDR ENGINEERING, INC.
“ENGINEER”

BY: 

NAME: Kelly Kaatz, P.E

TITLE: Senior Vice President

ADDRESS: 710 Hester’s Crossing Road,
Suite 150
Round Rock, Texas 78681
TBPE Firm Registration F-754



City Council Meeting October 28, 2021 Transmittal Letter

STRATEGIC PILLAR

- ☐ Streets/Infrastructure
- ☒ Quality of Life
- ☐ Economic Vitality

Agenda Item #: 15

Agenda Title: Consider adopting a Flag policy for flying flags at half-staff.

Council Action to be taken: Approve Flag policy

Department Submitted: Internal Services

Staff Contact: Lisa K Thompson, Internal Services Director

1. PURPOSE/DESCRIPTION

To provide a uniform protocol to display flags at all facilities and properties owned and operated by the City of Taylor.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

Adopting a flag policy will establish guidelines for all flags displayed at city facilities and properties. Flags are currently displayed at the following locations:

City Hall
Library
Moody Museum
Police Department
Municipal Court
Heritage Square
Liberty Gardens
Cemetery
Fire Station #1, #2, Admin
Taylor Regional Park - 3 fields

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Provide a uniform protocol to display flags	•

4. RECOMMENDATION

Approve the flag policy.

5. FUNDING SOURCE

N/A

6. TIMELINE

N/A

7. OTHER OPTIONS (In order of preference)
--

N/A

8. ATTACHMENTS

- 15a. Draft City Flag policy
- 15b. Flag policy from other cities
- 15c. PowerPoint presentation

CITY OF TAYLOR

FLAG POLICY

1. POLICY

- 1.1 To establish guidelines for the display of flags at municipal facilities and properties.

2. PURPOSE

- 2.1 To provide a uniform protocol to display flags at all facilities and properties owned and operated by the City of Taylor.

3. SCOPE

- 3.1 This policy applies to all facilities and properties owned and operated by the City of Taylor.

4. RESPONSIBILITY

- 4.1 The Building Maintenance Superintendent will be authorized to order the raising or lowering of flags at facilities and properties owned and operated by the City of Taylor.

5. GOVERNING RULES AND REGULATIONS

5.1 PROTOCOL

When flagpoles or other suitable infrastructure exist at City of Taylor facilities and properties, the following flags will be displayed simultaneously:

- (a) The United States flag
- (b) The State of Texas flag
- (c) The City of Taylor flag

The flags will be flown and otherwise handled in accordance with federal and state law. 4 U.S.C. §§ 1-10; Tex. Gov't Code Ch. 3100.

The City of Taylor reserves the right to refuse, deny or restrict the use of the City flag with respect to where or how it will be flown or displayed.

5.2 **HALF-STAFF**

The flying of flags at half-staff represents a period of official mourning or commemoration.

- (a) Flags flown at municipal facilities and properties shall be lowered to half-staff following the below guidelines of the Office of the Texas Governor:
 - By order of the President of the United States
 - By order of the Governor of Texas
 - Peace Officers Memorial Day, May 15th (sunrise to sunset)
 - Memorial Day, last Monday in May (sunrise to Noon)
 - Patriot Day, September 11 (sunrise to sunset)
 - Firefighters Memorial Day, first Sunday in October (sunrise to sunset)
 - Pearl Harbor Remembrance Day, December 7th (sunrise to sunset)
- (b) The Mayor may request the flags be flown at half-staff upon the death in the line of duty of a public safety officer (as defined in 34 U.S.C. 10284) of the City of Taylor pending approval of a resolution from the Governor.
- (c) If an order to fly the flags at half-staff is made after 5:00 p.m. on a Friday, then the flags will be lowered to half-staff the following business day.
- (d) If a date of commemoration for which the flags are flown at half-staff falls on a weekend, the flags will be lowered to half-staff the Friday before and returned to full-staff the following business day.

Georgetown-

We do not have a policy. Our standard internal practice is to lower them late Friday or last business day if the lowering falls on the weekend. We will raise them the next business day we are in the office. For instances like this past weekend, we have an on call person that will handle the lowering.

Round Rock-

No written policy. Assigns Parks Staff to raise/lower 7 days a week.

Hutto-

No written policy. Assigns Police Department to raise/lower flags at City Hall and PD.

Trophy Club-Under Fire Department

Flying the United States flag at half-staff

- The president of the United States has the authority to order the flags flown at half-staff for occasions such as the death of public officials or world leaders, on the birthday or anniversary of the death of a public official, or following a national tragedy, such as 9/11. The president's orders may state that flags are to be flown half-staff at all public buildings, or only at federal and state buildings.

The Governor of the state of Texas has the authority to order the United States flag and the Texas state flag lowered to half-staff at federal and state buildings in Texas for the occasions outlined below. His/Her orders do not include municipal, county, or other public buildings.

In response to a specific incident, such as a statewide or national tragedy. Upon the death of any present or former official of state government, or in honor of a law enforcement officer or firefighter who dies in the line of duty. To honor military personnel from Texas who have fallen during service to their country.

The Town of Trophy Club adheres to federal law and flag protocol to guide how flags are flown at town facilities. The Town of Trophy Club has policies in place outlining adherence to federal law and flag protocol, proclamations by the president, governor, or mayor, and to address incidents related specifically to Trophy Club.

If you have questions regarding flag protocol or the flying of flags at town facilities please contact the Trophy Club Fire Department at 682.237.2940.

City of Taylor Flag Policy

1. **POLICY**

To establish guidelines for the display of flags at municipal facilities and properties.

2. **PURPOSE**

To provide a uniform protocol to display flags at all facilities and properties owned and operated by the City of Taylor.

3. **SCOPE**

This policy applies to all facilities and properties owned and operated by the City of Taylor.

