

AGENDA

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

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

CALL TO ORDER AND DECLARE A QUORUM

INVOCATION / MOMENT OF REFLECTION

PLEDGE OF ALLEGIANCE

PROCLAMATIONS / RECOGNITIONS

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.)

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.)

1. Approve minutes from the April 28, 2022 regular City Council meeting. (Dianna McLean)
2. Concur with preliminary financials for March 2022. (Jeff Wood)
3. Consider Ordinance 2022-15 regarding an amendment to the Envision Taylor Comprehensive Plan. (Tom Yantis)
4. Consider Ordinance 2022-13 regarding PZ-2022-1450, a change of zoning request on approximately 0.44 acres of land, generally located near the intersection of Old Granger Road and Grace Lane from Single Family Residential Zoning District (R-1) to Local Business District (B-1). (Tom Yantis)
5. Consider Ordinance 2022-14 amending Ordinance 2019-28, changing the zoning of approximately 756.00 acres of Single-Family Residential Zoning District (R-1) to 756.00 acres of General Commercial Zoning District (B-2) with a Commercial Planned Development Overlay (B-2/CPD), addressed as 201 FM 3349, Taylor, Williamson County, Texas. (Tom Yantis)

REGULAR AGENDA; REVIEW/DISCUSS AND CONSIDER ACTION

6. Consider awarding contract to collection agency/law firm for Municipal Court and Utility Billing collections. (Jeff Jenkins)
7. Consider Resolution R22-17, authorization to apply for a Grant for the COPS (Community Oriented Policing Services) Hiring Program. (Henry Fluck)
8. Discuss, consider, and select bond counsel services provider for the TWDB Flood Infrastructure Funding project and authorize the City Manager to execute any agreements. (Jeff Jenkins)
9. Discuss, consider, and select financial advisor for the TWDB Flood Infrastructure Funding project and authorize the City Manager to execute any agreements. (Jeff Jenkins)
10. Consider appointments and/or member changes to various Boards & Commissions. (Dianna McLean)

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 May 9, 2022 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 McLean Date 5-9-2022
Dianna McLean, City Clerk



City Council Meeting

May 12, 2022

Transmittal Letter

STRATEGIC PILLAR

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

Agenda Item #: 1

Agenda Title: Approve minutes from the April 28, 2022 regular Council meeting.

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

Department Submitted: City Clerk

Staff Contact: Dianna McLean

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

1a. [April 28, 2022](#) minutes

City of Taylor
Regular City Council Meeting
Taylor City Hall, Council Chambers, 400 Porter Street
April 28, 2022 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 McLean, City Clerk

INVOCATION / MOMENT OF REFLECTION

Father Alberto Borrueal gave the invocation.

PLEDGE OF ALLEGIANCE

PROCLAMATIONS/RECOGNITIONS

1. **Motorcycle Safety and Awareness Month.**
Councilmember Ariola read the proclamation and presented it to Trent Pope with the Central Texas Independent Riders.
2. **Fair Housing Month proclamation.**
Mayor Pro-Tem Anderson read the proclamation and presented it to Tom Yantis.
3. **National Police Week proclamation.**
Councilmember Drummond read the proclamation and presented it to Chief Fluck.

CITIZENS COMMUNICATION

Bill Albert, 756 CR478, Thrall – concerned that the building restrictions in Taylor are too strict and hampering property owners from selling their property for development.

BOARDS & COMMISSION PRESENTATION

4. **Planning & Zoning Commission update.**
Donna Frazier, Chairman – gave a presentation on the P&Z's recent activities, meetings held, and cases processed.

Motion was made by Councilmember Garcia to receive the Planning & Zoning Commission's update as presented. Motion was seconded by Councilmember Drummond. Motion carried unanimously.

CONSENT AGENDA

5. **Approve minutes from the April 14, 2022 regular City Council meeting.**
6. **Consider Ordinance 2022-11 updating the Cemetery Rules and Regulations.**
7. **Consider approving CDBG-MIT Grant, through the General Land Office, start-up documents which includes the following:**

- **Resolution R22-14, authorizing the Mayor, City Manager and Deputy City Manager to sign contractual documents for the grant and authorize Mayor, City Manager, Deputy City Manager and Finance Director to sign financial documents, and**
- **Resolution R22-15, adopts/reaffirms policies and procedures.**
- **Amendment #1 to Langford Community Manager Services**

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

8. **Hold a public hearing and introduce Ordinance 2022-15 regarding an amendment to the Envision Taylor Comprehensive Plan.**

Tom Yantis, Development Services Director – this ordinance provides for an amendment to the comprehensive plan to address the development of the Samsung property. The amendment is needed to ensure that the comprehensive plan adequately reflects the impacts of the Samsung development on the land use and transportation plans as well as the implementation plan. The City engaged Lionheart Places to prepare an amendment to Envision Taylor.

Mayor Rydell opened the public hearing at 6:38PM. With no one appearing, the public hearing was closed at 6:38PM.

The City Attorney read the caption of the ordinance.

ORDINANCE NO. 2022-15

**AN ORDINANCE OF THE CITY OF TAYLOR, TEXAS,
AMENDING THE 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**

This was the first reading. No action was taken.

9. **Hold a public hearing and introduce Ordinance 2022-13 regarding PZ-2022-1450, a change of zoning request on approximately 0.44 acres of land, generally located near the intersection of Old Granger Road and Grace Lane from Single Family Residential Zoning District (R-1) to Local Business District (B-1).**

Tom Yantis, Development Services Director - purpose of the rezoning is to permit commercial development on one lot to promote the opportunity for commercial development consistent with the uses permitted in the B-1 zoning district. The area is dedicated for mixed-uses within the Market Center Community. The proposed land use as Offices, General Business and Professional Services is considered consistent with the Comprehensive Plan. The Planning and Zoning Commission unanimously recommended approval of the Zoning Map Amendments.

Mayor Rydell opened the public hearing at 6:57PM. With no one appearing, the public hearing was closed at 6:57PM.

The City Attorney read the caption of the ordinance.

ORDINANCE NO. 2022-13

AN ORDINANCE CHANGING THE ZONING OF PROPERTY DESCRIBED AS APPROXIMATELY 0.44 ACRES OF LAND, GENERALLY LOCATED NEAR THE INTERSECTION OF OLD GRANGER ROAD AND GRACE LANE, MORE PARTICULARLY DESCRIBED BY WILLIAMSON CENTRAL APPRAISAL DISTRICT PARCEL R391934, FROM SINGLE-FAMILY RESIDENTIAL ZONING DISTRICT (R-1) TO LOCAL BUSINESS ZONING DISTRICT (B-1), TAYLOR, WILLIAMSON COUNTY, TEXAS; AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF TAYLOR, TEXAS, TO SHOW THE ZONING CHANGE ADOPTED HEREIN; PROVIDING A SAVINGS CLAUSE.

This was the first reading. No action was taken.

10. **Hold a public hearing and introduce Ordinance 2022-14 amending Ordinance 2019-28, changing the zoning of approximately 756.00 acres of Single-Family Residential Zoning District (R-1) to 756.00 acres of General Commercial Zoning District (B-2) with a Commercial Planned Development Overlay (B-2/CPD), addressed as 201 FM 3349, Taylor, Williamson County, Texas.**

Tom Yantis, Development Services Director - applicant is proposing changes to the development standards in the approved planned development as there have been some significant changes since the project began: (1) the initial off-street parking standard must be updated for ease of use and for office and industrial land uses, and (2) FM 3349 is being widened which has prompted the relocation of a pipeline which required adjustments to the landscape standards along FM 3349. The Planning and Zoning Commission unanimously recommended approving the requested.

Mayor Rydell opened the public hearing at 7:01PM. With no one appearing, the public hearing was closed at 7:02PM.

The City Attorney read the caption of the ordinance.

ORDINANCE NO. 2022-14

AN ORDINANCE AMENDING ORDINANCE 2019-28 THAT CHANGED THE ZONING OF APPROXIMATELY 756 ACRES OF LAND DESCRIBED IN THIS ORDINANCE FROM SINGLE-FAMILY RESIDENTIAL ZONING DISTRICT (R-1) TO GENERAL BUSINESS ZONING DISTRICT WITH A COMMERCIAL PLANNED DEVELOPMENT OVERLAY (B-2/CPD) WHICH IS GENERALLY LOCATED AT 201 FM 3349, IN TAYLOR, WILLIAMSON COUNTY, TEXAS; AMENDING THE OFFICIAL ZONING MAP OF TAYLOR, TEXAS TO SHOW THE ZONING CHANGE SET FORTH IN THIS ORDINANCE; AND PROVIDING A SAVINGS CLAUSE.

This was the first reading. No action was taken.

REGULAR AGENDA; REVIEW/DISCUSS AND CONSIDER ACTION

11. Presentation from the Capital Area Rural Transportation System (CARTS) regarding services in Taylor.

Dave Marsh, CARTS – gave a presentation on their services and near future activities to include Country Bus Service evaluation, and Transportation Development 5-year plan.

Motion was made by Councilmember Drummond to receive the CARTS presentation as presented. Motion was seconded by Councilmember Ariola. Motion carried unanimously.

Mayor Rydell adjourned the meeting for a break at 7:35PM.

Mayor Rydell reconvened the meeting at 7:40PM.

12. Receive presentation of post-incident analysis of the March 21st tornado event.

Daniel Baum, Fire Chief – gave a presentation on the March 21st tornado event including the track of the recent tornado, local damage, public notifications during the event, and what the City will do to be better prepared in the future, ie: research pros/cons and cost of outdoor warning siren system.

Motion was made by Councilmember Garcia to receive the post-incident analysis presentation as presented. Motion was seconded by Mayor Pro-Tem Anderson. Motion carried unanimously.

13. Update on the 2022 Blackland Prairie Days festival.

Jan Harris, Main Street Manager – gave an update and schedule of the festival and provided a layout of how the traffic will be detoured.

Motion was made by Councilmember Garcia to receive the Blackland Prairie Days festival presentation as presented. Motion was seconded by Councilmember Drummond. Motion carried unanimously.

14. Discussion and possible direction to staff regarding the suspension of the prohibition of alcoholic beverages on public property and rights-of-way within the Central Business District.

Jeff Jenksin, Deputy City Manager – staff requested Council consider the extension of the temporary suspension or the repeal of Ordinances 01-03-94 and 2018-09 in order to allow possession and consumption of alcoholic beverages in public areas within the Central Business District. The City Council adopted Ordinance 2020-07 temporarily suspending some provisions of Ordinances 01-03-94 and 2018-09. That ordinance has expired. The city currently prohibits the possession of open containers or the consumption of alcoholic beverages except in permitted areas adjacent to the business.

Council directed staff to draft an ordinance permanently allowing alcoholic beverages on public property and ROW's within the Central Business District, excluding Heritage Park and Pierce Park.

Mayor Rydell read the Executive Session item and adjourned into closed session at 8:28PM.

Executive Session I. The Taylor City Council will conduct a closed executive meeting under Section 551.071 of the Texas Government Code in order to meet with its City Attorney on a matter in which the duty of the Attorney to the governmental body under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas authorize and allow such a closed meeting and which Rules conflict with the Texas Open Meetings Act.

- a. CAUSE NO. 19-0043-C26, Claudia Payne, vs. City of Taylor

15. Take any action regarding Executive Session.

Mayor Rydell reconvened into open session at 8:34PM.

Motion was made by Councilmember Garcia to approve the proposed mediated settlement in Claudia Payne vs the City of Taylor and authorize the City Manager to execute any documents necessary to complete the settlement. Motion was seconded by Councilmember Drummond. Motion carried unanimously.

ADJOURN

With no further business Mayor Rydell declared the meeting adjourned at 8:35p.m.

Brandt Rydell, Mayor

ATTEST:

Dianna McLean, City Clerk



***City Council Meeting
May 12, 2022
Transmittal Letter***

STRATEGIC PILLAR

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

Agenda Item #: 2

Agenda Title: **Concur with Preliminary Financials for March 2022**

Council Action to be taken: Approve by Consent

Department Submitted: Finance Department

Staff Contact: Jeffrey Wood, Chief Financial Officer

1. PURPOSE/DESCRIPTION

Article 12, Section 12.3 of the City of Taylor's Charter states in part that the City Manager shall prepare and submit to the City Council a written monthly financial report that is in a form satisfactory with the City Council. This report is intended to satisfy the Charter requirement.

2. STAFF ANALYSIS/BACKGROUND / PRIOR COUNCIL ACTIONS

Council has approved previous monthly financial reports by consent.

The following provides a brief overview on the preliminary status and/or activity of the major funds or groups of funds as of March 31, 2022:

General Fund:

The General Fund is used to account for all financial transactions not properly includable in other funds. The principal sources of revenues include local property taxes, sales and franchise taxes, licenses and permits, fines and forfeitures, and charges for services. Expenditures include general government, public safety, public works, culture and recreation, and community development.

- Revenues in the General Fund are up by \$862,875 or 7% over last year's fiscal year-to-date. The majority of revenue collected in March was received through property tax and sales tax. Revenues YTD are 76% of the budgeted amount.
- Property tax collections amount to \$7,915,004 through March. The amount collected represents approximately 98% of budgeted property tax revenues. The timing of individual tax payments can vary year-over-year so comparisons to previous years should keep such fluctuations in mind.

- The City's portion of the sales tax collections are \$2,347,459 through March, up by \$375,893 or 19% when compared to this same time last year. The payment received in March represents sales that occurred in January. March revenues ended up higher than the previous year and higher than budgeted.
- Expenditures in the General Fund are up by \$633,294 or 8% compared to last year's expenses fiscal year-to-date. Expenditures of 52% of budget are at an acceptable level year-to-date when compared to budgeted amounts.
- It should be noted when reviewing the level of revenues over expenditures that the vast majority of budgeted revenues are received in the first half of the year, while expenditures are dispersed more evenly throughout the year. It is common to show a significant budget surplus at mid-year that will regularly decrease over the last six months.

Special Revenue Funds:

The City accounts for resources restricted to, or designated for, specific purposes in special revenue funds.

- The TIF Fund receives the annual transfer in from the City and the County for the captured taxes collected in the district around April of each year. The revenue reported for March was the City portion of taxes collected. The expenditures budgeted for this fiscal year are related to the debt service payments, fire suppression grants and façade grants.
- Hotel Occupancy Tax collections from the lodging providers are recorded monthly, but the 380 Agreement payment is distributed quarterly. The timing of the 380 Agreement payment can skew the monthly report and result in the fund being reflected in a more positive position than is actually the case.

Hotel Occupancy Tax collections are reported at \$118,962 fiscal year-to-date, of which \$16,417 was collected in March. March's collection was \$2,040 more than March 2021, and fiscal year-to-date HOT collections are \$47,735 (67%) more than FY 2020-21.

Expenditures consist of a pass through to the Chamber, but will also include expenditures for our marketing agreement, 380 Agreement, and a transfer to the Main Street Fund to be used for advertising.

- Main Street revenues reported during the year are from sales and other fund-raising activities. Expenditures are for rental assistance, advertising, city sponsored events and façade grants.
- Municipal Court Special Revenues total \$5,899 which is 31% of budget. Expenditures from this fund are for security work and technology at the Municipal Court.
- Library Donation Fund reflects revenues generated from interest income and donations. Year-to-date there has been \$100 spent on books from this fund.

- Transportation User Fee (TUF) Fund – User fees collected in March are reported at \$69,810. Expenditures are associated with engineering cost, the cost of the work done for street maintenance and debt service payment transfers.
- Municipal Drainage Utility System (MDUS) Fund – Drainage fees collected in March are reported at \$43,995. Expenditures are related to the administrative fee transfer to the General Fund, engineering expenses, and debt service payment transfers.

Enterprise Funds:

The City maintains several Enterprise funds, which are used to account for operations that are more reflective of business-type activities. All activities associated with providing such services are accounted for in these funds. Enterprise funds are primarily funded by user charges and fees.

Sanitation Fund

- Revenues from franchise fees and user charges for services in March are reported at \$164,313. The City contracts its solid waste collection service and expenditures represent the payment to the City's solid waste provider. March's cost for solid waste collection services is \$193,292.

Utility Fund

- Revenues through March totaled \$4,889,058, which includes \$4,772,574 in charges for service. User charges are up \$460,195 compared to the same period last year. Expenditures fiscal year-to-date total \$5,072,066 compared to \$4,821,155 a year ago. Year-to-year comparisons in the Utility Fund reflect differences in billing and usage, and such differences can be caused by several factors that can vary throughout the year. This should be kept in mind when comparing individual time periods.
- The Utility Fund is operating at an acceptable level when compared to budgeted amounts for this period of the fiscal year, although both revenue and expenditures are lower than anticipated for the fiscal year.

Airport Fund

- Revenues consist of airport hangar rental, sale of fuel and interest income. Hangar rental is reported at \$127,781 and revenues from fuel sales are \$126,749.
- The Airport Fund is operating within budget with revenues exceeding expenditures by \$16,324.

Cemetery Fund

- Revenues are reported at \$131,048 and are 51% of budgeted amounts. Revenues are dependent on the number of lots sold and graves dug, and both of these sources can be variable.
- Expenditures total \$117,099 which represents 46% of budgeted amounts.
- Revenues exceed expenditures by \$13,949.

Other Funds:

- Roadway Impact Fund – There was \$6,720 in revenues collected in March. Budgeted expenditures in this fund are related to the Impact Fee rate study.
- Utility Impact Fund – There was \$39,540 in revenues collected in March. Expenditures are budgeted for the Impact Fee rate study.

Internal Service Funds:

Internal Service Funds are an accounting device used to accumulate and allocate costs internally among the City's various functions. The City uses internal service funds to account for the maintenance and purchase of equipment.

- The Fleet Operating Fund charges rental fees and replacement fees to the various City departments and these fees are used to off-set the expenditures for repairs and maintenance to the City's vehicles. This same concept is applied to the Fleet Replacement Fund for the purpose of purchasing vehicles.
- Expenditures in the Fleet Operating Fund are operating as anticipated.
- The Fleet Replacement Fund reflects expenditures that includes capital lease payments for purchases are made either monthly, quarterly or annually throughout the year. Expenditures also reflect cash purchases for equipment and vehicles made on behalf of the other funds.

Quarterly Investment Report

- Included this month is the Quarterly Investment Report from our investment consultant and covers the period of January 1 – March 31. This report reflects the coordinated efforts of City staff and Meeder (Patterson & Associates) to manage the City funds that are not immediately needed for operational purposes
- The report shows the average yield obtained on the City's funds was .18% during the reporting period and fell significantly below the 6-month and 1-year Treasuries. The yield on our pooled investment accounts remained low over the quarter as cash and cash equivalent accounts are paying near zero interest.

- The historically low rates we are currently experiencing in the market has made acceptable investment options limited. We continue to work with our investment advisors to look for the best rates for short-term investments and commercial paper as we balance the desire for return with our need for safety and liquidity.
- Current and near-future needs of the City necessitate that we maintain a short duration portfolio. Cash equivalent and short-term investments are providing very little return. Higher returns are beginning to appear at the 2+ years maturity level. Cash flow scenarios stabilize 6 months out and may allow for some investments in the 18-36 month maturity range.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Monthly financial reports provide Council with a snapshot of each fund along with a summary of the financial activity that occurred during the month. • Updated financial information can assist Council with their decision-making process.	

4. RECOMMENDATION

Concur with the preliminary monthly financial report by consent

5. FUNDING SOURCE

N/A

6. TIMELINE

Immediate consideration

7. OTHER OPTIONS (In order of preference)

N/A

8. ATTACHMENTS

2a. [Monthly Financial Report for March 2022:](#)

- **Attachment A:** Preliminary summaries of the total amounts of revenues and expenditures year-to-date.
- **Attachment B:** Preliminary financial summaries for the governmental and proprietary funds. This shows annual budgeted amounts and the year-to-date figures for each fund by the major revenues and expenditures categories.
- **Attachment C:** Checks issued during the month.
- **Attachment D:** Balance sheets for each of the governmental and proprietary funds.
- **Attachment E:** Sales Tax Tracking Report.
- **Attachment F:** Quarterly Investment Report Issued by Meeder (Patterson & Associates.)



Monthly Finance Report as of :
March 2022

City of Taylor
400 Porter Street
Taylor, TX 76574

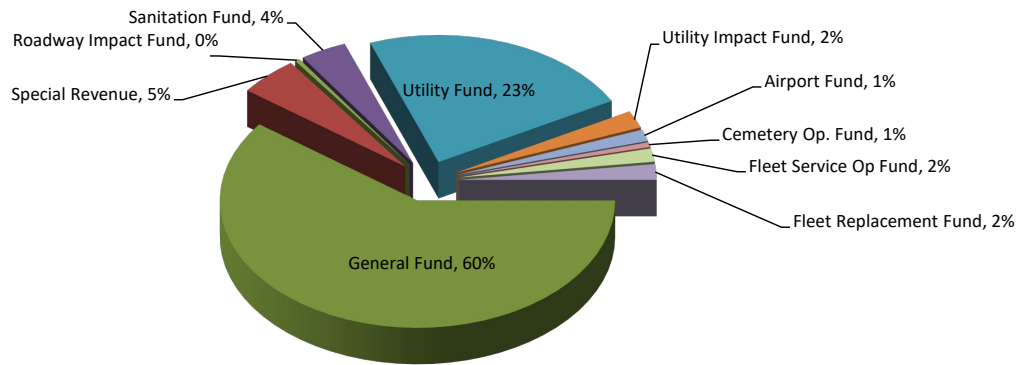
Attachment A

Financial Summary

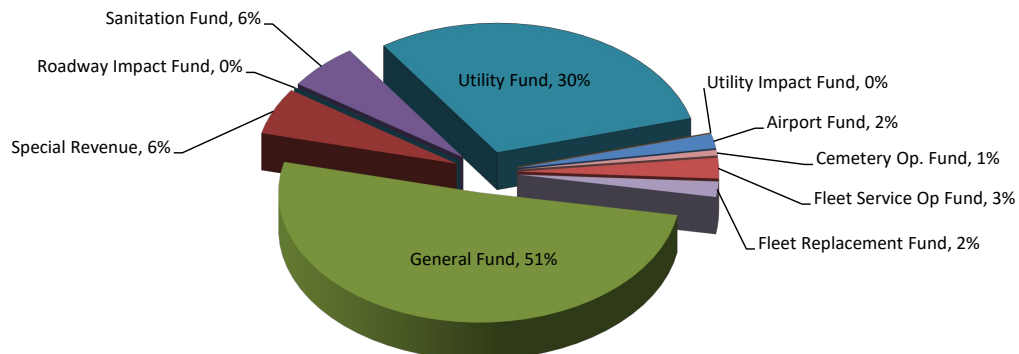
Summary Revenue/Expenditures
Preliminary Year-to-Date as of March 31, 2022

	Revenue			Expenditures			Surplus/Deficit
	Annual Budget	Actual Y-T-D	% of Budget	Annual Budget	Actual Y-T-D	% of Budget	
General Fund	\$ 17,019,632	\$ 13,007,669	76%	\$ 17,189,936	\$ 8,537,046	50%	\$ 4,470,623
Special Revenue Funds							
- Tax Increment Fund (TIF)	\$ 411,500	\$ 276,919	67%	\$ 408,032	\$ 203,282	50%	73,637
- Hotel/Motel Tax	\$ 190,000	\$ 132,534	70%	\$ 204,000	\$ 91,834	45%	40,700
- Main St. Revenue	\$ 108,100	\$ 72,979	68%	\$ 108,100	\$ 60,114	56%	12,865
- Municipal Court Sec/Tech	\$ 19,000	\$ 5,899	31%	\$ 9,712	\$ 2,351	24%	3,548
- Library Grants/Donations	\$ 700	\$ 139	20%	\$ 2,050	\$ 100	5%	39
- Transportation Fund (TUF)	\$ 828,000	\$ 359,284	43%	\$ 821,319	\$ 353,646	43%	5,638
- MDUS	\$ 522,500	\$ 219,900	42%	\$ 513,600	\$ 260,017	51%	(40,118)
Special Rev Funds Total	\$ 2,079,800	\$ 1,067,652	51%	\$ 2,066,813	\$ 971,344	47%	96,308
Enterprise Funds							
- Sanitation Fund	\$ 1,977,600	\$ 820,977	42%	\$ 1,946,700	\$ 976,594	50%	(155,616)
- Utility Fund	\$ 11,479,000	\$ 4,889,058	43%	\$ 11,478,918	\$ 5,072,066	44%	(183,007)
- Airport Fund	\$ 459,200	\$ 322,337	70%	\$ 471,234	\$ 306,012	65%	16,324
- Cemetery Op. Fund	\$ 257,500	\$ 131,048	51%	\$ 258,566	\$ 117,099	45%	13,949
Roadway Impact Fund	\$ 60,000	\$ 87,719	146%	60,000	1,275	2%	86,443
Utility Impact Fund	\$ 425,000	\$ 476,006	112%	160,000	-	0%	476,006
Fleet Service Operating Fund	\$ 724,220	\$ 366,272	51%	\$ 719,705	\$ 431,673	60%	(65,401)
Fleet Replacement Fund	\$ 2,436,767	\$ 430,312	18%	\$ 2,410,639	321,935	13%	108,378
Total	\$ 38,269,219	\$ 21,599,051	56%	\$ 38,097,430	\$ 16,735,044	44%	\$ 4,864,007

Total Revenue Summary (\$21,599,051)



Total Expenditure Summary (\$16,735,044)



Attachment B

Financial Statements by Fund

General Fund

Tax Increment Financing Fund

Hotel Occupancy Tax Fund

Main Street Fund

Municipal Court Special Fee Fund

Library Grant/Donations Fund

Roadway Impact Fee Fund

Transportation User Fee Fund

Municipal Drainage Utility System Fund

Sanitation Fund

Public Utilities Fund

Utility Impact Fund

Airport Fund

Cemetery Operating Fund

Fleet Services Operating Fund

Fleet Replacement Fund

C I T Y O F T A Y L O R
FINANCIAL STATEMENT
AS OF: MARCH 31ST, 2022

100-GENERAL FUND
FINANCIAL SUMMARY

ACCT #	ACCOUNT NAME	ANNUAL BUDGET	CURRENT PERIOD	Y-T-D ACTUAL	% OF BUDGET	Y-T-D ENCUMB.	BUDGET BALANCE
<u>REVENUE SUMMARY</u>							
310-TAXES		13,264,000.00	316,980.86	10,578,779.02	79.76	0.00	2,685,220.98
320-PERMITS AND LICENSES		669,800.00	66,724.12	705,031.71	105.26	0.00	(35,231.71)
330-INTERGOVERNMENTAL REV		386,500.00	953.36	261,055.54	67.54	0.00	125,444.46
340-CHARGES FOR SERVICES		357,400.00	25,801.19	263,180.83	73.64	0.00	94,219.17
410-FINES AND FORFEITURES		231,700.00	18,339.89	75,186.26	32.45	0.00	156,513.74
420-ASSESSMENTS		14,000.00	4,556.94	35,715.51	255.11	0.00	(21,715.51)
430-USE OF MONEY AND PROP		103,000.00	23,697.79	70,687.36	68.63	0.00	32,312.64
440-DONATIONS FROM PRIVAT		10,500.00	3,027.11	14,900.96	141.91	0.00	(4,400.96)
450-INTERFUND OPERATING T		1,982,732.00	513,332.00	1,003,132.00	50.59	0.00	979,600.00
460-PROCEEDS GEN FIXED AS		0.00	0.00	0.00	0.00	0.00	0.00
470-PROCEEDS GEN LONG TER		0.00	0.00	0.00	0.00	0.00	0.00
*** TOTAL REVENUES ***		17,019,632.00	973,413.26	13,007,669.19	76.43	0.00	4,011,962.81
		=====	=====	=====	=====	=====	=====
<u>EXPENDITURE SUMMARY</u>							
500-CITY COUNCIL		219,480.00	3,078.55	98,382.34	44.83	0.00	121,097.66
501-CITY MANAGEMENT		547,780.00	48,377.02	278,289.50	50.80	0.00	269,490.50
503-PUBLIC INFORMATION		197,540.00	12,162.49	111,335.84	56.36	0.00	86,204.16
504-HUMAN RESOURCES		277,822.00	25,665.54	132,941.49	47.85	0.00	144,880.51
505-CITY CLERK		157,800.00	9,449.13	68,566.47	43.45	0.00	89,233.53
512-FINANCIAL SERVICES		730,815.00	61,617.65	372,254.08	50.94	0.00	358,560.92
516-MUNICIPAL COURT		432,079.00	18,953.57	181,005.36	41.92	110.00	250,963.64
522-DEVELOPMENT SERVICES		1,624,568.00	132,191.51	722,554.42	63.07	301,987.00	600,026.58
524-MAIN STREET PROGRAM		121,376.00	25,525.88	67,221.92	55.38	0.00	54,154.08
527-MOODY MUSEUM		10,075.00	917.14	3,095.83	30.73	0.00	6,979.17
532-PUBLIC LIBRARY		521,288.00	43,192.45	234,366.69	46.88	10,000.00	276,921.31
542-FIRE SUPPRESSION/EMER		2,972,812.00	280,084.74	1,389,071.00	46.29	(12,823.00)	1,596,564.00
552-POLICE FIELD SERVICES		4,448,044.00	362,384.57	2,062,360.09	47.17	35,658.13	2,350,025.78
558-ANIMAL CONTROL SECTIO		244,028.00	26,539.46	142,342.00	70.92	30,734.00	70,952.00
563-STREET & GROUND MAIN		1,983,854.00	229,240.37	894,832.40	45.13	392.25	1,088,629.35
565-PARKS & RECREATION		1,085,937.00	157,724.96	801,388.04	75.40	17,411.58	267,137.38
566-INTERNAL SVCS/BLDG		576,697.00	64,801.28	388,618.62	67.39	0.00	188,078.38
573-ENGINEERING & INSPECT		175,000.00	26,878.76	141,092.29	80.62	0.00	33,907.71
575-INTERNAL SVC/IT DEPT		218,834.00	22,649.58	129,672.75	59.26	0.00	89,161.25
592-NON-DEPARTMENTAL		644,107.00	54,816.26	317,654.96	49.32	0.00	326,452.04
*** TOTAL EXPENDITURES ***		17,189,936.00	1,606,250.91	8,537,046.09	51.89	383,469.96	8,269,419.95
		=====	=====	=====	=====	=====	=====
*** TOTAL PROFIT / (LOSS) ***		(170,304.00)	(632,837.65)	4,470,623.10	399.92-	(383,469.96)	(4,257,457.14)
		=====	=====	=====	=====	=====	=====

ACCT #	ACCOUNT NAME	ANNUAL BUDGET	CURRENT PERIOD	Y-T-D ACTUAL	% OF BUDGET	Y-T-D ENCUMB.	BUDGET BALANCE
<u>REVENUE SUMMARY</u>							
310-TAXES		270,000.00	276,846.18	276,846.18	102.54	0.00	(6,846.18)
330-INTERGOVERNMENTAL REV		140,000.00	0.00	0.00	0.00	0.00	140,000.00
430-USE OF MONEY AND PROP		<u>1,500.00</u>	<u>31.06</u>	<u>72.39</u>	<u>4.83</u>	<u>0.00</u>	<u>1,427.61</u>
*** TOTAL REVENUES ***		411,500.00	276,877.24	276,918.57	67.29	0.00	134,581.43
		=====	=====	=====	=====	=====	=====
<u>EXPENDITURE SUMMARY</u>							
520-TIF EXPENSES		<u>408,032.00</u>	<u>113,407.00</u>	<u>203,282.00</u>	<u>49.82</u>	<u>0.00</u>	<u>204,750.00</u>
*** TOTAL EXPENDITURES ***		408,032.00	113,407.00	203,282.00	49.82	0.00	204,750.00
		=====	=====	=====	=====	=====	=====
*** TOTAL PROFIT / (LOSS) ***		3,468.00	163,470.24	73,636.57	123.32	0.00	(70,168.57)
		=====	=====	=====	=====	=====	=====

ACCT #	ACCOUNT NAME	ANNUAL BUDGET	CURRENT PERIOD	Y-T-D ACTUAL	% OF BUDGET	Y-T-D ENCUMB.	BUDGET BALANCE
<u>REVENUE SUMMARY</u>							
410-FINES AND FORFEITURES		19,000.00	1,273.17	5,898.82	31.05	0.00	13,101.18
450-INTERFUND OPERATING T		<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
*** TOTAL REVENUES ***		<u>19,000.00</u>	<u>1,273.17</u>	<u>5,898.82</u>	<u>31.05</u>	<u>0.00</u>	<u>13,101.18</u>
<u>EXPENDITURE SUMMARY</u>							
625-MUNICIPAL COURT BLDG		9,712.00	0.00	0.00	0.00	0.00	9,712.00
626-MUNICIPAL CRT TECHNO		0.00	0.00	352.00	0.00	0.00	(352.00)
627-MUN COURT JUDICIAL		<u>0.00</u>	<u>1,999.20</u>	<u>1,999.20</u>	<u>0.00</u>	<u>0.00</u>	<u>(1,999.20)</u>
*** TOTAL EXPENDITURES ***		<u>9,712.00</u>	<u>1,999.20</u>	<u>2,351.20</u>	<u>24.21</u>	<u>0.00</u>	<u>7,360.80</u>
*** TOTAL PROFIT / (LOSS) ***		<u>9,288.00</u>	<u>(726.03)</u>	<u>3,547.62</u>	<u>38.20</u>	<u>0.00</u>	<u>5,740.38</u>

C I T Y O F T A Y L O R
 FINANCIAL STATEMENT
 AS OF: MARCH 31ST, 2022

200-ROADWAY IMPACT FEE FUND
 FINANCIAL SUMMARY

ACCT #	ACCOUNT NAME	ANNUAL BUDGET	CURRENT PERIOD	Y-T-D ACTUAL	% OF BUDGET	Y-T-D ENCUMB.	BUDGET BALANCE
<u>REVENUE SUMMARY</u>							
420-	ASSESSMENTS	<u>60,000.00</u>	<u>6,720.00</u>	<u>87,718.80</u>	<u>146.20</u>	<u>0.00</u>	<u>(27,718.80)</u>
***	TOTAL REVENUES ***	<u>60,000.00</u>	<u>6,720.00</u>	<u>87,718.80</u>	<u>146.20</u>	<u>0.00</u>	<u>(27,718.80)</u>
<u>EXPENDITURE SUMMARY</u>							
631-	ROADWAY IMPACT FEE	<u>60,000.00</u>	<u>0.00</u>	<u>1,275.40</u>	<u>78.90</u>	<u>46,066.00</u>	<u>12,658.60</u>
***	TOTAL EXPENDITURES ***	<u>60,000.00</u>	<u>0.00</u>	<u>1,275.40</u>	<u>78.90</u>	<u>46,066.00</u>	<u>12,658.60</u>
***	TOTAL PROFIT / (LOSS) ***	<u>0.00</u>	<u>6,720.00</u>	<u>86,443.40</u>	<u>0.00</u>	<u>(46,066.00)</u>	<u>(40,377.40)</u>

C I T Y O F T A Y L O R
 FINANCIAL STATEMENT
 AS OF: MARCH 31ST, 2022

300-MUNICIPAL DRAINAGE UTILIT
 FINANCIAL SUMMARY

ACCT #	ACCOUNT NAME	ANNUAL BUDGET	CURRENT PERIOD	Y-T-D ACTUAL	% OF BUDGET	Y-T-D ENCUMB.	BUDGET BALANCE
<u>REVENUE SUMMARY</u>							
330-INTERGOVERNMENTAL REV		0.00	0.00	0.00	0.00	0.00	0.00
340-CHARGES FOR SERVICES		522,500.00	43,994.66	219,899.57	42.09	0.00	302,600.43
430-USE OF MONEY AND PROP		0.00	0.00	0.00	0.00	0.00	0.00
460-PROCEEDS GEN FIXED AS		0.00	0.00	0.00	0.00	0.00	0.00
470-PROCEEDS GEN LONG TER		<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
*** TOTAL REVENUES ***		<u>522,500.00</u>	<u>43,994.66</u>	<u>219,899.57</u>	<u>42.09</u>	<u>0.00</u>	<u>302,600.43</u>
<u>EXPENDITURE SUMMARY</u>							
750-MUNICIPAL DRAINAGE		<u>513,600.00</u>	<u>133,293.10</u>	<u>260,017.35</u>	<u>50.63</u>	<u>0.00</u>	<u>253,582.65</u>
*** TOTAL EXPENDITURES ***		<u>513,600.00</u>	<u>133,293.10</u>	<u>260,017.35</u>	<u>50.63</u>	<u>0.00</u>	<u>253,582.65</u>
*** TOTAL PROFIT / (LOSS) ***		<u>8,900.00</u>	<u>(89,298.44)</u>	<u>(40,117.78)</u>	<u>450.76-</u>	<u>0.00</u>	<u>49,017.78</u>

C I T Y O F T A Y L O R
 FINANCIAL STATEMENT
 AS OF: MARCH 31ST, 2022

320-SANITATION FUND
 FINANCIAL SUMMARY

ACCT #	ACCOUNT NAME	ANNUAL BUDGET	CURRENT PERIOD	Y-T-D ACTUAL	% OF BUDGET	Y-T-D ENCUMB.	BUDGET BALANCE
<u>REVENUE SUMMARY</u>							
310-TAXES		220,000.00	14,427.33	85,069.49	38.67	0.00	134,930.51
340-CHARGES FOR SERVICES		<u>1,757,600.00</u>	<u>149,885.54</u>	<u>735,907.95</u>	<u>41.87</u>	<u>0.00</u>	<u>1,021,692.05</u>
*** TOTAL REVENUES ***		<u>1,977,600.00</u>	<u>164,312.87</u>	<u>820,977.44</u>	<u>41.51</u>	<u>0.00</u>	<u>1,156,622.56</u>
<u>EXPENDITURE SUMMARY</u>							
721-SANITATION/GARBAGE		<u>1,946,700.00</u>	<u>193,292.03</u>	<u>976,593.73</u>	<u>50.17</u>	<u>0.00</u>	<u>970,106.27</u>
*** TOTAL EXPENDITURES ***		<u>1,946,700.00</u>	<u>193,292.03</u>	<u>976,593.73</u>	<u>50.17</u>	<u>0.00</u>	<u>970,106.27</u>
*** TOTAL PROFIT / (LOSS) ***		<u>30,900.00</u>	<u>(28,979.16)</u>	<u>(155,616.29)</u>	<u>503.61-</u>	<u>0.00</u>	<u>186,516.29</u>

ACCT #	ACCOUNT NAME	ANNUAL BUDGET	CURRENT PERIOD	Y-T-D ACTUAL	% OF BUDGET	Y-T-D ENCUMB.	BUDGET BALANCE
<u>REVENUE SUMMARY</u>							
340-	CHARGES FOR SERVICES	425,000.00	39,540.00	472,050.00	111.07	0.00	(47,050.00)
420-	ASSESSMENTS	0.00	0.00	0.00	0.00	0.00	0.00
430-	USE OF MONEY AND PROP	<u>0.00</u>	<u>0.00</u>	<u>3,956.33</u>	<u>0.00</u>	<u>0.00</u>	<u>(3,956.33)</u>
***	TOTAL REVENUES ***	425,000.00 =====	39,540.00 =====	476,006.33 =====	112.00 =====	0.00 =====	(51,006.33) =====
<u>EXPENDITURE SUMMARY</u>							
592-	NON-DEPARTMENTAL	<u>160,000.00</u>	<u>0.00</u>	<u>(17,315.20)</u>	<u>2.52</u>	<u>21,349.00</u>	<u>155,966.20</u>
***	TOTAL EXPENDITURES ***	160,000.00 =====	0.00 =====	(17,315.20) =====	2.52 =====	21,349.00 =====	155,966.20 =====
***	TOTAL PROFIT / (LOSS) ***	265,000.00 =====	39,540.00 =====	493,321.53 =====	178.10 =====	(21,349.00) =====	(206,972.53) =====

C I T Y O F T A Y L O R
 FINANCIAL STATEMENT
 AS OF: MARCH 31ST, 2022

350-AIRPORT FUND
 FINANCIAL SUMMARY

ACCT #	ACCOUNT NAME	ANNUAL BUDGET	CURRENT PERIOD	Y-T-D ACTUAL	% OF BUDGET	Y-T-D ENCUMB.	BUDGET BALANCE
<u>REVENUE SUMMARY</u>							
330-INTERGOVERNMENTAL REV		10,000.00	0.00	61,103.79	611.04	0.00	(51,103.79)
340-CHARGES FOR SERVICES		447,700.00	51,840.91	260,941.20	58.28	0.00	186,758.80
420-ASSESSMENTS		0.00	0.00	0.00	0.00	0.00	0.00
430-USE OF MONEY AND PROP		1,500.00	125.25	291.77	19.45	0.00	1,208.23
440-DONATIONS FROM PRIVAT		0.00	0.00	0.00	0.00	0.00	0.00
450-INTERFUND OPERATING T		<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
*** TOTAL REVENUES ***		459,200.00 =====	51,966.16 =====	322,336.76 =====	70.20 =====	0.00 =====	136,863.24 =====
<u>EXPENDITURE SUMMARY</u>							
732-AIRPORT OPERATIONS DE		<u>471,234.00</u>	<u>95,975.56</u>	<u>306,012.33</u>	<u>70.09</u>	<u>24,271.15</u>	<u>140,950.52</u>
*** TOTAL EXPENDITURES ***		471,234.00 =====	95,975.56 =====	306,012.33 =====	70.09 =====	24,271.15 =====	140,950.52 =====
*** TOTAL PROFIT / (LOSS) ***		(12,034.00) =====	(44,009.40) =====	16,324.43 =====	66.04 =====	(24,271.15) =====	(4,087.28) =====

C I T Y O F T A Y L O R
FINANCIAL STATEMENT
AS OF: MARCH 31ST, 2022

370-CEMETERY OPERATING FUND
FINANCIAL SUMMARY

ACCT #	ACCOUNT NAME	ANNUAL BUDGET	CURRENT PERIOD	Y-T-D ACTUAL	% OF BUDGET	Y-T-D ENCUMB.	BUDGET BALANCE
<u>REVENUE SUMMARY</u>							
330-	INTERGOVERNMENTAL REV	0.00	0.00	0.00	0.00	0.00	0.00
340-	CHARGES FOR SERVICES	171,500.00	8,215.00	83,049.00	48.43	0.00	88,451.00
420-	ASSESSMENTS	0.00	0.00	0.00	0.00	0.00	0.00
430-	USE OF MONEY AND PROP	1,000.00	80.00	895.00	89.50	0.00	105.00
440-	DONATIONS FROM PRIVAT	0.00	0.00	0.00	0.00	0.00	0.00
450-	INTERFUND OPERATING T	5,000.00	0.00	0.00	0.00	0.00	5,000.00
460-	PROCEEDS GEN FIXED AS	<u>80,000.00</u>	<u>0.00</u>	<u>47,104.20</u>	<u>58.88</u>	<u>0.00</u>	<u>32,895.80</u>
***	TOTAL REVENUES ***	257,500.00 =====	8,295.00 =====	131,048.20 =====	50.89 =====	0.00 =====	126,451.80 =====
<u>EXPENDITURE SUMMARY</u>							
761-	CEMETERY OPERATING DE	<u>258,566.00</u>	<u>27,924.39</u>	<u>117,099.24</u>	<u>45.68</u>	<u>1,013.09</u>	<u>140,453.67</u>
***	TOTAL EXPENDITURES ***	258,566.00 =====	27,924.39 =====	117,099.24 =====	45.68 =====	1,013.09 =====	140,453.67 =====
***	TOTAL PROFIT / (LOSS) ***	(1,066.00) =====	(19,629.39) =====	13,948.96 =====	213.50- =====	(1,013.09) =====	(14,001.87) =====

C I T Y O F T A Y L O R
 FINANCIAL STATEMENT
 AS OF: MARCH 31ST, 2022

384-FLEET REPLACEMENT FUND
 FINANCIAL SUMMARY

ACCT #	ACCOUNT NAME	ANNUAL BUDGET	CURRENT PERIOD	Y-T-D ACTUAL	% OF BUDGET	Y-T-D ENCUMB.	BUDGET BALANCE
<u>REVENUE SUMMARY</u>							
330-INTERGOVERNMENTAL REV		0.00	0.00	0.00	0.00	0.00	0.00
340-CHARGES FOR SERVICES		428,767.00	201,643.50	403,287.00	94.06	0.00	25,480.00
420-ASSESSMENTS		0.00	0.00	0.00	0.00	0.00	0.00
430-USE OF MONEY AND PROP		500.00	19.81	29.65	5.93	0.00	470.35
450-INTERFUND OPERATING T		0.00	0.00	11,914.45	0.00	0.00	(11,914.45)
460-PROCEEDS GEN FIXED AS		7,500.00	0.00	15,081.25	201.08	0.00	(7,581.25)
470-PROCEEDS GEN LONG TER		<u>2,000,000.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>2,000,000.00</u>
*** TOTAL REVENUES ***		<u>2,436,767.00</u>	<u>201,663.31</u>	<u>430,312.35</u>	<u>17.66</u>	<u>0.00</u>	<u>2,006,454.65</u>
<u>EXPENDITURE SUMMARY</u>							
518-EQUIPMENT REPLACEMENT		<u>2,410,639.00</u>	<u>60,092.36</u>	<u>321,934.66</u>	<u>15.31</u>	<u>47,044.47</u>	<u>2,041,659.87</u>
*** TOTAL EXPENDITURES ***		<u>2,410,639.00</u>	<u>60,092.36</u>	<u>321,934.66</u>	<u>15.31</u>	<u>47,044.47</u>	<u>2,041,659.87</u>
*** TOTAL PROFIT / (LOSS) ***		<u>26,128.00</u>	<u>141,570.95</u>	<u>108,377.69</u>	<u>234.74</u>	<u>(47,044.47)</u>	<u>(35,205.22)</u>

Attachment C

Council Report

Checks Posted in March 2022

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
NON-DEPARTMENTAL	GENERAL FUND	AFLAC	AFLAC FEB.2022 INV.	1,691.85
		AT&T	LOCAL REIMB/REFUND	3.36-
		D R HORTON INC	REIM DOUBLE PAYMENT 2021-1	2,249.00
			REIM DOUBLE PAYMENT 2021-1	11.25
			REIM DOUBLE PAYMENT 2021-1	337.35
			REIM DOUBLE PAYMENT 2021-1	15.00
		HONEST AIR CONDITIONING AND PLUMBING	REIMB INSPEC PERMIT#2022-1	55.00
		DEBORAH B LANGEHENNING	SHELTON CASE NO. 18-11452	945.69
			SHELTON CASE NO. 18-11452	945.69
		MISCELLANEOUS AMABILIA RUIZ	AMABILIA RUIZ:DEPOSIT REFU	25.00
		AMABILIA RUIZ	AMABILIA RUIZ:DEPOSIT REFU	25.00
		AMABILIA RUIZ	AMABILIA RUIZ:DEPOSIT REFU	200.00
		SUSAN GONZALEZ	SUSAN GONZALEZ:DEPOSIT REF	200.00
		GABRIELLE SOLIS	GABRIELLE SOLIS:DEPOSIT RE	200.00
		CEDRIC SHOWELS	CEDRIC SHOWELS:DEPOSIT REF	50.00
		IRELDA FERNANDEZ	IRELDA FERNANDEZ:DEPOSIT R	300.00
		ALFONSO VELAZQUEZ	ALFONSO VELAZQUEZ:REFUND D	200.00
		GASTON GONZALEZ	GASTON GONZALEZ:PER 2022-1	4.73
		GASTON GONZALEZ	GASTON GONZALEZ:PER 2022-1	786.00
		JOHNNIE WERNER	JOHNNIE WERNER:DEPOSIT REF	200.00
		McCREARY, VESELKA, BRAGG & ALLEN PC	CC FEES FEBRUARY 2022	1,096.73
		NATIONWIDE RETIREMENT SOLUTIONS	457B DEF COMP PLAN	5,606.00
			457B DEF COMPL PLAN ROTH	95.00
			457B DEF COMP PLAN	5,606.00
			457B DEF COMP PLAN ROTH	95.00
		PRE-PAID LEGAL SERVICES, INC. DBA LEGA	PRE-PAID LEGAL FEB.2022	133.60
		SCOTT & WHITE HEALTHCARE	S&W INVOICE 2021	1,513.74
			S&W INVOICE 2022	17,002.90
			S&W INVOICE 2021	1,357.50
			S&W INVOICE 2022	17,851.56
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TAYLOR1246 FEBRUARY 2022	44,537.54
			TAYLOR1246 FEBRUARY 2022	4,030.75
		UNITED WAY FOR GREATER AUSTIN	UNITED WAY CONTRIBUTIONS	5.00
			UNITED WAY CONTRIBUTIONS	5.00
		UNUM LIFE INS CO OF AMERI	UNUM LIFE INS. PAYABLE	1,039.77
		WEX HEALTH, INC. DBA: WEX	38705 FSA	567.05
			38705 FSA	567.05
		TAYLOR PROFESSIONAL FIREFIGHTER ASSOCI	ACCT #2091015 TAYLOR FF AS	439.00
			ACCT #2091015 TAYLOR FF AS	439.00
		NORTH CAROLINA DEPARTMENT OF REVENUE	J. HARRIS 3309 884 221 204	252.98
			J. HARRIS 3309 844 211 204	252.98
		ICMA-RC PLAN SPONSOR SERVICES	ICMA CONTRIBUTORY	1,646.47
			ICMA ROTH	405.00
			ICMA CONTRIBUTORY	1,646.47
			ICMA ROTH	405.00
		SUN LIFE ASSURANCE COMPANY	SUN LIFE DENTAL 2022	2,443.02
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION 2022	222.12
			TOTAL:	117,700.43
CITY COUNCIL	GENERAL FUND	VERIZON WIRELESS	CELL PHONE	175.80
		WILLIAMSON COUNTY ELECTIONS DEPARTMENT	ELECTIONS COST 1/2	1,112.50
		UNIVERSE TECHNICAL TRANSLATION INC	SPANISH TRANSLATOR	65.00
			TOTAL:	1,353.30
CITY MANAGEMENT	GENERAL FUND	AMAZON.COM SALES, INC DBA: AMAZON.COM	PRINTER PAPER	21.40
		LINCOLN	LTD 2022 INV.	73.85

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
			LTD 2022 INV.	73.85
		SCOTT & WHITE HEALTHCARE	S&W INVOICE 2022	3,412.74
			S&W INVOICE 2022	3,412.74
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TAYLOR1246 FEBRUARY 2022	4,382.93
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	85.56
		VERIZON WIRELESS	CELL PHONE	144.69
		DAHILL DBA: XEROX BUSINESS SOLUTIONS S	EQUIPMENT	46.07
		SUN LIFE ASSURANCE COMPANY	SUN LIFE DENTAL 2022	73.17
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION 2022	11.88
		JENKINS, JEFFREY	LUNCH MEETING:COOPER & JEN	36.30
		COMMUNITY COFFEE COMPANY LLC	COFFEE SUPPLIES	50.55
			SUGAR CANISTERS	<u>3.20</u>
			TOTAL:	11,828.93
PUBLIC INFORMATION	GENERAL FUND	LINCOLN	LTD 2022 INV.	13.72
			LTD 2022 INV.	13.72
		SCOTT & WHITE HEALTHCARE	S&W INVOICE 2022	630.99
			S&W INVOICE 2022	630.99
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TAYLOR1246 FEBRUARY 2022	564.65
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	13.27
		VERIZON WIRELESS	CELL PHONE	70.32
		OSBORNE, STACEY FORD	MARCH 2022 PIO SERVICES	4,958.00
		SUN LIFE ASSURANCE COMPANY	SUN LIFE DENTAL 2022	24.39
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION 2022	3.96
		COMMUNITY COFFEE COMPANY LLC	COFFEE SUPPLIES	50.55
			SUGAR CANISTERS	<u>3.20</u>
			TOTAL:	6,977.76
HUMAN RESOURCES	GENERAL FUND	AMAZON.COM SALES, INC DBA: AMAZON.COM	PRINTER PAPER	21.40
		LINCOLN	LTD 2022 INV.	35.79
			LTD 2022 INV.	35.79
		SCOTT & WHITE HEALTHCARE	S&W INVOICE 2022	630.99
			S&W INVOICE 2022	630.99
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TAYLOR1246 FEBRUARY 2022	1,474.80
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	34.61
		VERIZON WIRELESS	CELL PHONE	48.23
		WILSON, JOHN	REIMBURSE TAX REFUND	90.00
		WORKERS ASSISTANCE PROGRAM, INC.	FEBRUARY 2022 EAP SERVICES	272.58
		DAHILL DBA: XEROX BUSINESS SOLUTIONS S	EQUIPMENT	46.07
		WAGE WORKS, INC. DBA CONEXIS	FEBRUARY 2022 COBRA SERVIC	25.00
		MESSER, LORI S. DBA: LOGIC COMPENSATIO	COMPENSATION STUDY	9,143.75
		SUN LIFE ASSURANCE COMPANY	SUN LIFE DENTAL 2022	48.78
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION 2022	7.92
		COMMUNITY COFFEE COMPANY LLC	COFFEE SUPPLIES	50.55
			SUGAR CANISTERS	<u>3.20</u>
			TOTAL:	12,600.45
CITY CLERK	GENERAL FUND	AMAZON.COM SALES, INC DBA: AMAZON.COM	PRINTER PAPER	21.40
		LINCOLN	LTD 2022 INV.	26.50
			LTD 2022 INV.	17.48
			TERM L. ALVAREZ	9.02-
		SCOTT & WHITE HEALTHCARE	S&W INVOICE 2022	1,261.98
			S&W INVOICE 2022	630.99
			TERM LUCRETIA ALVAREZ	630.99-
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TAYLOR1246 FEBRUARY 2022	1,073.92
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	17.07

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
			TERM L. ALVAREZ	8.77-
		VERIZON WIRELESS	CELL PHONE	35.16
		DAHILL DBA: XEROX BUSINESS SOLUTIONS S	EQUIPMENT	46.07
		CAPITAL CHAPTER OF MUNICIPAL CLERKS	2022 CHAPTER MEMBERSHIP RE	30.00
		SUN LIFE ASSURANCE COMPANY	SUN LIFE DENTAL 2022	24.39
			TERM L. ALVAREZ	24.39-
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION 2022	3.96
			TERM LUCRETIA ALVAREZ	3.96-
		COMMUNITY COFFEE COMPANY LLC	COFFEE SUPPLIES	50.55
			SUGAR CANISTERS	<u>3.20</u>
			TOTAL:	2,565.54
FINANCIAL SERVICES	GENERAL FUND	AMAZON.COM SALES, INC DBA: AMAZON.COM	PRINTER PAPER	21.40
		LINCOLN	LTD 2022 INV.	83.54
			TERM G. LOPEZ	22.37-
			LTD 2022 INV.	84.57
		OFFICE DEPOT CORPORATION	DIVIDERS, POST-IT NOTES, C	14.38
			INK	88.31
		SCOTT & WHITE HEALTHCARE	S&W INVOICE 2022	3,154.95
			S&W INVOICE 2022	3,785.94
			??? LAUREN HENKES	630.99-
			??? LAUREN HENKES	1,218.16
			??? LAUREN HENKES	630.99
			??? LILLIE LAWLER	3,039.54-
			??? LILLIE LAWLER	1,671.24
			??? LILLIE LAWLER	1,671.24-
			??? LILLIE LAWLER	3,192.04
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TAYLOR1246 FEBRUARY 2022	3,365.65
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	86.27
			TERM G. . LOPEZ	43.14-
			TERM GRACIE LOPEZ	50.51-
		VERIZON WIRELESS	CELL PHONE	83.39
		WILLIAMSON CENTRAL APPRAISAL DISTRICT	Q2 2021/2022 ENTITY FEE	15,045.50
		WOOD, DAWN R.	D. WOOD SERVICES	1,976.36
		DAHILL DBA: XEROX BUSINESS SOLUTIONS S	EQUIPMENT	46.06
			XPHASER 4622	46.95
		SUN LIFE ASSURANCE COMPANY	SUN LIFE DENTAL 2022	170.73
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION 2022	15.84
		COMMUNITY COFFEE COMPANY LLC	COFFEE SUPPLIES	50.55
			SUGAR CANISTERS	<u>3.20</u>
			TOTAL:	29,378.23
MUNICIPAL COURT	GENERAL FUND	AT&T	MUNICIPAL COURT	200.33
		ADT SECURITY SERVICES INC	109 W 5TH ST/ALARM SYSTEM	211.62
		BRINKS, INC.	MARCH 2022 BRINKS	864.01
		TYLER TECHNOLOGIES, INC	COURT ONLINE	100.00
		LINCOLN	LTD 2022 INV.	37.13
			LTD 2022 INV.	19.29
			TERM E. WALTON	35.68-
		RELIANT ENERGY SOLUTIONS	MONTHLY ELECTRIC BILL	105.57
		SCOTT & WHITE HEALTHCARE	S&W INVOICE 2022	1,892.97
			S&W INVOICE 2022	1,261.98
			TERM ESTHER WALTON	630.99-
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TAYLOR1246 FEBRUARY 2022	2,464.54
		ATMOS ENERGY	NATURAL GAS-109 W 5TH ST	161.22
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	18.96

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
			TERM E. WALTON	34.62-
		VERIZON WIRELESS	CELL PHONE	180.06
			IPAD	12.15
		CONSTABLE PAUL L. LEAL	WARRANT SERVED-ANGEL GUERE	50.00
		DAHILL DBA: XEROX BUSINESS SOLUTIONS S	TMC CONTRACT BASE	255.00
			TMC CONTRACT OVERAGE	54.60
		CINTAS CORP DBA FIRST AID & SAFETY	109 5TH ST/MEDICAL SUPPLIE	95.47
		SUN LIFE ASSURANCE COMPANY	SUN LIFE DENTAL 2022	48.78
			TERM ESTHER WALTON	48.78-
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION 2022	7.92
			TERM E. WALTON	3.96-
			TERM E. WALTON	<u>3.96-</u>
			TOTAL:	7,283.61
DEVELOPMENT SERVICES	GENERAL FUND	AMAZON.COM SALES, INC DBA: AMAZON.COM	PRINTER PAPER	21.40
		BURKS DIGITAL REPROGRAPHICS, LTD DBA:	CANON PRINTER/SCANNER MAIN	170.00
		PROGRESSIVE WASTE SOLUTIONS DBA WC OF	(1) 40YD 402 BLAND	384.91
		LINCOLN	LTD 2022 INV.	128.05
			LTD 2022 INV.	128.05
		WATKINS, MICHAEL DEAN DBA:	URBAN DESIGN PROJ:2106-02	9,627.65
		PNC BANK NATIONAL ASSOCIATION	BESTBUY WRONG KEYBOARD SIZ	194.84-
		SCOTT & WHITE HEALTHCARE	S&W INVOICE 2022	5,047.92
			ADD COURTNEY PERES	921.58
			S&W INVOICE 2022	5,047.92
		SOUTHERN COMPUTER WAREHOUSE	REPLACEMENT KEYBOARDS	191.72
		TAYLOR OFFICE PRODUCTS INC	NEW P&Z MEMBER NAME PLATES	37.00
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TAYLOR1246 FEBRUARY 2022	6,133.91
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	147.68
			ADD COURTNEY PERES/2 MOS	32.24
			ADD COURTNEY PERES/2 MOS	1.82
		VERIZON WIRELESS	CELL PHONE	368.72
		WAL-MART COMMUNITY/GEMB	CLIPS	31.87
		NORTH TEXAS TOLLWAY AUTHORITY	#100 TOLL FEES	24.16
		DAHILL DBA: XEROX BUSINESS SOLUTIONS S	EQUIPMENT	46.06
		SOUTH CENTRAL PLANNING & DEV. COMMISSI	MPN MARCH 2022	875.00
		SUN LIFE ASSURANCE COMPANY	SUN LIFE DENTAL 2022	195.12
			ADD COURTNEY PERES	121.88
		CIT BANK, N.A DBA AVAYA FINANCIAL SERV	AVAYA SOFTWARE	511.39
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION 2022	35.64
			ADD MO. / C. PERES	3.96
			ADD MO. / C. PERES	3.96
		COMMUNITY COFFEE COMPANY LLC	COFFEE SUPPLIES	50.55
			SUGAR CANISTERS	<u>3.20</u>
			TOTAL:	30,098.52
MAIN STREET PROGRAM 00	GENERAL FUND	AMAZON.COM SALES, INC DBA: AMAZON.COM	PRINTER PAPER	21.40
		LINCOLN	LTD 2022 INV.	16.17
			LTD 2022 INV.	16.17
		SCOTT & WHITE HEALTHCARE	S&W INVOICE 2022	630.99
			S&W INVOICE 2022	630.99
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TAYLOR1246 FEBRUARY 2022	653.71
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	15.64
		VERIZON WIRELESS	CELL PHONE	48.23
		DAHILL DBA: XEROX BUSINESS SOLUTIONS S	EQUIPMENT	46.07
		SUN LIFE ASSURANCE COMPANY	SUN LIFE DENTAL 2022	24.39
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION 2022	3.96

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
		COMMUNITY COFFEE COMPANY LLC	COFFEE SUPPLIES	50.55
			SUGAR CANISTERS	<u>3.20</u>
			TOTAL:	2,161.47
CD-MOODY MUSEUM	GENERAL FUND	ADT SECURITY SERVICES INC	MOODY ADT - 4/2-5/1/22	66.52
		FRIENDS OF THE MOODY MUSEUM	DOCENT FOR MOODY REIMBURSE	200.00
		RELIANT ENERGY SOLUTIONS	MONTHLY ELECTRIC BILL	452.71
		ATMOS ENERGY	NATURAL GAS-114 W 9TH ST	<u>132.57</u>
			TOTAL:	851.80
PUBLIC LIBRARY	GENERAL FUND	AT&T	LIBRARY	341.88
		ADT SECURITY SERVICES INC	LIBRARY SECURITY ALARM	168.57
		AMAZON.COM SALES, INC DBA: AMAZON.COM	FACE MASKS	33.30
		BLACKSTONE AUDIO, INC. DBA: BLACKSTONE	AUDIO BOOKS	39.99
		COLLABORATIVE SUMMER LIBRARY PROGRAM	SRP 2022 SUPPLIES	39.50
		DEMCO, INC.	JACKET COVERS & ROLL	578.30
		INGRAM BOOK COMPANY	books	14.86
			books	14.75
			books	134.67
			books	1,138.56
			books	9.02
		LINCOLN	LTD 2022 INV.	71.06
			ADD K. FLORES	7.03
			LTD 2022 INV.	71.06
		MAGAZINE SUBSCRIPTIONS	MAGAZINE SUBSCRIPTIONS	1,345.25
		MIDWEST TAPE	DVD's	48.73
			DVD's	39.73
			DVD's	26.24
		OFFICE DEPOT CORPORATION	FINE MARKERS	20.49
			SHARPIE MARKERS	6.99
			DIGITAL VOICE RECORDER	60.89
			PAPER, STAMP, THERMAL POU	86.58
		RELIANT ENERGY SOLUTIONS	MONTHLY ELECTRIC BILL	757.34
		SCOTT & WHITE HEALTHCARE	S&W INVOICE 2022	2,523.96
			S&W INVOICE 2022	3,154.95
			ADD KIM FLORES	1,261.98
			ADD DAVID TAYLOR	630.99
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TAYLOR1246 FEBRUARY 2022	2,897.39
		ATMOS ENERGY	NATURAL GAS-801 VANCE ST	558.89
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	69.16
		VERIZON WIRELESS	CELL PHONE	35.16
		WAL-MART COMMUNITY/GEMB	TAPE, WOOD STICKS, SCISSOR	144.15
			OFFICE SUPPLIES-SANITIZER,	83.87
		KRAMER, NORMA	REIMB TABLECOVERS & BASKET	27.50
		DAHILL DBA: XEROX BUSINESS SOLUTIONS S	LIBRARY MAINTENANCE FEE	41.25
		DE LA ROSA, MARY	REIMB BUBBLES & PLAYSETS	6.25
			REIMB PAINT SET & DRY BEAN	14.29
			REIMB PENCILS, SHARPENERS,	38.75
			REIMB COLOR PAKS & LIMA BE	11.15
			REIMB NON MED MASKS (50 CO	9.95
			REIMBURSE SPRING CRAFTS	8.95
		FLORES, KIMBERLY	REIMBURSE CRAFTS-SEWING &	77.14
		SUN LIFE ASSURANCE COMPANY	SUN LIFE DENTAL 2022	121.95
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION 2022	<u>23.76</u>
			TOTAL:	16,796.23

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
FIRE DEPARTMENT	GENERAL FUND	AT&T	CITY HALL (CIVIL DEF)	35.22
			VICTORIA STATION	124.83
			FIRE DEPT	168.63
			AMAZON.COM SALES, INC DBA: AMAZON.COM	113.17
			R. BRENT KRIEGEL, INC. DBA:	71.00
			LINCOLN	294.19
			LTD 2022 INV.	0.13
			ADJ./ T. DAVIS	0.58
			ADJ / E. ENGELKE	0.05
			ADJ./ W. RUSSEL	294.27
			LTD 2022 INV.	11.69
			MOSS & MOSS INC. #7000	808.23
			RELIANT ENERGY SOLUTIONS	14,512.77
			SCOTT & WHITE HEALTHCARE	14,512.90
			S&W INVOICE 2022	18,137.61
			TEXAS MUNICIPAL RETIREMENT SYSTEMS	341.71
			TIME WARNER CABLE DBA SPECTRUM	1,250.00
			TEXAS FIRE CHIEFS ASSOCIATION	370.13
			ATMOS ENERGY	257.41
			NATURAL GAS-200 WASHBURN S	289.76
			NATURAL GAS-705 CARLOS PAR	201.03
			UNUM LIFE INS CO OF AMERI	721.83
			VERIZON WIRELESS	8.45
			CELL PHONES	9.72
			DATA CARDS	46.09
			ENGELKE, ERIC	306.75
			COPELAND, ROBERT C.	55.50
			HAYDAY, INC DBA: CTWP	162.81
			MUNICIPAL EMERGENCY SERVICES, INC	178.47
			SCBA SCREEN REPAIR	331.48
			SCBA REPAIR	37.75
			AT&T U-VERSE	560.97
			IMPACT PROMOTIONAL SERVICES, LLC DBA:	91.08
			CLASS A UNIFORMS	
			PANTS - CHIEF	
			KRAEMER, CODY	
			REIMB FOW TACOS/904 JAMES	
			SUN LIFE ASSURANCE COMPANY	
			SUN LIFE DENTAL 2022	
			SELECT BENEFITS GROUP INC. DBA DENTAL	
			DENTAL SEL VISION 2022	
			TOTAL:	54,306.21
POLICE DEPARTMENT	GENERAL FUND	AT&T	POLICE DEPT	195.27
			POLICE DEPT	0.00
			TELEPHONE	383.92
			INTERNET	2,476.28
			AMAZON.COM SALES, INC DBA: AMAZON.COM	154.98
			CHIEF & CLAUDIA/INKS	704.04
			COFFEE, CUPS, SUGAR, BADGE	186.00
			PLAQUES	112.94
			CABLES & ZIP TIES	167.70
			BRIONES, THERESA	8,425.00
			REIMBURSE GIFTS/TUMBLERS	
			DEFENDER SUPPLY LLC	
			INCAR CAMERA INSTALLATION	
			TEXAS DEPARTMENT OF INFORMATION RESOUR	
			DISPATCH RADIO BACKUP FEB	
			LINCOLN	
			LTD 2022 INV.	
			ADJ/ N. HARGER????	
			LTD 2022 INV.	
			TERM N. HARGER	
			ADJ. C. PARISELLA	
			PNC BANK NATIONAL ASSOCIATION	
			HOLIDAY INN EXPRESS OVERCH	
			HOLIDAY INN EXPRESS OVERCH	
			RELIANT ENERGY SOLUTIONS	
			MONTHLY ELECTRIC BILL	
			SCOTT & WHITE HEALTHCARE	
			S&W INVOICE 2022	
			S&W INVOICE 2022	

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
			??? DECHIARA	3,936.15-
			??? DECHIARA	1,519.77-
			??? DECHIARA	5,013.72
			ADD SHANE NEWELL	630.99
		TAYLOR SPORTING GOODS	JACKETS/SHIRTS	256.85
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TAYLOR1246 FEBRUARY 2022	24,837.28
		TIME WARNER CABLE DBA SPECTRUM	PD CABLE/INTERNET MARCH 20	343.46
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	562.56
			ADJ 18 MOS/ P. MORENO	215.52-
		VERIZON WIRELESS	CELL PHONES	482.28
			CELL PHONES - VOCA COORDIN	40.19
			CELL PHONES - VOCA VOLUNTE	40.19
			MIFI-VOCA COORDINATOR	37.99
			DATA CARDS	607.84
		ON TECH, LLC DBA: IT VOICE	IT SRVS/LAPTOP WARR;ROUTER	642.00
		QUETEL CORPORATION	EVIDENCE MGT RENEWAL 2022	3,850.00
		BURRELL PRINTING COMPANY, INC	CULP/BRISTER BUSINESS CARD	72.00
			BUSINESS CARDS/SHIPPING CO	16.50
		GALLS PARENT HOLDINGS, LLC.	LS FLEX RS SHIRT- DET. KOC	92.13
			SS FLEX RS SHIRT- HARMS	77.98
			SS FLEX RS SHIRT- CMDR LAG	89.98
			BADGE AND SHOULDER PATCHES	965.35
		DISCOUNTCCELL, INC.	CRADLEPOINT 2022 RENEWAL	1,890.00
		SUN LIFE ASSURANCE COMPANY	SUN LIFE DENTAL 2022	902.91
		MOTOROLA SOLUTIONS INC.	DISPATCH CONSOLES MAINTENA	5,245.51
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION 2022	146.52
		KONICA MINOLTA PREMIER FINANCE	PD COPIER LEASE 3/17-4/16/	267.44
			TOTAL:	105,311.15
ANIMAL CONTROL	GENERAL FUND	AT&T	ANIMAL CONTROL	133.58
		AMAZON.COM SALES, INC DBA: AMAZON.COM	AIR PURIFIER FILTERS X9	334.91
			SYRINGES	41.97
			BANKER BOXES	43.99
		EVINS TEMPORARIES, INC.	KT CARTER W.E 2.26.22	782.93
			KT HOBBS W.E 2.26.22	732.73
			KT CARTER W.E 3.5.22	858.00
			KT HOBBSW.E 3.5.22	748.96
			KT CARTER W.E 3/12/22	697.13
			KT CARTER W.E 3/19/22	858.00
		HUMANE EDUCATORS OF TEXAS, LLC	FEB 2022 VETERINARIAN SERV	1,960.00
		LINCOLN	LTD 2022 INV.	20.82
			LTD 2022 INV.	20.79
		RELIANT ENERGY SOLUTIONS	MONTHLY ELECTRIC BILL	747.28
		SCOTT & WHITE HEALTHCARE	S&W INVOICE 2022	630.99
			S&W INVOICE 2022	630.99
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TAYLOR1246 FEBRUARY 2022	936.04
		TRACTOR SUPPLY COMPANY	DOG FOOD X (21) 50LB BAGS	478.59
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	20.15
		VERIZON WIRELESS	CELL PHONE	118.55
		SATELLITE SHELTERS, INC.	TEMPORARY ACO BUILDING	1,390.00
		CTRMA PROCESSING	#95 TOLL FEES	8.68
		ARLON WAYNE GRAEF DBA:COUPLAND VETERIN	VET SRVS-COUPLAND VET HOSP	422.05
		SUN LIFE ASSURANCE COMPANY	SUN LIFE DENTAL 2022	24.39
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION 2022	7.92
			TOTAL:	12,649.44

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
STREETS & GROUND MAINT GENERAL FUND		AT&T	PUBLIC WORKS	246.87
		ADT SECURITY SERVICES INC	1424 N. MAIN/SEC 4/1-6/30/	372.93
		AMAZON.COM SALES, INC DBA: AMAZON.COM	ST,GR/FILES, TAPE, NOTEBOO	47.16
			ST,GR/SAFETY GLASSES	49.75
		AMERITEX PIPE & PRODUCTS, INC.	6TH AND LIZZIE	6,160.00
		B & M MATTA CONSTRUCTION, LLC	REPAIR/REPLACE HANDRAIL	7,895.60
		CONTECH CONST PRODUCT INC	EAST RIO GRANDE/CULVERT	968.70
		CENTERLINE SUPPLY, INC	ST,GR/BARRICADE SHEETING	566.50
			ST,GR/OBJ MARKER/RED REFLE	70.00
			PERMA-PATCH	1,700.00
		LINCOLN	LTD 2022 INV.	168.55
			LTD 2022 INV.	170.76
			ADJ R. MARTINEZ	2.27
		MOSS & MOSS INC. #4000	ST,GR/PAINTERS TAPE FOR ST	26.97
			ST,GR/(2) 6PK COVERS	21.58
			ST,GR/PINEHURST MISC HDWR	19.62
			ST,GR/DEGREASER-NEW OIL PO	33.27
			ST,GR/6TH&LIZZIE CONCRETE	98.30
		PNC BANK NATIONAL ASSOCIATION	TML CANCELATION LEADERSHIP	795.00-
		RELIANT ENERGY SOLUTIONS	MONTHLY ELECTRIC BILL	4,605.62
		SCOTT & WHITE HEALTHCARE	S&W INVOICE 2022	8,833.86
			S&W INVOICE 2022	8,833.86
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TAYLOR1246 FEBRUARY 2022	8,759.18
		TIME WARNER CABLE DBA SPECTRUM	INTERNET	224.14
		TRACTOR SUPPLY COMPANY	ST,GR/LOCK PIN-YELLOW TRAI	8.04
		ATMOS ENERGY	NATURAL GAS-1424 N MAIN ST	584.58
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	180.17
			ADJ.R. MARTINEZ	2.12
		VERIZON WIRELESS	CELL PHONE	319.83
			GATEWAY SIGN	37.99
		ACM SERVICES LLC	Decorative Lightpole	10,680.00
		WAL-MART COMMUNITY/GEMB	PW OFFICE COMPUTER-HDMI CA	9.01
			ST,GR/ICE CHEST	59.00
			ST,GR/PLATES/NAPKINS-UTIL	13.70
			ST,GR-UTIL MTG-COKES,WATER	18.61
		MCCOY'S BUILDING SUPPLY	ST,GR/DRILL AND BITS	195.55
		HAYDAY, INC DBA: CTWP	ST,GR/COPIER LEASE AGREEME	71.71
		YELLOWSTONE LANDSCAPE CENTRAL, INC.	MARCH 2022 ROW MOWING	3,817.27
		CINTAS CORPORATION #86	ST,GR/UNIFORMS	221.99
			ST,GR/UNIFORMS	221.99
			ST,GR/UNIFORMS	221.99
			ST,GR/UNIFORMS	221.99
		SUN LIFE ASSURANCE COMPANY	SUN LIFE DENTAL 2022	365.85
		CIT BANK, N.A DBA AVAYA FINANCIAL SERV	CAMERA SYSTEM	167.59
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION 2022	55.44
		COMMUNITY COFFEE COMPANY LLC	ST,GR/COFFEE,CREAMER,HOT C	152.15
			TOTAL:	66,707.06
PARKS & RECREATION	GENERAL FUND	AT&T	PARKS & REC	41.39
		ADT SECURITY SERVICES INC	DICKEY GIVENS/SEC 3/29-4/2	100.77
			TRPSC/SECURITY 3/17-6/16/2	140.37
		ASD CONSULTANTS, INC.	TRP/DOAK PARK/Valero	10,165.00
		BSN SPORTS	TABLETOP SCOREBOARDS	1,208.66
		HEART OF TEXAS LANDSCAPE & IRRIGATION	MEMORIAL FIELD/IRRIGAT REP	275.00
			TRPSC/TRP IRRIGATION REPAI	486.50
		LINCOLN	LTD 2022 INV.	74.08

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
			ADD J. AVINA	8.05
			LTD 2022 INV.	74.08
			ADD J. AVINA	16.10
		MOSS & MOSS INC. #5000	CASEY/TYLER OFFICE/PAINT,H	130.91
			TRPSC/RAIN GAUGE	6.29
		NANCY RUTH BARRON	TRPSC/SB CONCESS DOOR-REKE	224.95
		NEVCO SPORTS, LLC	TRPSC/COAX-SCOREBOARD FIEL	70.89
		PROGRESSIVE COMMERCIAL AQUATIC, INC.	MURPHY PARK UPPER POOL REP	600.00
		RELIANT ENERGY SOLUTIONS	MONTHLY ELECTRIC BILL	3,935.61
		SCOTT & WHITE HEALTHCARE	S&W INVOICE 2022	4,416.93
			S&W INVOICE 2022	4,416.93
		SOUTHERN COMPUTER WAREHOUSE	TRP COMPUTER	1,013.09
		TEXAS TURFGRASS ASSOCIATION	C. CUNNINGHAM/2022 MEMBER	145.00
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TAYLOR1246 FEBRUARY 2022	3,410.12
		TIME WARNER CABLE DBA SPECTRUM	DICKEY GIVENS INTERNET	89.99
			FIELD HOUSE INTERNET	85.08
		TRACTOR SUPPLY COMPANY	TRPSC/SOD CUTTER PARTS	49.97
		ATMOS ENERGY	NATURAL GAS-1418 DAVIS ST	225.61
			NATURAL GAS-1418 DAVIS ST	65.45
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	80.13
		VERIZON WIRELESS	CELL PHONE	215.01
			IPAD	37.99
		ACM SERVICES LLC	MURPHY POOL/REPLACE GFCI	150.00
			MEMORIAL FIELD/CHECK LIGHT	187.50
			TRP/FIXED GFCI PLUG&REPL B	385.00
		WAYNE GING PLUMBING, LLC	TRPSC ICEMAKER & FAUCET	1,367.00
		K. HANES'S INCORPORATED	TENNIS COURTS/WINDSCREENS	469.66
		CINTAS CORPORATION #86	TRPSC/UNIFORMS	21.79
			TRPSC/UNIFORMS	21.79
		PIONEER MANUFACTURING COMPANY INC.	TRPSC/PAINT STRAINER 5GL	58.75
		DEAN, MICHAEL S DBA: AMERICAN LEGION P	FIREWORKS	5,000.00
		SUN LIFE ASSURANCE COMPANY	SUN LIFE DENTAL 2022	170.73
		CIT BANK, N.A DBA AVAYA FINANCIAL SERV	TRPSC/PHONE SYSTEM	243.20
			CAMERA SYSTEM	167.58
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION 2022	27.72
		R & G WINDOW CLEANING, LLC	DICKEY-GIVENS CLEANING	217.00
			TOTAL:	40,297.67
INTERNAL SERVICES/BLDG GENERAL FUND		AT&T	CITY HALL	0.00
			CITY HALL FAX	510.59
			TELEPHONE	383.92
		ADT SECURITY SERVICES INC	CITY HALL ALARM APR 1 - JU	203.04
		AMAZON.COM SALES, INC DBA: AMAZON.COM	CONFERENCE ROOM/K CUPS	34.99
			CARD HOLDERS	8.29
			SOAP	10.98
			COFFEE SUPPLIES	14.99
			AED MASKS	90.00
			COFFEE CREAMERS	95.67
			TRASH CAN LINERS, WIPES, S	80.28
			DISHSOAP REFUND	9.40-
		ALADDIN CARPET & INTERIORS	FLOORING/ 3 DEPARTMENTS	15,430.00
		JIM McNABB INC DBA: ART OFFICE SIGNS	SIGNS	40.00
		GOMEZ, JEROME DBA: AUSTIN AUTOMATIC DO	LIBRARY SLIDE DOORS	1,297.00
		CL&MA JANITORIAL SERVICES LLC	MARCH 2022 JANITORIAL SERV	1,890.00
		GULF COAST PAPER CO. INC.	PAPER TOWELS	27.04
			LINERS & TOILET PAPER	155.27

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
		HOME DEPOT CREDIT SERVICES	PUBLIC WORKS-BLINDS	87.37
		KRUSE, KELLY D DBA KRUSE ELECTRIC SER	ENGINEER OFFICE BULBS	18.00
		LINCOLN	LTD 2022 INV.	73.08
			ADJ / N. OMAN	7.19
			LTD 2022 INV.	73.08
		MATERA PAPER CO INC	GLOVES, TOWELS, CLEANER	308.07
		MOSS & MOSS INC. #6000	BLG MAINT TRUCK/WINDEX, TO	7.18
			MISC HARDWARE	3.38
			(2) HOLE SAWS	35.96
			BRUSH SET & BIT TIP	9.88
			GLOVES	12.99
			FIRE#2/TANK BOWL KIT	6.29
			BUILDING MAINT/SHOP FANS	109.98
			ENGINEER OFFICE/HAND FAUCE	22.49
			PW TOILET/FLAPPER, BALLCOC	44.93
			TOOL DRIVER SET	8.99
		NANCY RUTH BARRON	CTY HALL/5 KEYS MADE	35.00
		OFFICE DEPOT CORPORATION	CREDIT CONF TABLE FREIGHT	39.99-
			LINDSAY FILE STAND	299.99
			CONFERENCE ROOM TABLE	417.98
		PNC BANK NATIONAL ASSOCIATION	GIH GLOBALINDUSTRIAL TAX C	52.22-
		RELIANT ENERGY SOLUTIONS	MONTHLY ELECTRIC BILL	1,060.96
		SCOTT & WHITE HEALTHCARE	S&W INVOICE 2022	3,154.95
			ADD RETIREE L. THOMPSON	787.23
			TERM EMP/ L. THOMPSON	630.99-
			S&W INVOICE 2022	3,154.95
			ADD T. ESSARY	630.99
			??? LISA THOMPSON	1,574.46-
			??? LISA THOMPSON	1,261.98
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TAYLOR1246 FEBRUARY 2022	3,278.67
		THOMPSON, LISA K.	L. THOMPSON INTERNAL SERVI	1,400.00
			L. THOMPSON INTERNAL SERVI	100.00
		TRACTOR SUPPLY COMPANY	TRAVE ESSARY SHIRTS	68.97
		ATMOS ENERGY	NATURAL GAS-400 PORTER ST	631.73
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	71.35
		VERIZON WIRELESS	CELL PHONE	95.48
		VIC'S HEAT & AIR	FIRE ADMIN/REPROGRAM THERM	310.00
			ACO/SERVICE HEAT PUMP	155.00
		WAYNE GING PLUMBING, LLC	FIRE DEPT/REPAIR LEAK UPST	742.00
			BB WOMEN RR/HOSE BIB & VAL	265.00
		MCCOY'S BUILDING SUPPLY	ACO SCREEN DOOR	157.53
			UTILITY MAINT/SHELF BRACKE	5.08
			FIRE 1/LATCH BOLT	15.67
		GRENIER SERVICE COMPANY, LLC DBA:	CEMETERY STORAGE DOOR REPA	233.00
		SPARKLETTES & SIERRA SPRINGS	COOLER RENTAL	9.00
		ALL STARR TERMITE & PEST CONTROL DBA:	FEBRUARY 2022 PEST PATROL	1,084.73
			1201 MAIN ST TERMITE TREA	2,500.00
		CINTAS CORPORATION #86	MATS	91.52
			MATS	114.28
			CITY HALL MATS	54.48
			MATS	13.96
			MUNICIPAL COURT MATS	9.43
			FIRE 1 MATS	6.46
			FIRE 2 MATS	10.59
			LIBRARY MATS	14.12
			CH MAT SERVICE	30.48

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
			PUBLIC WORKS MATS	13.96
			FIRE 2 MATS	5.00
			MUNICIPAL COURT MATS	9.43
			CITY HALL MATS	30.48
			FIRE 1 MATS	6.29
		CINTAS CORP DBA FIRST AID & SAFETY	400 PORTER/MEDICAL SUPPLIE	56.05
		SUN LIFE ASSURANCE COMPANY	SUN LIFE DENTAL 2022	121.95
		SHARCO TECHNOLOGIES, INC.	MUNICIPAL COURT/ADD CAM &	375.00
			ASSIST IN LINE MOVES CH /	700.00
			AIRPORT HOOK UP CAMERAS	175.00
		CIT BANK, N.A DBA AVAYA FINANCIAL SERV	CAMERA SYSTEM	167.58
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION 2022	19.80
		COMMUNITY COFFEE COMPANY LLC	COFFEE SUPPLIES	50.55
			SUGAR CANISTERS	<u>3.20</u>
			TOTAL:	42,800.71
ENGINEERING & INSPECTI	GENERAL FUND	HDR ENGINEERING INC	CITY ENG. SERVICES	11,246.28
			HDR/ANIMAL SHELTER	9,537.17
			HDR/GIS SERVICES	3,551.62
			2021 CDBG & CIP PROJ COST	<u>2,543.69</u>
			TOTAL:	26,878.76
INTERNAL SVC/ I T DEPT	GENERAL FUND	AT&T	INTERNET	79.32
		THOMPSON, LISA K.	L. THOMPSON INTERNAL SERVI	1,400.00
		TIME WARNER CABLE DBA SPECTRUM	FIBER PEG CHANNEL	617.04
			CABLE	73.50
		ON TECH, LLC DBA: IT VOICE	IT CONSULTING APRIL 2022	13,680.90
			CYLANCE	540.00
			SET UP SURFACE (ARIOLA)	125.00
		SHARCO TECHNOLOGIES, INC.	FAX LINE HR OFF/RESET CAM	595.00
		CIT BANK, N.A DBA AVAYA FINANCIAL SERV	PHONE LEASE	<u>2,500.37</u>
			TOTAL:	19,611.13
NON-DEPARTMENTAL	GENERAL FUND	HDR ENGINEERING INC	CAPCOG AIR QUALITY MONITOR	1,774.39
		TEXAS DEPARTMENT OF TRANSPORTATION	CJS0321-01-055 SH 95 @ 2ND	9,599.00
		TML INTERGOVERNMENTAL	TML CLAIM-DEDUCTIBLE LB151	1,000.00
		REESE, MARCUS	APR 22 RENTAL ASST HOME GR	1,200.00
		SEC PLANNING, LLC	COT WAYFINDING SIGNS	<u>433.55</u>
			TOTAL:	14,006.94
HOTEL/MOTEL TAX	HOTEL/MOTEL FUND	ARSENAL ADVERTISING LLC DBA: ARSENAL	TAYLOR MADE ADS JANUARY 20	1,988.12
		TAYLOR CHAMBER OF COMMERCE	HOTEL/MOTEL COLL FEB 2022	4,027.44
			HOTEL/MOTEL COLL JAN 2022	<u>6,999.35</u>
			TOTAL:	13,014.91
CONTRIBUTE CIVIC PROGR	MAIN STREET REVENU	RLMK W.O.L.F REAL ESTATE SOLUTIONS, LL	DEE'S FLORIST & GIFTS (100	404.84
		CWMRY BOYD II LLC	HAYLEY'S GRAINS (4 OF 12)	334.38
		HILE, ED	CHERRY TREE HOME&GIFTS(3OF	750.00
		SEC PLANNING, LLC	DOWNTOWN STREETSCAPE ENHAN	<u>771.30</u>
			TOTAL:	2,260.52
MUNICIPAL COURT JUDICI	MUNICIPAL CRT SPEC	EVINS TEMPORARIES, INC.	TMC TEMP-A. DEAN W.E 3.5.2	560.00
			TMC TEMP-A. DEAN W.E 3/12/	330.40
			TMC TEMP-A. DEAN W.E 3/19/	<u>548.80</u>
			TOTAL:	1,439.20

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
TRPSC EXPANSION 2020	GENERAL CAPITAL IM SEC PLANNING, LLC		TRPSC EXPANSION PROJECT:19	<u>111.25</u>
			TOTAL:	111.25
MURPHY PARK IMPROVEMEN	GENERAL CAPITAL IM SEC PLANNING, LLC		PERCUSSION PARK:190051.01	<u>766.25</u>
			TOTAL:	766.25
2019 GO BONDS PROJECTS	GENERAL CAPITAL IM HDR ENGINEERING INC		HDR/JUSTICE CENTER	<u>2,256.17</u>
			TOTAL:	2,256.17
2019 MDUS BOND PROJECT	MDUS IMPROVEMENT P SMITH CONTRACTING CO INC		PAY APP#20/2019 BOND ST RE	<u>3,187.96</u>
			TOTAL:	3,187.96
NON-DEPARTMENTAL	ROADWAY IMPACT FEE D R HORTON INC		REIM DOUBLE PAYMENT 2021-1	<u>480.00</u>
			TOTAL:	480.00
MUNICIPAL DRAINAGE	MUNICIPAL DRAINAGE HDR ENGINEERING INC		KBI DETENTION POND ANALYS	<u>19,424.20</u>
			TOTAL:	19,424.20
NON-DEPARTMENTAL	SANITATION FUND	TEXAS COMPTROLLER OF PUBLIC ACCOUNTS	SALES&USE TAX ENDING 02/28	<u>8,034.87</u>
			TOTAL:	8,034.87
NON-DEPARTMENTAL	PUBLIC UTILITIES F AFLAC		AFLAC FEB.2022 INV.	218.50
	D R HORTON INC		REIM DOUBLE PAYMENT 2021-1	290.00
	HDR ENGINEERING INC		WWTP AERATION UNIT 2 REHAB	6,746.89
	NATIONWIDE RETIREMENT SOLUTIONS		457B DEF COMP PLAN	60.00
			457B DEF COMP PLAN	60.00
	SCOTT & WHITE HEALTHCARE		S&W INVOICE 2022	1,789.76
			S&W INVOICE 2022	1,789.76
	TEXAS MUNICIPAL RETIREMENT SYSTEMS		TAYLOR1246 FEBRUARY 2022	6,450.21
	UNUM LIFE INS CO OF AMERI		UNUM LIFE INS. PAYABLE	76.25
	ICMA-RC PLAN SPONSOR SERVICES		ICMA CONTRIBUTORY	25.00
			ICMA CONTRIBUTORY	25.00
	SUN LIFE ASSURANCE COMPANY		SUN LIFE DENTAL 2022	219.24
	SELECT BENEFITS GROUP INC. DBA DENTAL		DENTAL SEL VISION 2022	<u>23.76</u>
			TOTAL:	17,774.37
UTILITIES ADMINISTRATI	PUBLIC UTILITIES F BRINKS, INC.		MARCH 2022 BRINKS	864.01
	TYLER TECHNOLOGIES, INC		CENTRAL CASH COLL & S/O MG	3,393.29
			WEBSITE MAINTENANCE	50.00
			UTILITY BILLING ONLINE	220.00
	LINCOLN		LTD 2022 INV.	57.53
			LTD 2022 INV.	57.53
	OFFICE DEPOT CORPORATION		DONNA'S TONER	105.99
			DONNA'S INK	176.62
			FOLDERS, STAPLES, DUSTER	73.44
	SCOTT & WHITE HEALTHCARE		S&W INVOICE 2022	4,416.93
			S&W INVOICE 2022	4,416.93
	TEXAS MUNICIPAL RETIREMENT SYSTEMS		TAYLOR1246 FEBRUARY 2022	2,399.29
	UNUM LIFE INS CO OF AMERI		UNUM AD&D	56.17
	VERIZON WIRELESS		CELL PHONE	118.55
			AIRCARD	113.97
	SUN LIFE ASSURANCE COMPANY		SUN LIFE DENTAL 2022	146.34
	SELECT BENEFITS GROUP INC. DBA DENTAL		DENTAL SEL VISION 2022	23.76
	COMMUNITY COFFEE COMPANY LLC		COFFEE SUPPLIES	50.55
			SUGAR CANISTERS	<u>3.20</u>
			TOTAL:	16,744.10

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
WASTEWATER TREATMENT	PUBLIC UTILITIES F AT&T		WASTE WATER	69.14
		PROGRESSIVE WASTE SOLUTIONS DBA WC OF LINCOLN	(9) 20YD SLUDGE	4,365.45
			LTD 2022 INV.	57.65
			LTD 2022 INV.	57.65
		RELIANT ENERGY SOLUTIONS	MONTHLY ELECTRIC BILL	12,187.68
		RISE SKYBEAM/JAB BROADBAND INC.	WWTP INTERNET	123.43
		SCOTT & WHITE HEALTHCARE	S&W INVOICE 2022	3,154.95
			S&W INVOICE 2022	3,154.95
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TAYLOR1246 FEBRUARY 2022	2,916.07
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	56.42
		VERIZON WIRELESS	CELL PHONE	83.39
		WAL-MART COMMUNITY/GEMB	WATER, PINE GLO	117.72
		USA BLUEBOOK; INC. DBA	AMMONIA TESTS, BROTH, PACK	773.37
			CRANE PACKING, PACKING HOO	104.66
		TRI-POINT REFRIGERATION, INC.	SERVICE CALL-WWTP ICE MACH	204.59
		SUN LIFE ASSURANCE COMPANY	SUN LIFE DENTAL 2022	121.95
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION 2022	<u>19.80</u>
			TOTAL:	27,568.87
DISTRIBUTION/COLLECTIO	PUBLIC UTILITIES F AT&T		PUMP STATION	225.69
		CITY OF ROUND ROCK	FEBRUARY 2022 BAC'TS	440.00
		LINCOLN	LTD 2022 INV.	127.83
			LTD 2022 INV.	127.83
		MOSS & MOSS INC. #3000	CLAMPS	15.27
			CUT WHEEL	8.54
			GATE VALVE	35.99
			SHOVEL, RAKE, MAGNET	77.19
			AXE, SCREWDRIVERS, CONCRET	63.20
			CLAMPS	20.66
		PNC BANK NATIONAL ASSOCIATION	HARBOR FREIGHT RETURN	112.02-
		RELIANT ENERGY SOLUTIONS	MONTHLY ELECTRIC BILL	4,058.17
		SCOTT & WHITE HEALTHCARE	S&W INVOICE 2022	6,940.89
			S&W INVOICE 2022	6,940.89
		STENCE ELECTRIC	LORAX/FORD TOWERS REPAIRS	675.00
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TAYLOR1246 FEBRUARY 2022	6,589.86
		ATMOS ENERGY	NATURAL GAS-1200 N MAIN ST	581.79
		UNITED RENTALS (NORTH AMERICA), INC.	(2)45-49 KVA GENERATORS	1,793.11
			6" SUPER VAC PUMP	2,456.57
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	124.94
		VERIZON WIRELESS	CELL PHONE	382.04
			IPADS	60.99
		USA BLUEBOOK; INC. DBA	NITRITE CHEM KEYS	104.94
			FREE AMMONIA CHEM KEYS	157.64
		MCCOY'S BUILDING SUPPLY	HAMMER	50.61
		PRO-CHEM, INC.	GLOVES	720.10
			RED HOT	233.00
		HAYDAY, INC DBA: CTWP	UTILITY MAINT COPIER SERVI	279.74
		CINTAS CORPORATION #86	UNIFORM RENTAL-UTILITY MAI	162.37
			UNIFORM RENTAL-UTILITY MAI	162.37
			UNIFORM RENTAL-UTILITY MAI	162.37
			UNIFORM RENTAL-UTILITY MAI	162.37
		SUN LIFE ASSURANCE COMPANY	SUN LIFE DENTAL 2022	268.29
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION 2022	43.56
		COMMUNITY COFFEE COMPANY LLC	1201 N MAIN ST/COFFEE SERV	<u>64.65</u>
			TOTAL:	34,206.44

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
UTILITIES NONDEPARTMEN	PUBLIC UTILITIES F	BRAZOS RIVER AUTHORITY	EWC WTP/O&M 4985	166,512.86
		HDR ENGINEERING INC	CITY ENG. SERVICES	11,246.28
			HDR/BRA STUDY COORD.	512.56
			RCR COORDINATION & PRELIM	2,869.56
			FM 619 WATERLINE RELOCATIO	1,025.11
			PW FACILITIES IMPROV-ARCH	6,471.65
			SANITARY SEWER FLOW	4,407.00
			COUPLAND RD WATERLINE REP	17,494.00
		RUSSELL RODRIGUEZ HYDE BULLOCK LLP	CCN MATTERS-ART RODRIGUEZ	650.00
			CCN MATTERS & PUC REVIEW	<u>925.00</u>
			TOTAL:	212,114.02
NON-DEPARTMENTAL	UTILITY IMPACT FEE D R HORTON INC		REIM DOUBLE PAYMENT 2021-1	1,230.00
			REIM DOUBLE PAYMENT 2021-1	<u>1,770.00</u>
			TOTAL:	3,000.00
NON-DEPARTMENTAL	AIRPORT FUND	SCOTT & WHITE HEALTHCARE	S&W INVOICE 2022	38.80
			S&W INVOICE 2022	38.80
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TAYLOR1246 FEBRUARY 2022	384.97
		WEX HEALTH, INC. DBA: WEX	38705 FSA	47.22
			38705 FSA	<u>47.22</u>
			TOTAL:	557.01
AIRPORT OPERATIONS DEP	AIRPORT FUND	AT&T	AIRPORT	108.96
		AVFUEL CORP.	100LL AV FUEL	42,848.71
		BASSCO SERVICES, INC.	FUEL FARM MAINTENANCE AND	1,163.44
			FUEL FARM MAINTENANCE AND	1,807.38
		LINCOLN	LTD 2022 INV.	12.89
			LTD 2022 INV.	12.89
		MOSS & MOSS INC. #4000	AIPORT FUEL TANK MAINT/SPR	62.96
		MOSS & MOSS INC. #6000	AIRPORT REPAIRS/FUNNELS	13.29
			AIRPORT REPAIR/PIKSTIKS	35.98
		RELIANT ENERGY SOLUTIONS	MONTHLY ELECTRIC BILL	638.02
		SCOTT & WHITE HEALTHCARE	S&W INVOICE 2022	630.99
			S&W INVOICE 2022	630.99
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TAYLOR1246 FEBRUARY 2022	710.53
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	12.57
		VERIZON WIRELESS	CELL PHONE	25.16
		SUN LIFE ASSURANCE COMPANY	SUN LIFE DENTAL 2022	24.39
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION 2022	<u>3.96</u>
			TOTAL:	48,743.11
NON-DEPARTMENTAL	CEMETERY OPERATING	TEXAS MUNICIPAL RETIREMENT SYSTEMS	TAYLOR1246 FEBRUARY 2022	509.40
		SUN LIFE ASSURANCE COMPANY	SUN LIFE DENTAL 2022	33.36
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION 2022	<u>3.56</u>
			TOTAL:	546.32
CEMETERY OPERATING DEP	CEMETERY OPERATING	AT&T	CEMETERY	48.93
		ADT SECURITY SERVICES INC	CEMETERY/SEC 4/1-6/30/22	217.86
		LINCOLN	LTD 2022 INV.	22.41
			LTD 2022 INV.	22.41
		MOSS & MOSS INC. #9000	CEMETERY/GRAVE FLAGS	25.18
		POPE MATERIALS INC	CEMETERY/SANDY LOAM	988.00
		RELIANT ENERGY SOLUTIONS	MONTHLY ELECTRIC BILL	86.24
		SCOTT & WHITE HEALTHCARE	S&W INVOICE 2022	1,261.98
			S&W INVOICE 2022	1,261.98

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
		TEXAS HISTORICAL COMMISSION	HTC APP FEE FOR TAYLOR CIT	25.00
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TAYLOR1246 FEBRUARY 2022	940.20
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	21.80
		VERIZON WIRELESS	CELL PHONE	53.62
			AIRCARD	37.99
		WILLIAMSON COUNTY	FILE 4 CEMETERY DEEDS	104.00
		KNIPPA, DANIEL	CEM/2 CREM, 15 REG 2/15-28	9,300.00
			CEM/(2) CREM;(3) REG 3/5-3	2,550.00
		SUN LIFE ASSURANCE COMPANY	SUN LIFE DENTAL 2022	48.78
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION 2022	<u>7.92</u>
			TOTAL:	17,024.30
NON-DEPARTMENTAL	FLEET SERVICES OPE AFLAC		AFLAC FEB.2022 INV.	152.07
	NATIONWIDE RETIREMENT SOLUTIONS		457B DEF COMP PLAN	35.00
			457B DEF COMP PLAN	35.00
	PRE-PAID LEGAL SERVICES, INC. DBA LEGA		PRE-PAID LEGAL FEB.2022	33.90
	SCOTT & WHITE HEALTHCARE		S&W INVOICE 2022	290.58
			S&W INVOICE 2022	290.58
	TEXAS MUNICIPAL RETIREMENT SYSTEMS		TAYLOR1246 FEBRUARY 2022	692.39
	UNUM LIFE INS CO OF AMERI		UNUM LIFE INS. PAYABLE	56.46
	SUN LIFE ASSURANCE COMPANY		SUN LIFE DENTAL 2022	<u>70.50</u>
			TOTAL:	1,656.48
FLEET SERVICES SECTION	FLEET SERVICES OPE ARNOLD OIL COMPANY OF AUSTIN, LP DBA A		#514 CONNECTOR	6.03
			#565 WIPER, REFLECT, LIGHT	29.45
			#565 REFLECTORS	33.66
			STREET DEPT/FUEL	85.00
			WATER DEPT/TIRE REPAIR	14.33
			#303 OIL FILTER	44.94
			#565 CAB AIR FILTER	20.19
			#340 OIL FILTER	58.93
			FLEET SHOP/DRIVE IMPACT	243.99
			#334 AIR FILTER	32.75
			FLEET WASHER FLUID	7.08
			#T1 DEF FLUID	69.95
			FLEET SHOP FEML BODY	13.88
			TRPSC/SOD CUTTER	35.66
			FLEET STOCK COOLANT	17.74
			#E-2 DEF OIL	69.95
			#306 FILTER	44.94
			#531 DEF OIL	13.99
			#303 ELEMENT	32.62
			FLEET/WASHER FLUID	10.62
			#343 FILTER	62.27
			WATER DEPT/DEF OIL	27.98
			WATER DEPT/GLASS CLEANER	17.13
			#610 FLUID	27.69
			#610 BACKUP ALARM	31.33
	COUFAL-PRATER EQUIP LLC DBA UNITED AG		#532 CAP SCREW	106.10
	COVERT COUNTRY OF HUTTO		#569 A/C BLOWER	319.56
	FLOYDCO INC		#572 WINDSHIELD	350.00
	GEORGETOWN OUTDOOR POWER, INC.		TRPSC/BILLY GOAT BAGS	249.48
	GRAINGER, W. W. INC.		#532 TAP	41.25
	HENNA CHEVROLET INC		#343 WIPER BLADES	58.49
			#343 WIPER BLADES	58.49
			#304 WIPER BLADES	25.18