4. **RESPONSIBILITY**

The Building Maintenance Superintendent will be authorized to order the raising or lowering of flags at facilities and properties owned and operated by the City of Taylor.

5. GOVERNING RULES AND REGULATIONS

1. PROTOCOL

When flagpoles or other suitable infrastructure exist at City of Taylor facilities and properties, the following flags will be displayed simultaneously:

- (a) The United States flag
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- (b) The Mayor may request the flags be flown at half-staff upon the death in the line of duty of a public safety officer (as defined in 34 U.S.C. 10284) of the City of Taylor pending approval of a resolution from the Governor.
- (c) If an order to fly the flags at half-staff is made after 5:00 p.m. on a Friday, then the flags will be lowered to half-staff the following business day.
- (d) If a date of commemoration for which the flags are flown at half-staff falls on a weekend, the flags will be lowered to half-staff the Friday before and returned to full-staff the following business day.

6. LOCATIONS

City Hall

Library

Moody Museum

Police Department

Municipal Court

Heritage Square

Liberty Gardens

Cemetery

Fire Station #1, #2, Administration

Taylor Regional Park – 3 fields

QUESTIONS?



City Council Meeting October 28, 2021 Transmittal Letter

STRATEGIC PILLAR

- ☐ Streets/Infrastructure
- ☒ Quality of Life
- ☐ Economic Vitality

Agenda Item #: 16

Agenda Title: **Authorizing the Police Department to
Purchase an Office of the Governor
Grant Funded In-Car and Body Worn Camera System
from Axon**

Council Action to be taken: Approve Purchase

Department Submitted: Police

Staff Contact: Henry Fluck, Chief of Police

1. PURPOSE/DESCRIPTION

The Taylor Police Department has been notified by the Office of the Governor that we have been awarded the grant to fund Body Worn Cameras and In-Car Cameras for the amount of \$92,899.80. The Police Department is requesting authorization from City Council to purchase the 30 Body Worn Cameras and 15 In-Car Cameras from Axon for the amount of \$92,899.80.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

The Taylor Police Department requests funding to replace end-of-life Body Worn and In-car cameras with updated technology that will provide improved access to police response video evidence needed for court procedure purposes, open records requests, officer training, and possibly Officer corrective action. The goal of this upgrade is to improve transparency, accountability, reduce liability, and evidence/crime scene preservation which meets compliance of the Safe Policing and Safe Communities Executive Order (EO) 13929 signed by President Trump in 2020. According to the U.S Department of Justice Community Oriented Policing Services Fact Sheet, “the EO’s goal is to ensure that law enforcement agencies continue striving to provide transparent, safe, and accountable delivery of services to communities.” This will increase community confidence in law enforcement interactions and assist in recognizing areas of improvement and correction of internal issues before they escalate to injury to the public or Officers.

For the FY 2015-2016 Budget, City Council approved the purchase of In-Car Cameras and Body Worn Cameras for the Police Department. The Police Department’s current camera system was purchased and became operational in 2015.

We have had our current camera system for six years, and it is at end-of-life and needs upgraded. It is no longer supported by the vendor, L-3. Many of the current cameras are no longer operational and are no longer being repaired or replaced by L-3.

The Police Department has been awarded grant funding from the Office of the Governor to purchase from Axon 15 In-Car Cameras for police vehicles and 30 Body Worn Cameras for Police Officers. Axon is used by several local Police Departments, to include the Austin Police Department, Round Rock Police Department, and the Leander Police Department.

The grant would fund the cost of purchasing the camera system. There is no local cash match required. There is an ongoing cost of warranty and cloud storage. Tech Assurance Payment is the full 5-year warranty with the 2 camera refreshes. The Police Department will receive cameras upon purchase, 2.5 years into the contract and at the 5-year point.

Axon is part of the BuyBoard purchasing program that assists local governments in reducing costs through this government-to-government procurement service. A purchase under the state contract eliminates any bid requirements. The City of Taylor is receiving the discount amount under the state contract. The purchase will be made under the state's contract with BuyBoard, and therefore the requirement for competitive bids is met.

On February 11, 2021, City Council approved the Police Department to submit the grant application, and if awarded, the acceptance of funding for the In-Car and Body Worn Camera System from the Office of the Governor.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Replaces the “End-of-Life” current camera system purchases for both In-Car and Body Worn Cameras for the Police Department. • Police will have an updated camera to provide accountability and transparency in police-citizen interactions. • The City is acquiring state of the art technology assets which is a major capital purchase funded by the Office of the Governor.	• A 5-year Factory Warranty, annual maintenance agreement, and cloud storage are annual recurring costs that need to be funded by the City beginning in Year 2.

4. RECOMMENDATION

Approve Purchase.

5. FUNDING SOURCE

Budget Summary Information (1 year)
100% Office of the Governor

Officer of the Governor:	\$92,900
City Cash Match:	<u>0</u>
Total	\$92,900

Projected Ongoing Cost: Year 2-5: FY 2022-23 Police 100-552

Projected Annual Ongoing Cost for Warranty, Maintenance, Cloud Storage Year 2-5	\$44,052
Current ongoing Maintenance cost for L-3.-	<u>\$ 8,800</u>
Net Additional Ongoing Cost	\$35,252

6. TIMELINE

As soon as possible. The current system is degrading, and the Police Department is facing a challenge to equip the Police Officers working on the street with fully operational Body Worn Cameras.

7. OTHER OPTIONS (In order of preference)

1. Not accept the funding of \$92,900 from the Office of the Governor and absorb 100% of the costs for this camera system.
2. Not replace end-of-life camera system and discontinue recording police-citizen interactions.

8. ATTACHMENTS

16a. Prior Grant Application/Acceptance Resolution
16b. Axon Quote for Body Worn Cameras
16c. Axon Quote for In-Car Cameras
16d. PowerPoint

RESOLUTION R21-06

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TAYLOR, AUTHORIZING THE CITY MANAGER TO SUBMIT A GRANT APPLICATION TO TEXAS GOVERNOR'S OFFICE, CRIMINAL JUSTICE DIVISION, FOR THE IN-CAR AND BODY WORN CAMERA SYSTEM, ACCOMPANYING LICENSES, SOFTWARE, TRAINING, AND INFRASTRUCTURE; AND AUTHORIZING THE CHIEF OF POLICE TO ACT AS THE CITY'S AUTHORIZED GRANT OFFICIAL.

WHEREAS, the Taylor City Council finds it in the best interest of the citizens of Taylor for transparency and accountability that the Police Department make the upgrade for in In-Car and Body Worn Camera System by purchasing a Camera System to be acquired for the year 2021-2022; and

WHEREAS, the Taylor City Council agrees that in the event of loss or misuse of the funds from the Texas Governor's Office, Criminal Justice Division, the Taylor City Council assures that the funds will be returned to the Texas Governor's Office, Criminal Justice Division, in full; and

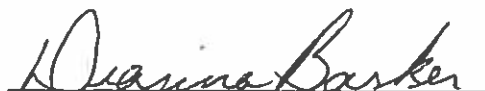
WHEREAS, the Taylor City Council designates, Henry Fluck, Chief of Police, as the grantee's authorized official. The authorized official is given the power to apply for, accept, reject, alter or terminate the grant on behalf of the applicant agency.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TAYLOR, TEXAS, THAT: the Taylor City Council approves the submission of the grant Application and if awarded, the acceptance of funding for the In-Car and Body Worn Camera System from the Texas Governor's Office, Criminal Justice Division.

Passed and approved this 11th day of February 2021.


Brandt Rydell, Mayor

ATTEST:


Dianna Barker, City Clerk



Axon Enterprise, Inc.
17800 N 85th St.
Scottsdale, Arizona 85255
United States
VAT: 86-0741227
Domestic: (800) 978-2737
International: +1.800.978.2737

Q-344980-44483.937DW

Issued: 10/14/2021



Quote Expiration: 11/30/2021

EST Contract Start Date: 12/01/2021

Account Number: 254181

Payment Terms: N30

Delivery Method: Fedex - Ground

SHIP TO	BILL TO
Business;Delivery;Invoice-500 S Main St 500 S Main St Taylor, TX 76574-4330 USA	Taylor Police Department - TX 500 S Main St Taylor, TX 76574-4330 USA Email:

SALES REPRESENTATIVE	PRIMARY CONTACT
Daniel Woodhull Phone: Email: dwoodhull@axon.com Fax:	Phone: (512) 352-5551 Email: claudia.parisella@taylor.tx.gov Fax: (512) 352-5119

Program Length	60 Months
TOTAL COST	\$130,957.80
ESTIMATED TOTAL W/ TAX	\$130,957.80

Bundle Savings	\$24,771.20
Additional Savings	\$0.00
TOTAL SAVINGS	\$24,771.20

PAYMENT PLAN		
PLAN NAME	INVOICE DATE	AMOUNT DUE
Year 1	Nov, 2021	\$47,629.80
Year 2	Nov, 2022	\$20,831.99
Year 3	Nov, 2023	\$20,831.99
Year 4	Nov, 2024	\$20,831.99
Year 5	Nov, 2025	\$20,831.99

Quote Details

Bundle Summary

Item	Description	QTY
AB3C	AB3 Camera Bundle	30
AB3MBD	AB3 Multi Bay Dock Bundle	2
ProLicense	Pro License Bundle	3
BasicLicense	Basic License Bundle	30
BWCamTAP	Body Worn Camera TAP Bundle	30
BWCamMBDTAP	Body Worn Camera Multi-Bay Dock TAP Bundle	2
DynamicBundle	Dynamic Bundle	1

Bundle: AB3 Camera Bundle Quantity: 30 Start: 12/1/2021 End: 11/30/2026 Total: 20970 USD

Category	Item	Description	QTY	List Unit Price	Net Unit Price	Total(USD)
Camera	73202	AXON BODY 3 - NA10	30	\$699.00	\$699.00	\$20,970.00
Spare Camera	73202	AXON BODY 3 - NA10	1	\$0.00	\$0.00	\$0.00
Camera Mount	74028	WING CLIP MOUNT, AXON RAPIDLOCK	33	\$0.00	\$0.00	\$0.00
USB	11534	USB-C to USB-A CABLE FOR AB3 OR FLEX 2	33	\$0.00	\$0.00	\$0.00

Bundle: AB3 Multi Bay Dock Bundle Quantity: 2 Start: 12/1/2021 End: 11/30/2026 Total: 3077.8 USD

Category	Item	Description	QTY	List Unit Price	Net Unit Price	Total(USD)
Dock	74210	AXON BODY 3 - 8 BAY DOCK	2	\$1,495.00	\$1,495.00	\$2,990.00
Power Cord	71019	NORTH AMER POWER CORD FOR AB3 8-BAY, AB2 1-BAY / 6-BAY DOCK	2	\$0.00	\$0.00	\$0.00
Wall Mount	70033	WALL MOUNT BRACKET, ASSY, EVIDENCE.COM DOCK	2	\$43.90	\$43.90	\$87.80

Bundle: Pro License Bundle Quantity: 3 Start: 12/1/2021 End: 11/30/2026 Total: 7020 USD

Category	Item	Description	QTY	List Unit Price	Net Unit Price	Total(USD)
E.com License	73746	PROFESSIONAL EVIDENCE.COM LICENSE (Formerly SKU 73746)	3	\$39.00	\$39.00	\$7,020.00
A La Carte Storage	73683	10 GB EVIDENCE.COM A-LA-CART STORAGE	9	\$0.00	\$0.00	\$0.00