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
			#307 WIPER BLADES	25.18
			POLICE TAHOE/RETAINER STOC	83.80
			#340 A/C HOSE	162.39
			#334 FUEL INJECTOR	83.88
			POLICE STOCK TRIM PANEL	95.60
			POLICE STOCK RETAINER CRED	83.80-
			#334 WIPER BLADES	25.18
			#307 ACTUATOR	47.12
			CAT CONVERTERS ASSEMBLY	1,425.50
			#95 SEAL	26.65
			#95 SENSOR	137.76
			#95 SENSOR	146.68
			#610 RADIATOR & HOSE	338.27
		O'REILLY AUTOMOTIVE, INC.	#565 OIL AND AIR FILTER	157.63
			#565 FUEL FILTER	61.17
		INTERSTATE BATT. N AUSTIN	#619 BATTERY	143.85
			#337 BATTERY	155.60
			#537 BATTERY	271.50
			HG BATTERY	119.45
			#343 BATTERY	143.85
		LINCOLN	LTD 2022 INV.	30.71
			LTD 2022 INV.	30.71
		MOSS & MOSS INC. #8000	SHOP/MISC SUPPLIES	7.16
			FLEET SHOP/BUBBLE, DEODORI	11.43
			FLEET SHOP BATTERIES "AA"	4.13
			E-11 BULB	5.39
			SHOP/CHAIN AND TAPER FILES	11.32
			SHOP/TUNGSTEN FILE	5.66
			FLEET SHOP/MISC HARDWARE	1.19
		FLETCHER FAMILY ENTERPRISES, LLC DBA:	#507 CUTTING TORCH	66.41
			FLEET SHOP/QUICK CONNECT	82.24
		SCOTT & WHITE HEALTHCARE	S&W INVOICE 2022	1,261.98
			S&W INVOICE 2022	1,261.98
		TAYLOR AUTO ELECTRIC, INC	#620 ALTERNATOR	167.41
		EWALD KUBOTA INC	#510 BLADE SPINDLE	792.53
			#732 PIN, GAUGE, WASHER NU	47.78
			#510 BLADE	43.72
		TEXAS MUNICIPAL RETIREMENT SYSTEMS	TAYLOR1246 FEBRUARY 2022	1,277.98
		UNUM LIFE INS CO OF AMERI	UNUM AD&D	29.86
		VERIZON WIRELESS	CELL PHONE	83.39
			MIFI	37.99
		CINTAS CORPORATION #86	FLEET/UNIFORMS	12.02
			FLEET/UNIFORMS	12.02
			FLEET/UNIFORMS	32.53
			FLEET/UNIFORMS	12.02
		ASSOCIATED SUPPLY COMPANY, INC	GRADALL RENTAL	11,934.00
			GRADALL RENTAL	1,739.10-
			GRADALL RENTAL	1,739.10-
		TAYLOR LUBE CENTER	#305 OIL CHANGE	58.79
		CINTAS CORP DBA FIRST AID & SAFETY	1424 N MAIN ST/MEDICAL SUP	98.94
		FLEETCOR TECHNOLOGIES, INC.LLC DBA FUE	FUEL	12,760.89
			FUEL	11,031.46
		SUN LIFE ASSURANCE COMPANY	SUN LIFE DENTAL 2022	48.78
		SOUTHERN TIRE MART	#623 TIRES	2,509.28
		SELECT BENEFITS GROUP INC. DBA DENTAL	DENTAL SEL VISION 2022	7.92
		COMPACT CONSTRUCTION EQUIPMENT DBA BOB	#539 WINDOW REPAIR PARTS	392.57

DEPARTMENT	FUND	VENDOR NAME	DESCRIPTION	AMOUNT
			#539 DOOR FRAME	<u>360.73</u>
			TOTAL:	46,882.63
FLEET REPLACEMENT	FLEET REPLACEMENT	JOHN DEERE FINANCIAL F.S.B.DBA DEERE C	PAY #53 WDL SWPR	946.31
			PAY #53 WDL SWPR	28.77
			(2) GATOR LEASES	<u>542.28</u>
			TOTAL:	1,517.36
UTILITY	2022 BOND	CSA CONSTRUCTION, INC.	MUSTANG CREEK WWTP	<u>110,248.45</u>
			TOTAL:	110,248.45
UTILITY INFRASTRUCTUR	SAMSUNG INFRASTRUC	UNION PACIFIC RAILROAD COMPANY	PH2-SAMSUNG CR 401 WATERLI	9,880.00
		HDR ENGINEERING INC	SAMSUNG W/WW RATE AGREEMEN	7,406.28
		LINA T. RAMEY AND ASSOCIATES, INC.	NORTH PUMP STATION S	5,351.20
		LONGHORN TITLE CO., INC.	PUIRCHASE LIMMER PROPERTY	5,944.43
		INLAND GEODETICS, LLC	FM973 W/WW EASEMENT&ROW AQ	7,480.00
		PROPHET CAPITAL MANAGEMENT, LTD	PUA FM 973 W/WW ROADWAY A	10,000.00
			PUA FM 973 W/WW ROADWAY A	<u>488,311.00</u>
			TOTAL:	534,372.91
DEVELOPMENT SERVS	SAMSUNG DRRA ESCRO	LEONARD, JENNY REBECCA DBA: LIONHEART	SAMSUNG DEV COMP PLAN	8,812.50
		HDR ENGINEERING INC	SAMSUNG PERMITS & INSPECT	<u>174,388.34</u>
			TOTAL:	183,200.84
NON-DEPARTMENTAL	POOLED CASH	PNC BANK NATIONAL ASSOCIATION	2/01/22-2/28/22 TRANSACTIO	<u>16,233.66</u>
			TOTAL:	16,233.66

===== FUND TOTALS =====

100	GENERAL FUND	622,165.34
120	HOTEL/MOTEL FUND	13,014.91
123	MAIN STREET REVENUE FUND	2,260.52
125	MUNICIPAL CRT SPECIAL FEE	1,439.20
162	GENERAL CAPITAL IMPROVEME	3,133.67
164	MDUS IMPROVEMENT PROJECTS	3,187.96
200	ROADWAY IMPACT FEE FUND	480.00
300	MUNICIPAL DRAINAGE UTILIT	19,424.20
320	SANITATION FUND	8,034.87
340	PUBLIC UTILITIES FUND	308,407.80
345	UTILITY IMPACT FEE FUND	3,000.00
350	AIRPORT FUND	49,300.12
370	CEMETERY OPERATING FUND	17,570.62
382	FLEET SERVICES OPERATING	48,539.11
384	FLEET REPLACEMENT FUND	1,517.36
500	2022 BOND	110,248.45
501	SAMSUNG INFRASTRUCTURE	534,372.91
502	SAMSUNG DRRA ESCROW	183,200.84
950	POOLED CASH	16,233.66

 GRAND TOTAL: 1,945,531.54

Attachment D

Balance Sheets by Funds

General Fund
Tax Increment Financing Fund
Hotel Occupancy Tax Fund
Main Street Fund
Municipal Court Special Fee Fund
Library Grant/Donations Fund
Roadway Impact Fee Fund
Transportation User Fee Fund
Municipal Drainage Utility System Fund
Sanitation Fund
Public Utilities Fund
Utility Impact Fee Fund
Airport Fund
Cemetery Fund
Fleet Services Operating Fund
Fleet Replacement Fund

100-GENERAL FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE
ASSETS		
=====		
100-100-100	PETTY CASH	1,350.00
100-100-102	CLAIM ON POOLED CASH	(2,890,927.84)
100-100-103	SECURITY INVESTMENTS	4,473,125.48
100-100-104	SAFEKEEPING CHECKING ACCT	0.00
100-100-105	MONEY MARKET @CNB #4260618	12,232.05
100-100-106	VALERO DONATION FUNDS TEXPOOL	157,665.26
100-100-107	GEN OPERATING TXCLASS 0008	3,313,203.59
100-100-108	NED TRUST(MOODY)TEXSTAR	200,776.28
100-100-109	PRINCOR GEN FUND 6FR-139362	0.00
100-100-110	TEXPOOL 2465300006 POOLED CASH	6,180,975.93
100-100-113	TEXPOOL 2465300015 N MOODY	21,346.78
100-120-100	PROPERTY TAXES RECEIVABLE	192,708.17
100-120-103	MISC. ACCOUNTS RECEIVABLE	30,894.01
100-120-110	ALLOWANCE UNCOLLECTED TAXES	0.00
100-120-120	SALES TAXES RECEIVABLE	788,064.95
100-120-130	ACCTS RECEIVABLE GARBAGE	0.00
100-120-131	ALLOWANCE - GARBAGE	0.00
100-120-140	GRANTS RECEIVABLE	0.00
100-120-141	FRANCHISE TAX RECEIVABLE	23,646.89
100-120-240	DUE FROM TAXES	0.00
100-120-250	DUE FROM FUND 350 FOR LOAN	0.00
100-120-251	DUE FROM FUND 350	0.00
100-120-255	DUE FROM OTHER FUNDS	162,531.92
100-120-302	TEDC REIMBURSE FOR MAIN ST	0.00
100-150-100	OTHER ASSETS (AUDITOR'S ENTRY)	0.00
100-170-100	CURRENT YR RES FOR ENCUMBRANCE	(961,120.93)
100-170-101	PRIOR YR RES FOR ENCUMBRANCE	558,427.50
100-170-103	PRE-PAY HEALTH INSURANCE	0.00
100-180-101	DUE FROM SOURCES-GRANT REVENUE	0.00
100-190-102	DEFERRED CHGS-BOND ISSUE COST	<u>0.00</u>
		<u>12,264,900.04</u>

TOTAL ASSETS

12,264,900.04

=====

LIABILITIES

=====

100-200-100	ACCRUED PAYBLES	0.00
100-200-110	ENCUMBERED PAYABLE GEN.	(961,120.93)
100-200-111	PRIOR YEAR ENCUMBRANCE	558,427.50
100-200-200	FICA & MEDICARE PAYABLE	(130.98)
100-200-201	FEDERAL WITHHOLDING PAYABLE	0.00
100-200-202	TMRS PAYABLE	42,730.21
100-200-203	DEFERRED COMP PAYABLE	1,385.88
100-200-204	CIVIL SERVICE-SICK LEAVE	0.00
100-200-205	TEDC SALES TAX PAYABLE	0.00
100-200-209	CHILD SUPPORT PAYABLE	0.00
100-200-210	CHILD SUPPORT PAYABLE	(747.71)
100-200-211	GARNISHMENTS PAYABLE	1,432.94
100-200-212	UNUM LIFE INS PAYABLE	(3,018.05)

100-GENERAL FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE
100-200-213	DENTAL PAYABLE	(4,505.29)
100-200-214	AFLAC PAYABLE	2,546.24
100-200-215	CLOTHES RENTAL PAYABLE	0.00
100-200-216	CINCINNATI LIFE PAYABLE	4,911.13
100-200-218	BLUE CHOICE PAYABLE	27.62
100-200-219	SCOTT & WHITE HEALTH PAYABLE	(6,387.67)
100-200-220	S&W PAYABLE 2001-2011	(9,793.98)
100-200-221	FLEXIBLE SPENDING (FSA) PAYABL	(2,750.00)
100-200-222	PRE-PAID LEGAL PAYABLE	(2,275.55)
100-200-228	MISC DEDUCTIONS PAYABLE	0.00
100-200-229	MET LIFE DENTAL PAYABLE	(551.91)
100-200-230	UNITED WAY PAYABLE	0.00
100-200-231	MEMBERSHIP/DUES PAYABLE	200.00
100-200-232	COURT BOND REFUND PAYABLE	(709.80)
100-200-233	OTHER A/P PENDING (AUDITOR)	(52,259.66)
100-200-235	VISION PLAN PAYABLE	122.91
100-200-300	RETAINAGE PAYABLE	(4,067.72)
100-200-301	COURT COLLECTIONS	9,930.37
100-200-401	WAGES PAYABLE	0.00
100-200-500	DUE TO OTHER FUNDS	243,622.48
100-200-502	DUE TO STATE/COURT FEES	19,069.25
100-200-503	DUE TO COMPT. SALES TAX	0.00
100-200-504	DUE TO TEDC-MONTHLY SALES TAX	0.00
100-200-505	DUE TO OMNIBASE SERVICES INC	(331.59)
100-200-507	DUE TO S&W/COBRA FROM OTHERS	(4,232.01)
100-200-508	DUE TO TISD:HOUSING AUTH PILOT	0.00
100-200-509	DUE TO TMRS FROM TEDC	(3,951.16)
100-210-111	DUE TO I&S (TAX COLLECTIONS)	141,802.54
100-210-191	DUE TO OTHERS FROM EVIDENCE	0.00
100-220-100	TAX DISTRIBUTION	(38,660.27)
100-240-100	DEFERRED TAX REVENUE	192,708.17
100-240-101	UNCLAIMED FUNDS	14,999.34
100-240-102	DEFERRED REV-BOND PREMIUM	0.00
100-240-103	DEFERRED REVENUE	0.00
100-240-104	REFUNDABLE FACILITY DEPOSITS	<u>6,825.00</u>
	TOTAL LIABILITIES	<u>145,247.30</u>
EQUITY		
=====		
100-260-110	PREPAYMNT PERMT M2E3LLC 100YRS	2,478.19
100-260-111	RESERVE CHRISTMAS DONATIONS	59.83
100-260-113	ESCROW-BONDS POSTED-DEFENDENTS	1,681.45
100-265-100	RESTRICTED PORTION FUND BA	0.00
100-270-100	FUND BALANCE	7,554,682.57
100-280-100	ASSIGNED FUND BALANCE	<u>32,396.29</u>
	TOTAL BEGINNING EQUITY	7,591,298.33
	TOTAL REVENUE	13,007,669.19
	TOTAL EXPENSES	<u>8,537,046.09</u>
	TOTAL INCREASE/(DECREASE) IN FUND BAL.	4,470,623.10
	TOTAL EQUITY & FUND BALANCE	<u>12,061,921.43</u>
	TOTAL LIABILITIES, EQUITY & FUND BALANCE	12,207,168.73
		=====
	*** AMOUNT OUT OF BALANCE ***	57,731.31

119-TIF (TAX INCREMENT FUND)

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE	
ASSETS			
=====			
119-100-102	CLAIM ON POOLED CASH	67,285.38	
119-100-103	SECURITY INVESTMENTS	0.00	
119-100-104	SAFEKEEPING CHECKING ACCT	0.00	
119-100-115	TEXPOOL 246530004 TIF PROP TAX	238,275.18	
119-120-103	MISC ACCOUNTS RECEIVABLE	0.00	
119-170-100	CURRENT YR RES FOR ENCUMBRANCE	0.00	
119-170-101	PRIOR YR RES FOR ENCUMBRANCE	<u>0.00</u>	
			<u>305,560.56</u>
TOTAL ASSETS			305,560.56
			=====
LIABILITIES			
=====			
119-200-110	CURRENT YEAR ENCUMBRANCE	0.00	
119-200-111	PRIOR YEAR ENCUMBRANCE	0.00	
119-200-300	RETAINAGE PAYABLE	0.00	
119-200-500	ACCOUNTS PAYABLE PENDING	<u>0.00</u>	
	TOTAL LIABILITIES		<u>0.00</u>
EQUITY			
=====			
119-270-100	FUND BALANCE	<u>231,923.99</u>	
	TOTAL BEGINNING EQUITY	231,923.99	
TOTAL REVENUE		276,918.57	
TOTAL EXPENSES		<u>203,282.00</u>	
TOTAL INCREASE/(DECREASE) IN FUND BAL.		73,636.57	
TOTAL EQUITY & FUND BALANCE			<u>305,560.56</u>
TOTAL LIABILITIES, EQUITY & FUND BALANCE			305,560.56
			=====

120-HOTEL/MOTEL FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE	
ASSETS			
=====			
120-100-102	CLAIM ON POOLED CASH	84,769.35	
120-120-103	MISC ACCOUNTS RECEIVABLE	0.00	
120-170-100	CURRENT YR RES FOR ENCUMBRANCE	0.00	
120-170-101	PRIOR YR RES FOR ENCUMBRANCE	<u>0.00</u>	
			<u>84,769.35</u>
TOTAL ASSETS			84,769.35
			=====
LIABILITIES			
=====			
120-200-110	CURRENT YEAR ENCUMBRANCE	0.00	
120-200-111	PRIOR YEAR ENCUMBRANCE	0.00	
120-200-500	ACCOUNTS PAYABLE PENDING	0.00	
120-200-505	DUE TO SAYDA 380 AGREEMENT	<u>0.00</u>	
TOTAL LIABILITIES			<u>0.00</u>
EQUITY			
=====			
120-270-100	FUND BALANCE	<u>44,069.83</u>	
TOTAL BEGINNING EQUITY		44,069.83	
TOTAL REVENUE		132,533.62	
TOTAL EXPENSES		<u>91,834.10</u>	
TOTAL INCREASE/(DECREASE) IN FUND BAL.		40,699.52	
TOTAL EQUITY & FUND BALANCE			<u>84,769.35</u>
TOTAL LIABILITIES, EQUITY & FUND BALANCE			84,769.35
			=====

123-MAIN STREET REVENUE FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE	
ASSETS			
=====			
123-100-102	CLAIM ON POOLED CASH	102,926.65	
123-120-103	MISC ACCOUNTS RECEIVABLES	0.00	
123-170-100	CURRENT YR RES FOR ENCUMBRANCE	(16,342.70)	
123-170-101	PRIOR YR RES FOR ENCUMBRANCE	<u>11,910.00</u>	
			<u>98,493.95</u>
TOTAL ASSETS			98,493.95
			=====
LIABILITIES			
=====			
123-200-110	CURRENT YEAR ENCUMBRANCE	(16,342.70)	
123-200-111	PRIOR YEAR ENCUMBRANCE	11,910.00	
123-200-500	ACCOUNTS PAYABLE PENDING	325.00	
123-240-100	PRE-REGISTER FESTIVAL/CARSHOW	<u>0.00</u>	
TOTAL LIABILITIES			(<u>4,107.70</u>)
EQUITY			
=====			
123-270-100	FUND BALANCE	<u>89,736.18</u>	
TOTAL BEGINNING EQUITY		89,736.18	
TOTAL REVENUE		72,979.00	
TOTAL EXPENSES		<u>60,113.53</u>	
TOTAL INCREASE/(DECREASE) IN FUND BAL.		12,865.47	
TOTAL EQUITY & FUND BALANCE			<u>102,601.65</u>
TOTAL LIABILITIES, EQUITY & FUND BALANCE			98,493.95
			=====

125-MUNICIPAL CRT SPECIAL FEE

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE	
ASSETS			
=====			
125-100-102	CLAIM ON POOLED CASH	94,690.77	
125-170-100	CURRENT YR RES FOR ENCUMBRANCE	(16,595.00)	
125-170-101	PRIOR YR RES FOR ENCUMBRANCE	<u>16,595.00</u>	
			<u>94,690.77</u>
TOTAL ASSETS			94,690.77
			=====
LIABILITIES			
=====			
125-200-110	CURRENT YEAR ENCUMBRANCE	(16,595.00)	
125-200-111	PRIOR YEAR ENCUMBRANCE	16,595.00	
125-200-500	ACCOUNTS PAYABLE PENDING	<u>560.00</u>	
	TOTAL LIABILITIES		<u>560.00</u>
EQUITY			
=====			
125-270-100	FUND BALANCE	<u>90,583.15</u>	
	TOTAL BEGINNING EQUITY	90,583.15	
TOTAL REVENUE		5,898.82	
TOTAL EXPENSES		<u>2,351.20</u>	
	TOTAL INCREASE/(DECREASE) IN FUND BAL.	3,547.62	
TOTAL EQUITY & FUND BALANCE			<u>94,130.77</u>
TOTAL LIABILITIES, EQUITY & FUND BALANCE			94,690.77
			=====

129-LIBRARY GRANT/DONATION

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE	
ASSETS			
=====			
129-100-102	CLAIM ON POOLED CASH	41,334.45	
129-100-103	TEXSTAR: NOBLE TRUST - 3444	924.97	
129-100-108	NED TRUST (LIBRARY) TEXSTAR	282,055.74	
129-120-103	MISC ACCTS RECEIVABLE	0.00	
129-170-100	CURRENT YR RES FOR ENCUMBRANCE	(1,436.37)	
129-170-101	PRIOR YR RES FOR ENCUMBRANCE	<u>1,436.37</u>	
			<u>324,315.16</u>
TOTAL ASSETS			324,315.16
			=====
LIABILITIES			
=====			
129-200-110	CURRENT YEAR ENCUMBRANCE	(1,436.37)	
129-200-111	PRIOR YEAR ENCUMBRANCE	1,436.37	
129-200-233	OTHER A/P PENDING (AUDITOR)	(10,945.00)	
129-200-500	ACCOUNTS PAYABLE PENDING	<u>10,945.00</u>	
	TOTAL LIABILITIES		<u>0.00</u>
EQUITY			
=====			
129-270-100	FUND BALANCE	<u>324,276.31</u>	
	TOTAL BEGINNING EQUITY	324,276.31	
TOTAL REVENUE		138.52	
TOTAL EXPENSES		<u>99.67</u>	
TOTAL INCREASE/(DECREASE) IN FUND BAL.		38.85	
TOTAL EQUITY & FUND BALANCE			<u>324,315.16</u>
TOTAL LIABILITIES, EQUITY & FUND BALANCE			324,315.16
			=====

200-ROADWAY IMPACT FEE FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE	
ASSETS			
=====			
200-100-102	CLAIM ON POOLED CASH	477,491.79	
200-170-100	CURRENT YR RES FOR ENCUMBRANCE	(123,531.00)	
200-170-101	PRIOR YR RES FOR ENCUMBRANCE	<u>77,465.00</u>	
			<u>431,425.79</u>
TOTAL ASSETS			431,425.79
			=====
LIABILITIES			
=====			
200-200-110	CURRENT YR ENCUMBRANCES	(123,531.00)	
200-200-111	PRIOR YR ENCUMBRANCES	77,465.00	
200-200-500	ACCOUNTS PAYABLE PENDING	<u>0.00</u>	
	TOTAL LIABILITIES		(<u>46,066.00</u>)
EQUITY			
=====			
200-270-100	FUND BALANCE	<u>391,048.39</u>	
	TOTAL BEGINNING EQUITY	391,048.39	
TOTAL REVENUE		87,718.80	
TOTAL EXPENSES		<u>1,275.40</u>	
	TOTAL INCREASE/(DECREASE) IN FUND BAL.	86,443.40	
TOTAL EQUITY & FUND BALANCE			<u>477,491.79</u>
TOTAL LIABILITIES, EQUITY & FUND BALANCE			431,425.79
			=====

210-TRANSPORTATION FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE	
ASSETS			
=====			
210-100-101	2019 CO BOND FUNDS TEXSTAR	0.00	
210-100-102	CLAIM ON POOLED CASH	1,391,169.70	
210-100-103	SECURITY INVESTMENTS	0.00	
210-100-104	SAFEKEEPING CHECKING ACCT	0.00	
210-120-130	ACCTS RECEIVABLE TRANSPORTATIO	46,448.49	
210-120-131	ALLOWANCE-TRANSPORTATION	(16,792.72)	
210-170-100	CURRENT YR RES FOR ENCUMBRANCE	(46,938.21)	
210-170-101	PRIOR YR RES FOR ENCUMBRANCE	<u>6,676.71</u>	
			<u>1,380,563.97</u>
TOTAL ASSETS			1,380,563.97
			=====
LIABILITIES			
=====			
210-200-100	ACCRUED PAYABLES	0.00	
210-200-110	CURRENT YR ENCUMBRANCES	(46,938.21)	
210-200-111	PRIOR YR ENCUMBRANCES	6,676.71	
210-200-500	ACCOUNTS PAYABLE PENDING	4,050.02	
210-240-101	UNCLAIMED FUNDS	<u>0.00</u>	
	TOTAL LIABILITIES		(<u>36,211.48</u>)
EQUITY			
=====			
210-270-100	FUND BALANCE	<u>1,411,137.82</u>	
	TOTAL BEGINNING EQUITY	1,411,137.82	
TOTAL REVENUE		359,283.64	
TOTAL EXPENSES		<u>353,646.01</u>	
TOTAL INCREASE/(DECREASE) IN FUND BAL.		5,637.63	
TOTAL EQUITY & FUND BALANCE			<u>1,416,775.45</u>
TOTAL LIABILITIES, EQUITY & FUND BALANCE			1,380,563.97
			=====

300-MUNICIPAL DRAINAGE UTILIT

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE	
ASSETS			
=====			
300-100-102	CLAIM ON POOLED CASH	199,798.45	
300-120-100	DRAINAGE RECEIVABLE	32,955.72	
300-120-130	ALLOWANCE FOR DOUBTFUL ACCTS	(15,047.88)	
300-160-206	FIXED ASSET-WORK IN PROGRESS	0.00	
300-170-100	CURRENT YR RES FOR ENCUMBRANCE	0.00	
300-170-101	PRIOR YR RES FOR ENCUMBRANCE	0.00	
300-190-103	ACCUMULATED DEPRECIATION	<u>0.00</u>	
			<u>217,706.29</u>
TOTAL ASSETS			217,706.29
			=====
LIABILITIES			
=====			
300-200-104	ACCRUED INTEREST PAYABLE	0.00	
300-200-110	CURRENT YEAR ENCUMBRANCES	0.00	
300-200-111	PRIOR YEAR ENCUMBRANCES	0.00	
300-200-233	OTHER A/P PENDING (AUDITOR)	0.00	
300-200-240	BOND PAYABLE - CURRENT	0.00	
300-200-300	RETAINAGE PAYABLE	0.00	
300-200-500	ACCOUNTS PAYABLE PENDING	<u>0.00</u>	
	TOTAL LIABILITIES		<u>0.00</u>
EQUITY			
=====			
300-250-100	CONTRIBUTED CAPITAL-DRAINAGE	0.00	
300-270-100	FUND BALANCE	<u>257,824.07</u>	
	TOTAL BEGINNING EQUITY	257,824.07	
TOTAL REVENUE		219,899.57	
TOTAL EXPENSES		<u>260,017.35</u>	
TOTAL INCREASE/(DECREASE) IN FUND BAL.		(40,117.78)	
TOTAL EQUITY & FUND BALANCE		<u>217,706.29</u>	
TOTAL LIABILITIES, EQUITY & FUND BALANCE			217,706.29
			=====

320-SANITATION FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE	
ASSETS			
=====			
320-100-102	CLAIM ON POOLED CASH	379,815.91	
320-120-103	MISC ACCOUNTS RECEIVABLE	(16,042.24)	
320-120-130	ACCTS RECEIVABLE GARBAGE	85,972.81	
320-120-131	ALLOWANCE-GARBAGE	(10,592.12)	
320-170-100	CURRENT YR RES FOR ENCUMBRANCE	0.00	
320-170-101	PRIOR YR RES FOR ENCUMBRANCE	<u>0.00</u>	
			<u>439,154.36</u>
TOTAL ASSETS			439,154.36
			=====
LIABILITIES			
=====			
320-200-100	ACCRUED PAYABLES	0.00	
320-200-110	CURRENT YR ENCUMBRANCES	0.00	
320-200-111	PRIOR YR ENCUMBRANCES	0.00	
320-200-500	ACCOUNTS PAYABLE PENDING	151,926.33	
320-200-503	DUE TO STATE COMPT SALES TAX	27,305.70	
320-240-101	UNCLAIMED FUNDS	<u>0.00</u>	
TOTAL LIABILITIES			<u>179,232.03</u>
EQUITY			
=====			
320-270-100	FUND BALANCE	<u>415,538.62</u>	
TOTAL BEGINNING EQUITY		415,538.62	
TOTAL REVENUE		820,977.44	
TOTAL EXPENSES		<u>976,593.73</u>	
TOTAL INCREASE/(DECREASE) IN FUND BAL. (			155,616.29)
TOTAL EQUITY & FUND BALANCE			<u>259,922.33</u>
TOTAL LIABILITIES, EQUITY & FUND BALANCE			439,154.36
			=====

340-PUBLIC UTILITIES FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE
ASSETS		
=====		
340-100-100	PETTY CASH	1,350.00
340-100-101	2019 CO BOND FUNDS TEXSTAR	432,220.33
340-100-102	CLAIM ON POOLED CASH	1,192,021.90
340-100-103	SECURITY INVESTMENTS	0.00
340-100-104	SAFEKEEPING CHECKING ACCT	0.00
340-100-107	TEXPOOL 2465300012 TOWER RENT	649,394.50
340-100-110	TEXPOOL 2465300001 UTILITY FD	50,522.25
340-100-116	UTILITY OPERATING-TXCLASS 0007	1,022,650.44
340-100-118	TEXPOOL RATE STABILIZATION 18	648,138.27
340-100-119	TEXPOOL CAPITAL OUTLAY-ASSETS	312,447.00
340-100-120	TEXPOOL WORKING CAPITAL-CIP	461,784.31
340-100-121	TEXPOOL 2017 WWTP IMPROVMNTS	0.00
340-120-100	ACCOUNTS RECEIVABLE	434,324.54
340-120-101	CURRENT REFUND PAYABLE	13,590.59
340-120-102	UNAPPLIED CREDITS	(72,667.57)
340-120-103	MISC. ACCOUNTS RECEIVABLE	13,350.00
340-120-104	AR - AUDIT ACCRUALS	0.00
340-120-130	ALLOWANCE-ACCTS. RECEIVABLE	(60,629.81)
340-140-100	INVENTORY	99,887.93
340-150-100	BOND ISSUANCE COSTS	0.00
340-150-105	DEFERRED AMT ON REFUNDING	1,826.49
340-160-100	LAND	457,201.00
340-160-200	BUILDINGS	6,363,714.34
340-160-206	FIXED ASSETS: WORK IN PROGRESS	4,668,373.31
340-160-225	PLANT DISTRIBUTION/COLLECTION	49,768,167.71
340-160-235	EQUIPMENT	1,286,648.05
340-170-100	CURRENT YR RES FOR ENCUMBRANCE	(556,041.26)
340-170-101	PRIOR YR RES FOR ENCUMBRANCE	228,478.09
340-170-103	PRE-PAY HEALTH INSURANCE	0.00
340-190-103	ACCUMULATED DEPRECIATION	(26,363,395.26)
		<u>41,053,357.15</u>
TOTAL ASSETS		41,053,357.15
		=====
LIABILITIES		
=====		
340-200-104	ACCRUED INTEREST PAYABLE	112,619.99
340-200-110	CURRENT YEAR ENCUMBRANCES	(556,041.26)
340-200-111	PRIOR YEAR ENCUMBRANCE	228,478.09
340-200-200	FICA AND MEDICARE PAYABLE	(526.13)
340-200-201	FEDERAL WITHHOLDING PAYABLE	(1,073.32)
340-200-202	TMRS PAYABLE	6,202.37
340-200-203	DEFERRED COMP PAYABLE	134.73
340-200-204	DEFERRED CHARGES	0.00
340-200-205	Pension Liability	522,568.72
340-200-208	ACCRUED VACATION	29,840.24
340-200-209	CHILD SUPPORT PAYABLE	0.00
340-200-210	CHILD SUPPORT PAYABLE	0.00
340-200-211	NEW OPED-SDBF LIABILITY	76,594.60

340-PUBLIC UTILITIES FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE
340-200-212	UNUM LIFE INS PAYABLE	(12.63)
340-200-213	DENTAL PAYABLE	(95.65)
340-200-214	AFLAC PAYABLE	413.73
340-200-215	CLOTHES RENTAL PAYABLE	0.00
340-200-216	CINCINNATI LIFE PAYABLE	355.23
340-200-218	BLUE CHOICE PAYABLE	175.48
340-200-219	SCOTT & WHITE HEALTH PAYABLE	(5,421.33)
340-200-221	FLEXIBLE SPENDING(FSA) PAYABLE	0.00
340-200-222	PRE-PAID LEGAL PAYABLE	(212.30)
340-200-228	MISC. DEDUCTIONS PAYABLE	0.00
340-200-229	MET LIFE DENTAL PAYABLE	(135.78)
340-200-230	UNITED WAY PAYABLE	(1.00)
340-200-233	OTHER A/P PENDING (AUDITOR)	(15,805.47)
340-200-235	VISION PLAN PAYABLE	4.89
340-200-240	BONDS PAYABLE-CURRENT	0.00
340-200-300	RETAINAGE PAYABLE	55,679.00
340-200-401	WAGES PAYABLE	0.00
340-200-500	ACCOUNTS PAYABLE PENDING	63,530.54
340-200-999	UNRECONCILED DIFFERENCES	0.00
340-210-100	UNAMORT. BOND DISCOUNT	0.00
340-210-101	BOND PREMIUMS	1,039,428.53
340-210-102	DEFERRED AMT ON REFUNDING	(454,977.25)
340-210-110	DEFERRED OUTFLOW RESORCES TMRS	(118,189.39)
340-210-111	SDBF-DEF OUTFLOW OF RE CONTR	(1,614.12)
340-210-113	SDBF DEF INFLOW ACT EX VS ASS	7,976.62
340-210-114	SDBF DEF OUTFLOW CHNG ASSUMPT	(14,875.88)
340-210-115	DEFERRED OUTFLOW INVST TMRS	109,181.04
340-210-118	DEFERRED INFLOW-ACTUAL VS ASSM	19,472.60
340-210-119	DEFERRED OUTFLOW-CHNG IN ASSUM	(14,014.74)
340-230-109	CAPITAL LEASE BANC ONE NEMI	0.00
340-230-111	8.745M CO SERIES 2010 (6.11M)	0.00
340-230-114	4.5M CO SERIES 2003 (65%)	0.00
340-230-115	4.2M COMB CO 2006 (4M)	2,940,000.00
340-230-116	10M COMB SERIES 2007 (7M)	4,520,000.00
340-230-117	9.615M COMB SERIES 08 (6.615M)	0.00
340-230-118	8.995 GO REFUNDING 2009	0.00
340-230-119	2.625 GO REF 2010	0.00
340-230-120	5.450M GO REF 2012 (1.460M)	0.00
340-230-121	4.595M 2015 GO REF (1.695M)	1,140,000.00
340-230-122	8.010M 2016 GO REF (5.065M)	5,065,000.00
340-230-123	5.34M COMB SERIES 2017(2.250M)	2,235,000.00
340-230-124	3.02M GO REF 2017 (1.585M)	1,295,000.00
340-230-125	12.590 M 2019 COs (4.425M)	4,260,000.00
340-230-126	4.035M 2021 GO Ref	375,000.00
340-240-100	METER DEPOSITS	526,688.00
340-240-101	UNCLAIMED FUNDS	5,611.58
340-240-120	ALLOWANCE FOR BAD DEBT	0.00
TOTAL LIABILITIES		<u>23,451,959.73</u>

340-PUBLIC UTILITIES FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE
EQUITY		
=====		
340-250-100	CONTRIBUTED CAPITAL-WATER OPER	454,779.30
340-250-101	CONTRIBUTED CAPITAL SEWER OPER	60,475.00
340-270-100	FUND BALANCE	<u>17,269,150.58</u>
	TOTAL BEGINNING EQUITY	17,784,404.88
	TOTAL REVENUE	4,889,058.36
	TOTAL EXPENSES	<u>5,072,065.82</u>
	TOTAL INCREASE/(DECREASE) IN FUND BAL. (	183,007.46)
	TOTAL EQUITY & FUND BALANCE	<u>17,601,397.42</u>
	TOTAL LIABILITIES, EQUITY & FUND BALANCE	41,053,357.15
=====		

345-UTILITY IMPACT FEE FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE	
ASSETS			
=====			
345-100-102	CLAIM ON POOLED CASH	1,857,272.10	
345-100-103	SECURITY INVESTMENTS	1,000,000.00	
345-100-104	SAFEKEEPING CHECKING ACCT	0.00	
345-160-206	WORK IN PROGRESS	0.00	
345-160-225	PLANT DISTRIBUTION	104,188.68	
345-170-100	CURRENT YR RES FOR ENCUMBRANCE	(139,045.00)	
345-170-101	PRIOR YR RES FOR ENCUMBRANCE	<u>117,696.00</u>	
			<u>2,940,111.78</u>
TOTAL ASSETS			2,940,111.78
			=====
LIABILITIES			
=====			
345-200-110	CURRENT YEAR ENCUMBRANCE	(139,045.00)	
345-200-111	PRIOR YEAR ENCUMBRANCE	117,696.00	
345-200-233	OTHER A/P PENDING (AUDITOR)	0.00	
345-200-500	ACCOUNTS PAYABLE PENDING	<u>0.00</u>	
	TOTAL LIABILITIES		(<u>21,349.00</u>)
EQUITY			
=====			
345-270-100	FUND BALANCE	<u>2,468,139.25</u>	
	TOTAL BEGINNING EQUITY	2,468,139.25	
TOTAL REVENUE		476,006.33	
TOTAL EXPENSES		(<u>17,315.20</u>)	
TOTAL INCREASE/(DECREASE) IN FUND BAL.		493,321.53	
TOTAL EQUITY & FUND BALANCE			<u>2,961,460.78</u>
TOTAL LIABILITIES, EQUITY & FUND BALANCE			2,940,111.78
			=====

350-AIRPORT FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE
ASSETS		
=====		
350-100-102	CLAIM ON POOLED CASH	108,459.56
350-100-106	TEXPOOL 2017 AIRPORT CONST	959,882.89
350-120-100	AIRPORT RECEIVABLES	10,081.05
350-120-101	REFUND CHECKS PAYABLE	0.00
350-120-103	MISC. ACCOUNTS RECEIVABLE	0.00
350-120-140	GRANTS RECEIVABLE	0.00
350-120-250	DUE FROM OTHER FUNDS (AUDITOR)	0.00
350-150-100	BOND ISSUANCE COSTS	0.00
350-150-105	DEFERRED AMT ON REFUNDING	962.23
350-160-100	LAND	859,833.00
350-160-200	T-HANGERS (BUILDINGS)	4,344,298.10
350-160-206	FIXED ASSETS:WORK IN PROGRESS	12,880.00
350-160-210	EQUIPMENT	107,159.00
350-160-300	RUNWAY	2,238,415.96
350-160-335	FIELD EQUIPMENT	0.00
350-170-100	CURRENT YR RES FOR ENCUMBRANCE	(24,271.15)
350-170-101	PRIOR YR RES FOR ENCUMBRANCE	0.00
350-170-103	PRE-PAY HEALTH INSURANCE	0.00
350-190-103	ACCUMULATED DEPRECIATION	(<u>2,044,935.10</u>)
		<u>6,572,765.54</u>
TOTAL ASSETS		6,572,765.54
=====		
LIABILITIES		
=====		
350-200-100	ACCRUED ACCOUNTS PAYABLE	0.00
350-200-110	CURRENT YEAR ENCUMBRANCE	(24,271.15)
350-200-111	PRIOR YEAR ENCUMBRANCE	0.00
350-200-200	FICA AND MEDICARE PAYABLE	0.00
350-200-201	FEDERAL WITHHOLDING PAYABLE	0.00
350-200-202	TMRS PAYABLE	407.67
350-200-210	NET PENSION LIABILITY	19,087.94
350-200-211	NEW OPED-SDBF LIABILITY	2,797.78
350-200-213	DENTAL PAYABLE	42.71
350-200-219	SCOTT & WHITE PAYABLE	(16.48)
350-200-221	FLEXIBLE SPENDING(FSA) PAYABLE	0.00
350-200-222	PRE-PAID LEGAL	0.00
350-200-233	OTHER A/P PENDING (AUDITOR)	(617.76)
350-200-235	VISION PLAN PAYABLE	4.37
350-200-240	BONDS PAYABLE-CURRENT	0.00
350-200-401	WAGES PAYABLE	0.00
350-200-500	ACCOUNTS PAYABLE PENDING	7,901.77
350-200-501	DUE TO FUND 100 (LOAN ADVANCE)	0.00
350-200-502	DUE TO FUND 100	0.00
350-200-505	DUE TO OTHER FUNDS	0.00
350-200-999	UNRECONCILED DIFFERENCE	(271.67)
350-210-100	UNAMORT. BOND DISCOUNT	1,147.89
350-210-101	BOND PREMIUMS	19,363.76
350-210-110	DEFERRED OUTFLOW TMRS CONT	(4,317.12)

350-AIRPORT FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE
350-210-111	SDBF DEF OUTFLOW RE CONTRIB	(58.96)
350-210-113	SDBF DEF INFLOW ACT EXP VS ASS	291.36
350-210-114	SDBF DEF OUTFLOW CHNG ASSUMPT	(543.37)
350-210-115	DEFERRED OUTFLOW INVST TMRS	3,988.07
350-210-118	DEFERRED INFLOW ACT VS ASSMPT	711.28
350-210-119	DEFERRED OUTFLOW CNGS IN ASSUM	(511.92)
350-230-101	LONG TERM DEBT	0.00
350-230-102	BOND PAYABLE-\$290K REF 2010	(15,000.00)
350-230-103	5.34M COMB SERIES 2017(1.445M)	1,350,000.00
350-240-101	ACCRUED INTEREST PAYABLE	<u>6,051.25</u>
	TOTAL LIABILITIES	<u>1,366,187.42</u>
EQUITY		
=====		
350-250-100	CONTRIBUTED CAPITAL GRANT	4,274,320.92
350-250-101	CONTRIBUTED CAPITAL CITY	75,265.82
350-280-100	RETAINED EARNINGS	398,184.86
350-281-100	PRIOR PERIOD ADJUSTMENTS	<u>442,482.09</u>
	TOTAL BEGINNING EQUITY	5,190,253.69
TOTAL REVENUE		322,336.76
TOTAL EXPENSES		<u>306,012.33</u>
TOTAL INCREASE/(DECREASE) IN FUND BAL.		16,324.43
TOTAL EQUITY & FUND BALANCE		<u>5,206,578.12</u>
TOTAL LIABILITIES, EQUITY & FUND BALANCE		6,572,765.54
		=====

370-CEMETERY OPERATING FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE	
ASSETS			
=====			
370-100-102	CLAIM ON POOLED CASH	165,088.72	
370-100-103	SECURITY INVESTMENTS	54,000.00	
370-100-104	SAFEKEEPING CHECKING ACCCT	0.00	
370-120-103	MISC ACCOUNTS RECEIVABLES	0.00	
370-160-206	FIXED ASSETS-WORK IN PROGRESS	10,032.80	
370-170-100	CURRENT YR RES FOR ENCUMBRANCE	(1,972.92)	
370-170-101	PRIOR YR RES FOR ENCUMBRANCE	959.83	
370-170-103	PRE-PAY HEALTH INSURANCE	0.00	
370-190-103	ACCUMULATED DEPRECIATION	(3,511.48)	
			<u>224,596.95</u>
TOTAL ASSETS			224,596.95
			=====
LIABILITIES			
=====			
370-200-110	CURRENT YR ENCUMBRANCE	(1,972.92)	
370-200-111	PRIOR YEAR ENCUMBRANCE	959.83	
370-200-200	FICA & MEDICARE PAYABLE	0.00	
370-200-201	FEDERAL WITHHOLDING PAYABLE	0.00	
370-200-202	TMRS PAYABLE	542.69	
370-200-210	NET PENSION LIABILITY	27,917.95	
370-200-211	NEW OPEB-SDBF LIABILITY	4,092.03	
370-200-213	ASSURANT DENTAL PAYABLE	4.29	
370-200-219	SCOTT & WHITE HEALTH PAYABLE	283.28	
370-200-221	FLEXIBLE SPENDING(FSA) PAYABLE	0.00	
370-200-222	PRE-PAID LEGAL	0.00	
370-200-233	OTHER A/P PENDING (AUDITOR)	(1,342.29)	
370-200-235	VISION PLAN PAYABLE	2.26	
370-200-401	WAGES PAYABLE	0.00	
370-200-500	ACCOUNTS PAYABLE PENDING	1,424.63	
370-210-100	DUE TO CEMETERY LAND PURCHASE	0.00	
370-210-110	DEFERRED OUTFLOW CONT TMRS	(6,314.20)	
370-210-111	SDBF DEF OUTFLOW RES CONTRIB	(86.23)	
370-210-113	SDBF DEF INFLOW ACT EX VS ASSU	426.15	
370-210-114	SDBF DEF OUTFLOW CHNG ASSUMPT	(794.74)	
370-210-115	DEFERRED OUTFLOW INVST TMRS	5,832.94	
370-210-118	DEFERRED INFLOW ACTUAL VS ASSM	1,040.31	
370-210-119	DEFERRED OUTFLOW-CHG ASSUMP	(748.73)	
	TOTAL LIABILITIES		<u>31,267.25</u>
EQUITY			
=====			
370-270-100	FUND BALANCE	<u>179,380.74</u>	
	TOTAL BEGINNING EQUITY	179,380.74	
TOTAL REVENUE		131,048.20	
TOTAL EXPENSES		<u>117,099.24</u>	
TOTAL INCREASE/(DECREASE) IN FUND BAL.		13,948.96	
TOTAL EQUITY & FUND BALANCE			<u>193,329.70</u>
TOTAL LIABILITIES, EQUITY & FUND BALANCE			224,596.95
			=====

382-FLEET SERVICES OPERATING

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE
ASSETS		
=====		
382-100-102	CLAIM ON POOLED CASH	(64,970.47)
382-100-104	SAFEKEEPING CHECKING ACCT	0.00
382-120-250	DUE FROM OTHER FUNDS	0.00
382-160-206	ESCROW FOR EQUIPMENT PURCHASES	0.00
382-160-301	VEHICLES	0.00
382-160-303	OFFICE EQUIPMENT	0.00
382-160-305	FIELD EQUIPMENT	0.00
382-160-306	HEAVY EQUIPMENT	0.00
382-160-320	EQUIPMENT	0.00
382-170-100	CURRENT YR RES FOR ENCUMBRANCE	(100,153.39)
382-170-101	PRIOR YR RES FOR ENCUMBRANCE	74,881.95
382-170-103	PRE-PAY HEALTH INSURANCE	0.00
382-190-103	ACCUMULATED DEPRECIATION	<u>0.00</u>
		(<u>90,241.91</u>)
TOTAL ASSETS		(90,241.91)
		=====

LIABILITIES

=====		
382-200-110	CURRENT YEAR ENCUMBRANCE	(100,153.39)
382-200-111	PRIOR YEAR ENCUMBRANCE	74,881.95
382-200-200	FICA AND MEDICARE PAYABLE	0.00
382-200-201	FEDERAL WITHHOLDING PAYABLE	0.00
382-200-202	TMRS PAYABLE	685.79
382-200-203	DEFERRED COMP PAYABLE	0.00
382-200-208	ACCRUED VACATION	4,944.81
382-200-210	NET PENSION LIABILITY	64,032.96
382-200-211	NEW OPEB-SDBF LIABILITY	9,385.52
382-200-212	UNUM LIFE INSURANCE PAYABLE	(271.53)
382-200-213	DENTAL PAYABLE	(26.90)
382-200-214	AFLAC PAYABLE	89.08
382-200-215	CLOTHES RENTAL PAYABLE	0.00
382-200-216	CINCINNATI LIFE PAYABLE	235.04
382-200-218	BLUE CHOICE PAYABLE	0.00
382-200-219	SCOTT & WHITE HEALTH PAYABLE	(178.03)
382-200-221	FLEXIBLE SPENDING(FSA) PAYABLE	0.00
382-200-222	PRE-PAID LEGAL PAYABLE	(117.70)
382-200-229	MET LIFE DENTAL PAYABLE	0.00
382-200-233	OTHER A/P PENDING (AUDITOR)	(2,723.96)
382-200-235	VISION PLAN PAYABLE	(3.56)
382-200-401	WAGES PAYABLE	0.00
382-200-500	ACCOUNTS PAYABLE PENDING	8,659.76
382-210-110	DEFERRED OUTFLOW CONTB TMRS	(14,482.34)
382-210-111	SDBF DEF OUTFLOW RES CONTRI	(197.79)
382-210-113	SDBF DEF INFLOW ACT EXP VS ASS	977.41
382-210-114	SDBF DEF OUTFLOW CHNG ASSUMPT	(1,822.82)
382-210-115	DEFERRED OUTFLOW INVST TMRS	13,378.50
382-210-118	DEFERRED INFLOW ACTUAL VS ASSM	2,386.07
382-210-119	DEFERRED OUTFLOW-CHNG IN ASSUMP	(1,717.30)

382-FLEET SERVICES OPERATING

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE
382-240-101	UNCLAIMED FUNDS	<u>78.32</u>
	TOTAL LIABILITIES	<u>58,039.89</u>
EQUITY		
=====		
382-260-121	RESERVE:FUTURE EQUIP PURCHASES	0.00
382-270-100	FUND BALANCE	(<u>82,880.37</u>)
	TOTAL BEGINNING EQUITY	(<u>82,880.37</u>)
	TOTAL REVENUE	366,271.61
	TOTAL EXPENSES	<u>431,673.04</u>
	TOTAL INCREASE/(DECREASE) IN FUND BAL.	(<u>65,401.43</u>)
	TOTAL EQUITY & FUND BALANCE	(<u>148,281.80</u>)
	TOTAL LIABILITIES, EQUITY & FUND BALANCE	(<u>90,241.91</u>)
=====		

384-FLEET REPLACEMENT FUND

ACCOUNT #	ACCOUNT DESCRIPTION	BALANCE	
ASSETS			
=====			
384-100-102	CLAIM ON POOLED CASH	110,605.17	
384-100-104	CAPITAL EQUIP ACCT 2139517	0.00	
384-100-105	SIGNATURE BANK EQUIP (ESCROW)	0.00	
384-100-106	FROST LEASING ESCROW 010597724	0.00	
384-100-107	UMB BANK CLAYTON HOLDINGS	0.00	
384-100-108	2018 FLEET/EQUIP TEXSTAR 20180	218,071.56	
384-100-109	GOVERNMENT CAPITAL CORP	(406,722.00)	
384-100-110	US BANCORP GOVERNMENT LEAS	0.00	
384-100-111	US BANCORP GOV ESCROW	64,700.00	
384-120-103	MISC ACCOUNTS RECEIVABLES	0.00	
384-140-100	PREPAID CAP LEASE	0.00	
384-150-100	BOND ISSUANCE COSTS	0.00	
384-160-206	FIXED ASSETS-WORK IN PROGRESS	0.00	
384-160-320	MACHINERY & EQUIPMENT	8,182,004.66	
384-170-100	CURRENT YR RES FOR ENCUMBRANCE	(3,815,695.30)	
384-170-101	PRIOR YR RES FOR ENCUMBRANCE	3,823,054.83	
384-190-103	ACCUMULATED DEPRECIATION	(5,328,840.84)	
		<u>2,847,178.08</u>	
TOTAL ASSETS			<u>2,847,178.08</u>
			=====
LIABILITIES			
=====			
384-200-104	ACCRUED INTEREST PAYALBE	0.00	
384-200-110	CURRENT YEAR ENCUMBRANCE	(3,761,291.30)	
384-200-111	PRIOR YEAR ENCUMBRANCE	3,768,650.83	
384-200-500	ACCOUNTS PAYABLE PENDING	58,575.00	
384-200-505	DUE TO OTHER FUNDS	0.00	
384-210-101	UNAMORT BOND PREMIUM	39,502.49	
384-230-103	5.44M COMB SERIES 2015(2.66M)	1,525,000.00	
384-230-115	CAPITAL LEASE PAYABLE-CURRENT	0.00	
384-230-120	CAP LEASE PAYABLE-NONCURRENT	1,067,939.87	
384-230-125	NOTES PAYABLE	72,991.73	
384-240-101	ACCRUED INTEREST PAYABLE	<u>26,977.11</u>	
TOTAL LIABILITIES			<u>2,798,345.73</u>
EQUITY			
=====			
384-270-100	FUND BALANCE	(59,545.34)	
TOTAL BEGINNING EQUITY		(59,545.34)	
TOTAL REVENUE		430,312.35	
TOTAL EXPENSES		<u>321,934.66</u>	
TOTAL INCREASE/(DECREASE) IN FUND BAL.		108,377.69	
TOTAL EQUITY & FUND BALANCE			<u>48,832.35</u>
TOTAL LIABILITIES, EQUITY & FUND BALANCE			<u>2,847,178.08</u>
			=====

Attachment E
Sales Tax Tracking Report

Sales Tax Tracking (Total Amount) FY 2021-22

	2017-18	2018-19	2019-20	2020-21	2021-22	2021-22 Estimated Amount	\$ Difference from Actual to Est. Amt	% from Actual	\$ Difference from Prior Year Amount	% from Pr. Yr. Actual
	Actual	Actual	Actual	Actual	Actual					
October	333,211	350,589	\$ 389,538	393,127	468,966	401,383	67,583	16.8%	75,839	19.3%
November	367,873	416,457	422,737	482,805	581,787	492,944	88,844	18.0%	98,982	20.5%
December	329,458	376,081	390,346	404,316	475,711	412,807	62,904	15.2%	71,395	17.7%
January	379,137	328,713	356,902	403,476	421,763	411,949	9,814	2.4%	18,287	4.5%
February	421,201	414,617	507,733	552,026	678,554	563,619	114,935	20.4%	126,528	22.9%
March	294,166	334,744	347,808	393,003	503,163	401,256	101,906	25.4%	110,160	28.0%
April	280,487	338,154	332,858	391,521		399,743		0.0%		0.0%
May	416,809	395,638	457,487	577,092		589,211		0.0%		0.0%
June	319,869	352,018	403,305	493,430		503,792		0.0%		0.0%
July	349,865	378,446	423,927	442,382		451,672		0.0%		0.0%
August	405,299	411,815	514,060	549,608		561,150		0.0%		0.0%
Sept.	330,626	410,378	408,382	468,276		478,110		0.0%		0.0%
	\$ 4,228,002	\$ 4,507,651	\$ 4,955,083	\$ 5,551,064		\$ 5,667,637	\$ 445,987		\$ 501,191	

Sales Tax Tracking (Taylor EDC Portion) FY 2021-22

	2017-18 Actual	2018-19 Actual	2019-20 Actual	2020-21 Actual	2021-22 Actual
October	\$ 83,303	\$ 87,647	\$ 97,385	\$ 98,282	\$ 117,242
November	91,968	104,114	\$ 105,684	\$ 120,701	\$ 145,447
December	82,365	94,020	\$ 97,587	\$ 101,079	\$ 118,928
January	94,784	82,178	\$ 89,225	\$ 100,869	\$ 105,441
February	105,300	103,654	\$ 126,933	\$ 138,007	\$ 169,639
March	73,542	83,686	\$ 86,952	\$ 98,251	\$ 125,791
April	70,122	84,539	\$ 83,214	\$ 97,880	\$ -
May	104,202	98,910	\$ 114,372	\$ 144,273	\$ -
June	79,967	88,005	\$ 100,826	\$ 123,358	\$ -
July	87,466	94,611	\$ 105,982	\$ 110,595	\$ -
August	101,325	102,954	\$ 128,515	\$ 137,402	\$ -
Sept.	82,656	102,594	\$ 102,095	\$ 117,069	\$ -
	1,057,001	1,126,913	1,238,771	1,387,766	782,486

Sales Tax Tracking (City's Portion) FY 2021-22

	2017-18	2018-19	2019-20	2020-21	2021-22	2021-22 Estimated Amount	\$ Difference from Actual to Est. Amt	% from Actual	\$ Difference from Prior Year Amount	% from Pr. Yr. Actual
	Actual	Actual	Actual	Actual	Actual					
October	249,908	262,942	292,154	294,845	351,725	301,037	50,688	16.8%	56,879	19.3%
November	275,905	312,342	317,053	362,104	436,341	369,708	66,633	18.0%	74,237	20.5%
December	247,094	282,061	292,760	303,237	356,784	309,605	47,178	15.2%	53,546	17.7%
January	284,353	246,535	267,676	302,607	316,322	308,962	7,360	2.4%	13,715	4.5%
February	315,901	310,963	380,800	414,020	508,916	422,714	86,202	20.4%	94,896	22.9%
March	220,625	251,058	260,856	294,752	377,372	300,942	76,430	25.4%	82,620	28.0%
April	210,365	253,616	249,643	293,641		299,807		0.0%		0.0%
May	312,607	296,729	343,115	432,819		441,908		0.0%		0.0%
June	239,902	264,014	302,478	370,073		377,844		0.0%		0.0%
July	262,399	283,834	317,946	331,786		338,754		0.0%		0.0%
August	303,974	308,861	385,545	412,206		420,862		0.0%		0.0%
Sept.	247,969	307,783	306,286	351,207		358,582		0.0%		0.0%

Cumulative Year -to- Date (City's Portion) FY 2021-22

	2017-18	2018-19	2019-20	2020-21	2021-22	2021-22 Estimated Amount	\$ Difference from Actual to Est. Amt	% from Actual	\$ Difference from Prior Year Amount	% from Pr. Yr. Actual
	Actual	Actual	Actual	Actual	Actual					
October	249,908	262,942	292,154	294,845	351,725	301,037	50,688	16.8%	56,879	19.3%
November	525,813	575,285	609,207	656,949	788,065	670,745	117,320	17.5%	131,116	20.0%
December	772,907	857,345	901,967	960,186	1,144,849	980,350	164,499	16.8%	184,662	19.2%
January	1,057,260	1,103,880	1,169,643	1,262,794	1,461,171	1,289,312	171,859	13.3%	198,377	15.7%
February	1,373,161	1,414,843	1,550,443	1,676,813	1,970,087	1,712,026	258,060	15.1%	293,273	17.5%
March	1,593,785	1,665,901	1,811,298	1,971,566	2,347,459	2,012,969	334,490	16.6%	375,893	19.1%
April	1,804,151	1,919,517	2,060,942	2,265,207		2,312,776		0.0%		0.0%
May	2,116,757	2,216,245	2,404,057	2,698,026		2,754,684		0.0%		0.0%
June	2,356,659	2,480,259	2,706,535	3,068,099		3,132,529		0.0%		0.0%
July	2,619,058	2,764,094	3,024,481	3,399,885		3,471,283		0.0%		0.0%
August	2,923,032	3,072,955	3,410,026	3,812,091		3,892,145		0.0%		0.0%
Sept.	3,171,002	3,380,738	3,716,313	4,163,298		4,250,727		0.0%		0.0%
% Y-T-D Increase over prior year	7.0%	6.6%	9.9%	12.0%						

Attachment F
Quarterly Investment Report



QUARTERLY INVESTMENT REPORT

City of Taylor

MARCH 31, 2022



MEEDER

PUBLIC FUNDS
PATTERSON GROUP

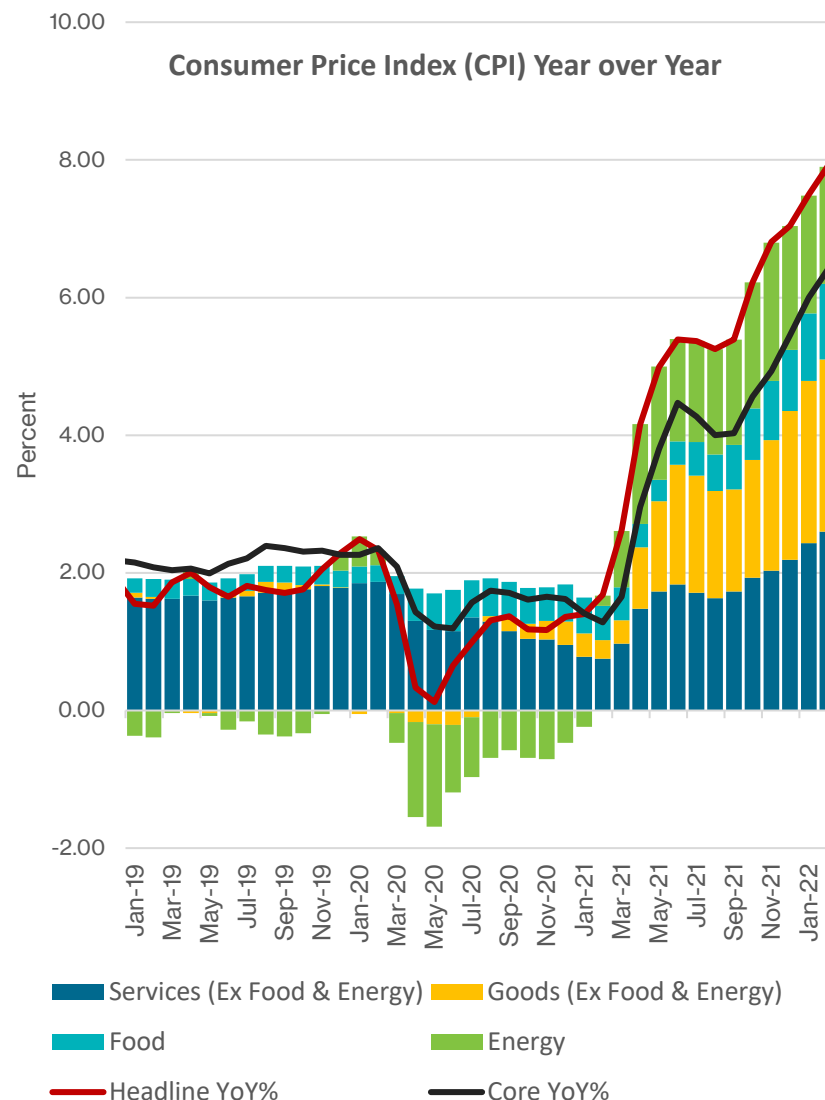
The Fed Steps In

After raising overnight rates in March for the first time in 3 years the Fed has outlined a plan for aggressive ongoing rate increases (perhaps 6 in 2022). This is in response to runaway inflation. The Fed recognizes the potential of high and fast hikes to control inflation may also deliberately undermine the economy, but they appear that they may move to do so regardless. Most central banks agree.

The persistent price pressures from supply chains and fiscal stimulus have created a solid upward trajectory in costs. The ideal scenario would be for the Fed to raise rates enough to slow demand and guide inflation lower without forcing the economy into recession. Such a soft landing has been historically difficult, if not impossible. The Fed intends to take measured steps knowing increases can take 4 quarters to impact the economy.

The markets are way ahead of the Fed. There is a dichotomy between the two because the markets are pummeled by immense and immediate cross-currents and all those result in major volatility. The fear now is that the curve has been moving to inversion which historically has been a precursor of recessions. However, as some prominent economists have noted it may be different this time given the distortion of the markets due primarily to extreme monetary policy manipulation.

Even an inverted curve will clearly not stop the Fed. So much of the controlling factors now are out of anyone's control. The Fed will focus on its primary objective to reduce inflation.



SOURCE: BLOOMBERG 3/31/2022

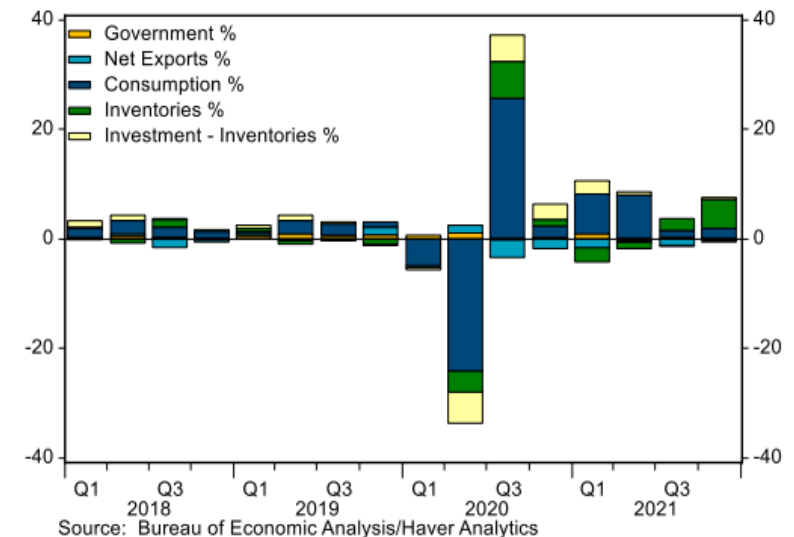
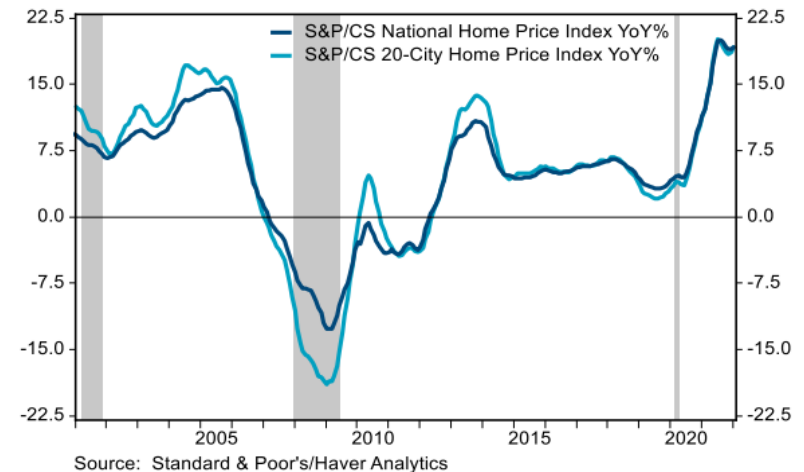
Cross Currents: Fire and Ice

The global economy is reflecting a fragile balance where inflation has become 'too hot' and growth could become 'too cold.'

On the inflation side, every scenario is clouded by factors driving inflation steadily up. Russia's invasion of Ukraine, the global sanctions applied and resulting massive gyrations in commodity markets and Covid cast a thick layer of uncertainty. Russia accounts for only 1.5% of global trade but has a large footprint in energy and non-energy commodities. (Oil hit \$130 a barrel in March.) Ukraine is a large producer of grain (which US growers cannot makeup in one season) but it is also an important supplier for Europe's auto industry and materials for chips. Shortages in such raw materials have outsized impact on prices. Now China is closing its doors again on a new Covid resurgence.

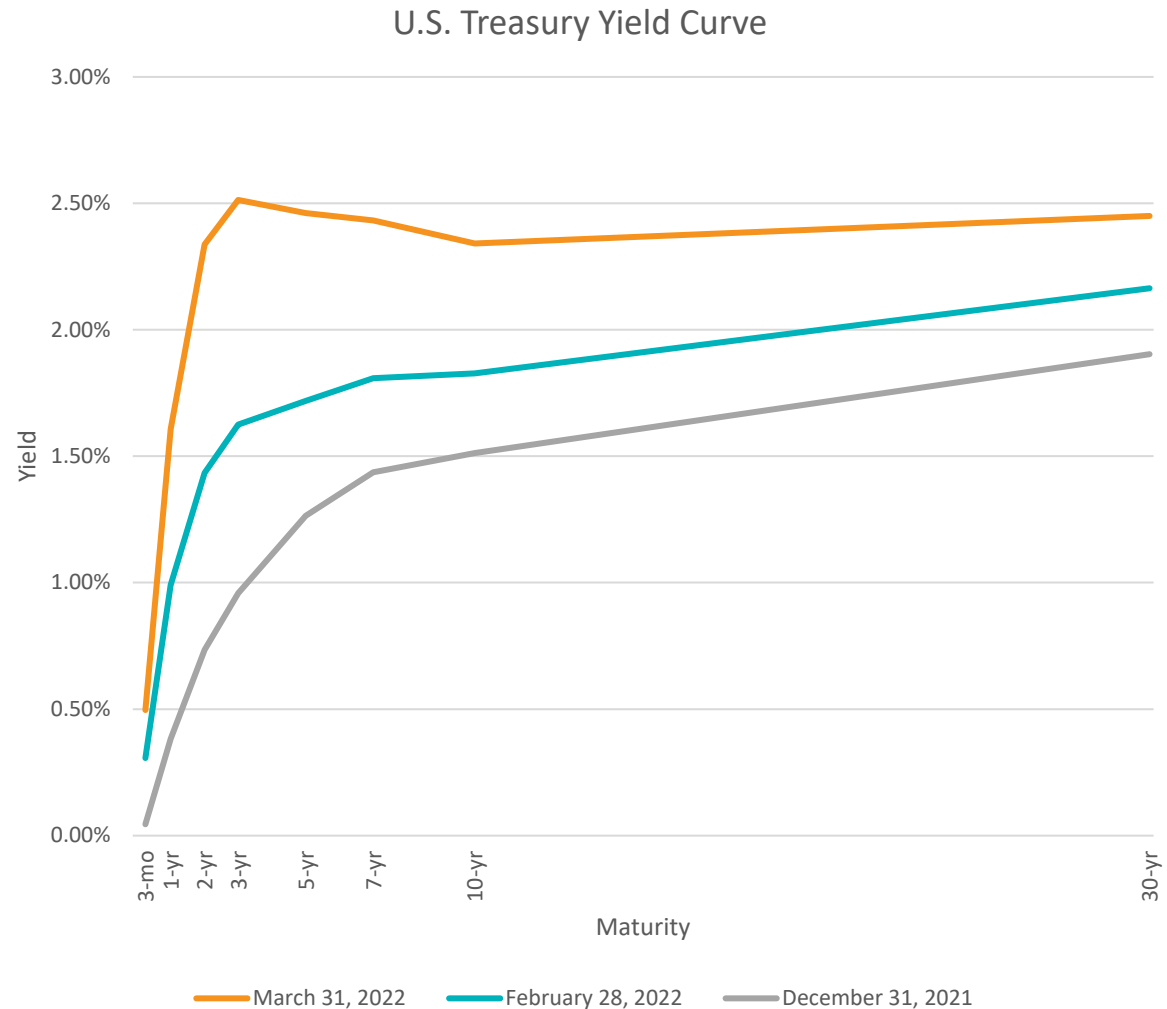
US growth remains strong. The growth is supported by post-pandemic economic re-openings and solid pent-up demand as well as increased salaries aimed at luring employees back to work. US growth is solid with consumer consumption strong as well as consumer sentiment and confidence.

Inflation may begin to decline as supply chains re-open and jobs are filled, but extended supply chain woes with tighter financial conditions could lower confidence for both business and the consumer. If so, that will begin to slow growth.



Fed Moves Foretell More Curve Changes

- The Federal Reserve's increase in the overnight rate in March has finally moved the curve off zero.
- The Fed's *hawkish* tone has the market and some Fed Governors calling for six or more hikes this year. That will bring the short end up to meet the long end.
- The market had already moved in anticipation of the Fed hike rising in the *belly of the curve*.
- As the short end rises on Fed moves it produces a flatter curve while cross currents at the long end have brought on-and-off inversions.



City of Taylor, Texas

Quarterly Investment Report

January – March 2022

Portfolio Summary Management Report

This quarterly report is prepared in compliance with the Investment Policy and Strategy of the City and the Public Funds Investment Act (Chapter 2256., Texas Government Code).

<u>Portfolio as of December 31, 2021</u>		<u>Portfolio as of March 31, 2022</u>	
Beginning Book Value	\$ 29,556,664	Ending Book Value	\$ 52,415,135
Beginning Market Value	\$ 29,539,047	Ending Market Value	\$ 52,326,712
Unrealized Gain/Loss	\$ (17,617)	Investment Income for the period	\$ 11,784
		Unrealized Gain/Loss	\$ (88,423)
		Change in Unrealized Gain/Loss	\$ (70,806)
WAM at Beginning Period Date ¹	76 days	WAM at Ending Period Date ¹	66 days
		Change in Market Value ²	\$ 22,787,665
Average Yield to Maturity for period		0.181%	
Average Yield 6 month Treasury Bill for period		0.610%	
Average Yield 1 year Treasury Note for period		0.970%	

Authorized by:

Jeffrey Wood, Finance Director
City of Taylor



Linda Patterson, President
Patterson & Associates

Lindsay Strothman, Senior Accountant
City of Taylor

¹ WAM, represents weighted average maturity.

² **Change in Market Value**" is required data, but will primarily reflect the receipt and expenditure of the City's funds from quarter to quarter.

Your Portfolio

Your Portfolio Statistics

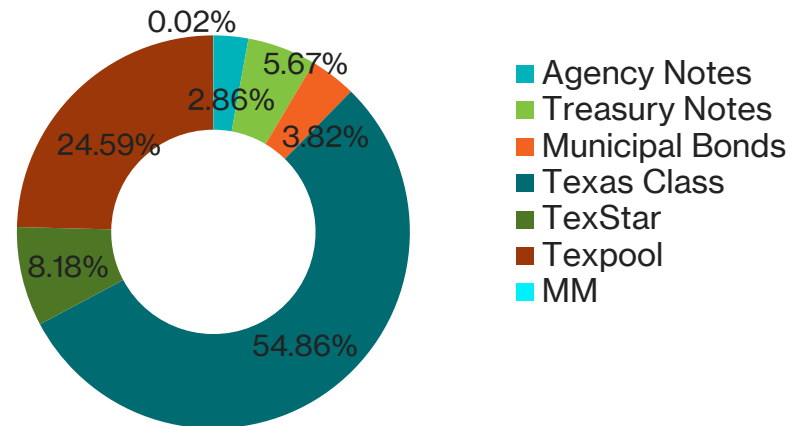
Weighted Average Maturity

0.18 years

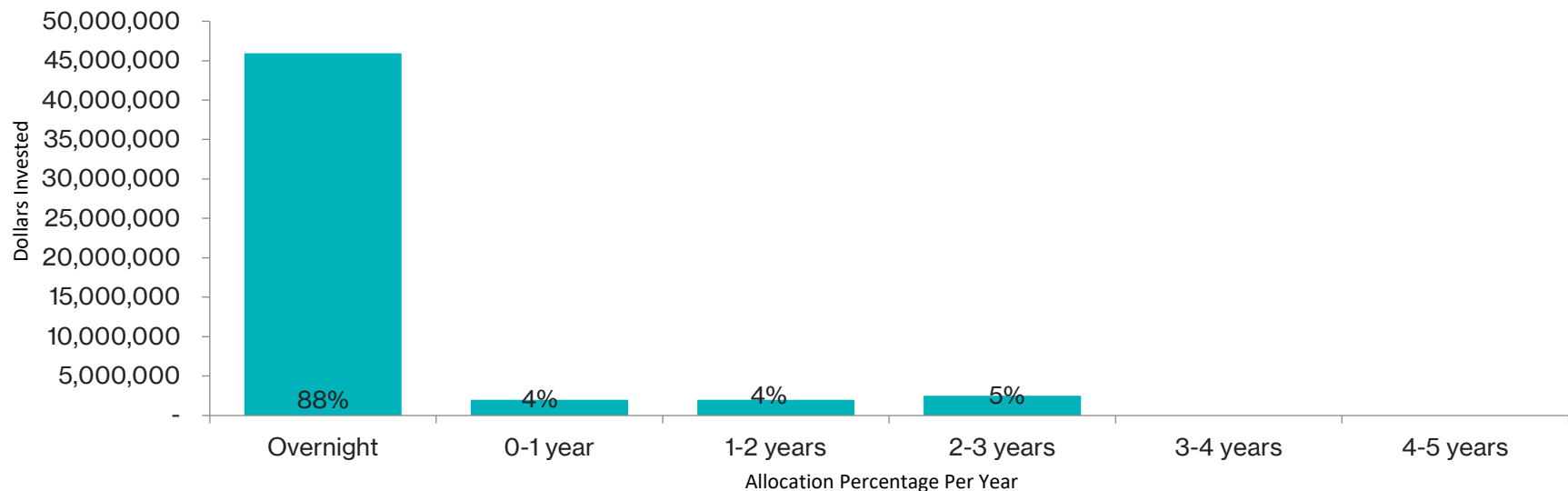
Weighted Average Yield (All Funds)

0.33%

Your Asset Allocation



Your Maturity Distribution



City of Taylor, Texas
Portfolio Management
Portfolio Summary
March 31, 2022

Patterson & Associates
 901 S. MoPac
 Suite 195
 Austin, TX 78746
 -

Investments	Par Value	Market Value	Book Value	% of Portfolio	Term	Days to Maturity	YTM 365 Equiv.
Federal Agency Coupon Securities	1,500,000.00	1,440,819.34	1,500,000.00	2.86	1,095	860	0.467
Treasury Coupon Securities	3,000,000.00	2,959,298.00	2,969,819.78	5.67	542	532	1.700
Municipal Bonds	2,000,000.00	1,981,280.00	2,000,000.00	3.82	808	274	0.454
Texpool	12,886,635.23	12,886,635.23	12,886,635.23	24.59	1	1	0.154
TexStar	4,289,799.57	4,289,799.57	4,289,799.57	8.18	1	1	0.107
Texas Class	28,756,647.69	28,756,647.69	28,756,647.69	54.86	1	1	0.286
Money Market	12,232.64	12,232.64	12,232.64	0.02	1	1	0.010
	52,445,315.13	52,326,712.47	52,415,134.91	100.00%	94	66	0.330
Investments							
Cash and Accrued Interest							
Accrued Interest at Purchase		6,790.16	6,790.16				
Subtotal		6,790.16	6,790.16				
Total Cash and Investments	52,445,315.13	52,333,502.63	52,421,925.07		94	66	0.330

Total Earnings	March 31 Month Ending	Fiscal Year To Date
Current Year	6,861.78	18,086.46

The following reports are submitted in accordance with the Public Funds Investment Act (Texas Gov't Code 2256). The reports also offer supplemental information not required by the Act in order to fully inform the governing body of the City of Taylor, Texas of the position and activity within the City's portfolio of investment. The reports include a management summary overview, a detailed inventory report for the end of the period, a transaction report, as well as graphic representations of the portfolio to provide full disclosure to the governing body.

Jeffrey Wood, Finance Director

Reporting period 03/01/2022-03/31/2022

Data Updated: SET_TAYL: 04/08/2022 15:22

Run Date: 04/08/2022 - 15:22

Portfolio TAYL

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PM (PRF_PM1) 7.3.0

Report Ver. 7.3.6.1

City of Taylor, Texas
Summary by Type
March 31, 2022
Grouped by Fund

Patterson & Associates
 901 S. MoPac
 Suite 195
 Austin, TX 78746
 -

Security Type	Number of Investments	Par Value	Book Value	% of Portfolio	Average YTM 365	Average Days to Maturity
Fund: 2019 Bond Fund						
TexStar	1	1,870,827.89	1,870,827.89	3.57	0.107	1
Subtotal	1	1,870,827.89	1,870,827.89	3.57	0.107	1
Fund: 2022 Debt Non-Tax Supported						
Texas Class	1	11,268,403.17	11,268,403.17	21.50	0.286	1
Subtotal	1	11,268,403.17	11,268,403.17	21.50	0.286	1
Fund: 2022 Debt Tax Supported						
Texas Class	1	13,150,470.51	13,150,470.51	25.09	0.286	1
Subtotal	1	13,150,470.51	13,150,470.51	25.09	0.286	1
Fund: Airport Fund						
Texpool	1	959,882.89	959,882.89	1.83	0.154	1
Subtotal	1	959,882.89	959,882.89	1.83	0.154	1
Fund: Cemetery Permanent Fund						
Federal Agency Coupon Securities	1	1,000,000.00	1,000,000.00	1.91	0.500	880
Texas Class	1	867.79	867.79	0.00	0.286	1
Texpool	1	361.16	361.16	0.00	0.000	1
TexStar	1	56,469.89	56,469.89	0.11	0.107	1
Subtotal	4	1,057,698.84	1,057,698.84	2.02	0.479	832
Fund: Fleet Replacement Fund						
TexStar	1	218,071.56	218,071.56	0.42	0.107	1
Subtotal	1	218,071.56	218,071.56	0.42	0.107	1
Fund: General Fund						
Money Market	1	12,232.64	12,232.64	0.02	0.010	1
Federal Agency Coupon Securities	1	500,000.00	500,000.00	0.95	0.400	819

City of Taylor, Texas
Summary by Type
March 31, 2022
Grouped by Fund

Security Type	Number of Investments	Par Value	Book Value	% of Portfolio	Average YTM 365	Average Days to Maturity
Fund: General Fund						
Municipal Bonds	2	2,000,000.00	2,000,000.00	3.82	0.454	274
Treasury Coupon Securities	3	3,000,000.00	2,969,819.78	5.67	1.700	532
Texas Class	1	3,314,007.60	3,314,007.60	6.32	0.286	1
Texpool	1	9,565,829.67	9,565,829.67	18.25	0.154	1
TexStar	1	2,144,430.23	2,144,430.23	4.09	0.107	1
Subtotal	10	20,536,500.14	20,506,319.92	39.12	0.429	124
Fund: General Capital Fund						
TexStar	1	0.00	0.00	0.00	0.000	0
Subtotal	1	0.00	0.00	0.00	0.000	0
Fund: Special Rev-Tax Increment Fund						
Texpool	1	238,275.18	238,275.18	0.45	0.154	1
Subtotal	1	238,275.18	238,275.18	0.45	0.154	1
Fund: Utility Fund						
Texas Class	1	1,022,898.62	1,022,898.62	1.95	0.286	1
Texpool	1	2,122,286.33	2,122,286.33	4.05	0.154	1
Subtotal	2	3,145,184.95	3,145,184.95	6.00	0.197	1
Total and Average	23	52,445,315.13	52,415,134.91	100.00	0.330	66



MEEDER
PUBLIC FUNDS | PATTERSON GROUP

City of Taylor, Texas
Fund 19BOND - 2019 Bond Fund
Investments by Fund
March 31, 2022

Patterson & Associates
901 S. MoPac
Suite 195
Austin, TX 78746
-

CUSIP	Investment #	Issuer	Purchase Date	Book Value	Par Value	Market Value	Current Rate	YTM 360	YTM 365	Maturity Days To Date Maturity
TexStar										
20190	10044	TexStar	04/24/2019	1,870,827.89	1,870,827.89	1,870,827.89	0.107	0.105	0.107	1
Subtotal and Average				1,870,827.89	1,870,827.89	1,870,827.89		0.106	0.107	1
Total Investments and Average				1,870,827.89	1,870,827.89	1,870,827.89		0.106	0.107	1

**Fund 22DNTS - 2022 Debt Non-Tax Supported
Investments by Fund
March 31, 2022**

Page 2

CUSIP	Investment #	Issuer	Purchase Date	Book Value	Par Value	Market Value	Current Rate	YTM 360	YTM 365	Maturity Days To Date Maturity
Texas Class										
70010	10063	Texas Class	03/29/2022	11,268,403.17	11,268,403.17	11,268,403.17	0.286	0.281	0.285	1
Subtotal and Average				11,268,403.17	11,268,403.17	11,268,403.17		0.282	0.286	1
Total Investments and Average				11,268,403.17	11,268,403.17	11,268,403.17		0.282	0.286	1

**Fund 22DTS - 2022 Debt Tax Supported
Investments by Fund
March 31, 2022**

Page 3

CUSIP	Investment #	Issuer	Purchase Date	Book Value	Par Value	Market Value	Current Rate	YTM 360	YTM 365	Maturity Days To Date Maturity
Texas Class										
70009	10062	Texas Class	03/29/2022	13,150,470.51	13,150,470.51	13,150,470.51	0.286	0.281	0.285	1
Subtotal and Average				13,150,470.51	13,150,470.51	13,150,470.51		0.282	0.286	1
Total Investments and Average				13,150,470.51	13,150,470.51	13,150,470.51		0.282	0.286	1

**Fund AIR - Airport Fund
Investments by Fund
March 31, 2022**

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CUSIP	Investment #	Issuer	Purchase Date	Book Value	Par Value	Market Value	Current Rate	YTM 360	YTM 365	Maturity Days To Date Maturity
Texpool										
300019	10007	Texpool	11/01/2017	959,882.89	959,882.89	959,882.89	0.154	0.151	0.153	1
Subtotal and Average				959,882.89	959,882.89	959,882.89		0.151	0.154	1
Total Investments and Average				959,882.89	959,882.89	959,882.89		0.151	0.154	1

Fund CEM - Cemetery Permanent Fund
Investments by Fund
March 31, 2022

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CUSIP	Investment #	Issuer	Purchase Date	Book Value	Par Value	Market Value	Current Rate	YTM 360	YTM 365	Maturity Days To Date Maturity
Federal Agency Coupon Securities										
3130ANNS5	10058	FHLB Call Note	08/30/2021	1,000,000.00	1,000,000.00	959,993.14	0.500	0.493	0.500	08/28/2024 880
Subtotal and Average				1,000,000.00	1,000,000.00	959,993.14		0.493	0.500	880
Texpool										
300007	10008	Texpool	11/01/2017	361.16	361.16	361.16				1
Subtotal and Average				361.16	361.16	361.16		0.000	0.000	1
TexStar										
22880	10003	TexStar	11/01/2017	56,469.89	56,469.89	56,469.89	0.107	0.105	0.107	1
Subtotal and Average				56,469.89	56,469.89	56,469.89		0.106	0.107	1
Texas Class										
70006	10001	Texas Class	11/01/2017	867.79	867.79	867.79	0.286	0.281	0.285	1
Subtotal and Average				867.79	867.79	867.79		0.282	0.286	1
Total Investments and Average				1,057,698.84	1,057,698.84	1,017,691.98		0.472	0.479	832

Fund FLEET - Fleet Replacement Fund
Investments by Fund
March 31, 2022

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CUSIP	Investment #	Issuer	Purchase Date	Book Value	Par Value	Market Value	Current Rate	YTM 360	YTM 365	Maturity Days To Date Maturity
TexStar										
20180	10030	TexStar	08/08/2018	218,071.56	218,071.56	218,071.56	0.107	0.105	0.107	1
Subtotal and Average				218,071.56	218,071.56	218,071.56		0.106	0.107	1
Total Investments and Average				218,071.56	218,071.56	218,071.56		0.106	0.107	1

**Fund GEN - General Fund
Investments by Fund
March 31, 2022**

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CUSIP	Investment #	Issuer	Purchase Date	Book Value	Par Value	Market Value	Current Rate	YTM 360	YTM 365	Maturity Date	Days To Maturity
Federal Agency Coupon Securities											
3130AMT85	10056	FHLB Call Note	06/28/2021	500,000.00	500,000.00	480,826.20	0.400	0.394	0.400	06/28/2024	819
Subtotal and Average				500,000.00	500,000.00	480,826.20		0.395	0.400		819
Treasury Coupon Securities											
91282CCK5	10059	T Note	03/18/2022	982,302.35	1,000,000.00	977,891.00	0.125	1.540	1.561	06/30/2023	455
912828ZD5	10060	T Note	03/18/2022	992,414.54	1,000,000.00	989,219.00	0.500	1.285	1.303	03/15/2023	348
912828XT2	10061	T Note	03/28/2022	995,102.89	1,000,000.00	992,188.00	2.000	2.201	2.232	05/31/2024	791
Subtotal and Average				2,969,819.78	3,000,000.00	2,959,298.00		1.677	1.700		531
Municipal Bonds											
419792ZH2	10054	State of Hawaii	10/29/2020	1,000,000.00	1,000,000.00	995,770.00	0.429	0.422	0.428	10/01/2022	183
59333NN90	10053	Maimi-Dade County FL	09/30/2020	1,000,000.00	1,000,000.00	985,510.00	0.375	0.473	0.480	04/01/2023	365
Subtotal and Average				2,000,000.00	2,000,000.00	1,981,280.00		0.448	0.454		274
Texpool											
300003	10004	Texpool	11/01/2017	9,565,829.67	9,565,829.67	9,565,829.67	0.154	0.151	0.153		1
Subtotal and Average				9,565,829.67	9,565,829.67	9,565,829.67		0.151	0.154		1
TexStar											
34440	10002	TexStar	11/01/2017	2,144,430.23	2,144,430.23	2,144,430.23	0.107	0.105	0.107		1
Subtotal and Average				2,144,430.23	2,144,430.23	2,144,430.23		0.106	0.107		1
Texas Class											
70008	10048	Texas Class	01/22/2020	3,314,007.60	3,314,007.60	3,314,007.60	0.286	0.281	0.285		1
Subtotal and Average				3,314,007.60	3,314,007.60	3,314,007.60		0.282	0.286		1
Money Market											
60618	10000	Citizens Nat'l Bank MM-Public	11/01/2017	12,232.64	12,232.64	12,232.64	0.010	0.009	0.010		1
Subtotal and Average				12,232.64	12,232.64	12,232.64		0.010	0.010		1
Total Investments and Average				20,506,319.92	20,536,500.14	20,457,904.34		0.423	0.429		124

Fund GENCAP - General Capital Fund
Investments by Fund
March 31, 2022

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CUSIP	Investment #	Issuer	Purchase Date	Book Value	Par Value	Market Value	Current Rate	YTM 360	YTM 365	Maturity Days To Date Maturity
TexStar										
20181	10029	TexStar	08/08/2018	0.00	0.00	0.00				1
Subtotal and Average				0.00	0.00	0.00		0.000	0.000	0
Total Investments and Average				0.00	0.00	0.00		0.000	0.000	0

Fund SPECREV - Special Rev-Tax Increment Fund
Investments by Fund
March 31, 2022

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CUSIP	Investment #	Issuer	Purchase Date	Book Value	Par Value	Market Value	Current Rate	YTM 360	YTM 365	Maturity Days To Date Maturity
Texpool										
300004	10005	Texpool	11/01/2017	238,275.18	238,275.18	238,275.18	0.154	0.151	0.153	1
Subtotal and Average				238,275.18	238,275.18	238,275.18		0.151	0.154	1
Total Investments and Average				238,275.18	238,275.18	238,275.18		0.151	0.154	1

**Fund UTIL - Utility Fund
Investments by Fund
March 31, 2022**

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CUSIP	Investment #	Issuer	Purchase Date	Book Value	Par Value	Market Value	Current Rate	YTM 360	YTM 365	Maturity Days To Date Maturity
Texpool										
300001	10006	Texpool	11/01/2017	2,122,286.33	2,122,286.33	2,122,286.33	0.154	0.151	0.153	1
Subtotal and Average				2,122,286.33	2,122,286.33	2,122,286.33		0.151	0.154	1
Texas Class										
70007	10047	Texas Class	01/22/2020	1,022,898.62	1,022,898.62	1,022,898.62	0.286	0.281	0.285	1
Subtotal and Average				1,022,898.62	1,022,898.62	1,022,898.62		0.282	0.286	1
Total Investments and Average				3,145,184.95	3,145,184.95	3,145,184.95		0.194	0.197	1

City of Taylor, Texas
Cash Reconciliation Report
For the Period January 1, 2022 - March 31, 2022
Grouped by Fund

Patterson & Associates
 901 S. MoPac
 Suite 195
 Austin, TX 78746
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Trans. Date	Investment #	Fund	Trans. Type	Security ID	Par Value	Security Description	Maturity Date	Purchases	Interest	Redemptions	Cash
Cemetery Permanent Fund											
02/28/2022	10058	CEM	Interest	3130ANNS5	1,000,000.00	FHLBC 1.0M 0.50% Mat. 08/28/2024	08/28/2024	0.00	2,472.22	0.00	2,472.22
Subtotal								0.00	2,472.22	0.00	2,472.22
General Fund											
02/01/2022	10057	GEN	Maturity	80285QB17	2,000,000.00	SANTCP 2.0M 0.00% Mat.	02/01/2022	0.00	0.00	2,000,000.00	2,000,000.00
03/18/2022	10059	GEN	Purchase	91282CCK5	1,000,000.00	TNOTE 1.0M 0.13% Mat. 06/30/2023	06/30/2023	-981,757.81	-265.88	0.00	-982,023.69
03/18/2022	10060	GEN	Purchase	912828ZD5	1,000,000.00	TNOTE 1.0M 0.50% Mat. 03/15/2023	03/15/2023	-992,109.38	-40.76	0.00	-992,150.14
03/28/2022	10061	GEN	Purchase	912828XT2	1,000,000.00	TNOTE 1.0M 2.00% Mat. 05/31/2024	05/31/2024	-995,078.13	-6,483.52	0.00	-1,001,561.65
Subtotal								-2,968,945.32	-6,790.16	2,000,000.00	-975,735.48
Total								-2,968,945.32	-4,317.94	2,000,000.00	-973,263.26

City of Taylor, Texas
Purchases Report
Sorted by Fund - Fund
January 1, 2022 - March 31, 2022

Patterson & Associates
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CUSIP	Investment #	Fund	Sec. Type	Issuer	Original Par Value	Purchase Date	Payment Periods	Principal Purchased	Accrued Interest at Purchase	Rate at Purchase	Maturity Date	YTM	Ending Book Value
2022 Debt Non-Tax Supported													
70010	10063	22DNTS	RR3	TXCLSS	11,268,000.00	03/29/2022	/ - Monthly	11,268,000.00		0.286		0.286	11,268,403.17
				Subtotal	11,268,000.00			11,268,000.00	0.00				11,268,403.17
2022 Debt Tax Supported													
70009	10062	22DTS	RR3	TXCLSS	13,150,000.00	03/29/2022	/ - Monthly	13,150,000.00		0.286		0.286	13,150,470.51
				Subtotal	13,150,000.00			13,150,000.00	0.00				13,150,470.51
General Fund													
91282CCK5	10059	GEN	TRC	TNOTE	1,000,000.00	03/18/2022	06/30 - 12/31	981,757.81	265.88	0.125	06/30/2023	1.562	982,302.35
912828ZD5	10060	GEN	TRC	TNOTE	1,000,000.00	03/18/2022	09/15 - 03/15	992,109.38	40.76	0.500	03/15/2023	1.303	992,414.54
912828XT2	10061	GEN	TRC	TNOTE	1,000,000.00	03/28/2022	05/31 - 11/30	995,078.13	6,483.52	2.000	05/31/2024	2.232	995,102.89
				Subtotal	3,000,000.00			2,968,945.32	6,790.16				2,969,819.78
Total Purchases					27,418,000.00			27,386,945.32	6,790.16				27,388,693.46



MEEDER
PUBLIC FUNDS | PATTERSON GROUP

City of Taylor, Texas
Maturity Report
Sorted by Maturity Date
Receipts during January 1, 2022 - March 31, 2022

Patterson & Associates
901 S. MoPac
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Austin, TX 78746
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CUSIP	Investment #	Fund	Sec. Type	Issuer	Par Value	Maturity Date	Purchase Date	Rate at Maturity	Book Value at Maturity	Interest	Maturity Proceeds	Net Income
80285QB17	10057	GEN	ACP	SANTCP	2,000,000.00	02/01/2022	08/11/2021		2,000,000.00	0.00	2,000,000.00	0.00
Total Maturities					2,000,000.00				2,000,000.00	0.00	2,000,000.00	0.00

City of Taylor, Texas
Interest Earnings
Sorted by Fund - Fund
January 1, 2022 - March 31, 2022
Yield on Average Book Value

Patterson & Associates
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										Adjusted Interest Earnings		
CUSIP	Investment #	Fund	Security Type	Ending Par Value	Beginning Book Value	Average Book Value	Maturity Date	Current Rate	Annualized Yield	Interest Earned	Amortization/ Accretion	Adjusted Interest Earnings
Fund: 2019 Bond Fund												
20190	10044	19BOND	RR2	1,870,827.89	2,060,219.20	2,007,573.19		0.107	0.041	204.47	0.00	204.47
			Subtotal	1,870,827.89	2,060,219.20	2,007,573.19			0.041	204.47	0.00	204.47
Fund: 2022 Debt Non-Tax Supported												
70010	10063	22DNTS	RR3	11,268,403.17	0.00	375,604.48		0.286	0.435	403.17	0.00	403.17
			Subtotal	11,268,403.17	0.00	375,604.48			0.435	403.17	0.00	403.17
Fund: 2022 Debt Tax Supported												
70009	10062	22DTS	RR3	13,150,470.51	0.00	438,338.56		0.286	0.435	470.51	0.00	470.51
			Subtotal	13,150,470.51	0.00	438,338.56			0.435	470.51	0.00	470.51
Fund: Airport Fund												
300019	10007	AIR	RRP	959,882.89	959,680.55	959,718.88		0.154	0.086	202.34	0.00	202.34
			Subtotal	959,882.89	959,680.55	959,718.88			0.086	202.34	0.00	202.34
Fund: Cemetery Permanent Fund												
300007	10008	CEM	RRP	361.16	361.16	361.16				0.00	0.00	0.00
70006	10001	CEM	RR3	867.79	867.49	867.54		0.286	0.140	0.30	0.00	0.30
22880	10003	CEM	RR2	56,469.89	56,463.71	56,464.32		0.107	0.044	6.18	0.00	6.18
3130ANNS5	10058	CEM	FAC	1,000,000.00	1,000,000.00	1,000,000.00	08/28/2024	0.500	0.507	1,249.99	0.00	1,249.99
			Subtotal	1,057,698.84	1,057,692.36	1,057,693.03			0.482	1,256.47	0.00	1,256.47
Fund: Fleet Replacement Fund												
20180	10030	FLEET	RR2	218,071.56	218,048.15	218,050.23		0.107	0.044	23.41	0.00	23.41
			Subtotal	218,071.56	218,048.15	218,050.23			0.044	23.41	0.00	23.41
Fund: General Fund												
91282CCK5	10059	GEN	TRC	1,000,000.00	0.00	152,763.26	06/30/2023	0.125	1.574	48.35	544.54	592.89

City of Taylor, Texas
Interest Earnings
January 1, 2022 - March 31, 2022

										Adjusted Interest Earnings		
CUSIP	Investment #	Fund	Security Type	Ending Par Value	Beginning Book Value	Average Book Value	Maturity Date	Current Rate	Annualized Yield	Interest Earned	Amortization/ Accretion	Adjusted Interest Earnings
Fund: General Fund												
912828XT2	10061	GEN	TRC	1,000,000.00	0.00	44,226.38	05/31/2024	2.000	2.242	219.78	24.76	244.54
912828ZD5	10060	GEN	TRC	1,000,000.00	0.00	154,353.56	03/15/2023	0.500	1.302	190.22	305.16	495.38
300003	10004	GEN	RRP	9,565,829.67	11,957,084.52	12,826,158.22		0.154	0.082	2,596.68	0.00	2,596.68
70008	10048	GEN	RR3	3,314,007.60	3,312,619.74	3,312,920.74		0.286	0.170	1,387.86	0.00	1,387.86
60618	10000	GEN	RR4	12,232.64	12,232.35	12,232.45		0.010	0.010	0.29	0.00	0.29
34440	10002	GEN	RR2	2,144,430.23	2,144,200.12	2,144,220.52		0.107	0.044	230.11	0.00	230.11
3130AMT85	10056	GEN	FAC	500,000.00	500,000.00	500,000.00	06/28/2024	0.400	0.406	500.00	0.00	500.00
59333NN90	10053	GEN	MC1	1,000,000.00	1,000,000.00	1,000,000.00	04/01/2023	0.375	0.376	927.20	0.00	927.20
419792ZH2	10054	GEN	MC1	1,000,000.00	1,000,000.00	1,000,000.00	10/01/2022	0.429	0.435	1,072.50	0.00	1,072.50
80285QB17	10057	GEN	ACP	0.00	1,999,741.67	688,845.83	02/01/2022		0.152	0.00	258.33	258.33
Subtotal				20,536,500.14	21,925,878.40	21,835,720.97			0.154	7,172.99	1,132.79	8,305.78
Fund: Special Rev-Tax Increment Fund												
300004	10005	SPECREV	RRP	238,275.18	238,224.95	238,234.48		0.154	0.086	50.23	0.00	50.23
Subtotal				238,275.18	238,224.95	238,234.48			0.086	50.23	0.00	50.23
Fund: Utility Fund												
300001	10006	UTIL	RRP	2,122,286.33	2,074,449.74	2,076,639.20		0.154	0.086	438.84	0.00	438.84
70007	10047	UTIL	RR3	1,022,898.62	1,022,470.24	1,022,563.15		0.286	0.170	428.38	0.00	428.38
Subtotal				3,145,184.95	3,096,919.98	3,099,202.35			0.113	867.22	0.00	867.22
Total				52,445,315.13	29,556,663.59	30,230,136.16			0.158	10,650.81	1,132.79	11,783.60

City of Taylor, Texas
Amortization Schedule
January 1, 2022 - March 31, 2022
Sorted By Fund - Fund

Patterson & Associates
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 Austin, TX 78746
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Investment #		Maturity Date	Beginning Par Value				Amounts Amortized			
Issuer	Fund	Amort. Date	Current Rate	Purchase Principal	Original Premium or Discount	Ending Book Value	And Unamortized As of 01/01/2022	Amount Amortized This Period	Amt Amortized Through 03/31/2022	Amount Unamortized Through 03/31/2022
General Fund										
10053	GEN	04/01/2023	1,000,000.00	997,390.00	-2,610.00	1,000,000.00	2,610.00	0.00	2,610.00	0.00
Maimi-Dade County FL		10/01/2021	0.375				0.00			
10057	GEN	02/01/2022	2,000,000.00	1,998,550.00	-1,450.00	0.00	1,191.67	258.33	1,450.00	0.00
Santander UK CP							-258.33			
10059	GEN	06/30/2023	1,000,000.00	981,757.81	-18,242.19	982,302.35	0.00	544.54	544.54	-17,697.65
T Note			0.125				-18,242.19			
10060	GEN	03/15/2023	1,000,000.00	992,109.38	-7,890.62	992,414.54	0.00	305.16	305.16	-7,585.46
T Note			0.500				-7,890.62			
10061	GEN	05/31/2024	1,000,000.00	995,078.13	-4,921.87	995,102.89	0.00	24.76	24.76	-4,897.11
T Note			2.000				-4,921.87			
Subtotal				5,964,885.32	-35,114.68	3,969,819.78	3,801.67	1,132.79	4,934.46	-30,180.22
							-31,313.01			
Total				5,964,885.32	-35,114.68	3,969,819.78	3,801.67	1,132.79	4,934.46	-30,180.22
							-31,313.01			

City of Taylor, Texas
Projected Cashflow Report
Sorted by Monthly
For the Period April 1, 2022 - October 31, 2022

Patterson & Associates
 901 S. MoPac
 Suite 195
 Austin, TX 78746
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Projected Trans. Date	Investment #	Fund	Security ID	Transaction Type	Issuer	Par Value	Original Cost	Principal	Interest	Total
April 2022										
04/01/2022	10053	GEN	59333NN90	Interest	Maimi-Dade County FL	0.00	0.00	0.00	1,875.00	1,875.00
04/01/2022	10054	GEN	419792ZH2	Interest	State of Hawaii	0.00	0.00	0.00	2,145.00	2,145.00
Total for April 2022						0.00	0.00	0.00	4,020.00	4,020.00
May 2022										
05/28/2022	10058	CEM	3130ANNS5	Call	FHLB Call Note	1,000,000.00	1,000,000.00	1,000,000.00	0.00	1,000,000.00
05/31/2022	10061	GEN	912828XT2	Interest	T Note	0.00	0.00	0.00	10,000.00	10,000.00
Total for May 2022						1,000,000.00	1,000,000.00	1,000,000.00	10,000.00	1,010,000.00
June 2022										
06/28/2022	10056	GEN	3130AMT85	Interest	FHLB Call Note	0.00	0.00	0.00	1,000.00	1,000.00
06/28/2022	10056	GEN	3130AMT85	Call	FHLB Call Note	500,000.00	500,000.00	500,000.00	0.00	500,000.00
06/30/2022	10059	GEN	91282CCK5	Interest	T Note	0.00	0.00	0.00	625.00	625.00
Total for June 2022						500,000.00	500,000.00	500,000.00	1,625.00	501,625.00
August 2022										
08/28/2022	10058	CEM	3130ANNS5	Interest	FHLB Call Note	0.00	0.00	0.00	2,500.00	2,500.00
Total for August 2022						0.00	0.00	0.00	2,500.00	2,500.00
September 2022										
09/15/2022	10060	GEN	912828ZD5	Interest	T Note	0.00	0.00	0.00	2,500.00	2,500.00
Total for September 2022						0.00	0.00	0.00	2,500.00	2,500.00
October 2022										
10/01/2022	10053	GEN	59333NN90	Interest	Maimi-Dade County FL	0.00	0.00	0.00	1,875.00	1,875.00
10/01/2022	10053	GEN	59333NN90	Call	Maimi-Dade County FL	1,000,000.00	997,390.00	1,000,000.00	0.00	1,000,000.00
10/01/2022	10054	GEN	419792ZH2	Maturity	State of Hawaii	1,000,000.00	1,000,000.00	1,000,000.00	2,145.00	1,002,145.00
Total for October 2022						2,000,000.00	1,997,390.00	2,000,000.00	4,020.00	2,004,020.00
GRAND TOTALS:						3,500,000.00	3,497,390.00	3,500,000.00	24,665.00	3,524,665.00

City of Taylor, Texas
Texas Compliance Change in Val Report
Sorted by Fund
January 1, 2022 - March 31, 2022

Patterson & Associates
 901 S. MoPac
 Suite 195
 Austin, TX 78746
 -

Inv #	Issuer	Fund	Purch Date	Interest Accrual	Beginning Book Value				Ending Book Value
Cusip	Par Value	YTM	Mat Date	Interest Received	Beginning Market Value	Purchases/ Additions	Redemptions	Change in Value	Ending Market Value
Fund: 2019 Bond Fund									
10044	TXSTAR	19BOND	04/24/2019	204.47	2,060,219.20	204.47	189,595.78	-189,391.31	1,870,827.89
20190	1,870,827.89	0.107	/ /	204.47	2,060,219.20	204.47	189,595.78	-189,391.31	1,870,827.89
Sub Totals For: Fund: 2019 Bond Fund				204.47	2,060,219.20	204.47	189,595.78	-189,391.31	1,870,827.89
				204.47	2,060,219.20	204.47	189,595.78	-189,391.31	1,870,827.89
Fund: 2022 Debt Non-Tax Su									
10063	TXCLSS	22DNST	03/29/2022	403.17	0.00	11,268,403.17	0.00	11,268,403.17	11,268,403.17
70010	11,268,403.17	0.285	/ /	403.17	0.00	11,268,403.17	0.00	11,268,403.17	11,268,403.17
Sub Totals For: Fund: 2022 Debt Non-Tax Su				403.17	0.00	11,268,403.17	0.00	11,268,403.17	11,268,403.17
				403.17	0.00	11,268,403.17	0.00	11,268,403.17	11,268,403.17
Fund: 2022 Debt Tax Suppor									
10062	TXCLSS	22DTS	03/29/2022	470.51	0.00	13,150,470.51	0.00	13,150,470.51	13,150,470.51
70009	13,150,470.51	0.285	/ /	470.51	0.00	13,150,470.51	0.00	13,150,470.51	13,150,470.51
Sub Totals For: Fund: 2022 Debt Tax Suppor				470.51	0.00	13,150,470.51	0.00	13,150,470.51	13,150,470.51
				470.51	0.00	13,150,470.51	0.00	13,150,470.51	13,150,470.51
Fund: Airport Fund									
10007	TXPOOL	AIR	11/01/2017	202.34	959,680.55	202.34	0.00	202.34	959,882.89
300019	959,882.89	0.153	/ /	202.34	959,680.55	202.34	0.00	202.34	959,882.89
Sub Totals For: Fund: Airport Fund				202.34	959,680.55	202.34	0.00	202.34	959,882.89
				202.34	959,680.55	202.34	0.00	202.34	959,882.89
Fund: Cemetery Permanent F									
10001	TXCLSS	CEM	11/01/2017	0.30	867.49	0.30	0.00	0.30	867.79
70006	867.79	0.285	/ /	0.30	867.49	0.30	0.00	0.30	867.79

Portfolio TAYL

City of Taylor, Texas
Texas Compliance Change in Val Report
January 1, 2022 - March 31, 2022

Page 2

Inv #	Issuer	Fund	Purch Date	Interest Accrual	Beginning Book Value				Ending Book Value
Cusip	Par Value	YTM	Mat Date	Interest Received	Beginning Market Value	Purchases/ Additions	Redemptions	Change in Value	Ending Market Value
10003	TXSTAR	CEM	11/01/2017	6.18	56,463.71	6.18	0.00	6.18	56,469.89
22880	56,469.89	0.107	/ /	6.18	56,463.71	6.18	0.00	6.18	56,469.89
10008	TXPOOL	CEM	11/01/2017	0.00	361.16	0.00	0.00	0.00	361.16
300007	361.16	0.000	/ /	0.00	361.16	0.00	0.00	0.00	361.16
10058	FHLBC	CEM	08/30/2021	1,249.99	1,000,000.00	0.00	0.00	0.00	1,000,000.00
3130ANNS5	1,000,000.00	0.500	08/28/2024	2,472.22	991,874.48	0.00	0.00	-31,881.34	959,993.14
Sub Totals For: Fund: Cemetery Permanent F				1,256.47	1,057,692.36	6.48	0.00	6.48	1,057,698.84
				2,478.70	1,049,566.84	6.48	0.00	-31,874.86	1,017,691.98
Fund: Fleet Replacement Fu									
10030	TXSTAR	FLEET	08/08/2018	23.41	218,048.15	23.41	0.00	23.41	218,071.56
20180	218,071.56	0.107	/ /	23.41	218,048.15	23.41	0.00	23.41	218,071.56
Sub Totals For: Fund: Fleet Replacement Fu				23.41	218,048.15	23.41	0.00	23.41	218,071.56
				23.41	218,048.15	23.41	0.00	23.41	218,071.56
Fund: General Fund									
10000	CNB	GEN	11/01/2017	0.29	12,232.35	0.29	0.00	0.29	12,232.64
60618	12,232.64	0.010	/ /	0.29	12,232.35	0.29	0.00	0.29	12,232.64
10002	TXSTAR	GEN	11/01/2017	230.11	2,144,200.12	230.11	0.00	230.11	2,144,430.23
34440	2,144,430.23	0.107	/ /	230.11	2,144,200.12	230.11	0.00	230.11	2,144,430.23
10004	TXPOOL	GEN	11/01/2017	2,596.68	11,957,084.52	9,582,725.22	11,973,980.07	-2,391,254.85	9,565,829.67
300003	9,565,829.67	0.153	/ /	2,596.68	11,957,084.52	9,582,725.22	11,973,980.07	-2,391,254.85	9,565,829.67
10048	TXCLSS	GEN	01/22/2020	1,387.86	3,312,619.74	1,387.86	0.00	1,387.86	3,314,007.60
70008	3,314,007.60	0.285	/ /	1,387.86	3,312,619.74	1,387.86	0.00	1,387.86	3,314,007.60
10053	MIAMI	GEN	09/30/2020	927.20	1,000,000.00	0.00	0.00	0.00	1,000,000.00
59333NN90	1,000,000.00	0.480	04/01/2023	0.00	994,670.00	0.00	0.00	-9,160.00	985,510.00
10054	HAWAII	GEN	10/29/2020	1,072.50	1,000,000.00	0.00	0.00	0.00	1,000,000.00
419792ZH2	1,000,000.00	0.428	10/01/2022	0.00	999,860.00	0.00	0.00	-4,090.00	995,770.00

Portfolio TAYL

City of Taylor, Texas
Texas Compliance Change in Val Report
January 1, 2022 - March 31, 2022

Inv #	Issuer	Fund	Purch Date	Interest Accrual	Beginning Book Value				Ending Book Value
Cusip	Par Value	YTM	Mat Date	Interest Received	Beginning Market Value	Purchases/ Additions	Redemptions	Change in Value	Ending Market Value
10056	FHLBC	GEN	06/28/2021	500.00	500,000.00	0.00	0.00	0.00	500,000.00
3130AMT85	500,000.00	0.400	06/28/2024	0.00	495,870.92	0.00	0.00	-15,044.72	480,826.20
10057	SANTCP	GEN	08/11/2021	0.00	1,999,741.67	0.00	2,000,000.00	-1,999,741.67	0.00
80285QB17	0.00	0.000	02/01/2022	0.00	1,999,850.00	0.00	2,000,000.00	-1,999,850.00	0.00
10059	TNOTE	GEN	03/18/2022	48.35	0.00	981,757.81	0.00	982,302.35	982,302.35
91282CCK5	1,000,000.00	1.561	06/30/2023	0.00	0.00	981,757.81	0.00	977,891.00	977,891.00
10060	TNOTE	GEN	03/18/2022	190.22	0.00	992,109.38	0.00	992,414.54	992,414.54
912828ZD5	1,000,000.00	1.303	03/15/2023	0.00	0.00	992,109.38	0.00	989,219.00	989,219.00
10061	TNOTE	GEN	03/28/2022	219.78	0.00	995,078.13	0.00	995,102.89	995,102.89
912828XT2	1,000,000.00	2.232	05/31/2024	0.00	0.00	995,078.13	0.00	992,188.00	992,188.00
Sub Totals For: Fund: General Fund				7,172.99	21,925,878.40	12,553,288.80	13,973,980.07	-1,419,558.48	20,506,319.92
				4,214.94	21,916,387.65	12,553,288.80	13,973,980.07	-1,458,483.31	20,457,904.34
Fund: General Capital Fund									
10029	TXSTAR	GENCAP	08/08/2018	0.00	0.00	0.00	0.00	0.00	0.00
20181	0.00	0.000	/ /	0.00	0.00	0.00	0.00	0.00	0.00
Sub Totals For: Fund: General Capital Fund				0.00	0.00	0.00	0.00	0.00	0.00
				0.00	0.00	0.00	0.00	0.00	0.00
Fund: Special Rev-Tax Incr									
10005	TXPOOL	SPECREV	11/01/2017	50.23	238,224.95	50.23	0.00	50.23	238,275.18
300004	238,275.18	0.153	/ /	50.23	238,224.95	50.23	0.00	50.23	238,275.18
Sub Totals For: Fund: Special Rev-Tax Incr				50.23	238,224.95	50.23	0.00	50.23	238,275.18
				50.23	238,224.95	50.23	0.00	50.23	238,275.18
Fund: Utility Fund									
10006	TXPOOL	UTIL	11/01/2017	438.84	2,074,449.74	47,836.59	0.00	47,836.59	2,122,286.33
300001	2,122,286.33	0.153	/ /	438.84	2,074,449.74	47,836.59	0.00	47,836.59	2,122,286.33

City of Taylor, Texas
Texas Compliance Change in Val Report
January 1, 2022 - March 31, 2022

Page 4

Inv #	Issuer	Fund	Purch Date	Interest Accrual	Beginning Book Value				Ending Book Value
Cusip	Par Value	YTM	Mat Date	Interest Received	Beginning Market Value	Purchases/ Additions	Redemptions	Change in Value	Ending Market Value
10047	TXCLSS	UTIL	01/22/2020	428.38	1,022,470.24	428.38	0.00	428.38	1,022,898.62
70007	1,022,898.62	0.285	/ /	428.38	1,022,470.24	428.38	0.00	428.38	1,022,898.62
Sub Totals For: Fund: Utility Fund				867.22	3,096,919.98	48,264.97	0.00	48,264.97	3,145,184.95
				867.22	3,096,919.98	48,264.97	0.00	48,264.97	3,145,184.95
Report Grand Totals:				10,650.81	29,556,663.59	37,020,914.38	14,163,575.85	22,858,471.32	52,415,134.91
				8,914.99	29,539,047.32	37,020,914.38	14,163,575.85	22,787,665.15	52,326,712.47

Portfolio TAYL

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**Meeder Public Funds
Patterson Group**

Barton Oaks Plaza II
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Suite 195
Austin, Texas
78746

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City Council Meeting May 12, 2022 Transmittal Letter

STRATEGIC PILLAR

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

Agenda Item #: 3
Agenda Title: Consider Ordinance 2022-15 regarding an amendment to the Envision Taylor Comprehensive Plan.

Council Action to be taken: Consider ordinance adoption

Department Submitted: Development Services

Staff Contact: Tom Yantis, Assistant City Manager

1. PURPOSE/DESCRIPTION

This agenda item is to consider adoption of ordinance 2022-15 for an amendment to the comprehensive plan to address the development of the Samsung property.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

City Council adopted the new Envision Taylor Comprehensive Plan on November 18, 2021. The following week, Samsung announced that they had selected Taylor as the site for their new semiconductor manufacturing facility. In order to ensure that the comprehensive plan adequately reflects the impacts of the Samsung development on the land use and transportation plans as well as the implementation plan, the City engaged Lionheart Places to prepare an amendment to Envision Taylor.

The scope of the amendment includes the following:

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

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
Ensures the comprehensive plan remains current and reflects changes that have occurred since the plan's adoption.	N/A

4. RECOMMENDATION

Planning and Zoning Commission recommended City Council approve the proposed amendment on April 12, 2022.

5. FUNDING SOURCE

Samsung DRRA funds

6. TIMELINE

Envision Taylor comprehensive plan was adopted November 18, 2021
Samsung announced the selection of Taylor on November 23, 2021
Staff engaged Lionheart to prepare an amendment to the plan on December 13, 2021
Comprehensive Plan Advisory Committee met February 7, 2022
CAMPO demographer meeting February 9, 2022
Focus group meetings conducted February 14, 2022
Public meeting conducted February 15, 2022
Council update March 10, 2022
Planning and Zoning Commission recommendation April 12, 2022
Amendment public hearing and adoption April 28, 2022 and May 12, 2022, respectively.

7. OTHER OPTIONS (In order of preference)

N/A

8. ATTACHMENTS

- 3a. [Staff Report](#)
- 3b. [PowerPoint Presentation](#)
- 3c. [Ordinance 2022-15](#)
- 3d. [Ordinance Exhibit A - Amended Envision Taylor Comprehensive Plan](#)

**City of Taylor
Comprehensive Plan Adoption
P&Z Staff Report**

Requested Action:

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

Applicant:

City of Taylor

Purpose:

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

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

A comprehensive plan may:

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

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

Background:

The City of Taylor adopted the Envision Taylor Comprehensive Plan on November 18, 2021. Shortly thereafter, on November 23, 2021, Samsung announced the selection of Taylor as the site for a new semiconductor manufacturing facility.

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

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

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

The scope of the amendment includes the following:

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

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

Staff Recommendation:

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

Attachments:

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

TAYLOR COMPREHENSIVE PLAN UPDATE

City Council Public Hearing April 28, 2022



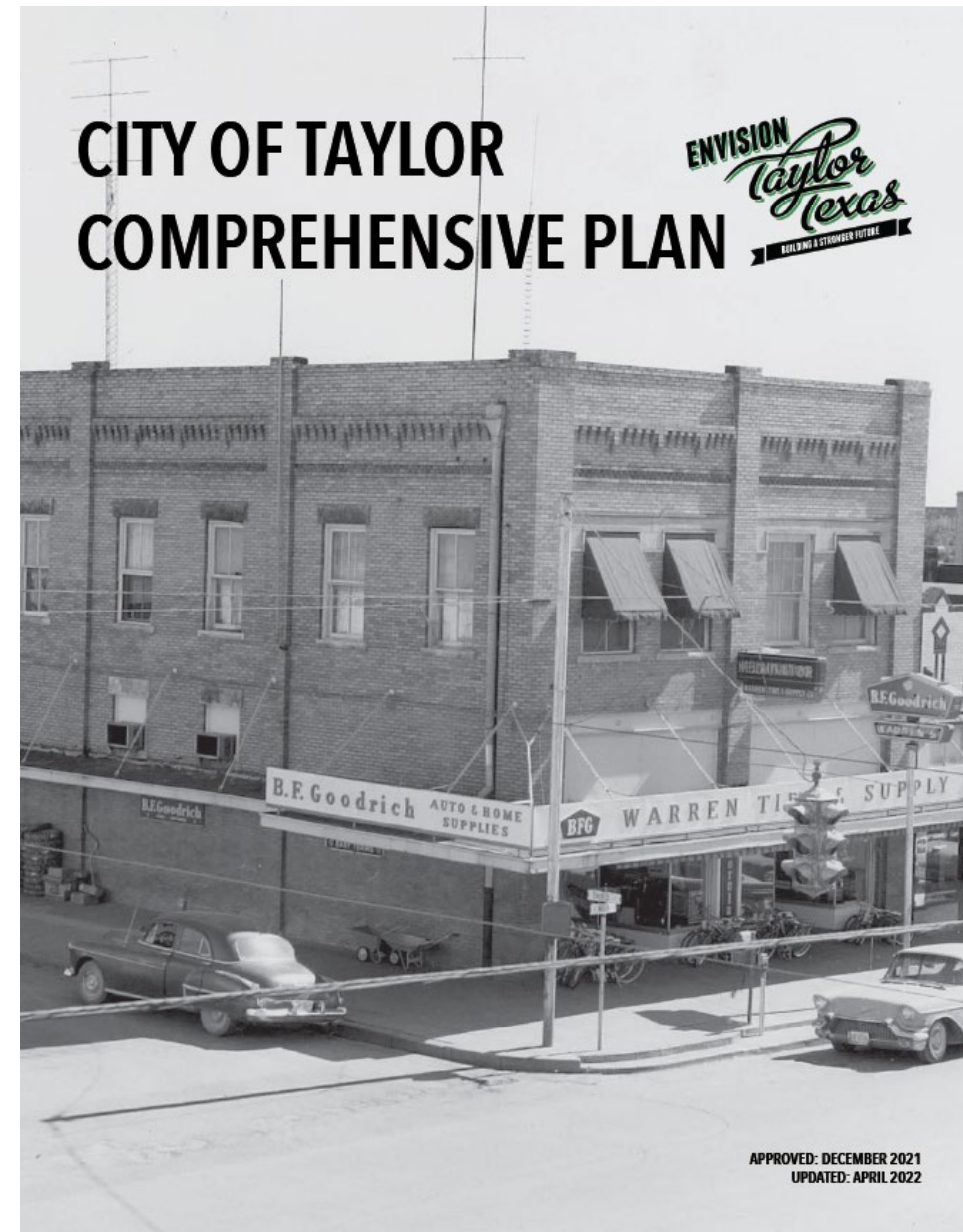
PURPOSE

The City of Taylor adopted the Envision Taylor Comprehensive Plan on

November 18, 2021

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

November 23, 2021



APPROVED: DECEMBER 2021
UPDATED: APRIL 2022

Big Ideas



Community Character

Maintain Taylor's small-town atmosphere.



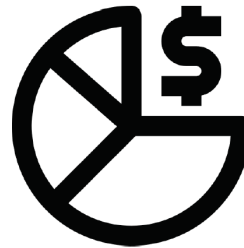
Inclusive Growth

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 DOES SAMSUNG IMPACT THE ENVISION TAYLOR COMPREHENSIVE PLAN?

2022



2040

Foundation of the Plan does not Change:

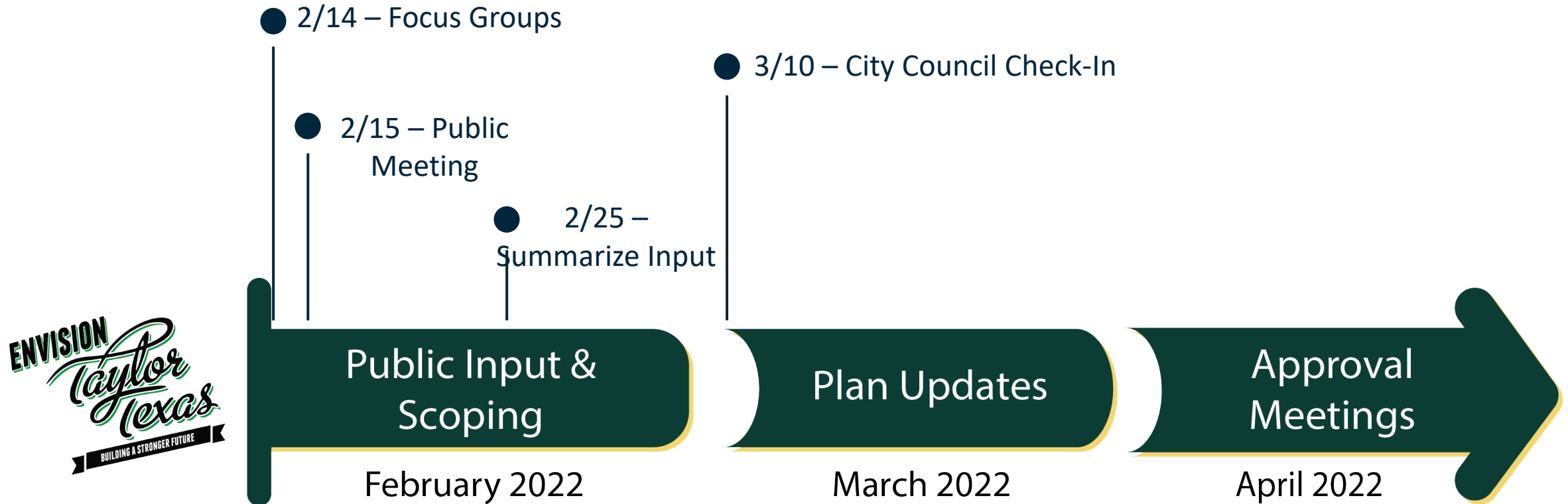
- Big Ideas

This Process will Review:

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



PROCESS



STAKEHOLDER FEEDBACK

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

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

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

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

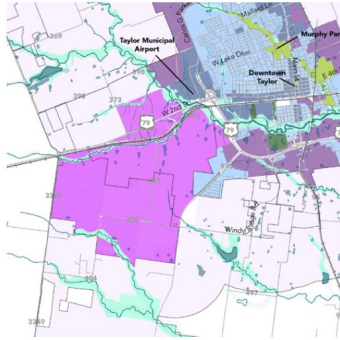
Coordinate with Samsung and other employers to encourage workers to live in the City of Taylor.

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

PROPOSED PLAN UPDATES

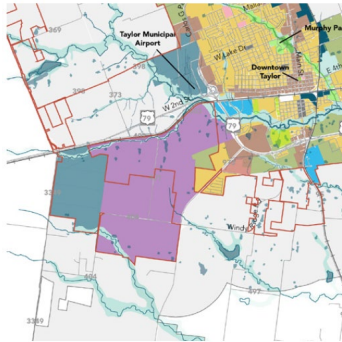
1

GROWTH SECTOR MAP



2

FUTURE LAND USE MAP



3

THOROUGHFARE PLAN



4

IMPLEMENTATION STRATEGIES



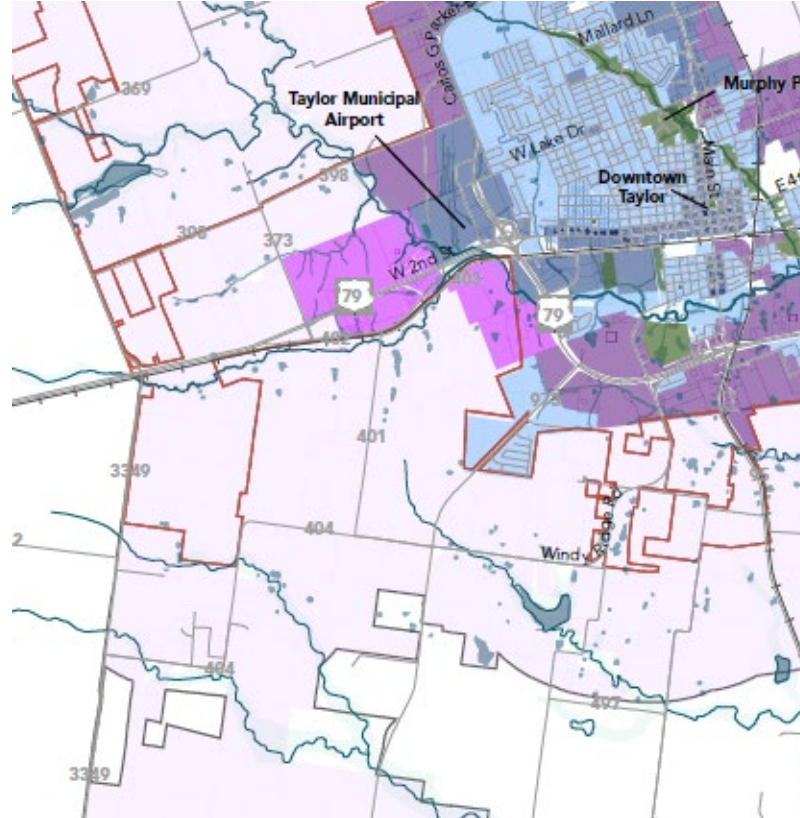
GROWTH SECTORS MAP UPDATE

Added land area to
Controlled Growth Sector (G2)

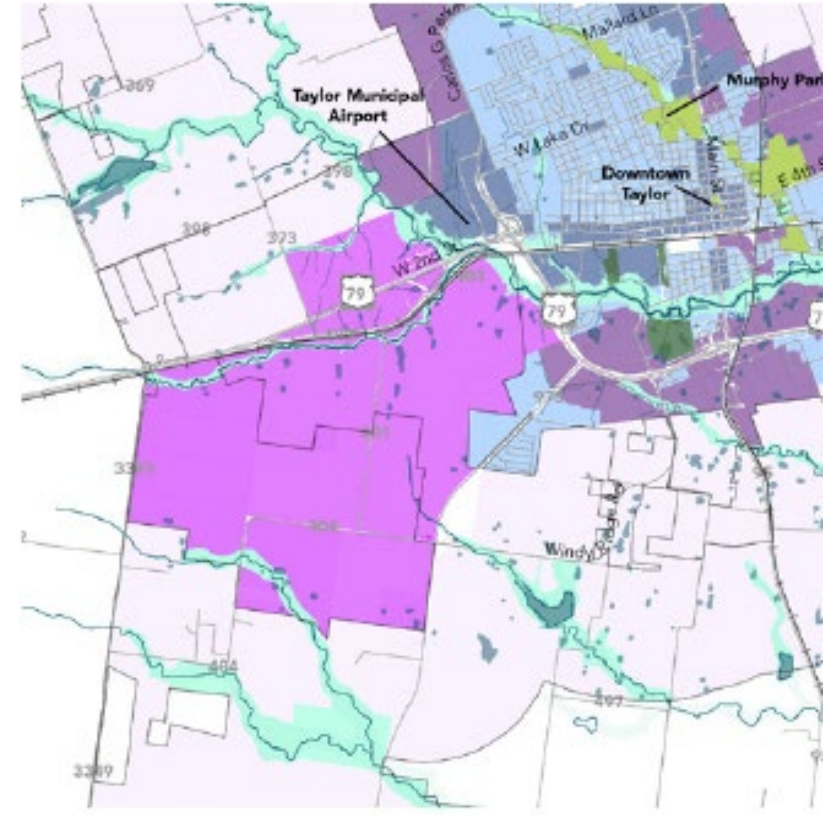
Area Characteristics:

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

CURRENT PLAN



2022 - UPDATE



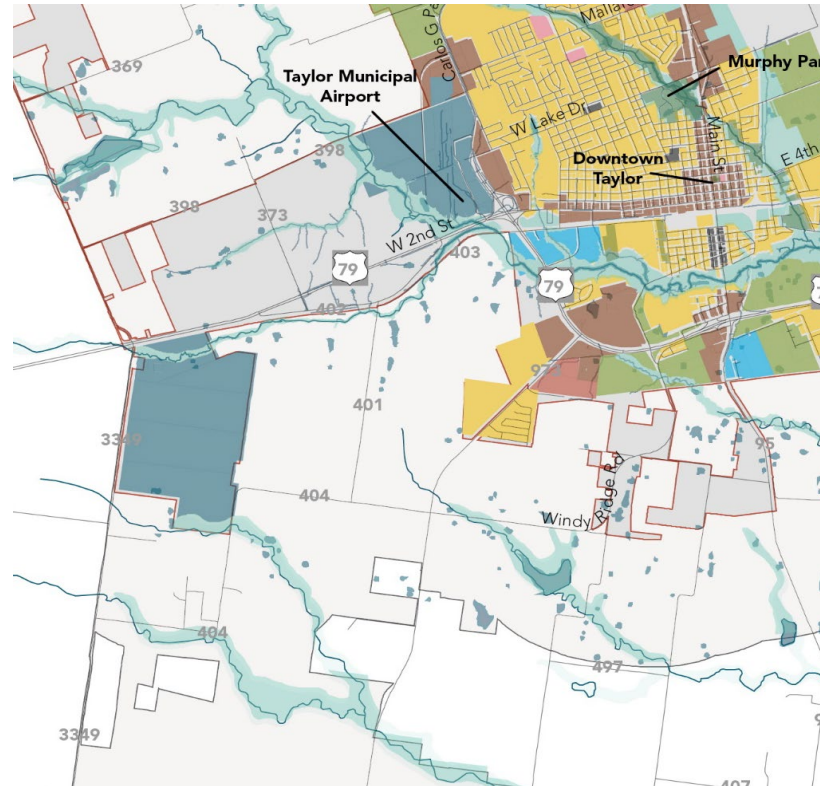
FUTURE LAND USE MAP

Added a new land use category:
Special Employment District

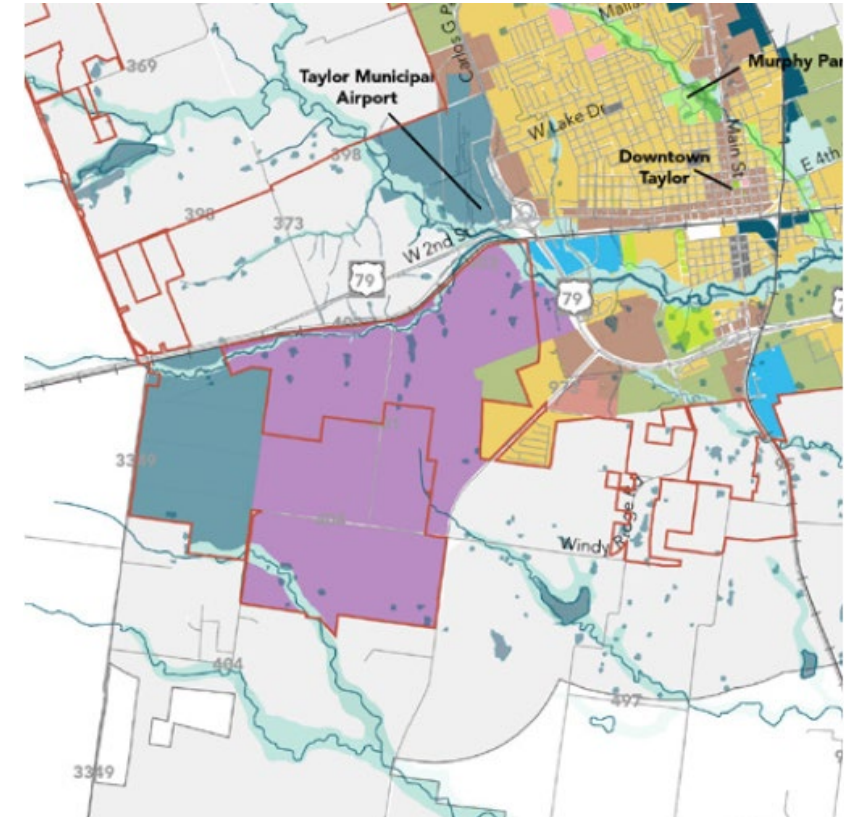
Area Characteristics:

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

CURRENT PLAN



2022 - UPDATE

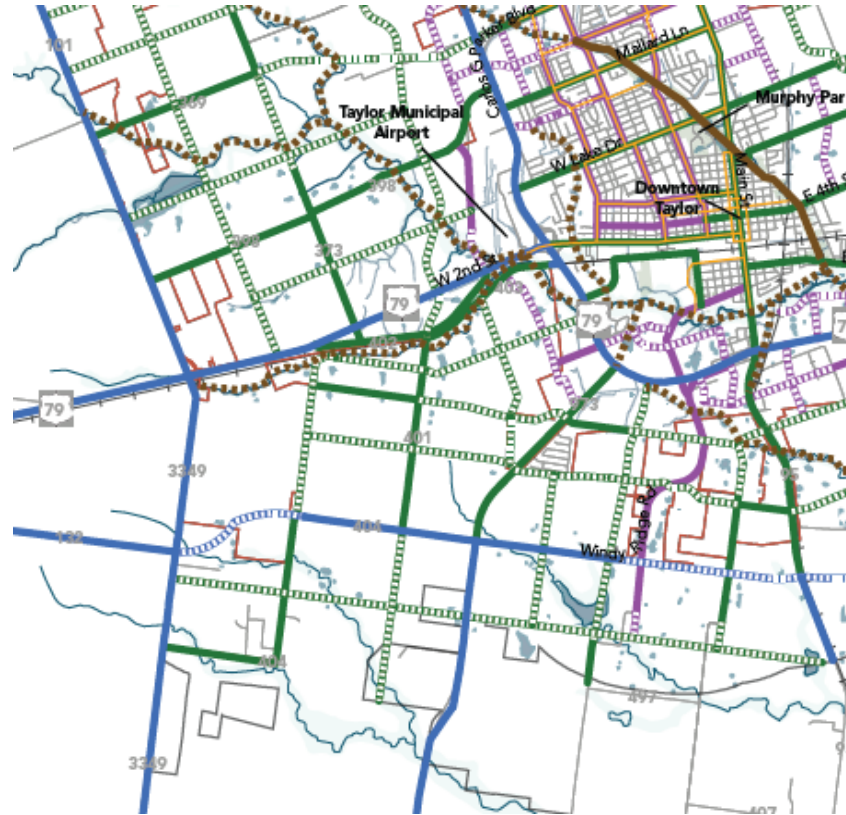


THOROUGHFARE PLAN

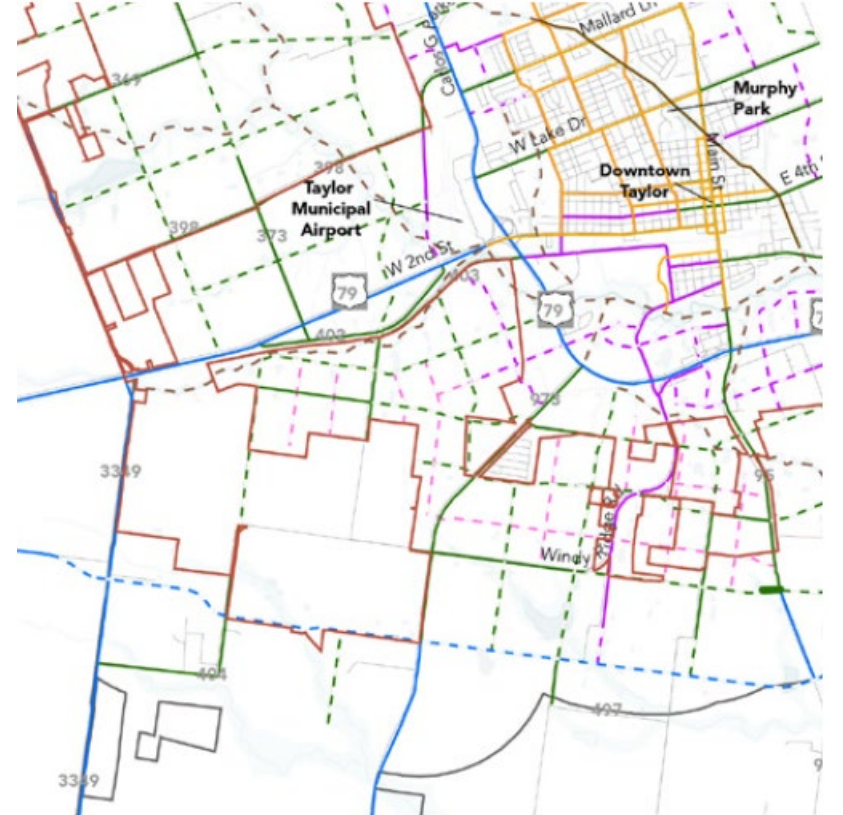
Thoroughfare Plan Updates

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

CURRENT PLAN



2022 - UPDATE



UPDATE IMPLEMENTATION STRATEGIES

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

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



ORDINANCE NO. 2022-15

AN ORDINANCE OF THE CITY OF TAYLOR, TEXAS, AMENDING THE COMPREHENSIVE PLAN; PROVIDING 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 amendment of the comprehensive plan herein promotes the public health, safety, morals, and welfare and provides for the orderly development of the City; and

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

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

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

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

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 12th day of May, 2022.

Brandt Rydell, Mayor

ATTEST:

Dianna McLean, City Clerk

APPROVED AS TO FORM:

Ted W. Hejl,
City Attorney

CERTIFICATE

THE STATE OF TEXAS

COUNTY OF WILLIAMSON

I, Dianna McLean, being the current City Clerk of the City of Taylor, Texas, do hereby certify that the attached is a true and correct copy of Ordinance No. 2022-15, passed and approved by the City Council of the City of Taylor, Texas, on the _____ day of _____ 2022, and such Ordinance was duly introduced, passed, approved and adopted at meetings open to the public and notices of the meetings, giving the dates, places, and subject matter thereof, were posted as prescribed by Government Code Section 551.043.

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

Dianna McLean
City Clerk

CITY OF TAYLOR COMPREHENSIVE PLAN



APPROVED: NOVEMBER 2021
UPDATED: APRIL 2022



ENVISION TAYLOR COMPREHENSIVE PLAN





PREPARED FOR:
CITY OF TAYLOR

PREPARED BY:
LIONHEART
www.lionheartplaces.com

ACKNOWLEDGMENTS

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Michael Aplin, Member

Kellie Billings-Ray, Member

Anette Maruska, Member

Nora Roy, Member

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Faith Gardner, Former Member

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Mitchell Drummond, District 2

Robert Garcia, District 4

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 LIONHEART

 VERDUNITY



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EXECUTIVE SUMMARY

KEY CHALLENGE: FISCAL SUSTAINABILITY

The City of Taylor has drafted the Envision Taylor Comprehensive Plan to address the key challenge of establishing and maintaining fiscal sustainability. The type and location of development has a large impact on the cost of providing and maintaining high quality public services and infrastructure, such as streets, utilities, public safety services, and parks. While these services are provided by the City, they are paid for by residents and businesses. Inefficient development patterns result in residents having to accept either lower quality services or higher costs and potentially higher taxes to pay for new development. Envision Taylor tackles this challenge through a resilient approach to development.

APPROACH: RESILIENCY

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

ENVISION TAYLOR - BY THE NUMBERS

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

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

Figure 1: Key projections and targets

BIG IDEAS

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



Fiscal Sustainability and Infrastructure

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



Community Character

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



Diverse Housing

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



Inclusive Growth

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



Economic Resilience

Support and promote unique, local businesses.

POLICIES

LAND USE

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

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

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

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

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

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

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

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

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

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

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

TRANSPORTATION

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

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

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

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

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

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

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

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

HOUSING

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

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

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

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

EXECUTIVE SUMMARY

THE GROWTH SECTORS MAP

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

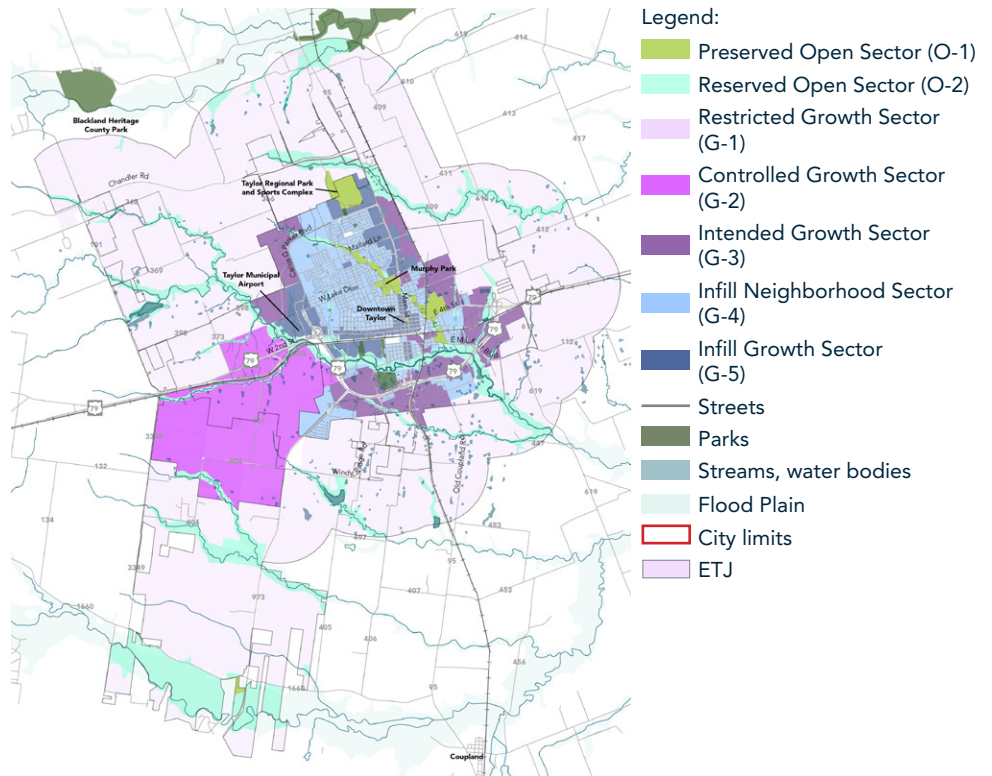


Figure 2: Growth Sectors

THE FUTURE LAND USE MAP (FLUM)

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

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

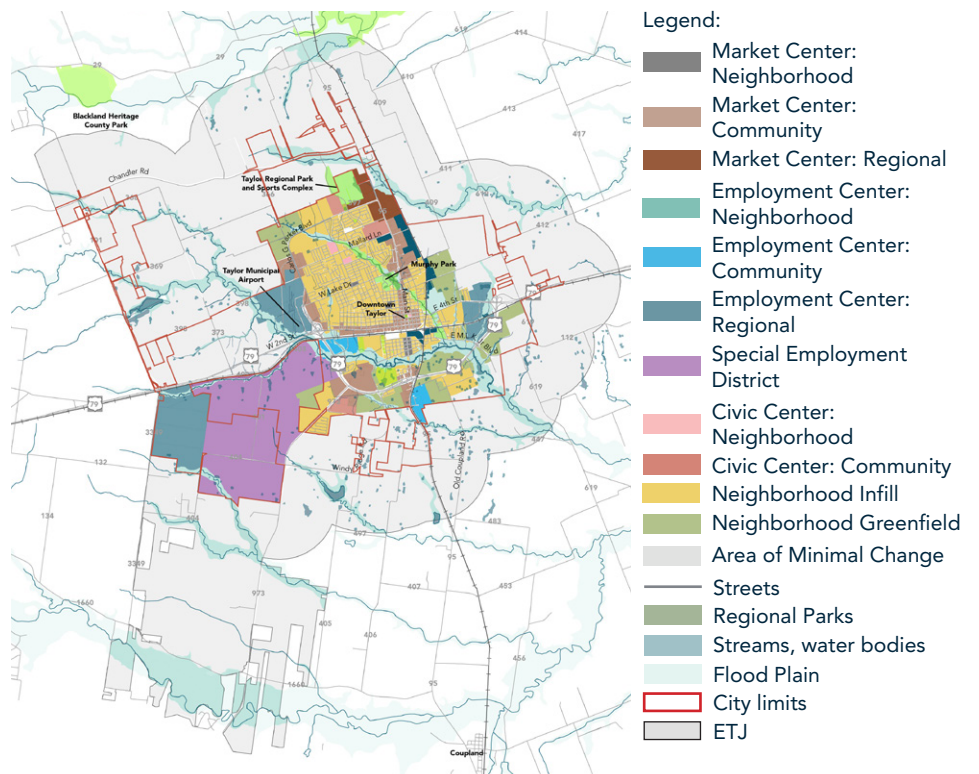


Figure 3: Future Land Use

TRANSPORTATION MASTER PLAN

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

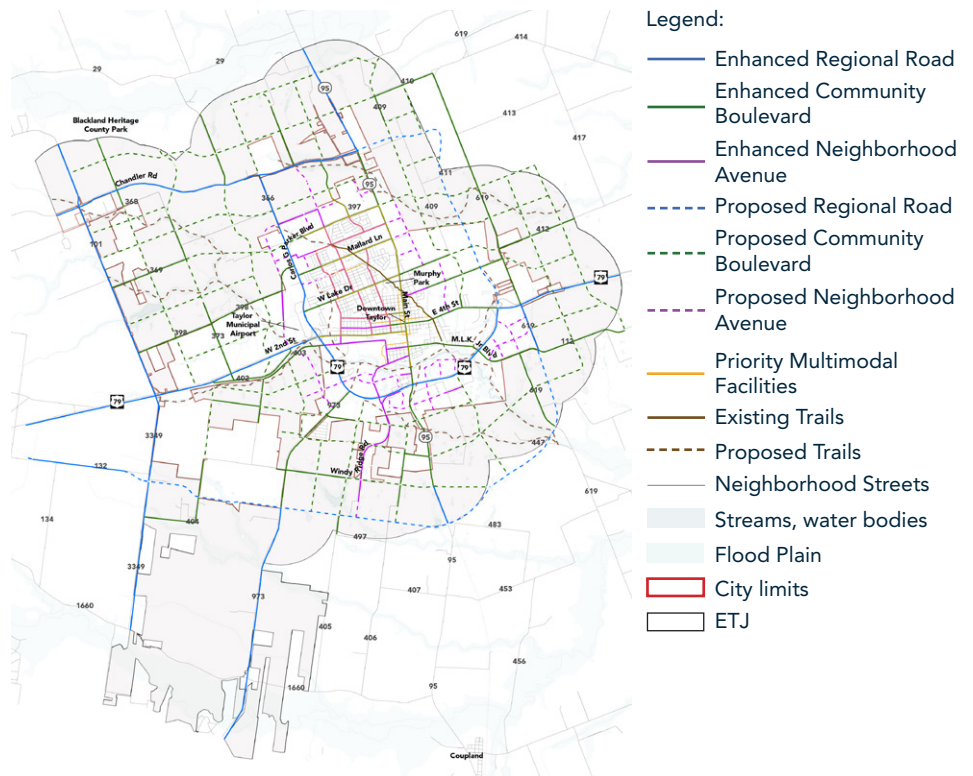


Figure 4: Transportation Master Plan

IMPLEMENTATION STRATEGIES

There are a total of 17 strategies that will move this plan forward from a vision to a reality. Implementation strategies provide a roadmap for success. With an emphasis on the planning and regulatory framework, incentives and financial tools, and capital improvements, they provide the necessary actions that will advance the long-term vision of the Comprehensive Plan.

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







CHAPTER 1

INTRODUCTION AND CONTEXT

↳ HISTORY

↳ ENVISION TAYLOR

↳ FISCAL SUSTAINABILITY AND LAND USE
FISCAL ANALYSIS

↳ COMMUNITY OUTREACH

↳ BIG IDEAS

↳ COMMUNITY AND DEMOGRAPHIC PROFILE

HISTORY

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

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

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

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

Today, Taylor is an ethnically diverse city with a population of over 16,000, proud of its "small town" atmosphere and friendly people.



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

Source: Taylor Public Library

REGIONAL CONTEXT

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

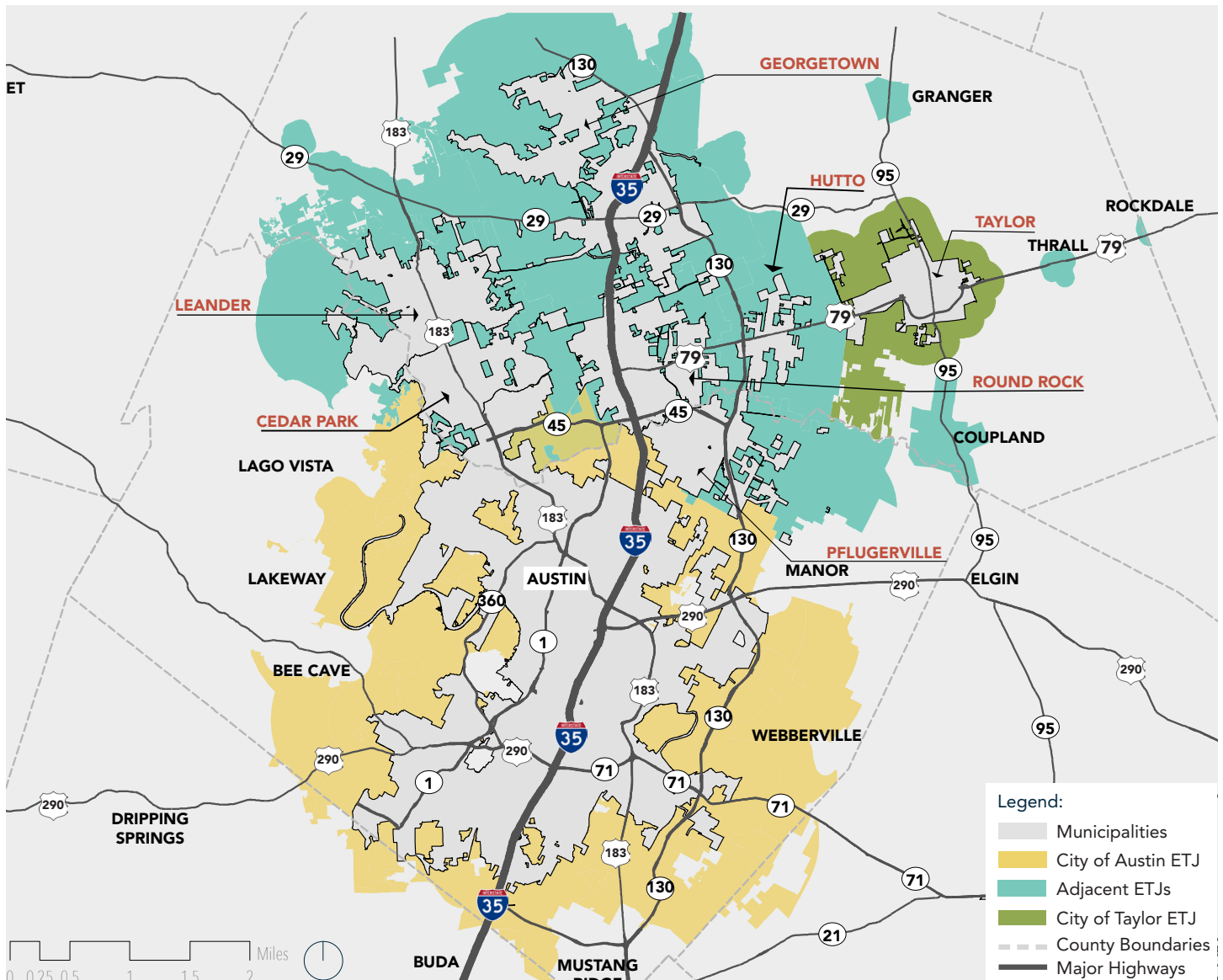


Figure 5: Regional Context

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

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

ENVISION TAYLOR

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

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

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

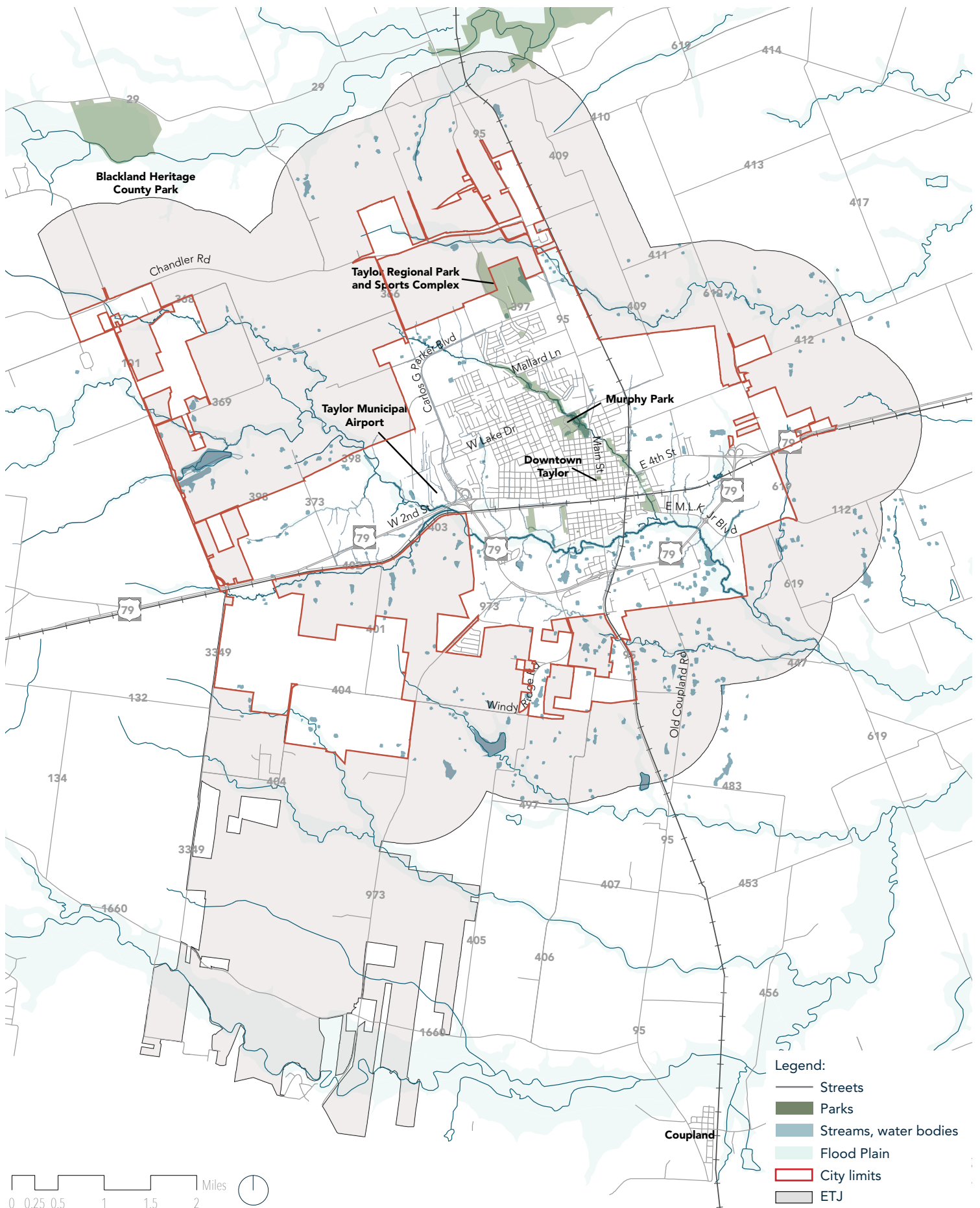
Comprehensive Plans are guiding documents used to plan for long-range development and the degree to which this vision is realized will be based on the degree to which future decisions follow the plan.

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



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

Source: Taylor Public Library



Source: City of Taylor, Williamson County

FISCAL SUSTAINABILITY AND LAND USE FISCAL ANALYSIS

WHAT DOES IT MEAN TO BE FISCALLY SUSTAINABLE?

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

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

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

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

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

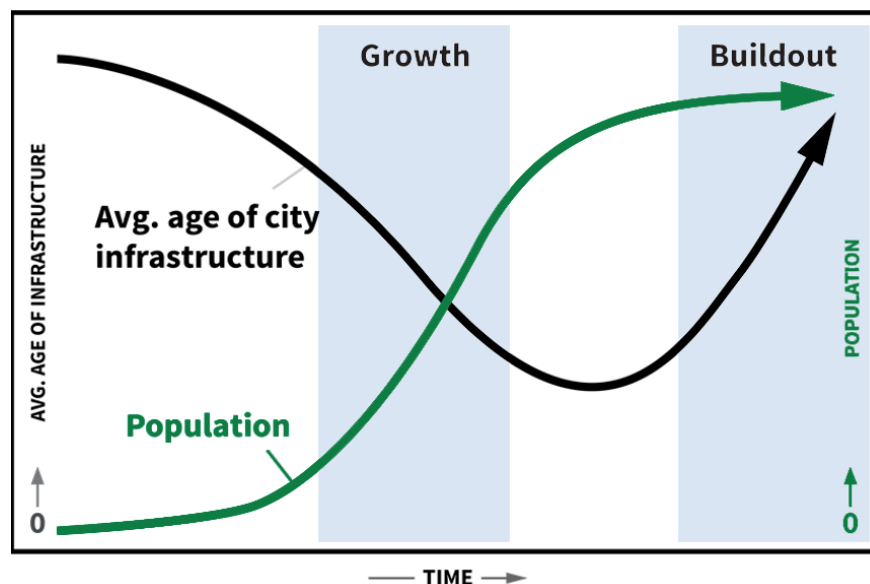


Figure 7: Impacts of Rate and Pattern of Growth

Source: Verdunity



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

BRIDGING THE RESOURCE GAP

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

1

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



Increase Taxes or Fees

2

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



Reduce Services

3

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



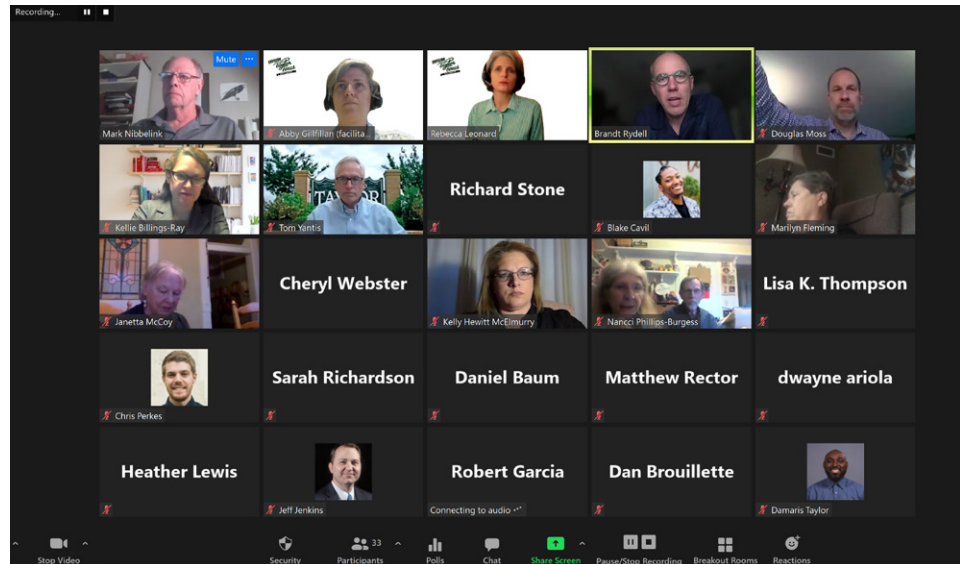
Develop Responsibly

COMMUNITY OUTREACH

WORKSHOP 1

Defining our Vision and Goals

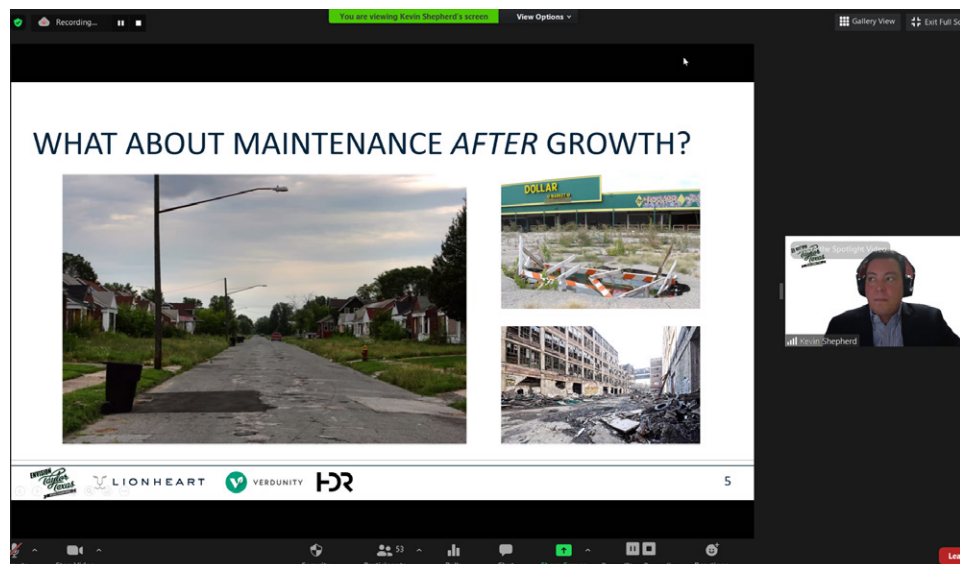
Workshop 1 included a brief overview of the process to develop the Comprehensive Plan, a presentation on Strong Towns and the initial fiscal impact analysis for Taylor, and a guided virtual discussion that became the foundation of project goals.



WORKSHOP 2

Defining a Preferred Path Forward

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



WORKSHOP 3

Turning Vision into Action

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



CITY COUNCIL GROWTH WORKSHOPS

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

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

The four workshops were:

Public Workshop #1- Fiscal Impacts of New Development

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

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

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

STRONG TOWN WEBINAR AND PRESENTATIONS

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

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



COMMUNITY OUTREACH

ADVISORY COMMITTEE

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

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

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

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

Advisory Committee Meetings and Events:

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

PROJECT WEBSITE

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

Building a Stronger Taylor

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

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

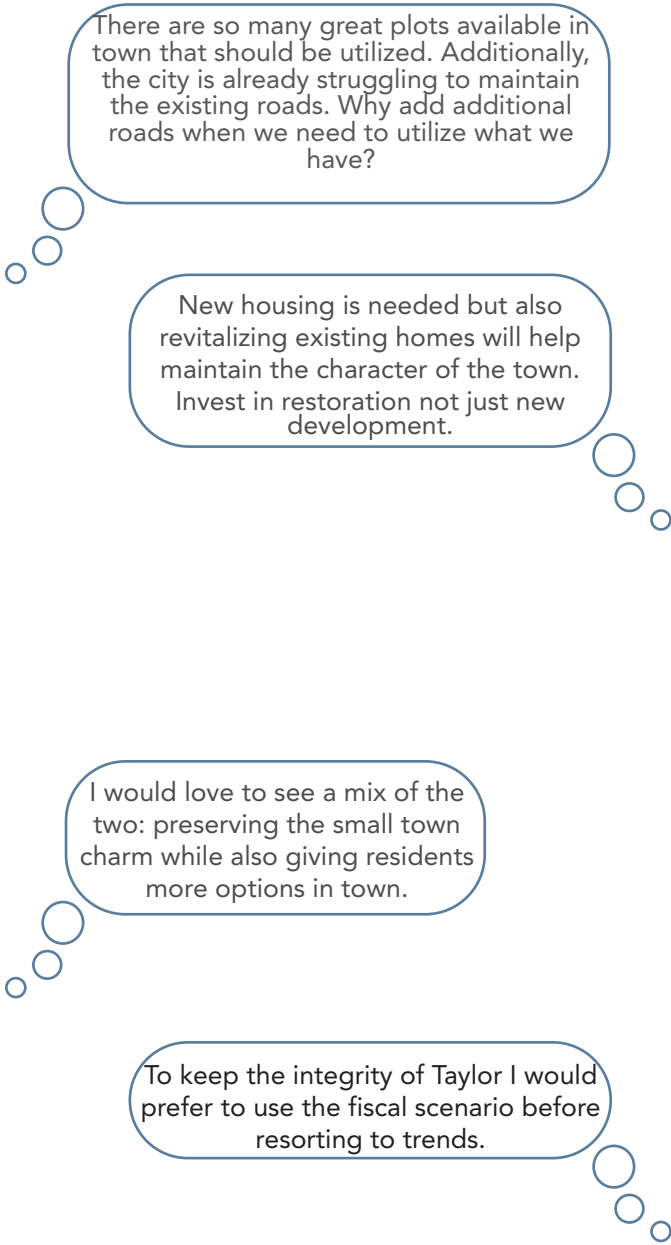
Envision Taylor website page

A Message From the Mayor

The screenshot shows the top of the Envision Taylor website. At the top, it says "Comprehensive Plan Kick Off with Mayor..." with a "Watch later" button and a "Share" button. Below this is a video player with a play button icon. The video title is "Envision Taylor - Comprehensive Plan Building a Stronger Taylor". Below the video player, there are two event listings. On the left, it says "STRONG TOWNS PRESENTED BY CHUCK MAROHN Live webinar Thursday, September 7 at 6 p.m.". On the right, it says "VIRTUAL COMMUNITY WORKSHOP Tuesday, September 22 at 6 p.m.". At the bottom, it says "FOR MORE INFORMATION, VISIT WWW.TAYLORTX.GOV".

HOW COMMUNITY INPUT SHAPED ENVISION TAYLOR

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



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

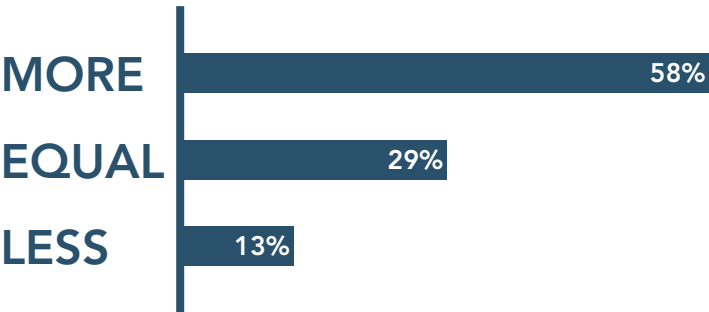


Figure 8: Responses to Question About Infill Housing

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

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

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

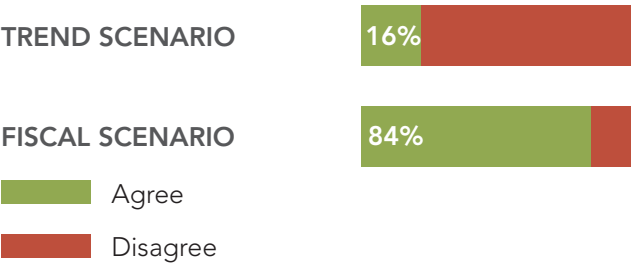


Figure 9: Responses to Question About Growth Scenarios

COMMUNITY OUTREACH

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

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

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

Figure 10: Responses to Question About Growth Rate

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

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

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

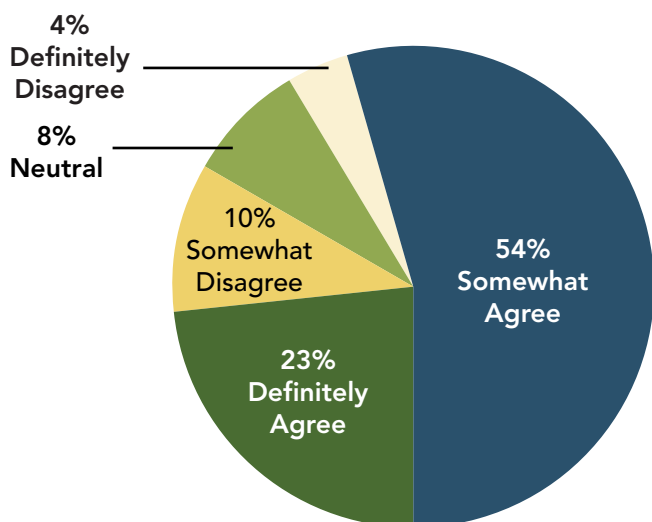


Figure 11: Responses to Question About Future Diversity Projections

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

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

BIG IDEAS

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

FISCAL SUSTAINABILITY AND INFRASTRUCTURE



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

COMMUNITY CHARACTER



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

INCLUSIVE GROWTH



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

DIVERSE HOUSING



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

ECONOMIC RESILIENCE



Support and promote unique, local businesses.

COMMUNITY AND DEMOGRAPHIC PROFILE

POPULATION GROWTH

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

HISTORICAL POPULATION

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

POPULATION TRENDS IN WILLIAMSON COUNTY

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

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

* Based on the April 1, 2020 Census Count

Source: Decennial Census, American Community Survey

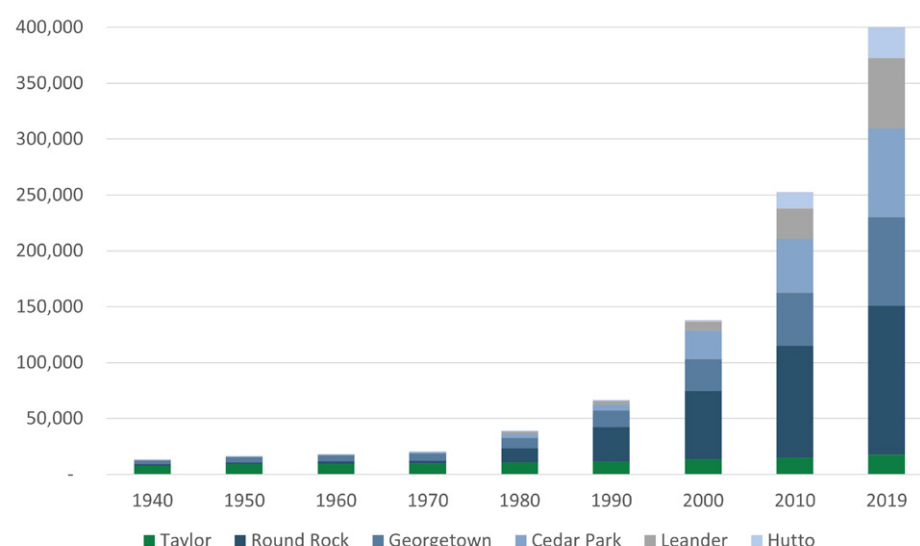
Figure 12: City of Taylor and Williamson County Historic Population Totals

YEAR	TAYLOR POP.	CHANGE (%)	WILLIAMSON POP.	CHANGE (%)	TAYLOR'S % OF COUNTY
2011	15,275	0.6%	442,031	4.6%	3.5%
2012	15,475	1.3%	455,750	3.1%	3.4%
2013	15,734	1.7%	470,017	3.1%	3.3%
2014	16,001	1.7%	487,913	3.8%	3.3%
2015	16,276	1.7%	507,133	3.9%	3.2%
2016	16,492	1.3%	527,622	4.0%	3.1%
2017	16,603	0.7%	546,251	3.5%	3.0%
2018	16,811	1.3%	566,463	3.7%	3.0%
2019*	17,383	3.4%	590,551	4.3%	2.9%

*Based on the July 1, 2019 Population Estimate

Source: Decennial Census, American Community Survey

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



Source: Decennial Census, American Community Survey

Figure 14: Comparison of Growth Patterns in Williamson County

HISTORICAL AND REGIONAL POPULATION PROJECTIONS

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

2004 COMPREHENSIVE PLAN PROJECTIONS

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

Step Down Method

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

Linear Regression Method

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

Exponential Growth Method

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

REGIONAL AGENCY PROJECTIONS

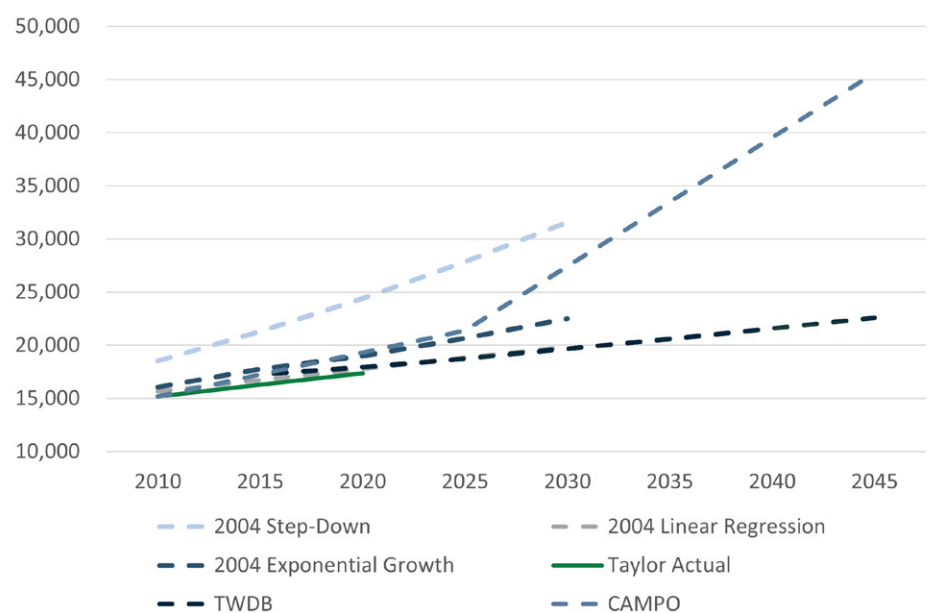
The Texas Water Development Board (TWDB) and the Capital Area Metropolitan Planning Organization (CAMPO) are two different regional agencies that project population growth for the purpose of regional infrastructure planning. These projections generally were the most aggressive in terms of population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

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

* 2019 Population estimates were used

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

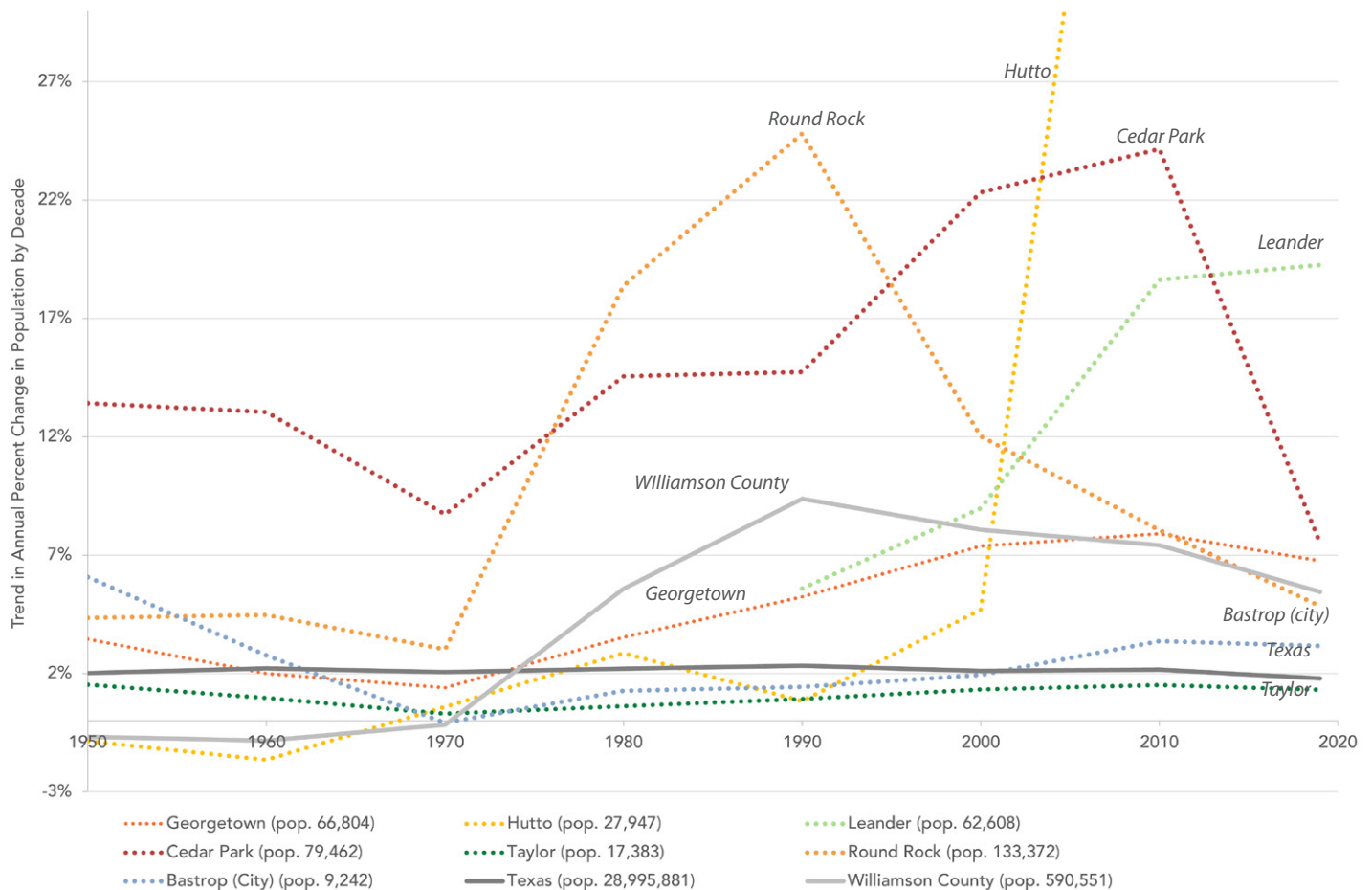


Figure 17: Regional Growth Peaks by Decade

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

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.



Note: The City limits of Taylor are as per 2021

COMMUNITY AND DEMOGRAPHIC PROFILE

ENVISION TAYLOR POPULATION PROJECTIONS

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

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

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

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

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

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

**Envision Taylor
Population
Projection.**

39,552 in 2040.

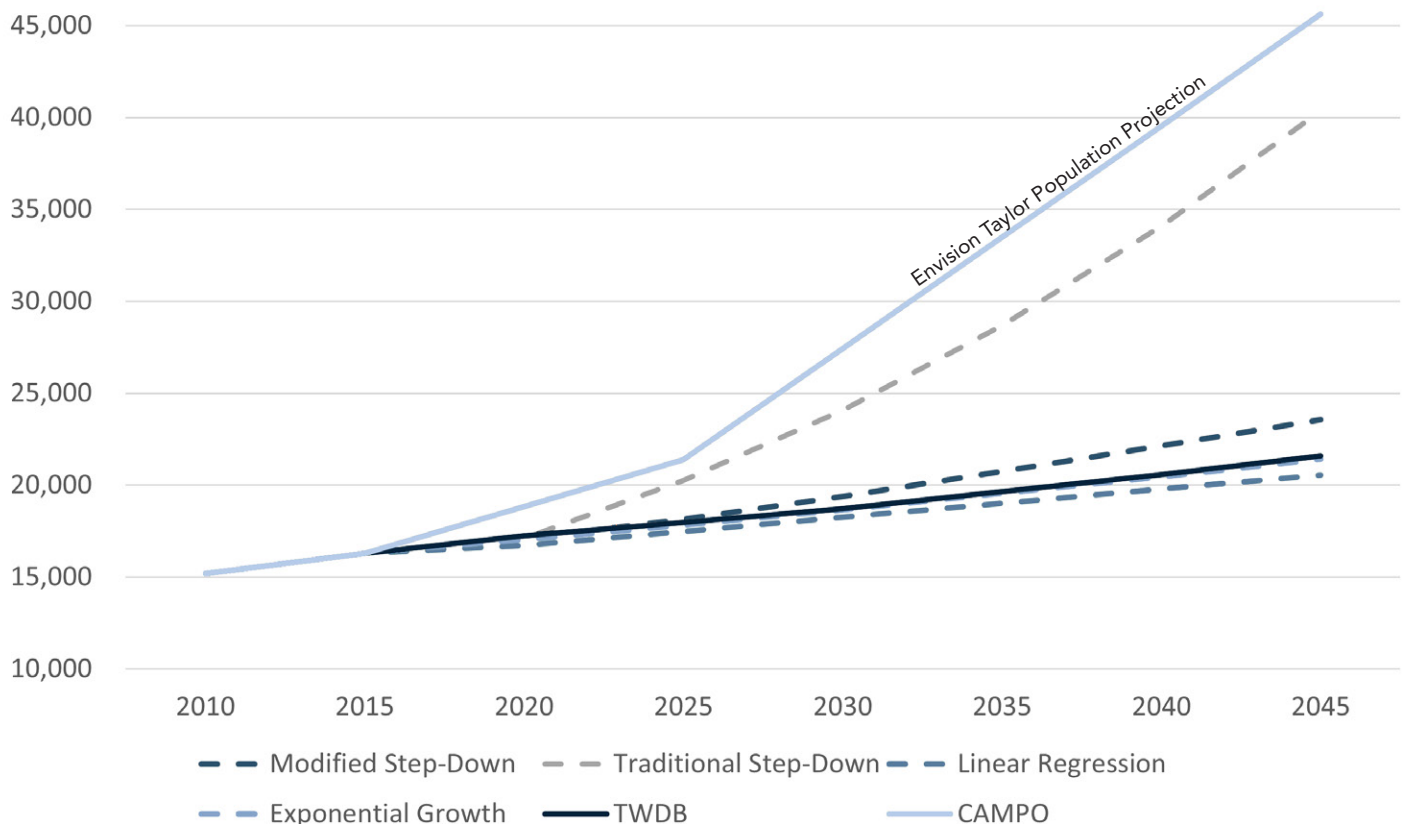


Figure 19: Envision Taylor Population Projections

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

POPULATION DENSITY TRENDS

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

**Pop. Density
in 1990**

2.29

**Pop. Density
in 2019**

1.33

The population density of Taylor has been decreasing since 1990.

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

Source: Decennial Census, American Community Survey

Figure 20: Growth and Density Comparison Chart

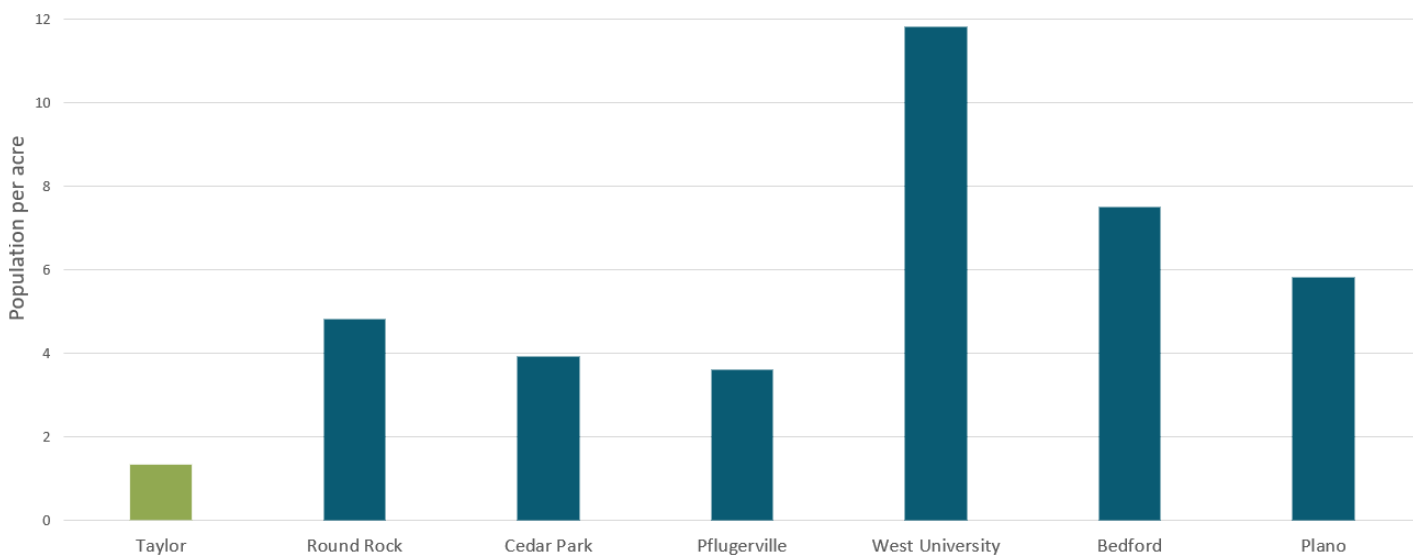


Figure 21: Population density of Texas cities

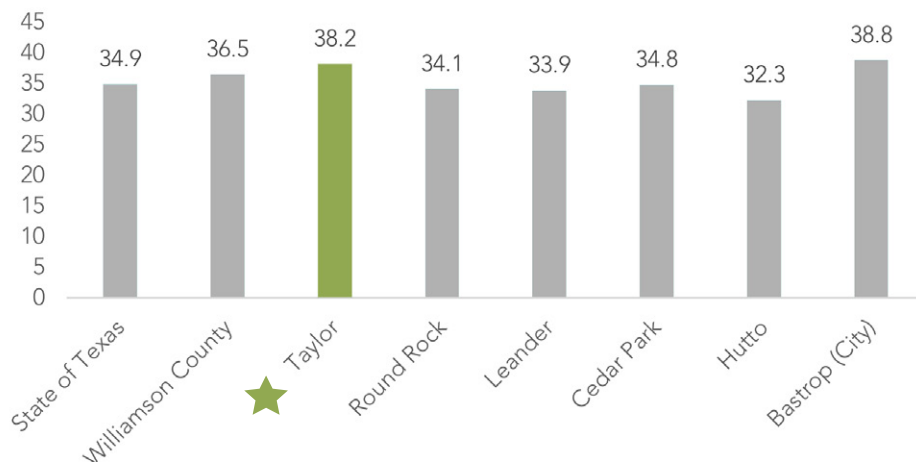
Source: City of Taylor

COMMUNITY AND DEMOGRAPHIC PROFILE

POPULATION CHARACTERISTICS

AGE

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



Source: Decennial Census, American Community Survey

Figure 22: Median Age Comparison Cities

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

Figure 23: Age Trends in Taylor

Source: Decennial Census, American Community Survey

GENDER

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



Source: Decennial Census, American Community Survey

Figure 24: Gender Characteristics in Taylor

RACE AND ETHNICITY

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

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

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%

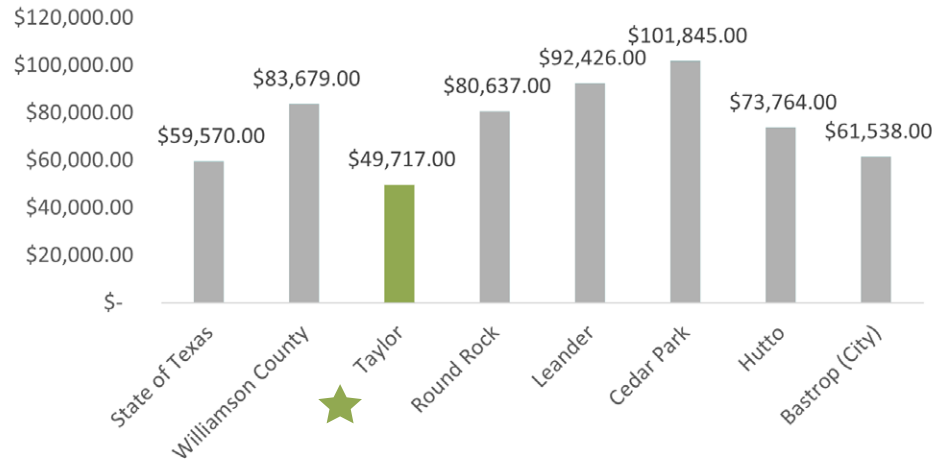
Source: Decennial Census, American Community Survey

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

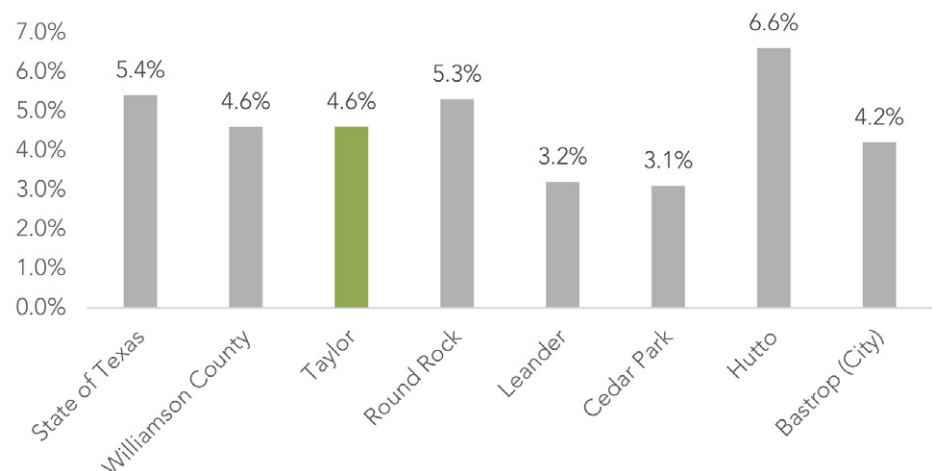
INCOME CATEGORY	2000	2018	PERCENTAGE POINT CHANGE
Less than \$25,000	32.5%	21.4%	-11.1%
\$25,000-\$50,000	29.6%	28.9%	-0.7%
\$50,000-\$75,000	20.2%	19.7%	-0.5%
\$75,000-\$100,000	9.3%	14.7%	+5.4%
\$100,000+	8.4%	15.4%	+0.7%

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

↳ SPECIAL EMPLOYMENT DISTRICT

↳ SUMMARY AND KEY TAKEAWAYS

INTRODUCTION

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

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



EXISTING CONDITIONS

ZONING

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

As displayed in the overall chart below, the City of Taylor is made up of 54% residential, 44% non-residential and 4% public zoning districts. The land use type covering the most area in the City of Taylor is single family.

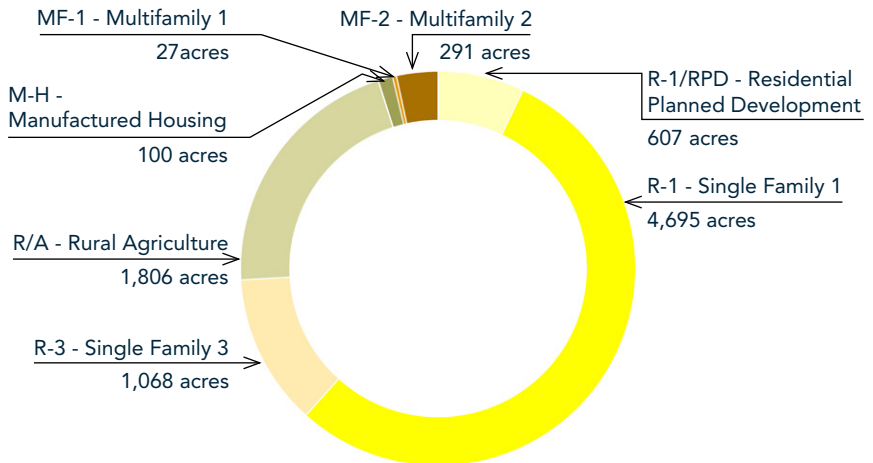


Figure 32: Residential Zoning Districts by Acre

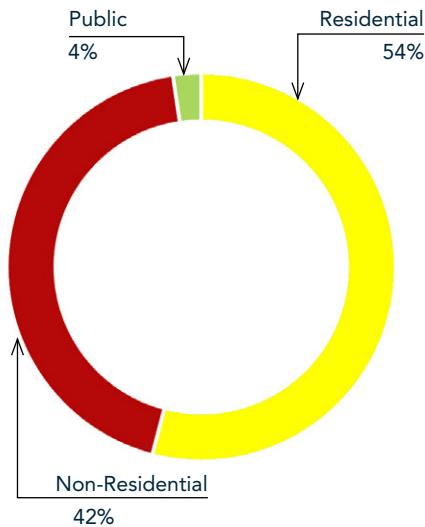


Figure 35: Overall Zoning Districts

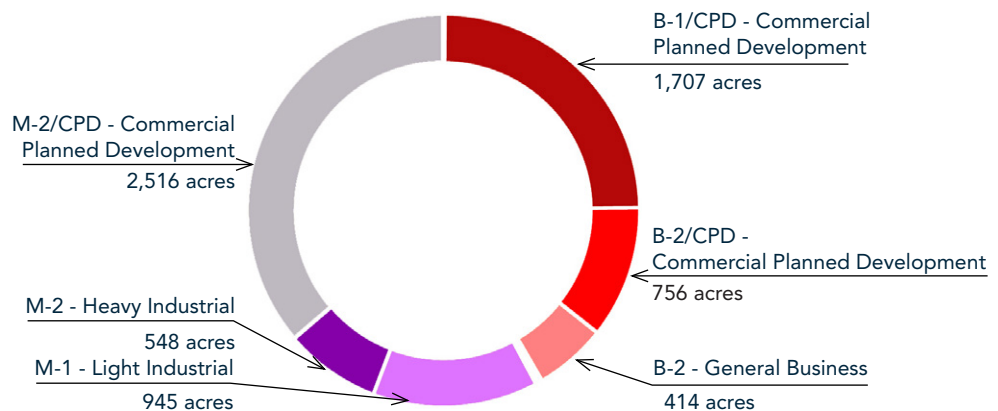


Figure 33: Non-Residential Zoning Districts by Acre

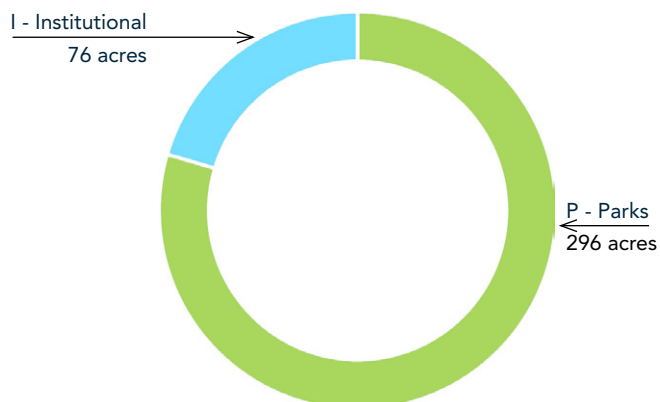


Figure 34: Public Zoning Districts by Acre

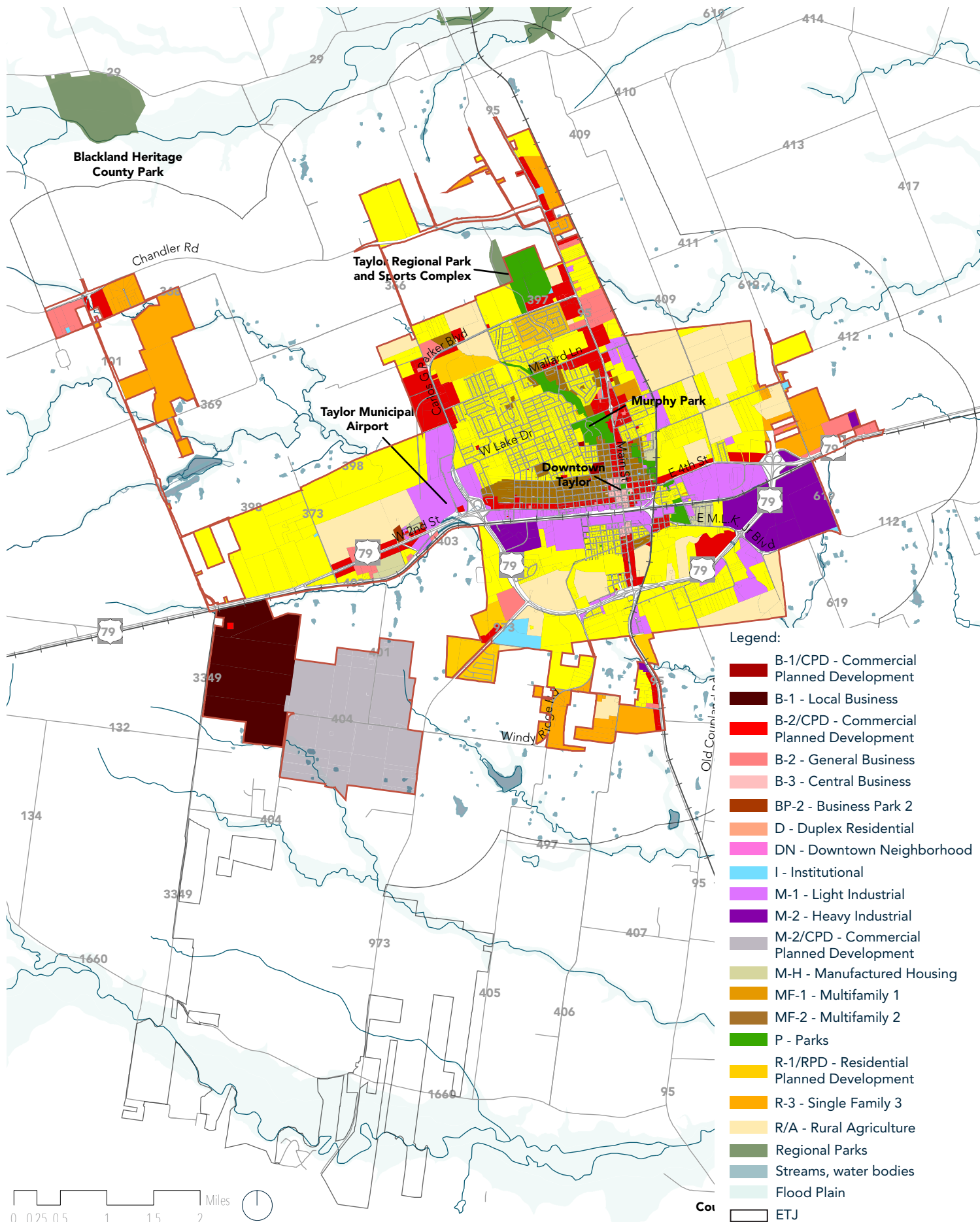


Figure 36: Existing Zoning

Source: City of Taylor, Williamson County

EXISTING CONDITIONS

DEVELOPMENT PATTERNS

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



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

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

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

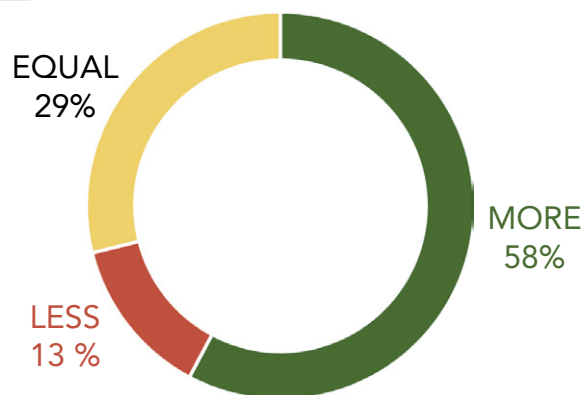


Figure 37: Result from the public survey question

"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

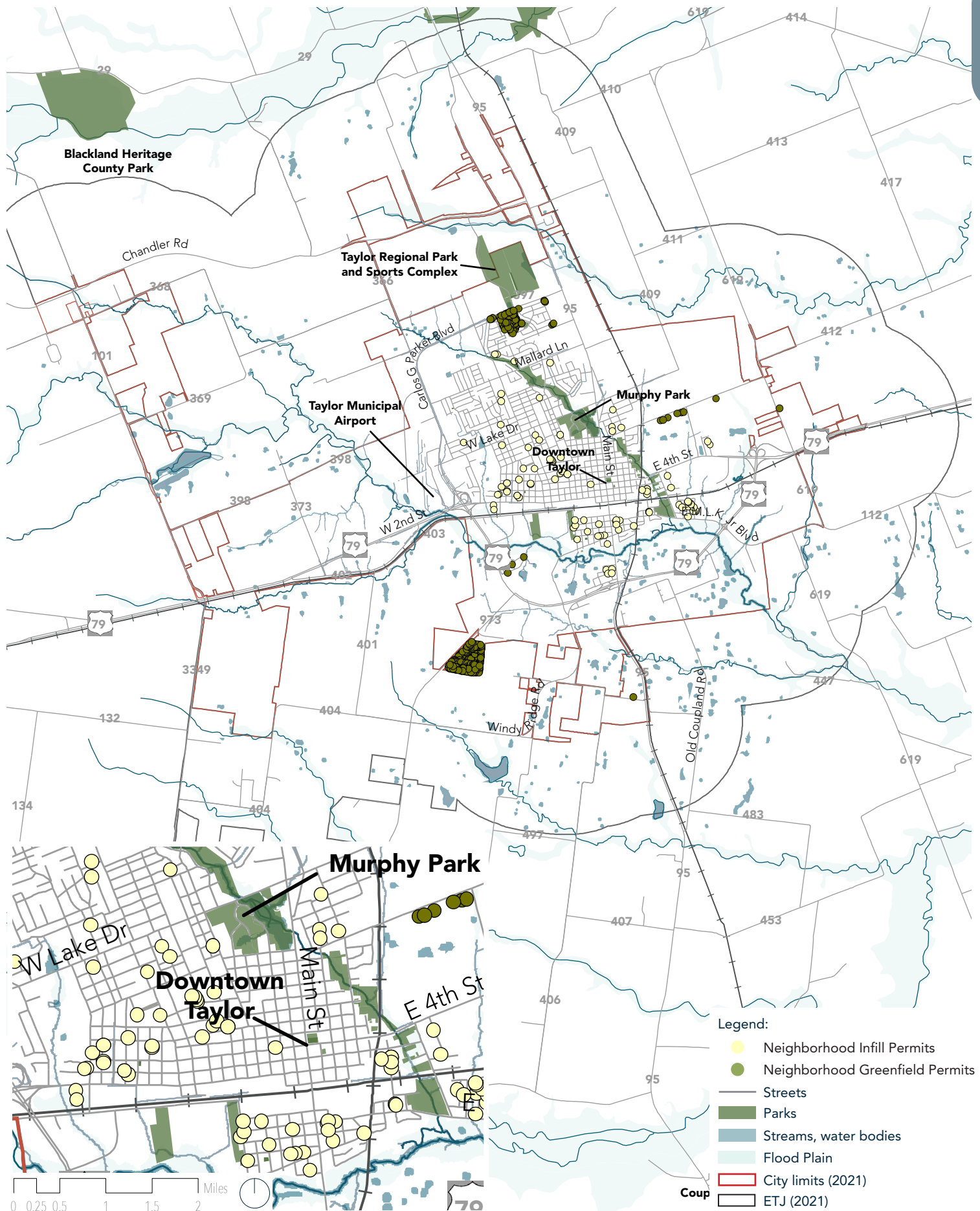


400 Booth St, Taylor TX



305 Lizzie St, Taylor TX

Source: Envision Taylor Stakeholder Poll



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

EXISTING CONDITIONS

VACANT LOTS

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

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

VACANT LOTS

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

UNDERDEVELOPED LOTS

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

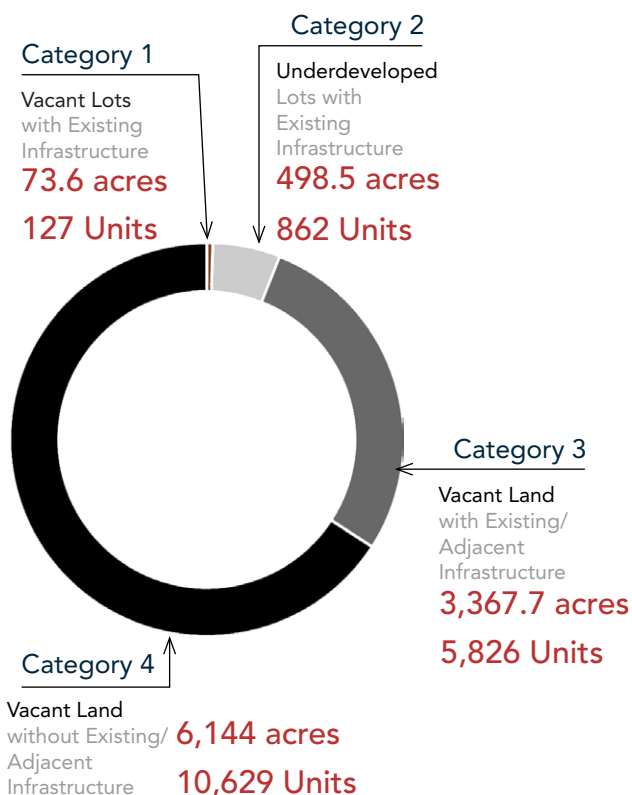
VACANT LAND WITH INFRASTRUCTURE

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

VACANT LAND NO INFRASTRUCTURE

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

At current density of 1.73



City limits: **13,400 acres**

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

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

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

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

Total Capacity Vacant and Underutilized Land: **17,445 Units** at density of 1.73

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

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

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

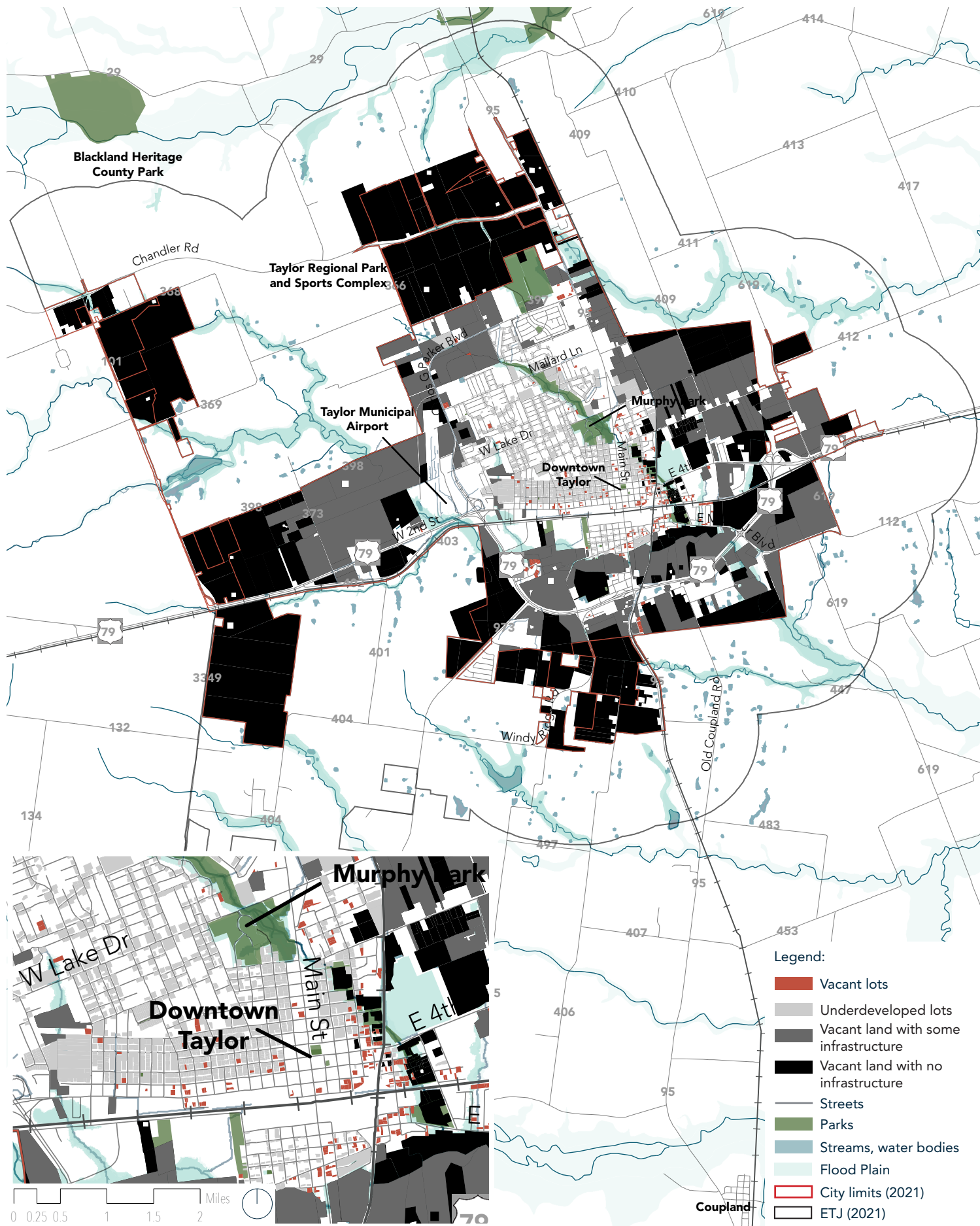


Figure 40: Existing Vacant Lots

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

Source: City of Taylor, Williamson County (2021)

GROWTH SECTORS MAP

PRESERVED OPEN SECTOR (O-1)

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

RESERVED OPEN SECTOR (O-2)

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

RESTRICTED GROWTH SECTOR (G-1)

The Restricted Growth Sector consists of areas that have value as open space or agricultural land and where increased development and additional entitlements are discouraged. This includes large lot homesteads and farmland with limited infrastructure availability. Expansion into this area is not anticipated during the time frame of this plan.