Bundle: Basic License Bundle Quantity: 30 Start: 12/1/2021 End: 11/30/2026 Total: 27000 USD						
Category	Item	Description	QTY	List Unit Price	Net Unit Price	Total(USD)
E.com License	73840	EVIDENCE.COM BASIC LICENSE	30	\$15.00	\$15.00	\$27,000.00
A La Carte Storage	73683	10 GB EVIDENCE.COM A-LA-CART STORAGE	30	\$0.00	\$0.00	\$0.00

Bundle: Body Worn Camera TAP Bundle Quantity: 30 Start: 12/1/2021 End: 11/30/2026 Total: 50400 USD						
Category	Item	Description	QTY	List Unit Price	Net Unit Price	Total(USD)
Camera Warranty	80464	EXT WARRANTY, CAMERA (TAP)	30	\$11.67	\$8.45	\$15,210.98
Camera Refresh 1 with Spares	73309	AXON CAMERA REFRESH ONE	31	\$755.00	\$546.71	\$16,948.16
Camera Refresh 2 with Spares	73310	AXON CAMERA REFRESH TWO	31	\$790.00	\$572.06	\$17,733.83
Spare Camera Warranty	80464	EXT WARRANTY, CAMERA (TAP)	1	\$11.67	\$8.45	\$507.03

Bundle: Body Worn Camera Multi-Bay Dock TAP Bundle Quantity: 2 Start: 12/1/2021 End: 11/30/2026 Total: 3540 USD						
Category	Item	Description	QTY	List Unit Price	Net Unit Price	Total(USD)
Dock Warranty	80465	EXT WARRANTY, MULTI-BAY DOCK (TAP)	2	\$21.00	\$8.16	\$979.23
Multi-Bay Dock Refresh 1	73689	MULTI-BAY BWC DOCK 1ST REFRESH	2	\$1,610.00	\$625.62	\$1,251.24
Multi-Bay Dock Refresh 2	73688	MULTI-BAY BWC DOCK 2ND REFRESH	2	\$1,685.00	\$654.76	\$1,309.53

Bundle: Dynamic Bundle Quantity: 1 Start: 12/1/2021 End: 11/30/2026 Total: 9950 USD						
Category	Item	Description	QTY	List Unit Price	Net Unit Price	Total(USD)
Other	85144	AXON STARTER	1	\$2,750.00	\$2,750.00	\$2,750.00
Other	73683	10 GB EVIDENCE.COM A-LA-CART STORAGE	300	\$0.40	\$0.40	\$7,200.00

Tax is estimated based on rates applicable at date of quote and subject to change at time of invoicing. If a tax exemption certificate should be applied, please submit prior to invoicing.

Contract BuyBoard Contract 648-21 is incorporated by reference into the terms and conditions of this Agreement. In the event of conflict the terms of Axon's Master Services and Purchasing Agreement shall govern.

Standard Terms and Conditions

Axon Enterprise Inc. Sales Terms and Conditions

Axon Master Services and Purchasing Agreement:

This Quote is limited to and conditional upon your acceptance of the provisions set forth herein and Axon's Master Services and Purchasing Agreement (posted at www.axon.com/legal/sales-terms-and-conditions), as well as the attached Statement of Work (SOW) for Axon Fleet and/or Axon Interview Room purchase, if applicable. In the event you and Axon have entered into a prior agreement to govern all future purchases, that agreement shall govern to the extent it includes the products and services being purchased and does not conflict with the Axon Customer Experience Improvement Program Appendix as described below.

ACEIP:

The Axon Customer Experience Improvement Program Appendix, which includes the sharing of de-identified segments of Agency Content with Axon to develop new products and improve your product experience (posted at www.axon.com/legal/sales-terms-and-conditions), is incorporated herein by reference. By signing below, you agree to the terms of the Axon Customer Experience Improvement Program.

Acceptance of Terms:

Any purchase order issued in response to this Quote is subject solely to the above referenced terms and conditions. By signing below, you represent that you are lawfully able to enter into contracts. If you are signing on behalf of an entity (including but not limited to the company, municipality, or government agency for whom you work), you represent to Axon that you have legal authority to bind that entity. If you do not have this authority, please do not sign this Quote.

Signature

Date Signed

10/14/2021



Axon Enterprise, Inc.
17800 N 85th St.
Scottsdale, Arizona 85255
United States
VAT: 86-0741227
Domestic: (800) 978-2737
International: +1.800.978.2737

Q-344975-44486.907DW

Issued: 10/17/2021

Quote Expiration: 11/30/2021

EST Contract Start Date: 12/01/2021

Account Number: 254181

Payment Terms: N30

Delivery Method: Fedex - Ground

SHIP TO	BILL TO
Business;Delivery;Invoice-500 S Main St 500 S Main St Taylor, TX 76574-4330 USA	Taylor Police Department - TX 500 S Main St Taylor, TX 76574-4330 USA Email:

SALES REPRESENTATIVE	PRIMARY CONTACT
Daniel Woodhull Phone: Email: dwoodhull@axon.com Fax:	Phone: (512) 352-5551 Email: claudia.parisella@taylor.tx.gov Fax: (512) 352-5119

Program Length	60 Months
TOTAL COST	\$138,150.00
ESTIMATED TOTAL W/ TAX	\$138,150.00

Bundle Savings	\$9,427.49
Additional Savings	(\$314.99)
TOTAL SAVINGS	\$9,112.50

PAYMENT PLAN		
PLAN NAME	INVOICE DATE	AMOUNT DUE
Year 1	Nov, 2021	\$45,270.00
Year 2	Nov, 2022	\$23,220.00
Year 3	Nov, 2023	\$23,220.00
Year 4	Nov, 2024	\$23,220.00
Year 5	Nov, 2025	\$23,220.00