CONTROLLED GROWTH SECTOR (G-2)

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

INTENDED GROWTH SECTOR (G-3)

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

INFILL NEIGHBORHOOD SECTOR (G-4)

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

INFILL GROWTH SECTOR (G-5)

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

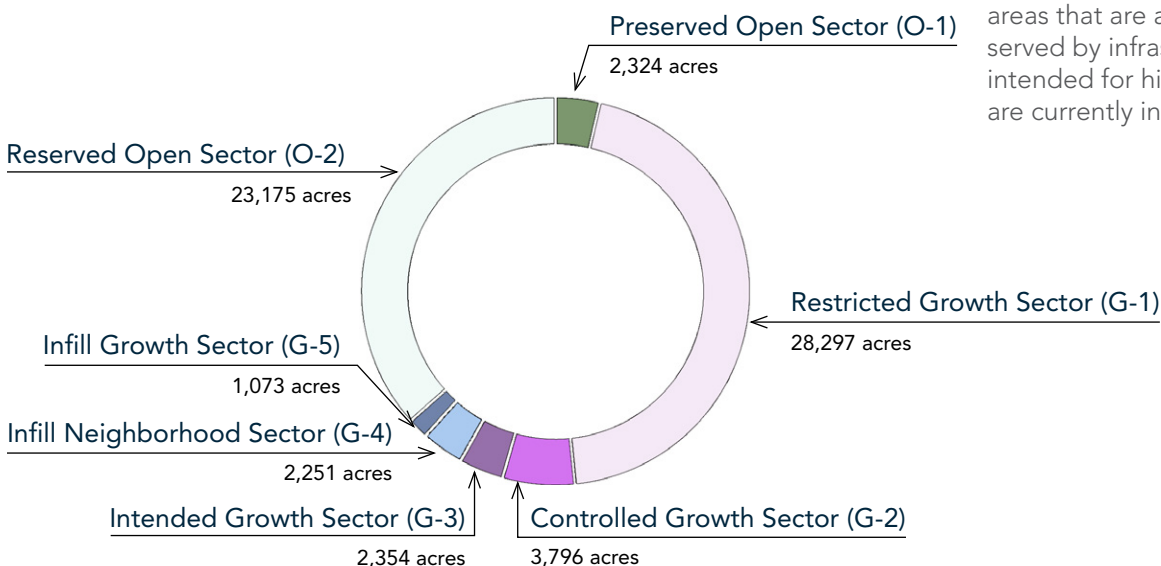


Figure 41: Growth Sectors by acreage

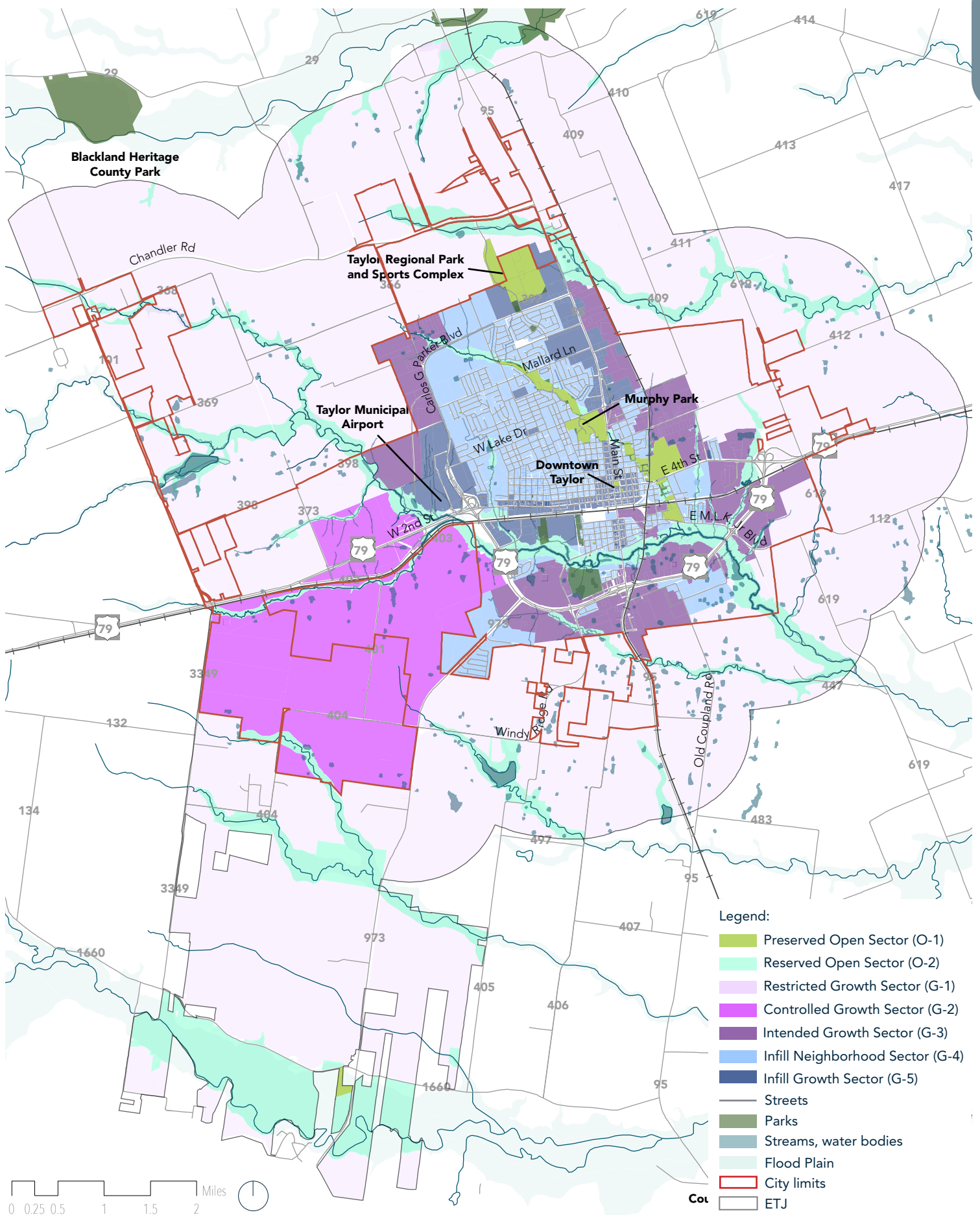


Figure 42: Growth Sectors

Source: City of Taylor, Williamson County

GROWTH & DEVELOPMENT PATTERN

EXPLOSIVE GROWTH

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



Figure 44: Historical Annexation Progression

Source: City of Taylor, Verdunity

Trends Pre-1990



Population Density Increasing



Few New Infrastructure Improvements



Slow, Incremental Annexation

Trends Post-1990



Population Density Decreasing



Major New Infrastructure



Significant Expansion of City Limits and Service Responsibilities

Figure 43: Trends, pre and post 1990

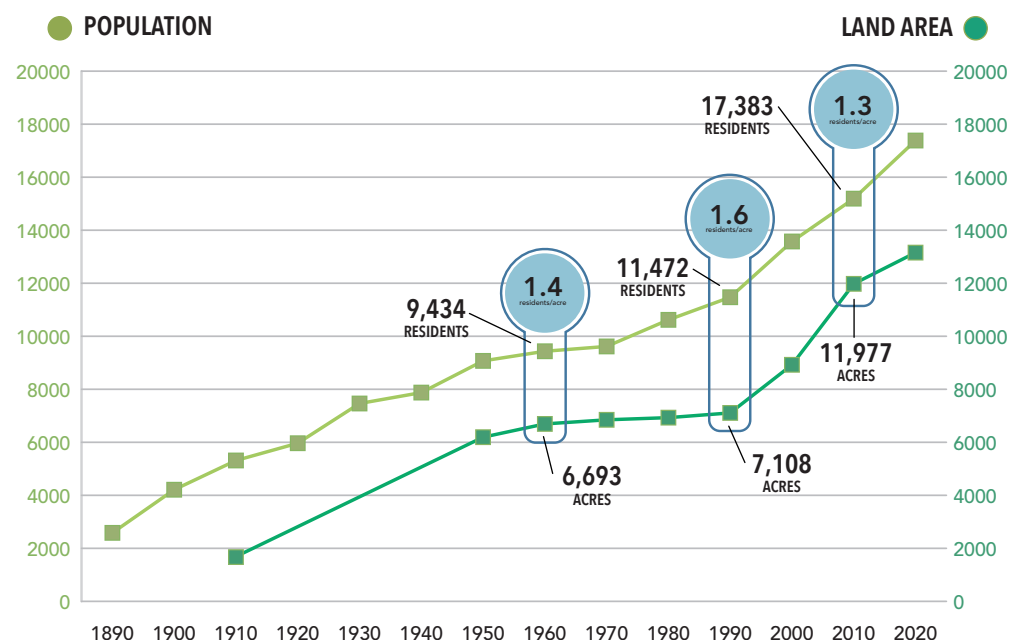


Figure 45: Taylor's Population and Land Area in Acres by Decade

Source: US Census, City of Taylor

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

GENERAL FUND BENCHMARKING

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

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

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

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



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.

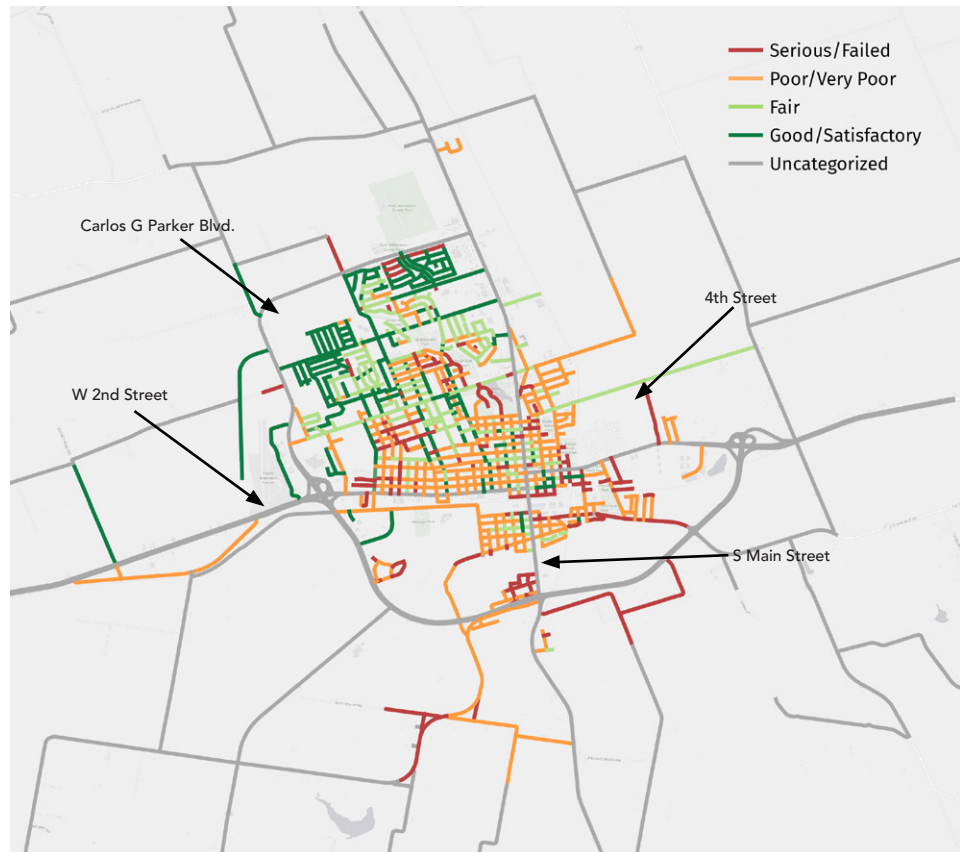


Figure 47: Pavement Condition

Source: City of Taylor, Verdunity

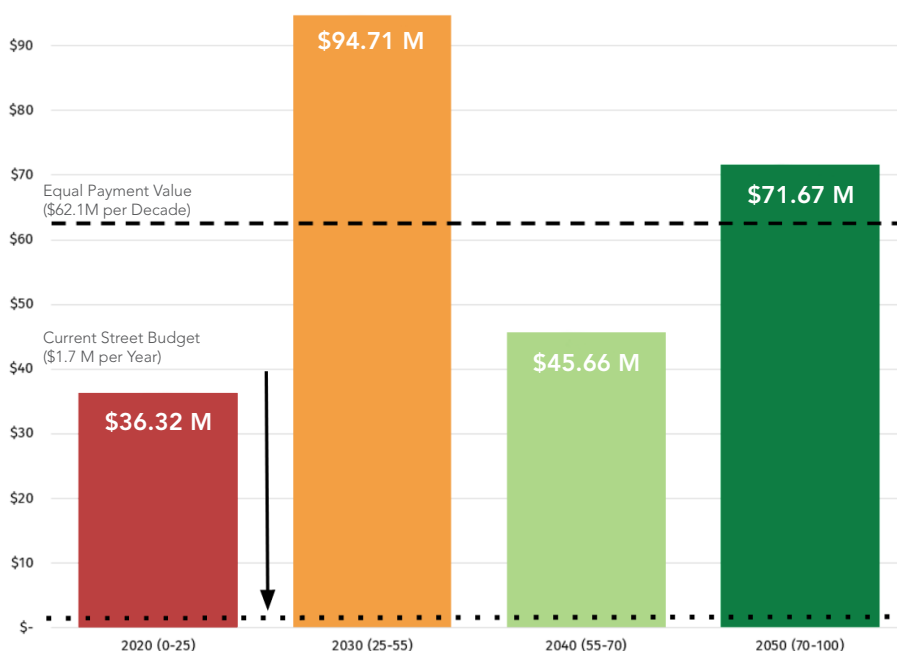


Figure 48: Pavement Replacement Chart

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

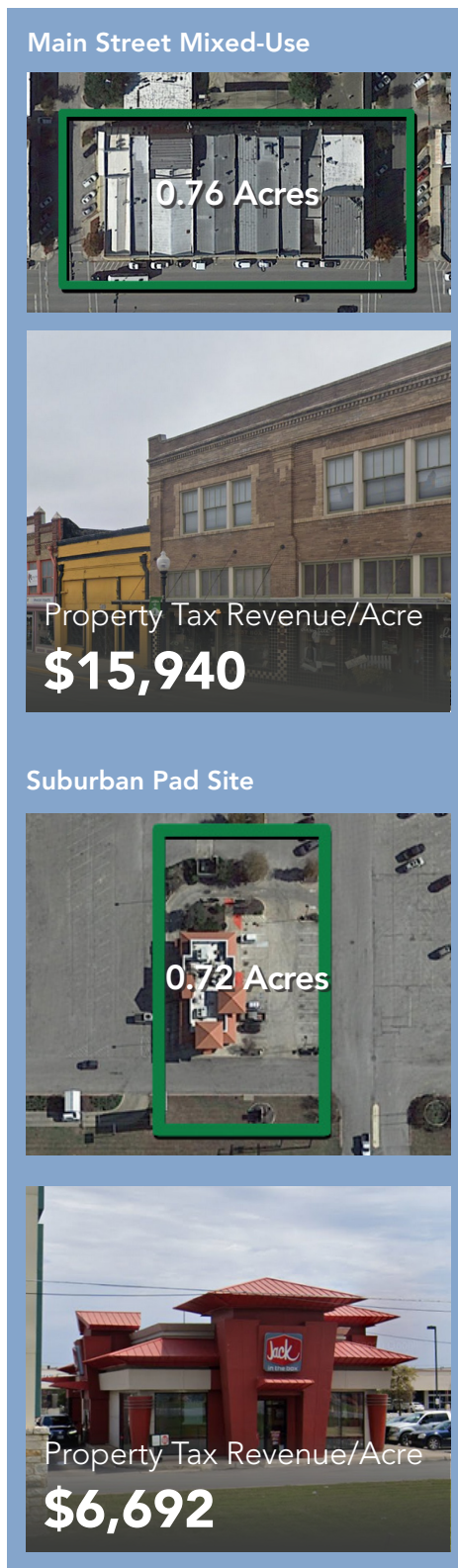


Figure 49: Main Street & Pad Site Comparison



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.

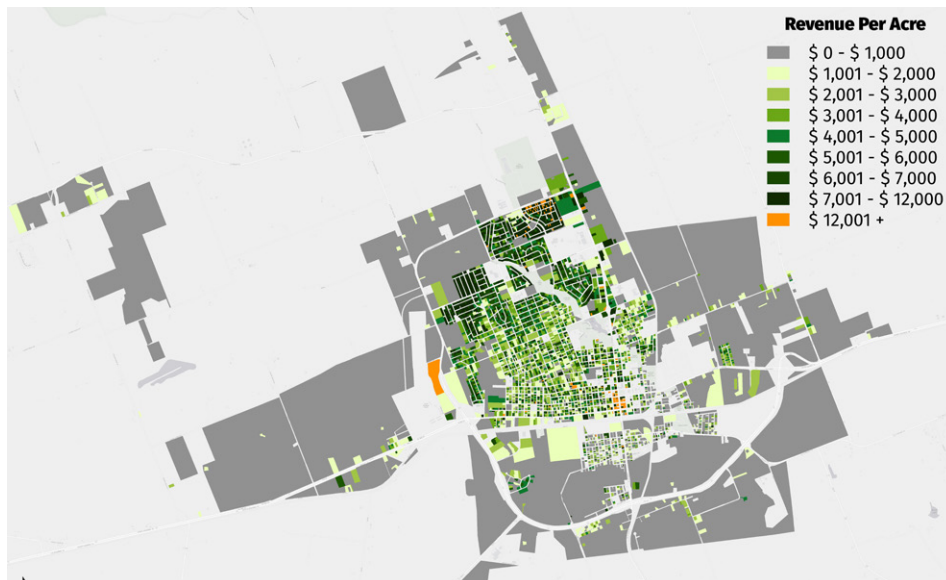


Figure 51: Revenue Per Acre

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.

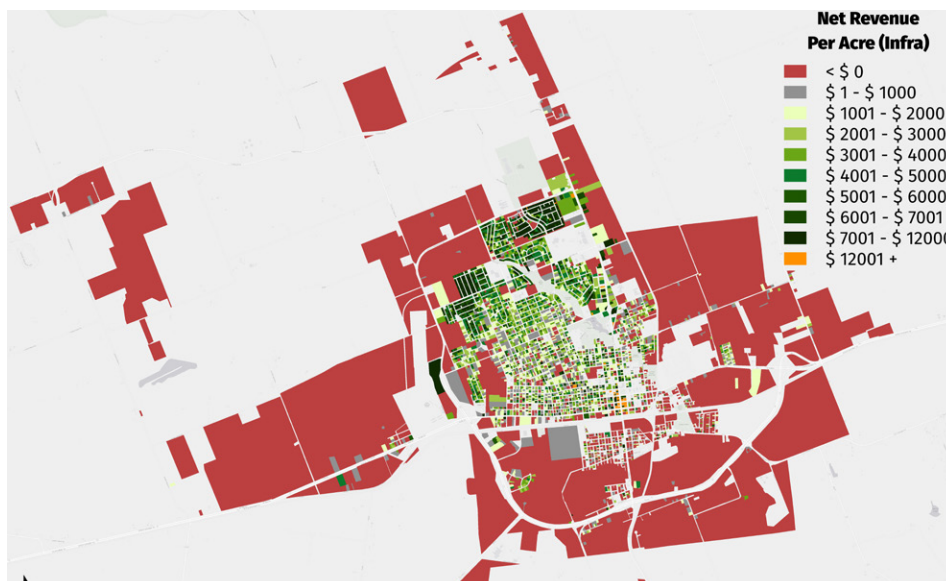


Figure 52: Net Revenue Per Acre (Current + Projected Costs)

Source: Verdunity

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

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.

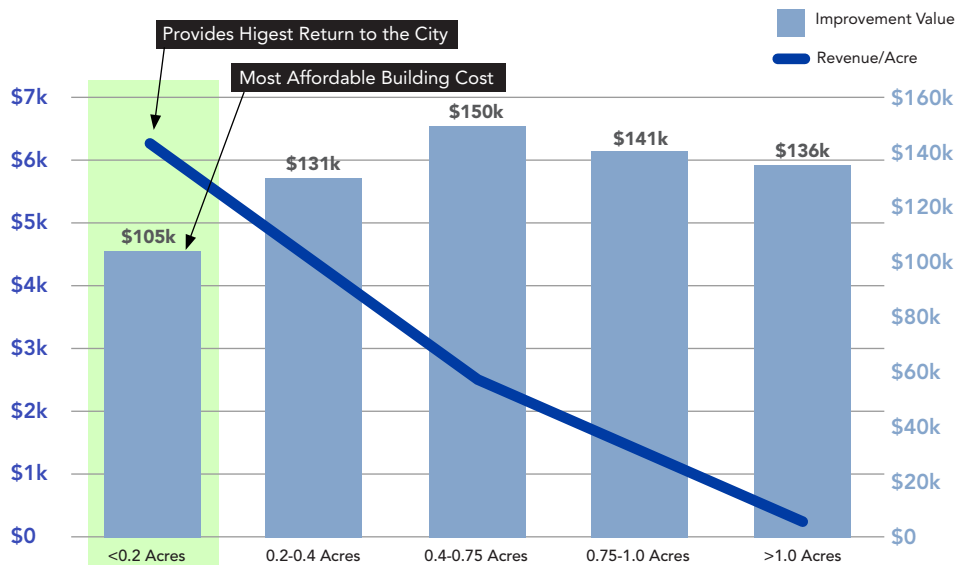


Figure 53: Single Family Improvement Value compared to Rev/Acre Source: Verdunity

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

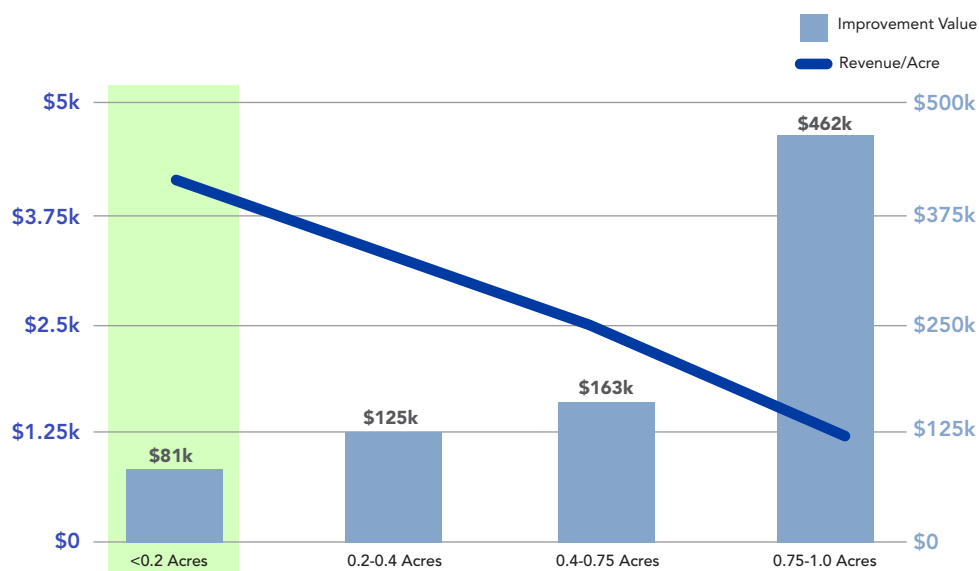


Figure 54: Multi-Family Improvement Value compared to Rev/Acre Source: Verdunity

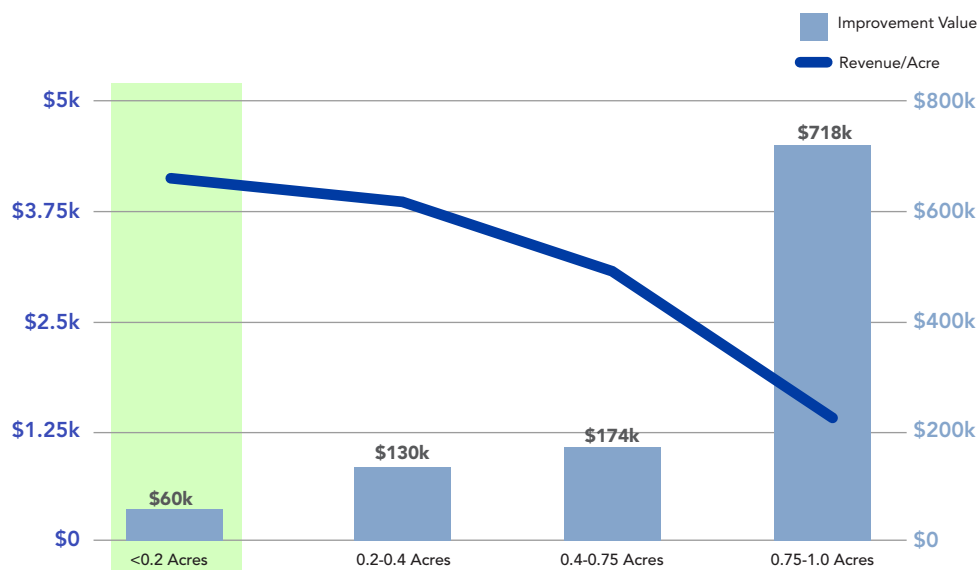


Figure 55: Commercial Improvement Value compared to Rev/Acre Source: Verdunity

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 below shows how the revenue per acre for single family is the highest for the smallest lots. Buildings on these smaller lots also tend to be less expensive due to their smaller size. This presents a "win-win" opportunity for the city where it can provide more affordable housing and commercial options for residents and small business owners/entrepreneurs while also maximizing tax revenues to the city (on a per acre basis) - just by building smaller buildings on smaller lots.

3D VALUE MAPPING

MAP 1: PROPERTY TAX REVENUE PER ACRE

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

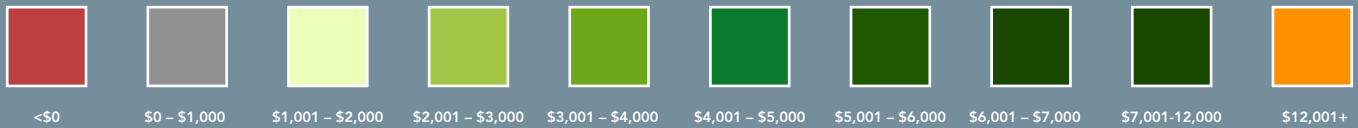
MAP 2: NET PER ACRE - CURRENT CONDITIONS (WHAT THE CITY CURRENTLY SPENDS)

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

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

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

MAPS LEGEND



DOWNTOWN

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

1 REVENUE PER ACRE

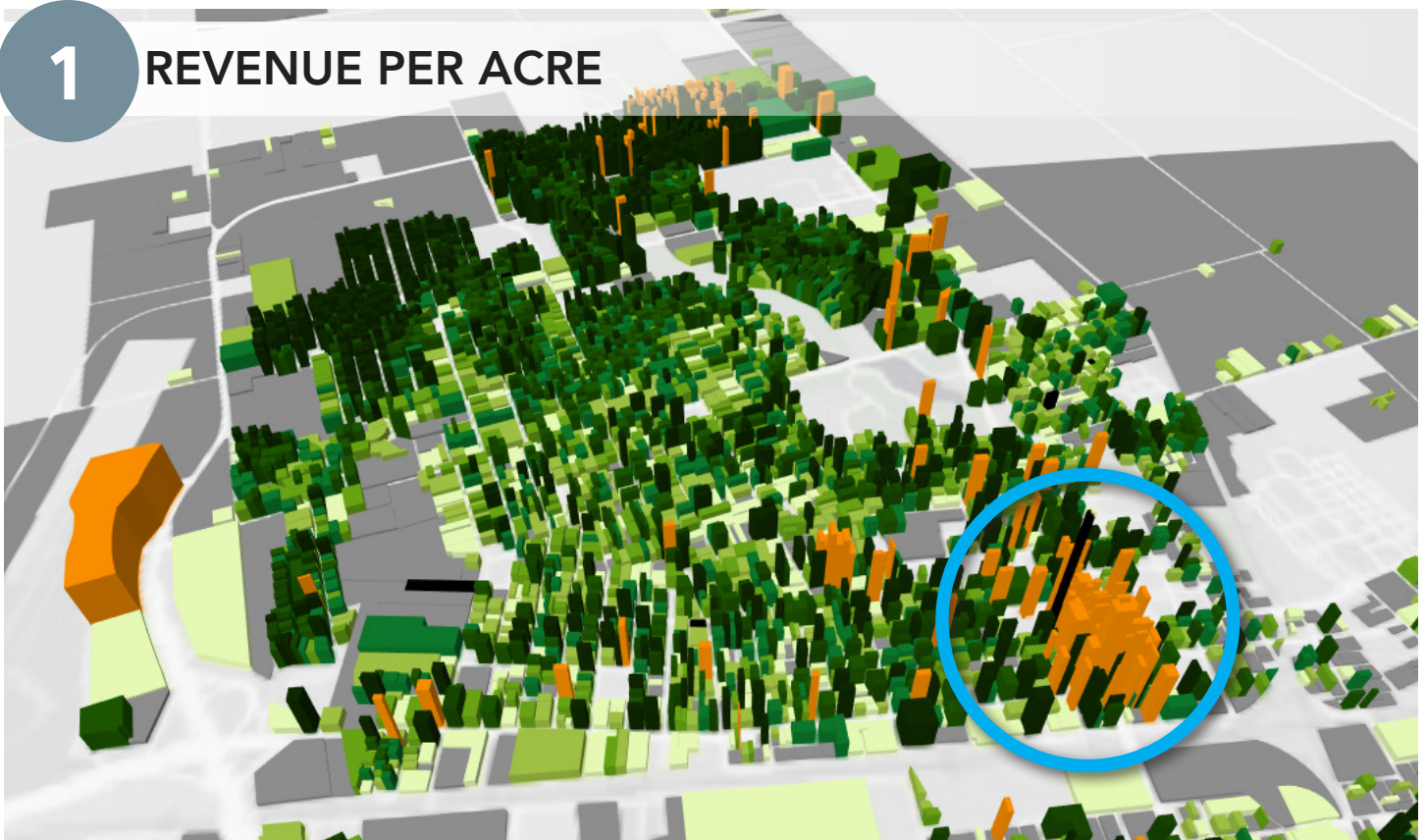


Figure 56: 3D Revenue Per Acre Map

2

NET REVENUE PER ACRE

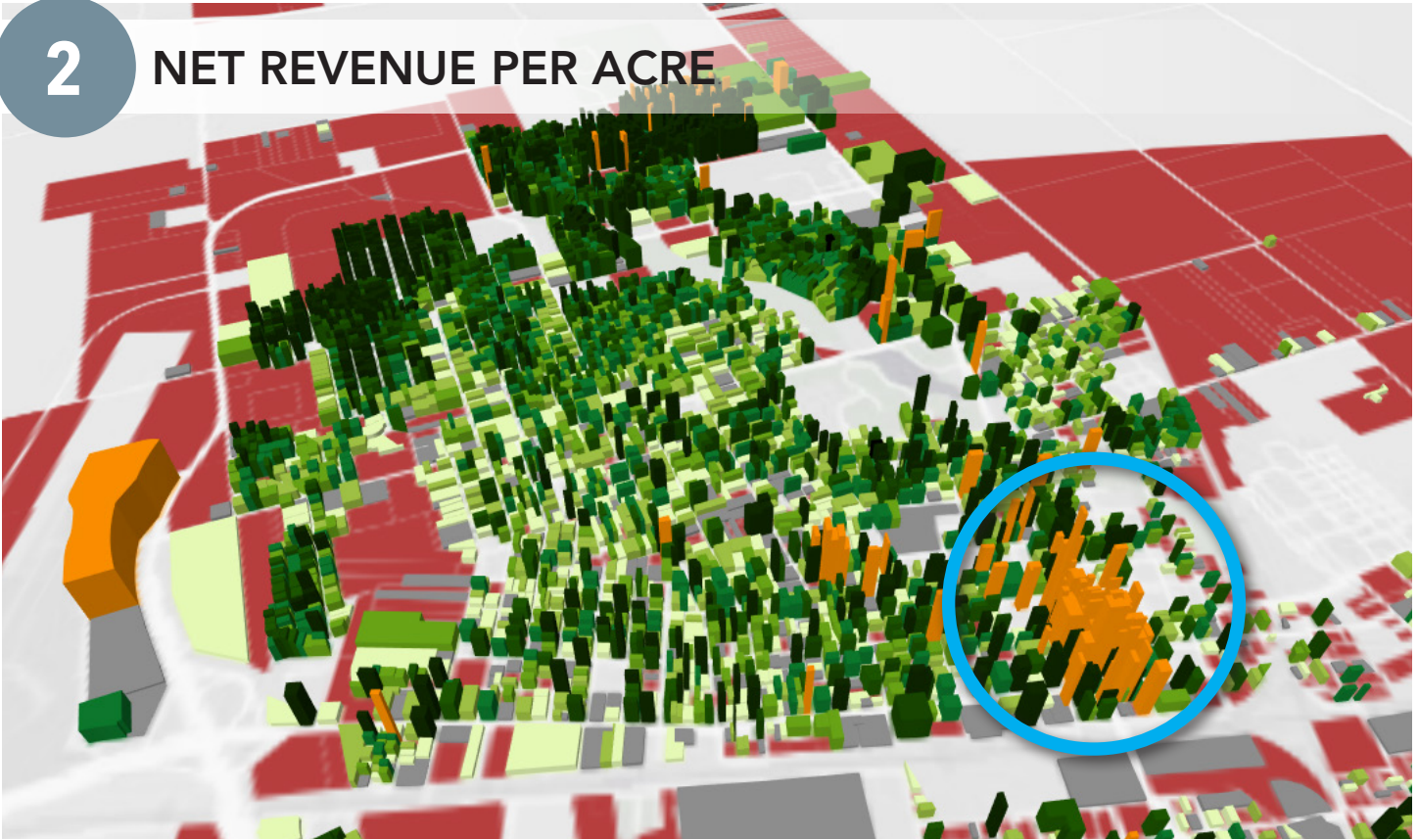


Figure 57: 3D Net Revenue Per Acre Map

3

NET REVENUE PER ACRE + INFRASTRUCTURE COSTS

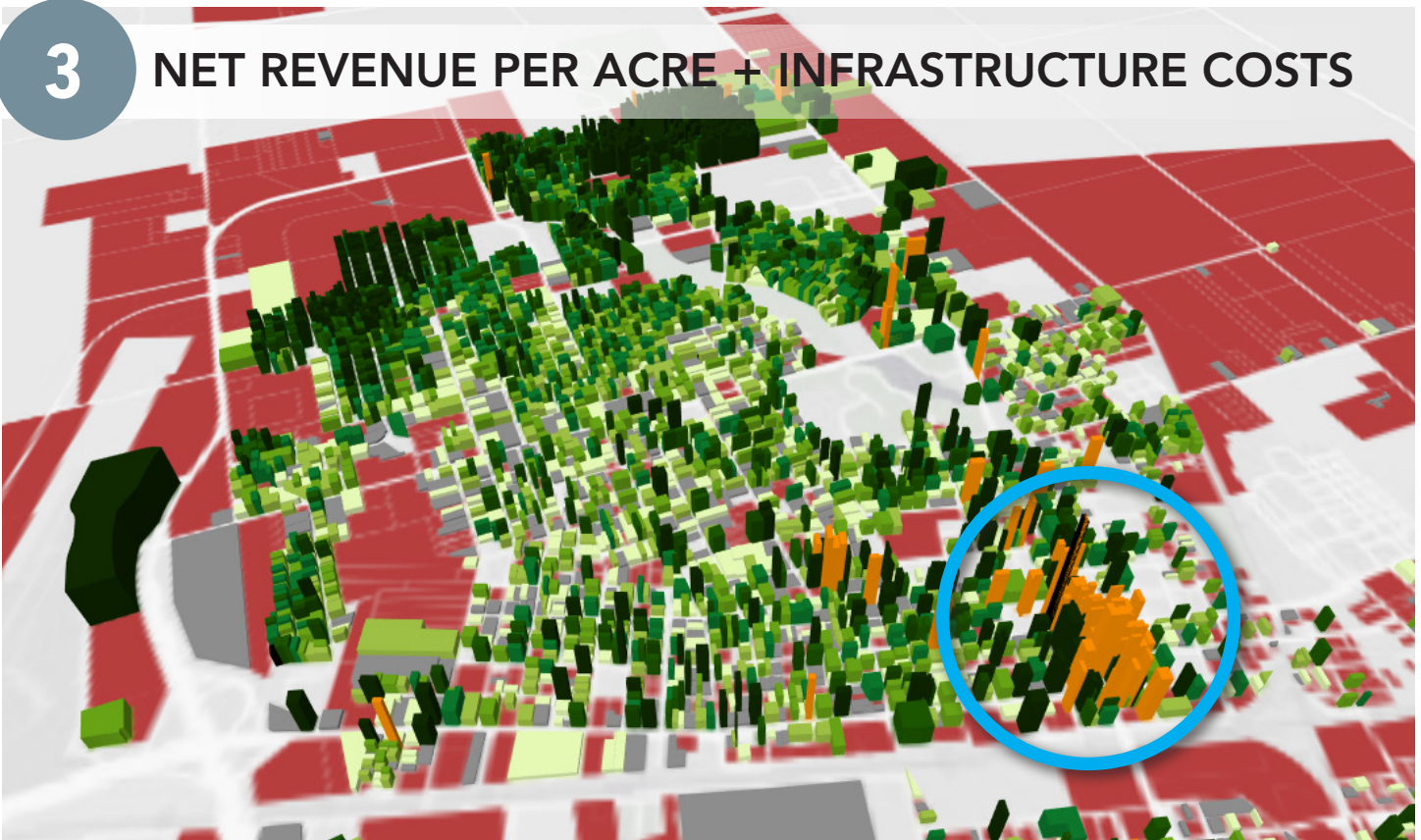


Figure 58: 3D Net Revenue + Infrastructure Per Acre Map

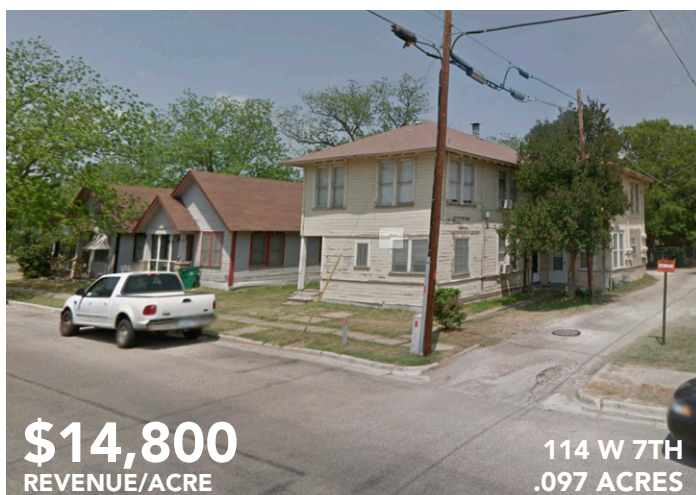
THE EFFECT OF LOT SIZE ON PRODUCTIVITY

SMALLER LOTS

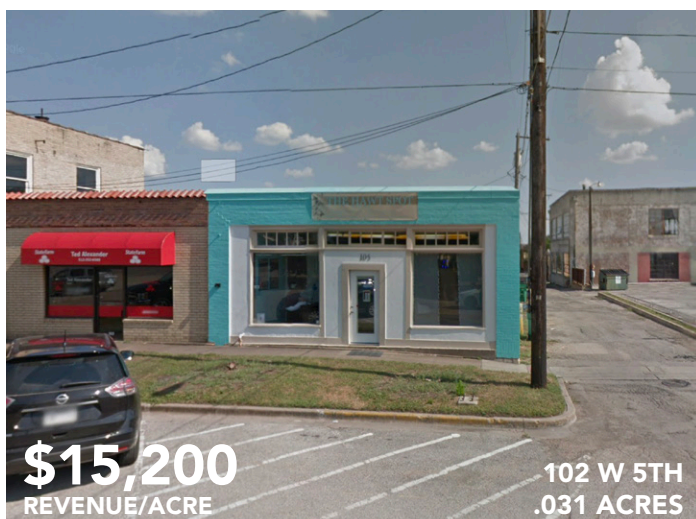
Single Family



Multi-Family



Commercial



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

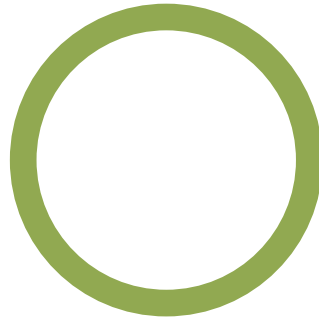
LARGER LOTS



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 59: Highest Value Parcels

Source: Verdunity

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

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

Figure 60: Highest Value Parcels

Source: Verdunity

FUTURE LAND USE

PURPOSE

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

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

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

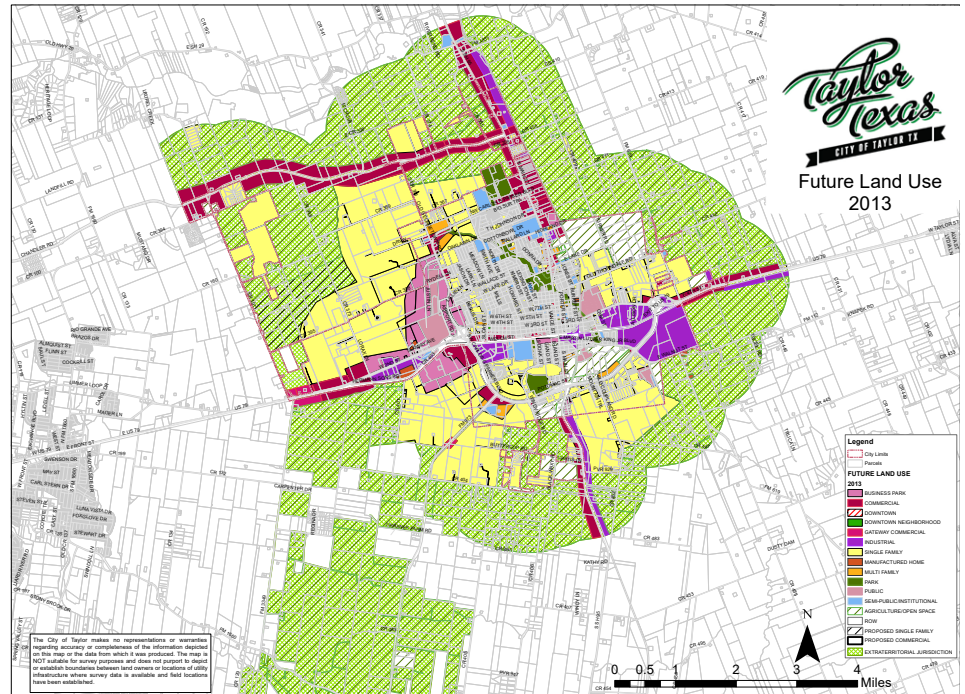


Figure 61: Future Land Use originally adopted in 2004 as updated in 2013

ELEMENTS OF A FUTURE LAND USE MAP

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

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

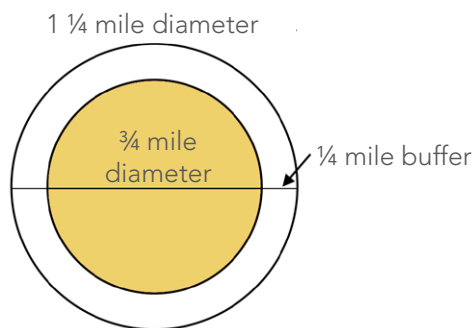
Infill - Existing developed areas that are intended for infill on vacant and underutilized lots that generally matches the character of the existing development while accommodating incremental increases in population density.

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

SCALES OF THE CENTERS

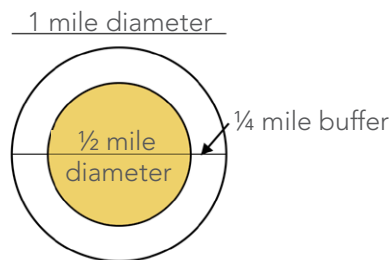
Centers at all scales are intended as compact, walkable places designed at a human scale instead of an auto-oriented scale. Centers come in different sizes intended to serve individual neighborhoods, several neighborhoods, or the region as described below. All centers should include a mixture of uses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

REGIONAL CENTER



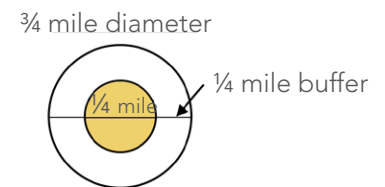
Regional centers are the largest center type and attract users from across the city and adjacent communities. Regional centers often include destination retail and attractions along side higher density mixed use developments.

COMMUNITY CENTER

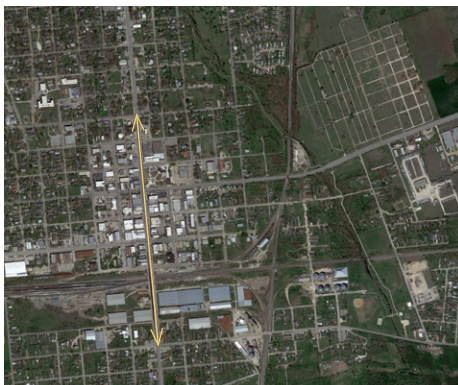


Community centers are larger than neighborhood centers but often serve several neighborhoods within the city. Community centers often include discount department stores, home improvement stores, sporting goods, apparel, booksellers, restaurants, and supermarkets.

NEIGHBORHOOD CENTER



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



3/4 mile diameter



1/2 mile diameter



1/4 mile diameter

Figure 62: Scales of the centers

FUTURE LAND USE MAP (FLUM)

DEVELOPING THE FUTURE LAND USE MAP

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

TREND SCENARIO

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

Comparing the two scenarios:

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

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

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

FISCAL SCENARIO

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



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

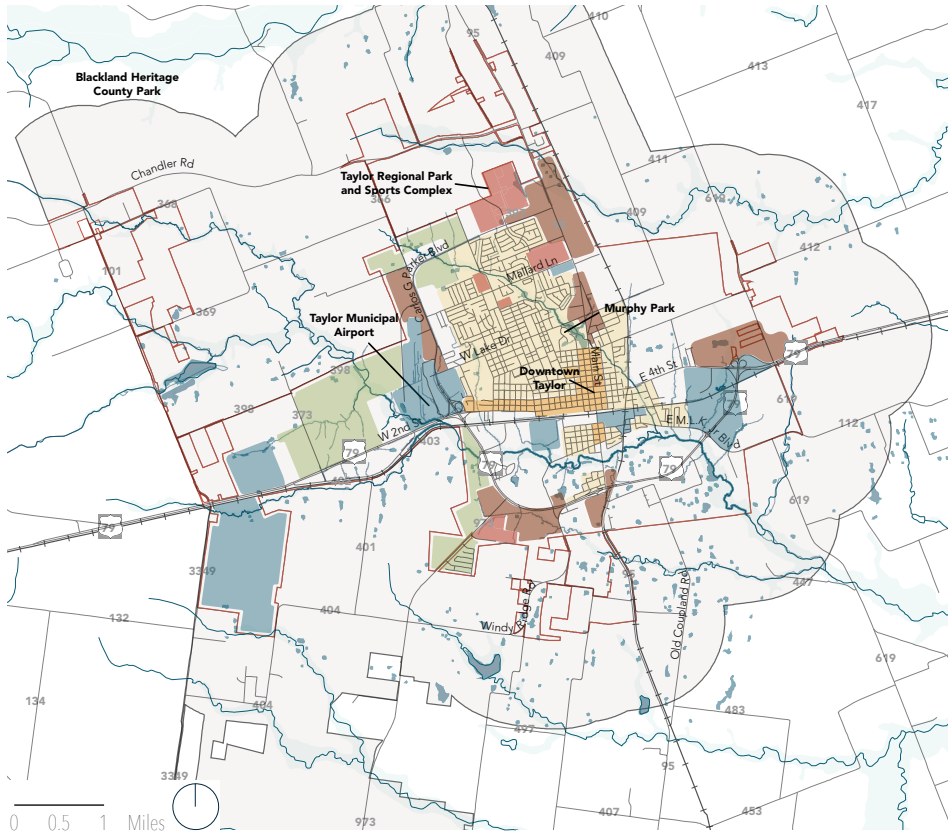


Figure 63: Trend Scenario

Source: City of Taylor

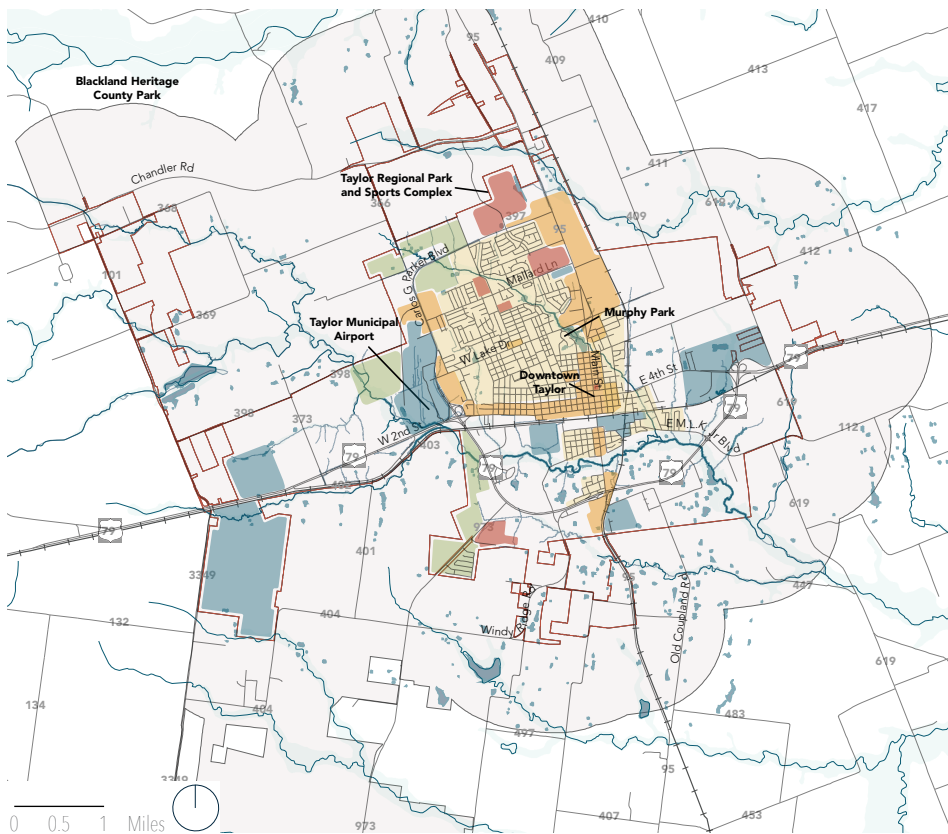


Figure 64: Fiscal Scenario

Source: City of Taylor

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

FUTURE LAND USE MAP (FLUM)

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

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

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

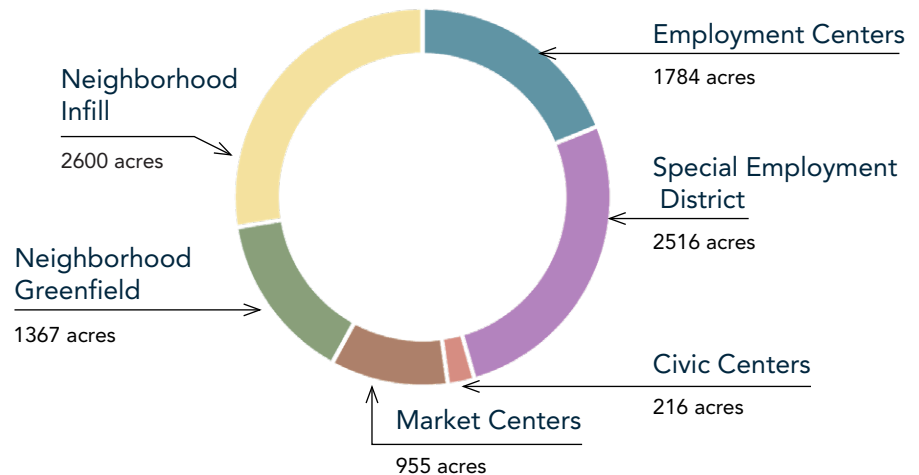


Figure 65: Future Land Use by Acreage

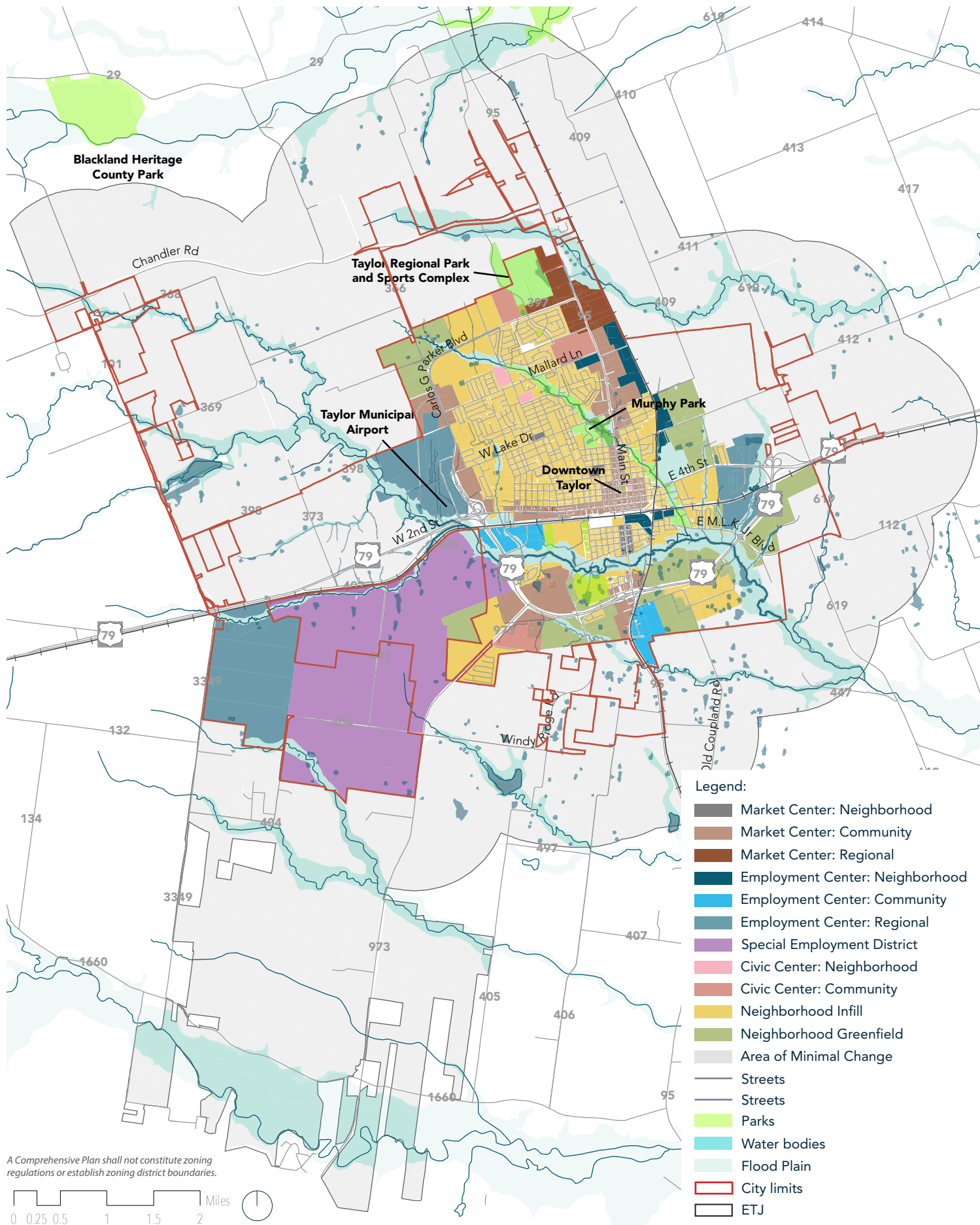
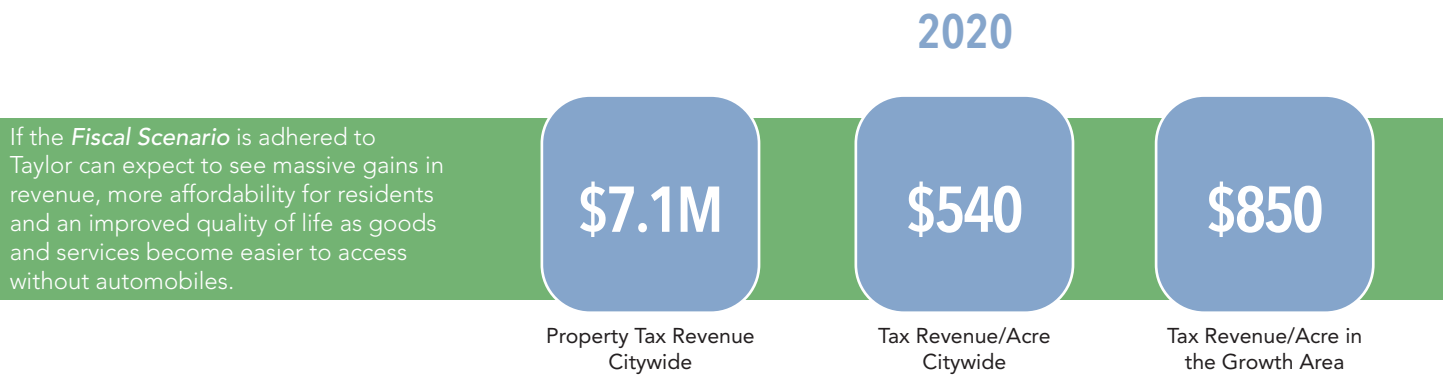


Figure 66: Future Land Use

Source: City of Taylor, Williamson County

FISCAL IMPACT OF THE FUTURE LAND USE PLAN



FORECAST MAP

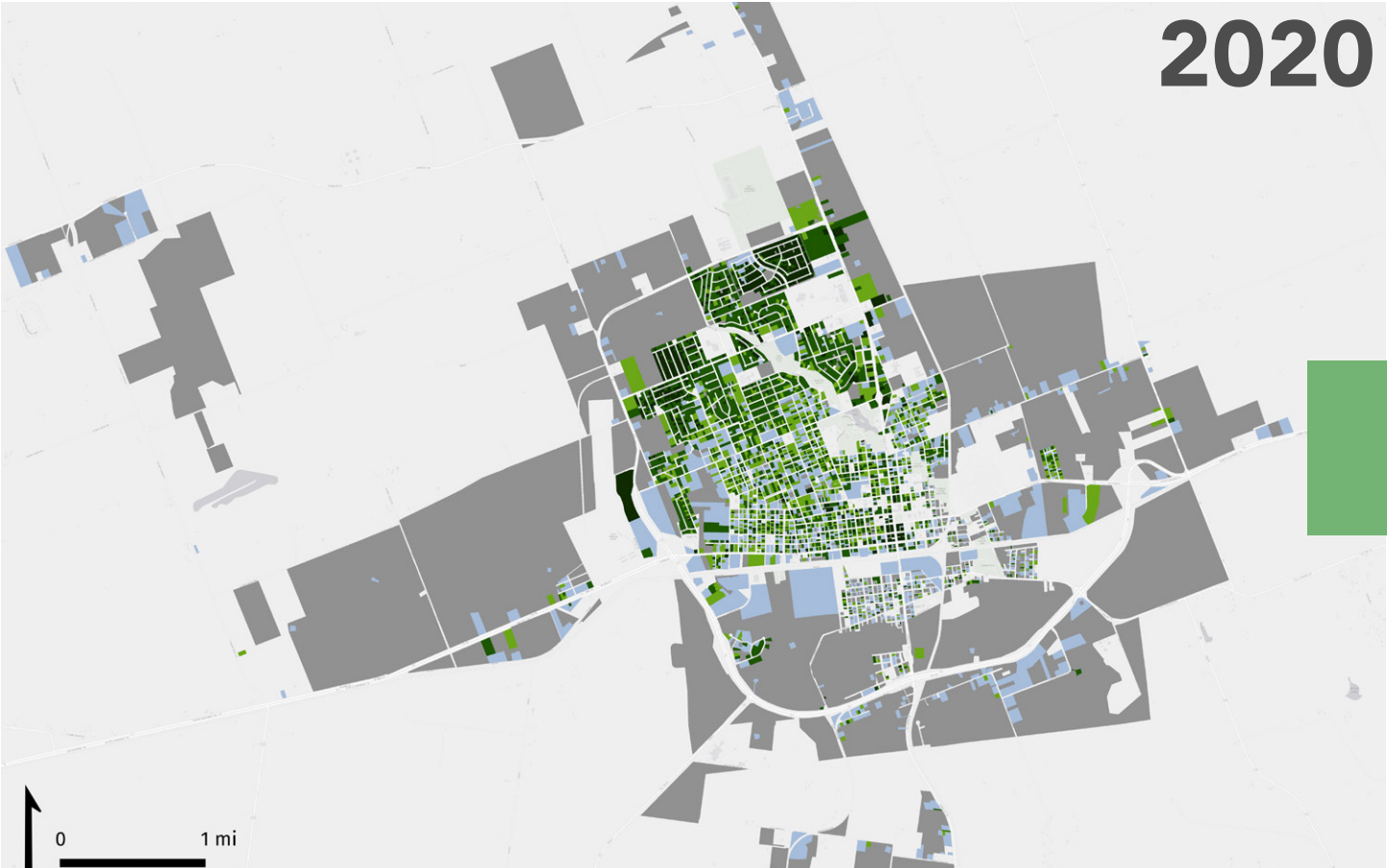
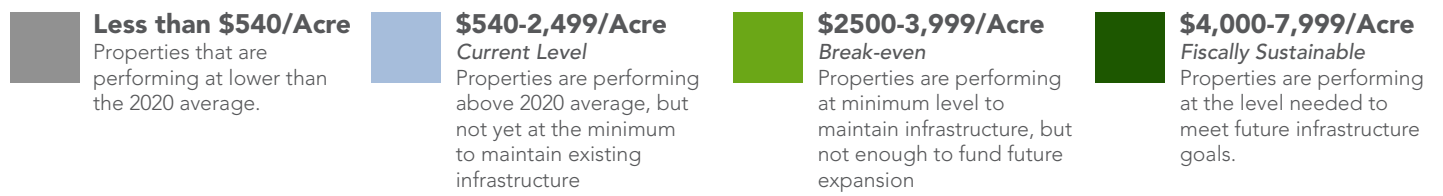


Figure 67: Current Value Per Acre Source: Verdunity

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

2040

\$43.8M

↑ 6.1X

Projected Property Tax
Revenue Citywide

\$3,329

↑ 6.1X

Projected Tax Revenue/Acre
Citywide

\$5,282

↑ 6.2X

Projected Tax Revenue/Acre
in the Growth Area

\$8,000+/Acre

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



Figure 68: Projected Value Per Acre

Source: Verdunity

MARKET CENTERS

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

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

Total area: **948 acres**

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

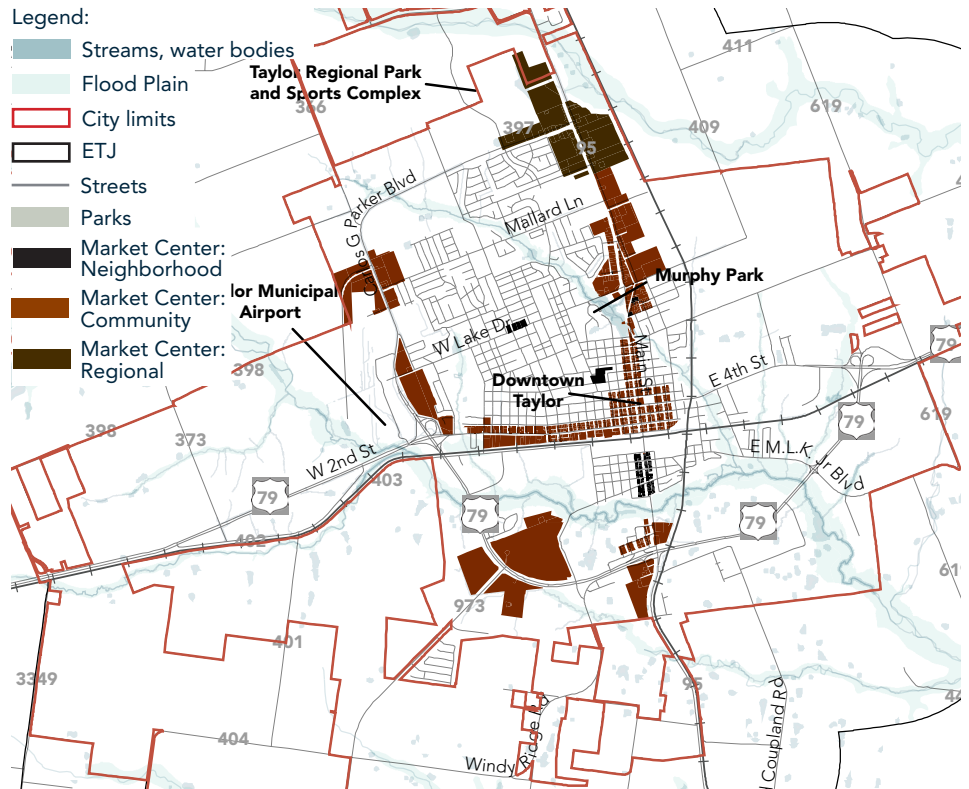


Figure 69: Market Centers

Source: City of Taylor



Local restaurants thrive in neighborhood centers.

Source: Phys.org



Small businesses line the streets in Downtown Taylor.

Source: City of Taylor



Small businesses provide a variety of products and services.

Source: Explore Texas



Howard is a local and popular movie theatre in Taylor.

Source: City of Taylor



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

Source: Opticos design2



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

Source: David Veselenak

MARKET CENTER TRANSFORMATION

BELMAR, COLORADO

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



The businesses employ more than 3,000 workers.

Source: Continuumpartners.com

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

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



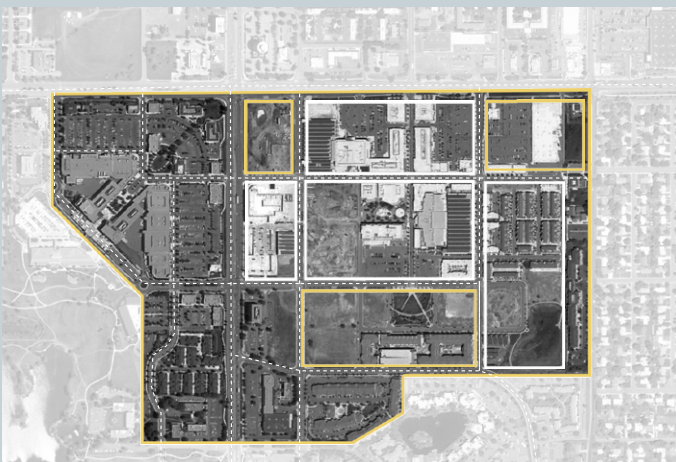
1993: Lakeview Commons plot is not yet developed and there is a big box retail at Belmar.



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

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

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



2006: On going construction of Belmar Shopping mall.



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

CIVIC CENTERS

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

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

Total area: 349 acres

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

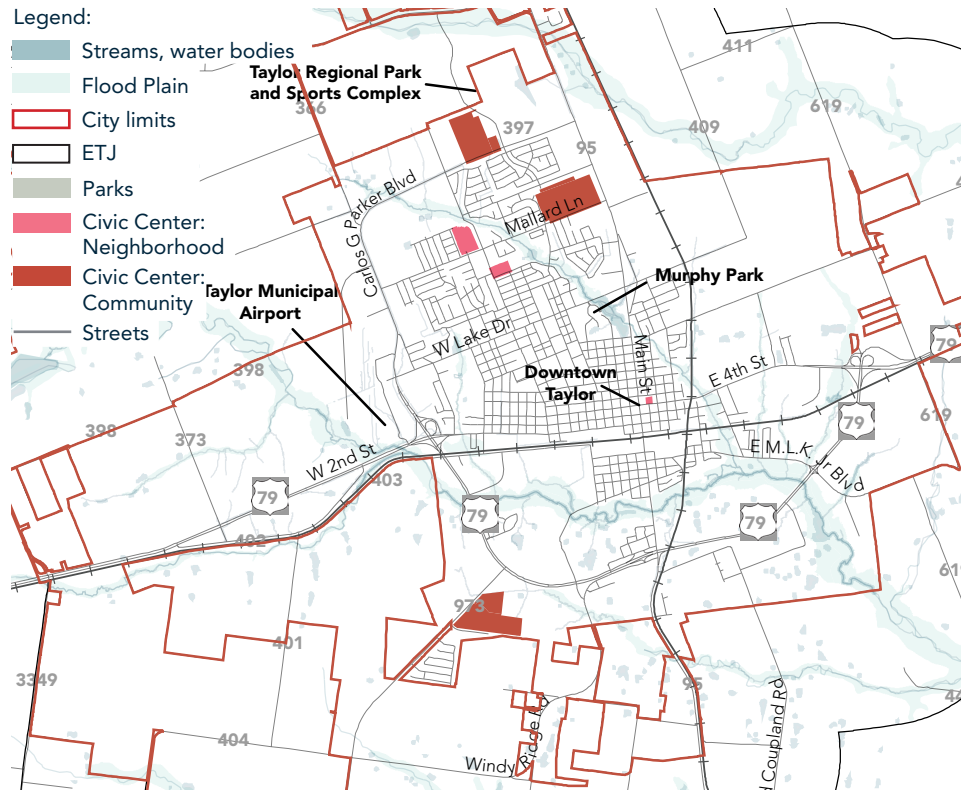


Figure 70: Civic Centers

Source: City of Taylor



Neighborhood parks provide recreational opportunities for families.

Source: City of Taylor



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

Source: City of Taylor



Bull Branch Park hosts several outdoor activities for the residents.

Source: Phys.org



An example of a school in Taylor.

Source: Phys.org



Moody Museum is an integral part of Downtown Taylor.

Source: City of Taylor



Taylor has two fire stations within the city limits.

Source: City of Taylor

EMPLOYMENT CENTERS

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

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

Total area: 1,784 acres

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

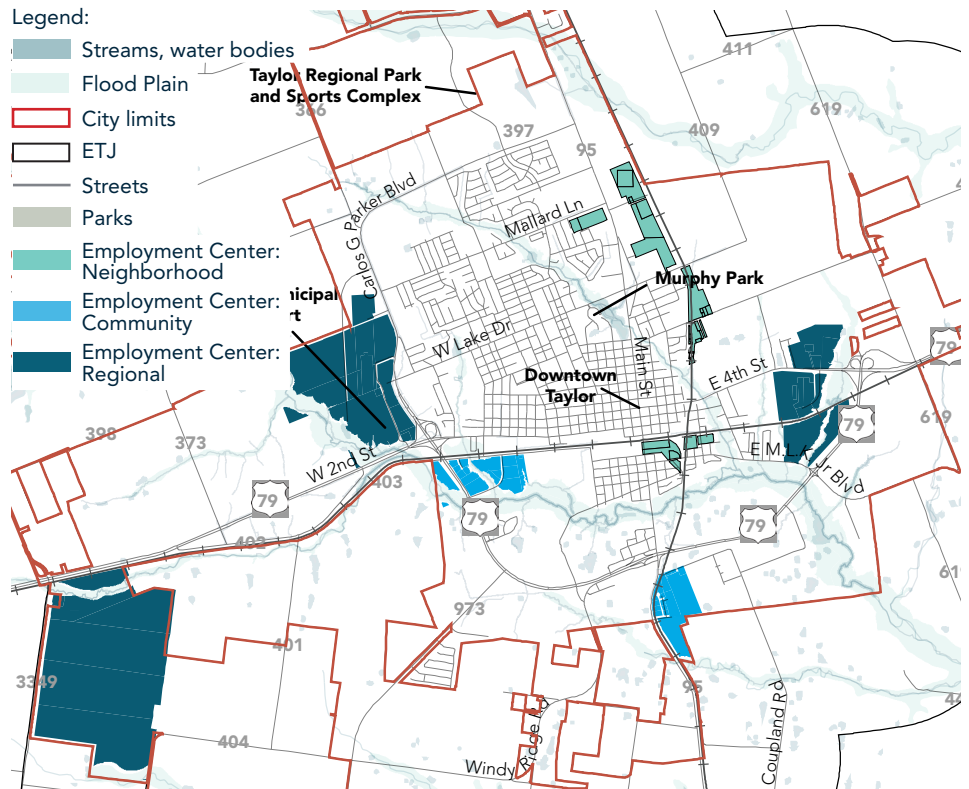


Figure 71: Employment Centers

Source: City of Taylor



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



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



Neighborhood scale employment centers provide jobs within walking distance.



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



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



Employment Centers are typically accessible to transportation routes.

NEIGHBORHOOD INFILL

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

Total area: 2,600 acres

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

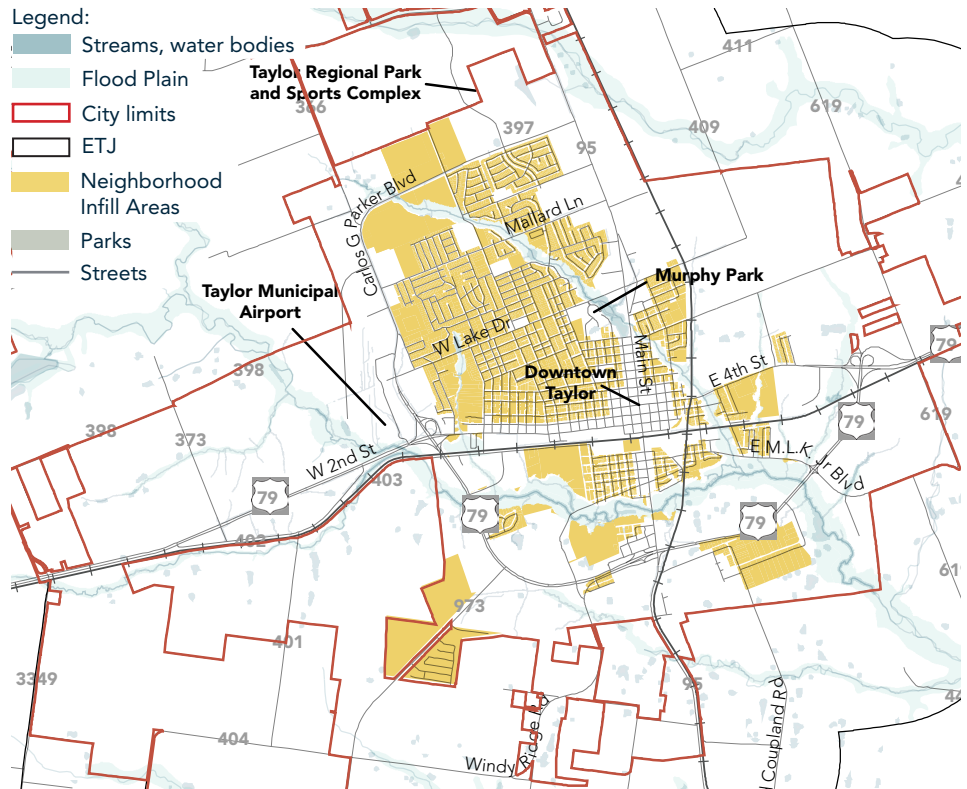


Figure 72: Neighborhood Infill

Source: City of Taylor



Accessory dwelling unit are often tucked into backyards.



House scale structures can include 5 - 6 units.



Detached small lot units can provide the efficiency of development.



Attached units or townhouses can be tucked into neighborhoods.



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

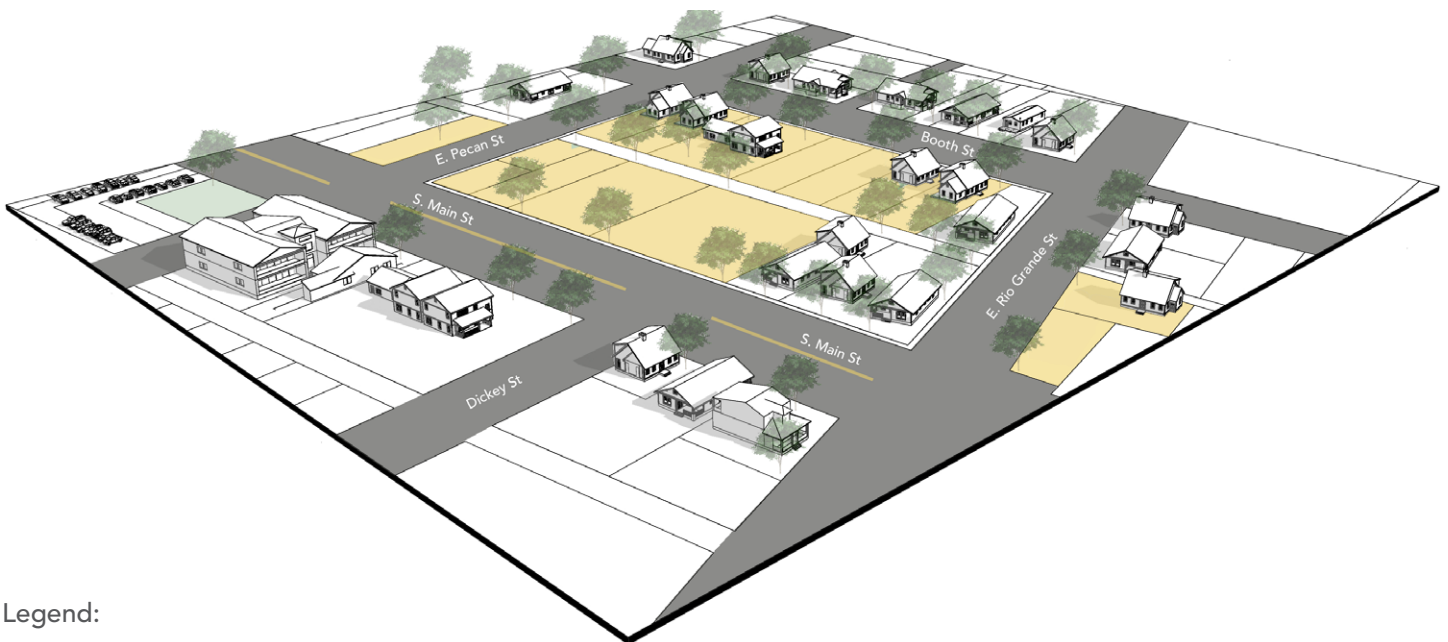


Courtyard cottages are becoming a more common housing typology.

Source: cottage court

EXISTING SCENARIO

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



Legend:

Vacant and Underdeveloped plots

Total area: 5.72 acres

Vacant and Underdeveloped area:
1.26 acres

Existing residential units: 29

Figure 73: Existing conditions at E. Pecan Street and Booth Street, Taylor

PROJECTED SCENARIO

2019*

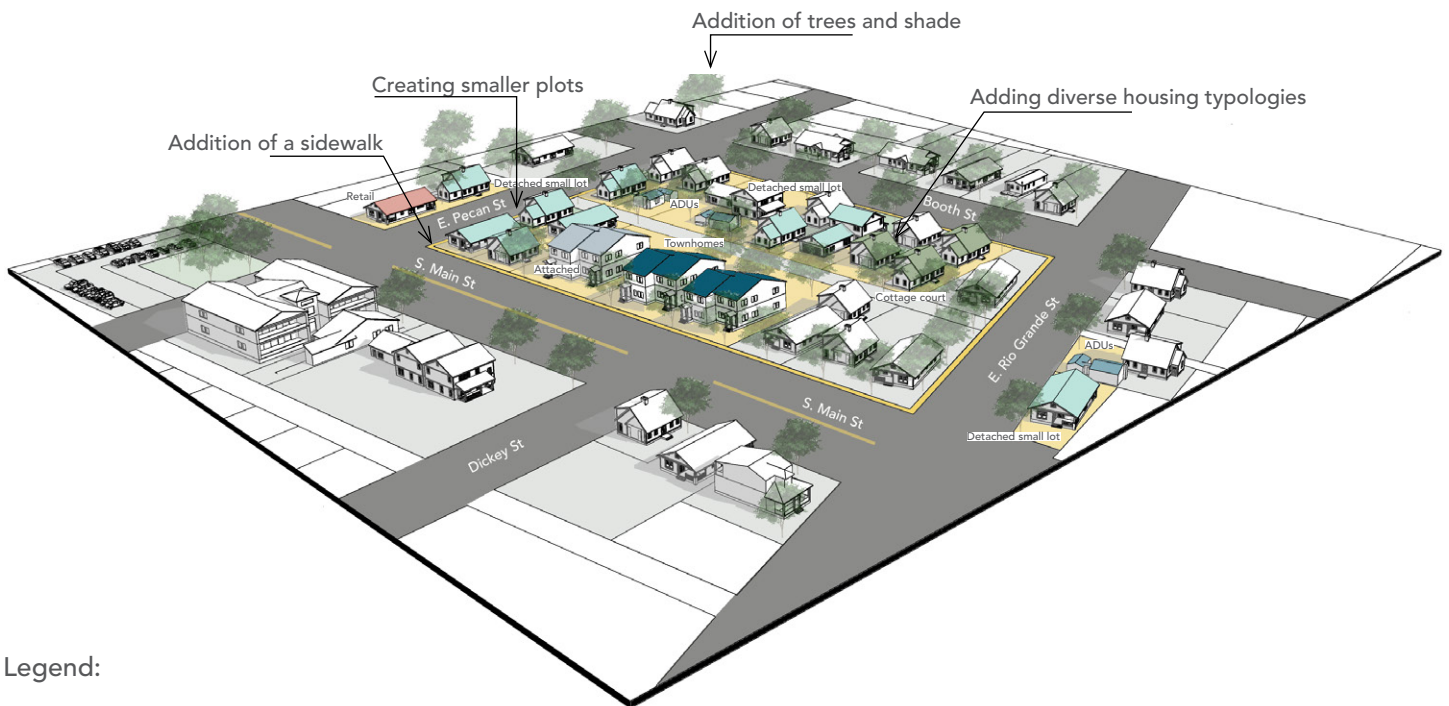
Revenue: \$31,293
Rev/Ac: \$5334

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

2040**

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

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



Legend:

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

Total area: 5.72 acres

Vacant and Underutilized area: 0 acres

New Units: 22

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

Total Units: 58

Figure 74: Example of a Projected Infill Development at E. Pecan Street and Booth Street, Taylor

NEIGHBORHOOD GREENFIELD

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

Total area: 1,367 acres

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

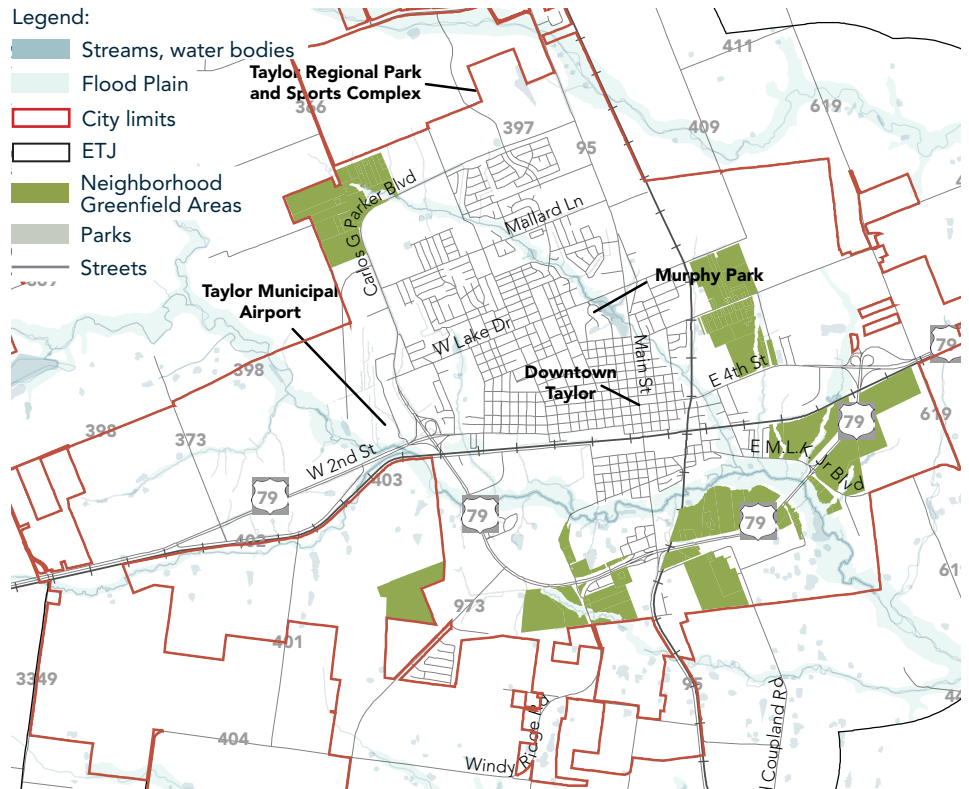


Figure 75: Neighborhood Greenfield

Source: City of Taylor



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

Source: The Balance



Duplex development is becoming more common again.

Source: City of Taylor



Greenfield developments can include mixed use buildings.

Source: Vision properties



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

Source: Builders and co



House scale apartment buildings fit into a neighborhood.

Source: NAHB



Newer apartment developments are being built with less convention styles.

Source: Glenmont Metro

TRADITIONAL NEW DEVELOPMENT

HOMETOWN, NORTH RICHLAND HILLS, TX



The development is centered around a natural recreation space.

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.

SPECIAL EMPLOYMENT DISTRICT

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

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

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

KEY TAKE-AWAYS FROM STAKEHOLDER AND PUBLIC MEETINGS

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

- Samsung is one of several new larger employers locating east of Austin that will create a demand for workforce housing and training in Taylor and surrounding areas.
- It would be advantageous to coordinate with Samsung and other employers to encourage workers to live in the City of Taylor. This can take the form of employer backed programs and incentives as well as encouraging new housing and services located within Taylor and near the Samsung facility that are attractive to this new workforce. At the Samsung Austin location, mixed use centers with high density housing, retail and services located near Samsung are sought after by younger workers and engineers.

- The development of the Samsung property can be utilized as an anchor to bring more high tech jobs into the area and specifically around the proposed Samsung facility. However, more work needs to be done to provide utility and transportation infrastructure in order to attract new related businesses. Employers are primarily looking for shovel-ready land for development.
- Encourage employees to use alternative commute methods by supporting employer based ride share programs and consider routes to bring people from the facility to restaurants, entertainment, and other services in Downtown Taylor.
- Plan for connected walking trails and pedestrian connectivity around the Samsung site to serve workers and residents in the area.
- Discourage low density residential land uses within the vicinity of the Samsung facility. These types of uses are not compatible with industrial uses and do not represent the best use of the land.
- Reserve land around the rail line as an opportunity for manufacturers to transport materials and supplies. Rails are a benefit for industrial uses, but are not as beneficial for residential areas.
- Consider how the adjacent high school can be supported by the employment area.
- Encourage participation by new businesses and their employees in the local civil life of the City of Taylor.



SUMMARY OF COMPREHENSIVE PLAN UPDATES

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

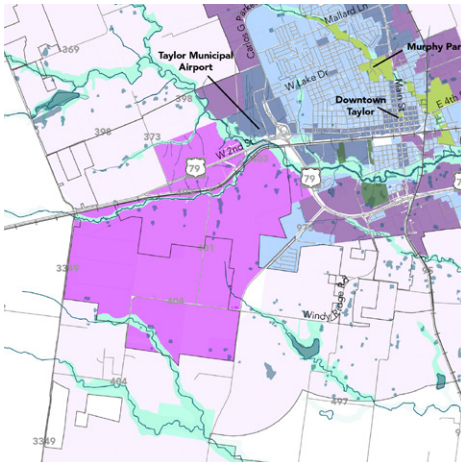


Figure 76: Growth Sectors

1. Growth Sectors Map

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

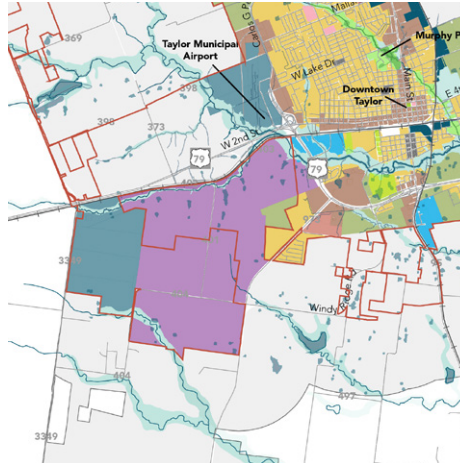


Figure 77: Future Land Use

2. Future Land Use Map

While the Growth Sector's Map identifies where development and redevelopment should be focused, the Future Land Use Map guides how that development or redevelopment should look and function. The Future Land Use Map was updated to include an additional land use category called a Special Employment District located on the Samsung property and to the north and east of the property. The purpose of this land use category is to encourage more high tech employment and include the services that support this use such as mixed use centers that include higher density housing and commercial services. Low density residential is not supported within the Special Employment District and should be discouraged.

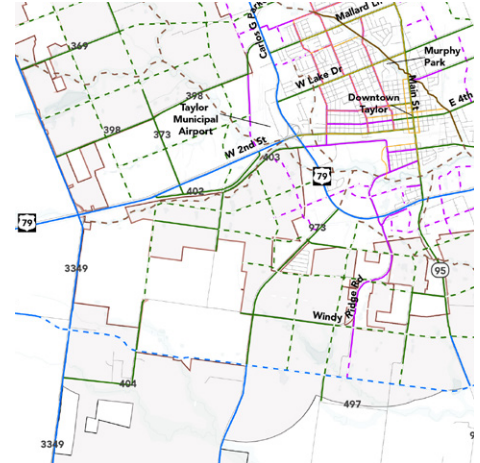


Figure 78: Transportation Master Plan

3. Thoroughfare Plan

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



4. Implementation Strategies

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

SPECIAL EMPLOYMENT DISTRICT

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

Total area: 2,516 acres

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

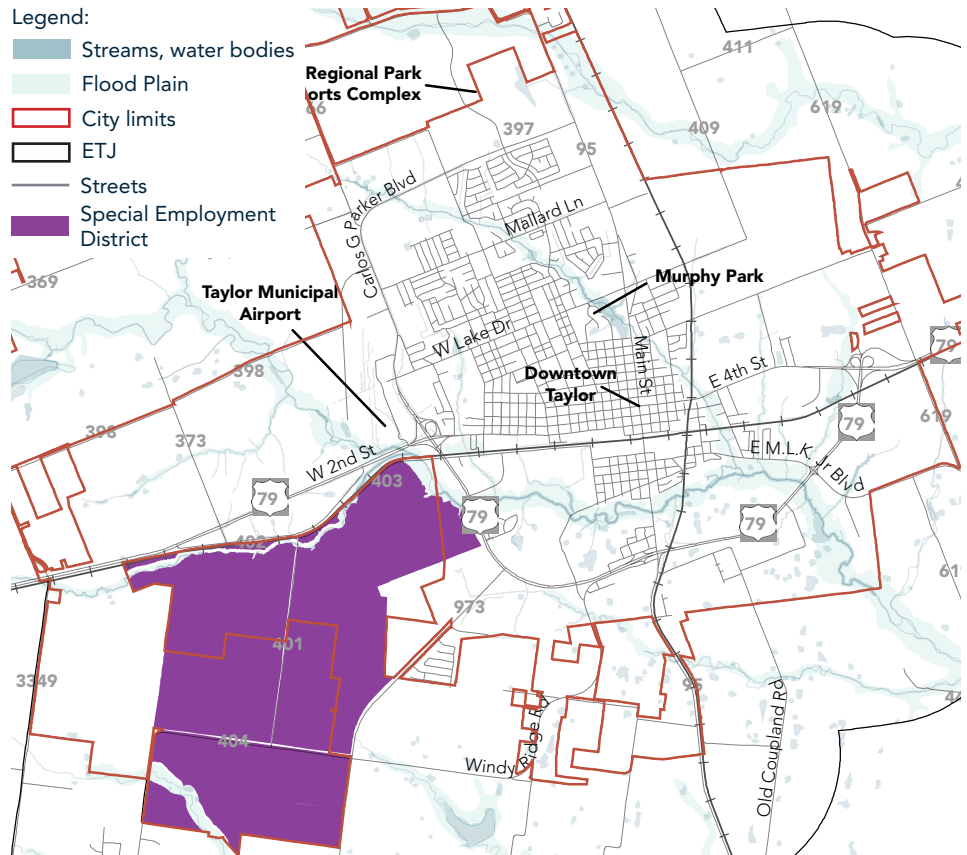


Figure 79: Special Employment District

Source: City of Taylor



Samsung facility will be fully operational from 2024.

Source: Korea Daily



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

Source: Dohearty



The district will provide for employment opportunities.

Source: Costar



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

Source: Tribeza



Multifamily housing is to be encouraged in the district.

Source: The Business Journal



Multifamily housing will encourage commercial spaces in its vicinity.

Source: Tribeza

SUMMARY AND KEY TAKE AWAYS

1

Focus on developing small and infill lots.

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



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 require a fiscal impact analysis for all proposed development projects that includes future infrastructure replacement costs so that decision makers can understand the impact new development will have on service costs and future liabilities.



Source: TBG Partners



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



Greenfield development can match the character of Taylor.



Thoughtful development patterns lead to resilience.



Ensure that new development pays for itself.

3

Build a network of local, small developers.

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



Source: Google Street View



Create local wealth and workforce opportunities.



Small, local developers offer unique character building assets projects.



Local Networks build resilience.



Ensure that new development pays for itself.

4

Maintain the character of Taylor.

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



Maintaining the character builds on Taylor's history.



Supporting and enhancing unique places in Taylor builds resilience.

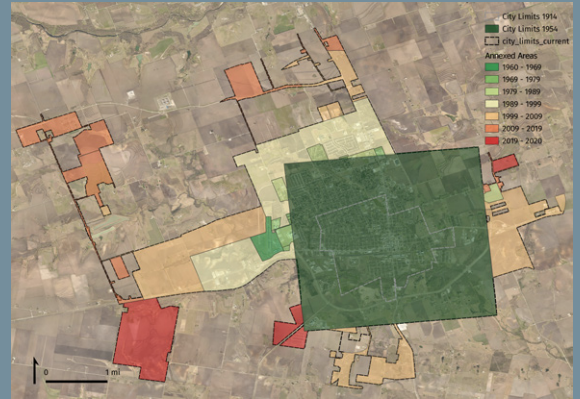


Support and enhance the character of existing neighborhoods and housing.

5

Accommodate new growth within the existing developed area.

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



Investments and improvements serve existing residents.



Enhance the existing fabric of Taylor.



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



Increase population density.



CHAPTER 3

TRANSPORTATION

↳ INTRODUCTION

↳ EXISTING CONDITIONS

↳ TRANSPORTATION PLAN

↳ STREET DESIGN

↳ STREET CROSS SECTIONS

↳ ON GOING RECOMMENDATIONS

↳ SUMMARY AND KEY TAKEAWAYS

INTRODUCTION

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

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

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

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

EXISTING CONDITIONS

EXISTING ROADWAY NETWORK

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

CARLOS G PARKER BOULEVARD ("THE LOOP")

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

W. SECOND STREET/E. FOURTH STREET

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

STATE HIGHWAY 95 (MAIN STREET)

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

US HIGHWAY 79

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



Main Street is a primary route through Taylor.

Source: HDR

EXISTING CONDITIONS

FM 973

This two-lane roadway serves as a north/south major arterial route connecting agricultural areas outside of city limits to US 79 and the core of the City of Taylor. FM 973 also provides access to Taylor High School south of US 79 and continues to US 290 in Manor. Center turn lanes are provided north of Kyra Lane.

CR 101/FM 3349

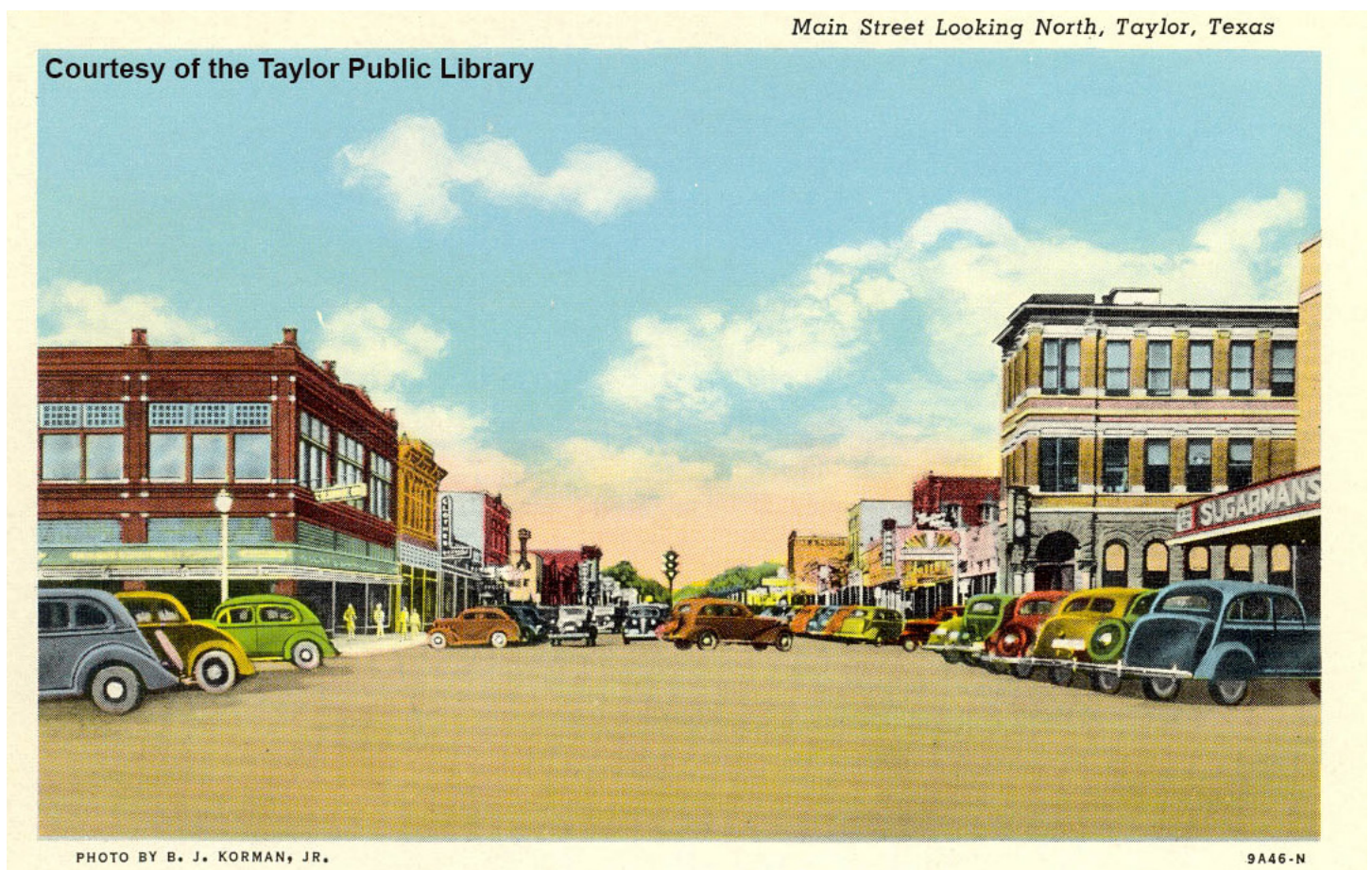
CR 101 and FM 3349 are two-lane roadways north and south of US 79, respectively. CR 101 is a major arterial connecting surrounding agricultural areas to Chandler Road to the north. FM 3349 is a minor arterial connecting surrounding agricultural areas to FM 1660 to the south. Williamson County plans to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

CHANDLER ROAD

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

FM 619

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



Vintage image showing historic heart of Taylor.

Source: Taylor Public Library

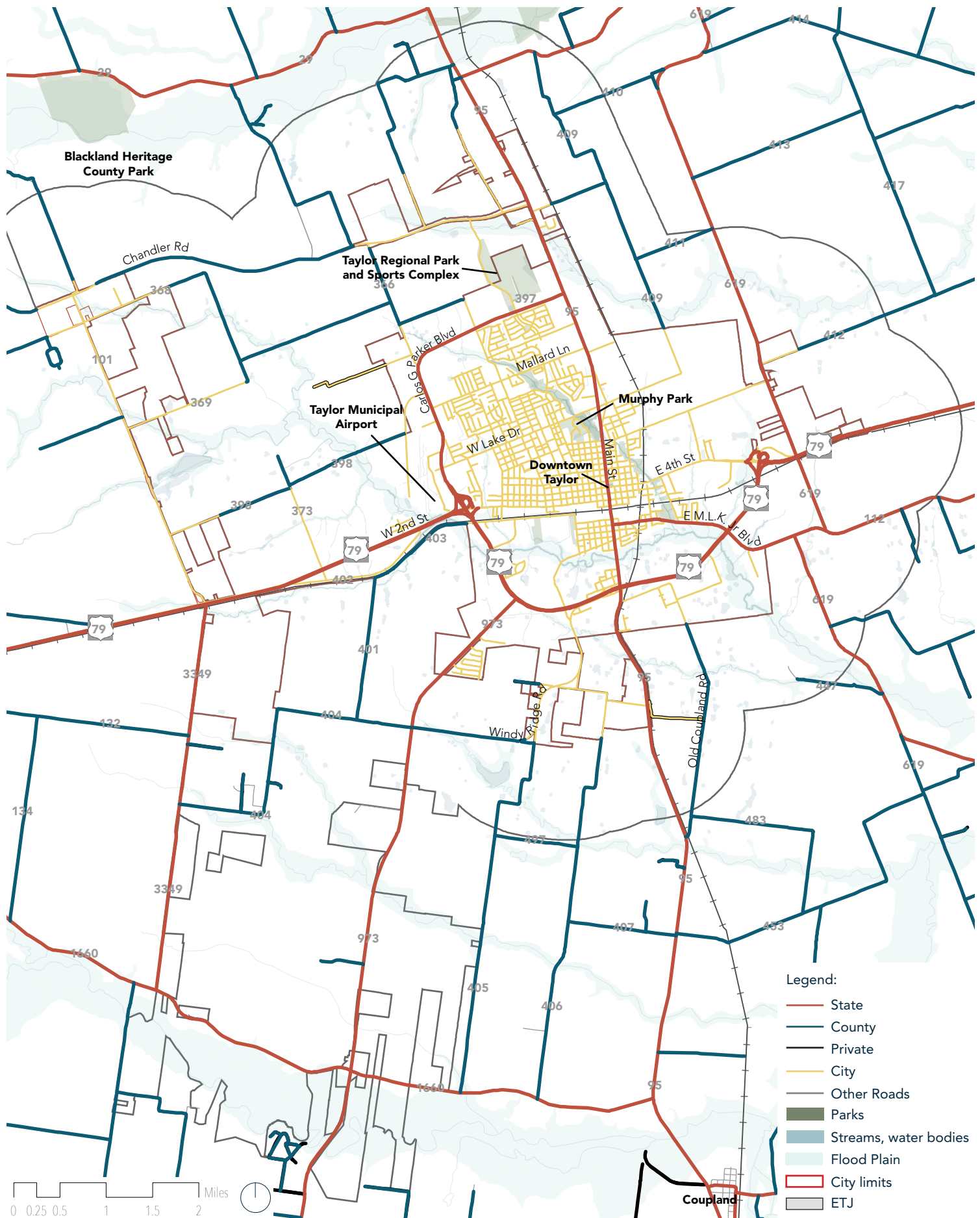


Figure 80: Road Ownership

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

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

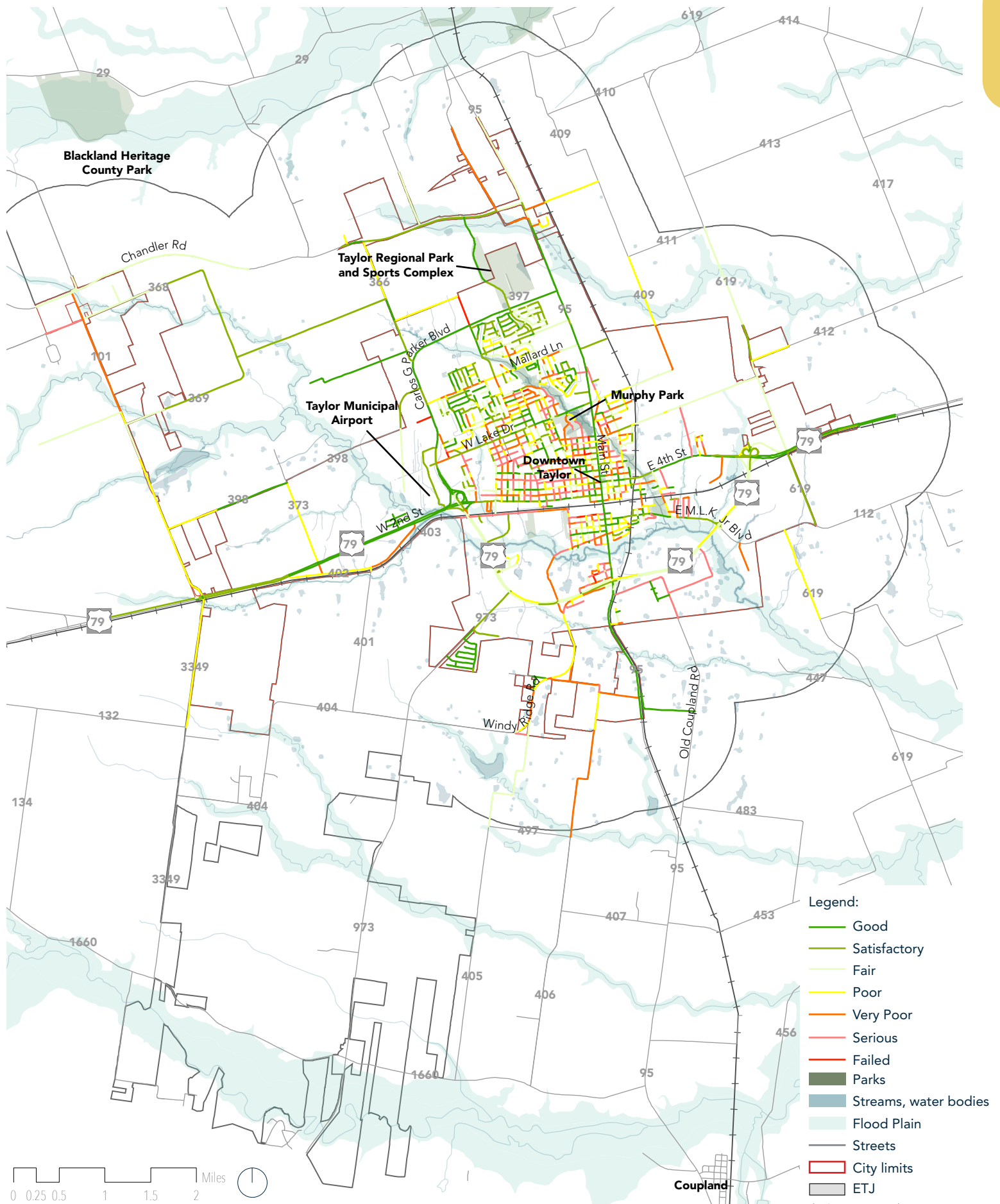
Source: HDR

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



3rd Street, Taylor Texas

Source: HDR



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

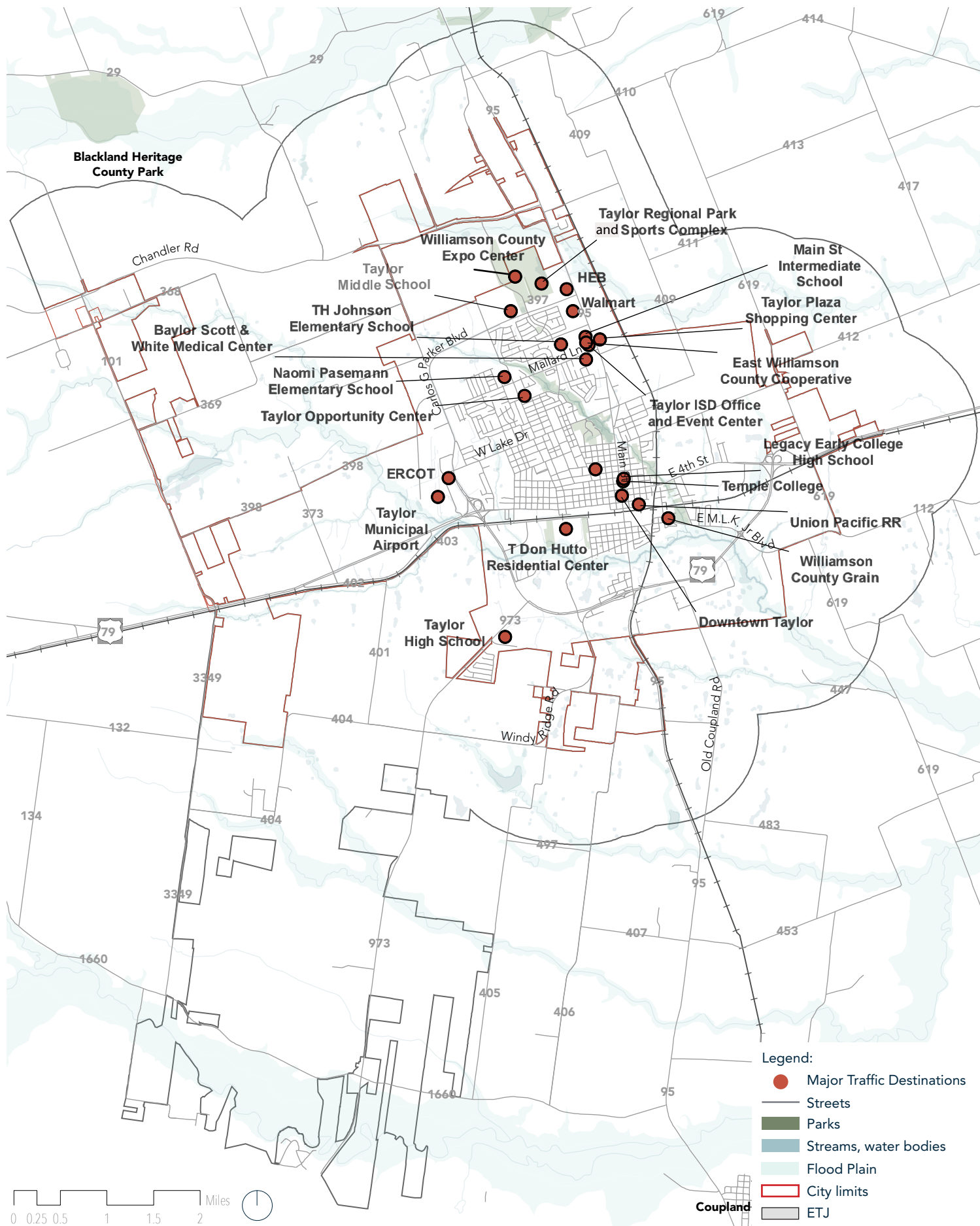


Figure 82: Major Traffic Destinations

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

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 Transportation Master 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

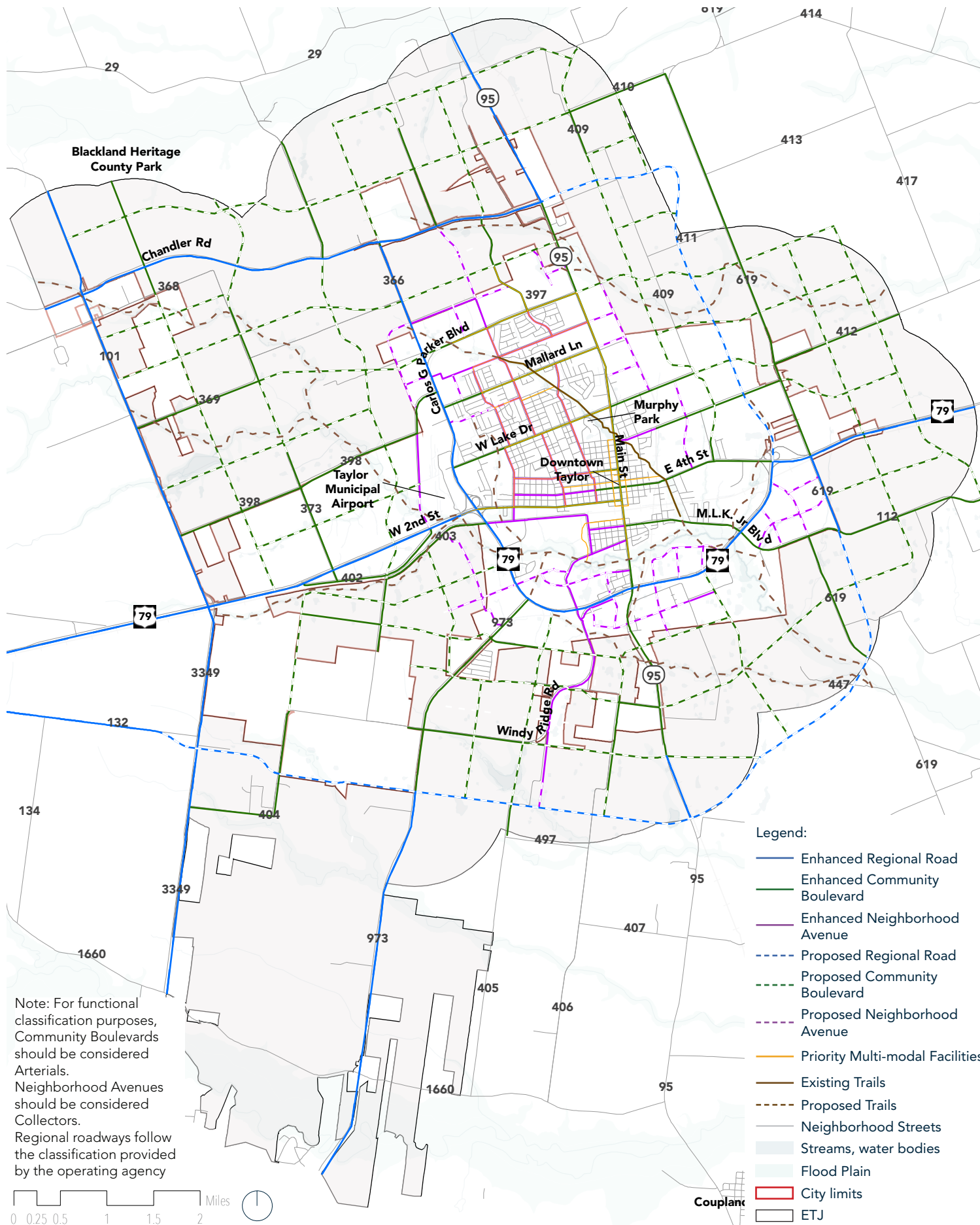


Figure 84: Transportation Master Plan

Source: City of Taylor, HDR

TRANSPORTATION PLAN

MULTIMODAL SYSTEMS

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

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



Sidewalks create a walkable Downtown.
Source: HDR



Wide trails are multimodal.

Source: HDR



CARS Taylor Station provides transit service.

Source: HDR

TRANSIT INTEGRATION

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

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

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

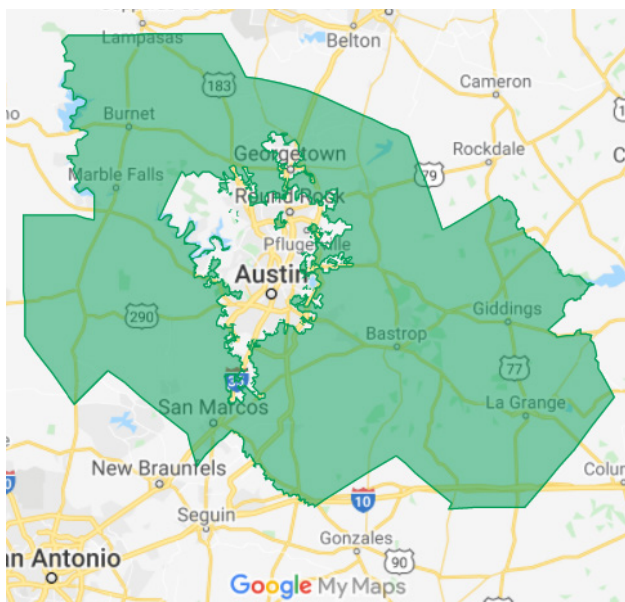


Figure 85: CARTS Service Area *Source: rideCARTS.com*

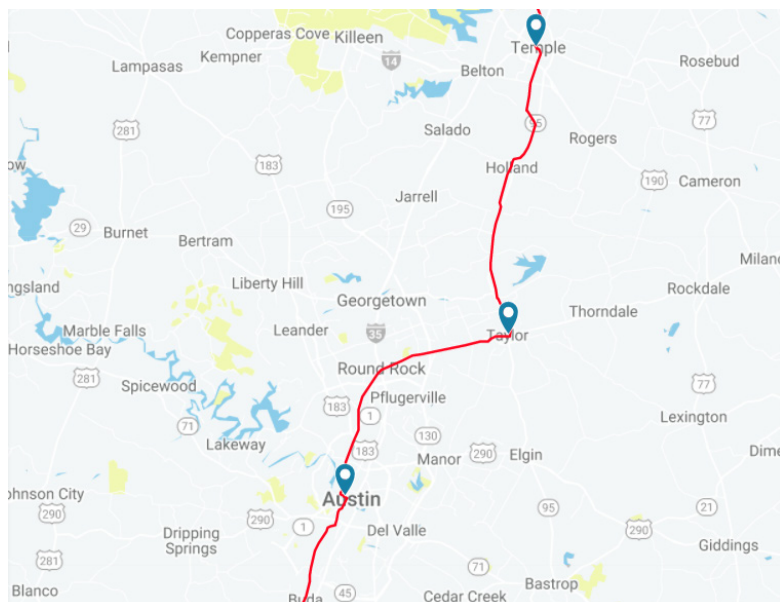


Figure 86: AMTRAK Route *Source: amtrak.com*

TRANSPORTATION PLAN

FUTURE TRAFFIC OPERATIONS

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

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

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

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



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

Source: HDR



2nd Street Traffic Calming improved the pedestrian experience.

Source: HDR

W. SECOND STREET

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

SH 95/MAIN STREET

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

TRANSPORTATION PLAN

GRID NETWORK

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

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

Source: transportation.ky.gov

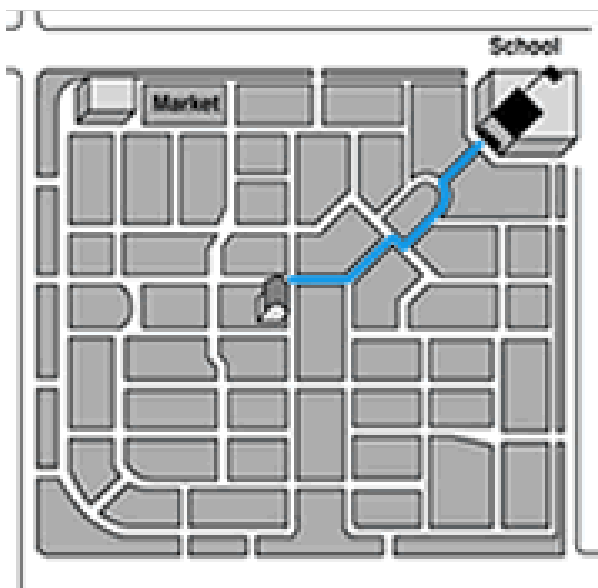


Figure 87: Grid Roadway Network

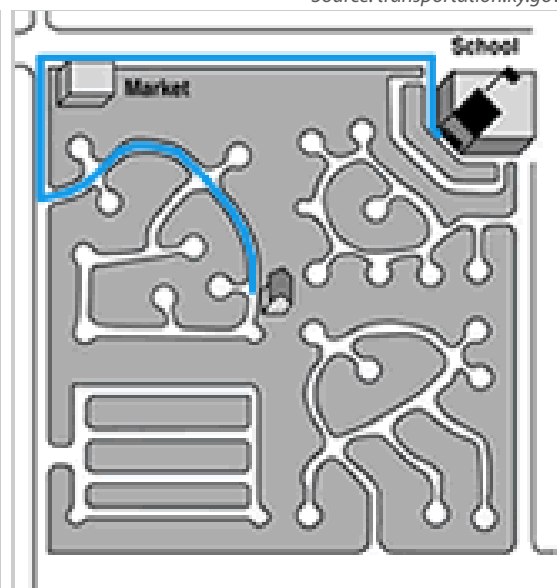


Figure 88: Dendritic Roadway Network

THOROUGHFARE CLASSIFICATIONS

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

NEIGHBORHOOD STREETS

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

NEIGHBORHOOD AVENUES

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

COMMUNITY BOULEVARDS

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

REGIONAL ROADWAYS

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

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

STREET DESIGN

THE PURPOSE OF A TYPICAL SECTION

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

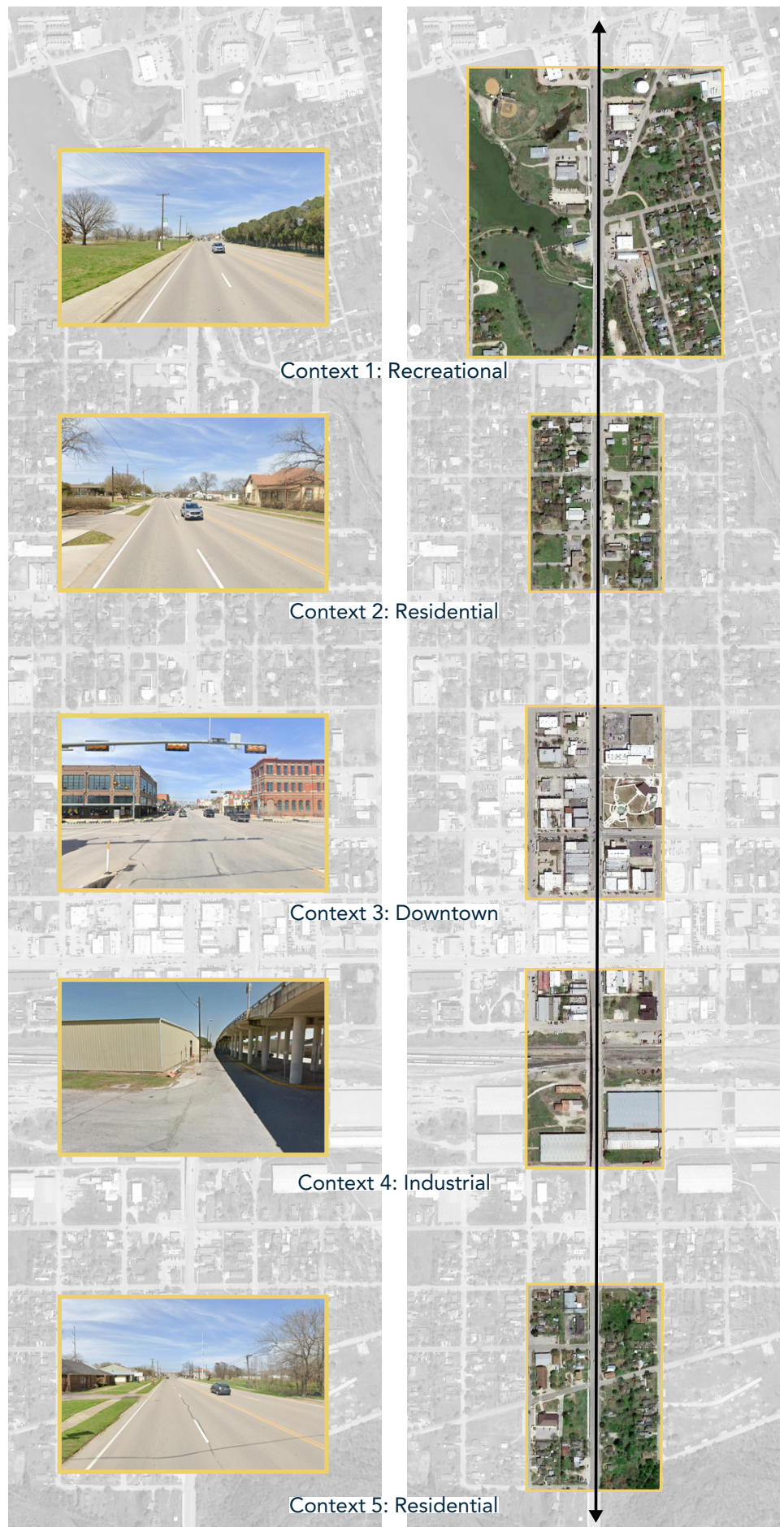


Figure 89: Street Contexts



CONTEXT SENSITIVE DECISION MAKING CHECKLIST

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

DESIGNING FOR PEOPLE (FUNCTION)

TYPE OF USERS

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

NUMBER OF USERS

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

DESIGNING FOR PLACE (CONTEXT)

BUILT ENVIRONMENT

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

NATURAL ENVIRONMENT

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

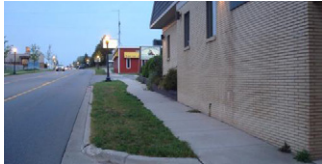
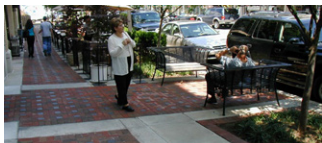
SOCIAL AND CULTURAL CONTEXT

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

ECONOMIC ENVIRONMENT

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

STREET DESIGN

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

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

STREET SECTIONS

YIELD STREET

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



Source: Safe neighborhoods

Yield Streets are narrow to keep traffic slow.



Source: HDR

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



Figure 90: Perspective Section Through Neighborhood Yield Street

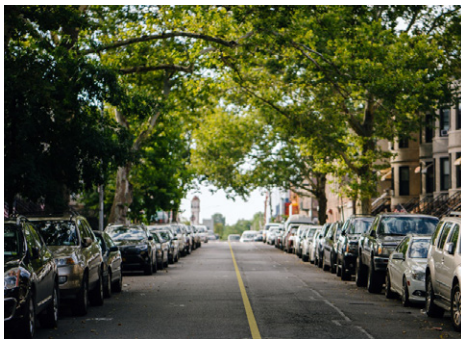
NEIGHBORHOOD STREET

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



Source: HDR

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



Source: Construction pros

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



Figure 91: Perspective Section Through Neighborhood Street

STREET SECTIONS

NEIGHBORHOOD AVENUE

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



Source: HDR

Avenues are scaled for people.



Source: Construction pros

Road diets along existing streets make room for amenities.



Figure 92: Perspective Section Through Neighborhood Avenue

COMMUNITY BOULEVARD - 2 LANE

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



Bicycles are separated from vehicles on boulevards.



A shared use path buffered from travel lanes.

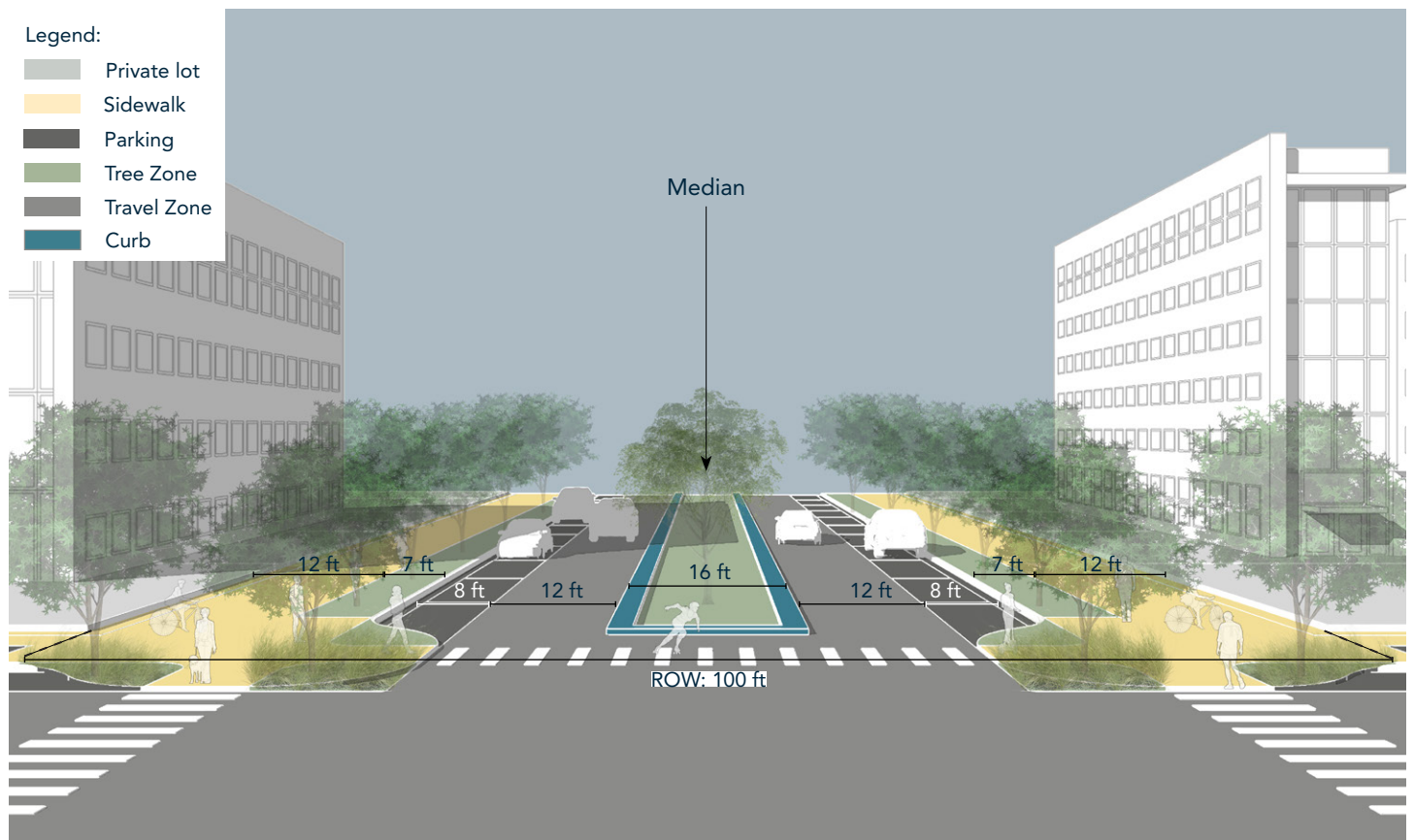


Figure 93: Perspective Section Through Community Boulevard - 2 lane

STREET SECTIONS

COMMUNITY

BOULEVARD - 4 LANE

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



Source: HDR

Boulevards serve commercial uses.



Source: HDR

Boulevards provide for high-density development.

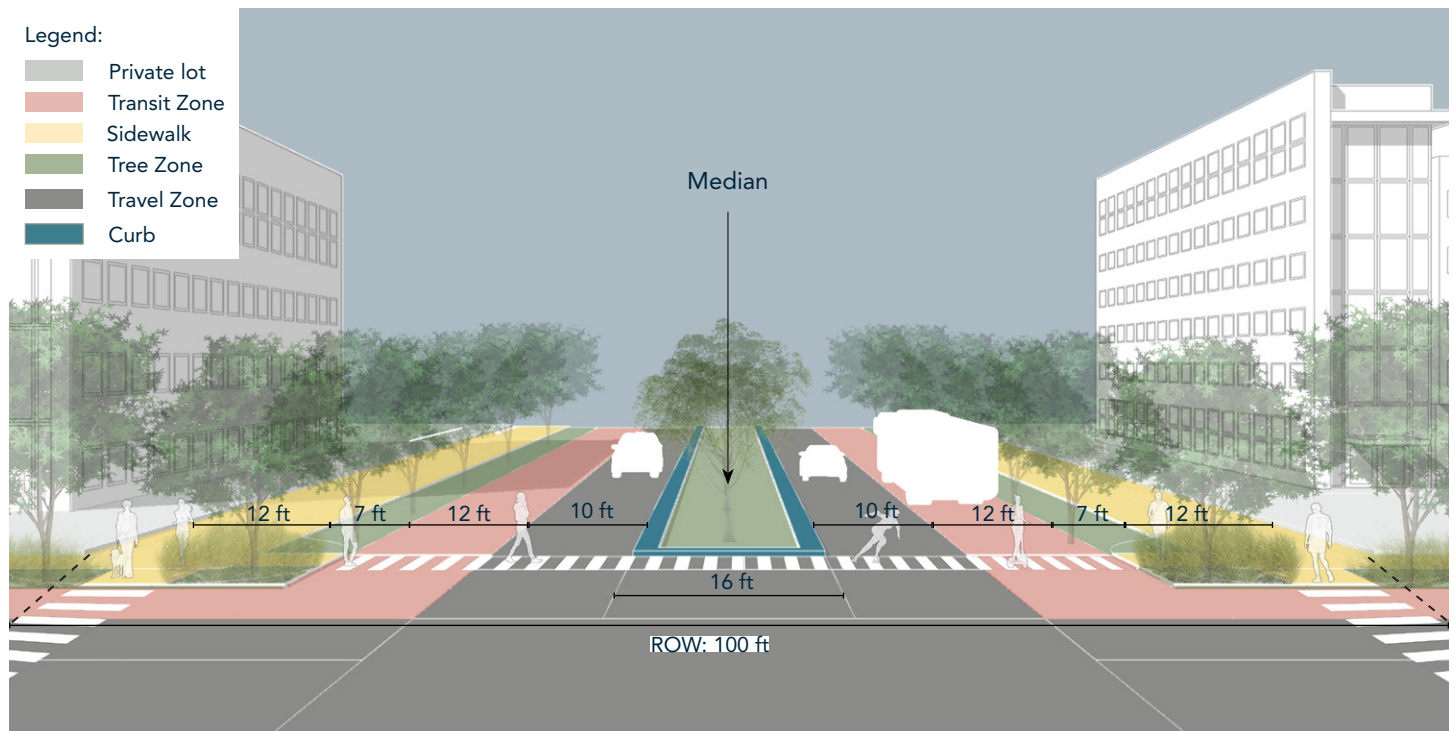


Figure 94: Perspective Section Through Community Boulevard - 4 lane

MULTI-WAY BOULEVARD

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



A multi-way boulevard with angled parking.

ON GOING RECOMMENDATIONS

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

COMPLETE "THE LOOP"

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

MULTIMODAL TRANSPORTATION

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

TAYLOR MUNICIPAL AIRPORT

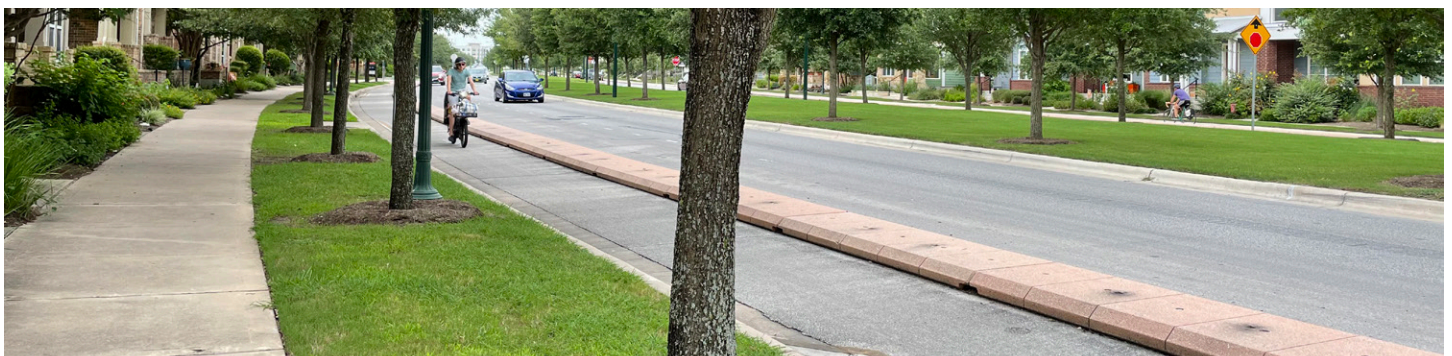
The Taylor Municipal Airport requires continuing maintenance to serve its role as a catalyst for economic development for the City of Taylor and the surrounding area. The City of Taylor Capital Improvement Plan includes new pavement area for expansion of aircraft parking and rehabilitation of existing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

RAILROAD

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

AMTRAK/TRANSIT

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



Bicycle facilities can be retro-fit into existing streets.

Source: HDR

SUMMARY AND KEY TAKEAWAYS

1

Build Streets and Roads.

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

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

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



Improves connectivity, maintaining community character



Maximizes use of existing roadways, promoting fiscal sustainability

Source: strongtowns.org



Streets:

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

Source: strongtowns.org



Roads:

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



A “stroad” in North Taylor serves too many functions

2

Designing streets for economic productivity and roads for traffic movement.

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



Improves all modes of travel, maintaining community character



Create public spaces and integrate transit, supporting inclusive growth



Multimodal transportation allows for housing diversity

3

Improve network connectivity.

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



Improves connectivity, maintaining community character



Maximizes use of existing roadways, promoting fiscal sustainability

4

Integrate access management.

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



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

SUMMARY AND KEY TAKEAWAYS

5

Use traffic calming to reduce speeds.

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

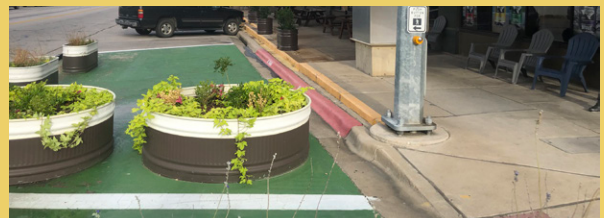
- Narrow travel lanes
- On-street parking
- Wider sidewalks
- Curb extensions and bulb outs
- Raised crosswalks
- Street trees



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



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



Low-cost traffic calming improvements slow cars

Source: HDR

6

Develop and implement a ADA transition plan.

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



Accessible public spaces is essential to inclusive growth

7

Develop and implement a way finding strategy.

Many roads and destinations around the City of Taylor lack signage that would help visitors and residents easily locate their destination. The City should work to install guide signs, especially along major routes and near important attractions to help people find their way. This can help improve traffic and tourism within the City.



Accessible public spaces is essential to inclusive growth

8

Develop a Vision Zero program.

Vision Zero is an international safety initiative with the goal of zero fatalities and serious injuries on the roadway network. A safe, healthy, and equitable mobility system is a priority for the City of Taylor. The city should develop a Vision Zero program that defines actionable steps to provide safe mobility. This program should consider design, human behaviors, policies, and technologies to eliminate crashes. Implementation of a Vision Zero Policy requires key components for a successful program:

- Political commitment
- Multidisciplinary leadership
- Cooperation and collaboration
- Action plan
- Equity
- Systems-based approach
- Data-driven
- Community engagement
- Transparency



Safety of all road users is critical to inclusive growth



City improvements lead to safer places for pedestrians and vehicles.

Source: HDR



CHAPTER 4

HOUSING & NEIGHBORHOODS

↳ INTRODUCTION

↳ EXISTING CONDITIONS

↳ RESIDENTIAL TYPOLOGIES

↳ SUMMARY AND RECOMMENDATIONS

INTRODUCTION

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

POLICY ID	BIG IDEA	POLICY STATEMENT
H1	 Diverse Housing	Neighborhoods should have a mix of housing affordable to all income levels and age groups.
H2	 Inclusive Growth	Programs and policies should be developed to assist existing residents so that they can stay in their neighborhoods.
H3	 Inclusive Growth	Housing policies and development regulations should consider the need to reduce the gap between median income and rental rates or sales price of housing.
H4	 Fiscal sustainability and infrastructure	Infill missing middle housing and accessory dwelling units should be prioritized over new, large lot single family development.

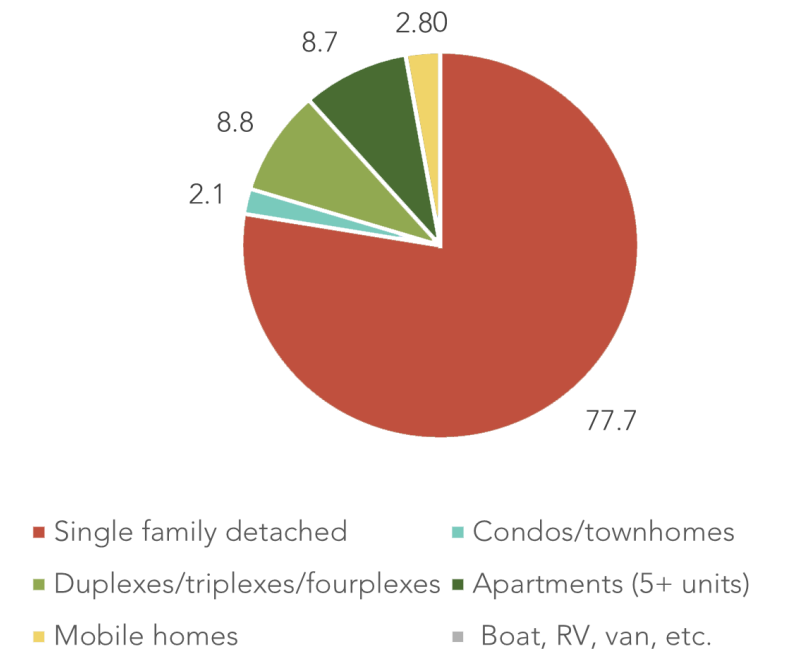


EXISTING CONDITIONS

The US Census counts approximately 5,732 housing units in Taylor. The following section analyzes the type of housing, condition of housing, occupancy of housing, and affordability of housing for Taylor residents now and into the future.

HOUSING TYPE

Taylor’s housing stock is made up primarily of single family detached homes (77.7 percent) followed by Duplexes / Triplexes / Fourplexes (8.8 percent) and Apartments (8.7 percent). The percentage of Taylor’s housing stock made up of single-family detached housing is greater than Williamson County, the State of Texas and all other comparison cities with the exception of Hutto and Leander. Taylor has the highest percentage of Duplex / Triplex / Fourplex housing types which are often referred to as missing middle housing types.



Source: Decennial Census, American Community Survey

Figure 95: Taylor’s Occupied Housing by Type

	State of Texas	Williamson County	Taylor ★	Round Rock	Leander	Cedar Park	Hutto	Bastrop City
Single Family Detached	65.2%	73.2%	77.7%	68%	87.5%	75%	94.7%	68.9%
Single Family Attached	2.6%	2.3%	2.1%	2.2%	0.8%	1.4%	2.4%	2.5%
Duplexes/ Triplexes/ Fourplexes	5.1%	4.3%	8.8%	5.1%	0.9%	2.4%	1.8%	4.9%
Apartments (5+ Units)	19.7%	17.7%	8.7%	24.6%	7.5%	19.9%	0.5%	21.3%
Mobile Homes	7.2%	2.5%	2.8%	0.3%	3.3%	1.3%	0.7%	2.4%

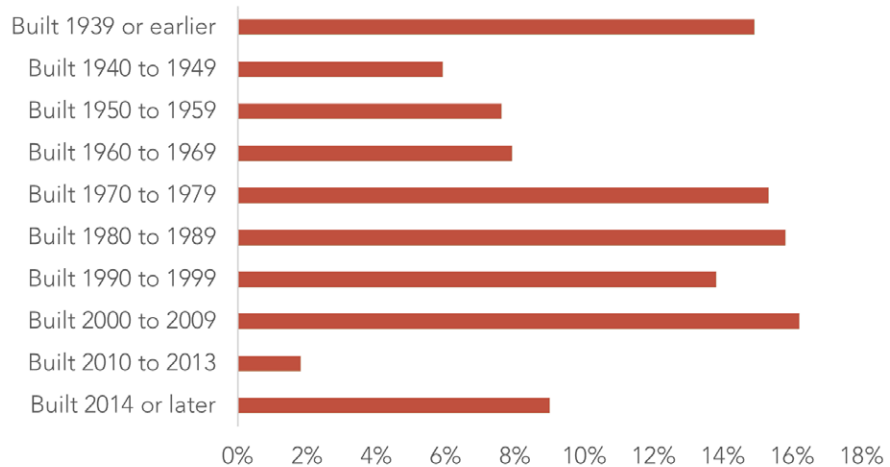
Figure 96: Occupied Housing by Type

Source: Decennial Census, American Community Survey

EXISTING CONDITIONS

AGE AND CONDITION OF HOUSING

The majority of Taylor's Housing Stock was created from 1970-2009 (72 percent). Additionally, a significant portion, 15 percent, of Taylor's Housing Stock is from 1939 or earlier. Older homes typically have higher maintenance costs associated with them, placing more of a cost burden on the owners. This could also be a result of the many restored/renovated homes located within Taylor.

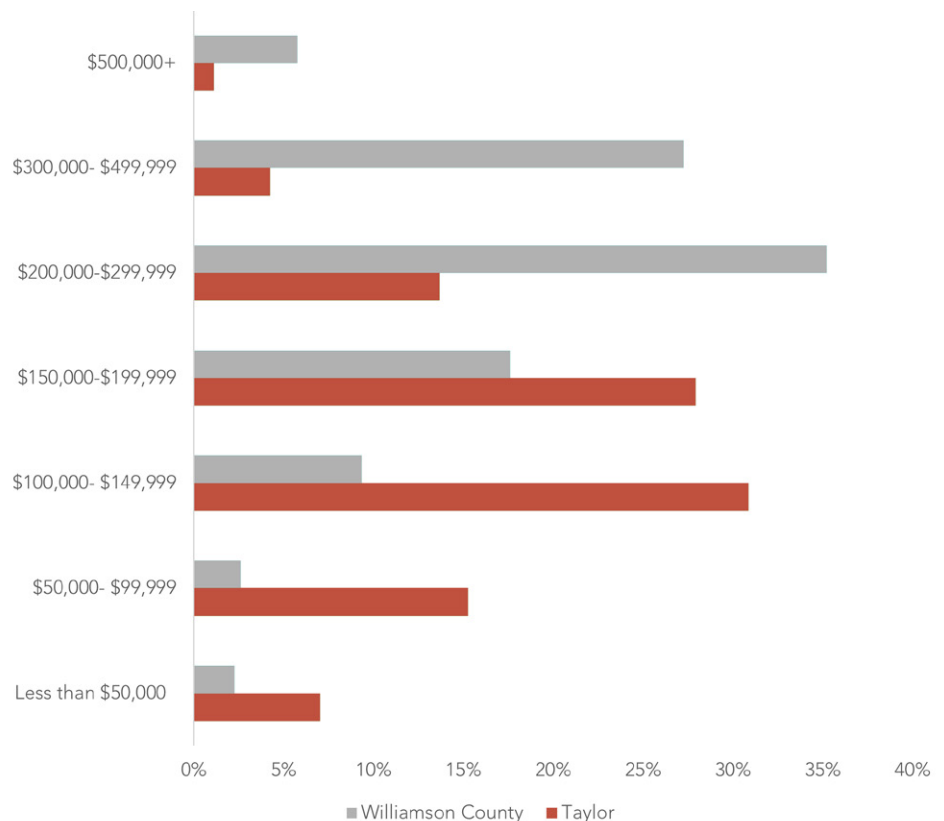


Source: Decennial Census, American Community Survey

Figure 97: Housing Stock Age in Taylor

VALUE OF EXISTING HOUSING

Taylor's home value trends do not align closely with Williamson County's. The value of Taylor's existing housing stock is significantly lower than Williamson County. The majority of Taylor's home values are within \$100,000- \$199,999 range, whereas Williamson County's majority lies within the \$200,000- \$499,999 range. Additionally, about 22% of Taylor's housing stock is worth less than \$100,000, whereas Williamson County only has about 5% of its housing stock within that range. This could be a result of Taylor's housing stock being smaller, older, or more deteriorated when compared to Williamson County's housing stock. Preservation and maintenance of this older housing stock is key to retaining affordable housing options for Taylor residents at lower income levels.



Source: Decennial Census, American Community Survey

Figure 98: Value of Existing Housing in Taylor

HOMEOWNERSHIP RATE

The ownership rate in the City of Taylor is higher than the ownership rate in the State of Texas (61.9 percent) but lower than the ownership rate in Williamson County (68.8 percent).

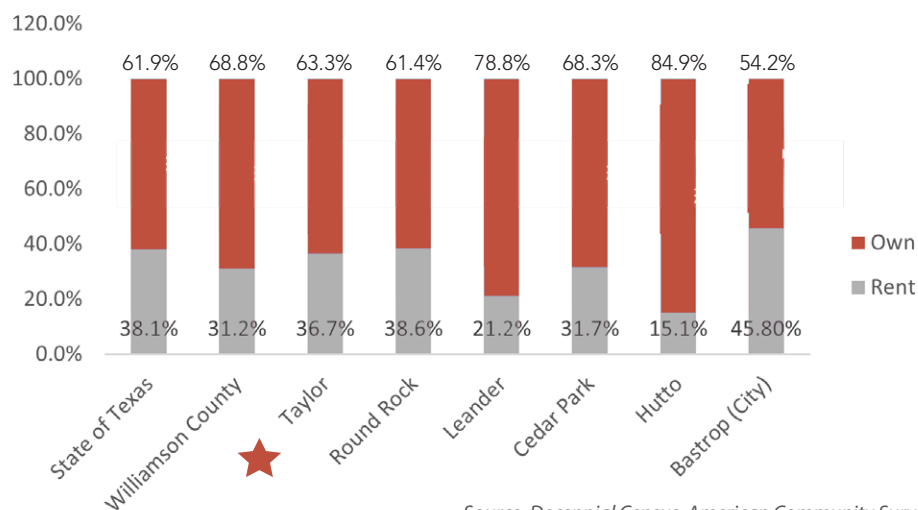


Figure 99: Homeownership Rate in Taylor

SINGLE FAMILY RESIDENTIAL HOME CONSTRUCTION

Single Family permit data in the City of Taylor indicates that the number of new homes constructed since 2017 will more than double in 2020. The average size of homes has been decreasing since 2017 but the permit value reported was decreasing prior to 2020 when it began increasing despite smaller homes being constructed on average.

	# of Permits	Average Square Feet	Average Permit Value	Average Value Per Square Foot
2017	81	2,456	\$275,347.30	\$112.13
2018	59	2,364	\$268,567.79	\$113.62
2019	159	2,302	\$256,766.34	\$111.52
2020	179	2,167	\$267,690.54	\$123.55

Source: City of Taylor Permit Data

Figure 100: New Single Family Home Trends in Taylor

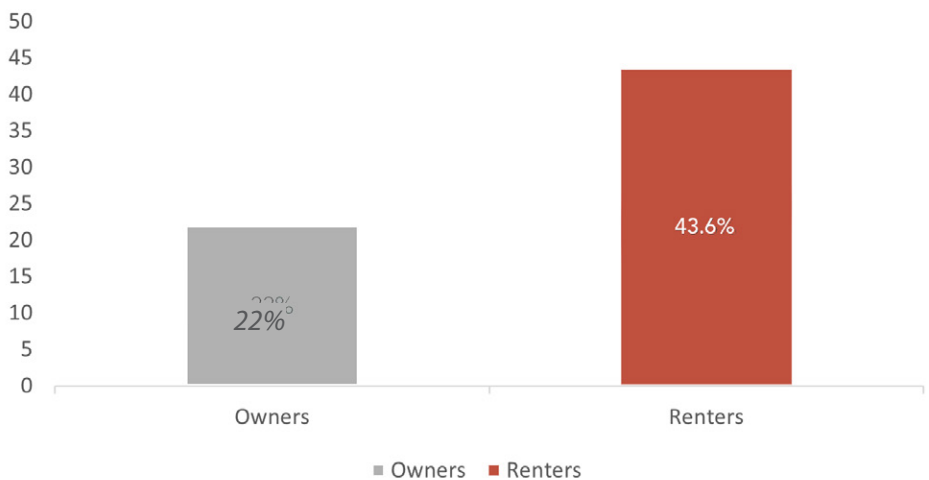
EXISTING CONDITIONS

HOUSING AFFORDABILITY

The federal definition of affordability utilized by the United States Department of Housing and Urban Development (HUD) says that:

1. Housing costs are “affordable” if they do not exceed 30 percent of a household’s gross monthly income.
2. “Costs” include basic utilities, mortgage insurance, HOA fees and property taxes in addition to monthly rent or mortgage.

In Taylor, 22 percent of owner-occupants as well as 43.6 percent of renters are cost-burdened.



Source: Decennial Census, American Community Survey

Figure 101: Cost-Burdened Households in Taylor

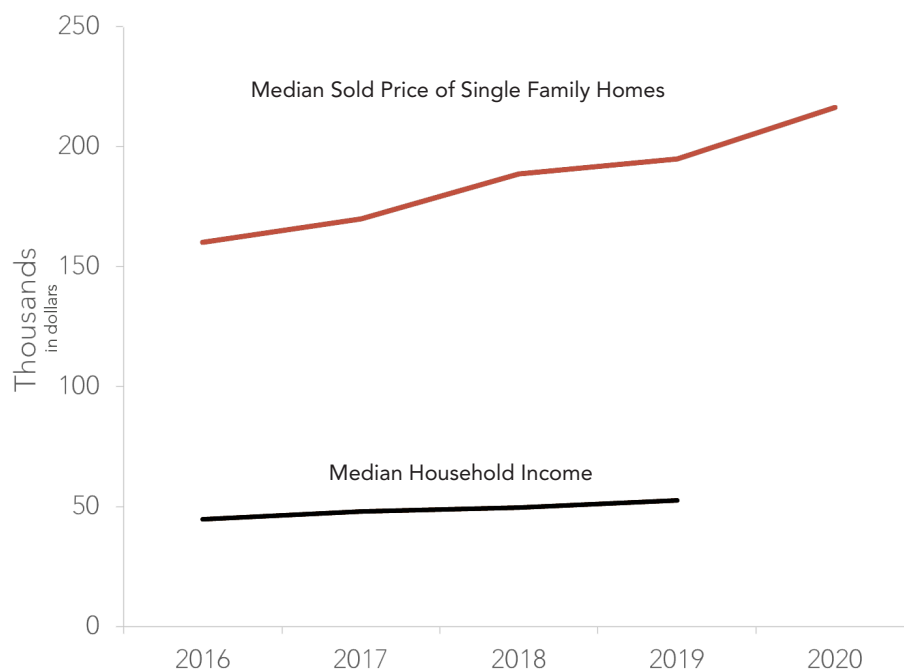
SINGLE FAMILY HOME PRICES

The median price of a single family home sold in Taylor has increased by an average of 7.1 percent per year for the past 5 years with the highest increase from 2019 to 2020 where the median price of a home sold in Taylor increased by 11 percent.

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

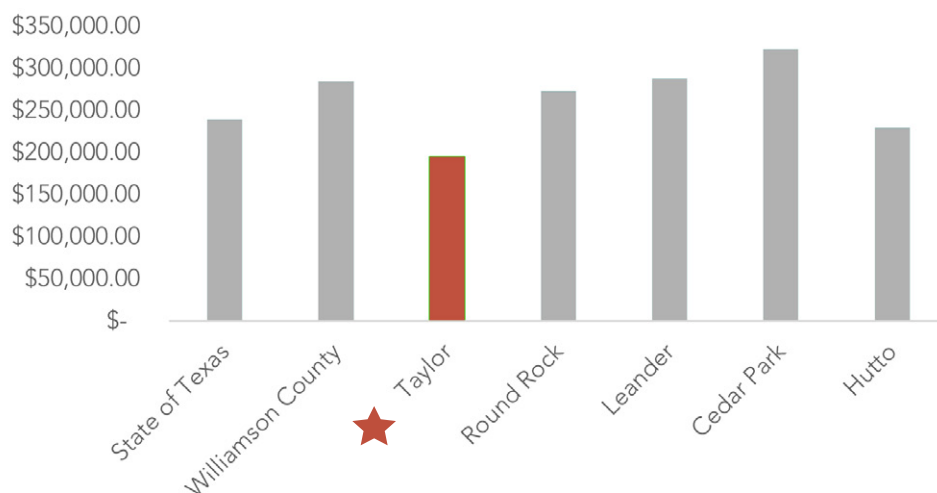


As the cost of land and construction costs continue to increase the cost of a single family home is projected to increase as well. This trend where the median price of a home grows faster than the median household income will result in a wider housing gap over time. This chapter explores the incorporation of missing middle housing types to address the growing unattainability of detached single family homes.



Source: MLS Data; American Community Survey

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



Source: MLS Data; American Community Survey

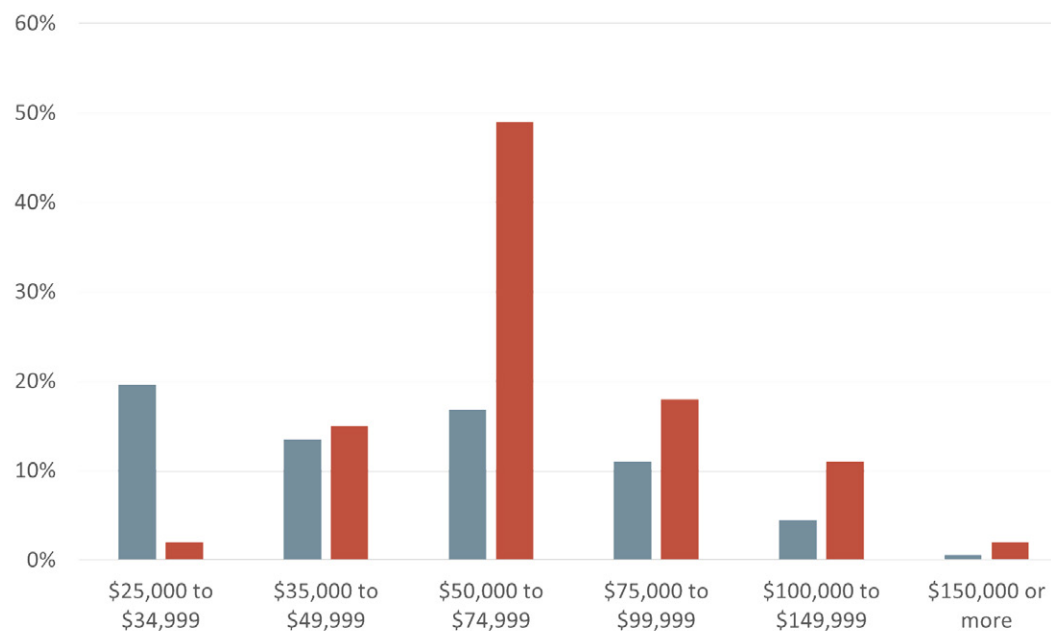
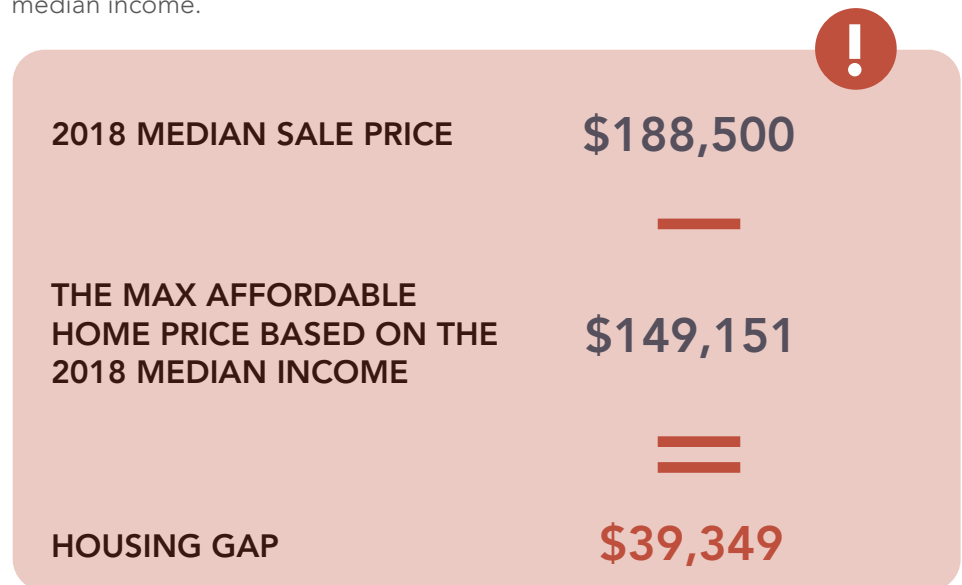
Figure 103: Median Sold Price of Single Family Homes

EXISTING CONDITIONS

HOUSING GAP

In addition to identifying cost-burdened residents, another tool to monitor housing affordability in a community is comparing the housing costs in a community to the income levels. This can be achieved by comparing home prices to incomes in the community and is referred to as the housing gap. *Figure 109: Housing Affordability Chart in Taylor* below calculates the cumulative housing gap in Taylor by income level. Residents earning less than \$25,000 per year are not included in the housing gap because they are not at an income level to support home ownership. For renters making less than \$50,000 per year that would like to enter the homeownership market, there is not enough supply available at that income level. In Taylor, the cumulative housing gap for renters wanting to purchase a home and making less than \$50,000 per year is -16.1 percent. In addition, only 5 of the homes sold for less than \$150,000 were built in the last 20 years.

A more simple way to express the housing gap in a community is a simple comparison between the median sale price of a home and the maximum affordable home price based on the median income.



Source: MLS Data; American Community Survey

Figure 104: Percent of Renters compared to Percent of Homes sold in 2018

	Maximum Affordable Home Price*	Renters		Sold Homes 2018		Purchase Gap	Cumulative Gap excluding >\$25,000
		Pct.	Num.	Pct.	Num.		
Less than \$25,000	\$75,000	34.1%	645	3%	8	-31.1%	
\$25,000 to \$34,999	\$104,997	19.6%	372	2%	4	-17.6%	-17.6%
\$35,000 to \$49,999	\$149,997	13.5%	255	15%	38	1.5%	-16.1%
\$50,000 to \$74,999	\$224,997	16.8%	318	49%	121	32.2%	16.1%
\$75,000 to \$99,999	\$297,000	11.0%	208	18%	45	7%	23.1%
\$100,000 to \$149,999	\$449,997	4.5%	85	11%	27	6.5%	29.6%
\$150,000 or more	\$449,997+	.6%	11	2%	4	1.4%	31.0%
Total							-33.7%

* Maximum affordable home price is an estimate based on a conservative estimate of a person being able to afford a home that is 3 times their income.

Figure 105: Housing Affordability Chart in Taylor

RESIDENTIAL TYPOLOGIES

ADDITION OF THE MISSING MIDDLE

Missing middle housing refers to a range of house scale buildings with multiple units, compatible in scale and form with detached single family homes, located in a walkable neighborhood. Existing codes in many cities make it difficult to create missing middle housing, so they aren't as common as single-family or large apartment developments. When allowed, missing middle housing is a more attainable building type for many reasons. Missing middle housing typically has a smaller width, depth and height than large multifamily complexes. The smaller buildings

and lots allow a range of housing types to be blended into an existing neighborhood without disrupting the residential character surrounding them. Density for these development types are often higher than 16 dwelling units per acre and support a walkable area, but do not look like dense multifamily apartment buildings. Missing middle housing also has the potential to deliver affordability that local property owners and developers can take advantage of because of smaller, less expensive lots and less expensive construction costs. A code that identifies and allows missing

middle housing is positive, but there are many other factors that influence the development of missing middle housing that should be considered. These include availability of financing, cost of construction, length of time for approvals, impact fees, and parking requirements.

Missing middle housing is projected to increase from approximately 23% to 43% of all housing in the City as the Comprehensive Plan and Future Land Use Map are implemented.

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 106: Missing middle housing graphic

Source: Opticos



Figure 107: Existing percentage of residential typologies

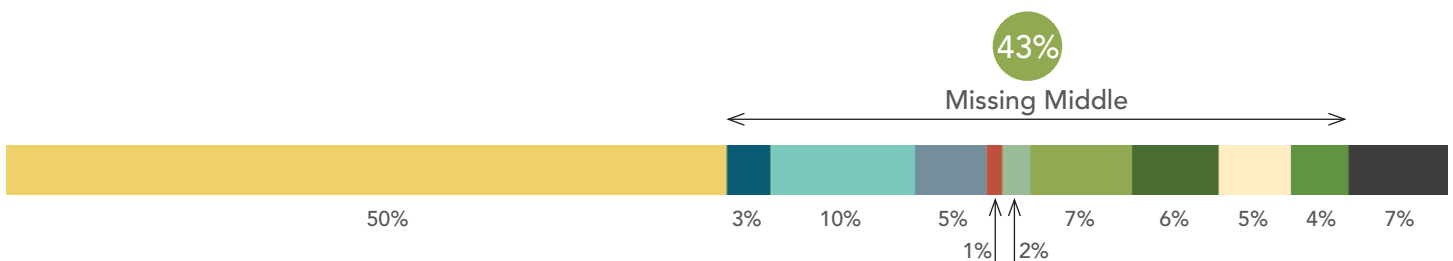


Figure 108: Proposed percentage of residential typologies

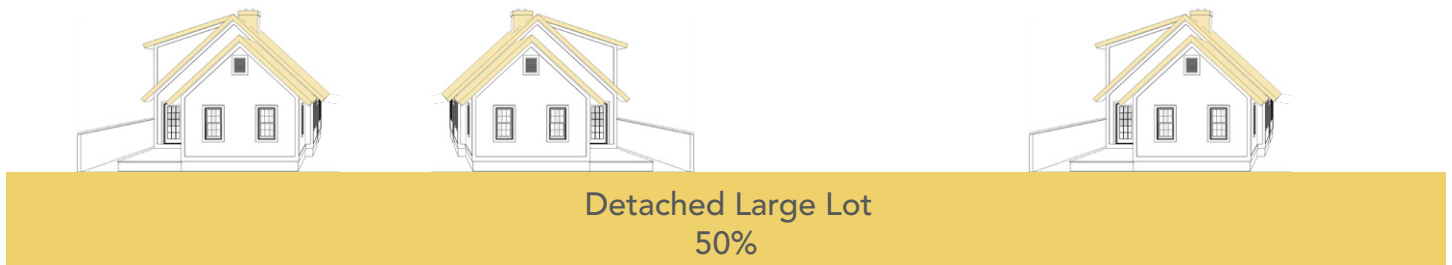


Figure 109: Detached Large Lot

DETACHED HOUSE LARGE LOTS: TARGET 106 UNITS PER YEAR

Conventional detached homes on lots greater than 5,000 square feet make up the majority of housing being built in Taylor now and projected into the future. This housing product serves a need for housing particularly for larger families with children. This product type is becoming less and less affordable as both construction cost and land costs continue to rise. Infrastructure costs are high on a per unit basis due to the wider lots and need to extend streets and utilities further distances.



Detached large lots with spacious backyards.
Source: Zillow



This is typical 2-story suburban home with 2 car-garage.
Source: Zillow

RESIDENTIAL TYPOLOGIES



Figure 110: *The Missing Middle*

ACCESSORY DWELLING UNIT: TARGET 14 NEW UNITS PER YEAR

Accessory dwelling units are second houses, garage apartments, granny flats, backyard houses, or offices built alongside single-family homes. Accessory dwelling units provide diverse affordable housing options with a lower intensity. In many cases, accessory dwelling unit standards allow for the conversion of existing structures (such as garages) into secondary dwelling units or as new accessory structures constructed on the existing available space (such as a backyard) of a single parcel. Accessory dwelling units are an affordable type of development because they use existing infrastructure and land, when compared to single or multifamily developments. Accessory dwelling units can increase the density of single-family neighborhoods without negatively impacting the existing neighborhood fabric or character. Accessory dwelling units can also increase the socioeconomic diversity of a neighborhood by providing lower-cost rental housing that is more affordable, resilient, built to today's energy and flooding standards, and building net worth for homeowners.



Accessory Dwelling Units like this one are often accessed from the alley.
Source: [Neighborhoods.com](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 111: The Missing Middle

ATTACHED UNITS: TARGET 28 NEW UNITS PER YEAR

Attached units are typically defined as two to three homes that share a wall and are each on individual lots. Attached homes are also referred to as townhouse units. They provide an opportunity for more affordable home ownership. This housing type typically includes a small yard that requires minimal maintenance and upkeep which can be desirable for young professionals or retirees. Attached homes maximize the infrastructure needed to support them.



Here is an example of attached units which are often found in 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

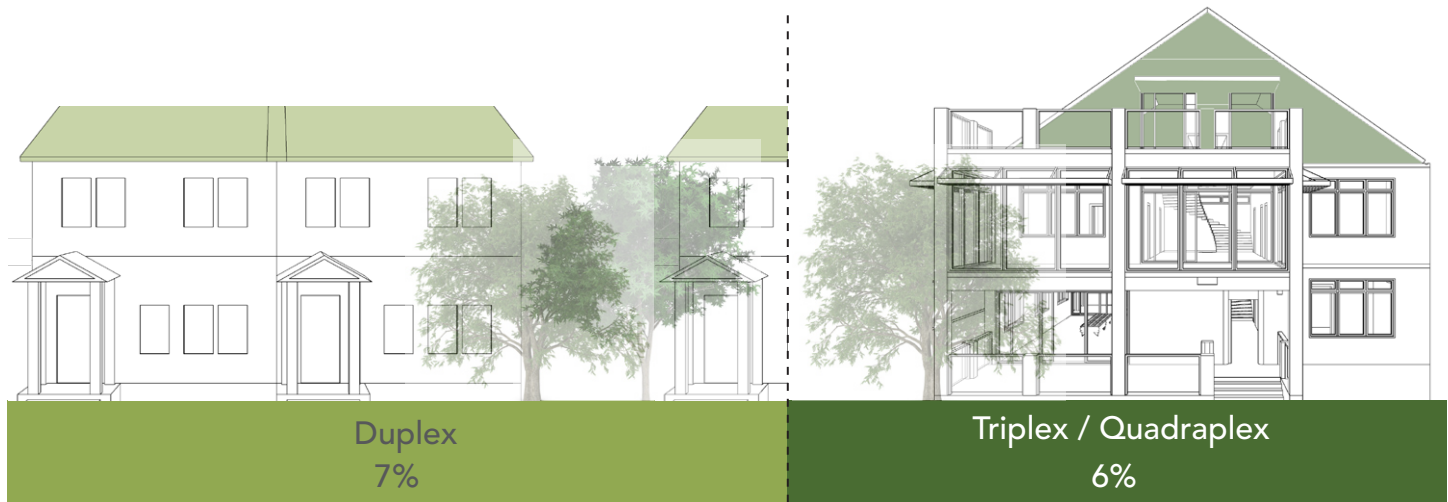


Figure 112: *The Missing Middle*

DUPLEX: TARGET 28 UNITS PER YEAR (14 BUILDINGS)

A duplex can take on many different forms from stacked to side-by-side or front to back. At 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

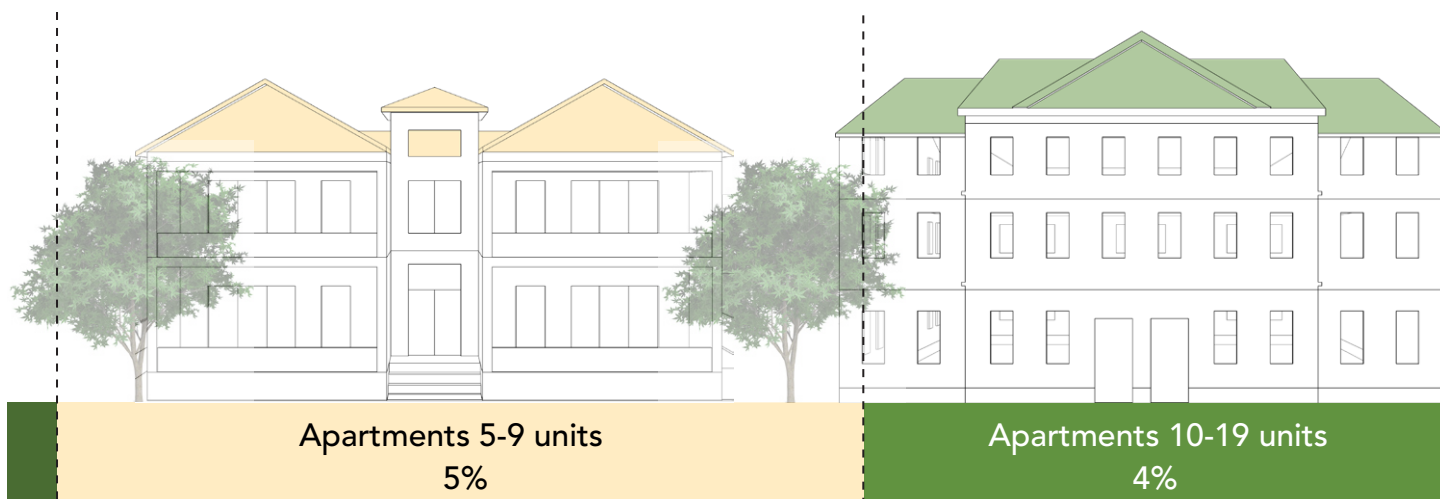


Figure 113: *The Missing Middle*

APARTMENTS 5-9 UNITS: TARGET 21 UNITS PER YEAR (3 - 4 BUILDINGS)

Small apartments with 9 units or less can fit in well within an existing neighborhood or an area transitioning from more intense uses. These buildings can resemble homes from the outside and offer an opportunity for living close in to amenities and within an existing urban fabric of lots and blocks.



Small apartment buildings can provide nicely scaled buildings for 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

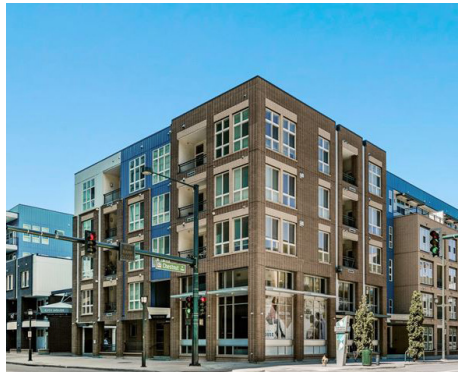
RESIDENTIAL TYPOLOGIES



Figure 114: Apartment building: 20 + units

APARTMENT BUILDING: 20 + UNITS TARGET 35 NEW UNITS PER YEAR

Apartment complexes with 20+ units can be integrated into new mixed-use centers. These urban style apartment buildings are not considered part of the missing middle housing type but are a valuable component to a mixed use center adding the densities needed to support a walkable mixed use environment.



Urban style apartments frame the street and add the density needed for a walkable center.

Source: For rent website



Apartment buildings provide a lot of benefit for urban efficiency.

Source: Vesta Corp website

SUMMARY AND KEY TAKEAWAYS

1

Build more smaller housing.

Building more smaller homes that use less land is one of the key takeaways for becoming more fiscally sustainable as a City. It is also a key element of building new housing that is more affordable. When more units are added within a similarly sized building envelope and on a similarly sized lot construction costs can be reduced. Multiple units are more expensive than a single unit because there are more kitchens and bathrooms but these increased costs can be partially off-set by shared walls and smaller square footages per unit. In addition land costs can be significantly reduced on a per unit basis.

Building more, smaller homes represents the most efficient use of infrastructure, services, and amenities including utilities, streets, parks police and fire, schools and libraries. These services are typically allocated based partially on the proximity. By building more smaller units in close proximity the cost of these services are reduced. By reducing barriers to building more, smaller units within the City and more specifically within existing developed areas, Taylor can achieve it's goals of becoming more fiscally sustainable and more affordable to existing and future residents.



Supports existing neighborhoods and communities.



Small and infill lots match historic development patterns.



Utilizing existing land as a resource promotes resilience.



Infill development supports fiscal sustainability.



Encouraging small housing supports a diversity of needs.

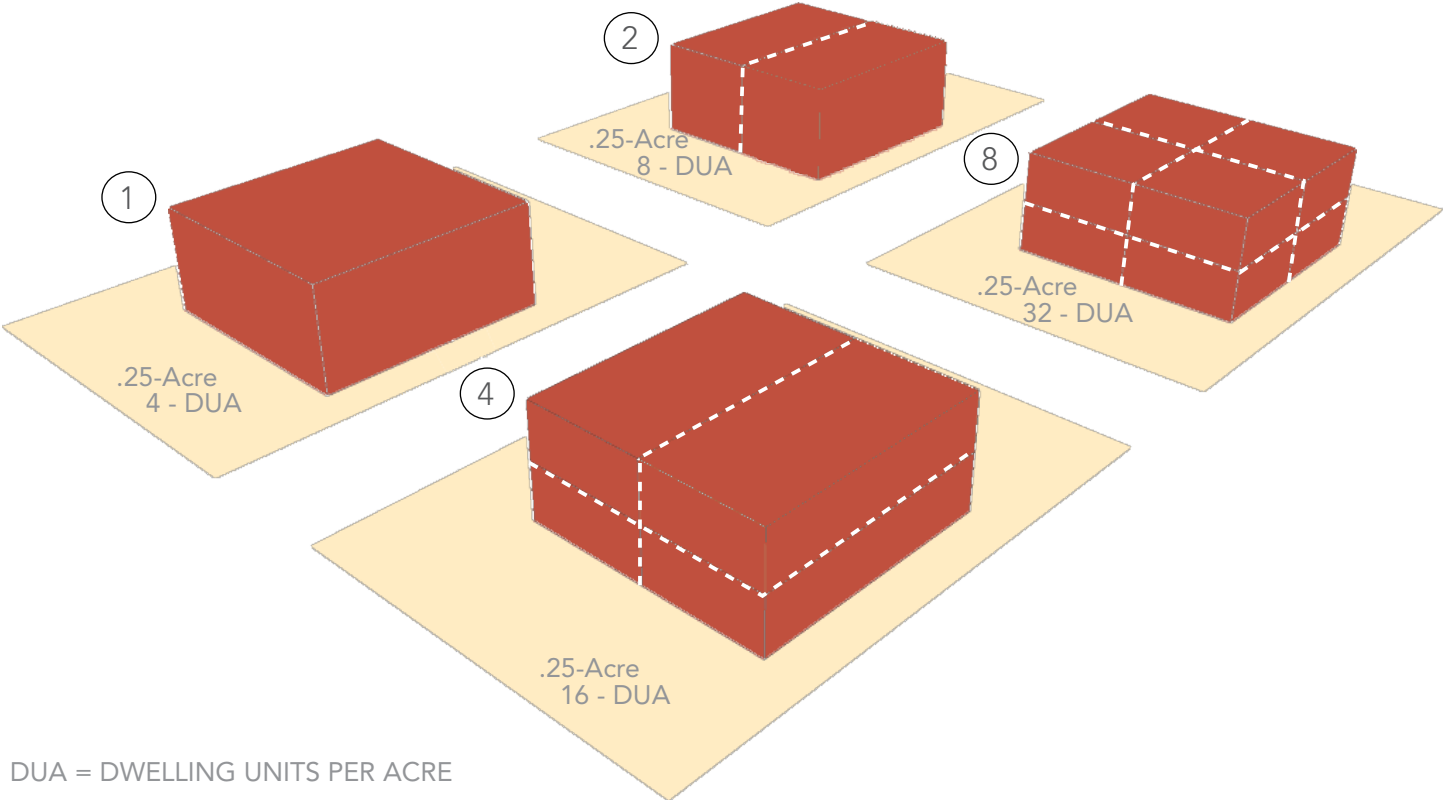
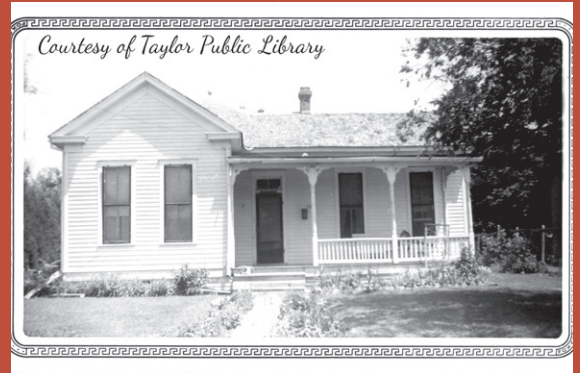


Figure 115: Plot and building mass divided into 1, 2, 4 and 8 units

2

Preserve existing housing.

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



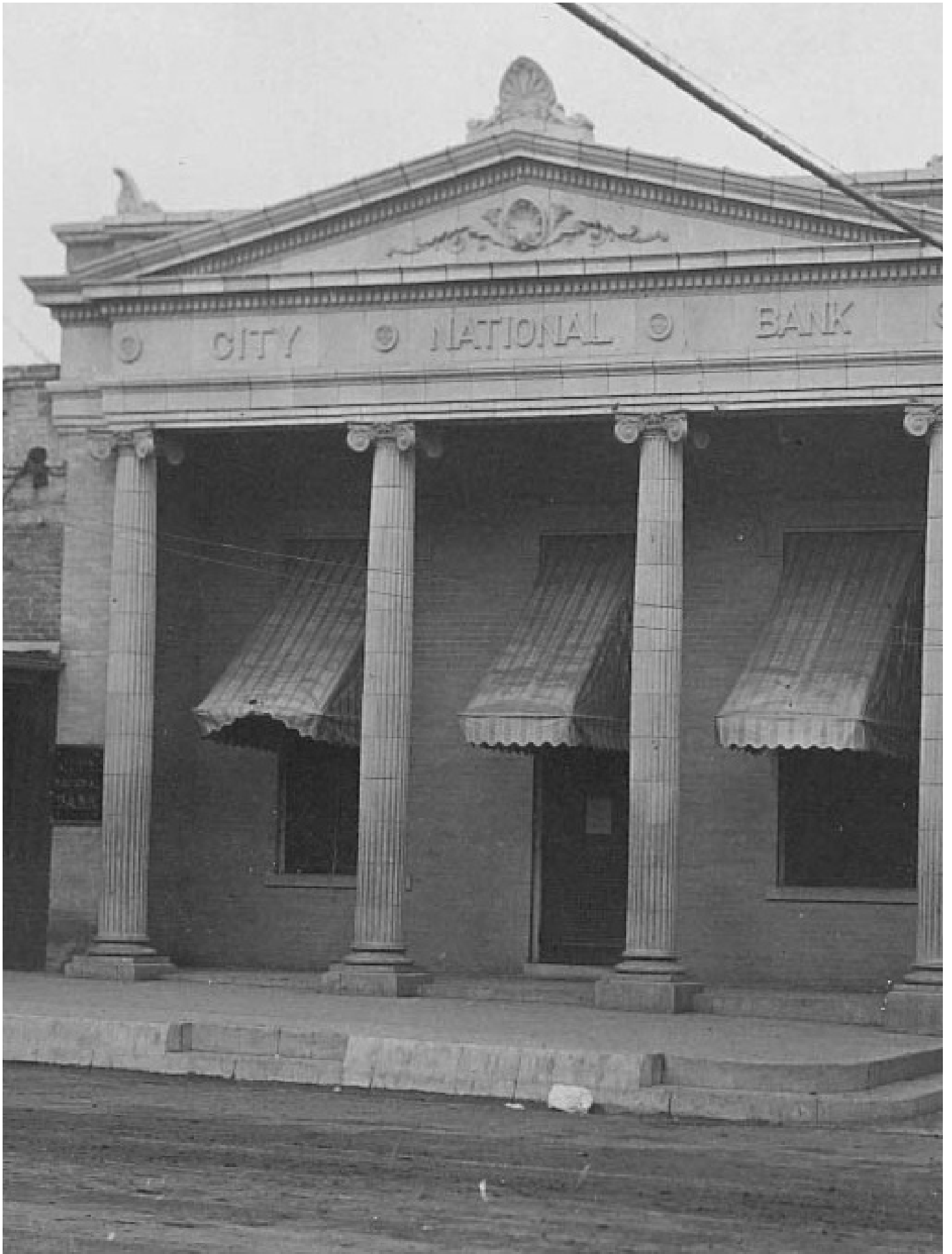
Existing housing represents the character of Taylor.



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 116: Policies, Projects, and Programs Description

1

TAYLOR PREFERRED GROWTH DASHBOARD

Develop annual budgets to measure growth in the City of Taylor and publish progress on a dashboard located on the city's website. The City should utilize existing permit data; annual census estimations; and coordinate closely with the Capital Area Council of Governments 5 - year growth modeling effort to provide updated population estimates and compare those with the population estimates in this document. The dashboard will help the plan to maintain relevance and encourage accountability towards the goals of the plan. This strategy will raise awareness of the Comprehensive Plan growth strategies and lead to updates and re-calibration of budgets to adjust for updated population projections. This strategy may require staff resources to keep up with the dashboard, update data collection methodologies with permit submittal; and maintain more accurate and updated geographic information.

ACTIONS

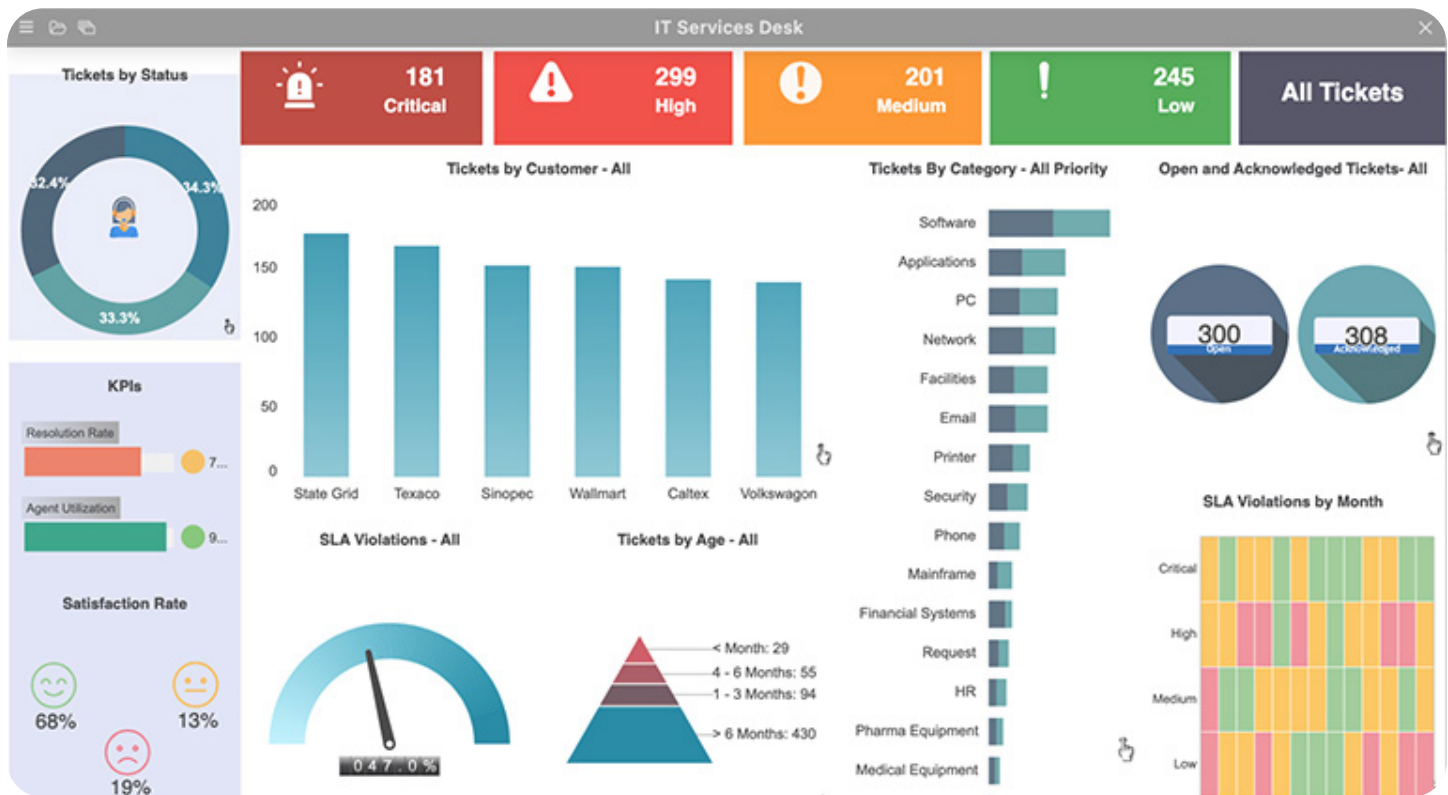
- Identify metrics to track
- Establish a baseline
- Update annually
- Update population projections utilizing annual permit data and 5-year CAMPO modeling updates combined.

FUNDING TOOLS

- Not applicable

PARTNERSHIPS

- Real estate and business community
- Regional governmental entities



Develop annual budgets for growth to be sure that the city is growing as envisioned in the Comprehensive Plan.

2

LAND USE EVALUATION TOOL

A land use evaluation tool would analyze the fiscal implications, infrastructure capacity, housing diversity, and proposed land uses against the goals and projections in the Comprehensive Plan. The growth sectors map would be included as an evaluation tool. These metrics would be presented consistently with every new development proposal. This strategy will help ensure that informed decisions are made about future development and not increase the burden on current tax payers.

ACTIONS

- Establish a template and methodology.
- Update zoning and land use application requirements.

FUNDING TOOLS

- Not applicable

PARTNERSHIPS

- Real estate, development and business community



Establish an evaluation tool to analyze land use proposals that may differ from the future land use map or zoning designations for the property.

3

DIRECT GROWTH TO CENTERS

Use city programs, policies, and projects like reduced impact fees, new capital improvements, infrastructure, and location of city facilities to help catalyze growth. Other policies can include capturing tax increment within new centers and dedicating a certain percentage to improvements within those centers. This strategy can help lead to a more fiscally sustainable future, reduce the burden on infrastructure, and encourage development to match the character of existing development in Taylor. It will be important to find the appropriate balance between investment in new centers and investment in Downtown.

ACTIONS

- Establish a city wide policy for investment in identified centers.
- Adjust current infrastructure programs to consider new centers.
- Prioritize new projects within centers.

FUNDING TOOLS

- Establishment of a Tax Increment District

PARTNERSHIPS

- Real estate and business community
- Public Works Department
- Community services



Prioritize centers for capital improvements and other growth supportive policies that may result in reduced impact fees.

4

UPDATE DEVELOPMENT STANDARDS TO SUPPORT CENTERS AND INFILL

Centers are envisioned as mixed use and walkable places; the city's current development standards do not support this character of development outside of the downtown. Each center has a desired function and character. Development standards need to be updated to allow centers to build out in a way that matches the intent and character. Implementing this strategy will help lead to the development and redevelopment of the centers consistent with the city's goals. This strategy should also streamline development within identified centers. Note that it will be important to balance character based design standards with increases in entitlement to ensure the viability of these centers.

ACTIONS

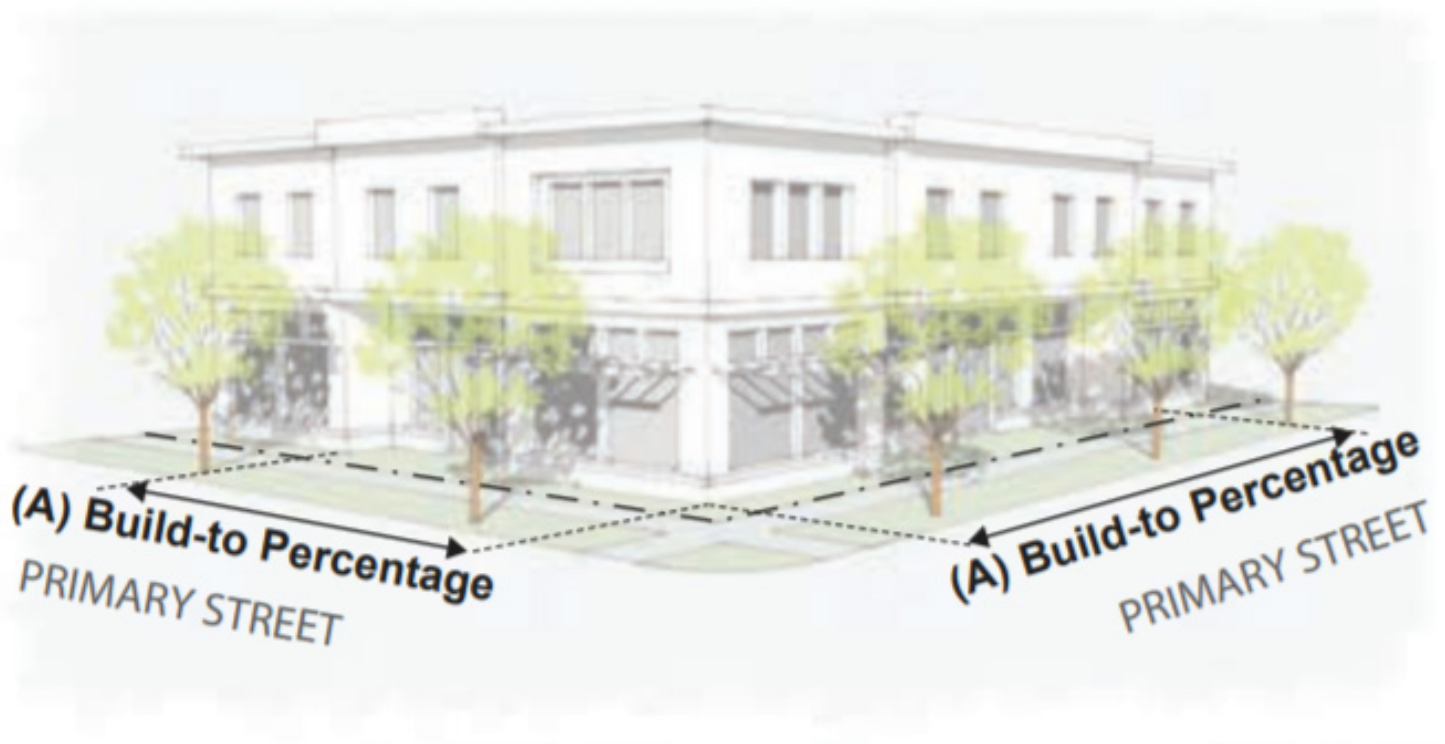
- Identify the scope of the project
- Involve community stakeholders
- Propose standards
- Adopt an updated code with new tools and standards.

FUNDING TOOLS

- City budget

PARTNERSHIPS

- Real estate and business community
- Property owners
- Residents



Revise the development code to ensure that identified centers evolve as envisioned in the Comprehensive Plan.

5

IMPLEMENT POLICIES TO DISCOURAGE DEVELOPMENT IN RESTRICTED GROWTH SECTORS

Property within the restricted growth sector on the growth sectors map does not have access to adequate utility and street infrastructure to support new development. Developing these areas would require service extensions and new streets. This expenditure to support new areas would have a disproportionate impact on current tax payers now and in the future. Discouraging development in restricted growth areas will require strong policies related to enforcing the growth sectors map. These policies can become part of a future development code update. In addition to discouraging development policies can be adopted to assist with preservation of important agricultural land.

ACTIONS

- Adopt policies for the preservation of agricultural land.
- Adopt policies related to development requests in restricted growth areas.
- Update development standards to enforce the growth sectors map.

FUNDING TOOLS

- Land preservation grants

PARTNERSHIPS

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



Implement land use and infrastructure policies that discourage the extension of infrastructure into the ETJ and County.

6

IMPLEMENT THE NEW TRANSPORTATION MASTER PLAN

The purpose of the City of Taylor Transportation Master Plan is to identify and prioritize mobility improvements that encourage safe and efficient travel within and through the City of Taylor. The location and design of streets in the Transportation Plan reflect the function of the streets to move people within the city and to generate valuable land uses. This strategy will lead to better maintained streets, help reduce congestion and encourage all modes of travel.

ACTIONS

- Adopt a strategy to prioritize street maintenance where investments in increased property values are occurring.
- Focus on multimodal improvements.
- Ensure the preservation of ROW as development occurs.
- Adopt access management programs to ensure roads maintain mobility and streets create value.