Quote Details

Bundle Summary

Item	Description	QTY
Fleet2U	Fleet 2 Unlimited	15
DynamicBundle	Dynamic Bundle	1

Bundle: Fleet 2 Unlimited Quantity: 15 Start: 12/1/2021 End: 11/30/2026 Total: 116100.01 USD

Category	Item	Description	QTY
Storage	80410	FLEET, EVIDENCE LICENSE, 1 CAMERA STORAGE, LICENSE	30
Vehicle License	87050	FLEET VIEW XL LICENSE	15
Camera Kit & Warranty	71088	AXON FLEET 2 KIT	15
Camera Refresh	72040	FLEET REFRESH, 2 CAMERA KIT	15
Other	80397	EXT WARRANTY, FLEET 2 KIT	15

Bundle: Dynamic Bundle Quantity: 1 Start: 12/1/2021 End: 11/30/2026 Total: 22049.99 USD

Category	Item	Description	QTY
Other	71200	FLEET ANT, AIRGAIN, 5-IN-1, 2LTE, 2WIFI, 1GNSS, BL	15
Other	74063	FLEET 2 NEW INSTALLATION (PER VEHICLE)	15

Tax is estimated based on rates applicable at date of quote and subject to change at time of invoicing. If a tax exemption certificate should be applied, please submit prior to invoicing.

Contract BuyBoard Contract 648-21 is incorporated by reference into the terms and conditions of this Agreement. In the event of conflict the terms of Axon's Master Services and Purchasing Agreement shall govern.

Standard Terms and Conditions

Axon Enterprise Inc. Sales Terms and Conditions

Axon Master Services and Purchasing Agreement:

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Signature

Date Signed

10/17/2021

Grant Funded Camera Purchase

October 28, 2021

Need

1. Our current camera system was purchased in 2015, is 6 years old, and is at end-of-life.
2. It is no longer supported by the vendor, and many cameras are no longer operational and no longer being repaired or replaced by L-3.
3. The current system is degrading, and we are facing a challenge to equip Police Officers on the street with fully operational Body Worn Cameras.

Grant Award

4. On February 11, 2021, City Council approved the Police Department to submit the grant application to the Office of the Governor for a new camera system from Axon, and if awarded, accept the funding.
5. On October 14, 2021, the Taylor Police Department was notified by the Office of the Governor that we have been awarded the grant to fund 30 Body Worn Cameras, and 15 In-Car Cameras from Axon for the amount of \$92,899.80.
6. Our Support Services Administrator Claudia Parisella, is to be commended for her effective grant writing skills to obtain this much needed award.

Axon Purchase

7. The Police Department is requesting authorization from City Council to purchase the 30 Body Worn Cameras and 15 In-Car Cameras from Axon for the amount of \$92,899.80.
8. Axon is used by several local police departments, to include Austin, Round Rock, and Leander.

Axon Purchase

9. Axon is part of the BuyBoard purchasing program that assists local governments in reducing the costs.
10. The purchase will be made under the state's contract with BuyBoard, and therefore, the requirement for competitive bids is met.

Budget Summary

Officer of the Governor:	\$92,900
City Cash Match:	<u>0</u>
Total	\$92,900

Projected Ongoing Cost: Year 2-5:

Projected Annual Ongoing Cost for Warranty, Maintenance, Cloud Storage, Year 2-5	\$44,052
Current ongoing Maintenance cost for L-3.	<u>-\$ 8,800</u>
Net Additional Ongoing Cost	\$35,252

Questions or Comments?



City Council Meeting October 28, 2021 Transmittal Letter

STRATEGIC PILLAR

- ☒ Streets/Infrastructure
- ☒ Quality of Life
- ☒ Economic Vitality

Agenda Item #: 17
Agenda Title: Discuss and consider resolution R21-33
and Naming Policy City Facilities,
Public Park Lands and Public Streets

Council Action to be taken: Approve resolution

Department Submitted: City Management

Staff Contact: Jeff Jenkins, Deputy City Manager

1. PURPOSE/DESCRIPTION

The purpose of this item is to discuss and consider adopting a naming policy for City Facilities, Public Park Lands and Public Streets.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

At the May 13, 2021 Council meeting, Council agreed to renaming the Murphy Pool to the Doris Roznovak Aquatic Center. Council also directed to bring back later a draft naming policy for the City Council to consider. Prior to the adoption of a new policy, no renaming would be considered.

Staff develop a naming policy based upon model policies adopted by the City of Georgetown and Round Rock.

Key elements of the policy are as followed:

- Establishes a systematic, fair, and consistent policy and process for naming and renaming City Facilities, Public Park Lands, and Public Streets.
- Provides general criteria guidance for naming
- Renaming of a City Facility, Public Park Land, or a Public Street is strongly discouraged.
- Requests to change a name should be subject to the most critical examination, so as not to diminish the original justification for the name or discount the value of the prior contributors.
- Multistep submission procedure is included. When a renaming request is received, requestor will have to provide additional documentation. Review will occur within the City Manager's Office to see if the request meets general policy. If it

does would be reviewed by Committee consisting of staff members: City Manager, Deputy City Manager, Assistant City Manager, and from Council the Mayor and Mayor Pro-Tem. This group will create a report and send to Council for final review and determination.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Updated Policy for how to manage naming and renaming requests	• Time to manage policy • cost for additional signs or plaques if city required to pay for them

4. RECOMMENDATION

Staff recommends Council review the policy for possible modifications. Approve policy once amended.

5. FUNDING SOURCE

General Fund for signage or plaque changes if needed.

6. TIMELINE

7. OTHER OPTIONS (In order of preference)

Do not allow any renaming and allow for naming to occur at development only.