FUNDING TOOLS

- Management districts within the downtown can support some maintenance and beautification
- County, state, and federal infrastructure grants can be pursued.
- Increased values from infill development and redevelopment

PARTNERSHIPS

- Regional governments
- TxDOT
- Main Street



Implement the new hierarchy of streets and associated cross sections.

7

PLAN FOR NON-VEHICULAR TRIPS

When planning a new development or modeling city-wide and regional mobility needs, non-vehicular trips should be accounted for. The number of non-vehicular trips is heavily influenced by the development pattern, street design, and uses. By accounting for non-vehicular trips the amount of space designated to vehicles in the ROW can be reduced. This strategy can lead to a reduction in the number of travel lanes and increase accommodations for non-vehicular modes.

ACTIONS

- Update development standards to include space for non-vehicular travel such as minimum bicycle parking requirements.
- Reduce or eliminate parking standards for infill or compatible new development in centers.
- Update transportation and traffic impact models to account for non-vehicular trips.

ACTIONS CONTINUED

- Expand hike and bike trails to connect neighborhoods, parks, schools, and mixed-use areas.
- Improve pedestrian facilities/safety to encourage walking trips areas.

PARTNERSHIPS

- Regional governments
- TxDOT
- Development community



Develop annual budgets for growth to be sure that the city is growing as envisioned in the Comprehensive Plan.

8

ADOPT A VISION ZERO POLICY

A Vision Zero policy includes a goal to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. A Vision Zero policy should include political commitment, multi-disciplinary leadership, an action plan, commitment to equity, and be data-driven. This strategy will help to reduce traffic collisions and increase safety for all users. A Vision Zero policy can help to shift the conversation about street design to prioritize safety. As a part of the Vision Zero policy, an ADA transition plan and way finding can be incorporated.

ACTIONS

- Analyze collisions and safety data
- Assemble a multi-disciplinary team
- Identify strategies
- Implement

FUNDING TOOLS

- Grants may be available

PARTNERSHIPS

- Regional governments
- TxDOT
- Police & Fire
- Non-profit and community groups
- Business community
- Residents



Establish an evaluation tool to analyze land use proposals that may differ from the future land use map or zoning designations for the property.

9

PRIORITIZE INFILL AREAS AND CENTERS FOR STREET IMPROVEMENTS

Street improvements and maintenance should be focused in infill areas and centers because these areas are anticipated to accommodate the majority of people. In order to be fiscally sustainable the city needs to be able to adequately maintain existing infrastructure prior to building more. This strategy will encourage and support more infill development and maintain a more consistent overall tax burden for current tax payers.

ACTIONS

- Adjust infrastructure extension policies.
- Adjust street maintenance plans.
- Align street maintenance budget with private investments in infill areas and centers.

FUNDING TOOLS

- State and regional transportation funding
- Potential Tax Increment Financing Districts
- Annual budget

PARTNERSHIPS

- Not applicable



Overlay the pavement condition with the land use plan and prioritize the CIP with infill and intended growth areas.

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.

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.

SPECIAL EMPLOYMENT DISTRICT - SMALL AREA PLAN

A small area plan for the Special Employment District located in the southwest quadrant of the City and anchored by the Samsung facility will support the development of this area as an innovative and mixed use economic driver for the City. The plan should provide a clear path and framework for achieving these goals through both public and private investment. Furthermore, the plan can help Taylor ensure that the area builds out in a way that it offers long term vibrancy and resiliency for future conditions while achieving the desired outcomes for the City overall.

ACTIONS

- Establish community goals for a small area planning process.
- Reach out to property owners within the Special Employment District and adjacent as stakeholders in the process.
- Develop a plan that identifies specific land use, parks and open space, transportation and utility infrastructure needed to realize community goals.

- Consider the formation of a financing district to help pay for the needed infrastructure to support the development of the area and other broad community benefits.

FUNDING TOOLS

- Special Financing District

PARTNERSHIPS

- City of Taylor
- Local partners
- Development community
- Samsung



Work with the City of Taylor, local partners and community to create an area plan for the Special Employment District.

SUPPORT LIVING AND WORKING IN THE CITY OF TAYLOR

Collaborate and partner with current and future employers to encourage employees to live within the City of Taylor. As more large employers locate in and around the City of Taylor, employees will be looking for vibrant and active communities that do not require a long commute. The Economic Development Corporation, City, and larger employers can create programs such as down payment assistance, and other community based programs and activities to benefit employees that choose to live in Taylor. Supporting new housing for workers nearby employment and including desirable amenities and walkability will help provide the types of housing needed by this growing workforce.

ACTIONS

- Communicate and work closely with Samsung and other employers to track the number of employees living within Taylor.
- Identify housing needs and barriers.
- Update development codes to remove barriers to providing desired housing.

FUNDING TOOLS

- Community Development Block Grants
- Housing Authority
- Employee Benefit Programs

PARTNERSHIPS

- Economic Development Corporation
- City of Taylor
- New employers



Work with developers to create urban landscapes and street fabric to attract employees to live in Taylor.





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317

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APPENDIX: RECENT PLANNING INITIATIVES

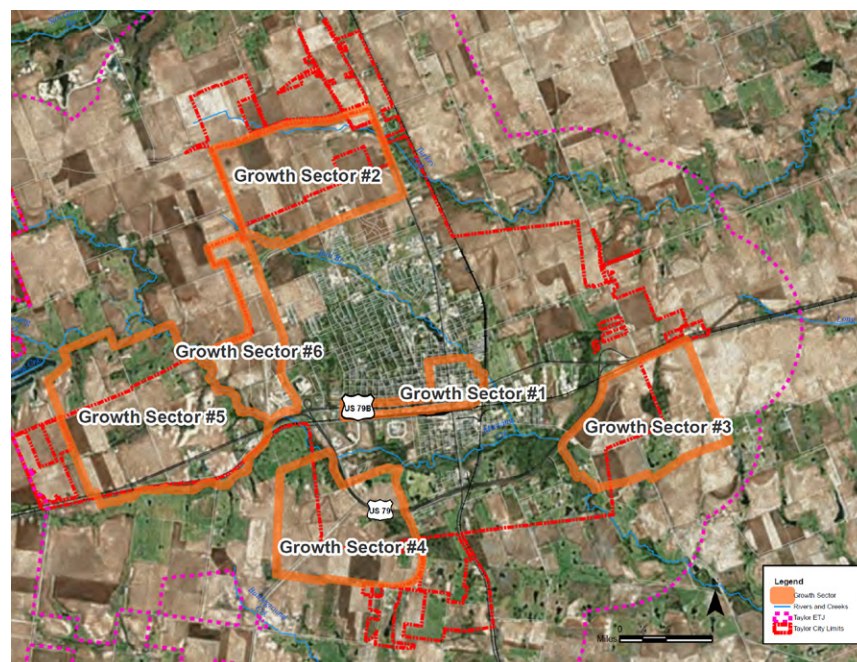
A VISION FOR FUTURE DEVELOPMENT (2017), CENTER FOR URBAN AND REGIONAL PLANNING - UTSA

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.



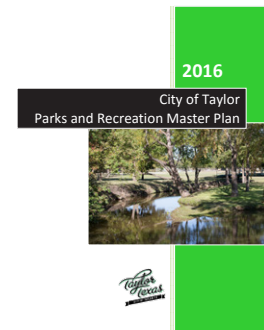
Source: University of Texas at San Antonio

Figure 117: A Vision for Future Development Growth Sector

CITY OF TAYLOR PARKS AND RECREATION MASTER PLAN (2016)

PURPOSE

The purpose of the 2016 City of Taylor Parks and Recreation Master Plan was to use a demand based approach and public input to guide the enhancement and preservation of the current park system while looking to the future and the parks and recreation needs of generations to come.



RELEVANT INFORMATION

The Master Plan identified five goals including:

1. The City of Taylor will increase the percentage of parkland and trail connectivity, including open space and greenbelt areas for trail development;
2. Increase safety in Taylor Parks;
3. Review and implement policies and ordinances;
4. Develop marketing strategies for recreational programs; and
5. Increase usage of parks and recreation facilities through programming.

The Parks and Recreation Master Plan recommends utilizing the National Recreation and Park Association (NRPA) standards of 10 acres of developed parkland per 1,000 population and 5 – 8 acres of Community Parks per 1,000 population.

Based on the NRPA standards, the City of Taylor met the requirements for the amount of parkland per 1,000 population in 2016. Recommendations from the City of Taylor Parks and Recreation Master Plan focus on increasing the diversity of park and recreation opportunities and the upkeep and maintenance of existing parks.

The City recently adopted master plans for Murphy, Robinson and Bull Branch Parks.

PRIORITIES	PRIORITY TIMELINE
Construct a cross town recreational trail along Bull Branch Creek.	Short
Perform upgrades to the Robinson Park softball field.	Short
Construct splash pad and ball field improvements at Robinson Park.	Short
Continue renovation and maintenance of existing facilities.	Medium
Identify grants and budget for park enhancements.	Medium
Build enhancements to downtown Heritage Park.	Medium
Construct a downtown skate park.	Medium
Add shade trees and native landscaping to parks.	Long
Identify land for a pocket park.	Long
Identify and acquire land for additional parkland.	Ongoing
Acquire additional parklands from developers in the planning for residential subdivisions.	Ongoing
Enhance park facilities by implementing better maintenance and upkeep standards.	Ongoing
Manage the current wildlife within the park system to ensure a quality recreational experience for all park users.	Ongoing
Enhance park safety through implementation of a park safety program.	Ongoing

Source: City of Taylor Parks and Recreation Master Plan

Figure 118: City of Taylor Parks and Recreation Master Plan Short, Medium, Long Term Priorities

RECENT PLANNING INITIATIVES

CITY OF TAYLOR PARKS AND RECREATION MASTER PLAN (2020)

PURPOSE

The purpose of this community parks master plan is to identify proposed improvements to meet the current and future needs of the community, potential phases of development with associated costs and potential funding opportunities. Bull Branch Park, Bull Branch Trail, Murphy Park and Fannie Robinson Park are the four community parks included in this plan. Murphy and Fannie Robinson Parks received substantial improvements in 2008 with the assistance of a Texas Parks and Wildlife Recreational Grant. Additional improvements have been made to these parks over the last decade with City general funds and private donations. These four iconic city parks have received decades of use and wear resulting in the need for a master plan for each park to provide a clear direction and framework by which to enhance and improve these parks



Figure 119: Bull Park Masterplan

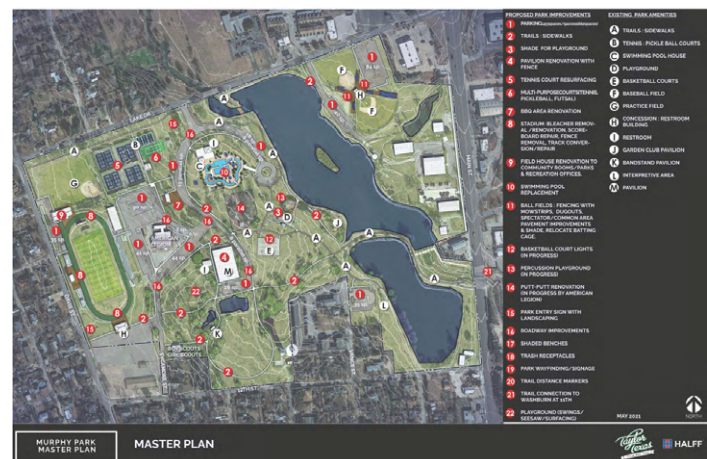


Figure 120: Murphy Park Masterplan



Figure 121: Fannie Robinson Park Masterplan



Figure 122: Bull Branch Trail Masterplan

CITY OF TAYLOR DOWNTOWN MASTER PLAN (2015)

PURPOSE

The purpose of the City of Taylor Downtown Master Plan (Downtown Master Plan) was to identify opportunities for future investments, create action steps for implementation, bring people back into Downtown and make it a pedestrian-friendly and ADA-accessible destination.

RELEVANT INFORMATION

- The Downtown Master Plan included eight goals in the categories of economic, community, environment and art then identified specific actions and catalytic projects to help

make those goals a reality.

- Some key regional project recommendations included gateway features and trail and bike connections.
- Some key Downtown projects included Downtown design

standards, a parking strategy, and wayfinding and signage.

- Key streetscape improvements were recommended along Main Street, First Street, Talbot Street, Second Street, and Porter Street.



Figure 123: Downtown Master Plan Framework Plan

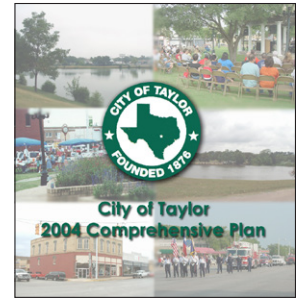
Source: City of Taylor Downtown Master Plan

RECENT PLANNING INITIATIVES

CITY OF TAYLOR COMPREHENSIVE PLAN (2004)

PURPOSE

The purpose of the 2004 City of Taylor Comprehensive Plan (2004 Comprehensive Plan) is to provide a guide and an analytical tool to evaluate zoning and development submittals and direct policy decisions.



RELEVANT INFORMATION

- The 2004 Comprehensive Plan assumed the average density of existing residential areas would remain. This assumption necessitated an aggressive annexation strategy spreading to the north and west of the 2004 city limits.
- A key goal of the 2004 housing chapter was to improve the housing conditions in Taylor through requiring and assisting in the rehabilitation of substandard housing and the demolition of dilapidated housing.

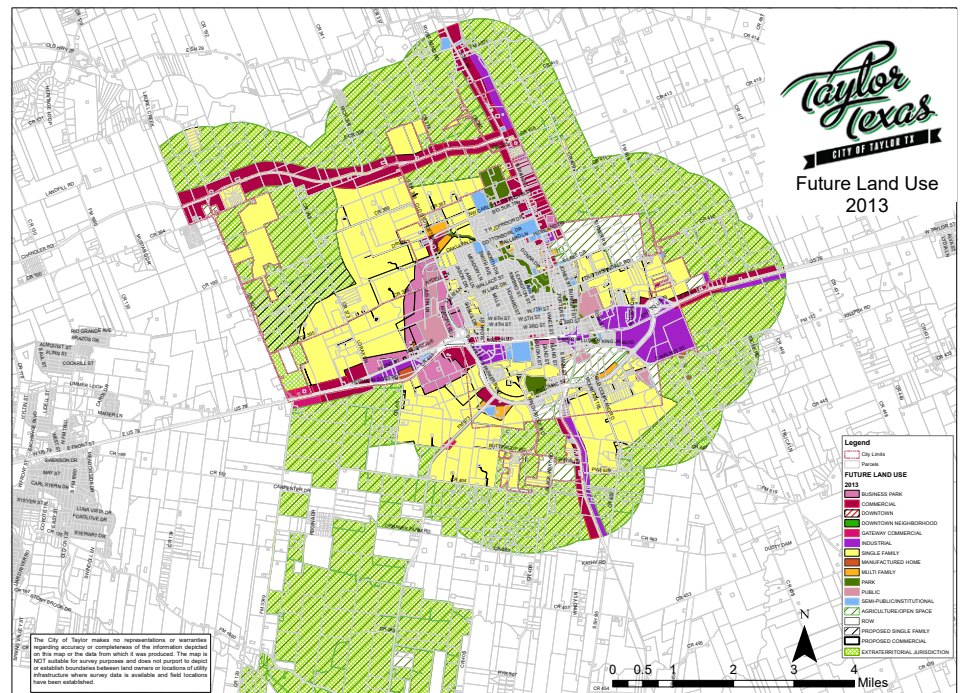


Figure 124: City of Taylor Future Land Use Plan

Source: 2004 Comprehensive Plan

PROJECTED LAND USE REQUIREMENTS

The Future Land Use Plan in the 2004 Comprehensive Plan allocated a certain percentage of the city and ETJ to fourteen different land use categories based on anticipated population growth, shown in Figure 6: City of Taylor Future Land Use Plan (last amended in 2013). The projected acreage by land use category is included in Figure 7.

LAND USE CATEGORY	CITY LIMITS	PERCENT	CITY LIMITS + ETJ	PERCENT
Agricultural / Open Space	996.5	11.4%	15,394.7	50.3%
Single Family	3,588.6	41.0%	10,026.3	32.8%
Downtown Residential	411.5	4.7%	411.5	1.3%
Multi Family	234.6	2.7%	246.5	0.8%
Manufactured Home	91.0	1.0%	102.8	0.3%
Downtown	81.1	.9%	81.1	0.3%
Commercial	516.8	5.9%	660.2	2.2%
Industrial	703.4	8.0%	706.3	2.3%
Institutional	297.7	3.4%	305.0	1.0%
Public	452.6	5.3%	461.3	1.5%
Park	369.4	4.2%	399.3	1.3%
Business Park	482.4	5.5%	980.3	3.3%
ROW	529.1	6.0%	808.9	2.6%
Total	8,754.7	100%	30,584.2	100%

Source: 2004 Comprehensive Plan

Figure 125: Projected Land Area by Future Land Use Category 2025

RELEVANT EXISTING TRANSPORTATION PROJECTS/PLANS

Several planning documents inform the growth of the transportation infrastructure within the City of Taylor, including:

- City of Taylor Thoroughfare Plan (2004)
- City of Taylor Downtown Plan (2015)
- Williamson County Long Range Transportation Plan
- Williamson County Chandler Road Extension Planning and Preservation Study
- CAMPO 2045 Plan
- CARTS 2045 Plan

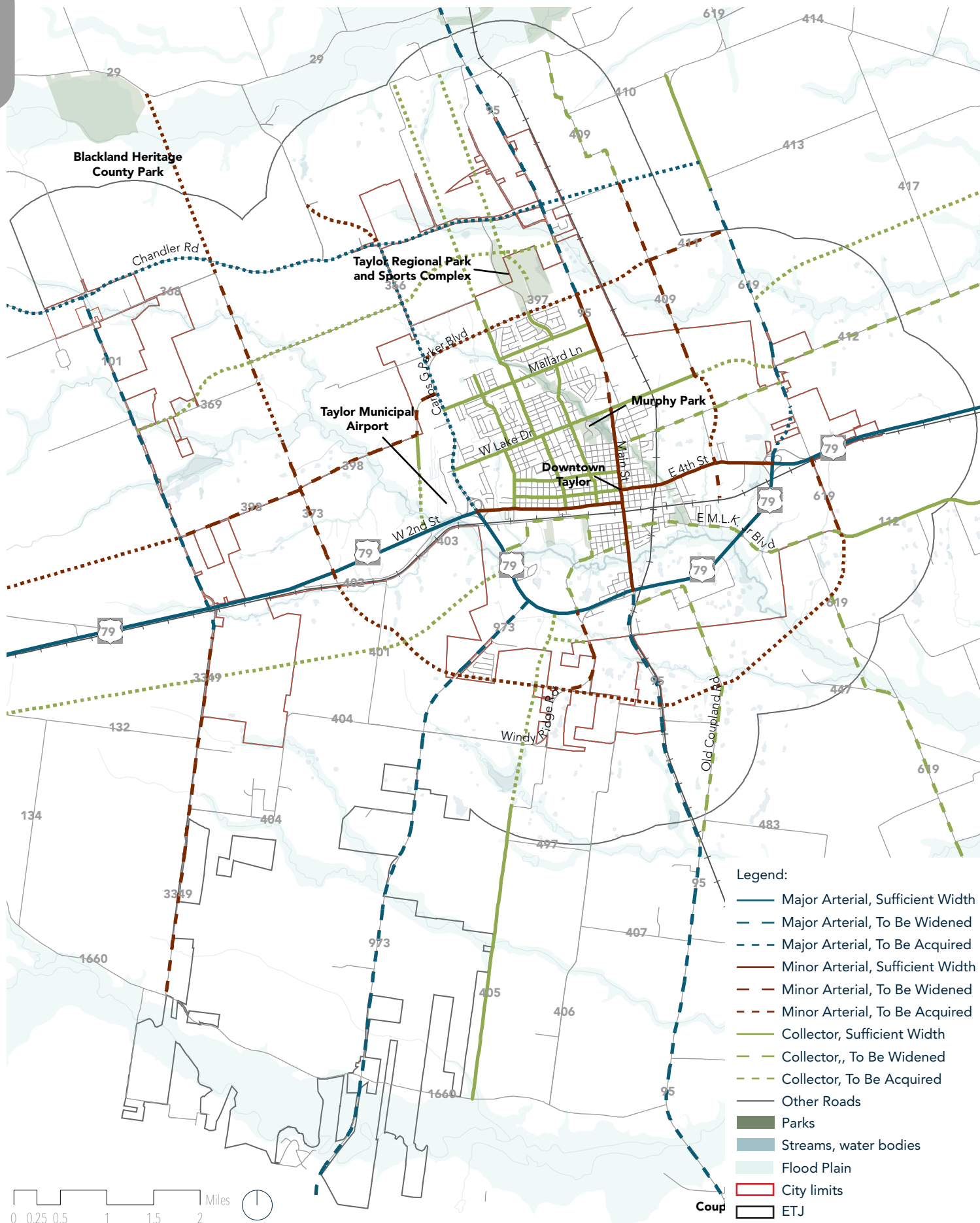


Figure 126: 2004 Thoroughfare Plan

Source: City of Taylor, HDR

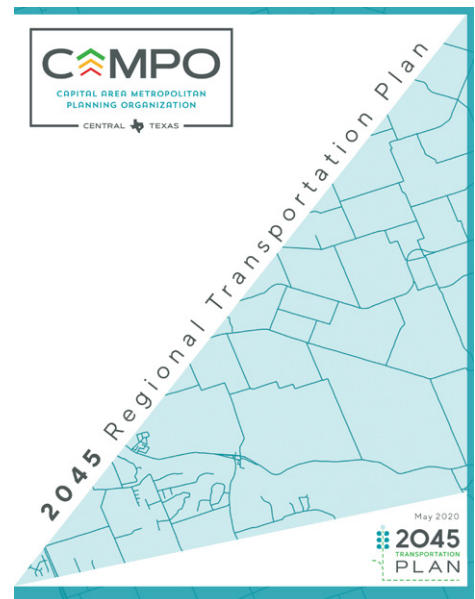
CAMPO 2045 – FISCALLY CONSTRAINED PROJECTS

- **US 79** – Widening US 79 from a four-lane undivided roadway to a six-lane divided roadway between FM 619 and west of the study limits to FM 1460
- **Corridor E1/Southeast Loop** – Widening Southeast Loop from a two-lane roadway with a continuous left-turn lane to a six-lane divided roadway and ultimately to a four-lane limited access roadway with three-lane frontage roads in each direction between US 79 and west of study limits to SH 130
- **Corridor B2/Chandler Road** – Widening Chandler Road from a two-lane undivided roadway to a six-lane divided roadway between SH 95 and west of study limits to SH 130, construction of a new two-lane roadway with a continuous left-turn lane between FM 619 and east of study limits to FM 1063
- **Corridor A2** – Construction of a new two-lane roadway with a continuous left-turn lane between FM 3349 and SH 95 with eventual widening to a six-lane divided roadway
- **Corridor B3/FM 619** – Construction of new roadway connections from FM 619 to SH 95 and US 79, widening FM 619 from a two-lane undivided roadway to a two-lane roadway with a continuous left-turn lane and ultimately to a six-lane divided roadway between SH 95 and US 79
- **Corridor E2/CR 101** – Widening CR 101 to a six-lane divided roadway between Chandler Road and US 79
- **Corridor E3/CR 101** – Construction of new two-lane roadway with a continuous left-turn lane with eventual widening to a

six-lane divided roadway between SH 29 and Chandler Road

CAMPO 2045 – FISCALLY UNCONSTRAINED PROJECTS

- **SH 95** – Widening SH 95 from a two-lane undivided roadway to a four-lane divided roadway between FM 397 and north of study limits to FM 487 as well as between US 79 and south of study limits to US 290



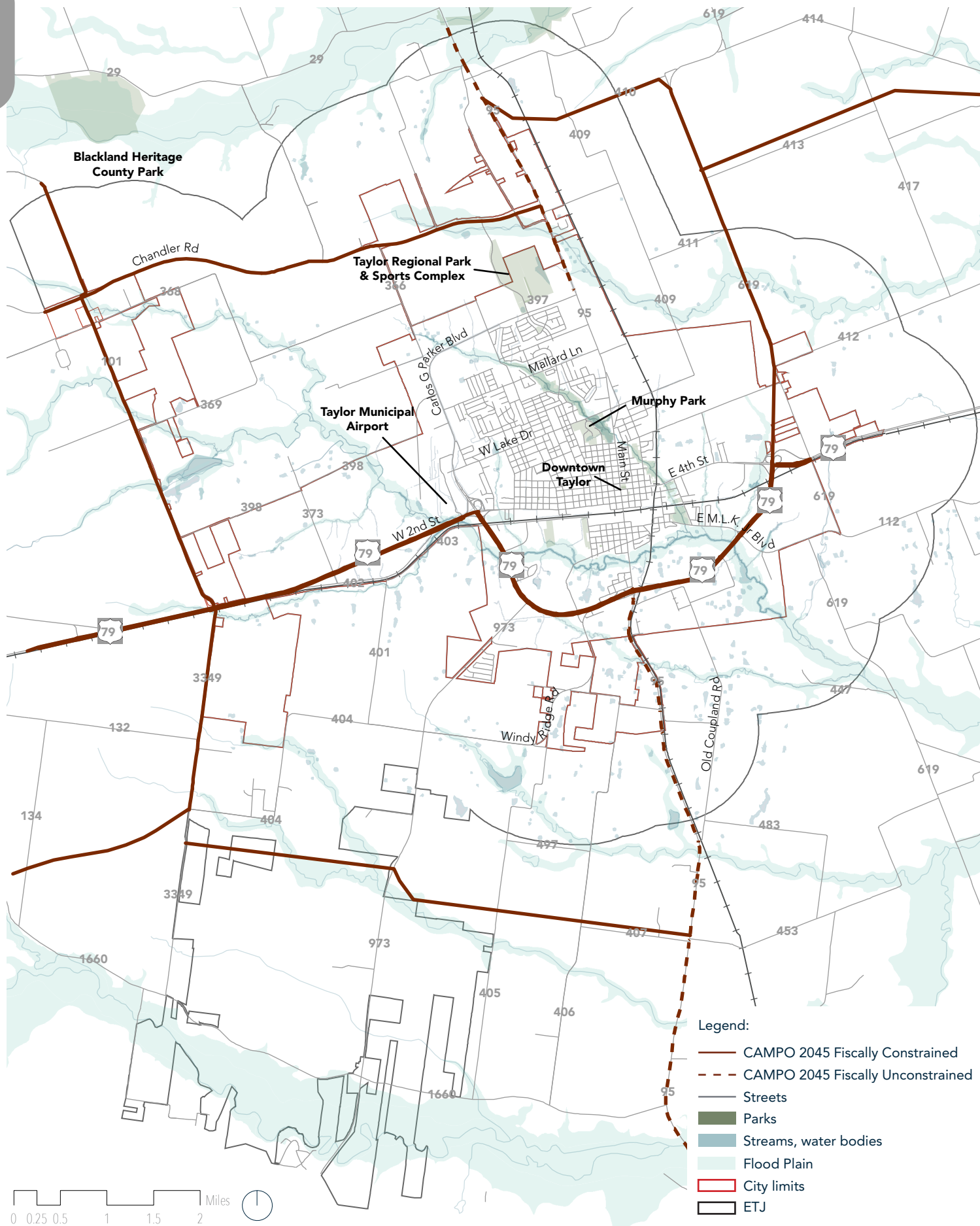


Figure 127: Planned Projects

Source: City of Taylor, HDR

RECENT PLANNING INITIATIVES

OTHER PLANNING DOCUMENTS REVIEWED

Several other plans and studies added valuable awareness of opportunities and challenges in the community and informed future recommendations as applicable. These studies included:

- A Community Effort to Gain Housing Stability in Taylor, Texas (2020);
- Housing Market Study and New Housing Growth Community Marketing Assessment - Metrostudy (2016 and 2018);
- Annexation / Development Agreement Map (2017);
- Airport Height Hazard Map (2004);
- City Council Districts Map;
- Downtown Shops Map;
- Wastewater System Map;
- Water System Map; and the
- Zoning Map.



City Council Meeting

May 12, 2022

Transmittal Letter

Agenda Item #:

4

Agenda Title:

Consider Ordinance 2022-13 regarding PZ-2022-1450, a change of zoning request on approximately 0.44 acres of land, generally located near the intersection of Old Granger Road and Grace Lane from Single Family Residential Zoning District (R-1) to Local Business District (B-1).

STRATEGIC PILLAR

☐ Streets/Infrastructure

☒ Quality of Life

☒ Economic Vitality

Council Action to be taken: Consider adoption of Ordinance

Department Submitted: Development Services

Staff Contact: Tom Yantis, AICP/Director of Development Services and Assistant City Manager

1. PURPOSE/DESCRIPTION

The purpose of the rezoning is to permit commercial development on one lot. The applicant has requested to rezone the subject property from a residential zoning district (R-1) to a commercial zoning district (B-1) to promote the opportunity for commercial development consistent with the uses permitted in the B-1 zoning district.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

The request for a zoning map amendment to B-1 (Local Business District) aims to provide commercial/retail services to an area dedicated for mixed-uses within the Market Center: Community. Upon analyzing the request, the proposed land use as Offices, General Business and Professional Services is considered consistent with the Comprehensive Plan. The use would be consistent with the following policies in the Comprehensive Plan:

- LU1 – New Development should resemble the form and scale of traditional development patterns.
 - The new development is located in an area where established residential and commercial businesses exist. The layout of a traditional roadway network is established and would be adhered by the proposed development. Further analysis will occur at the platting, site development, and building permitting phases.
- LU9 – Promote development patterns that maximize the use of existing infrastructure and land use before expanding infrastructure to underdeveloped areas.

- The property has remained vacant for a time and the addition of a commercial endeavor in the area would make use of the existing roadways, and water/wastewater utilities. Build out of this property meets the intent of utilizing land in the City as infill versus developing in more remote parts of the community.
- LU11 – Development and infrastructure decisions and regulations should result in an increase in population density and revenue per acre.
 - By developing the property at the corner of Old Granger Road and Grace Lane the concentration of commercial or residential development increases in an already developed part of the City thus increases the population density and revenue per acre.

On April 12, 2022, the Planning and Zoning Commission held a public hearing regarding this request. The Planning and Zoning Commission unanimously recommended approval of the Zoning Map Amendments.

2. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Provide an infill development in an area where it is encouraged as a mixture of residential and commercial uses. • Promote the efficient use existing infrastructure. • Increase in the tax base.	• N/A

4. RECOMMENDATION

The Planning and Zoning Commission held a public hearing on April 12, 2022. The Commission unanimously recommended approval of the request to change the zoning of approximately 0.44 acres of land, generally located near the intersection of Old Granger Road and Grace Lane from Single Family Residential Zoning District (R-1) to Local Business District (B-1).

5. FUNDING SOURCE

N/A.

6. TIMELINE

Planning and Zoning Commission public hearing and recommendation – April 12, 2022

City Council public hearing and ordinance introduction – April 28, 2022

City Council consideration of ordinance approval – May 12, 2022

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

N/A.

8. ATTACHMENTS

- 4a. [Staff Report](#)
- 4b. [Growth Sector Map](#)
- 4c. [Future Land Use Map](#)
- 4d. [Current Zoning Map](#)
- 4e. [Proposed Zoning Map](#)
- 4f. [Notice Area Map](#)
- 4g. [Ordinance 2022-13](#)
 - 4h. [Exhibit "A," Survey](#)
 - 4i. [Exhibit "B," Proposed Zoning Map](#)
- 4j. [PowerPoint presentation](#)

City of Taylor
PZ-2022-1450
Zoning Map Amendment
Staff Report

Item Details

Subject Property:	Generally located near the intersection of Old Granger Road and Grace Lane
Total Acreage:	0.438 acres
Legal Description:	a 0.438-acre tract of land out of the John Pharrass Survey, Abstract 495, located in Williamson County, Taylor, Texas.
Applicant & Property Owner:	RCT Holdings, LLC, c/o Rick Northcutt & Candace Buzan (Manager)
Request:	Zoning Map Amendment to rezone the subject property from Single Family Residential District (R-1) to Local Business District (B-1).
Case History:	This is the first public hearing of this request.

Overview of Applicant's Request & Background

The applicant has requested to rezone the subject property from a residential zone (R-1) to a commercial zoning district (B-1) to promote the opportunity for commercial development consistent with the uses permissible in the B-1 zoning district but more specifically those that could be used as offices, general business, professional, and medically related institutions.

The same applicant brought forward an adjoining property to the north, 1902 Old Granger Road. Their request was for a zoning map amendment from R-1 to B-1 and the request was subsequently granted a B-1 zoning designation from the City Council on January 28, 2021 (Ordinance No. 2021-03). Their request enabled the applicant to convert an existing single-family home at 1902 Old Granger Road to a professional office.

Location:

The subject property is generally located at the corner of Old Granger Road and Grace Lane; in proximity to State Highway 95/N. Main Street.

Physical and Natural Features:

The subject property is vacant of structures and devoid of any topographical features. Several mature trees exist along the eastern perimeter. Based on a site inspection, there are not any natural or unique features on the site that would impact the proposed development.

Growth Sector Designations:

The Growth Sectors Map identifies the areas in Taylor and its Extra-territorial jurisdiction (ETJ) where development and redevelopment are intended, where they should be controlled, and areas where they should be restricted. The subject property is located within the Infill Growth Sector. The Infill Growth Sector is made up of areas that are already developed and served by

infrastructure (roadways, water, and wastewater). Growth in these areas is expected and encouraged and they are intended for higher density uses than are currently in place.

Future Land Use and Zoning Designations:

The newly adopted Comprehensive Plan, Envision Taylor (2021) identifies Future Land Use designations to guide growth in Taylor. The subject property was assigned the land use designation as, Market Center: Community. Market Centers are intended as mixed-use areas anchored by a retail destination where surrounding residents go to get daily goods and services. Centers at all scales (Regional, Community, and Neighborhood) are intended as compact, walkable places. A Community Center is larger than a Neighborhood Center and often acts to serve several neighborhoods within the city. Often Community Centers include discount department stores, home improvement stores, sporting goods, apparel, booksellers, restaurants, and supermarkets. The applicant's desire to focus the development of the property toward medical related practices and offices aligns well with the existing elderly/senior citizen housing complex and rehabilitation center in the immediate area. While this use is less intense than what is commonly anticipated within the Market Center: Community it would be considered harmonious and likely to provide a positive impact to the area as a service to adjacent commercial and residential uses.

The addition of a commercial space in the proposed location would actively facilitate the Future Land Use map designation. The B-1 zoning designation would permit some of the following to occupy the property (not a comprehensive list of uses permitted in B-1): retail shop, restaurant, drug store/pharmacy, medical clinic/office, recreation center, auto repair – minor, hardware shop, single family, multi-family, offices – general/professional, and retirement housing for the elderly.

Surrounding Properties:

The general area around the subject property consists of a mixture of commercial and elderly care facilities.

The current zoning, Future Land Use designation, and existing uses of the adjacent properties to the north, south, east, and west are outlined in the table below:

Direction	Zoning District	Future Land Use	Existing Land Use
North	B-1 (Local Business District)	Market Center: Community	General Office (Remodeled Single-Family Home)
South	MF-1 (Multi-Family Residential, Medium Density)	Market Center: Community	Senior Living & Rehabilitation Facility
East	MF-2 (Multi-Family Residential, High Density)	Market Center: Community	Senior Housing Facility
West	B-2 (General Business District)	Market Center: Community	Used Car Dealership

Utilities

The subject property is located within the City's service area for water and wastewater. An active 6-inch waterline and a 6-inch wastewater main exists along Old Granger Road. It is anticipated that there is adequate capacity to serve the subject property at this time.

Transportation

The subject property is located at the corner of Old Granger Road and Grace Lane, which are both classified as Neighborhood Streets. Neighborhood Streets are low-speed, low-volume thoroughfares that provide access to serve the abutting land uses. Currently, the roadways have not been designated to be upgraded within the City's adopted Thoroughfare plan.

Public Notification

As required by the Local Government Code and the City of Taylor Code of Ordinances, all property owners within a 200-foot radius of the subject property and within the subdivision were notified of the Zoning Map Amendment request (8 notices), a legal notice advertising the public hearing was placed in the Taylor Press on March 30, 2022.

Staff Analysis

The request for a zoning map amendment to B-1 (Local Business District) aims to provide commercial/retail services to an area dedicated for mixed-uses within the Market Center: Community. Upon analyzing the request, the proposed land use as Offices, General Business and Professional is considered consistent with the Comprehensive Plan. The use would be consistent with the following policies in the Comprehensive Plan:

- **LU1** – New Development should resemble the form and scale of traditional development patterns.
 - The new development is located in an area where established residential and commercial businesses exist. The layout of a traditional roadway network is established and would be adhered by the proposed development. Further analysis will occur at the platting, site development, and building permitting phases.
- **LU9** – Promote development patterns that maximize the use of existing infrastructure and land use before expanding infrastructure to underdeveloped areas.
 - The property has remained vacant for a time and the addition of a commercial endeavor in the area would likely endorse the existing uses, roadways, and water/wastewater utilities as they currently exist in the vicinity. Build out of this property meets the intent of utilizing land in the City as infill versus developing in more remote parts of the community.
- **LU11** – Development and infrastructure decisions and regulations should result in an increase in population density and revenue per acre.
 - By developing the property at the corner of Old Granger Road and Grace Lane the concentration of commercial or residential development increases in an already developed part of the City thus increase the population density and revenue per acre.

Another consideration in determining whether a rezoning is consistent with the intent of the land use plan is how the rezoning will impact the percentage of different land uses within a mixed-use center. The target land use combination in the Market Center is 52.5% Retail, 25% Multi-Family, 12.5% Industrial, 5% Office, 2.5% Mixed-Use, and 2.5% Public.

A final consideration for this rezoning request is whether the property is configured in such a way as to be conducive to the proposed use. The property consists of 0.438 acres or 19,079 square feet. The B-1 zoning district currently does not stipulate a minimum lot area for commercial uses but does call for 6,000 square foot minimum for residential uses. The ability to develop either commercial or residential is ideal within the area and allows the applicant to market the property for one or the other or potentially both which would directly fulfil the mixed-use component desired for the area.

In summary, the applicant's request to change the zoning district designation of R-1 to B-1 to permit the proposed land use of "Offices, General Business and Professional" is consistent with the Comprehensive Plan in this location.

Staff Recommendation

For the reasons stated in the staff analysis, staff recommends approval of the requested rezoning.

Planning and Zoning Commission Recommendation

The Planning and Zoning Commission is charged with reviewing all requests for rezonings and recommends to City Council either in favor of or opposition to each request.

In determining a recommendation on a rezoning request, the Planning and Zoning Commission members consider the following factors:

- **Is the rezoning consistent with the Comprehensive Plan?**

The rezoning request is consistent with the Comprehensive Plan. As mentioned previously in the report, the proposed re-zoning is appropriate for the Market Center: Community Land Use designation.

- **Is the rezoning compatible with the surrounding area?**

The rezoning is compatible with the surrounding area as most of the area is comprised of single family residential, retail, commercial, and health services.

- **Does the rezoning promote the public health, safety, or general welfare?**

Staff analysis determined that the rezoning of the subject property will promote public health, safety, and the general welfare. In addition, the Planning Principles and Policy Guide in the

Comprehensive Plan aim to promote health, safety, and general welfare by managing growth, while promoting safe and orderly development.

- **Is adequate infrastructure available or planned to meet the needs of the proposed land use?**

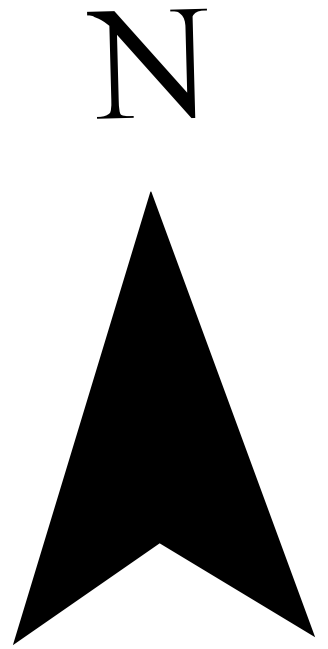
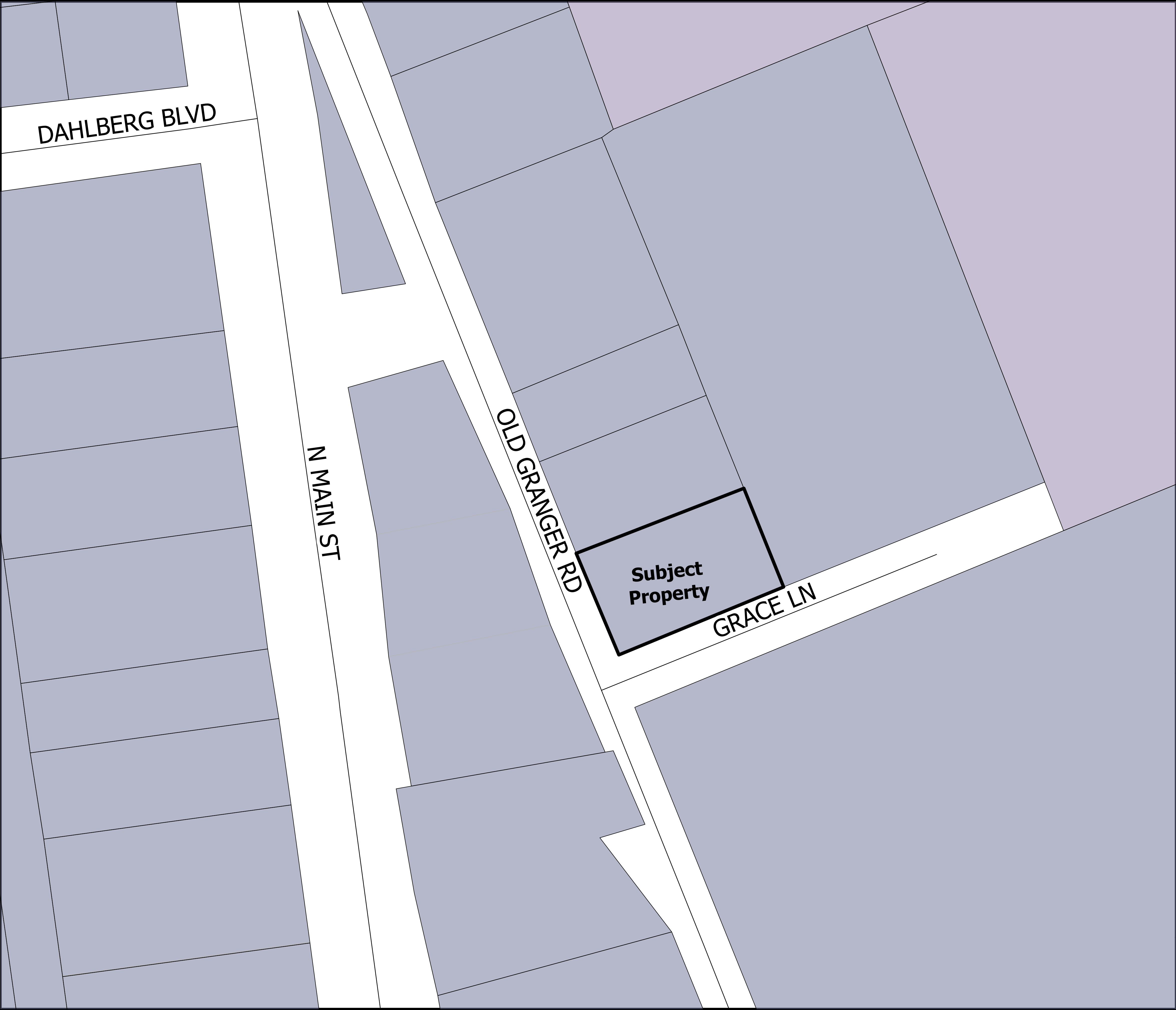
Adequate public facilities are directly available, and no utility extensions will be required for any future development.

- **Do current conditions indicate that a rezoning is necessary?**

The construction of a commercial endeavor on the subject property is more likely to occur than that of a single-family residence, though the option to construct a single-family residence is still a viable option under the B-1 zoning district. The proposed zoning classification allows the applicant or future developer to provide a variety of uses to the area that would likely compliment the existing uses. A rezone request for the subject property is a considerable request to provide infill development within the City.

Attachments:

1. Growth Sectors Map
2. Future Land Use Map
3. Current Zoning Map
4. Proposed Zoning Map
5. Draft Ordinance
 - a. Exhibit "A," Survey
 - b. Exhibit "B," Proposed Zoning Map

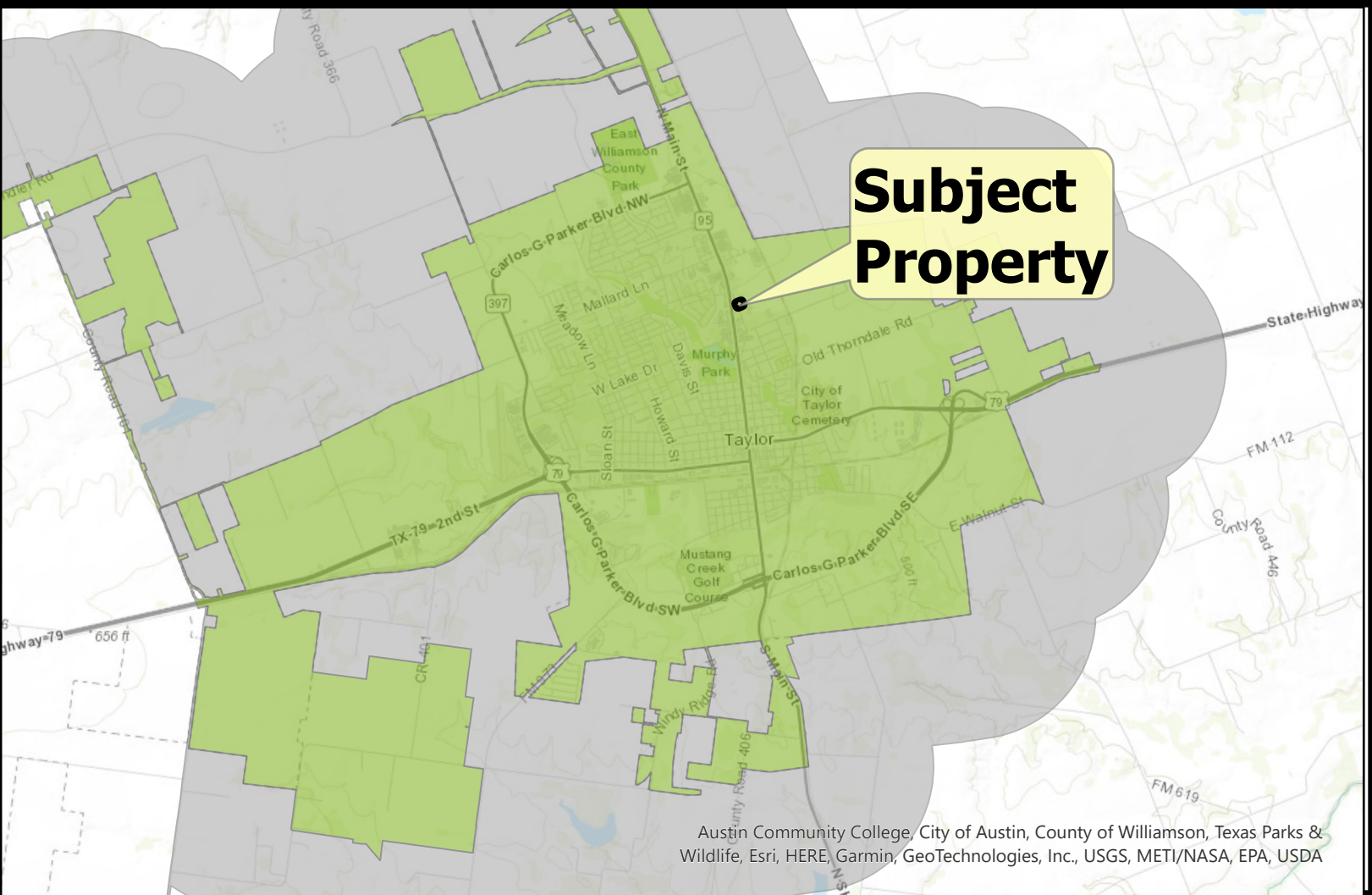


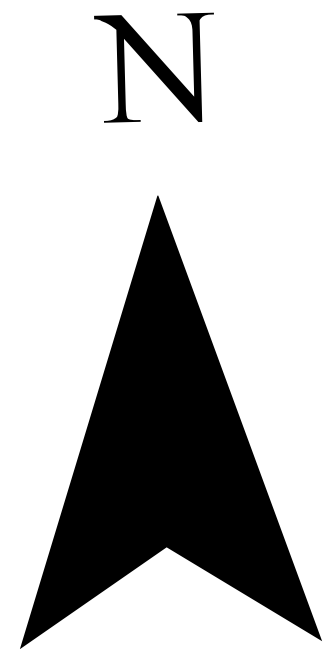
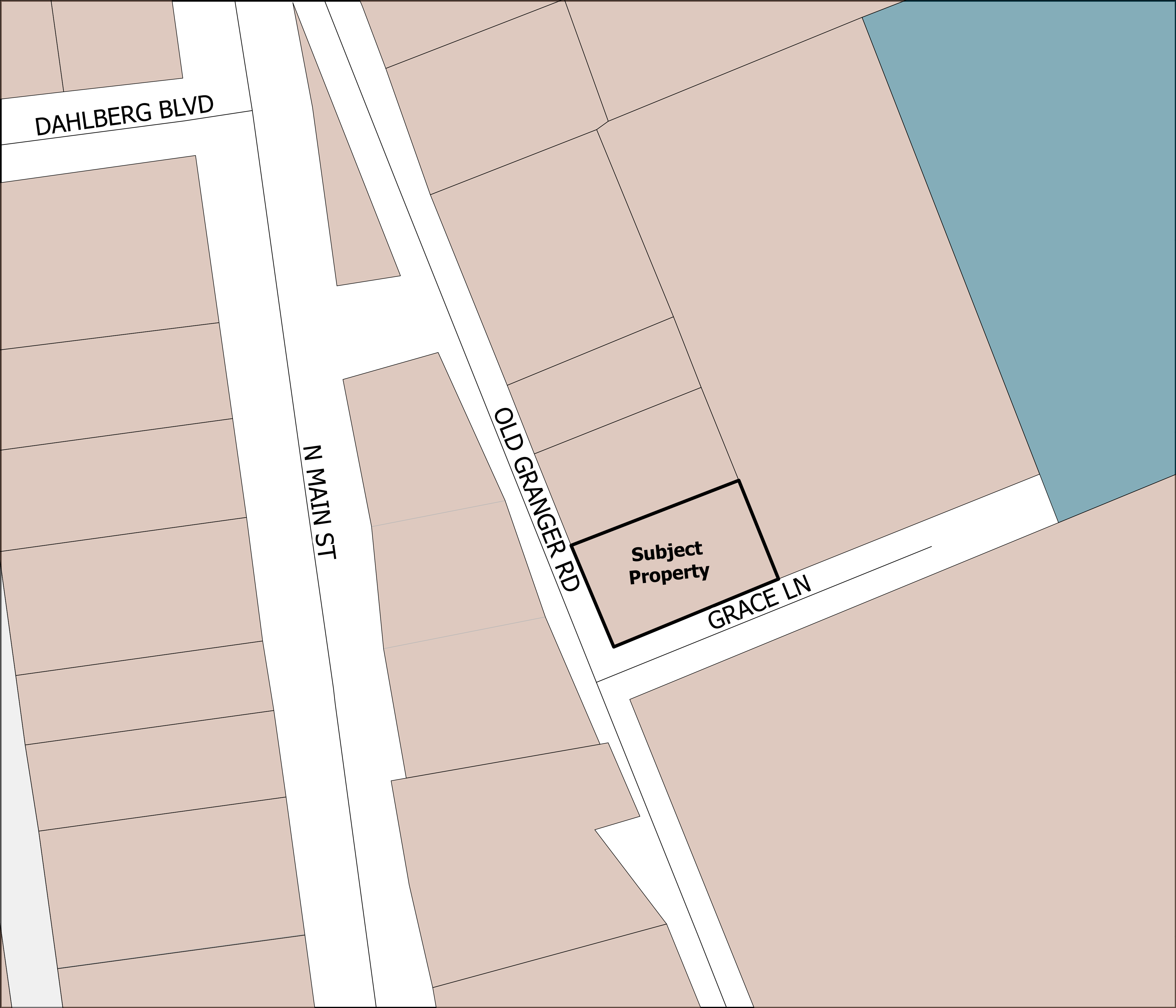
PZ-2022-1450

Old Granger Rd. Re-Zoning
Located at the Northeast Corner of the
Intersection of Old Granger Road and Grace
Lane
Growth Sectors Map
Approximately 0.44 Acres

Legend

- Subject Property
- Parcels
- Streets
- 2021 Growth Sectors Map**
- Intended Growth Sector
- Infill Growth Sector



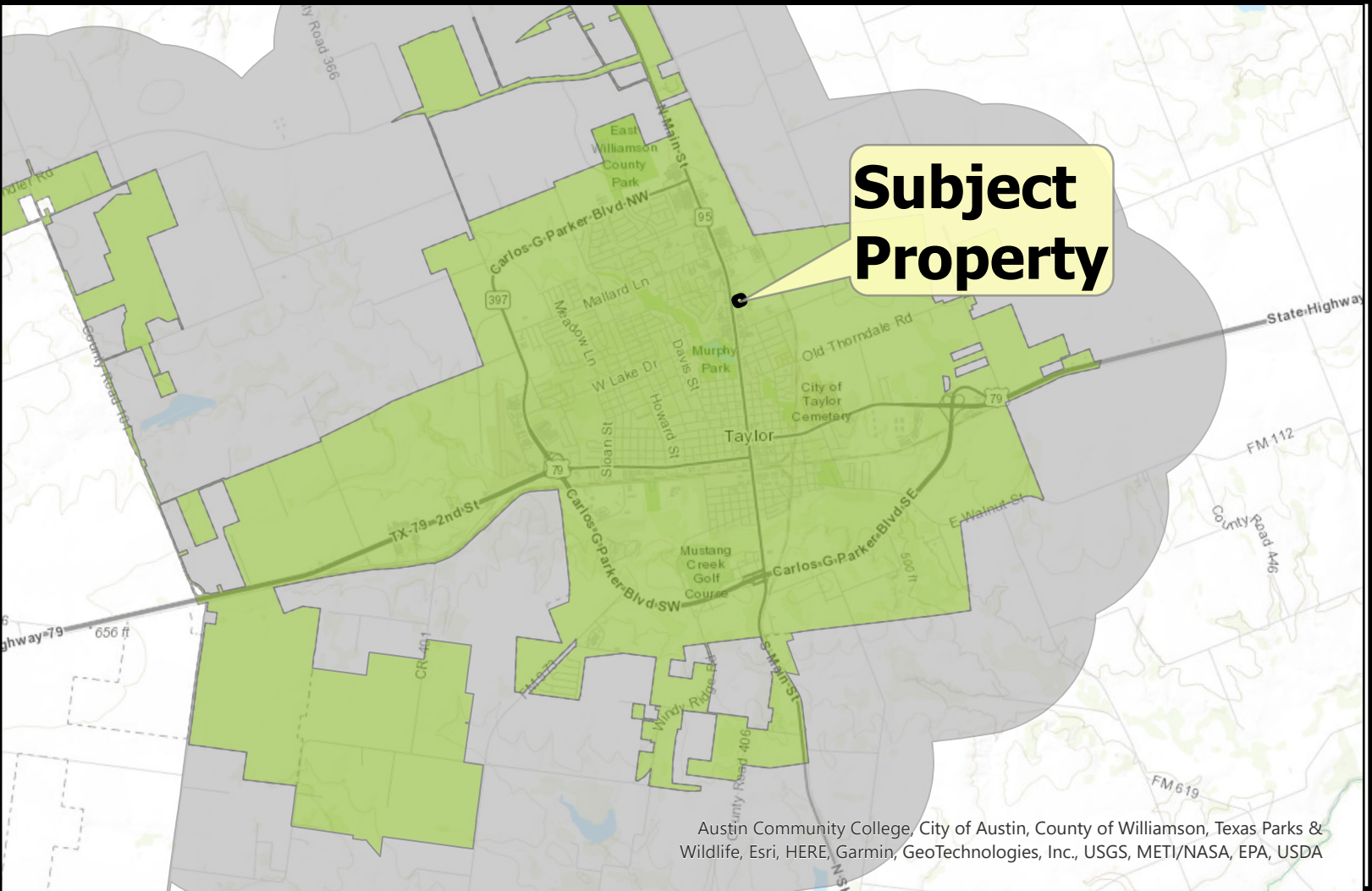


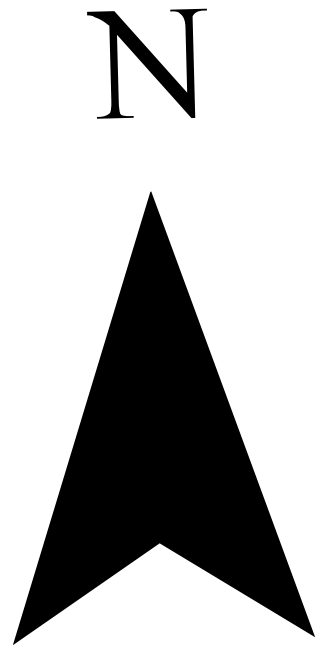
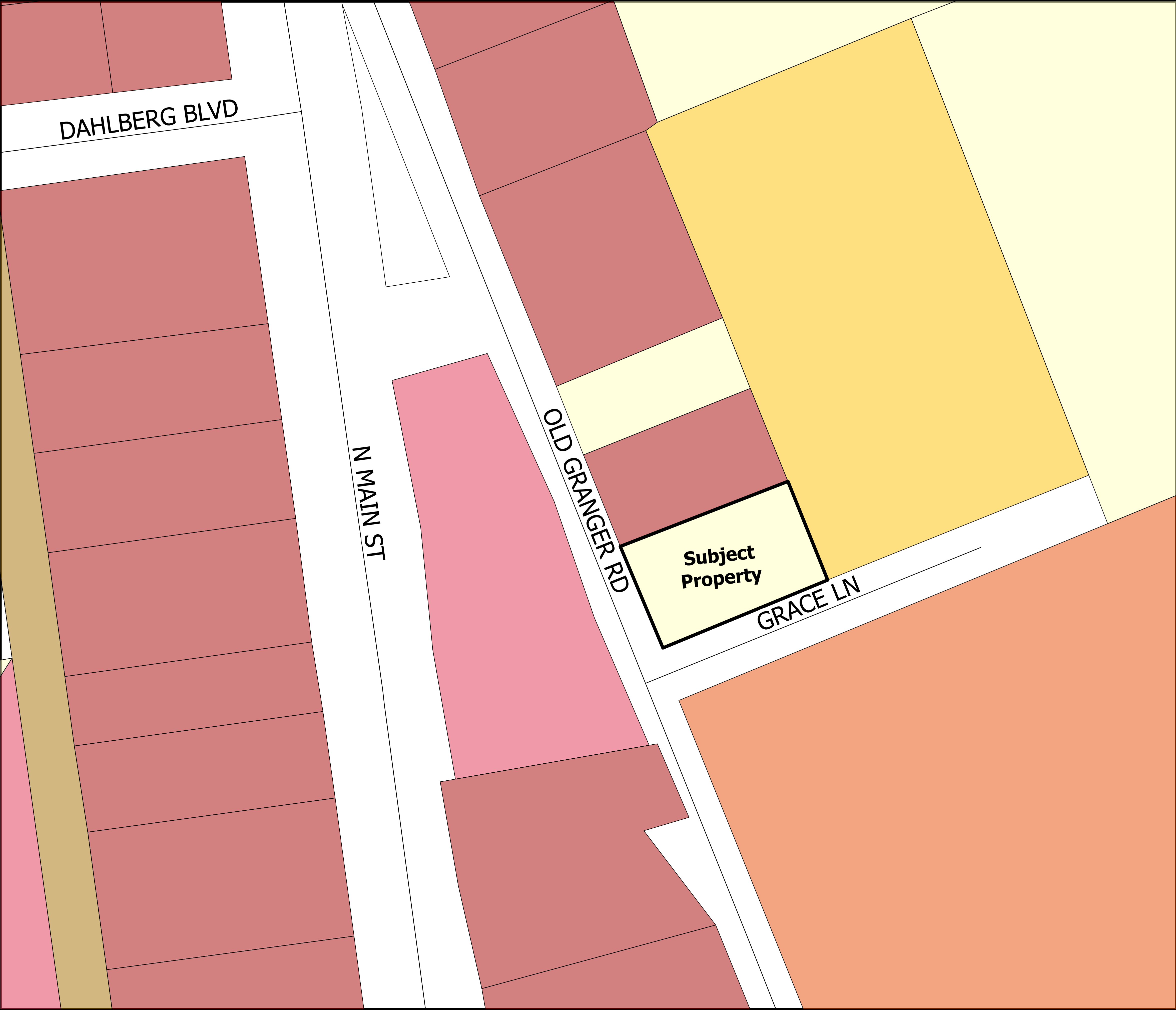
PZ-2022-1450

Old Granger Rd. Re-Zoning
Located at the Northeast Corner of the
Intersection of Old Granger Road and Grace
Lane
Future Land Use Map
Approximately 0.44 Acres

Legend

-  Subject Property
-  Parcels
-  Streets
- 2021 Future Land Use Map**
-  Area of Minimal Change
-  Employment Center: Neighborhood
-  Market Center: Community



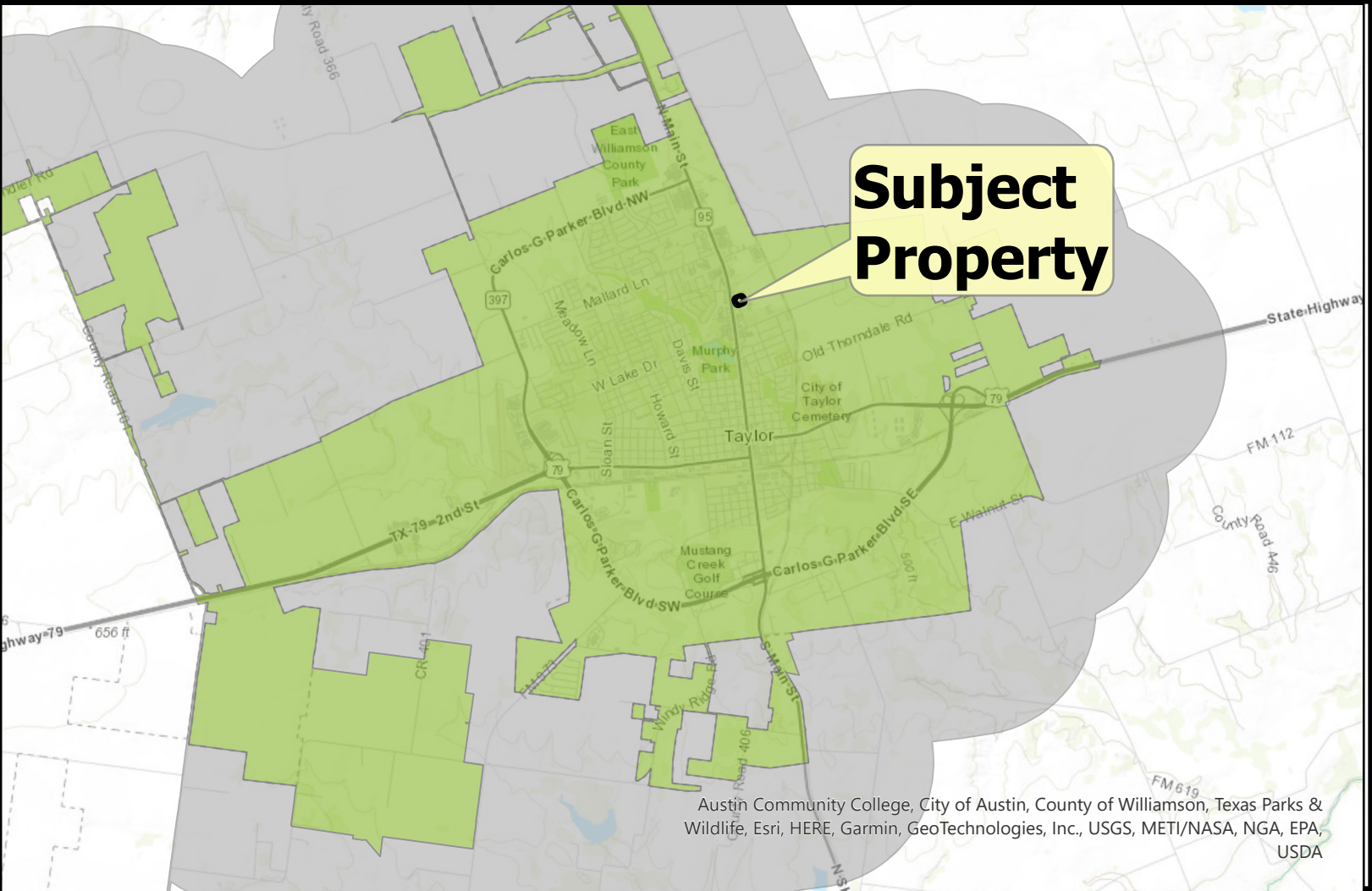


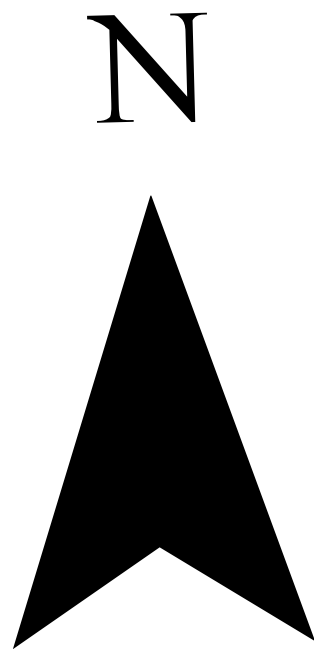
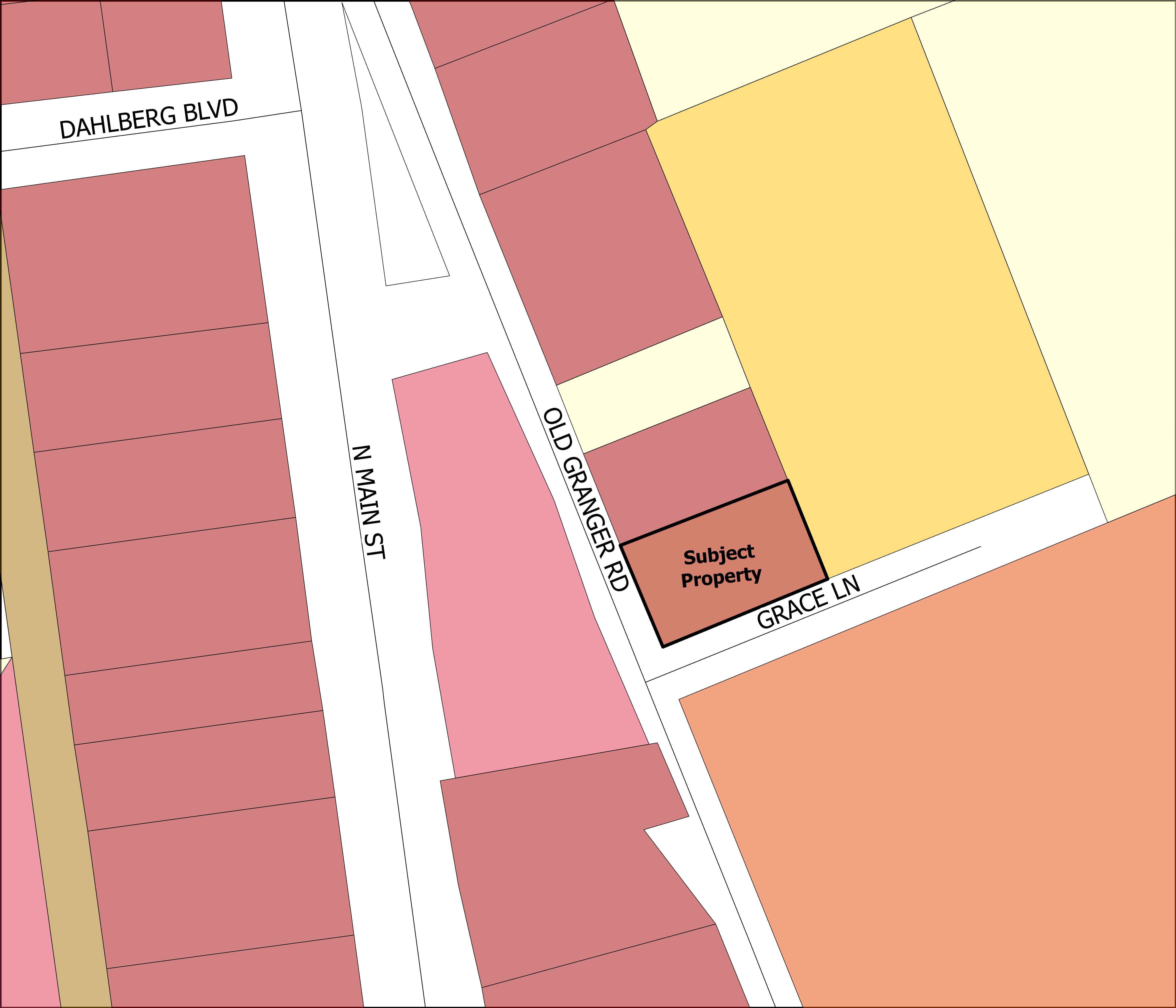
PZ-2022-1450

Old Granger Rd. Re-Zoning
Located at the Northeast Corner of the
Intersection of Old Granger Road and Grace
Lane
Current Zoning Map
Approximately 0.44 Acres

Legend

- | | |
|------------------|--------------------|
| Subject Property | B-2 |
| Parcels | I Institutional |
| Streets | MF-1 Multi- Family |
| ZONING | MF-2 Multi-Family |
| B-1 | R-1 Single Family |



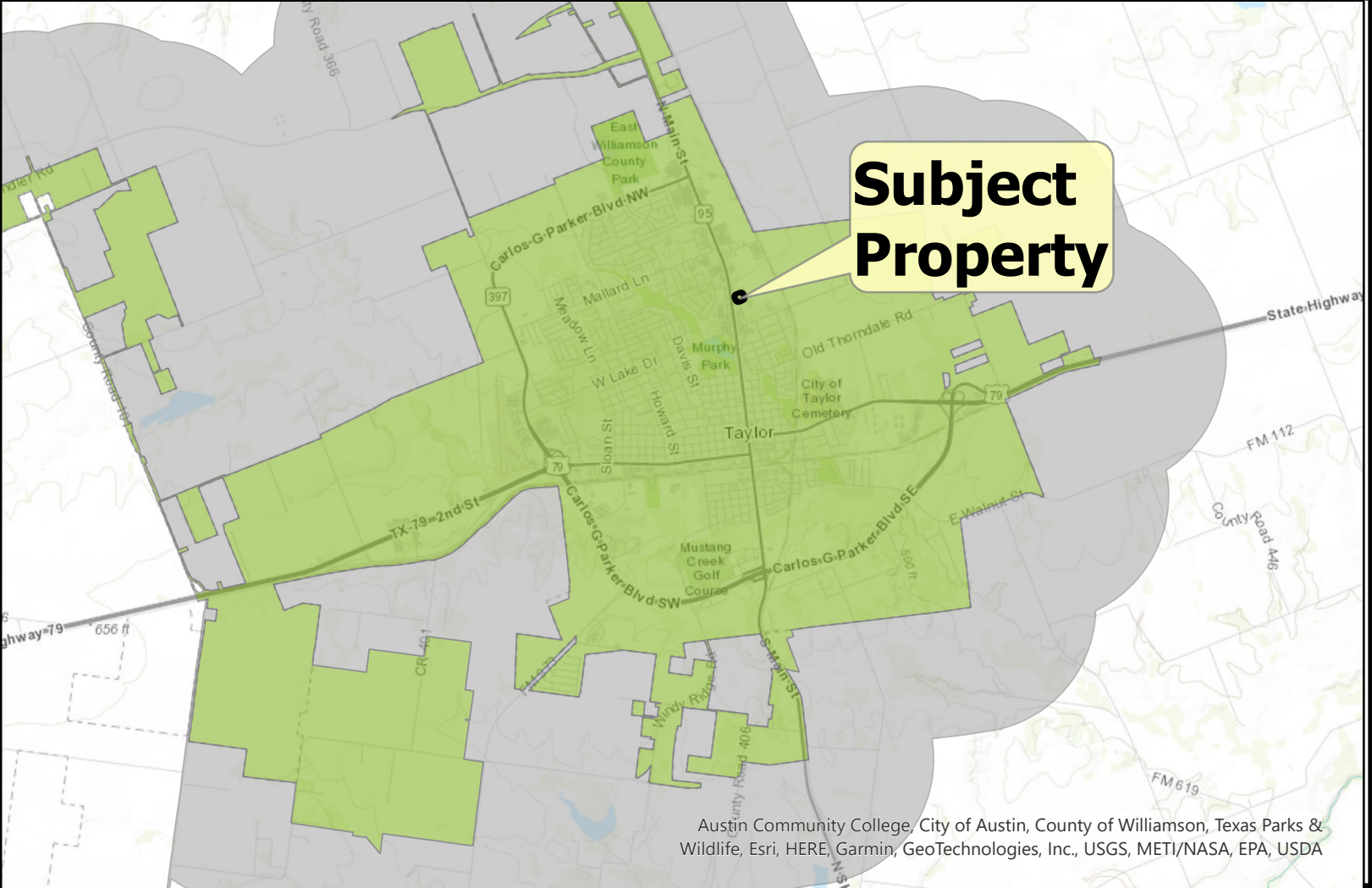


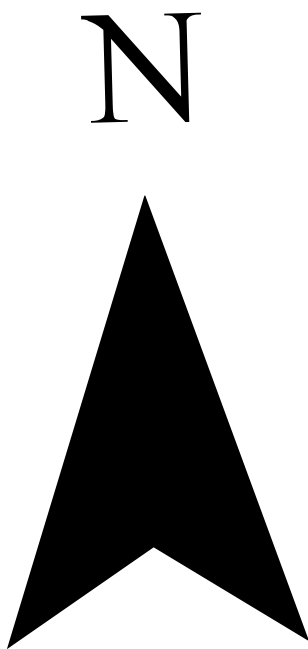
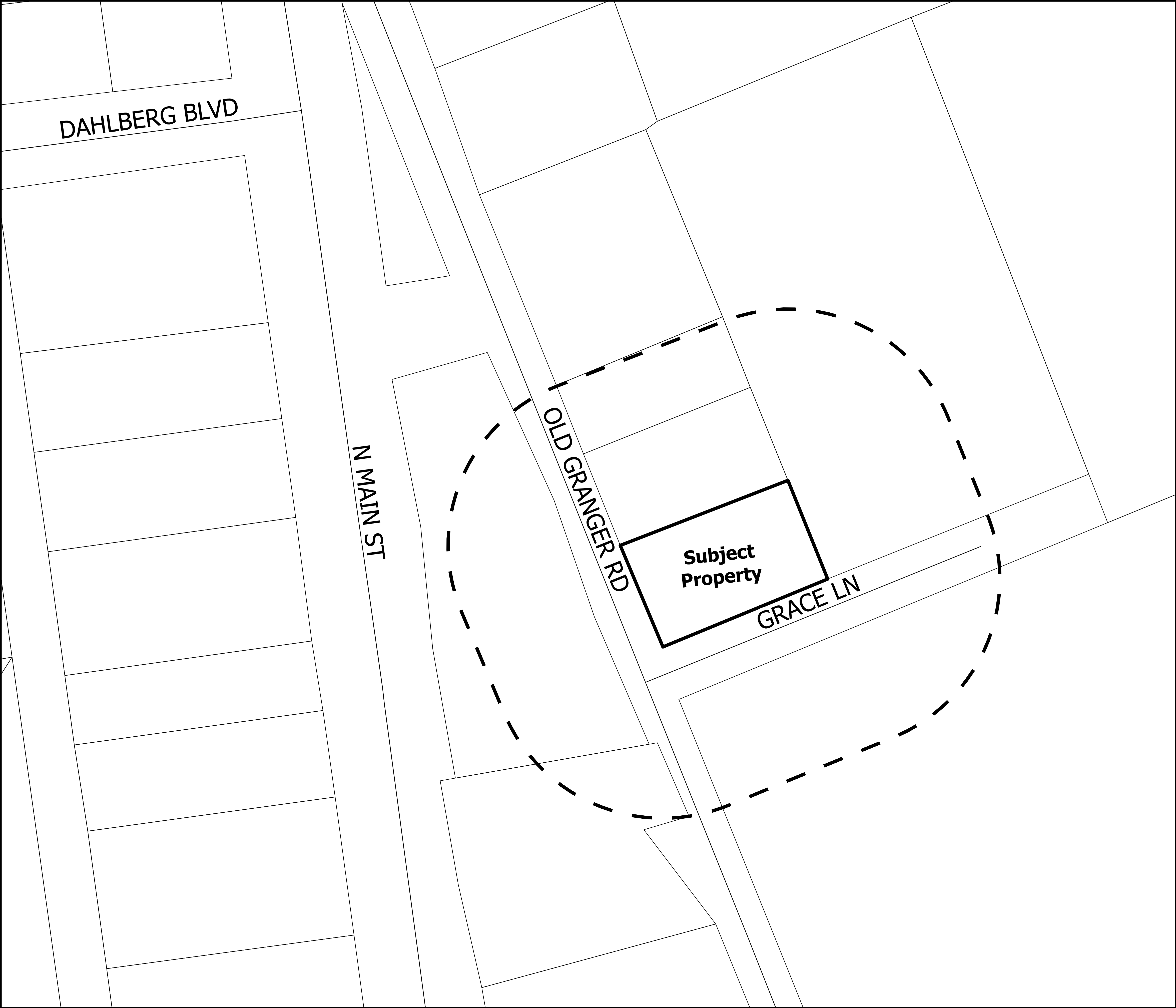
PZ-2022-1450

Old Granger Rd. Re-Zoning
Located at the Northeast Corner of the
Intersection of Old Granger Road and Grace
Lane
Proposed Zoning Map
Approximately 0.44 Acres

Legend

- | | |
|---------------------|--------------------|
| Proposed B-1 Zoning | B-2 |
| Parcels | I Institutional |
| Streets | MF-1 Multi- Family |
| ZONING | MF-2 Multi-Family |
| B-1 | R-1 Single Family |



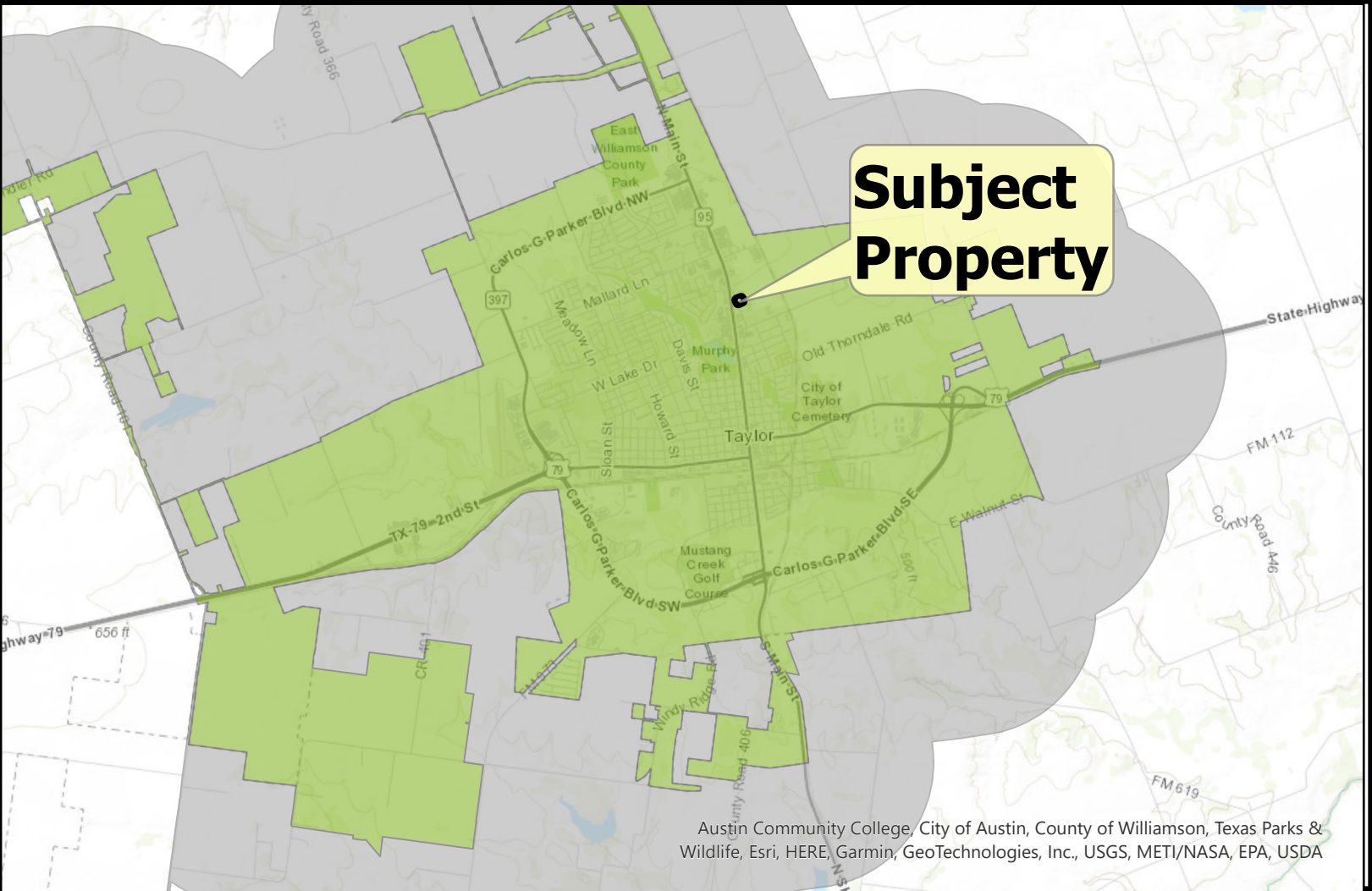


PZ-2022-1450

**Old Granger Rd. Re-Zoning
Located at the Northeast Corner of the
Intersection of Old Granger Road and Grace
Lane
Notice Area Map
Approximately 0.44 Acres**

Legend

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



ORDINANCE NO. 2022-13

AN ORDINANCE CHANGING THE ZONING OF PROPERTY DESCRIBED AS APPROXIMATELY 0.44 ACRES OF LAND, GENERALLY LOCATED NEAR THE INTERSECTION OF OLD GRANGER ROAD AND GRACE LANE, MORE PARTICULARLY DESCRIBED BY WILLIAMSON CENTRAL APPRAISAL DISTRICT PARCEL R391934, FROM SINGLE-FAMILY RESIDENTIAL ZONING DISTRICT (R-1) TO LOCAL BUSINESS ZONING DISTRICT (B-1), TAYLOR, WILLIAMSON COUNTY, TEXAS; AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF TAYLOR, TEXAS, TO SHOW THE ZONING CHANGE ADOPTED HEREIN; PROVIDING A SAVINGS CLAUSE.

WHEREAS, the Taylor City Council conducted a public hearing on April 28, 2022, to consider the request made by the applicant, whose property is legally described in Exhibit “A” attached hereto and incorporated by reference herein for all purposes (“Property”), to change the zoning for the Property from Single-Family Residential Zoning District (R-1) to Local Business Zoning District (B-1); and

WHEREAS, the Planning and Zoning Commission, after proper notice, conducted a public hearing on April 12, 2022, to consider the zoning request, and recommended approval of the zoning change to the City Council; and

WHEREAS, the City Council, after the public hearing, approves the request for the Property zoning change.

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

SECTION 1. The facts and recitations contained in the preamble of this Ordinance are hereby declared to be true and correct and are incorporated by reference herein and made a part hereof, as if copied verbatim.

SECTION 2. The zoning district of the Property is changed from Single-Family Residential Zoning District (R-1) to Local Business Zoning District (B-1).

SECTION 3. The Official Zoning map of the City of Taylor, Texas, is changed to show the Property zoning district changed from Single-Family Residential District (R-1) to Local Business Zoning District (B-1) as shown in Exhibit “B” attached hereto for all purposes.

SECTION 4. All other terms and conditions contained in the official zoning map, except as amended herein, shall continue and remain in full force and effect.

SECTION 5. Should any section, paragraph, clause, phrase, or provision of this Ordinance be adjudged invalid or held unconstitutional, the same shall not affect the validity of this Ordinance as a whole or any part of the provisions thereof, other than the part so decided to be invalid or unconstitutional.

SECTION 6. In accordance with Article VIII of the City Charter, Ordinance 2022-13 was introduced before the Taylor City Council on the 28th day of April 2022.

PASSED, APPROVED, and ADOPTED on the _____ day of _____, 2022.

Brandt Rydell, Mayor

ATTEST:

Dianna McLean, City Clerk

APPROVED AS TO FORM:

Ted Hejl,
City Attorney

CERTIFICATE

THE STATE OF TEXAS

COUNTY OF WILLIAMSON

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

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

Dianna McLean
City Clerk

EXHIBIT A
(Legal Description)

EXHIBIT A

THE STATE OF TEXAS COUNTY OF WILLIAMSON

Being a 0.438 acre (19,079 square feet) tract of land out of the JOHN PHARRASS SURVEY, A-495, located in Williamson County, Texas, said 0.438 acre tract being part of the remainder of a called 143.26 acre tract conveyed from Joseph H. Lundell, Et Al to Wallace Seggern, filed November 5, 1970 and recorded in Volume 530, Page 746 of the Deed Records of Williamson County, Texas (DRWC), said 0.438 acre tract being surveyed on the ground under the direct supervision of Corey Joseph Hall, Registered Professional Land Surveyor No. 6362, on January 14, 2022 and is true and correct to the best of my knowledge and belief. All bearings and distances shown herein are based on the Texas Coordinate System, Central Zone (4203) NAD83, said 0.438 acre tract being more fully described as follows:

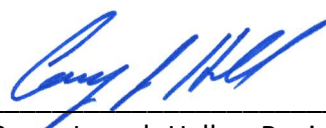
BEGINNING at a 5/8 inch iron rod with a blue plastic cap stamped "KONTUR TECH" set at the intersection of the East line of Old Granger Road and the North line of Grace Lane, being a West corner of Grace Place, a subdivision recorded in Cabinet G, Slide 319 of the Plat Records of Williamson County, Texas, and marking the Southwest corner of the herein described tract;

THENCE, North 22°05'20" West, with the East line of Old Granger Road, a distance of 106.15 feet, to a 1/2 inch iron rod with orange plastic cap stamped "RPLS 6362" found for the Southwest corner of a called 0.413 acre tract conveyed from Timothy Lee Bryant to RCT Holdings, LLC, 1902 Granger Rd. Series, filed June 19, 2020 and recorded in Document No. 2020065634 of the Official Public Records of Williamson County, Texas, and marking the Northwest corner of the herein described tract;

THENCE, North 67°40'41" East, with the South line of the said 0.413 acre tract, a distance of 180.22 feet, to a 1/2 inch iron rod with orange plastic cap stamped "RPLS 6362" found for the Southeast corner of the said 0.413 acre tract, being in the West line of Lot 1 of said Grace Place, and marking the Northeast corner of the herein described tract;

THENCE, South 21°43'33" East, with the West line of the said Lot 1, a distance of 105.97 feet, to a 5/8 inch iron rod with a blue plastic cap stamped "KONTUR TECH" set for an interior corner of the said Lot 1, in the North line of Grace Lane, and marking the Southeast corner of the herein described tract;

THENCE, South 67°37'11" West, with the North line of Grace Lane, a distance of 179.55 feet, to the **PLACE OF BEGINNING**, containing within these metes and bounds 0.438 acres (19,079 square feet) of land, more or less.


Corey Joseph Hall Registered Professional Land Surveyor No. 6362
TBPLS Firm No. 10194591

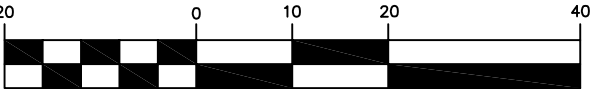


BEING 0.438 ACRE (19,079 SQ. FT.) OUT OF THE JOHN PHARRASS SURVEY, A-495 IN WILLIAMSON COUNTY, TEXAS AND BEING PART OF THE CALLED 143.26 ACRE TRACT CONVEYED FROM JOSEPH H. LUNDELL, ET AL TO WALLACE SEGGERN, FILED NOVEMBER 5, 1970 AND RECORDED IN VOLUME 530, PAGE 746 OF THE DEED RECORDS OF WILLIAMSON COUNTY, TEXAS.

LOT 1
GRACE PLACE
CABINET G, SLIDE 319 PRWC

CONCRETE
ROAD

S21°43'33"E 105.97'



SCALE: 1"= 20'

0.413 ACRE
TIMOTHY LEE BRYANT
TO
RCT HOLDINGS, LLC, 1902
GRANGER RD. SERIES
FILED: 6/19/2020
DOC. 2020065634 OPRWC

0.438 ACRES
(19,079 SQ. FT.)

REMAINDER OF 143.26 ACRES
JOSEPH H. LUNDELL, ET AL
TO
WALLACE SEGGERN
FILED: 11/05/1970
VOLUME 530, PAGE 746 DRWC

- LEGEND
- 5/8 INCH IRON ROD FOUND
 - 5/8 INCH IRON ROD SET
 - GUY ANCHOR
 - ⊕ POWER POLE
 - ⊙ TELEPHONE POLE
 - ⊗ WATER VALVE
 - OVERHEAD ELECTRIC —
 - OHT — OVERHEAD TELEPHONE

ABBREVIATIONS

DRWC = DEED RECORDS OF WILLIAMSON COUNTY, TEXAS

PRWC = PLAT RECORDS OF WILLIAMSON COUNTY, TEXAS

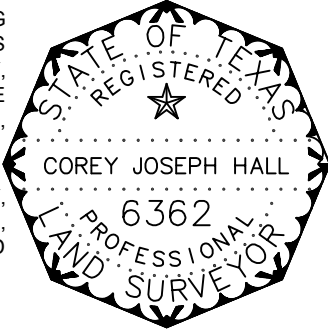
OPRWC = OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS

TO: LONGHORN TITLE COMPANY
RE: RCT HOLDINGS, LLC

THE UNDERSIGNED HEREBY CERTIFIES:
THIS SURVEY WAS MADE ON THE GROUND UNDER MY SUPERVISION ON **JANUARY 14, 2022**, AND IS A TRUE, CORRECT AND ACCURATE REPRESENTATION OF THE PROPERTY AS DETERMINED BY SURVEY, THE LINES AND DIMENSIONS OF SAID PROPERTY BEING AS INDICATED BY THE PLAT; THE SIZE, LOCATION AND TYPE OF BUILDINGS ARE AS SHOWN, ALL IMPROVEMENTS BEING WITHIN THE BOUNDARIES OF THE PROPERTY, AND SET BACK FROM THE PROPERTY LINES THE DISTANCES INDICATED. THERE ARE NO ENCROACHMENTS, CONFLICTS OR PROTRUSIONS, EXCEPT AS SHOWN HEREON, AND SAID PROPERTY HAS ACCESS TO AND FROM A DEDICATED ROADWAY.

ACCORDING TO THE FLOOD INSURANCE RATE MAP (FIRM) FOR WILLIAMSON COUNTY, TEXAS, COMMUNITY PANEL NUMBER **48491C0533F**, **EFFECTIVE DECEMBER 20, 2019**, THE SUBJECT TRACT IS LOCATED IN **ZONE "X"**, WHICH IN THIS CASE **IS NOT** LOCATED IN A SPECIAL FLOOD HAZARD AREA.


COREY JOSEPH HALL, RPLS
TEXAS REGISTRATION NO. 6362



- NOTES:
- THIS SURVEY HAS BEEN PREPARED UTILIZING A COMMITMENT FOR TITLE INSURANCE PREPARED BY **LONGHORN TITLE COMPANY**, G.F. NO. **TAY2200504**. EFFECTIVE DATE: **JANUARY 6, 2022**. PARTIES TO THIS TRANSACTION ARE RESPONSIBLE FOR VERIFICATION OF ALL EASEMENTS, COVENANTS AND CONDITIONS WHICH MAY AFFECT THIS TRACT BUT ARE NOT SHOWN HEREON.
 - BEARINGS SHOWN HEREON ARE BASED ON THE TEXAS COORDINATE SYSTEM, CENTRAL ZONE (4203) NAD 83.

- SCHEDULE B ITEMS (10)
- EASEMENT DATED AUGUST 6, 1946, EXECUTED BY C.A. LUNDELL AND OLLIE LUNDELL TO LONE STAR GAS COMPANY, RECORDED IN VOLUME 341, PAGE 103 DRWC. **MAY AFFECT SUBJECT PROPERTY**
 - EASEMENT DATED JANUARY 24, 1980, EXECUTED BY WALLACE SEGGERN TO THE CITY OF TAYLOR, RECORDED IN VOLUME 790, PAGE 478 DRWC. **DOES NOT AFFECT SUBJECT PROPERTY**
 - EASEMENT AND RIGHT OF WAY DATED MAY 29, 1980, EXECUTED BY WALLACE SEGGERN TO TEXAS POWER & LIGHT COMPANY, RECORDED IN VOLUME 801, PAGE 160 DRWC. **DOES NOT AFFECT SUBJECT PROPERTY**
 - EASEMENT AND RIGHT OF WAY DATED OCTOBER 18, 1979, EXECUTED BY WALLACE SEGGERN TO TEXAS POWER & LIGHT COMPANY, RECORDED IN VOLUME 801, PAGE 197, DRWC. **DOES NOT AFFECT SUBJECT PROPERTY**
 - EASEMENT AND RIGHT OF WAY DATED JULY 22, 1980, EXECUTED BY WALLACE SEGGERN TO TEXAS POWER & LIGHT COMPANY, RECORDED IN VOLUME 833, PAGE 700 DRWC. **DOES NOT AFFECT SUBJECT PROPERTY**
 - EASEMENT DEED BY COURT ORDER IN SETTLEMENT OF LANDOWNER ACTION FILED JULY 9, 2015 TO QWEST COMMUNICATIONS COMPANY, RECORDED UNDER DOCUMENT No. 2015058336 ORWC. **MAY AFFECT SUBJECT PROPERTY**



KONTUR
TECHNICAL, LLC

26 WOODLAND LANE, ROUND ROCK, TEXAS 78664
TEL: (512) 360-0012 TBPELS REGISTRATION #10194591

LAND TITLE SURVEY
OLD GRANGER ROAD
TAYLOR, TEXAS

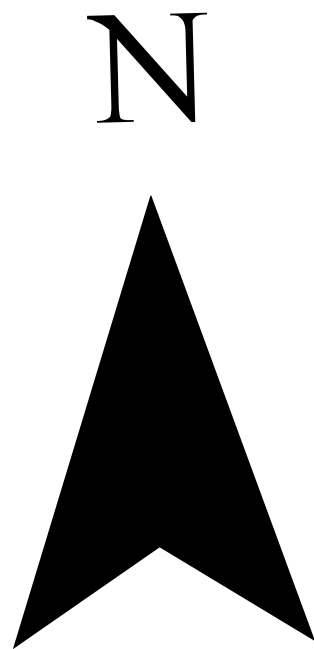
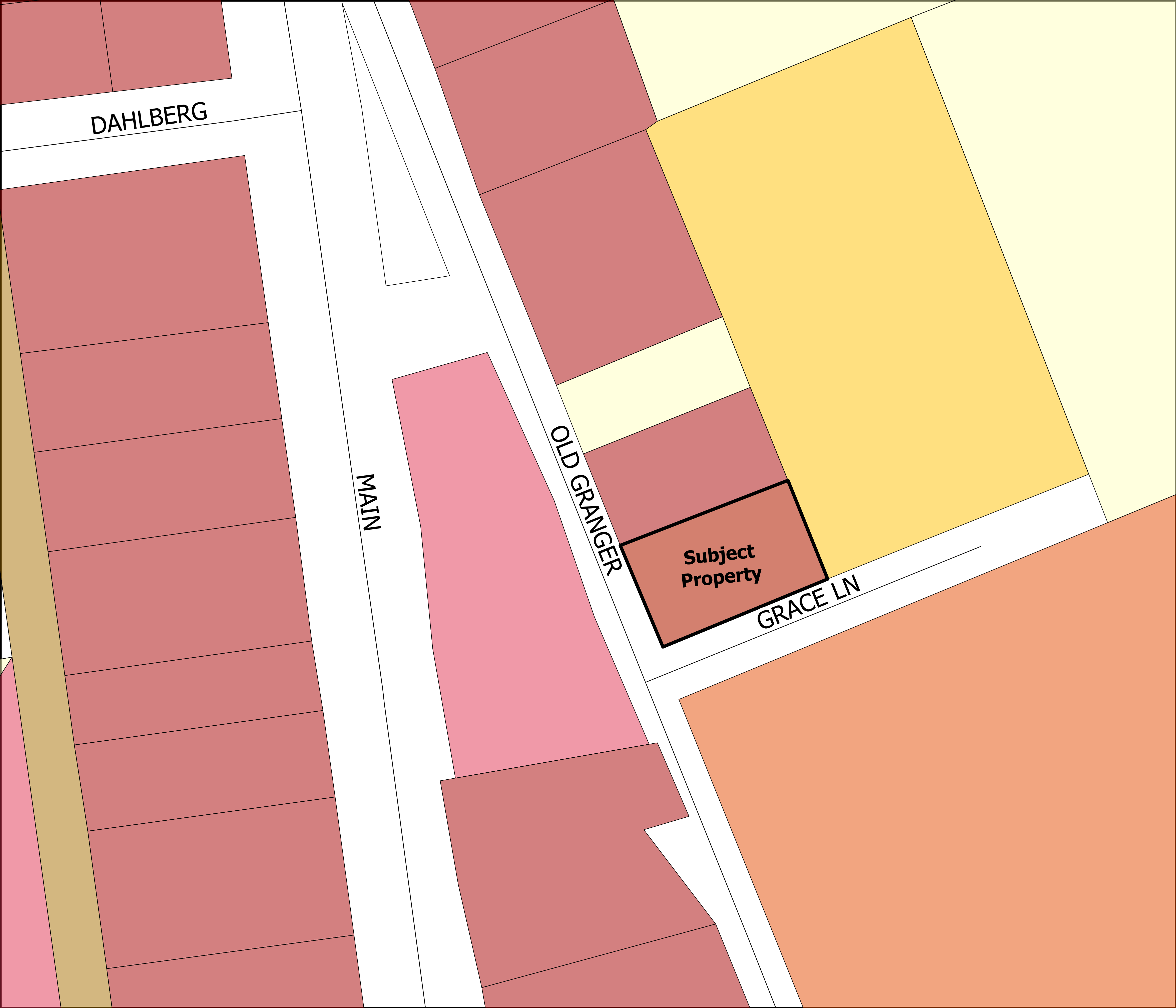
DRAWN BY: BRC

DATE: 1/14/2022

JOB NO.: 4001.071

SCALE: 1" = 20'

SHEET 1 OF 1

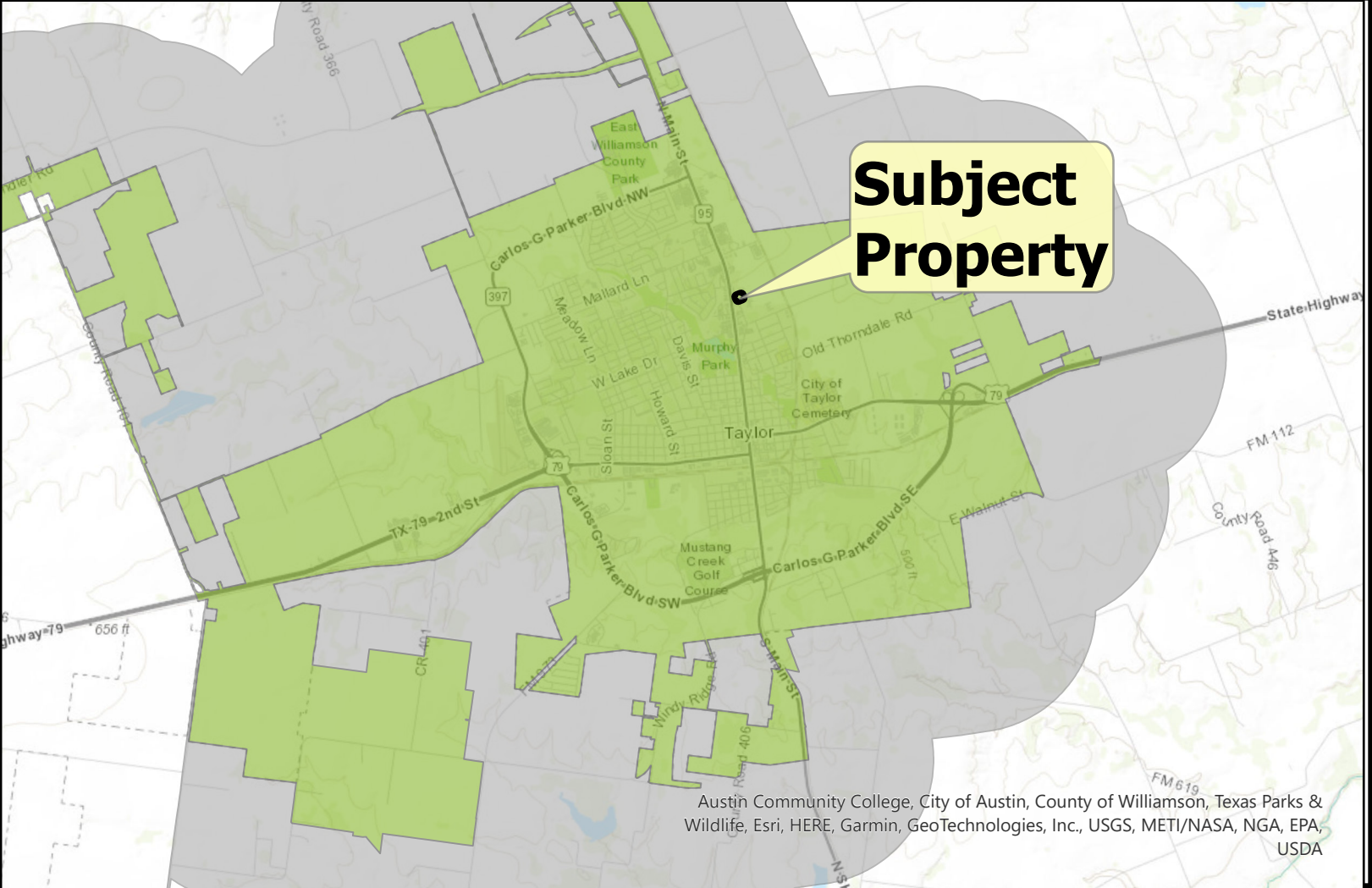


PZ-2022-1450

Old Granger Rd. Re-Zoning
Located at the Northeast Corner of the
Intersection of Old Granger Road and Grace
Lane
Proposed Zoning Map
Approximately 0.44 Acres

Legend

- | | |
|---------------------|--------------------|
| Proposed B-1 Zoning | B-2 |
| Parcels | I Institutional |
| Streets | MF-1 Multi- Family |
| ZONING | MF-2 Multi-Family |
| B-1 | R-1 Single Family |



City of Taylor City Council

April 28, 2022



PZ-2022-1450

Old Granger Rd. Re-Zoning

Growth Sectors & Future Land Use Maps

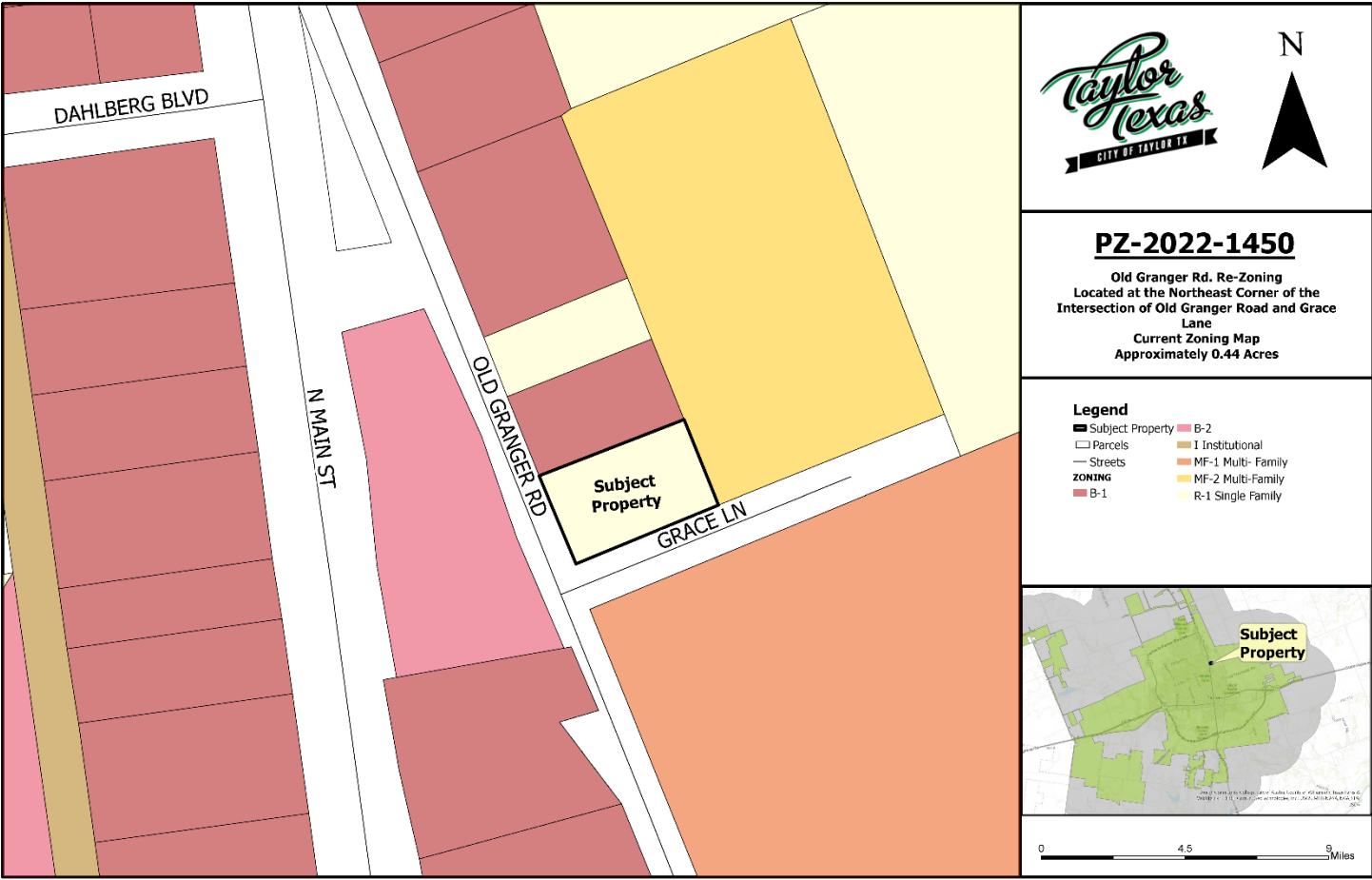


Infill Growth Sector

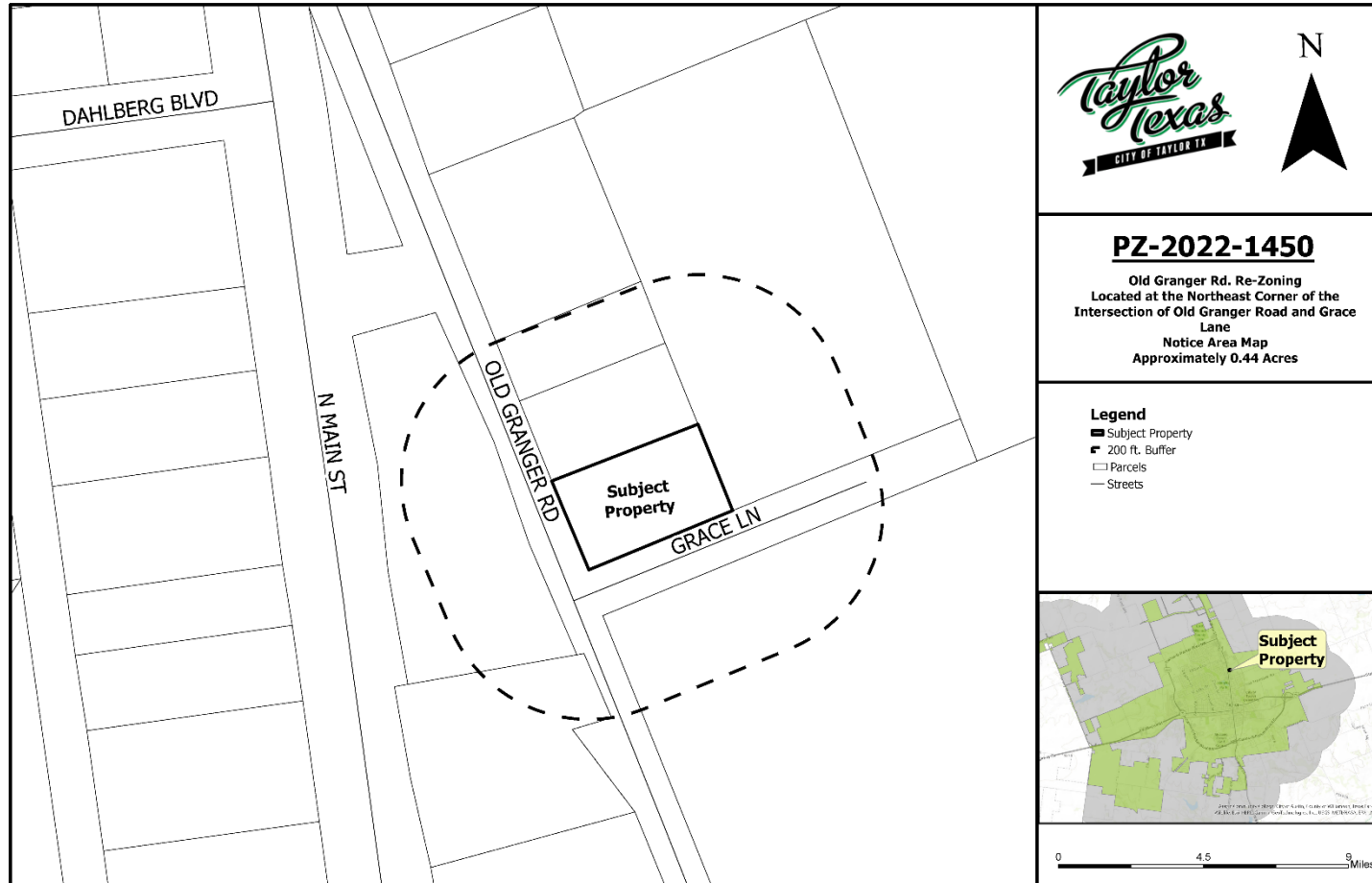


Market Center: Community

Current Zoning Map

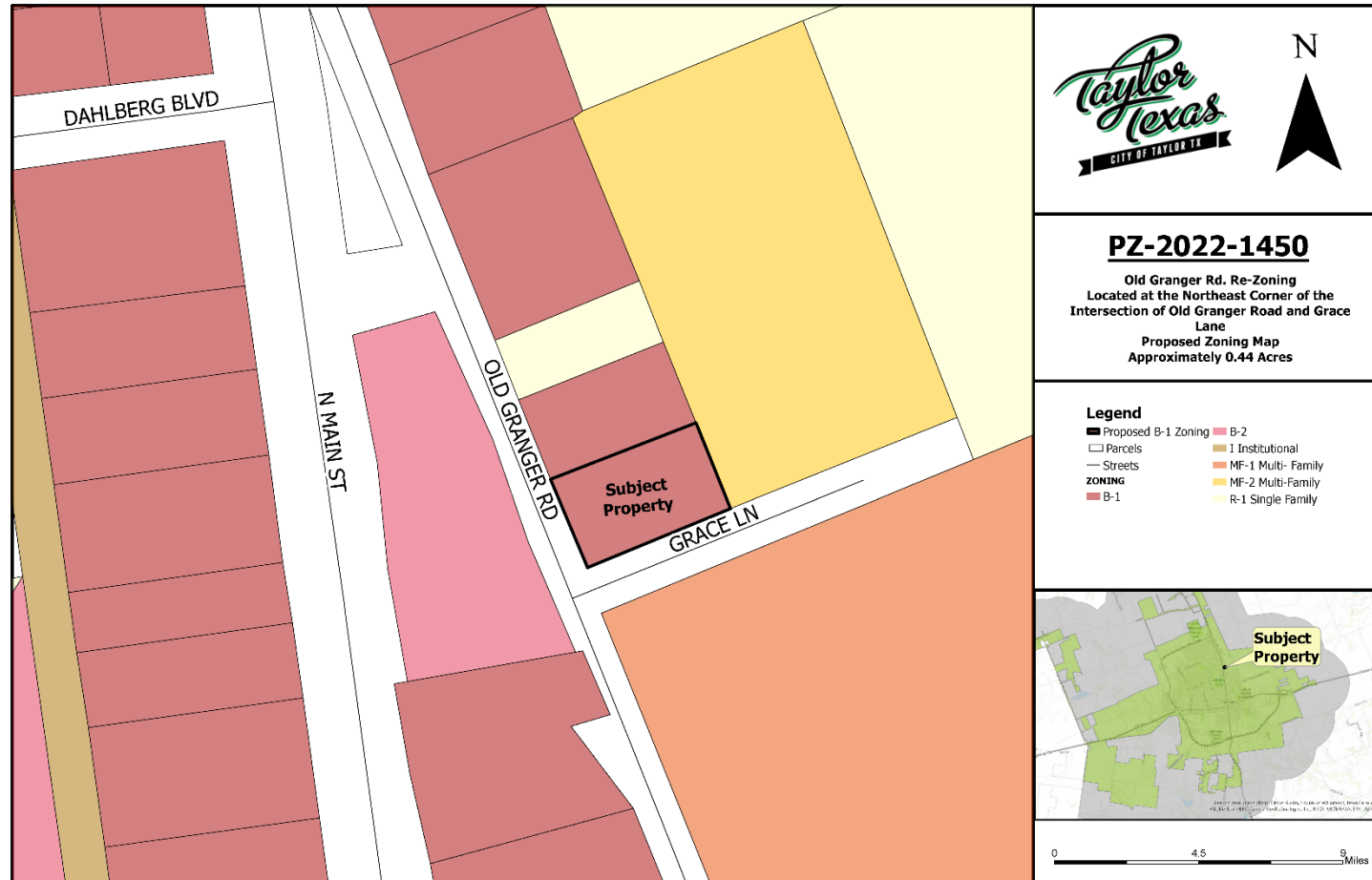


Notice Area Map



- 9 notices were sent out to adjacent property owners within 200 ft. of the subject property and public entities.
- Staff received 0 responses from the notified parties.

Proposed Zoning Map





= Subject Property

Facing Northwest along Grace Lane



Residential Remodel for Commercial Use
(1902 Old Granger Rd. abuts Subject Property to the North)

P&Z Recommendation

The Planning & Zoning Commission unanimously recommended approval of the proposed re-zoning at their meeting on April 12th.



City Council Meeting May 12, 2022 Transmittal Letter

STRATEGIC PILLAR

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

Agenda Item #: 5

Agenda Title: Consider Ordinance 2022-14 amending Ordinance 2019-28, changing the zoning of approximately 756.00 acres of Single-Family Residential Zoning District (R-1) to 756.00 acres of General Commercial Zoning District (B-2) with a Commercial Planned Development Overlay (B-2/CPD), addressed as 201 FM 3349, Taylor, Williamson County, Texas.

Council Action to be taken: Consider adoption of Ordinance

Department Submitted: Development Services

Staff Contact: Tom Yantis, Assistant City Manager

1. PURPOSE/DESCRIPTION

The applicant is proposing changes to the development standards in the approved planned development as there have been some significant changes since the project began. First, the initial off-street parking standard must be updated for ease of use and for office and industrial land uses. Second, FM 3349 is being widened which has prompted the relocation of a pipeline which required adjustments to the landscape standards along FM 3349.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

City Council adopted ordinance 2019-28 rezoning the RCR Rail Park property to a commercial planned development zoning district in September 2019.

The property owner has requested to change the development standards related to off-street parking requirements and landscaping. Staff has analyzed the requests and believe that they achieve the intended goals of the original planned development.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
Makes necessary changes to the planned development standards to accommodate changing circumstances	N/A

4. RECOMMENDATION

The Planning and Zoning Commission unanimously recommended approving the requested amendment to the planned development standards at their April 12, 2022 meeting.

5. FUNDING SOURCE

N/A

6. TIMELINE

The Planning and Zoning Commission held a public hearing on April 12, 2022. The public hearing and introduction of the ordinance amending Ordinance 2019-18 rezoning the subject property is scheduled for April 28, 2022. City Council will consider adopting the rezoning ordinance on May 10, 2022.

7. OTHER OPTIONS (In order of preference)

N/A

8. ATTACHMENTS

- 5a. [P&Z Staff Report](#)
- 5b. [Zoning Map](#)
- 5c. [Notice Area Map](#)
- 5d. [Ordinance 2022-14](#)
 - 5e. [Exhibit "A"](#)
 - 5f. [Exhibit "B"](#)
- 5g. [PZ-2022-1133 PowerPoint](#)

City of Taylor
201 FM 3349
Amendment RCR Planned Development
Staff Report

Requested Action: Amendment to 2.3 – Off street parking and 2.4 - Landscape and screening standards (Vegetative Buffer) in the Planned Development Ordinance No. 2019-28.

Applicant: Richard Heiges/Railroad Infrastructure and Terminal Development, RITD

Subject Property: Is approximately 756.00 acres, addressed as 201 FM 3349 and located at the southwest intersection of SH 79 and FM 3349; more particularly described by Williamson Central Appraisal District Parcel numbers R586971, R605484, R605486, R586973, R586972, R019450, R019173 R435559, R435560, R605658, R605704, R349685, R605702, and R619617, Taylor, Williamson County, Texas.

Parcel Information

Current Zoning: General Business Zoning District with a Commercial Planned Development Overlay (B-2/CPD)

Current Use: Rail Distribution Center

Proposed Change: Off Street Parking and Landscape/Screening Standards

Future Land Use Plan: Employment Center: Regional

Adjacent Parcel Information

Direction	Land Use	Zoning
North	Railroad and SH 79	Outside the City Limits
South	Rural Estate/Farmland	Outside the City Limits
East	Farmland	Future Samsung
West	FM 3349	Outside the City Limits

Purpose:

The applicant is proposing to amend the Commercial Planned Development Ordinance that was adopted September 26, 2019. As a reminder, the current Zoning Ordinance has little or no development standards for the industrial districts (M-1 and M-2). Consequently, when RCR went through the re-zoning process, the Ordinance provided one way to move forward with the project, re-zoning to General Business Zoning District with a Commercial Planned Development Overlay (B-2/CPD). The Commercial Planned Development Overlay enabled the City and the applicant to work together to create tailored development standards for RCR – Taylor Logistics Park.

The applicant is proposing the changes to the development standards in the approved planned development as there have been some significant changes since the project began. First, the initial off-street parking standard must be updated for ease of use and for office and industrial land uses. The parking requirement for office will be based on the floor area square footage of that use. Percentages will not be used. Parking requirements for transient industrial uses are being eliminated as a permanent requirement as it's not needed for temporary uses. Second, FM 3349 is being widened. This plan has prompted the relocation of a Flint Hills pipeline. The pipeline is being relocated within the subject property along FM 3349. This necessitates a change to the screening along FM 3349. The proposed updates are below:

The stricken part of 2.3 – Off-street parking will be replaced.

2.3 – Off-street parking

Off-street parking standards shall be determined in accordance with Chapter 6 of the Zoning Ordinance with the following exceptions in Table 2.2:

~~If greater than 50% of the traffic to the business is solely for the purpose of loading/unloading of freight, the minimum number of standard parking spaces shall be 1 per 400 square feet of enclosed office space within the warehouse storage building.~~

2.2 Off-Street Parking Table

<u>Parking Deviations</u>	
<u>Land Use/Type</u>	<u>Off-street Parking Requirement</u>
Office Space	1/400 sf* of floor area
Warehouse Space/Distribution Center	None
Loading/Unloading Area	None

*square feet

For the update to Landscape and screening standards the ordinance shall read:

2.4 – Landscape and screening standards

All landscaping within this CPD shall be designed under a unified set of landscape standards.

A vegetative buffer of fifty (50) feet in width shall be required adjacent to existing and proposed rights-of-way for roadways adjacent to or within this CPD as shown on the “Landscape Standards” exhibits included in this CPD (Exhibits 1 and 1A).

Within the 50-foot vegetative buffer along FM 3349 (Exhibit 1B), one row of canopy trees is required. The trees must be placed 25-feet from the western property line and 15-feet from the northern and southern property lines, must be planted at 30-foot centers. Within the projected adult canopy of each tree, four (4) shrubs must

be planted. The shrubs may be tandem with the trees. All trees must be placed on top a four-foot (4) berm at the apex to provide optimal screening.

Updated Staff Analysis:

As City Staff we acknowledge that Taylor's world has changed since inception of the RCR project began so some updates to the Commercial Planned Development are warranted. As before we must defer to the guiding documents. The Growth Sectors Map designates the RCR - Taylor Logistics Park as a restricted growth area. The Future Land Use Map designates RCR as a Regional Employment Center. The proposed updates are consistent with the Comprehensive Plan.

Staff Recommendation

Staff recommends approval of the request to update the Commercial Planned Development Overlay. First, updating the 2.3 Off street parking with a table, for industrial land uses, will make the ordinance clearer to potential developers and lessees interested in RCR. Second, updating the requirements of the vegetative buffer along FM 3349 will permit RCR to facilitate the relocation of the Flint Hills' pipeline. The pipeline must be relocated to move forward with the State plans for the widening of FM 3349.

Planning and Zoning Commission Recommendation

The Planning and Zoning Commission is charged with reviewing all requests for re-zoning and making a recommendation to City Council either in favor of or in opposition to each request.

In determining a recommendation on a re-zoning request, the Planning and Zoning Commission should consider the following factors:

- **Are the Planned Development updates consistent with the Comprehensive Plan?**

The updates are consistent with the Comprehensive Plan. The Future Land Use Map shows the subject property as a Regional Employment Center, which RCR is.

- **Is the Planned Development compatible with the surrounding area?**

The updates are compatible with the surrounding area and is in response to all the changes and growth Taylor is experiencing. Additionally, the widening of FM 3349 prompted the relocation of the pipeline easement that necessitated the alteration of the vegetative buffer along FM 3349.

- **Does the update promote the public health, safety, or general welfare?**

The amendments do promote the public health, safety, and welfare of Taylor as they are consistent with the Future Land Use Map. The tailored development

standards allow regional projects in the appropriate location and protect the residents of Taylor.

- **Is adequate infrastructure available or planned to meet the needs of the proposed land use?**

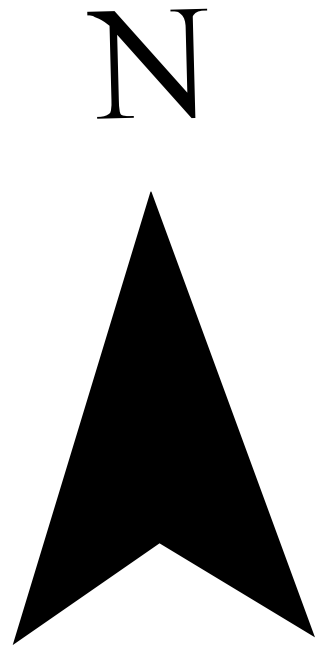
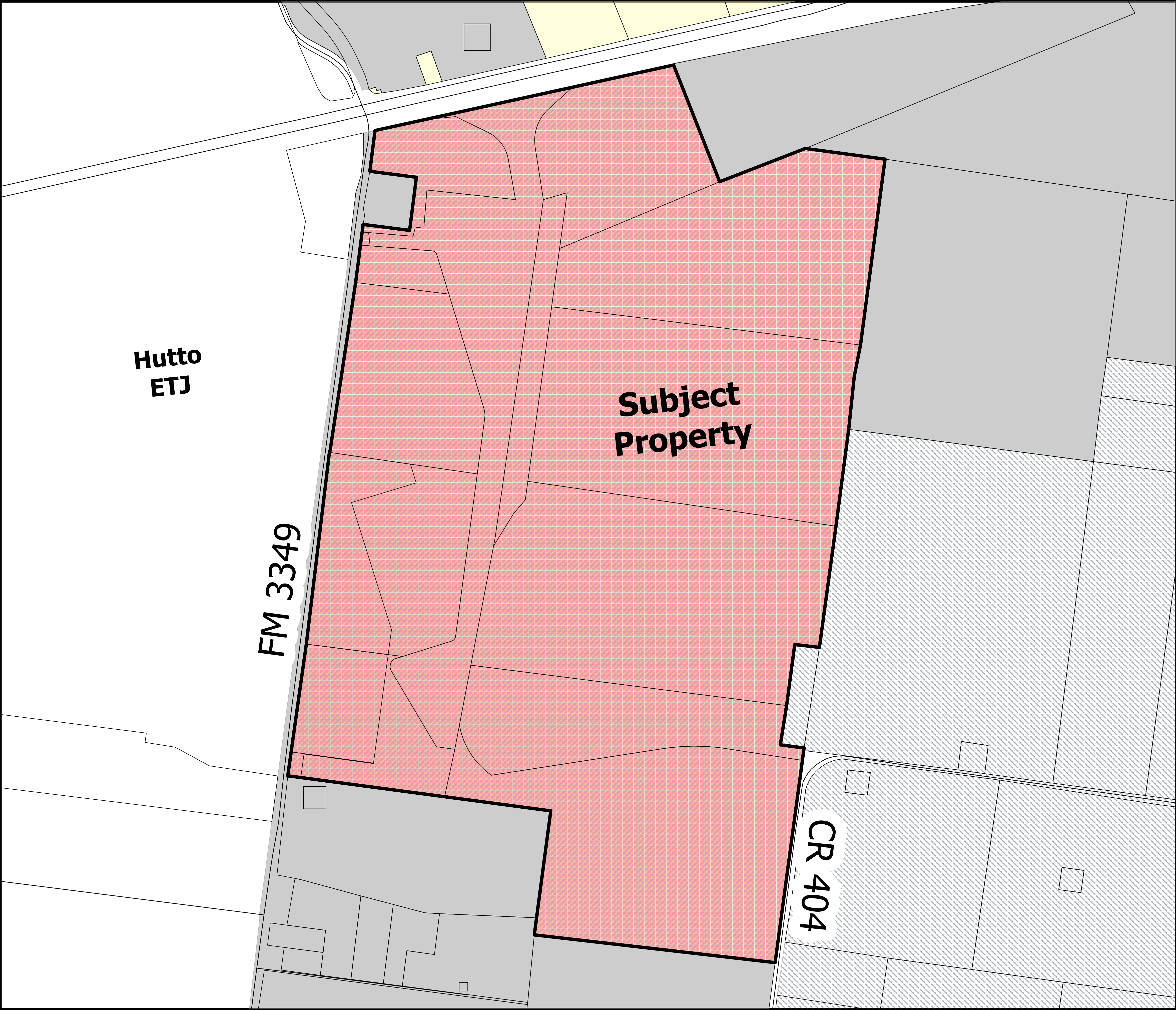
Water is available and being extended by the developer. At this time, there are no options available to RCR for wastewater; however, in the future there will be options to the north, west and east. Temporary septic was approved for the lots to the west of RCR- Taylor Logistics Park previously and may still be necessary as the earliest prediction for wastewater availability is 2023.

- **Do current conditions indicate that the proposed updates to the Planned Development are necessary?**

As stated above, the updates are in response to the changes and growth in Taylor so they are necessary for the RCR to be up to date with current events. The widening of FM 3349 can't happen RCR doesn't accommodate the relocation of the pipeline which has prompted the change to the vegetative buffer. Also, the Samsung development has prompted suppliers for them and other businesses to want to locate in RCR.

Attachments:

1. Zoning map
2. Notice Area Map
3. Draft Planned Development Ordinance 2019-28 Update
 - a. Exhibit "A"
 - b. Exhibit "B"

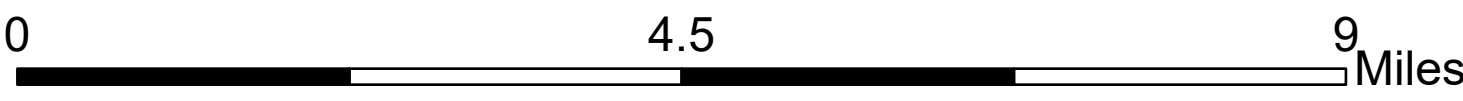
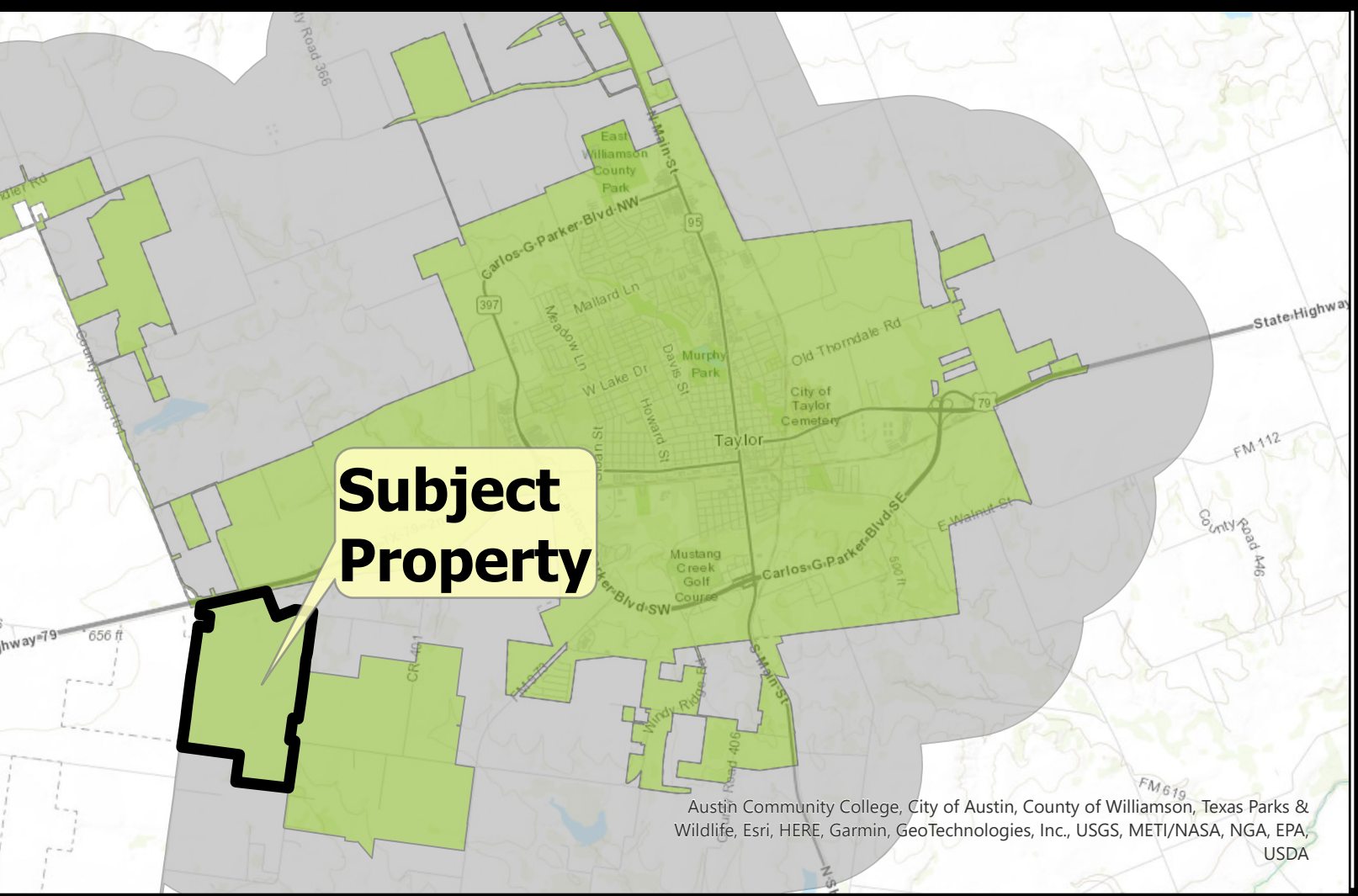


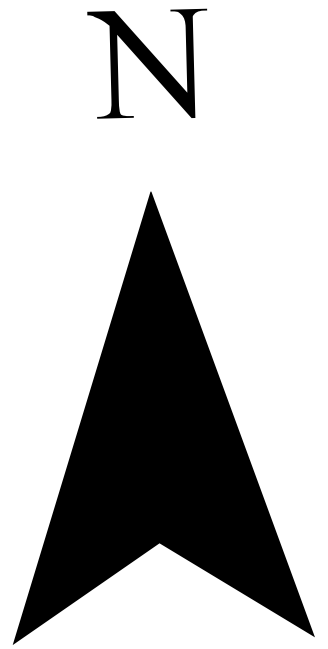
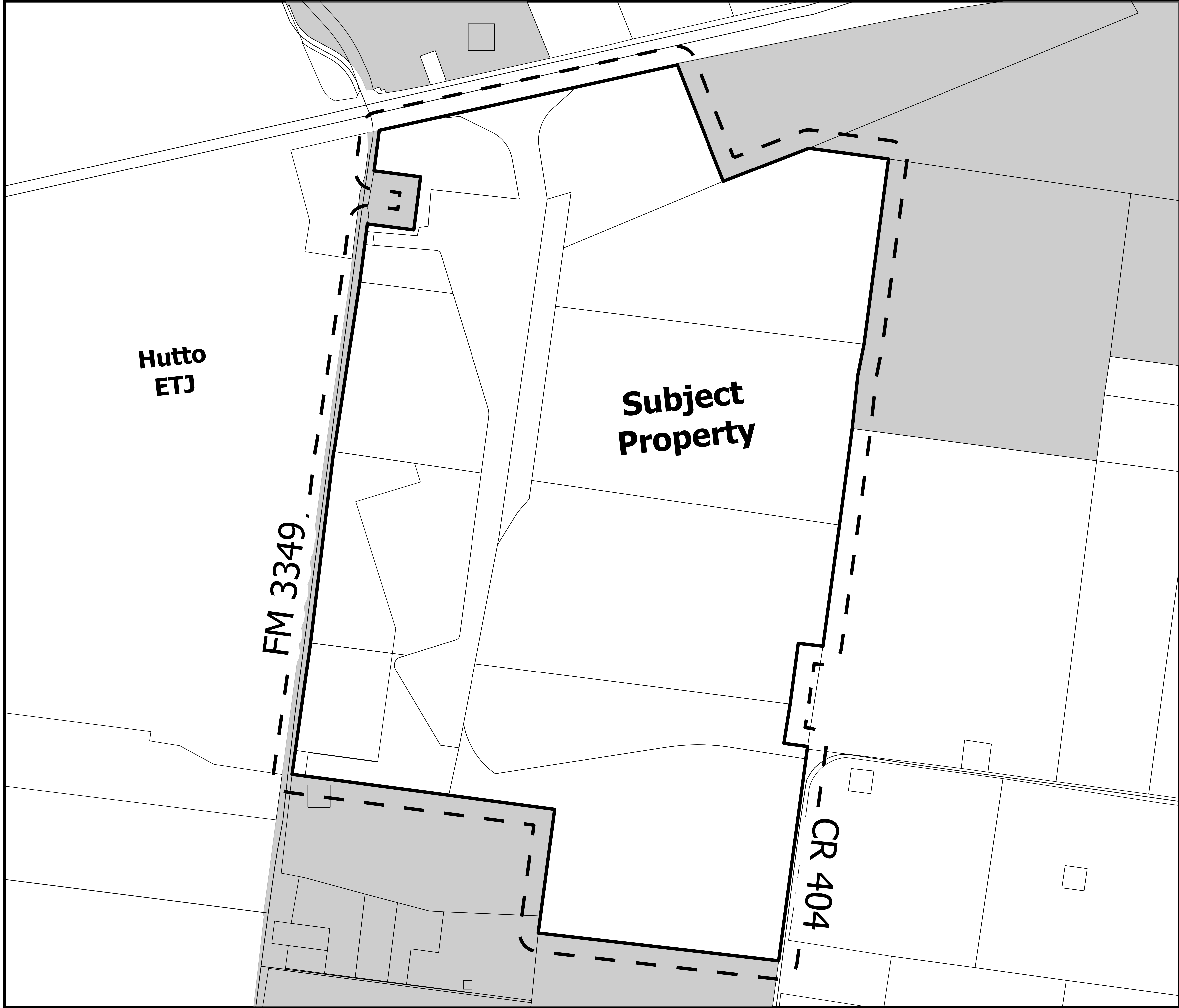
PZ-2019-1133

**RCR-Taylor Logistics Park Planned
Development Amendment
Current Zoning Map
201 FM 3349
Approximately 756.00 Acres**

Legend

-  ETJ
-  Subject Property
-  Parcels
-  Streets
- ZONING**
-  B-2/CPD
-  R-1 Single Family
-  M-2/CPD



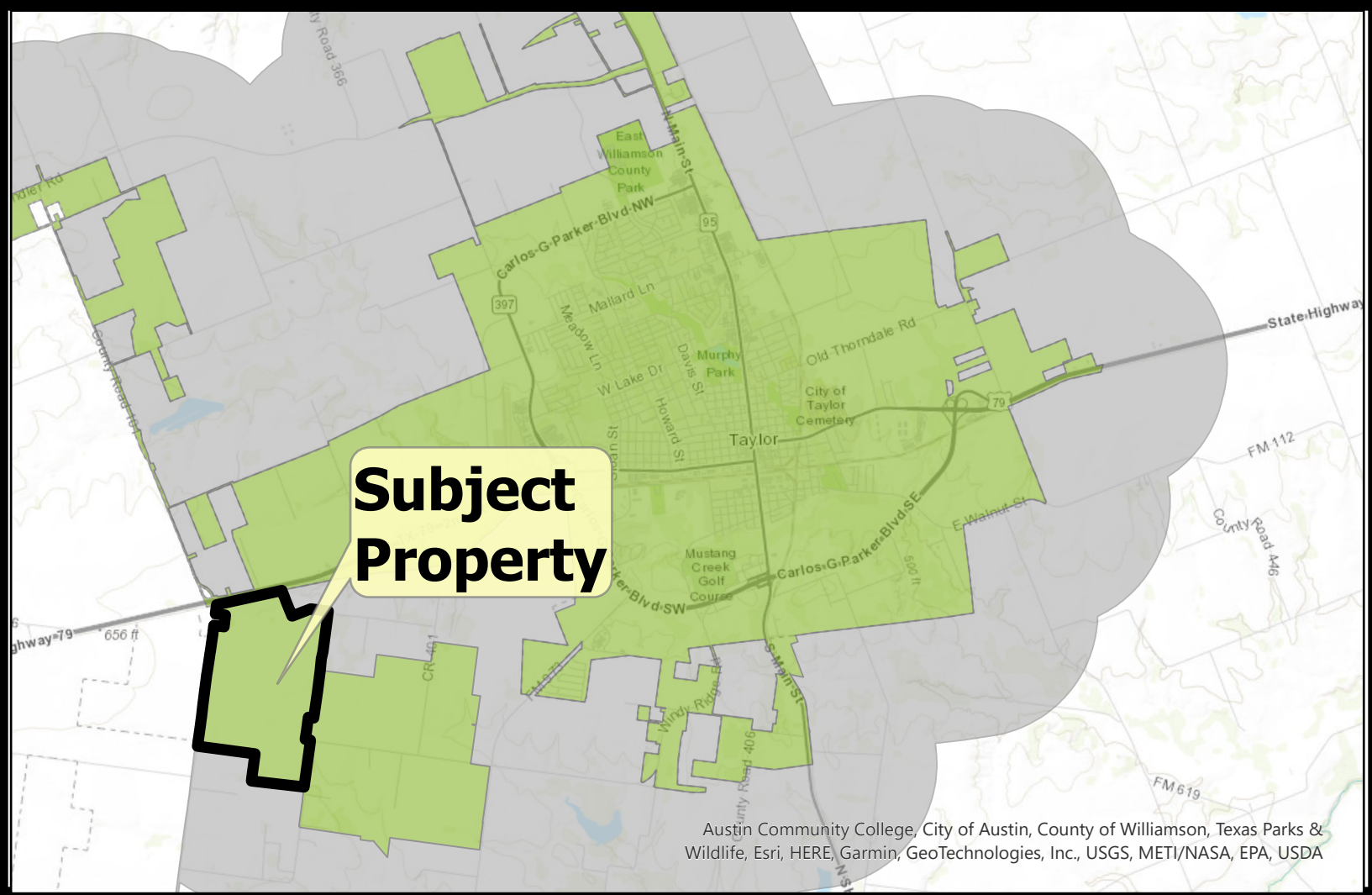


PZ-2019-1133

**RCR-Taylor Logistics Park Planned
Development Amendment
Notice Area Map
201 FM 3349
Approximately 756.00 Acres**

Legend

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



ORDINANCE NO. 2022-14

AN ORDINANCE AMENDING ORDINANCE 2019-28 THAT CHANGED THE ZONING OF APPROXIMATELY 756 ACRES OF LAND DESCRIBED IN THIS ORDINANCE FROM SINGLE-FAMILY RESIDENTIAL ZONING DISTRICT (R-1) TO GENERAL BUSINESS ZONING DISTRICT WITH A COMMERCIAL PLANNED DEVELOPMENT OVERLAY (B-2/CPD) WHICH IS GENERALLY LOCATED AT 201 FM 3349, IN TAYLOR, WILLIAMSON COUNTY, TEXAS; AMENDING THE OFFICIAL ZONING MAP OF TAYLOR, TEXAS TO SHOW THE ZONING CHANGE SET FORTH IN THIS ORDINANCE; AND PROVIDING A SAVINGS CLAUSE.

WHEREAS, the Taylor City Council conducted a public hearing on April 28, 2022, to consider the request made by Railroad Infrastructure & Terminal Development, LLC./Richard Heiges as agent for Hydrie McAlister, owner of the 756 acre tract, which 756.00 acres is legally described in Exhibit A attached hereto and incorporated by reference herein for all purposes (“Property”); and

WHEREAS, the Planning and Zoning Commission, after proper notice, conducted a public hearing on April 12, 2022, to consider the amendment, and recommended approval of the amendment to the City Council; and

WHEREAS, the City Council, after the public hearing, approved the request for the amendment, as herein after set out.

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

SECTION 1. The facts and recitations contained in the preamble of this Ordinance are hereby declared to be true and correct and are incorporated by reference herein and made a part hereof, as if copied verbatim.

SECTION 2. The property is described in Exhibit A, being approximately 756.00 acres of land zoned General Business Zoning District with a Commercial Planned Development Overlay (B-2/CPD).

SECTION 3. The Commercial Planned Development hereby referred to as the RCR-Taylor Logistics Park Planned Development shall be amended in Exhibit B, 2.3 - Off street parking, 2.4 – Landscape and screening standards and adding Exhibit 1A, attached hereto and incorporated by reference herein.

SECTION 4. The City Council hereby adopts the amended Ordinance 2022-14.

SECTION 5. All other terms and conditions contained in the Ordinance 2019-28, except as amended herein, shall continue and remain in full force and effect.

SECTION 6. Should any section, paragraph, clause, phrase, or provision of this Ordinance be adjudged invalid or held unconstitutional, the same shall not affect the validity of

this Ordinance as a whole or any part of the provisions thereof, other than the part so decided to be invalid or unconstitutional.

SECTION 7. In accordance with Article VIII of the City Charter, Ordinance 2022-14 was introduced before the Taylor City Council on the 28th day of April 2022.

PASSED, APPROVED, and ADOPTED on the _____ day of _____, 2022.

Brandt Rydell, Mayor

ATTEST:

Dianna McLean, City Clerk

APPROVED AS TO FORM:

Ted W. Hejl,
City Attorney

CERTIFICATE

THE STATE OF TEXAS

COUNTY OF WILLIAMSON

I, Dianna McLean, being the current City Clerk of the City of Taylor, Texas, do hereby certify that the attached is a true and correct copy of Ordinance No. 2022-14, passed and approved by the City Council of the City of Taylor, Texas, on the _____ day of _____ 2022, and such Ordinance was duly introduced, passed, approved and adopted at meetings open to the public and notices of the meetings, giving the dates, places, and subject matter thereof, were posted as prescribed by Government Code Section 551.043.

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

Dianna McLean, City Clerk

EXHIBIT "A"

DESCRIPTION OF A 193.41 ACRE TRACT OF LAND SITUATED IN THE J. J. STUBBLEFIELD SURVEY, ABSTRACT 562, THE W. NOBLES SURVEY, ABSTRACT 484, AND THE J. C. EAVES SURVEY, ABSTRACT 213, WILLIAMSON COUNTY, TEXAS, BEING ALL OF THAT CALLED 199.922 ACRE TRACT OF LAND, SAVE AND EXCEPT 5.00 ACRES AND SAVE AND EXCEPT ANY OTHER PORTION OR PORTIONS THEREOF PREVIOUSLY CONVEYED AS DESCRIBED IN A DEED FROM MARGARET MINGS BUNNELL TO STEVEN SLAUGHTER AS TRUSTEE OF THE MARGARET MINGS BUNNELL, REVOCABLE LIVING TRUST, AND RECORDED IN DOCUMENT NO. 2014008746 OF THE OFFICIAL PUBLIC RECORDS, WILLIAMSON COUNTY, TEXAS (O.P.R.W.C.TX.); SAID 193.41 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

COMMENCING at a Texas Department of Transportation (TxDOT) Type I concrete monument found on the west right-of-way line of Farm to Market Road 3349 (FM 3349), a 100' width right-of-way, as described in deed to the State of Texas, and recorded in Volume 673, Page 207 of the Deed Records of Williamson County, Texas (D.R.W.C.TX.), said point being the northeast corner of a called 1.699 acre tract as described in deed to Elisabeth Henning and husband, Emmanuel Manigand and being Lot 1 of the Gene Rydell Estate, and recorded in Document No. 2008081540, O.P.R.W.C.TX., same being the southeast corner of a called 13.18 acre tract as described in deed to Jonah Water Special Utility District and recorded in Document No. 2002103516, O.P.R.W.C.TX.;

THENCE S 82°24'18" E, over and across said FM 3349, a distance of 100.00 feet to a 1/2-inch iron rod with SAM cap set on the west line and the POINT OF BEGINNING of the herein described tract, said point being on the east right-of-way line of said FM 3349, said point having calculated grid coordinates of N:10175317.24, E:3193541.32;

THENCE N 07°13'58" E, with the east right-of-way line of said FM 3349 and the west line of the herein described tract, a distance of 342.08 feet to a 1/2-inch iron rod with SAM cap set for the southwest corner of a called 5.00 acre tract of land as described in a deed to the City of Hutto, and recorded in Document No. 2003011596, O.P.R.W.C.TX., from which a TxDOT Type I monument found bears N 07°13'58" E, a distance of 60.24 feet;

THENCE with the south, east and north line of said 5.00 acre tract, the following three (3) courses and distances numbered 1-3:

- 1) S 82°38'41" E, a distance of 436.92 feet to a 1/2-inch iron rod with SAM cap set for the southeast corner of said 5.00 acre tract,
- 2) N 07°13'58" E, a distance of 498.81 feet to 1/2-inch iron rod found for the northeast corner of said 5.00 acre tract, and
- 3) N 82°38'41" W, passing at a distance of 436.70 feet a 5/8-inch iron rod with a cap stamped "VARA SURVEYING" found, and continuing for a total distance of 436.92 feet to a calculated point on the east right-of-way line of said FM 3349, same being the northwest corner of said 5.00 acre tract;

THENCE N 07°13'58" E, with the west line of the herein described tract, same being the east right-of-way line of said FM 3349, passing at a distance of 329.77 feet to a 1/2-inch iron rod with SAM cap set on the south right-of-way line of Union Pacific Railroad (200 foot width right-of-way), and recorded in Volume 17, Page 588, D.R.W.C.TX., and continuing for a total distance of 383.12 feet to a calculated point in the north line of said 199.922 acre tract, for the northwest corner of the herein described tract;

193.41 ACRES

J. J. STUBBLEFIELD SURVEY, ABSTRACT 562

W. NOBLES SURVEY, ABSTRACT 484

J. C. EAVES SURVEY, ABSTRACT 213

WILLIAMSON COUNTY, TEXAS

FN17489(JMC).doc
SAM, LLC Job No. 34369
Page 2 of 2

THENCE N 77°23'39"E, with the north line of said 199.922 acre tract and the herein described tract, passing at a distance of 1.29 feet a 3/4-inch iron rod found, and continuing for a total distance of 2,846.85 feet to a 2-inch cedar post found for the most northerly northeast corner of said 199.922 acre tract and the herein described tract, from which a 1-inch iron pipe found bears N 27°26'55" W, a distance of 4.58 feet;

THENCE S 21°32'51" E, with an east line of said 199.922 acre tract, passing at a distance of 47.27 feet to a 1/2-inch iron rod with SAM cap set on the south right-of-way line of said Union Pacific Railroad, and continuing with the east line of said 199.922 acre tract, same being a west line of a called 305.22 acre tract as described in a deed to C. Ernest Lawrence and recorded in Document No. 2005011334, O.P.R.W.C.TX., for a total distance of 1,181.09 feet to a 1/2-inch iron rod found for the interior ell corner of the said 199.922 acre tract and the herein described tract;

THENCE N 68°47'13" E, with a north line of said 199.922 acre tract and a south line of said 305.22 acre tract, a distance of 856.19 feet to a 1/2-inch iron rod with SAM cap set for an angle point;

THENCE S 82°23'17" E, with a north line of said 199.922 acre tract and a south line of said 305.22 acre tract, a distance of 750.03 feet to a 3-inch metal post found for the most easterly northeast corner of said 199.922 acre tract and the herein described tract;

THENCE S 07°32'28" W, with the east line of said 199.922 acre tract, and a west line of said 305.22 acre tract, a distance of 1,747.60 feet to a 1/2-inch iron rod with SAM cap set for the southeast corner of said 199.922 acre tract and the herein described tract, same being the northeast corner of a called 186 acre tract as described in a deed to Irving J. Bentley and wife, Nancy Bunnell Bentley, and recorded in Volume 1974, Page 994 of the Official Records, Williamson County, Texas (O.R.W.C.TX.), from which a 1-inch iron pipe bears S 82°56'29" E, a distance of 0.74 feet, also from which a 1/2-inch iron rod with SAM cap set at the base of the leaning cross-tie fence post called for in deed found bears S 07°32'28" W, passing a calculated point from which a 1/2-inch iron rod found bears N 80°33'47" W, a distance of 2.03 feet, passing a 1/2-inch iron rod with SAM cap set, a distance of 1,689.68 feet, from which a disturbed 3/4-inch iron pipe found bears S 82°56'27" E, a distance of 1.34 feet; for a total distance of 2,829.56 feet;

THENCE N 82°56'29" W, with the south line of said 199.922 acre tract and the north line of said 186 acre tract, a distance of 4,741.28 feet to a 1/2-inch iron rod with SAM cap set on the east right-of-way line of said FM 3349, for the southwest corner of the herein described tract, from which a TxDOT Type I monument found bears S 07°35'42" W, a distance of 2,514.05 feet, S 07°28'28" W, a distance of 1,896.17 feet, and S 07°39'33" W, a distance of 376.62 feet;

193.41 ACRES
J. J. STUBBLEFIELD SURVEY, ABSTRACT 562
W. NOBLES SURVEY, ABSTRACT 484
J. C. EAVES SURVEY, ABSTRACT 213
WILLIAMSON COUNTY, TEXAS

FN17489(JMC).doc
SAM, LLC Job No. 34369
Page 3 of 2

THENCE N 07°35'42" E, with the east right-of-way line of said FM 3349, same being the west line of the herein described tract, a distance of 204.18 feet to the **POINT OF BEGINNING**, containing 193.41 acres of land more or less, of which 3.18 acres of land is within the said Railroad right-of-way.

Bearing Basis: Texas State Plane Coordinate System, NAD83, Central Zone (4203). All coordinates are grid values. All distances are surface values in U.S. Survey Feet. To compute grid values, multiply surface distances by a Combined Scale Factor of 0.99988651.

Reference is herein made to the Survey Plat accompanying this metes and bounds description of even date.

THE STATE OF TEXAS

§
§
§

KNOW ALL MEN BY THESE PRESENTS:

COUNTY OF TRAVIS

That I, Gina Loftis-Franklin, a Registered Professional Land Surveyor, do hereby certify that the above description is true and correct to the best of my knowledge and belief and that the property described herein was determined by a survey made on the ground under my direction and supervision.

WITNESS MY HAND AND SEAL at Austin, Travis County, Texas, on the date shown below.

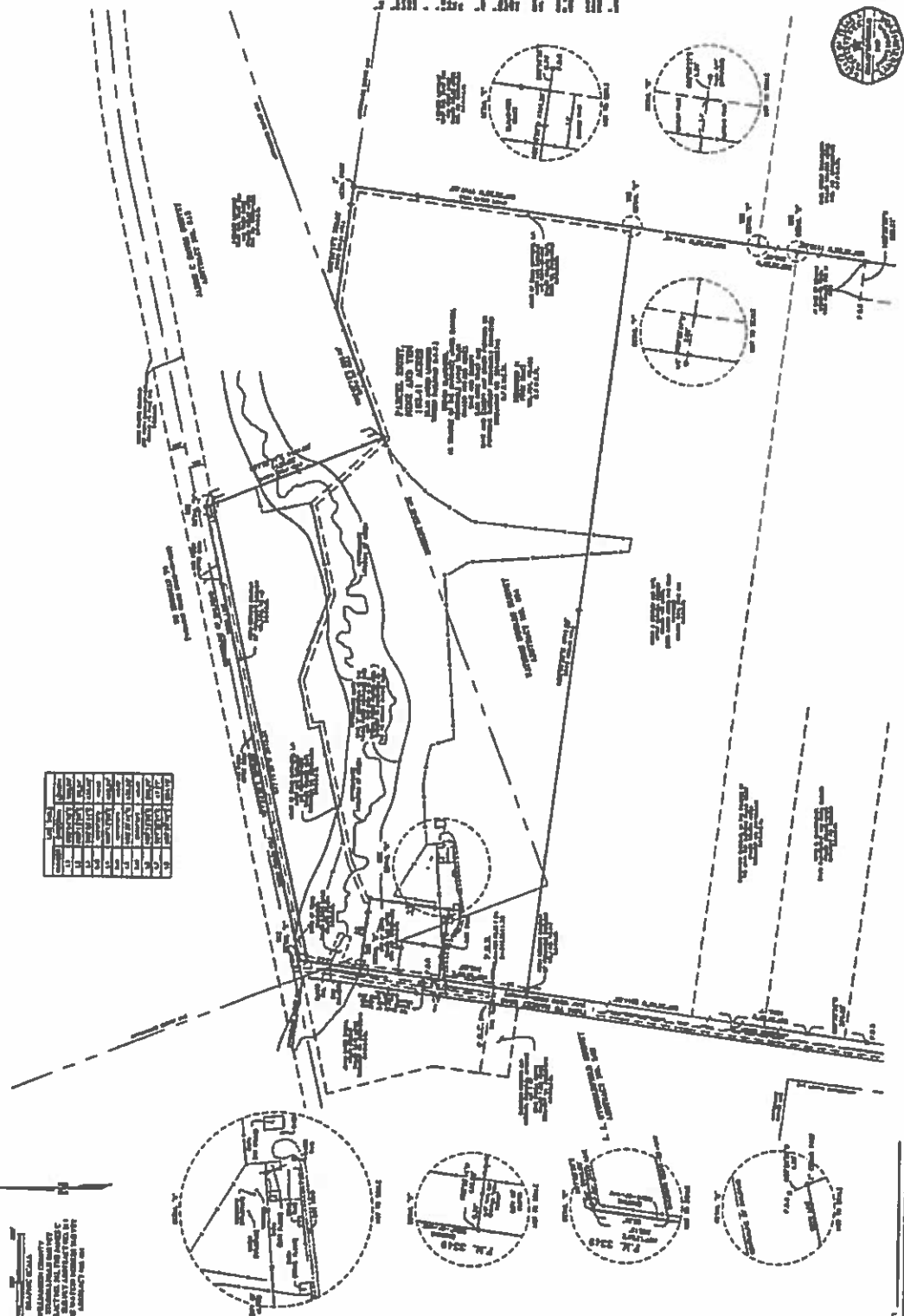
SURVEYING AND MAPPING, LLC
4801 Southwest Parkway
Parkway Two, Suite 100
Texas 78735
TX. Firm Registration No. 10064300

 5-21-14
Gina Loftis-Franklin Date
Registered Professional Land Surveyor Austin,
Texas Registration No. 6087



WILLIAMSON COUNTY
 JAMES C. BAYES SURVEY
 ABSTRACT NO. 442
 AND THE
 ABSTRACT NO. 443

LINE	BEARING	DISTANCE	POINT
1	N 89° 15' E	1.00	1
2	S 89° 15' E	1.00	2
3	N 89° 15' E	1.00	3
4	S 89° 15' E	1.00	4
5	N 89° 15' E	1.00	5
6	S 89° 15' E	1.00	6
7	N 89° 15' E	1.00	7
8	S 89° 15' E	1.00	8
9	N 89° 15' E	1.00	9
10	S 89° 15' E	1.00	10
11	N 89° 15' E	1.00	11
12	S 89° 15' E	1.00	12
13	N 89° 15' E	1.00	13
14	S 89° 15' E	1.00	14
15	N 89° 15' E	1.00	15
16	S 89° 15' E	1.00	16
17	N 89° 15' E	1.00	17
18	S 89° 15' E	1.00	18
19	N 89° 15' E	1.00	19
20	S 89° 15' E	1.00	20



- LEGEND
- 1. 1/4 SECTION 10, T. 10 N., R. 10 E., S. 10 E.
 - 2. 1/4 SECTION 11, T. 10 N., R. 10 E., S. 10 E.
 - 3. 1/4 SECTION 12, T. 10 N., R. 10 E., S. 10 E.
 - 4. 1/4 SECTION 13, T. 10 N., R. 10 E., S. 10 E.
 - 5. 1/4 SECTION 14, T. 10 N., R. 10 E., S. 10 E.
 - 6. 1/4 SECTION 15, T. 10 N., R. 10 E., S. 10 E.
 - 7. 1/4 SECTION 16, T. 10 N., R. 10 E., S. 10 E.
 - 8. 1/4 SECTION 17, T. 10 N., R. 10 E., S. 10 E.
 - 9. 1/4 SECTION 18, T. 10 N., R. 10 E., S. 10 E.
 - 10. 1/4 SECTION 19, T. 10 N., R. 10 E., S. 10 E.
 - 11. 1/4 SECTION 20, T. 10 N., R. 10 E., S. 10 E.
 - 12. 1/4 SECTION 21, T. 10 N., R. 10 E., S. 10 E.
 - 13. 1/4 SECTION 22, T. 10 N., R. 10 E., S. 10 E.
 - 14. 1/4 SECTION 23, T. 10 N., R. 10 E., S. 10 E.
 - 15. 1/4 SECTION 24, T. 10 N., R. 10 E., S. 10 E.
 - 16. 1/4 SECTION 25, T. 10 N., R. 10 E., S. 10 E.
 - 17. 1/4 SECTION 26, T. 10 N., R. 10 E., S. 10 E.
 - 18. 1/4 SECTION 27, T. 10 N., R. 10 E., S. 10 E.
 - 19. 1/4 SECTION 28, T. 10 N., R. 10 E., S. 10 E.
 - 20. 1/4 SECTION 29, T. 10 N., R. 10 E., S. 10 E.
 - 21. 1/4 SECTION 30, T. 10 N., R. 10 E., S. 10 E.
 - 22. 1/4 SECTION 31, T. 10 N., R. 10 E., S. 10 E.
 - 23. 1/4 SECTION 32, T. 10 N., R. 10 E., S. 10 E.
 - 24. 1/4 SECTION 33, T. 10 N., R. 10 E., S. 10 E.
 - 25. 1/4 SECTION 34, T. 10 N., R. 10 E., S. 10 E.
 - 26. 1/4 SECTION 35, T. 10 N., R. 10 E., S. 10 E.
 - 27. 1/4 SECTION 36, T. 10 N., R. 10 E., S. 10 E.
 - 28. 1/4 SECTION 37, T. 10 N., R. 10 E., S. 10 E.
 - 29. 1/4 SECTION 38, T. 10 N., R. 10 E., S. 10 E.
 - 30. 1/4 SECTION 39, T. 10 N., R. 10 E., S. 10 E.
 - 31. 1/4 SECTION 40, T. 10 N., R. 10 E., S. 10 E.
 - 32. 1/4 SECTION 41, T. 10 N., R. 10 E., S. 10 E.
 - 33. 1/4 SECTION 42, T. 10 N., R. 10 E., S. 10 E.
 - 34. 1/4 SECTION 43, T. 10 N., R. 10 E., S. 10 E.
 - 35. 1/4 SECTION 44, T. 10 N., R. 10 E., S. 10 E.
 - 36. 1/4 SECTION 45, T. 10 N., R. 10 E., S. 10 E.
 - 37. 1/4 SECTION 46, T. 10 N., R. 10 E., S. 10 E.
 - 38. 1/4 SECTION 47, T. 10 N., R. 10 E., S. 10 E.
 - 39. 1/4 SECTION 48, T. 10 N., R. 10 E., S. 10 E.
 - 40. 1/4 SECTION 49, T. 10 N., R. 10 E., S. 10 E.
 - 41. 1/4 SECTION 50, T. 10 N., R. 10 E., S. 10 E.
 - 42. 1/4 SECTION 51, T. 10 N., R. 10 E., S. 10 E.
 - 43. 1/4 SECTION 52, T. 10 N., R. 10 E., S. 10 E.
 - 44. 1/4 SECTION 53, T. 10 N., R. 10 E., S. 10 E.
 - 45. 1/4 SECTION 54, T. 10 N., R. 10 E., S. 10 E.
 - 46. 1/4 SECTION 55, T. 10 N., R. 10 E., S. 10 E.
 - 47. 1/4 SECTION 56, T. 10 N., R. 10 E., S. 10 E.
 - 48. 1/4 SECTION 57, T. 10 N., R. 10 E., S. 10 E.
 - 49. 1/4 SECTION 58, T. 10 N., R. 10 E., S. 10 E.
 - 50. 1/4 SECTION 59, T. 10 N., R. 10 E., S. 10 E.
 - 51. 1/4 SECTION 60, T. 10 N., R. 10 E., S. 10 E.
 - 52. 1/4 SECTION 61, T. 10 N., R. 10 E., S. 10 E.
 - 53. 1/4 SECTION 62, T. 10 N., R. 10 E., S. 10 E.
 - 54. 1/4 SECTION 63, T. 10 N., R. 10 E., S. 10 E.
 - 55. 1/4 SECTION 64, T. 10 N., R. 10 E., S. 10 E.
 - 56. 1/4 SECTION 65, T. 10 N., R. 10 E., S. 10 E.
 - 57. 1/4 SECTION 66, T. 10 N., R. 10 E., S. 10 E.
 - 58. 1/4 SECTION 67, T. 10 N., R. 10 E., S. 10 E.
 - 59. 1/4 SECTION 68, T. 10 N., R. 10 E., S. 10 E.
 - 60. 1/4 SECTION 69, T. 10 N., R. 10 E., S. 10 E.
 - 61. 1/4 SECTION 70, T. 10 N., R. 10 E., S. 10 E.
 - 62. 1/4 SECTION 71, T. 10 N., R. 10 E., S. 10 E.
 - 63. 1/4 SECTION 72, T. 10 N., R. 10 E., S. 10 E.
 - 64. 1/4 SECTION 73, T. 10 N., R. 10 E., S. 10 E.
 - 65. 1/4 SECTION 74, T. 10 N., R. 10 E., S. 10 E.
 - 66. 1/4 SECTION 75, T. 10 N., R. 10 E., S. 10 E.
 - 67. 1/4 SECTION 76, T. 10 N., R. 10 E., S. 10 E.
 - 68. 1/4 SECTION 77, T. 10 N., R. 10 E., S. 10 E.
 - 69. 1/4 SECTION 78, T. 10 N., R. 10 E., S. 10 E.
 - 70. 1/4 SECTION 79, T. 10 N., R. 10 E., S. 10 E.
 - 71. 1/4 SECTION 80, T. 10 N., R. 10 E., S. 10 E.
 - 72. 1/4 SECTION 81, T. 10 N., R. 10 E., S. 10 E.
 - 73. 1/4 SECTION 82, T. 10 N., R. 10 E., S. 10 E.
 - 74. 1/4 SECTION 83, T. 10 N., R. 10 E., S. 10 E.
 - 75. 1/4 SECTION 84, T. 10 N., R. 10 E., S. 10 E.
 - 76. 1/4 SECTION 85, T. 10 N., R. 10 E., S. 10 E.
 - 77. 1/4 SECTION 86, T. 10 N., R. 10 E., S. 10 E.
 - 78. 1/4 SECTION 87, T. 10 N., R. 10 E., S. 10 E.
 - 79. 1/4 SECTION 88, T. 10 N., R. 10 E., S. 10 E.
 - 80. 1/4 SECTION 89, T. 10 N., R. 10 E., S. 10 E.
 - 81. 1/4 SECTION 90, T. 10 N., R. 10 E., S. 10 E.
 - 82. 1/4 SECTION 91, T. 10 N., R. 10 E., S. 10 E.
 - 83. 1/4 SECTION 92, T. 10 N., R. 10 E., S. 10 E.
 - 84. 1/4 SECTION 93, T. 10 N., R. 10 E., S. 10 E.
 - 85. 1/4 SECTION 94, T. 10 N., R. 10 E., S. 10 E.
 - 86. 1/4 SECTION 95, T. 10 N., R. 10 E., S. 10 E.
 - 87. 1/4 SECTION 96, T. 10 N., R. 10 E., S. 10 E.
 - 88. 1/4 SECTION 97, T. 10 N., R. 10 E., S. 10 E.
 - 89. 1/4 SECTION 98, T. 10 N., R. 10 E., S. 10 E.
 - 90. 1/4 SECTION 99, T. 10 N., R. 10 E., S. 10 E.
 - 91. 1/4 SECTION 100, T. 10 N., R. 10 E., S. 10 E.

BEFORE ME, the undersigned authority, on this day personally appeared _____, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and consideration therein expressed.

Given under my hand and seal of office this _____ day of _____, 19____.

Notary Public in and for the State of Texas.

WITNESSES my hand and seal of office this _____ day of _____, 19____.

Notary Public in and for the State of Texas.



LAND TITLE SURVEY
 STEVEN LAUGHTER, TRUSTEE
 SURVEY PLAT OF A 191.41 ACRES TRACT OUT OF THE
 2.2 STUBBLEFIELD SURVEY ABSTRACT NO. 342,
 THE JAMES C BAYES SURVEY ABSTRACT NO. 315 AND
 THE WATKIN HODGES SURVEY ABSTRACT NO. 444
 WILLIAMSON COUNTY, TEXAS

EXHIBIT "A"

DESCRIPTION OF A 183.94 ACRE TRACT OF LAND SITUATED IN THE WATKINS NOBLES SURVEY, ABSTRACT 484, WILLIAMSON COUNTY, TEXAS, BEING ALL OF THAT CALLED 186 ACRE TRACT OF LAND, SAVE AND EXCEPT 3.8806 ACRES, AS DESCRIBED IN A DEED FROM NANCY BUNNELL BENTLEY TO IRVING J. BENTLEY AND WIFE, NANCY BUNNELL BENTLEY, AND RECORDED IN VOLUME 1974, PAGE 994, OFFICIAL RECORDS, WILLIAMSON COUNTY, TEXAS (O.R.W.C.TX.); SAID 183.89 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

COMMENCING at a Texas Department of Transportation (TxDOT) Type I concrete monument found (broken) on the west right-of-way line of Farm to Market 3349 (FM 3349), a 100-foot width right-of-way, for the northeast corner of that certain called 1.699 acre tract of land described as Lot 1 of the Gene Rydell Estate, and recorded in Cabinet EE, Slide 384, Plat Records, Williamson County, Texas, same being the southeast corner of that certain called 13.18 acre tract of land described in a deed to Jonah Water Special Utility District, and recorded in Document No. 2002103516, Official Public Records, Williamson County, Texas (O.P.R.W.C.TX.);

THENCE S82°24'18"E, over and across said FM 3349, a distance of 100.00 feet to a 1/2-inch iron rod with SAM cap set on the east right-of-way line of said FM 3349 and the west line of that certain called 199.922 acre tract of land described in a deed to Steven Slaughter, as Trustee of the Margaret Mings Bunnell Revocable Living Trust, and recorded in Document No. 2014008746, O.P.R.W.C.TX.;

THENCE S07°35'42"W, with the east right-of-way line of said FM 3349 and the west line of said 199.922 acre tract, a distance of 204.18 feet to a 1/2-inch iron rod with SAM cap set in the north line of said 186 acre tract for the northwest corner and POINT OF BEGINNING of the herein described tract, said point having grid coordinates of N:10175115.19, E:3193514.38;

THENCE S82°56'29"E, with the north line of said 186 acre tract and the south line of said 199.922 acre tract, a distance of 4741.28 feet to a 1/2-inch iron rod with SAM cap set for the northeast corner of the herein described tract, same being the southeast corner of said 199.922 acre tract, from which a 1-inch iron pipe found (disturbed) bears S82°56'29"E, a distance of 0.74 feet;

THENCE S07°32'28"W, with the east line of said 186 acre tract, passing at a distance of 794.19 feet a calculated point for the northwest corner of that certain called 164.685 acre tract of land described in a deed to Carl Brent Samuelson, and recorded in Document No. 2012107105, O.P.R.W.C.TX., from which a 1/2-inch iron rod found bears N80°33'47"W, a distance of 2.03 feet, and continuing for a total distance of 1689.68 feet to a 1/2-inch iron rod with SAM cap set for the southeast corner of the herein described tract, same being the northeast corner of that certain called 185.994 acre tract of land described in a deed to Constance Slocumb, as Trustee of the John Guy Slocumb Family Trust, and recorded in Document No. 2011033689, O.P.R.W.C.TX., from which a 3/4-inch iron pipe found (disturbed) bears S82°56'27"E, a distance of 1.34 feet;

THENCE N82°56'27"W, with the south line of said 186 acre tract and the north line of said 185.994 acre tract, a distance of 4742.86 feet to a 1/2-inch iron rod with SAM cap set on the east right-of-way line of said FM 3349, for the southwest corner of the herein described tract, from which a TxDOT Type I concrete monument found bears S07°35'42"W, a distance of 824.39 feet, S07°28'28"W, a distance of 1896.17 feet, and S07°39'33"W, a distance of 376.62 feet,

183.94 ACRES
WATKINS NOBLES SURVEY, ABSTRACT 484
WILLIAMSON COUNTY, TEXAS

FN17490 (CDC).doc
SAM, LLC Job No. 34369
Page 2 of 2

THENCE N07°35'42"E, with the east right-of-way line of said FM 3349, a distance of 1689.66 feet to the POINT OF BEGINNING, containing 183.94 acres of land, more or less.

Bearing Basis: Texas State Plane Coordinate System, NAD83, Central Zone (4203). All coordinates at grid values. All distances are surface values in U.S. Survey Feet. To compute grid values, multiply surface distances by a Combined Scale Factor of 0.99988651.

Reference is herein made to the Survey Plat accompanying this metes and bounds description of even date.

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

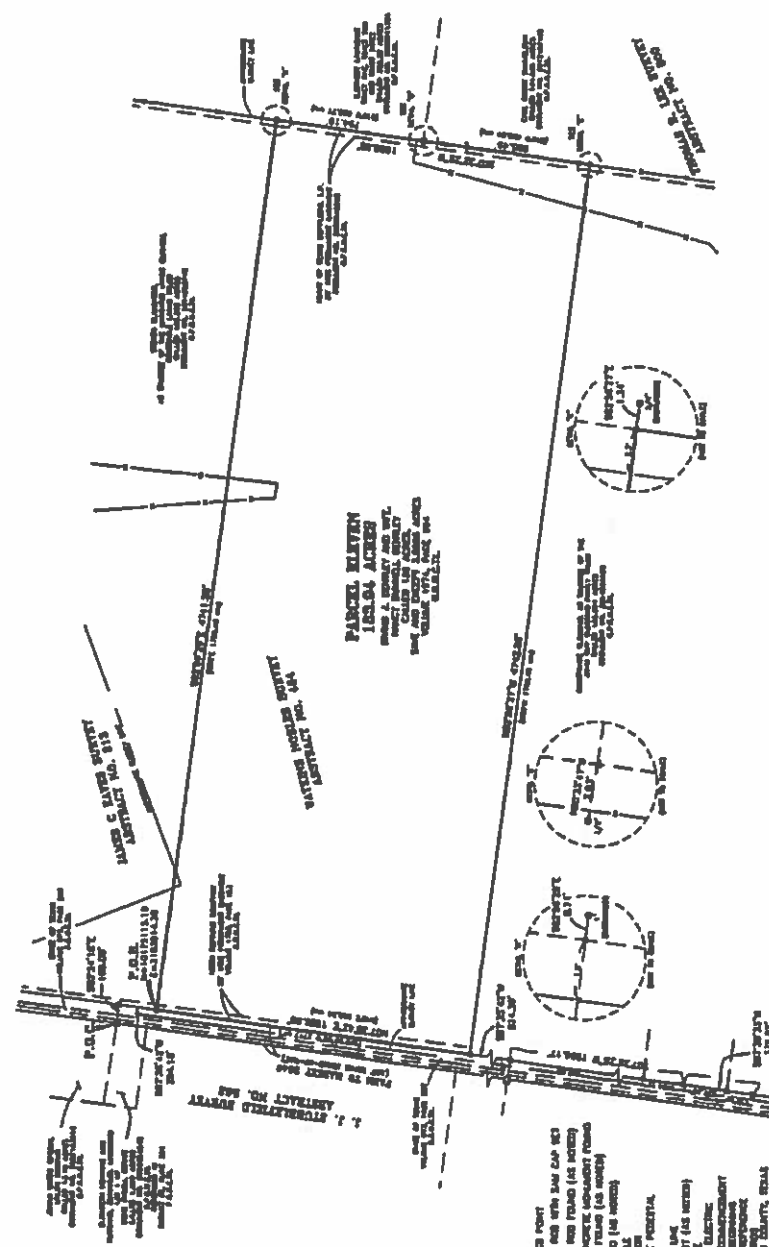
That I, Gina Loftis-Franklin, a Registered Professional Land Surveyor, do hereby certify that the above description is true and correct to the best of my knowledge and belief and that the property described herein was determined by a survey made on the ground under my direction and supervision.

WITNESS MY HAND AND SEAL at Austin, Travis County, Texas, on the date shown below.

SURVEYING AND MAPPING, LLC
4801 Southwest Parkway
Parkway Two, Suite 100
Texas 78735
TX. Firm Registration No. 10064300

 5-21-14
Gina Loftis-Franklin Date
Registered Professional Land Surveyor Austin,
Texas Registration No. 6087





1. The following information was obtained from the files of the FBI, New York City, dated 1/10/68, and 1/11/68, and 1/12/68, and 1/13/68, and 1/14/68, and 1/15/68, and 1/16/68, and 1/17/68, and 1/18/68, and 1/19/68, and 1/20/68, and 1/21/68, and 1/22/68, and 1/23/68, and 1/24/68, and 1/25/68, and 1/26/68, and 1/27/68, and 1/28/68, and 1/29/68, and 1/30/68, and 1/31/68, and 2/1/68, and 2/2/68, and 2/3/68, and 2/4/68, and 2/5/68, and 2/6/68, and 2/7/68, and 2/8/68, and 2/9/68, and 2/10/68, and 2/11/68, and 2/12/68, and 2/13/68, and 2/14/68, and 2/15/68, and 2/16/68, and 2/17/68, and 2/18/68, and 2/19/68, and 2/20/68, and 2/21/68, and 2/22/68, and 2/23/68, and 2/24/68, and 2/25/68, and 2/26/68, and 2/27/68, and 2/28/68, and 2/29/68, and 2/30/68, and 3/1/68, and 3/2/68, and 3/3/68, and 3/4/68, and 3/5/68, and 3/6/68, and 3/7/68, and 3/8/68, and 3/9/68, and 3/10/68, and 3/11/68, and 3/12/68, and 3/13/68, and 3/14/68, and 3/15/68, and 3/16/68, and 3/17/68, and 3/18/68, and 3/19/68, and 3/20/68, and 3/21/68, and 3/22/68, and 3/23/68, and 3/24/68, and 3/25/68, and 3/26/68, and 3/27/68, and 3/28/68, and 3/29/68, and 3/30/68, and 3/31/68, and 4/1/68, and 4/2/68, and 4/3/68, and 4/4/68, and 4/5/68, and 4/6/68, and 4/7/68, and 4/8/68, and 4/9/68, and 4/10/68, and 4/11/68, and 4/12/68, and 4/13/68, and 4/14/68, and 4/15/68, and 4/16/68, and 4/17/68, and 4/18/68, and 4/19/68, and 4/20/68, and 4/21/68, and 4/22/68, and 4/23/68, and 4/24/68, and 4/25/68, and 4/26/68, and 4/27/68, and 4/28/68, and 4/29/68, and 4/30/68, and 5/1/68, and 5/2/68, and 5/3/68, and 5/4/68, and 5/5/68, and 5/6/68, and 5/7/68, and 5/8/68, and 5/9/68, and 5/10/68, and 5/11/68, and 5/12/68, and 5/13/68, and 5/14/68, and 5/15/68, and 5/16/68, and 5/17/68, and 5/18/68, and 5/19/68, and 5/20/68, and 5/21/68, and 5/22/68, and 5/23/68, and 5/24/68, and 5/25/68, and 5/26/68, and 5/27/68, and 5/28/68, and 5/29/68, and 5/30/68, and 5/31/68, and 6/1/68, and 6/2/68, and 6/3/68, and 6/4/68, and 6/5/68, and 6/6/68, and 6/7/68, and 6/8/68, and 6/9/68, and 6/10/68, and 6/11/68, and 6/12/68, and 6/13/68, and 6/14/68, and 6/15/68, and 6/16/68, and 6/17/68, and 6/18/68, and 6/19/68, and 6/20/68, and 6/21/68, and 6/22/68, and 6/23/68, and 6/24/68, and 6/25/68, and 6/26/68, and 6/27/68, and 6/28/68, and 6/29/68, and 6/30/68, and 7/1/68, and 7/2/68, and 7/3/68, and 7/4/68, and 7/5/68, and 7/6/68, and 7/7/68, and 7/8/68, and 7/9/68, and 7/10/68, and 7/11/68, and 7/12/68, and 7/13/68, and 7/14/68, and 7/15/68, and 7/16/68, and 7/17/68, and 7/18/68, and 7/19/68, and 7/20/68, and 7/21/68, and 7/22/68, and 7/23/68, and 7/24/68, and 7/25/68, and 7/26/68, and 7/27/68, and 7/28/68, and 7/29/68, and 7/30/68, and 7/31/68, and 8/1/68, and 8/2/68, and 8/3/68, and 8/4/68, and 8/5/68, and 8/6/68, and 8/7/68, and 8/8/68, and 8/9/68, and 8/10/68, and 8/11/68, and 8/12/68, and 8/13/68, and 8/14/68, and 8/15/68, and 8/16/68, and 8/17/68, and 8/18/68, and 8/19/68, and 8/20/68, and 8/21/68, and 8/22/68, and 8/23/68, and 8/24/68, and 8/25/68, and 8/26/68, and 8/27/68, and 8/28/68, and 8/29/68, and 8/30/68, and 8/31/68, and 9/1/68, and 9/2/68, and 9/3/68, and 9/4/68, and 9/5/68, and 9/6/68, and 9/7/68, and 9/8/68, and 9/9/68, and 9/10/68, and 9/11/68, and 9/12/68, and 9/13/68, and 9/14/68, and 9/15/68, and 9/16/68, and 9/17/68, and 9/18/68, and 9/19/68, and 9/20/68, and 9/21/68, and 9/22/68, and 9/23/68, and 9/24/68, and 9/25/68, and 9/26/68, and 9/27/68, and 9/28/68, and 9/29/68, and 9/30/68, and 10/1/68, and 10/2/68, and 10/3/68, and 10/4/68, and 10/5/68, and 10/6/68, and 10/7/68, and 10/8/68, and 10/9/68, and 10/10/68, and 10/11/68, and 10/12/68, and 10/13/68, and 10/14/68, and 10/15/68, and 10/16/68, and 10/17/68, and 10/18/68, and 10/19/68, and 10/20/68, and 10/21/68, and 10/22/68, and 10/23/68, and 10/24/68, and 10/25/68, and 10/26/68, and 10/27/68, and 10/28/68, and 10/29/68, and 10/30/68, and 10/31/68, and 11/1/68, and 11/2/68, and 11/3/68, and 11/4/68, and 11/5/68, and 11/6/68, and 11/7/68, and 11/8/68, and 11/9/68, and 11/10/68, and 11/11/68, and 11/12/68, and 11/13/68, and 11/14/68, and 11/15/68, and 11/16/68, and 11/17/68, and 11/18/68, and 11/19/68, and 11/20/68, and 11/21/68, and 11/22/68, and 11/23/68, and 11/24/68, and 11/25/68, and 11/26/68, and 11/27/68, and 11/28/68, and 11/29/68, and 11/30/68, and 12/1/68, and 12/2/68, and 12/3/68, and 12/4/68, and 12/5/68, and 12/6/68, and 12/7/68, and 12/8/68, and 12/9/68, and 12/10/68, and 12/11/68, and 12/12/68, and 12/13/68, and 12/14/68, and 12/15/68, and 12/16/68, and 12/17/68, and 12/18/68, and 12/19/68, and 12/20/68, and 12/21/68, and 12/22/68, and 12/23/68, and 12/24/68, and 12/25/68, and 12/26/68, and 12/27/68, and 12/28/68, and 12/29/68, and 12/30/68, and 12/31/68.

[illegible]

4801 Southwest Parkway
Building Two, Suite 100
Austin, Texas, 78735
Otel: 512.447.0579
Fax: 512.378.9033
email: bfg@com.net

Form 7779 Registration No. 10064100

[illegible]

LAND TITLE SURVEY
IRVING J. BENTLEY AND WIFE, NANCY BENTLEY
SURVEY PLAT OF A 183.94 ACRE TRACT
WATKINS NOBLES SURVEY, ABSTRACT 100
WILLIAMSON COUNTY, TEXAS

EXHIBIT "A"

DESCRIPTION OF A 183.84 ACRE TRACT OF LAND SITUATED IN THE WATKINS NOBLES SURVEY, ABSTRACT 484, WILLIAMSON COUNTY, TEXAS, BEING ALL OF THAT CALLED 185.994 ACRE TRACT OF LAND DESCRIBED IN A DEED FROM CONSTANCE SLOCOMB, AS THE INDEPENDENT EXECUTRIX OF THE ESTATE OF JOHN GUY SLOCOMB, DECEASED, TO CONSTANCE SLOCOMB, AS THE TRUSTEE OF THE JOHN GUY SLOCOMB FAMILY TRUST, AND RECORDED IN DOCUMENT NO. 2011033689, OFFICIAL PUBLIC RECORDS, WILLIAMSON COUNTY, TEXAS (O.P.R.W.C.TX.); SAID 183.84 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

COMMENCING at a 1/2-inch iron rod with SAM cap set on the east right-of-way line of Farm to Market 3349 (FM 3349), a 100-foot width right-of-way, for a northwest corner of that certain called 186 acre tract of land, save and except 3.8806 acres, described in a deed to Irving J. Bentley and wife, Nancy Bunnell Bentley, and recorded in Volume 1974, Page 994, Official Records, Williamson County, Texas (O.R.W.C.TX.), from which a 1-inch iron pipe found disturbed bears S82°56'29"E, a distance of 4741.28 feet to a 1/2-inch iron rod with SAM cap set for the northeast corner of said 186 acre tract, and continuing S82°56'29"E, a distance of 0.74 feet;

THENCE S07°35'42"W, with the east right-of-way line of said FM 3349, a distance of 1689.66 feet to a 1/2-inch iron rod with SAM cap set for the northwest corner and **POINT OF BEGINNING** of the herein described tract, said point having grid coordinates of N:10173440.54, E:3193291.08, said point being in the north line of said 185.994 acre tract;

THENCE S82°56'27"E, with the north line of said 185.994 acre tract and the south line of said 186 acre tract, a distance of 4742.86 feet to a 1/2-inch iron rod with SAM cap set for the northeast corner of said 185.994 acre tract and the herein described tract, same being the southeast corner of said 186 acre tract, and also being on the west line of that certain called 164.685 acre tract of land described in a deed to Carl Brent Samuelson, and recorded in Document No. 2012107105, O.P.R.W.C.TX., from which a 3/4-inch iron pipe found bears S82°56'27"E, a distance of 1.34 feet;

THENCE S07°32'28"W, with an east line of said 185.994 acre tract and a west line of said 164.685 acre tract, a distance of 1139.88 feet to a 1/2-inch iron rod with SAM cap set at the base of a cross-tie fence post found as called for in deed, for the most easterly southeast corner of said 185.994 acre tract and the herein described tract, same being an interior ell corner of said 164.685 acre tract;

THENCE N83°33'29"W, with a south line of said 185.994 acre tract and said 164.685 acre tract, a distance of 231.81 feet to a 1/2-inch iron rod with SAM cap set at the base of a cross-tie fence post found as called for in deed, for an interior ell corner of said 185.994 acre tract and the herein described tract;

THENCE S07°23'02"W, with an east line of said 185.994 acre tract and a west line of said 164.685 acre tract, a distance of 574.06 feet to a 1/2-inch iron rod with SAM cap set for the most southerly southeast corner of said 185.994 acre tract and the herein described tract, same being the northeast corner of that certain called 195.435 acre tract of land described in a deed to David C. Blankenship, Sylvia Blankenship, and Carol Sweger, and recorded in Document No. 9902621, O.R.W.C.TX., from which a 1/2-inch iron rod with plastic cap stamped "Bryan Tech Services" found for the southwest corner of said 164.685 acre tract bears S07°23'02"W, a distance of 386.22 feet;

THENCE N82°56'27"W, with the south line of said 185.994 acre tract and the north line of said 195.435 acre tract, a distance of 4512.40 feet to a 1/2-inch iron rod with SAM cap set on the east right-of-way line of said FM 3349, for the southwest corner of the herein described tract, same being the northwest corner of said 195.435 acre tract, from which a Texas Department of Transportation Type I concrete monument found bears S07°28'28"W, a distance of 1004.11 feet, and S07°39'33"W, a distance of 376.62 feet;

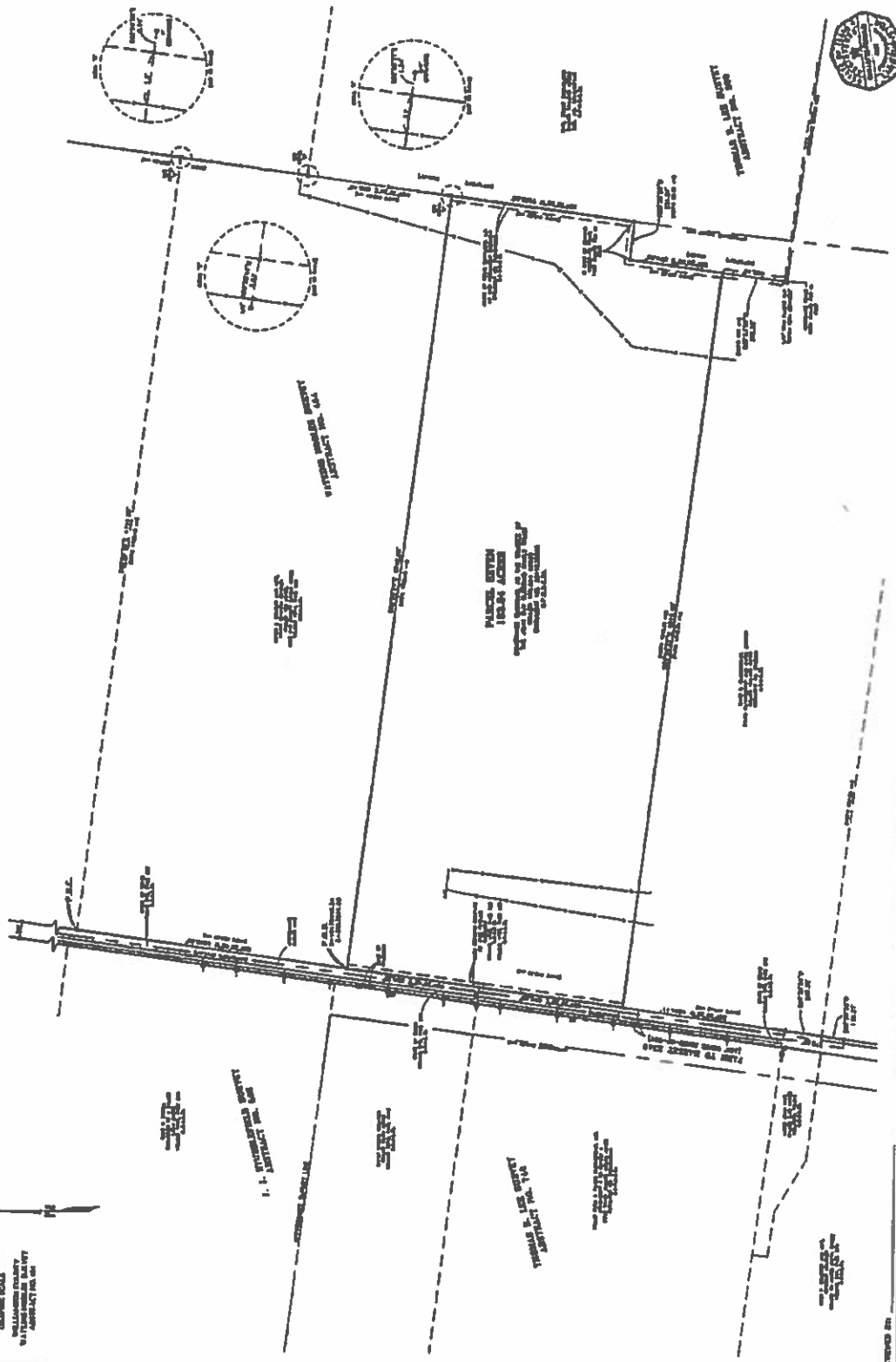
FN17488 (CDC).doc
SAM, LLC Job No. 34369
Page 2 of 2

- 1) N07°28'28"E, a distance of 892.06 feet to a 1/2-inch iron rod with SAM cap set, and
- 2) N07°35'42"E, a distance of 824.39 feet to the **POINT OF BEGINNING**, containing 183.84 acres of land more or less.

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

 5-21-14
Gina Lofis-Franklin Date
Registered Professional Land Surveyor Austin,
Texas Registration No. 6087





DATE	DESCRIPTION	AMOUNT	BALANCE
1	1/1	100.00	100.00
2	2/1	50.00	50.00
3	3/1	25.00	25.00
4	4/1	12.50	12.50
5	5/1	6.25	6.25
6	6/1	3.12	3.12
7	7/1	1.56	1.56
8	8/1	0.78	0.78
9	9/1	0.39	0.39
10	10/1	0.19	0.19
11	11/1	0.09	0.09
12	12/1	0.05	0.05
13	13/1	0.02	0.02
14	14/1	0.01	0.01
15	15/1	0.00	0.00
16	16/1	0.00	0.00
17	17/1	0.00	0.00
18	18/1	0.00	0.00
19	19/1	0.00	0.00
20	20/1	0.00	0.00
21	21/1	0.00	0.00
22	22/1	0.00	0.00
23	23/1	0.00	0.00
24	24/1	0.00	0.00
25	25/1	0.00	0.00
26	26/1	0.00	0.00
27	27/1	0.00	0.00
28	28/1	0.00	0.00
29	29/1	0.00	0.00
30	30/1	0.00	0.00
31	31/1	0.00	0.00
32	32/1	0.00	0.00
33	33/1	0.00	0.00
34	34/1	0.00	0.00
35	35/1	0.00	0.00
36	36/1	0.00	0.00
37	37/1	0.00	0.00
38	38/1	0.00	0.00
39	39/1	0.00	0.00
40	40/1	0.00	0.00
41	41/1	0.00	0.00
42	42/1	0.00	0.00
43	43/1	0.00	0.00
44	44/1	0.00	0.00
45	45/1	0.00	0.00
46	46/1	0.00	0.00
47	47/1	0.00	0.00
48	48/1	0.00	0.00
49	49/1	0.00	0.00
50	50/1	0.00	0.00
51	51/1	0.00	0.00
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61	61/1	0.00	0.00
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63	63/1	0.00	0.00
64	64/1	0.00	0.00
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66	66/1	0.00	0.00
67	67/1	0.00	0.00
68	68/1	0.00	0.00
69	69/1	0.00	0.00
70	70/1	0.00	0.00
71	71/1	0.00	0.00
72	72/1	0.00	0.00
73	73/1	0.00	0.00
74	74/1	0.00	0.00
75	75/1	0.00	0.00
76	76/1	0.00	0.00
77	77/1	0.00	0.00
78	78/1	0.00	0.00
79	79/1	0.00	0.00
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81	81/1	0.00	0.00
82	82/1	0.00	0.00
83	83/1	0.00	0.00
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87	87/1	0.00	0.00
88	88/1	0.00	0.00
89	89/1	0.00	0.00
90	90/1	0.00	0.00

[illegible][illegible]

LAND TITLE SURVEY
CONSTANCE SLOCUMB, AS TRUSTEE OF THE
JOHN GUY SLOCUMB FAMILY TRUST
SURVEY PLAT OF A 10.4 ACRE TRACT OUT OF THE
WATKINS NOBLES SURVEY, ABSTRACT NO. 484
WILLAMSON COUNTY, TEXAS

2000 International Paper
Building, Inc., Suite 600
Austin, Texas 78736
Phone 512.417.4575
Fax 512.236.3823
www.international
paper.com

[illegible]

DESCRIPTION

DESCRIPTION OF A 194.559 ACRE TRACT OF LAND, BEING ALL OF THAT CALLED 195.435 ACRE TRACT OF LAND, DESCRIBED IN A DEED TO DAVID C. BLANKENSHIP, SYLVIA BLANKENSHIP AND CAROL SWEGER, RECORDED IN DOCUMENT NUMBER 9902621, OFFICIAL RECORDS WILLIAMSON COUNTY, TEXAS, SAVE AND EXCEPT THAT 0.46 ACRE TRACT OF LAND CONVEYED TO SAM V. STONE, COUNTY JUDGE OF WILLIAMSON COUNTY, TEXAS, RECORDED IN VOLUME 392, PAGE 421, DEED RECORDS WILLIAMSON COUNTY, TEXAS AND SAVE AND EXCEPT THAT 2.8485 ACRES, CONVEYED TO THE STATE OF TEXAS, RECORDED IN VOLUME 673, PAGE 213, DEED RECORDS WILLIAMSON COUNTY, TEXAS BEING A PART OF THE WATKINS NOBLES SURVEY, ABSTRACT NO. 484. BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING at a 1/2-inch iron rod with "SAM" cap found for the most westerly southwest corner of said 194.559 acre tract, same being the northwest corner of that called 58.001 acres, described in a deed to Raymond E. Naivar and wife, Diane E. Naivar, recorded in Volume 713, Page 723, Deed Records Williamson County, Texas, being an east right-of-way line of Farm to Market (F.M.) 3349, a 100 foot wide right-of-way being the most westerly southwest corner of the tract described herein, from which a concrete right-of-way monument found in said east right-of-way line bears, S07°40'10"W, a distance of 1280.62 feet;

THENCE along said east right-of-way line, same being the west line of the tract described herein, N07°30'37"E, a distance of 1241.35 feet to a 1/2-inch iron rod with "SAM" cap found for the northwest corner of said 194.559 acre tract, same being the southwest corner of that called 185.994 acres, described in a deed to Constance Slocomb, as the Trustee of the John Guy Slocomb Family Trust, recorded in Document No. 2011033689, Official Public Records Williamson County, Texas;

THENCE leaving said east right-of-way line, along the common line of said 194.559 acre tract and said 185.994 acre tract, S82°56'27"E, a distance of 4511.87 feet to a 1/2-inch iron rod with "SAM" cap found for the southeast corner of said 185.994 acre tract, same being the west line of that called 164.685 acres, described in a deed to Eugene & Judy Kanak, Trustee of the Eugene R. & Judy A. Kanak Living Trust, recorded in Document No. 2015101314, Official Public Records Williamson County, Texas and the most northerly northeast corner of the tract described herein;

THENCE leaving the common line of said 194.559 acre tract and said 185.994 acre tract, along the common line of said called 164.685 acre tract and said 194.559 acre tract the following two (2) courses and distances:

1. S07°23'06"W, a distance of 386.21 feet to a 1/2-inch iron rod with Bryan Tech Services cap found for an angle point, and
2. S82°29'31"E, a distance of 223.00 feet to a 5/8-inch iron rod with SAM cap set for the most easterly northeast corner of the tract described herein, same being the south line of said 164.685 acre tract and the west right-of-way line of County Road 404, (no record information found);

THENCE along said west right-of-way line, along the east line of said 194.559 acre tract, S07°37'17"W, a distance of 2018.41 feet to a mag nail with "SAM" washer set for the southeast corner of said 194.559 acre tract, being within the existing limits of County Road 404;

THENCE leaving said west right-of-way line, along the south line of said 194.559 acre tract, same being the north line of that called 85.681 acres, described in a deed to Henry H. Holubec, Jr. & Nancy Rydell & Edythe J. Holubec, recorded in Volume 1051, Page 818, Official Public Records Williamson County, Texas, N83°29'49"W, passing at a distance of 19.00 feet a concrete right-of-way monument found, continuing for a total distance of 2259.27 feet to a concrete right-of-way monument found for the northwest corner of said 85.681 acre tract, same being the east line of that called 18.165 acre tract, described in a deed to Joel B. Carpenter, recorded in Document No. 2012073128, Official Public Records Williamson County, Texas and the southwest corner of the tract described herein;

THENCE leaving said south line, along the west line of said 194.559 acre tract, along the east line of said 18.165 acre tract and said 58.001 acre tract, N07°29'46"E, a distance of 1166.03 feet to a 9-inch wood fence post found for an angle point of said 194.559 acre tract;

THENCE along a south line of said 194.559 acre tract, same being the north line of said 58.001 acre tract, N82°27'26"W, a distance of 2472.45 feet to the **POINT OF BEGINNING**, and containing 194.559 acres of land.

All bearings are based on the Texas State Plane Coordinate System, Central Zone, NAD 83. All distances are Grid distances in U.S. Survey Feet. To compute Surface values, Multiply Grid distance by a Combined Scale Factor of 0.99988651.

This property description is accompanied by a separate plat of even date.

THE STATE OF TEXAS

COUNTY OF TRAVIS

§
§
§

KNOW ALL MEN BY THESE PRESENTS:

That I, Scott C. Brashear, a Registered Professional Land Surveyor, do hereby certify that the above description is true and correct to the best of my knowledge and belief and that the property described herein was determined by a survey made on the ground under my direction and supervision.

WITNESS MY HAND AND SEAL at Austin, Travis County, Texas, on the date shown below.

SURVEYING AND MAPPING, LLC
4801 Southwest Parkway
Building Two, Ste. 100
Austin, Texas 78735
TX Firm Registration No. 10064300

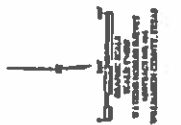
Scott C. Brashear

Scott C. Brashear
Registered Professional Land Surveyor
No. 6600 - State of Texas

6/22/18

Date



[illegible]

- | Year | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052 | 2053 | 2054 | 2055 | 2056 | 2057 | 2058 | 2059 | 2060 | 2061 | 2062 | 2063 | 2064 | 2065 | 2066 | 2067 | 2068 | 2069 | 2070 | 2071 | 2072 | 2073 | 2074 | 2075 | 2076 | 2077 | 2078 | 2079 | 2080 | 2081 | 2082 | 2083 | 2084 | 2085 | 2086 | 2087 | 2088 | 2089 | 2090 | 2091 | 2092 | 2093 | 2094 | 2095 | 2096 | 2097 | 2098 | 2099 | 2100 |
|------|
| 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052 | 2053 | 2054 | 2055 | 2056 | 2057 | 2058 | 2059 | 2060 | 2061 | 2062 | 2063 | 2064 | 2065 | 2066 | 2067 | 2068 | 2069 | 2070 | 2071 | 2072 | 2073 | 2074 | 2075 | 2076 | 2077 | 2078 | 2079 | 2080 | 2081 | 2082 | 2083 | 2084 | 2085 | 2086 | 2087 | 2088 | 2089 | 2090 | 2091 | 2092 | 2093 | 2094 | 2095 | 2096 | 2097 | 2098 | 2099 | 2100 | |

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THE
OF THE
FOR THE
BY THE



4801 Southwest Parkway
Building Two, Suite 100
Austin Texas, 78733
Ofc: 512.447.0075
Fax: 512.328.3018
email: info@sam.biz

Case# Firm Registration No. 1804300

PROJECT: BAYVIEW

[illegible]

LAND TITLE SURVEY
DAVID C. BLANKENSHIP, SYLVIA BLANKENSHIP AND
CAROL SWEDER SURVEY PLAT OF A 194.59 ACRE TRACT
OUT OF THE WATSON'S NOBLES SURVEY.
ABSTRACT NO. 484
WILLIAMSON COUNTY, TEXAS

1.50
1.11

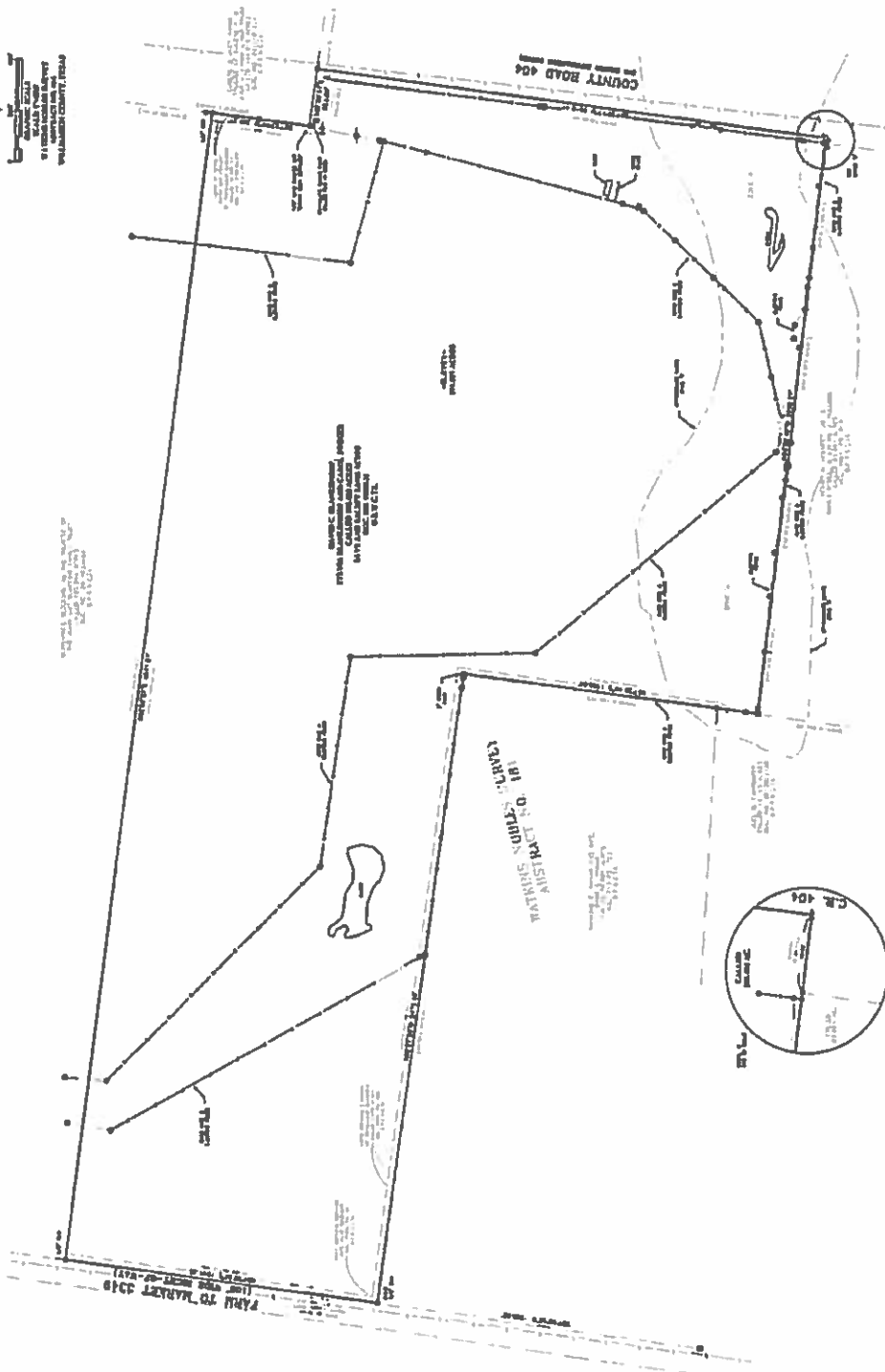


EXHIBIT B – COMMERCIAL PLANNED DEVELOPMENT

Article I – Permitted Uses

1.1 – Base Zoning District

The Base Zoning District for this CPD is General Business Zoning District (B-2). The B-2 district provides for adequate high-density commercial development within the City, while maintaining consistency and continuity within the community

1.2 - Sub-Districts

Sub-District RR-1 (Light Railroad District)

The RR-1 district permits uses defined as light industrial or heavy commercial projects that are intended to provide services by utilizing, in part or in whole, on-site private railroad/railyard facilities. The intent is to concentrate these uses within this CPD in order to best represent the community as well as protect the character, safety and general welfare of the surrounding neighborhoods.