8. ATTACHMENTS

17a. Resolution R21-33

17b. Exhibit A

17c. PowerPoint presentation

RESOLUTION R21-33

A Resolution of the City Council of the City of Taylor, Texas Establishing a Naming Policy for City Facilities, Public Park Lands, and Public Streets.

WHEREAS, the City Council wishes to adopt a written policy for naming City Facilities, Public Park Lands and Public Streets for the City of Taylor; and

WHEREAS, it is the policy of this Council and the City of Taylor to establish a systematic, fair and consistent procedure for naming and renaming City Facilities, Public Park Lands and Public Streets.

Now, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TAYLOR, TEXAS that the attached City of Taylor Policy for Naming City Facilities, Public Park Lands, and Public Streets, attached hereto as Exhibit " A" is hereby adopted.

PASSED and approved this _____ day of _____, 2021.

Brandt Rydell, Mayor

ATTEST:

Dianna Barker, City Clerk

CITY OF TAYLOR
POLICY FOR
NAMING CITY FACILITIES, PUBLIC PARK LANDS AND PUBLIC STREETS

I. PURPOSE

The Purpose is to establish a systematic, fair, and consistent policy and process for naming and renaming City Facilities, Public Park Lands, and Public Streets. The policy provides for citizen input, recommendations from a diverse committee, and City Council approval to adopt all names.

II. INTENT

The success and vitality of the City depends on the contribution and support from citizens, volunteers, financial donors, community leaders and officials. Honorees may include individuals, groups, companies, or corporations. The City welcomes the opportunity to honor those who have demonstrated outstanding service and have worked to enhance our community. A fair and impartial policy is necessary to assure that naming or dedicating a facility based on an individual, group or corporation is reserved for those most deserving and appropriate, and to recognize substantial gifts · benefiting the City. Further, naming decisions should not be influenced by personal prejudice, favoritism, political pressure, or temporary popularity.

III. OBJECTIVES

The naming process of City facilities, Public Park Lands, and Public Streets should:

1. Advance the reputation of the City, as well as increase the understanding and public support for its programs.
2. Ensure ready identification or geographical association by the public.
3. Encourage public participation in the naming, renaming and dedication of City facilities.
4. Encourage naming of City facilities in accordance with the geologic, geographical, cultural, historical, botanical, horticultural, scientific, or ecological features indigenous to the site and the community.
5. Encourage the dedication of lands, facilities, or donations by individuals and groups.

IV. CRITERIA

A. GENERAL CRITERIA

The naming of a City Facility, Public Park Land, or Public Streets, may be based upon the following:

1. A significant monetary, grant, donation, or bequest to the City toward the acquisition or development of a public facility.
2. A substantial community service that has had a major impact or benefit to a large sector of the City from an individual who:
 - a. demonstrates dedication to service in ways that brings special credit to the City, or
 - b. volunteered and given extraordinary help to individuals, families, groups, or community services.
3. An *in-memoriam* honor for a deceased individual.
4. The honoring of a living individual, which request will be subject to the most careful, examination.
5. The honoring of City elected officials, management, staff or appointed public officials, who may only be considered after their employment or public service has been concluded for a minimum of one year.
6. For new city streets, developer will develop list of names for new streets and then provide them to Williamson County 911 to validate the names. If the names are validated, they will be deemed approved at that point.
7. In most cases new City Facilities and Parks will be named during the project development by City Council. The Council may decide to submit this to the naming committee to have them make provide a recommendation.
8. Implicit to the naming process is the intent of permanent recognition. Therefore, the process shall be careful and deliberate and, as much as possible, involve the evaluation criteria as follows:
 - a. Fine moral character.
 - b. Demonstrated leadership qualities.
 - c. Nature of the contributions compliment and support the mission of the City of Taylor.

- d. Substantial contribution, whether consisting of volunteer service, the provision of land or monetary donation.
- e. Initiative and/or involvement relating to a specific program or project of exceptional merit, which has extensively and directly benefited the public.

B. CITY FACILITIES

- 1. As a general policy, City Facilities shall be named in accordance with the geographical, historical, or ecological features originating at the site or to the immediate vicinity of the site.
- 2. Requests to name City facilities for an individual or group are to be evaluated based on the following:
 - a. As a general policy, City Facilities shall be named in accordance with the general criteria outlined in Section IV, subsection A.
 - b. Whether the individual/group has made a significant monetary gift or significant land gift to the City.
 - c. Whether the individual or group has made a significant contribution to City of Taylor

C. PUBLIC STREETS

This policy only applies to streets after they have been dedicated as public.

- 1. As a general policy, Public Streets shall be named in accordance with the general criteria outlined in Section IV, subsection A.
- 2. The name of a street that is located within a designated historical district shall not be changed unless there are compelling reasons for the change

D. PARK LANDS

- 1. As a general policy, Park Lands shall be named in accordance with the general criteria outlined in Section IV, subsection A.
- 2. Regional/City level parks may be named after a geographical designation, a predominant physical feature of the land, a historical name, organizations, or the name of an individual.
- 3. Community and neighborhood level parks should be named after the subdivision which dedicated the land, the name of the neighborhood, organizations, or the name of an individual.

4. The suffix "park" should be added to title name of the park.
5. Areas, facilities, and accessories such as playgrounds, pavilions or sport fields within a park can be named differently using the above stated criteria.

V. RENAMING OF CITY FACILITIES, PUBLIC PARK LANDS PUBLIC STREETS

Renaming of a City Facility, Public Park Land, or a Public Street is strongly discouraged. The primary reason is to not diminish the original justification for the name or discount the value of the prior contributors. If a City Facility, Public Park Land, or Public Street is proposed to be renamed, it is recommended that only those City Facilities, Public Park Lands, or Public Streets named for geographic location, outstanding feature, or subdivision be considered for renaming. City Facilities, Public Park Land, or Public Streets named by deed restriction cannot be considered for renaming.

Once a City Facility, Public Park Land, or Public Street is named after an individual, the name of the public property should not be changed unless there are compelling reasons presented for the change. Requests to change a name should be subject to the most critical examination, so as not to diminish the original justification for the name or discount the value of the prior contributors.

VI. PLAQUES, MARKERS, MEMORIALS

Recognition shall include site signage, including a permanent plaque, sign, or marker. The decision concerning type, design and size of site signage shall rest with the City Manager, or their designee. All plaques, signs, or makers shall be in compliance with the City of Taylor's current design regulations.

VII. PROCEDURES

A. SUBMISSIONS OF RENAMING REQUESTS

INITIAL REQUEST AND REVIEW

Requests for renaming of City Facilities, Public Park Lands, and Public Streets shall be submitted in writing to the Office of the City Manager. The person(s) submitting the request shall provide the following:

- Background information regarding the rationale behind the request, including biographical information if the proposal is to name the property for an individual.
- Any letters from appropriate organizations, and individuals which provide evidence of substantial local support for the proposal shall be submitted at that time.
- Map showing City Facility, Public Park Land and Public Streets being requested for consideration

The City Managers' Office will review the request to make sure it fits within the consistency within this policy. A determination will be made by the City Manager or their designee whether the request can move forward to the Committee.

B. PRIOR TO COMMITTEE

Street Renaming-

Requester will be required to complete the following prior to submission to the Committee:

- The individual or groups will work with City Clerk to obtain a 911 verification completed by Williamson County 911. If verification passes move to the next step, if not name change will end due to lack of verification.
- The City Clerk will send notices to the identified property owners, within the proposed street name change area, providing them notice to them concerning the requested name change. Owners will be given 30 days from the date of the notice to submit comments back to the City Clerk for or against the name change.
Letters will be sent out 30 days prior to committee meetings and any comments will be provided to the committee for their review.
- City Clerk will post a notice on the city website, 30 days prior to the committee meeting, concerning any potential Street renaming. The posting will provide an opportunity for comments for or against to be submitted to the City Clerk.
- All the above items must be complete before the request can move to the Committee.

The name of a street that is located within a designated historical district shall not be changed unless there are compelling reasons for the change

Parks and Facilities renaming-

- City Clerk will post a notice on the city website, 30 days prior to the committee meeting, concerning any potential Park or Facility name change. The posting will provide an opportunity for comments for or against to be submitted to the City Clerk.

Naming of Facilities or Park Structures without a name

- The Committee can review requests for naming individual structures without a name, within a City Facility or Park.

C. SUBMISSION TO COMMITTEE

Renaming requests-

The City Manager shall submit the request for renaming to a committee consisting of the City Manager, Deputy City Manager, Assistant City Manager/Development Services Director, the Mayor and Mayor Pro-TEM.

Said committee shall research, review, and study the request and all its supporting documentation. A recommendation will come from the Committee to be submitted to City Council.

New Public Facilities and New Parks-

The City Council may submit to the committee a request for a recommendation for naming new Facilities and Parks. The committee shall research, review, and study this request and submit back to the City Council a recommendation.

D. SUBMISSION TO THE CITY COUNCIL

1. The committee shall submit its recommendation regarding the request to the City Council.
2. Public hearing shall be held at the first Council meeting the item appears and Council will decide whether to approve the request.
3. The City Council will review all City Facility, Public Park Land, Public Street naming and/or name change requests and shall be the final authority for all such decisions. City Council can approve the request by simple majority. Street renaming will be required to have a resolution approved at the same meeting as the request is heard or at the appropriate upcoming meeting to complete the approval process.
4. When a request for a remaining or naming has been denied by the City Council, the same request may not be considered for a period of (2) years from the date of the City Council action.
5. Renaming requests will be limited to two reviews per calendar year. Additional renaming requests, received during an over the limit timeframe, will not be reviewed and the requester will have to resubmit during the next calendar.

E. POST APPROVAL PROCEDURE

For an approved City Street Renaming, the City Clerk will notify the following:

- Approve Resolution
- City Department Heads
- Williamson County 911
- Williamson County Appraisal District
- Post notice of change on City Website
- U.S. Post Office

Property owners' will be responsible to notify their respective utility companies (other than the City), their mortgage companies, social security administration, lien holders, and any other pertinent entities.

Naming Policy for City Facilities, Public Park Lands, and Public Streets

10/28/2021 City Council meeting



Recent History and Purpose

- At the May 13, 2021 Council meeting, Council directed staff to bring back later a draft naming policy for the City Council to consider.
Prior to the adoption of a new policy, no renaming would be considered.
- Establishes a systematic, fair, and consistent policy and process for naming and renaming City Facilities, Public Park Lands, and Public Streets.



General Criteria

The naming of a City Facility, Public Park Land, or Public Streets, may be based upon the following:

- Monetary, grant, donation to the City toward the acquisition or development of public facility
- A substantial community service that has had a major impact or benefit to a large sector of the City from an individual
- An *in-memoriam* honor for a deceased individual.
- The honoring of a living individual, which request will be subject to the most careful.
- The honoring of City elected officials, management, staff or appointed public officials
- For new city streets, continue current process
- New facilities and parks generally named by Council
 - Council can request renaming Committee to make a recommendation



Additional General Criteria Facilities and Streets

- City Facilities named in accordance with general criteria in Section IV
- **New City Facilities named in accordance with:**
 - geographical, historical, or ecological features originating at the site or to the immediate vicinity of the site.
 - Individual/group significant monetary or land gift
 - Significant contribution to City of Taylor
- **New City Streets**
 - Will be named through the development process shown in general criteria



Additional Criteria Public Parks

- Regional/City level parks may be named after a geographical designation, a predominant physical feature of the land, a historical name, organizations, or the name of an individual.
- Community and neighborhood level parks should be named after the subdivision which dedicated the land, the name of the neighborhood, organizations, or the name of an individual.
- The suffix "park" should be added to title name of the park.
- Areas, facilities, and accessories such as playgrounds, pavilions or sport fields within a park can be named differently using the above stated criteria.



Renaming of Facilities, Parks and Streets

- **Renaming strongly discouraged**
 - Primary reason is to not diminish the original justification for the name or discount the value of the prior contributors.
- Once a City Facility, Public Park Land, or Public Street is named after an individual, the name of the public property should not be changed unless there are compelling reasons presented for the change.
- Requests to change a name should be subject to the most critical examination, so as not to diminish the original justification for the name or discount the value of the prior contributors.



Renaming Requests

Submission of Requests

- Background info including biographical
- Letter(s) of support from organizations and individuals
- Map of area requested to rename
- CMO or designee will review request to see if consistent with policy

Prior to Committee

- Streets- additional steps
 - 911 Verification
 - 30-day notification
 - Sent to property owners on street
- **Facilities and Parks**
 - Posted on city website 30 days prior to meeting



Process Facilities, Parks and Streets

Submission to Committee

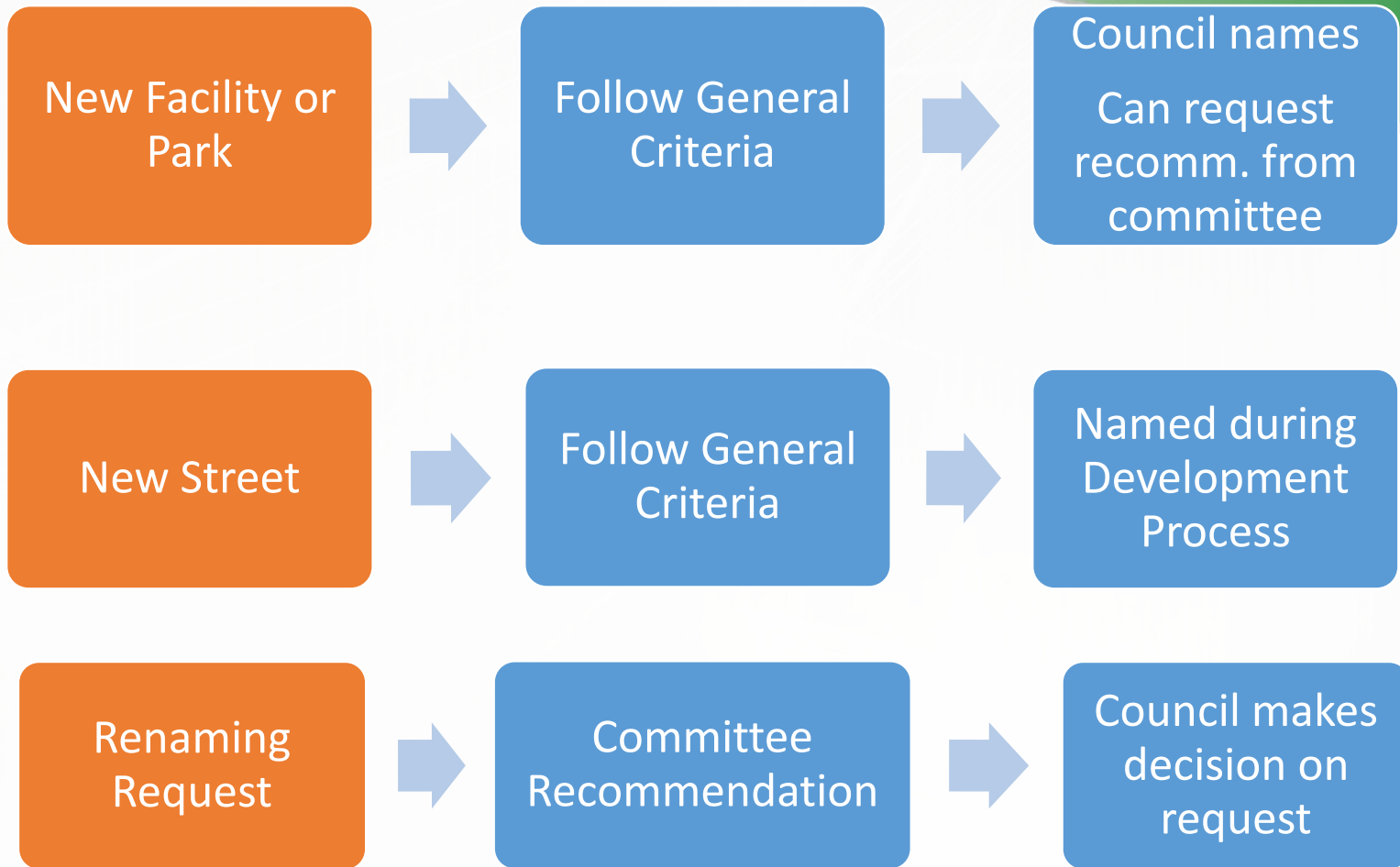
- Committee consisting: Mayor Mayor Pro-Tem, CM, DCM and ACM
- Research, review and study request
- Recommendation will be sent to Council

City Council

Decide on request

- Public Hearing held on request at Council meeting
- Council makes final decision,
- Streets require resolution
- If denied no additional review for 2 years
- Renaming requests limited to 2 reviews a year





Other Points to Note

- In General, most naming items occur during development
- Limited to two renaming requests a year, which should limit time and cost implement
- No fee included for renaming request reviews or for the signage/plaques





Questions?