Sub-District RR-2 (Heavy Railroad District)

The RR-2 district is intended to allow variety in development and encourage concentration of more intense land uses for projects that are intended to provide services by utilizing, in part or in whole, on-site private railroad/railyard facilities.

Sub-District RR-3 (Railroad Service District)

The RR-3 district only allows the construction of on-site industrial railroad tracks and adjacent track service areas that will be utilized to transport goods and materials into and out of the CPD District. Railroad projects shall be designed to industry-standard specifications.

1.3 – Use Tables

All uses not allowed in the B-2, General Business District shall be permitted within this CPD as modified in Table 1.1 below:

TABLE 1.1			
COMMERCIAL PLANNED DEVELOPMENT RCR-TAYLOR LOGISTICS PARK			
LAND USE TABLE			
Use Category	RR-1	RR-2	*RR-3
Airport or Landing Field	P	P	X
**Cement or Hydrated Lime Plant	S	S	X
**Concrete or Asphalt Batching Plant (Permanent)	S	S	X
**Concrete or Asphalt Batching Plant (Temporary, Max. 6 Months)	S	S	X
Contractor Shop W/Outside Storage Yard	P	P	X
Equipment Rental (Heavy)	P	P	X
Furniture Manufacture and Refinishing Shop	P	P	X
Hauling or Storage Company w/Outside Storage	P	P	X

Use Category	RR-1	RR-2	*RR-3
Laboratory Equipment Manufacturing	P	P	X
Light Manufacturing and Assembly Processes	P	P	X
Light Manufacturing or Industrial use	P	P	X
Maintenance and Repair Service for Buildings	P	P	X
Parking lot, Trucks and Trailers	P	P	X
**Petroleum Extraction Storage and Collection Facilities	X	S	X
Sand, Gravel, Stone Storage and Distribution	P	P	X
Storage or Wholesale Warehouse	P	P	X
Tinsmith/Sheet Metal Shop	P	P	X
Trailer and Heavy Load Vehicle Repair	P	P	X
Trailer or Truck Rental	P	P	X
Welding or Machine Shop	P	P	X

All uses allowed in the B-2, General Business District shall not be permitted within this CPD as modified in Table 1.2 below:

TABLE 1.2			
COMMERCIAL PLANNED DEVELOPMENT			
RCR-TAYLOR LOGISTICS PARK			
LAND USE TABLE			
Use Category	RR-1	RR-2	*RR-3
Animal Pound	X	X	X
Architect's Office	P	X	X
Assisted Living Facility	X	X	X
Auto Laundry or Car Wash	P	X	X
Bakery or Confectionery Shop (Retail)	P	X	X
Bakery or Confectionery, Wholesale or Commercial	P	X	X
Ballroom Dancing	P	X	X
Bar or tavern	P	X	X
Caretaker's or Guard's Residence	P	X	X
Carnival, Circus or Tent Service (Temporary)	X	X	X
Cellular Phone/Pager Sales (Indoor)	P	X	X
Cemetery or Mausoleum	X	X	X
Child Care Center/Daycare Center	X	X	X
Community Center (Public)	P	X	X
Continuing Care Retirement Community	X	X	X
Day Camp for Children	X	X	X
Detention Centers	X	X	X
Family Home (Child Care)	X	X	X
Food Bank or Pantry	X	X	X
Fraternal Organization, Lodge, Union Hall or Civic Club	X	X	X
Funeral Home or Mortuary	P	X	X

Use Category	RR-1	RR-2	*RR-3
Golf Course	X	X	X
Group Day Care Home	X	X	X
Halfway House	X	X	X
Heavy Machinery Sales Storage	X	P	X
Home Occupation	X	X	X
Hospital Chronic Care	X	X	X
Hospital, Acute Care	X	X	X
Hospitals (residential facilities)	X	X	X
Institution for Alcoholic, Narcotic or Psychiatric Patients	X	X	X
Jails	X	X	X
Kennel (Indoor Pens)	X	X	X
Kennel (Outdoor Pens)	X	X	X
Kindergarten or Nursery School (Private)	X	X	X
Libraries	X	X	X
Liquor Store	P	X	X
Livestock Sales	X	X	X
Medical Clinic or Office	P	X	X
Minor Medical Emergency Clinic	P	X	X
Motel or Hotel (Less than 75 Rooms)	P	X	X
Motel or Hotel (Over 75 Rooms)	P	X	X
Multiple Family (up to and including four family)	X	X	X
Multiple Family Dwelling	X	X	X
Optician or Optometrist	P	X	X
Palm Reader/Card Reader	P	X	X
Pet Grooming	X	X	X
Pet Shop	X	X	X
Playfield or Stadium (Public)	P	X	X
Real Estate Office	P	X	X
Recreation Centers	P	X	X
Rehabilitation Care Facility (Halfway House)	X	X	X
Retirement Housing for the Elderly	X	X	X
School, Business	X	X	X
School, Driving/Defensive Driving	X	X	X
School, Private (Primary or Secondary)	X	X	X
School, Public or Parochial	X	X	X
Single Family Dwelling (Detached)	X	X	X
Skilled Nursing Facility	X	X	X
Stadiums	X	X	X
Studio, Health/Reducing/Fitness or Similar Service/Establishment	P	X	X
Studio, Music, Dance or Drama	P	X	X
Swimming Instructions as Home Occupation	X	X	X
Swimming Pool (Commercial)	X	X	X
Swimming Pool (Private)	X	X	X
Tennis Court (Private, No Lights)	X	X	X

Use Category	RR-1	RR-2	*RR-3
Theatre (Open Drive-in)	X	X	X
Theatre or Playhouse (Indoor)	P	X	X
Two Family Dwelling (Duplex)	X	X	X
Used Merchandise or Second Hand Thrift Store	P	X	X
Used Merchandise or Second Hand Thrift Store (Non-Profit)	P	X	X
Veterinarian (Contained)	X	X	X
Veterinarian Hospital (Inside Animal Pens Only)	X	X	X
Veterinarian Hospital (With Outside Animal Pens)	X	X	X
Veterinarian, Office Only (No Animal Pens)	X	X	X
Zoo (Private)	X	X	X
Zoo (Public)	X	X	X

*Note: Sub-District RR-3 shall be limited to railroad construction use only

P – Permitted X – Not Permitted S – Specific Use Permit (SUP) required

Note: Uses marked with () shall not be closer than 200 feet to any existing or proposed public right-of-way indicated on Exhibit “3” of this CPD. Additionally, site development specifications beyond the requirements specified in the Zoning Ordinance may be imposed on these uses and included in the Specific Use Permit which must be approved following the procedures set forth in the Zoning Ordinance.

Article II – Development Standards

2.1 – Lot standards by sub-district

TABLE 2.1 COMMERCIAL PLANNED DEVELOPMENT RCR-TAYLOR LOGISTICS PARK							
LOT STANDARDS BY SUB-DISTRICT							
Standard	Minimum Lot Area	Front Yard Setback	Rear Yard Setback	Interior Side Yard Setback	Street Side Yard Setback	Perimeter Line Setback	Maximum Building Height
RR-1	2 Acres	100'	50'	NONE	50'	75	45
RR-2	2 Acres	100'	50'	NONE	50'	75	45
RR-3	NONE	NONE	NONE	NONE	NONE	75	N/A

NOTES:

1) A MINIMUM PERIMETER SETBACK OF 75 FEET SHALL BE REQUIRED ALONG THE PERIMETER LINES, BEING THE ORIGINAL BOUNDARY LINES OF THE COMBINED PROPERTY (CALLED 755.749 ACRES), OF THIS DEVELOPMENT IF GREATER THAN THE RESPECTIVE SETBACK REQUIREMENT IN TABLE 2.1

2.2 – Performance standards

All performance standards, as found in Chapter 5 of the Zoning Ordinance, applicable to the B-2 zoning district shall apply with the following exceptions:

CPD Exceptions to 5.4.4: This CPD shall comply with all of the International Fire Code 2009 edition pertaining to Fire and Explosive Hazards setbacks including but not limited to 2206.2.2 MINIMUM SEPARATION REQUIREMENTS FOR ABOVE-GROUND TANKS. Also, the setbacks specified in this section of the Zoning Ordinance shall apply to all perimeter lines of this CPD.

An opaque screen at least six feet in height shall be installed between any property zoned or used for single-family residential.

2.3 – Off-street parking

Off-street parking standards shall be determined in accordance with Chapter 6 of the Zoning Ordinance with the following exceptions in Table 2.2:

~~If greater than 50% of the traffic to the business is solely for the purpose of loading/unloading of freight, the minimum number of standard parking spaces shall be 1 per 400 square feet of enclosed office space within the warehouse storage building.~~

2.2 Off-Street Parking Table

<u>Parking Deviations</u>	
<u>Land Use/Type</u>	<u>Off-street Parking Requirement</u>
<u>Office Space</u>	<u>1/400 sf* of floor area</u>
<u>Warehouse Space/Distribution Center</u>	<u>None</u>
<u>Loading/Unloading Area</u>	<u>None</u>

*square feet

For the update to Landscape and screening standards the ordinance shall read:

2.4 – Landscape and screening standards

All landscaping within this CPD shall be designed under a unified set of landscape standards.

A vegetative buffer of fifty (50) feet in width shall be required adjacent to existing and proposed rights-of-way for roadways adjacent to or withing this CPD as shown on the “Landscape Standards” exhibits included in this CPD (Exhibits 1 and 1A).

Within the 50-foot vegetative buffer along FM 3349 (Exhibit 1B), one row of canopy trees is required. The trees must be placed 25-feet from the western property line and 15-feet from the northern and southern property lines, must be planted at 30-foot centers. Within the projected adult canopy of each tree, four (4) shrubs must be planted. The shrubs may be tandem with the trees. All trees must be placed on top a four-foot (4) berm at the apex to provide optimal screening.

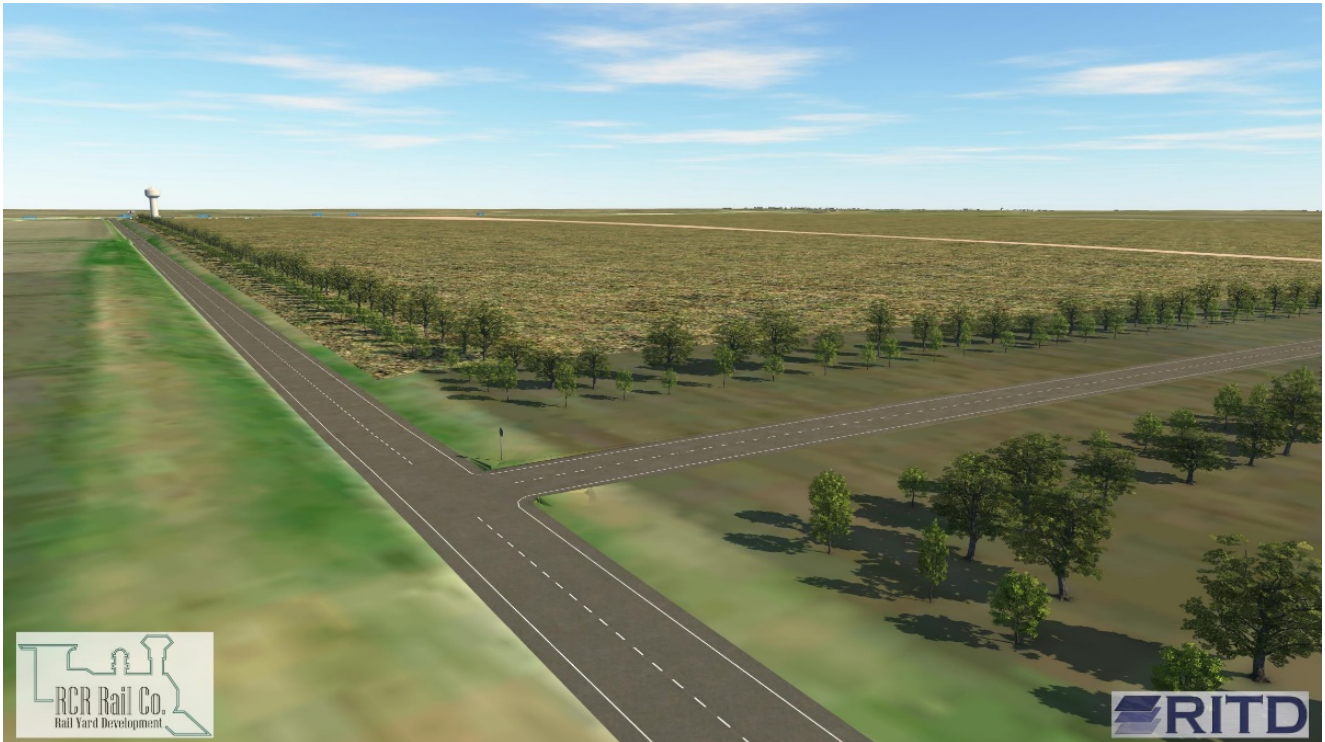
Examples of acceptable tree species include, but are not limited to, the following:

Evergreen – Live Oak, Afghan Pine, Deodar Cedar

Canopy – Grape Myrtle, Red Oak, Redbud

Shade – Cottonwood, Pin Oak, Pecan

An example of the installed vegetative buffer is shown below.



2.5 – Architectural standards

All buildings within this CPD shall be designed under a unified set of architectural standards.

For new building construction, the building material may be brick, stone, concrete tilt-wall, or a combination of any of these three. Engineered metal buildings may also be constructed, providing that exterior building walls facing a public right-of-way have installed façade of brick or stone material, and the installed façade shall cover a minimum of 30% of the rectangular wall surface.

Any material used for exterior building construction should be of a neutral color and consistent throughout the perimeter of the building, with the exception of any signage incorporated.

Examples of acceptable building construction are shown below.



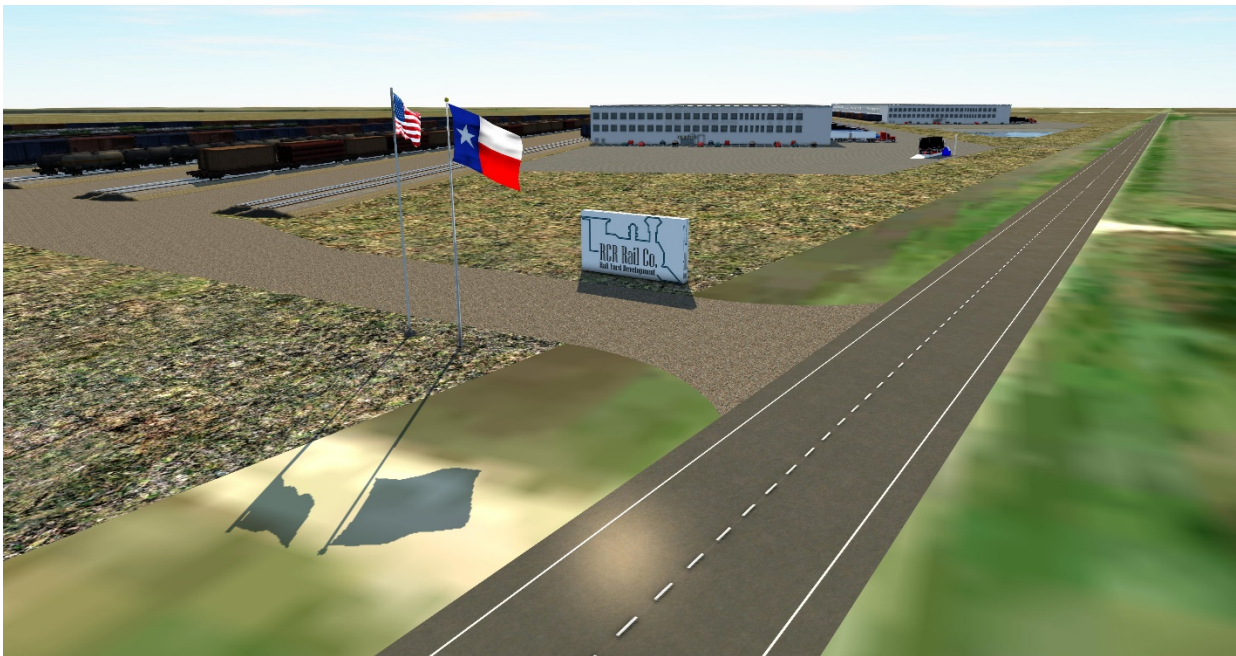
2.6 – Signage standards

All signage within this CPD shall be designed under a unified set of signage standards. Exhibit 2 in this CPD summarizes the sign standards.

- (a) Signage for developments must keep a cohesive appearance with the respective building and with the CPD standards in general

- (b) Freestanding signs, low profile signs, wall signs, and corporate flags, along with exempt signs from the City of Taylor Sign Ordinance, shall be the only signs allowed on any given premises. The City of Taylor may review requests for other types of signage if a hardship occurs from a development that is otherwise code compliant.
- (c) Only one low profile or freestanding sign shall be allowed on any premises, except that for properties that are situated at a roadway intersection where at minimum 1,000 feet of road frontage is situated along one of the roadways, one sign may be placed adjacent to each public right-of-way, provided that both signs are positioned as close to the center of the respective road frontage as practical.
- (d) Low profile signs that are built of rock, stone, or concrete may use a natural-cut form without any additional material. Low profile signs that are made of wood, glass, or other materials shall have a wooden, brick, or solid color metal trim around the full exposed border of the sign.
- (e) The bottom of wall signs shall be positioned no less than five (5) feet above ground level of a single-story building, and no less than twelve (12) feet above ground level of a multi-story building. Wall signs shall cover no more than 10% of the building wall façade area to which the wall sign is attached.

An example of a standard low profile sign is shown below.



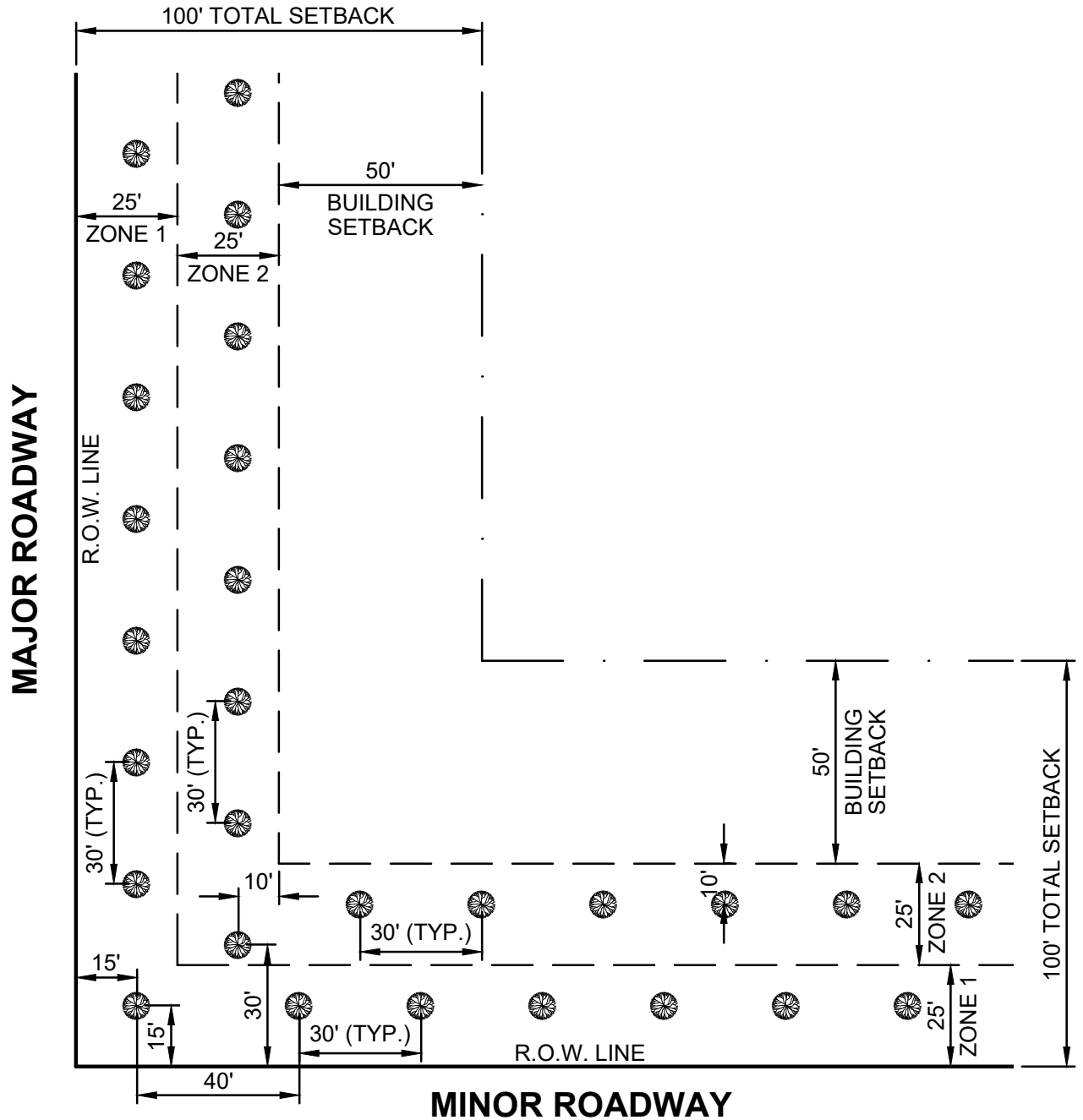
Article III – Site Plan

The proposed Site Plan is shown on Exhibit 3 of this CPD.

RCR - TAYLOR LOGISTICS PARK CPD

EXHIBIT 1

LANDSCAPE SCREENING STANDARDS

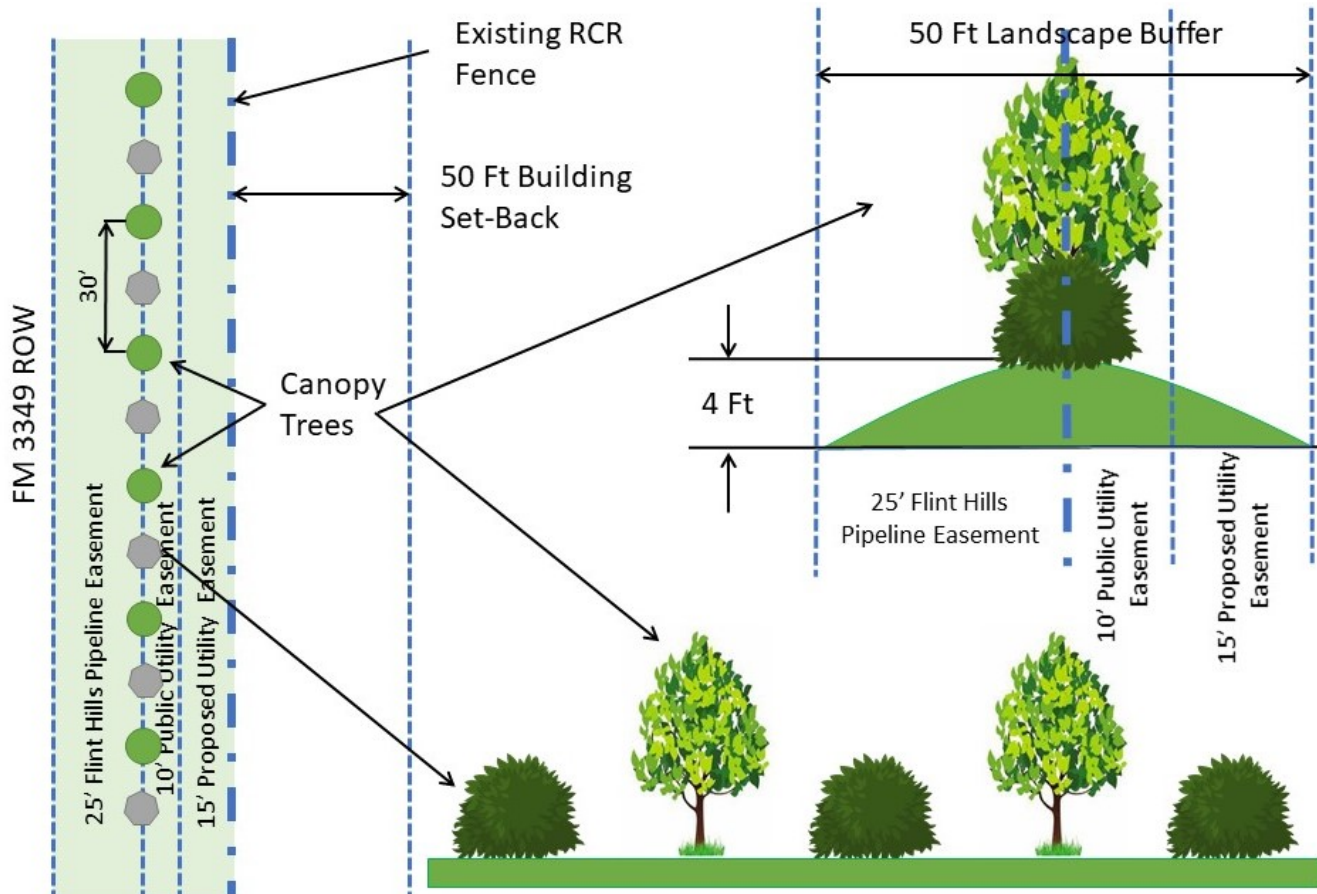


CPD MASTER PLAN SCHEDULE

ZONE 1
278 EVERGREEN TREES
276 CANOPY TREES
(SHRUBS AS NEEDED FOR
ADDITIONAL SCREENING)

ZONE 2
556 SHADE TREES

RCR - TAYLOR LOGISTICS PARK CPD
EXHIBIT 1A
LANDSCAPE SCREENING STANDARDS
 TO BE IMPLEMENTED ALONG FM 3349 ONLY

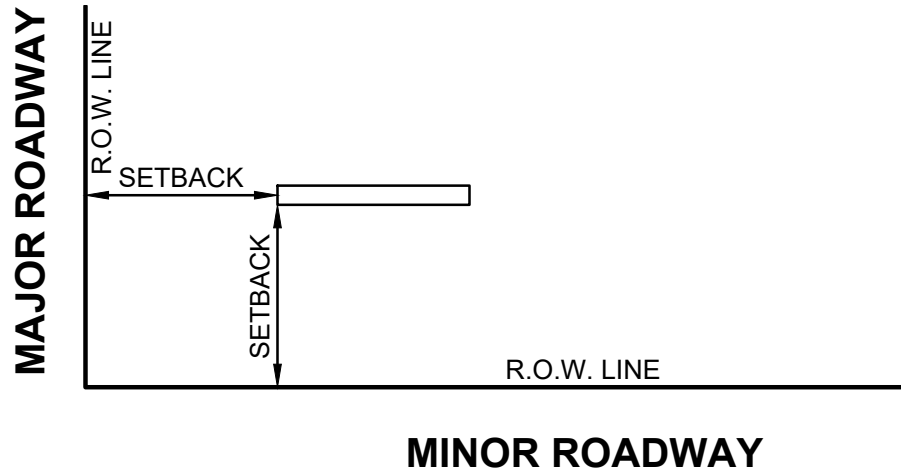


CPD MASTER PLAN SCHEDULE

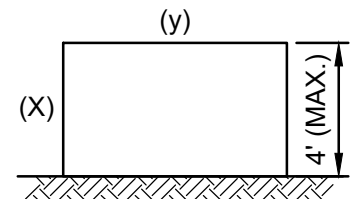
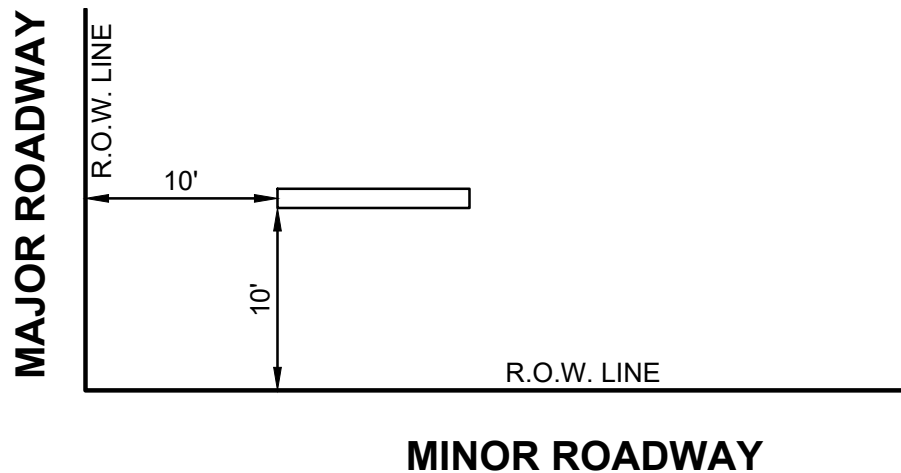
CANOPY TREES
 165 TOTAL TREES
 (SHALLOW-ROOT SPECIES)

SHRUBS
 FOUR (4) PER TREE
 (SHALLOW-ROOT SPECIES)

RCR - TAYLOR LOGISTICS PARK CPD
EXHIBIT 2
SIGNAGE STANDARDS



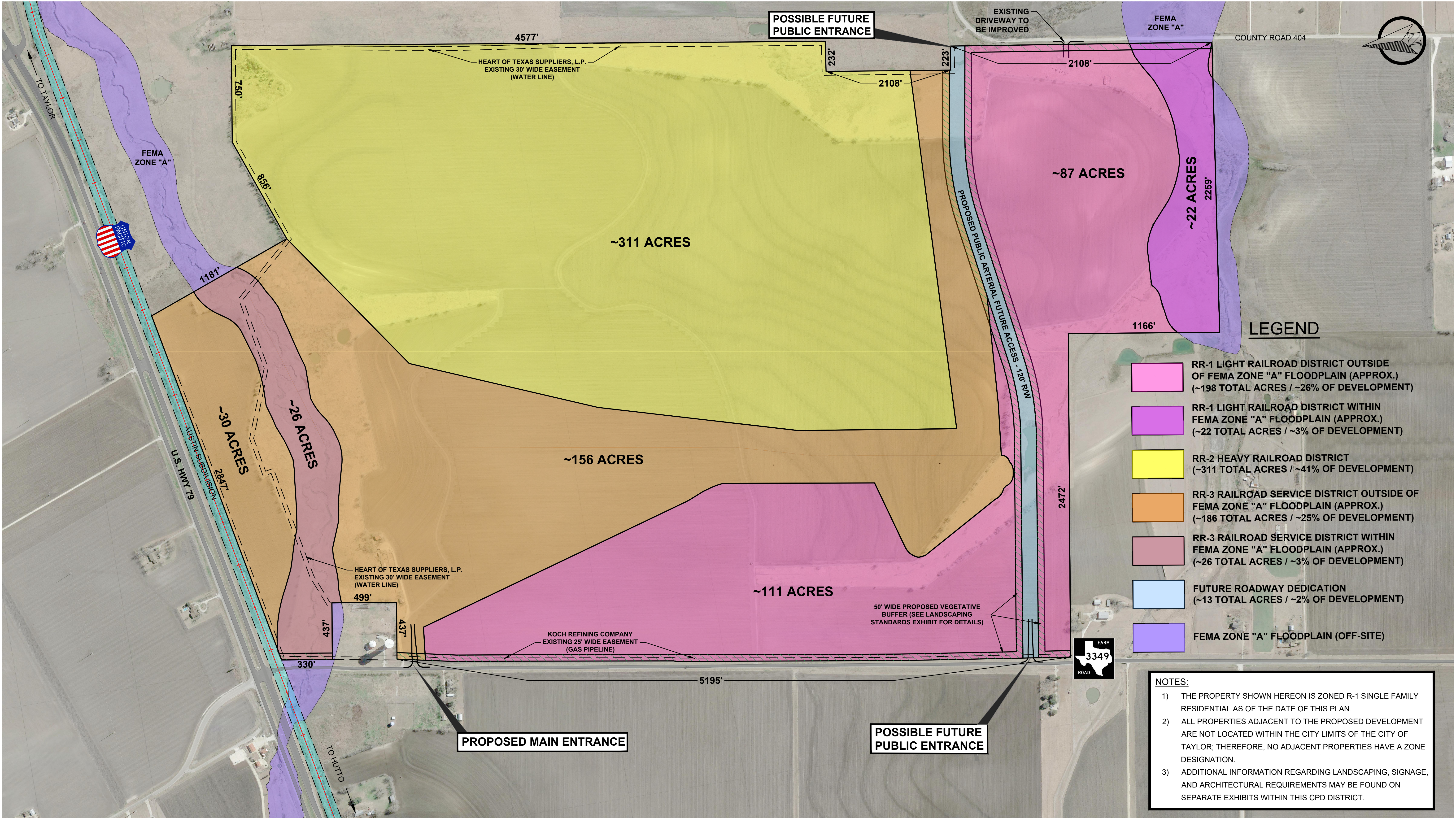
FREESTANDING SIGN



MAXIMUM SIZE
(X)*(Y) ≤ 60 sf

LOW PROFILE SIGN

T:\01-Projects\474-1 RCR Taylor Rail, L.P.\2 - DESIGN\3 - ENG\1-Civil Design\04-Exhibits\EX-20190406 - 474-1- Commercial Planned Development.dwg * 9/5/2019 11:30 AM * Plotted by Richard Heiges

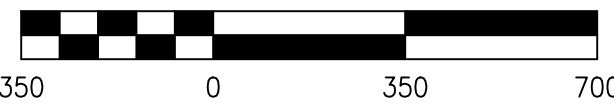




RAILROAD INFRASTRUCTURE & TERMINAL DEVELOPMENT, LLC

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

(281) 392-4850 WWW.RITD-LLC.COM FIRM F-16264

			
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UNION PACIFIC RAILROAD

LOCATION AND DESCRIPTION:

**MP 148.63, AUSTIN SUBDIVISION
HUTTO, WILLIAMSON COUNTY, TEXAS
TRACKAGE TO SERVE: RCR TAYLOR RAIL, L.P.**

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

**ISSUE FOR REVIEW
EXHIBIT DRAWING
756 ACRES PROPOSED FUTURE LAND USE**

FES #: 40941

EXH. 3

PROJ #: 474-1

City of Taylor City Council

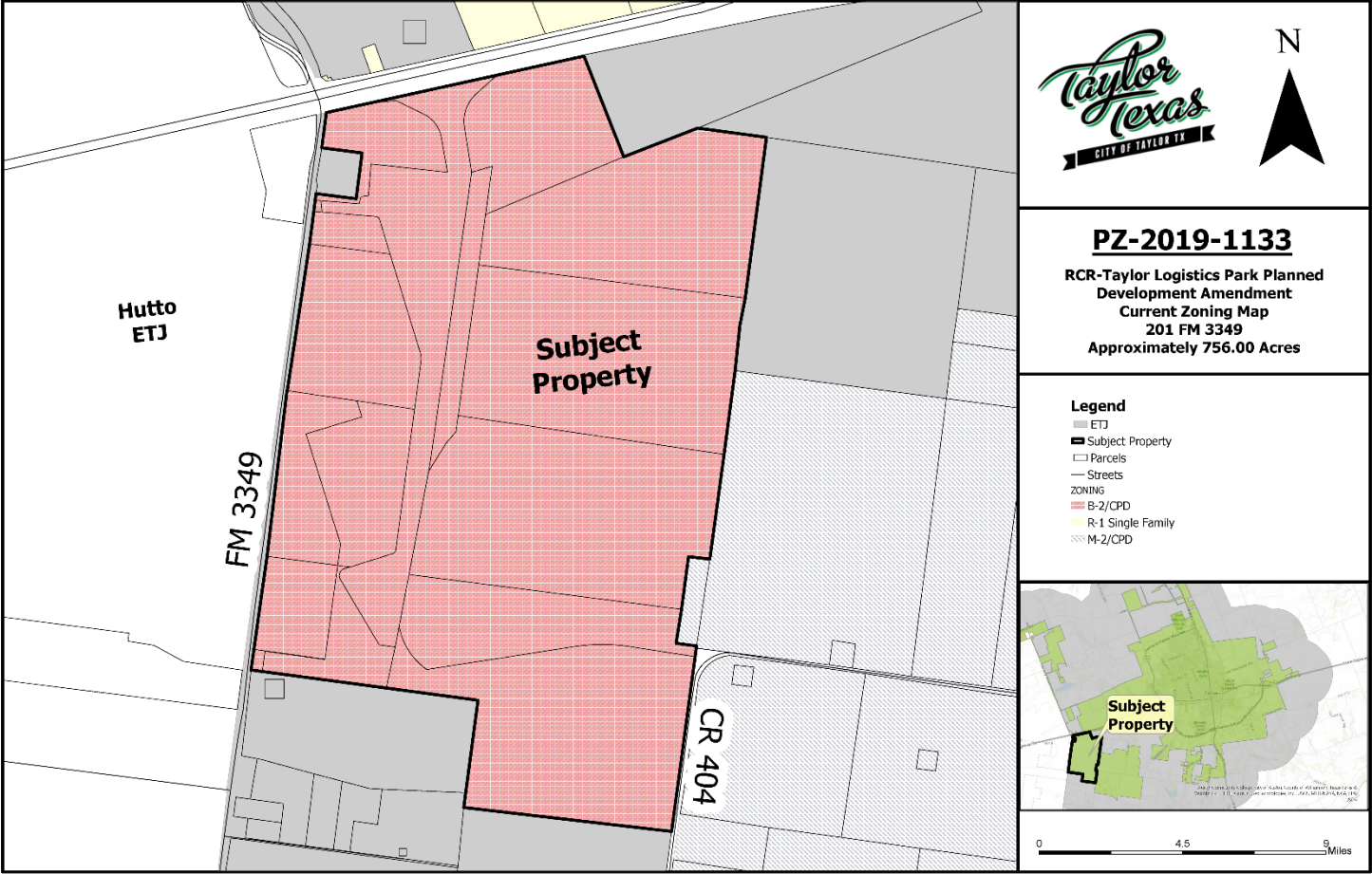
April 28, 2022



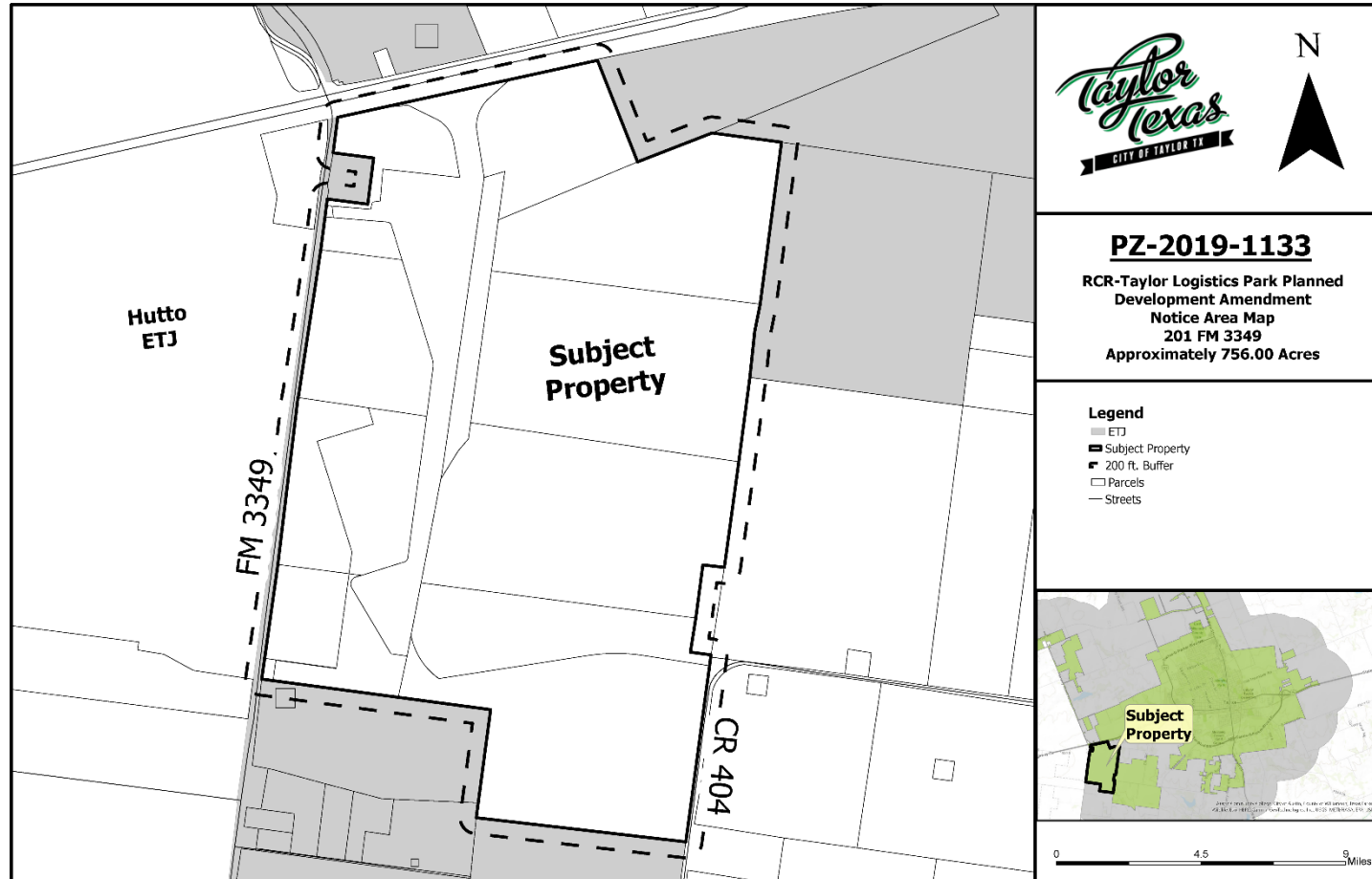
PZ-2019-1133

RCR-Taylor Logistics Park Planned Development Amendment

Current Zoning Map



Notice Area Map



- 11 notices were sent out to adjacent property owners within 200 ft. of the subject property and public entities.
- Staff received 0 responses from the notified parties.

Proposed Amendments

- Changes to the off-street parking standards
- Changes to the landscape buffer along FM 3349

Planning and Zoning Commission Recommendation

The Planning and Zoning Commission unanimously recommended approval of the proposed planned development amendment at their April 12, 2022 meeting.



City Council Meeting May 12, 2022 Transmittal Letter

STRATEGIC PILLAR

☒ Streets/Infrastructure

☐ Quality of Life

☐ Economic Vitality

Agenda Item #: 6
Agenda Title: Consider awarding contract to collection agency/law firm for Municipal Court and Utility Billing collections

Council Action to be taken: Select firm to be the new collection agency

Department Submitted: City Management

Staff Contact: Jeff Jenkins, Deputy City Manager
Dianna McLean, City Clerk

1. PURPOSE/DESCRIPTION

Review the scoring results of the committee and choose a law firm to contract with for collections. Once a firm is selected, staff will negotiate a final contract with the consultant and then bring the finalized contract back for approval.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

In 2021, the City developed a vendor service (contract) evaluation process for contracts that are more than 8 years old and are due to expire. At least 90 days prior to expiration of the term of the contract, the service/contract is evaluated to determine the value received by the City. Such evaluation may consist of a cost analysis, a survey to compare the service to similar service received by other municipalities in the area, or other means available to determine the value received against the cost of acquiring the service.

The City entered a 2-year contract with MVBA in August 2004 with a provision that after two years the contract would continue on a month-to-month basis. The city retained MVBA in 2004 to provide legal services related to the enforcement of the collection of delinquent municipal court fines, fees, court costs, and restitutions as well as other accounts receivables including delinquent utility bills, liens and abatements.

Based on the evaluation of the current vendor, staff recommended to go out for new RFPs for vendors based on the age of the current agreement and to test the market to evaluate the collection firms.

In February 2022 the City published Requests for Proposals (RFP) for a collection agency and received 3 proposals: MVBA; Linebarger, Goggan, Blair and Sampson; and Perdue Law Firm. A scoring committee interviewed and scored each law firm based on

qualifications, collection procedures, staffing and systems, activity reports, and cost/fee charged.

The staff committee reviewed the RFPs, conducted interviews with each of the firms and checked references from other communities regarding each firm. Based on the scoring and the overall process, staff recommends to selection of MVBA. Some of the factors that led to the selection of MVBA are the following:

- MVBA's knowledge and experience in Williamson County and surrounding area Counties
- Collection practice to continue until collected
- Resolution rate above average during the contract
- Industry knowledge and expertise
- Reference checks were positive

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Firm Familiar with area and working with the city • Opportunity to relook at collection and maximize opportunities	• Other firms do not have as much Williamson County experience

4. RECOMMENDATION

Staff recommends selecting MVBA for Court and Utility Billing collections and have staff negotiate a contract with MVBA to bring back for Council approval.

5. FUNDING SOURCE

Collection agency charges a 30% collection fee which is collected from the defendants/account holders. Firms vary on the collection rate for the outstanding utility collections. Altogether there is no cost to the city.

6. TIMELINE

N/A

7. OTHER OPTIONS (In order of preference)

Choose a different law firm to provide collection services.

8. ATTACHMENTS

6a. [Scoring summary sheet](#)

SUMMARY SHEET
Collection Agency - Municipal Court & Utility Billing
RFP - 2022-01

Wednesday, March 22, 2022

	J. Jenkins				K. Willis				D. McLean				N. Luna			
	Linebarger	MVBA	Perdue Brandon		Linebarger	MVBA	Perdue Brandon		Linebarger	MVBA	Perdue Brandon		Linebarger	MVBA	Perdue Brandon	
Qualifications	23	25	25		20	23	24		20	23	21		25	25	20	
Collection Procedures	18	18	15		17	19	18		19	20	17		19	19	15	
Staffing & Systems	15	19	15		15	20	17		19	19	17		17	17	14	
Activity Reports	14	15	13		13	14	15		15	15	15		12	13	12	
Cost/Fee Charged	18	20	19		20	19	20		20	20	20		19	20	20	
TOTAL:	88	97	87	0	85	95	94	0	93	97	90	0	92	94	81	0



City Council Meeting May 12, 2022 Transmittal Letter

STRATEGIC PILLAR

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

Agenda Item #: 7
Agenda Title: Authorization to Apply for a Grant for the COPS (Community Oriented Policing Services) Hiring Program

Council Action to be taken: Approve Resolution

Department Submitted: Police

Staff Contact: Henry Fluck, Chief of Police

1. PURPOSE/DESCRIPTION

The Police Department is seeking authorization to apply for a grant from the COPS (Community Oriented Policing Services) Hiring Program.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

The Taylor Police Department requests approval to apply for funding through the COPS (Community Oriented Policing Services) Hiring Program (CHP) to assist with the funding of five (5) Police Officer positions in the Patrol Division for the Taylor Police Department.

Requested are 4 Additional Patrol Officers and a Downtown/Parks Foot/Bike Patrol Officer. This is not a new request. The 4 additional Patrol Officers have been requested in the last three submitted Fiscal Year Budgets and is a budget request in the upcoming FY 2022-2023 Budget. The Downtown/Parks Foot/Bike Patrol Officer has been requested for two previously submitted Fiscal Year Budgets.

This is a true need. In 1999, the Police Department staffing was 30 Sworn Officers, which is the same as our current authorized staffing level today of 30 Sworn Officers. Even with the growth in Taylor, Police sworn staffing has not increased in 23 years. The objective is to provide one additional Patrol Officer on the street by increasing each shift by 1 officer (in patrol: 4=1). Due to being a 24/7 continuous operation, to enhance Patrol Staffing and having merely one additional Police Officer on the street, requires an additional 4 Patrol Officers. While many City Departments staff for only 40 hours per week, the Patrol Division is required to provide continuous staffing for 168 hours per week.

The Police Department receives numerous requests for a police presence in the downtown area, but this can only be addressed if and when Patrol Officers are on uncommitted time (not out on a call for service) and competes with other enforcement needs throughout the city. Foot/bike patrol is more effective than vehicle patrol in a congested and high-density business area. The city facilities of Pierce Skate Park, Heritage Square, Murphy Park, and City Hall would also be patrolled on foot/bike adding to the visible presence of police to create safety in the downtown area and central city parks.

The goal of the COPS Hiring Program is to provide funding directly to law enforcement agencies to hire and/or rehire additional career law enforcement officers in an effort to increase their community policing capacity and crime prevention efforts. All state, local, territorial, and tribal law enforcement agencies that have primary law enforcement authority are eligible to apply. An agency with primary law enforcement authority is defined as: the first responder to calls for service for all types of criminal incidents within the jurisdiction served.

FY 2022 CHP awards will cover up to 75 percent of the entry-level salary and fringe benefits for each approved position for a three-year period, based on the applicant's current entry-level salary for fulltime officers. There is a minimum 25 percent local cash match (cost share) requirement unless a waiver is approved. The maximum federal share per officer position is \$125,000 over the three-year period (not \$125,000 per year) unless a local match waiver is approved. Any additional costs for higher than entry-level salaries and fringe benefits will be the responsibility of the recipient agency.

Funding under this program will support three years of officer salaries within a five-year period of performance to accommodate time needed for recruitment and hiring. Agencies must retain each CHP-funded position for 12 months following the three years of funding for that position. The additional officer positions should be added to your agency's law enforcement budget with local funds over and above the number of locally funded officer positions that would have existed in the absence of the award.

CHP only funds sworn officer positions who are first responders to calls for service. The only allowable costs under CHP are the approved full-time, entry-level salaries and fringe benefits of newly hired or rehired sworn career law enforcement officers who are hired or rehired on or after the award start date. The following are considered unallowable costs under the CHP program: overtime costs, training, equipment (e.g., uniforms, weapons, or vehicles), severance pay, and hazard pay.

Funding requests must be based on the current entry-level salary and fringe benefits of a fulltime sworn officer. CHP awards are subject to the restrictions described in the Program Description, including but not limited to the \$125,000 maximum over three years and 25 percent match requirement (unless waived). Requests will be capped at 20 percent of actual sworn force, with a maximum of 50 officers for any agency. For example, agencies with an actual sworn force of 30 (like the Taylor Police Department) will be allowed to request up to 6 positions.

Recipients are also required to pay a progressively larger share of the cost of the award with local funds over the award period. The applicant will also be asked for a projection of the planned federal and local shares of the total project costs over the three years of funding for each position. While your agency may deviate from these specific projections

during the award period, it must still ensure that the federal share decreases, and the local share increases over the three years.

Funding under this program will support three years of Police Officer salaries within a five-year period of performance to accommodate time needed for recruitment and hiring. Therefore, this provision provides flexibility and would allow hiring up to September 2024 with the end of three years of Police Officer salaries being September 2027.

Waiver of local match (cost share): The COPS Office may waive some or all of an applicant's local match requirement. During the application review process, your agency's waiver request will be evaluated based on the availability of funding, a demonstration of severe fiscal distress as supported by the fiscal health data provided in the application, and comparison of your fiscal health data with that of the overall CHP applicant pool. If your agency wishes to be considered for a waiver, you must respond to the applicable question. The question will ask you to indicate the maximum local share (dollar amount) your agency would be able to contribute to the total project cost in order to implement the award. Please indicate whether the COPS Office should continue to consider your application if the waiver request is not granted or whether it should be removed from consideration if the waiver is not granted. If a full or partial waiver is granted, and your application is funded for a reduced number of officer positions, the percentage of local share provided will be applied to the total project cost of the awarded officers.

All applicants are required to affirm that their agency plans to retain all officer positions awarded, following three years of federally funded salary, for at least 12 months and to identify their planned source(s) of retention funding.

The COPS office anticipates making award announcements of CHP funds by September 30, 2022.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• To have the COPS Office fund the salary and benefits of 5 Taylor Police Officers for a total of \$625,000 over a 3-year period. • To increase the Patrol staffing level by one Officer for each Patrol Shift to provide response, protection, and service to Taylor residents with the certain and imminent high growth that is occurring in Taylor. • To create a visible police presence in the downtown area and central city parks.	• Funding the required City cash match. • 12 month required retention period of Officers hired with CHP funds.

4. RECOMMENDATION

Approve Resolution.

5. FUNDING SOURCE

FY 23 entry level officer salary and benefits are \$78,464

One Officer Totals		% Covered by Grant	Amount covered by Grant	City Match (S&B only)
Year 1	\$78,464	75%	\$58,848	\$19,616
Year 2	\$78,464	54%	\$42,371	\$36,093
Year 3	\$78,464	30%	\$23,539	\$54,925
Total Per Officer	\$235,392	53%	\$124,758	\$110,634

Estimate does not include additional equipment needed such as uniforms/duty gear, patrol vehicle and accessories, body camera, mobile computers, etc.

Request is for 4 patrol officers and 1 Downtown/Parks/Foot/Bike Patrol Officer = 5 total

Totals for 5 officers	Yearly Cost for 5 Officers	% Covered by Grant	Amount covered by Grant	City Match (S&B only)
Year 1 x 5	\$392,320	75%	\$294,240	\$98,080
Year 2 x 5	\$392,320	54%	\$211,853	\$180,467
Year 3 x 5	\$392,320	30%	\$117,696	\$274,624
Totals Per Officer x5	\$1,176,960	53%	\$623,789	\$553,171

Additional funding needed for equipment: patrol vehicles and accessories x2, patrol bike, mobile computers x3, uniforms, duty gear, etc., **estimate = \$202,800 ← additional covered by city**

Recipients are also required to pay a progressively larger share of the cost of the award with local funds over the award period

6. TIMELINE

The deadline to submit the initial application in Grants.gov is 7:59 p.m., ET on Thursday, June 9, 2022. The deadline for complete application packages in JustGrants is 7:59 p.m. ET on Thursday, June 16, 2022.

7. OTHER OPTIONS (In order of preference)
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1. Not apply to seek \$625,000 in funding and absorb 100% of the costs for these positions.
2. Not approve the request for additional staffing of Police Officers, and continue to have sworn Police Officer staffing at the same staffing level as 1999.

8. ATTACHMENTS

- 7a. [Resolution R22-17](#)
- 7b. [CHP FAQ Sheet](#)
- 7c. [PowerPoint](#)

RESOLUTION R22-17

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TAYLOR, AUTHORIZING THE CITY MANAGER TO SUBMIT A GRANT APPLICATION TO THE U.S. DEPARTMENT OF JUSTICE, OFFICE OF COMMUNITY ORIENTED POLICING SERVICES (COPS OFFICE), FOR THE COPS HIRING PROGRAM (CHP), 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 that the Police Department receive funding for up to five additional Police Officer positions from 2022-2027: and

WHEREAS, the Taylor City Council agrees that in the event of loss or misuse of the funds from the COPS Office, the Taylor City Council assures that the funds will be returned to the COPS Office, in full;

WHEREAS, the Taylor City Council is committed to provide all applicable matching funds and meet the retention requirements as per the conditions of the COPS Hiring Program;

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 for funding from the COPS Hiring Program, U.S. Department of Justice, Office of Community Oriented Policing Services.

Passed and approved this 12th day of May 2022.

Brandt Rydell., Mayor

ATTEST:

Dianna McLean, City Clerk



COPS
Community Oriented Policing Services
U.S. Department of Justice

Pre-Award Frequently Asked Questions (FAQ) for FY 2022 COPS Hiring Program (CHP)

Q. What is the purpose of the COPS Hiring Program (CHP)?

- A. The goal of the COPS Hiring Program is to provide funding directly to law enforcement agencies to hire and/or rehire additional career law enforcement officers in an effort to increase their community policing capacity and crime prevention efforts. Anticipated outcomes of CHP awards include engagement in planned community partnerships, implementation of projects to analyze and assess problems, implementation of changes to personnel and agency management in support of community policing, and increased capacity of agencies to engage in community policing activities.

Q. Is CHP an open solicitation?

- A. Yes. All state, local, territorial, and tribal law enforcement agencies that have primary law enforcement authority are eligible to apply. An agency with primary law enforcement authority is defined as the first responder to calls for service for all types of criminal incidents within the jurisdiction served.

This is a competitive, discretionary program.

What is the program application process?

- A. Completing an application under CHP is a two-step process. Applications must be submitted electronically through Grants.gov and JustGrants.

See the COPS Office [How to Apply](#) page for more information.

Q. What is the deadline for this solicitation?

- A. There are two key deadlines: The deadline to submit the initial application in Grants.gov is **7:59 p.m. on Thursday, June 9**. The deadline for complete application packages in JustGrants is **7:59 p.m. ET on Thursday, June 16**.

Allowable Costs under CHP

What may my agency request funding for under the CHP award program?

- A. FY 2022 CHP awards will cover up to 75 percent of the entry-level salary and fringe benefits for each approved position for a three-year period, based on the applicant's current entry-level salary for full-time officers. There is a minimum 25 percent local cash match (cost share) requirement unless a waiver

is approved. The maximum federal share per officer position is \$125,000 over the three-year period (not \$125,000 per year) unless a local match waiver is approved. Any additional costs for higher than entry-level salaries and fringe benefits will be the responsibility of the recipient agency.

Funding under this program will support three years of officer or deputy salaries within a five-year period of performance to accommodate time needed for recruitment and hiring. Agencies must retain each CHP-funded position for 12 months following the three years of funding for that position. The additional officer positions should be added to your agency's law enforcement budget with state and/or local funds over and above the number of locally funded officer positions that would have existed in the absence of the award. Absorbing CHP-funded positions through attrition (rather than adding the extra positions to your budget with additional funding) does not meet the retention requirement.

Funding under this program may be used to do the following:

- Hire new officers, which includes filling existing officer vacancies that are no longer funded in your agency's budget. These positions must be in addition to your current budgeted (funded) level of sworn officer positions, and the officers must be hired on or after the official award start date on the notice of award.
- Rehire officers laid off by any jurisdiction as a result of state, local, or Bureau of Indian Affairs (BIA) budget reductions. The rehired officers must be rehired on or after the official award start date on the notice of award. Documentation must be maintained showing the date(s) that the positions were laid off and rehired.
- Rehire officers who are (at the time of application) currently scheduled to be laid off by your jurisdiction on a specific future date as a result of state, local, or Bureau of Indian Affairs budget reductions. Recipients will be required to continue funding the positions with local funding until the date(s) of the scheduled layoffs. The dates of the scheduled layoffs and the number of positions affected must be identified in the CHP application. The recipient may rehire the officers with CHP funding on or immediately after the date of the scheduled layoff. Unless required by a recipient jurisdiction, the agency is not required to formally complete the administrative steps associated with the layoff of the individual officers it is seeking to rehire so long as the agency can document that a final, approved budget decision was made to lay off those individual officers on the identified layoff date. Documentation must be maintained detailing the dates and reason(s) for the layoffs. Furthermore, agencies awarded will be required to maintain documentation that demonstrates that the scheduled layoffs are occurring for local economic reasons unrelated to the availability of CHP award funds; such documentation may include local council meeting minutes, memoranda, notices, or orders discussing the layoffs, budget documents ordering jurisdiction-wide budget reductions, and/or notices provided to the individual officers regarding the layoffs.

Note: An applicant may request funding in one or more of the above-referenced hiring categories under CHP. If an application is approved for funding, the notice of award will specify the number of positions approved in each category. Once awarded, recipient agencies may not move funded positions between the hiring categories without receiving written prior approval from the COPS Office.

An applicant may not reduce its existing current fiscal year budget for sworn officers just to make use of the CHP award. Any budget cut must be unrelated to the receipt of CHP award funds to avoid a violation of the COPS Office statutory non-supplanting requirement.

Q. May CHP funding be used to pay for officer overtime or eliminate officer furloughs?

- A.** No. CHP funding may only be used to hire and rehire full-time law enforcement officers in order to increase law enforcement agencies' community policing capacity.

Q. May CHP funding be used to fill sworn officer positions that are vacant at the time we apply for CHP funding?

- A.** No. Officers funded with CHP funds must be in addition to any officers funded in your agency's local budget. However, CHP funding may be used to fill vacant sworn officer positions if the positions are unfunded in the law enforcement budget (i.e., if state, local, or BIA funding has not been budgeted to pay for the salary and benefits costs of the positions) because of a hiring freeze or budget reductions due to local fiscal distress.

Q. How does the COPS Office define a "career law enforcement officer"? Does this include sworn jail or correctional officers?

- A.** The COPS Office statute defines a "career law enforcement officer" as an officer hired on a permanent basis who is authorized by law or by a state or local public agency to engage in or oversee the prevention, detection, or investigation of violations of criminal laws. CHP only funds sworn officer or deputy positions who are first responders to calls for service. Sworn jail or correctional officers are not funded through this program.

Hiring Military Veterans under CHP

Q. How do you define a military veteran?

- A.** Under the CHP solicitation, a military veteran is defined as a person who served in the active military, naval, or air service, and who was discharged or released therefrom under conditions other than dishonorable.

Q. Are new-hire officer positions required to be military veterans under CHP?

- A.** No. Under FY 2022 CHP, new-hire officer positions are not required to be military veterans. However, because the COPS Office supports the priority to hire military veterans whenever possible, applicants who commit to hiring or rehiring at least one military veteran under CHP will receive additional consideration for FY 2022 CHP funding. These military veterans may be in any of the three hiring categories described under “Funding Provisions,” not just new hires.

Hiring/Layoff Guidance

Q. If my agency receives CHP funding to rehire officers who were laid off at the time of our application, do we need to maintain documentation in the CHP award file regarding the layoffs?

- A.** Yes. Your agency should keep a record of the date(s) the officers were laid off and the date(s) the positions were rehired with CHP funding in your award file for future monitoring or audit purposes. Please note that CHP funding is based on your agency’s entry-level salary and benefits package and that any additional costs beyond entry-level for rehired officers are the responsibility of your agency.

Q. If my agency is awarded CHP funding to rehire officers who were laid off, when may we rehire those officers?

- A.** Your agency may rehire the officers on or after the official award start date. In addition, your agency should maintain documentation showing the date(s) that the positions were laid off and rehired.

Q. If my agency receives CHP funding to rehire officers that are scheduled to be laid off on a specific date in the future, do we need to maintain documentations in the CHP award file regarding the layoffs?

- A.** Yes. Your agency must keep documentation in your award file for future monitoring or audit purposes that shows
- the dates of the scheduled layoff(s);
 - the number of officers scheduled to be laid off;
 - the number of officers rehired with CHP funds;
 - the date of the rehire(s);
 - the reason(s) for the scheduled layoff(s).

Only layoffs that will occur for reasons unrelated to the receipt of CHP funds may be rehired with CHP funds.

Q. What kind of documentation may be helpful to demonstrate that the layoff(s) is not related to the receipt of CHP funds?

- A.** Any records showing that the layoff(s) occurred as a result of state, local, or BIA budget reductions. To show that the layoffs did not occur as a direct result of the availability of CHP funds, it is especially helpful to demonstrate that budget reductions occurred in the entire (or at least additional) municipal or tribal governmental departments, not just the law enforcement department—or, if budget reductions occurred only in the law enforcement agency’s budget, that they were across all categories and not just sworn officer positions. Such documents might include (but are not limited to) (a) council meeting minutes discussing the budget reductions and layoffs; (b) budget orders directing municipal departments to reduce their operating budgets; (c) personnel directives given to the officers who are scheduled for layoff(s); (d) any other local documents explaining why the layoffs occurred; or (e) notices provided to the individual officers regarding the date(s) of the layoffs.

Q. Our agency has applied for CHP funding to rehire officers who are scheduled to be laid off on a specific date in the future. Do we need to actually lay off officers before using COPS funds and then rehire them?

- A.** Unless required by your jurisdiction, your agency is not required to formally complete the administrative steps associated with the layoff of the individual officers you are seeking to rehire. As long as your agency can document that a final, approved budget decision, unrelated to the receipt of CHP funding, was made to lay off those particular individual officers on the identified layoff date(s), it may transfer the officers to the CHP funding on or after the date of the layoff. However, it must continue to fund the officers with its own funds from the award start date until the date of the scheduled layoff (for example, if the COPS Office award start date is September 1 and the layoff is scheduled for November 1, then the COPS Office funds may not be used to fund the officers until November 1, the date of the scheduled layoff).

Post-Application Layoffs

Q. If our agency’s economic conditions change after receiving a CHP award and we want to change the hiring categories from what we identified in our CHP application because of post-application layoffs, what should our agency do?

- A.** If your agency receives a CHP award and after receiving the award your agency needs to change the hiring category(s) it received funding under, your agency must request a post-award modification and must receive prior approval before spending CHP funding. To be considered for a post-application modification into the rehire post-application layoff category, an agency must demonstrate that the officers to be rehired were officially laid off post-application or are now officially scheduled for layoff on a specific future date as the result of financial reasons unrelated to the receipt of COPS Office funding.

The COPS Office will only consider a modification request into the rehire category for post-application layoffs after an agency has made final, approved budget or personnel decisions. To obtain information on modifying a CHP award, please contact the COPS Office Response Center at 800-421-6770 or send questions via email to AskCopsRC@usdoj.gov.

Q. How will the COPS Office monitor my agency's use of CHP funds for rehiring laid-off officers?

- A.** The COPS Office monitors recipient compliance with all award requirements in a variety of ways. For example, your agency may receive an onsite monitoring visit from the COPS Office during the award period or an onsite financial monitoring visit from the Office of Justice Programs, Office of the Chief Financial Officer, or it may be audited by the Office of the Inspector General's Audit Division. Your agency also may be asked to submit written documentation demonstrating its compliance with the award conditions or in response to evaluations by outside organizations.

Q. How long must we keep copies of all of these records to demonstrate when and why we rehired laid-off officers?

- A.** Your agency is required to maintain award records to demonstrate your proper use of award funds throughout the active award period and then for at least an additional three years after the submission date for the final expenditure report.

Q. How do you define a School Resource Officer (SRO)?

- A.** See the [SRO Guiding Principles](#) for the definition and roles of an SRO.

Q. May I apply for both SRO positions and non-SRO positions?

- A.** Yes. Applicants can request a combination of SRO and non-SRO positions.

Q. Are there any other application requirements if my agency wants to request CHP funds to hire SROs?

- A.** Recipients awarded CHP funding to hire and/or deploy SRO(s) into schools will be required to submit to the COPS Office a signed memorandum of understanding (MOU) between the law enforcement agency and the school partner(s) within 90 days of the start date of the award, and before expending or drawing down funds under the award. An MOU is not required at time of application; however, if the law enforcement agency already has an MOU in place that is applicable to the partnership, the MOU can be uploaded as an attachment under the Section in JustGrants titled "MOUs and Other Supporting Documents."

The MOU must contain the following: the purpose of the MOU; clearly defined roles and responsibilities of the school district and the law enforcement agency, with officers' roles focusing on safety, information sharing, supervision responsibility, and chain of command for the SRO; and signatures. The MOU is an agreement among parties that defines the roles and responsibilities of the individuals and partners involved, including SROs, school administrators, law enforcement and education departments, students, and parents. The MOU should explicitly state the proposed

programs and daily activities that the SRO will develop and/or administer. It should also address the policies and procedures and the extent to which information will be shared between the law enforcement agency and school or school district partners throughout the course of the award. The MOU should be signed by the law enforcement executive and designated representative for the school or school district who has general educational oversight within that jurisdiction.

Please refer to the MOU fact sheet at <https://cops.usdoj.gov/chp> for a full description of the MOU requirements, and to the SRO Guiding Principles for more information.

School Resource Officer Official Partner Contact Information (if applicable)

Applicants requesting funding for SROs should enter in contact information for each school partner where the SROs will be deployed, if known at time of application. This information is not required at the time of application but will be required for any agency awarded CHP funding for officers to be deployed as SROs.

Please note: COPS Office–funded SRO(s) are also required to complete a 40-hour SRO basic training course from any of a list of COPS Officer approved providers. Training must be completed no later than nine months after the date shown on the award congratulatory letter or six months from the SRO hire date, whichever comes first. If a COPS Office–funded SRO leaves the recipient agency after completing the training, the recipient agrees to pay for the new SRO, who is assigned to backfill this position, to attend a 40-hour basic training course. The new SRO must complete the training no later than nine months after being placed in the school. If the officer has completed the 40-hour basic training within the last 12 months prior to the award date, the condition has been fulfilled. Any gap longer than 12 months will require the officer(s) to retake the course.

Budget and Associated Documentation

Q. What is the budget submission process?

- A. Applicants must complete the web-based budget worksheet form in JustGrants. No separate budget narrative is required. It is important to enter accurate information in the budget worksheet, as the information provided will be used to determine the amount of your CHP grant, if awarded.

Budget Worksheets and Budget Narrative Form

Budget requests may be made in the following categories:

- Personnel
- Fringe Benefits

Q. What are allowable costs / fundable requests?

- A. The only allowable costs under CHP are the approved full-time, entry-level salaries and fringe benefits of newly hired or rehired sworn career law enforcement officers who are hired or rehired on or after the award start date. A “career law enforcement officer” is a person hired on a permanent basis who is

authorized by law or by a state, local, or tribal agency to engage in or oversee the prevention, detection, or investigation of violations of criminal laws (34 U.S.C. §10389(1)). The State of Alaska, and any Indian tribe or tribal organization in that state, may also use hiring funds for village public safety officers, defined as “an individual employed as a village public safety officer under the program established by the State pursuant to Alaska Statute 18.65.670” (Tribal Law and Order Act of 2010, Pub. L. 111-211, title II, § 247 (a)(2)).

Salaries: Funding requests must be based on the current entry-level salary and fringe benefits of a full-time sworn officer. CHP awards are subject to the restrictions described in the Program Description, including but not limited to the \$125,000 maximum over three years and 25 percent match requirement (unless waived). Applicants budgeting for an increase in salaries and/or fringe benefits over the life of the award are required to provide an explanation.

Note: Requests will be capped at 20 percent of actual sworn force, with a maximum of 50 officers for any agency. For example, agencies with an actual sworn force of 30 will be allowed to request up to 6 positions. Agencies with fewer than 5 officers may request one position.

Q. How are fringe benefits defined under the CHP program?

- A.** Fringe benefits typically covered by the applicant agency, as specified in agency personnel and salary policies or contractual agreements, and allowable under 2 C.F.R. 200, will be allowed. Examples of allowable fringe benefits include Social Security, Medicare, insurance (life, health, dental, etc.), shift differential, retirement plans, and holiday pay.

The following are considered unallowable costs under the CHP program: **overtime costs, training, equipment (e.g., uniforms, weapons, or vehicles), severance pay, and hazard pay.** If your agency pays those benefits for locally funded officer positions, your agency will be required to use local funds to do so for CHP-funded officer positions.

For agencies that do not include fringe benefits (e.g., vacation, holiday, shift differential) as part of the base salary costs and typically calculate these separately, the allowable expenditures may be included with personnel costs. Any fringe benefits that are already included as part of the agency’s base salary should not be repeated in the separate fringe listing.

Shift differential pay is a premium hourly rate paid for those hours that are not considered normal day work hours as defined by your agency. Typically, shift differential pay is for the hours worked outside of normal day work hours, where the majority of hours worked are from 3:00 p.m. of one day until 8:00 a.m. of the following day. This would include the evening shift, midnight shift, overlap shift or power shift, or any other designated shift between those hours that would qualify for the shift differential pay as defined by your agency and/or a contractual or union agreement. Overtime beyond any defined shift work hours is an unallowable cost under 2022 CHP.

Q. How do I determine the health care and fringe benefits costs for my agency?

- A.** An agency should contact its human resources/benefits office to help determine their costs for healthcare and fringe benefits.

Q. May CHP award funds be used to pay the salaries and benefits of officer recruits while they are in the academy, prior to being sworn in?

- A.** Yes, an agency may use CHP funding to pay the CHP-funded positions while in the academy if it is the standard practice of the agency to do so with locally funded recruits. To comply with the nonsupplanting requirement, the agency should hire the recruits post-award.

Q. How should an agency calculate the first-year salary and benefits package of officers who will be recruits promoted to sworn officer positions, given that a recruit and sworn officer fall under different pay and benefit levels?

- A.** The first-year salary and benefits package should cover the “blend” of both the recruitment academy and the post-graduation amounts, with the sworn officer salary and benefits amount used to cover the salary and benefits of the officer post-graduate.

Q. Are indirect costs allowable under the CHP award?

- A.** No, CHP funding may not be used for indirect costs. CHP only pays for approved entry-level salaries and fringe benefits of full-time sworn officers over three years.

Unallowable Costs: Requests will NOT be Funded

Q. What are unallowable costs under the COPS Hiring Program?

- A.** All items other than entry-level personnel costs (salaries and fringe benefits) as described in the preceding section are considered unallowable under CHP. Therefore, requests for equipment, training, uniforms, vehicles, and indirect costs are not permitted under CHP.

In addition, the following personnel costs are unallowable:

- Salaries and fringe benefits of existing locally funded officers, unless those officers are currently scheduled to be laid off on a specific future date
- Salaries and fringe benefits over and above an agency’s entry-level salary and fringe benefits for officers
- Salaries and fringe benefits for civilian or nonsworn personnel
- Salaries and fringe benefits for part-time officer positions
- Salaries and fringe benefits for furloughed officers

- Overtime costs
- Severance pay
- Hazard pay

This is not an exhaustive list, and items not listed above will be reviewed on a case-by-case basis. The COPS Office reserves the right to deny funding for items that may not be included on this list. Agencies are expected to request items that show a direct link between the requested item and the applicant's CHP project. All requests must contribute directly to the specific purpose of the award project and relate to the appropriations language enacted for FY 2022.

Federal/Local Share of Costs

Q. What are CHP federal and local shares of costs?

- A.** The applicant will be required to indicate the total salary and benefits for the three-year salary period and the required local share. The minimum local match requirement is 25 percent of the total project cost, and the cap on the amount of federal award funding that can be requested per officer position is \$125,000 over three years (36 months). Any additional cost above the local match and officer funding cap will be the responsibility of the recipient agency. Recipients are also required to pay a progressively larger share of the cost of the award with local funds over the award period. The applicant will also be asked for a projection of the planned federal and local shares of the total project costs over the three years of funding for each position. While your agency may deviate from these specific projections during the award period, it must still ensure that the federal share decreases and the local share increases over the three years.

Applicants are encouraged to forecast a federal-to-local ratio for anticipated expenditures for each year that will provide an increase in the annual local match. The percentages you provide in the application are estimates that can be used to help you plan the implementation of your award. Your actual percentages may change over the award period.

Waiver of local match (cost share)

The COPS Office may waive some or all of an applicant's local match requirement. During the application review process, your agency's waiver request will be evaluated based on the availability of funding, a demonstration of severe fiscal distress as supported by the fiscal health data provided in the application, and comparison of your fiscal health data with that of the overall CHP applicant pool. If your agency wishes to be considered for a waiver, you must respond to the applicable question. The question will ask you to indicate the maximum local share (dollar amount) your agency would be able to contribute to the total project cost in order to implement the award. Please indicate whether the COPS Office should continue to consider your application if the waiver request is not granted or whether it should be removed from consideration if the waiver is not granted. If a full or partial waiver is granted, and your application is funded for a reduced number of officer positions, the percentage of local share provided will be applied to the total project cost of the awarded officers.

Q. The officers we plan to rehire are experienced officers who are paid a higher than entry-level salary and benefits package. May we use the CHP funds to pay their salaries?

A. Yes, but only up to the entry-level portion of their salary and benefits package and up to \$125,000 per officer over three years. CHP funds are awarded based on your agency's current entry-level sworn officer salary and benefits package. You may use CHP funding to hire or rehire experienced officers, but any additional costs higher than entry-level must be paid with local agency funds, not CHP funds.

Q. CHP states it will provide "up to 75 percent of funding for approved entry-level salaries and fringe benefits of full-time officers." How does this apply in cases where law enforcement agencies have various base pay rates based on the prior education level of the officer?

A. In the limited cases of agencies that offer more than one entry-level salary and benefits package based on prior education for new officers with no prior law enforcement experience, you may average those salaries and benefits to report your entry-level salary and benefits. Please note, however, that any higher salaries and benefits that are paid to compensate for prior law enforcement experience are not considered entry-level and should not be included in this average or otherwise reported as entry-level. If awarded CHP funding, an agency must only use CHP funding to pay the actual entry-level officer's salary and benefits, and any CHP funds remaining after the five-year period of performance will be deobligated.

Q. If awarded funding from the CHP program, will our agency be obligated to keep the total number of officers on staff at the time the award was granted, or are we only required to keep the award position at the end of the program?

A. To comply with the nonsupplanting requirement of the CHP award, the recipient must maintain its locally funded sworn force baseline and any planned increases of officer positions during the award period through the retention period. To comply with the retention requirement of the CHP award, the recipient must add all awarded officer positions to its law enforcement budget with state and/or local funds for at least 12 months at the conclusion of 36 months of federal funding for each position over and above the locally funded sworn force baseline. The purpose of CHP is to increase the total number of sworn officer positions above what would have otherwise existed in the absence of the award.

Nonsupplanting Requirement

Q. Does the nonsupplanting requirement apply to the CHP program?

A. Yes. The nonsupplanting requirement is a legal requirement in the Public Safety and Community Policing Act, which is the COPS Office's authorizing statute. The nonsupplanting requirement means COPS Office award funds must be used to supplement (not replace) state, local, or Bureau of Indian Affairs (BIA) funds that would have been dedicated toward law enforcement if federal funding had not been awarded. As it applies to your agency's CHP award, recipients must not reduce the level of state, local, or BIA funding that would have been dedicated toward sworn officer positions as a result of receiving federal funding. Requests may be made only for positions that are not otherwise budgeted with state, local, or BIA funds and that would not be funded in the absence of the CHP award.

CHP Funding and Other COPS Office Awards

Q. May our agency request funding under CHP if we have an active COPS Office hiring award for sworn officer positions?

- A.** Yes. Agencies with an active COPS Office hiring award are not disqualified from applying for a CHP award, but the CHP-funded position(s) must be over and above the number of officer positions funded in the agency's local budget and under any other COPS Office hiring award.

Note: Recipients may not use COPS Office funding for the same item or service also funded by another U.S. Department of Justice award.

Q. May CHP funding be used to retain officers hired under other COPS Office hiring programs?

- A.** No. CHP funding may not be used to comply with the retention requirement of your other COPS Office hiring awards. Instead, your agency must use state, local, or tribal funding to retain the COPS Office-funded positions for the required retention period following the conclusion of the award period. In addition, the retained officer position(s) must be over and above your agency's locally funded sworn force and any full-time sworn positions awarded under the CHP award.

Retention Requirement

Q. What is the retention requirement?

- A.** All applicants are required to affirm that their agency plans to retain all officer positions awarded, following three years of federally funded salary, for at least 12 months and to identify their planned source(s) of retention funding. The retention period may begin during the five-year period of performance of the award and may extend beyond the end date of the award. Agencies that do not plan to retain all officer positions under this award program at the time of application are ineligible to apply for CHP funding. The retention requirement cannot be satisfied through attrition. The retained CHP-funded officer positions should be added to your agency's law enforcement budget with state and/or local funds for at least 12 months over and above the number of locally funded officer positions that would have existed in the absence of the award. At the conclusion of federal funding, agencies that fail to retain the additional officer positions awarded under the CHP award for a period of 12 months may be ineligible to receive future COPS Office awards for a period of one to three years.

Q. What documentation does my agency need to maintain in the event of an audit or monitoring site visit to demonstrate compliance with the retention requirement?

- A.** Your agency should maintain documentation demonstrating its intent to retain the CHP-funded officer positions, the anticipated funding source(s), the employment dates for each officer position funded under the CHP award, and the date each officer position started the retention period.

Other Questions

Q. What is the formula for disbursing these CHP awards?

- A.** CHP is not a “formula” program. All applications will be reviewed based on their answers to the fiscal health questions, crime statistics, community policing strategy, and other relevant factors determined by the COPS Office. Awards will be made on a competitive basis.
-

Q. Are there priority focus areas in the FY21 COPS Hiring Program?

- A.** Yes. Additional consideration will be given to applicants who select one of the following focus areas as the area of focus: Building Legitimacy and Trust, Violent Crime/Gun Violence, Combating Hate and Domestic Extremism, and Police-based Response to Persons in Crisis.

Law enforcement agencies that submit applications addressing one of these focus areas in their proposals will receive priority consideration.

Q. When should I expect notification if awarded CHP funds?

- A.** The COPS office anticipates making CHP award announcements by September 30, 2022.
-

Q. Who do I contact if I need help?

- A.** For technical assistance with submitting the **full application** in JustGrants, contact the JustGrants Service Desk at JustGrants.Support@usdoj.gov or 833-872-5175. The JustGrants Service Desk operates 5:00 a.m. to 9:00 p.m. Eastern time (ET) Monday to Friday, and 9:00 a.m. to 5:00 p.m. ET on Saturday, Sunday, and federal holidays.

For programmatic and general assistance with the solicitation requirements, contact the COPS Office Customer Care Center at 800-421-6770 or by email at AskCOPSRC@usdoj.gov. The Customer Care Center’s hours of operation are Monday–Friday (except U.S. Federal Government holidays—<https://www.opm.gov/policy-data-oversight/snow-dismissal-procedures/federal-holidays/>) from 9:00 a.m. to 5:00 p.m. Eastern Time (ET). The Customer Care Center will remain open on the solicitation closing date until **7:59 p.m. ET**.

Taylor Police Department

COPS Hiring Program Grant

May 12, 2022



Cops Hiring Program (CHP)

- Eligibility: Local, state, and tribal law enforcement agencies that have primary law enforcement authority are eligible to apply.
- CHP is a competitive grant. There are 185 anticipated number of awards.
- Newly hired entry-level Police Officer positions.
- A minimum 25 percent match requirement (unless waived),
- 12-month retention requirement for each officer hired, and non-supplanting requirements.



Cops Hiring Program

- Limited to \$125,000 maximum over three years for each awarded position (not \$125,000 per year), of entry level salary and fringe benefits.
- Allowable fringe benefits include Social Security, Medicare, insurance (life, health, dental, etc.), shift differential, retirement plans, and holiday pay.
- Unallowable costs under the CHP: overtime costs, training, travel, equipment (e.g., uniforms, weapons, or vehicles), severance pay, and hazard pay.



Cops Hiring Program

- Requests will be capped at 20% of actual sworn force. For example, agencies with an actual sworn force of 30 (Taylor PD), will be allowed to request up to 6 positions.
- Funding under this program will support 3 years of Police Officer salaries within a 5-year period of performance, to accommodate time needed for recruitment and hiring.

* Provides flexibility- Hire by September 2024.

- FY 23 entry-level salary and benefits for a Taylor Officer are \$78,464 (cost does not include vehicles, equipment, uniforms, etc.)



Staffing Request Summary

- Not a new request- Additional staffing is same as ATB's submitted in previous FY Budget Requests:
 - 4 Patrol Officers = 1 for each shift.
 - The objective is to provide one additional Patrol Officer on the street by increasing each shift by 1 Officer (in patrol: 4=1).
- 1 Downtown/Parks/Foot/Bike Patrol Officer
- Foot/Bike patrol to add a visible presence of police to provide safety in the downtown area and the central city parks of Pierce Skate Park, Heritage Square, and Murphy Park.



Cost per Officer Summary

FY 23 entry level officer salary and benefits are **\$78,464**

One Officer Totals	Yearly Cost	% Covered by Grant	Amount covered by Grant	City Match (S&B only)
Year 1	\$78,464	75%	\$58,848	\$19,616
Year 2	\$78,464	54%	\$42,371	\$36,093
Year 3	\$78,464	30%	\$23,539	\$54,925
Total Per Officer	\$235,392	53%	\$124,758	\$110,634

*Recipients are also required to pay a progressively larger share of the cost of the award with local funds over the award period. Projection does not include equipment such as uniforms/duty gear, vehicles and accessories, body camera, mobile computers, etc.



Grant Funds 75%, 54%, 30%

4 Patrol Officers and 1 Downtown/Parks/Foot/Bike Patrol Officer = 5 total

Totals for 5 officers	Yearly Cost for 5 Officers	% Covered by Grant	Amount covered by Grant	City Match (S&B only)
Year 1 x 5	\$392,320	75%	\$294,240	\$98,080
Year 2 x 5	\$392,320	54%	\$211,853	\$180,467
Year 3 x 5	\$392,320	30%	\$117,696	\$274,624
Totals Per Officer x5	1,176,960	53%	\$623,789	\$553,171

*Additional funding needed for equipment: 2 vehicles and accessories patrol bike, mobile computers x 3, uniforms, duty gear, etc., estimate = **\$202,800** ← additional covered by city



Waiver of Local Match

- The COPS Office may waive some or all, of an applicant's local match requirement.
- During the application review process, your agency's waiver request will be evaluated based on the availability of funding.
- Applicants must show a **demonstration of severe fiscal distress** as supported by the fiscal health data.
- Applicants must indicate whether the COPS Office should continue to consider your application if the waiver request is not granted, or whether it should be removed from consideration if the waiver is not granted.



Summary

In summary:

The Police Department is seeking authorization to apply for a grant from the COPS Hiring Program to partially fund the salaries and benefits of 5 Police Officer positions.



Cops Hiring Program

- Questions or Comments?





City Council Meeting May 12, 2022 Transmittal Letter

STRATEGIC PILLAR

☒ Streets/Infrastructure

☐ Quality of Life

☐ Economic Vitality

Agenda Item #: 8
Agenda Title: Discuss, consider, and select bond counsel services provider for the TWDB Flood Infrastructure Funding project and authorize the City Manager to execute any agreements.

Council Action to be taken: Receive recommendation and award bond counsel services

Department Submitted: City Management

Staff Contact: Jeff Jenkins, Deputy City Manager

1. PURPOSE/DESCRIPTION

The City of Taylor solicited for bond counsel services for the TWDB FIF program. Bond Counsel Services must be awarded to help with the application and because TWDB moves quickly through the awarding process.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

As an ongoing effort to mitigate flood risk within Taylor, city staff has been proactively looking for grant opportunities to assist with addressing these issues. City staff identified the TWDB FIF Program as an opportunity we should look at applying towards.

The FIF programs is a \$793 million from the State's Economic Stabilization Fund, otherwise known as the "Rainy Day fund." The fund assists in the financing of drainage, flood mitigation, and flood control projects. Under this new program, Taylor qualifies for up to 15% grant for an infrastructure project.

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, and Travis/Franklin Improvements.

The City has been asked to move to the next phase of the application process and an intent to apply was issued for this loan. The total we are seeking in a 0% interest loan is \$3,090,464 with an additional \$545,376 being a grant. The total application amount is \$3,636,840. All signs look positive we can receive this funding, which can help offset the cost of the Donna Channel Project we were awarded on the GLO grant. By offsetting this

could free up some 2022 Drainage Bond money to be used for another project if all work out.

The Bond Counsel RFQS were received on May 4th. Due to the compressed timeline to submittals and advertising timeframe, the committee scoring and number of list of proposals will not be attached to this item. The committee consisting of two staff members and one Council member will score the proposals and staff will send the results to Council prior to the May 12th meeting.

Cost for Bond Counsel would come out of the loan/grant and is estimated at \$40k for their services.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Opportunity to perform flood mitigation activity and gain additional generator with grant funds	• Some (minimal) staff and City Council time • Mostly Loan will have to pay back using portion I&S rate

4. RECOMMENDATION

Staff recommendation is to recommend awarding bond counsel services, based on the scoring committee recommendation and authorize the City Manager to execute any agreements.

5. FUNDING SOURCE

0% Interest Loan will be paid out of the I&S rate for the tax rate and \$545,376 being a grant. Would be used to supplement the GLO grant project with Donna Channel.

6. TIMELINE

Expect to hear back from TWDB by July. Grant application is due June 1st.

7. OTHER OPTIONS (In order of preference)

- Make decision to award another firm (other than scoring committee's recommendation)

8. ATTACHMENTS

- 8a. [PowerPoint grant administration](#)
- 8b. [R20-16 Resolution \(for reference only\)](#)
- 8c. [Flood Infrastructure Fund Intent to Apply \(Reference Only\)](#)
- 8d. Summary Bid Sheet (to be presented at the meeting)

Discuss, consider, and select for bond counsel services for the TWDB Flood Infrastructure Funding Program

5/12/2022 City Council meeting



About TWDB Flood Infrastructure Fund and Taylor Application

- FIF program is \$793 million from the State's Economic Stabilization Fund
- Fund Assist with drainage, flood mitigation, and flood control projects
- Taylor authorized R20-16 to apply for FIF
- Submitted Interest to Apply March 2022
- \$545,376 grant
- \$3,090,464 loan
- Use with combination with CDBG-GLO Grant for \$5.5 million for Donna Channel



Next Steps

- Submit Application by June 1st
- Awaiting final approval from TWDB expected in July 2022
- Need to award bond counsel and financial advisor
- RFP/RFQ received till May 4th and scored both on May 10th
- Recommend awarding both services based on committee



Questions



RESOLUTION R20-16

A RESOLUTION OF THE CITY OF TAYLOR CITY COUNCIL AUTHORIZING THE SUBMISSION OF AN APPLICATION(S) TO THE TEXAS WATER DEVELOPMENT BOARD FOR FLOOD AND DRAINAGE IMPROVEMENTS BASED ON THE 2021 TWDB INTENDED USE PLAN AND AUTHORIZING THE CITY MANAGER TO ACT AS THE CITY'S AUTHORIZED REPRESENTATIVE IN ALL MATTERS PERTAINING TO THE PARTICIPATION IN THE TEXAS WATER DEVELOPMENT BOARD PROGRAMS.

WHEREAS, the City of Taylor has a history of flooding and erosion concerns due to inadequate drainage and increased urbanization; and

WHEREAS, the Taylor City Council desires to develop a safe, viable community including an improved drainage system; and

WHEREAS, it is necessary and in the best interests of the City of Taylor to apply for funding under the Texas Water Development Board Flood Infrastructure Fund (FIF); and

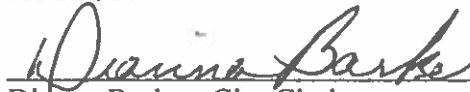
NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TAYLOR, TEXAS:

1. That a Texas Water Development Board application for flood and drainage improvements through the Texas Water Development Board Flood Infrastructure Fund (FIF) Program.
2. That the application(s) be to provide needed flood and drainage system improvements.
3. That the Taylor City Council designates the Mayor and/or City Manager as the Authorized Representative to act in all matters pertaining to this application(s) and the participation in the Texas Water Development Board programs.
4. That all funds will be used in accordance with all applicable federal, state, local and programmatic requirements including but not limited to procurement, environmental review, labor standards, real property acquisition and civil rights requirements.

PASSED AND APPROVED THIS THE 14th day of May, 2020.


Brandt Rydell, Mayor

ATTEST:


Dianna Barker, City Clerk

Instructions

Indicate below your intention to apply for funding from the Flood Infrastructure Fund (FIF). In addition, please complete the Statement of Funding section outlining all funding sources intended for your project, including specifically identifying the amount of FIF funding for which you intend to apply. Please submit this document as an attachment to FIF@twdb.texas.gov no later than Friday, April 1, 2022.

Failure to return this form by the deadline will be considered as no intention to apply and your project will not be considered for funding.

General Information

Entity Name City of Taylor

Project Name (as listed in the Flood Prioritization List) City of Taylor Drainage Mitigation Projects

Abridged Application Number 13761

Intent to Apply Yes ☒ No ☐ If no, please explain why:

Statement of Funding

Please indicate below the funding sources anticipated to sufficiently fund the project and the dollar amounts applicable. Entities may either use its own available funds or borrow FIF funds at 0% for any portion of the required local share not provided through the FIF grant funds. Please indicate if the entity is interested in FIF 0% loan at this time. Other funding sources must be committed/awarded or under consideration by the funding agency. If federal funding is a source, the award must be confirmed prior to commitment by the TWDB. Please indicate the specific source and federal disaster number in the box below. While you may propose to use in-kind services on this form, any proposal must receive TWDB's approval.

Sources of Funding	Amount (\$)
a. Federal Funding Disaster Number	\$ 0.00
b. Local Contribution (All cash/loan/bond proceeds/non-federal grant sources excluding FIF)	\$ 0.00
c. In-Kind Contribution (estimated value)	\$ 0.00
d. TWDB FIF Grant	\$ 545,376.00
e. TWDB FIF Loan	\$ 3,090,464.00
f. Applicant's Own Funds (in lieu of FIF 0% loan)	\$ 0.00
TOTAL PROJECT COST (equals a+b+c+d+e+f)	\$ 3,635,840.00

Signature

Title City Manager

Printed Brian LaBorde

Email Address brian.laborde@taylortx.gov



City Council Meeting *May 12, 2022* *Transmittal Letter*

STRATEGIC PILLAR

☒ Streets/Infrastructure

☐ Quality of Life

☐ Economic Vitality

Agenda Item #: 9

Agenda Title: Discuss, consider, and select financial advisor for the TWDB Flood Infrastructure Funding project and authorize the City Manager to execute any agreements

Council Action to be taken: Receive recommendation and award bond counsel services

Department Submitted: City Management

Staff Contact: Jeff Jenkins, Deputy City Manager

1. PURPOSE/DESCRIPTION

The City of Taylor solicited for financial advisor services for the TWDB FIF program. Financial Advisor Services must be awarded to help with the application and because TWDB moves quickly through the awarding process.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

As an ongoing effort to mitigate flood risk within Taylor, city staff has been proactively looking for grant opportunities to assist with addressing these issues. City staff identified the TWDB FIF Program as an opportunity we should look at applying towards.

The FIF programs is a \$793 million from the State's Economic Stabilization Fund, otherwise known as the "Rainy Day fund." The fund assists in the financing of drainage, flood mitigation, and flood control projects. Under this new program, Taylor qualifies for up to 15% grant for an infrastructure project.

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, and Travis/Franklin Improvements.

The City has been asked to move to the next phase of the application process and an intent to apply was issued for this loan. The total we are seeking in 0% interest loan is \$3,090,464 with an additional \$545,376 being a grant. The total application amount is \$3,636,840. All signs look positive we can receive this funding, which can help offset the cost of the Donna Channel Project we were awarded on the GLO grant. By offsetting this

could free up some 2022 Drainage Bond money to be used for another project if all work out.

The Financial Advisor RFPs were received on May 4th. Due to the compressed timeline to submittals and advertising timeframe, the committee scoring and number of list of proposals will not be attached to this item. The committee consisting of two staff members and one Council member will score the proposals and staff will send the results to Council prior to the May 12th meeting.

Cost for Financial Advisor would come out of the loan/grant and is estimated at \$40k for there services.

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• Opportunity to perform flood mitigation activity and gain additional generator with grant funds	• Some (minimal) staff and City Council time • Mostly Loan will have to pay back using portion I&S rate

4. RECOMMENDATION

Staff recommendation is to recommend awarding financial advisor, based on the scoring committee recommendation and authorize the City Manager to execute any agreements.

5. FUNDING SOURCE

0% Interest Loan will be paid out of the I&S rate for the tax rate and \$545,376 being a grant. Would be used to supplement the GLO grant project with Donna Channel.

6. TIMELINE

Expect to hear back from TWDB by July. Grant application is due June 1st.

7. OTHER OPTIONS (In order of preference)

- Make decision to award another firm (other than scoring committee's recommendation)

8. ATTACHMENTS

9a. Summary Bid Sheet (to be presented at the meeting)



City Council Meeting May 12, 2022 Transmittal Letter

Agenda Item #: 10
Agenda Title: **Consider appointments and/or member changes to various Boards & Commissions**

STRATEGIC PILLAR

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

Council Action to be taken: Appoint and/or make changes to members on various Boards & Commissions

Department Submitted: City Management

Staff Contact: Dianna McLean, City Clerk

1. PURPOSE/DESCRIPTION

The purpose of this agenda item is to appoint and/or make changes to members on various Boards & Commissions.

2. STAFF ANALYSIS / BACKGROUND / PRIOR COUNCIL ACTIONS

Consideration of members to/from B&C's are generally done bi-annually in February and August. However, Council may review all Boards at any time to fill vacancies and/or make changes. Below is a list of Boards and Commissions. Two of the Boards have a vacancy and at least one qualified applicant.

Airport Advisory Board

Animal Control Board

Civil Service Commission

Library Advisory Board

Main Street Advisory Board

Moody Museum Board

Current Member	Reason for Appointment	Applicants
Vacant		Janet Curtis

Parks & Recreation Board

Current Member	Reason for Appointment	Applicants
Vacant	Student Rep	Brennan Zupfer

Planning & Zoning Commission

Public Arts Advisory Board

Taylor Economic Development Board (TEDC)

Tree Advisory Board

Zoning Board of Adjustment

3. PROS and CONS

<u>PROS</u>	<u>CONS</u>
• N/A	• N/A

4. RECOMMENDATION

Staff recommends reviewing each board and making appointments and/or changes.

5. FUNDING SOURCE

N/A

6. TIMELINE

N/A

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

8. ATTACHMENTS

- 10a. [Airport Board](#)
- 10b. [Animal Control Board](#)
- 10c. [Civil Service Commission](#)
- 10d. [Library Advisory Board](#)
- 10e. [Main Street Board](#)
- 10f. [Moody Museum Board](#)
 - [Application](#)
- 10g. [Parks & Recreation Board](#)
 - [Application](#)
- 10h. [P&Z Commission](#)
- 10i. [Public Arts Advisory Board](#)
- 10j. [TEDC Board](#)
- 10k. [Tree Advisory Board](#)
- 10l. [ZBA](#)

Airport Advisory Board 5-2022				
Willing to be reappointed	TERM (Yrs)	MEMBER	APPOINTED	EXPIRES
	3	Terry Blodgett 1308 Sagewood Drive Taylor, TX 76574 (H) 512-309-4731; (C) 512-760-8800 Tblodgett_usa@yahoo.com	2014;2017; 2020	2-2023
	3	Jeffrey Heyman 1407 Burns Blvd Taylor, TX 76574 © 512-657-6121 jeffrey@knightware.com	2016,2018, 2021	2 - 2024
	3	Efrain Lopez 1151 CR 126 Georgetown, TX 78628 (O) 512-352-9000; (H) 512-836-2683 © 512-925-4114 eclopez@ciamfg.com	2011; 2014;2017; 2020	2-2023
	3	James Coggeshall 1901 Holly Springs Dr. Taylor, TX 76574 (PH) 830-591-7906 jlcogg@att.net	1-2018, 2021	2-2024
	3	Travis Colvin 3229 Clinton Place Round Rock, TX. 78665 (C)512-373-0632 travis@colvinelectric.com	2-2019; 2-2022	2-2025

Members: The board shall consist of 5 members.

Ex-officio members: City Manager, Public Works director, Airport Manager. Residency requirements do not apply.

Duties: The powers and duties of the airport board shall be to advise the city council on various matters pertaining to the good and betterment of the city airport. The Airport Board shall have the power and it shall be its duty to make or cause to be made and recommend for adoption the following, to include, but not limited to:

- a. To make studies and project plans for the improvements and safety of the City of Taylor's airport facilities with a view of its development and extensions, and to recommend to the City Commission all matters for the development and advancement of the airport facilities, layouts and appearance.

- b. To act with and assist all other municipal and governmental agencies and especially the City Commission in formulation and executing proper plans for airport development.

Appointed by: City Council

Meets: as often as necessary to conduct the business of the board or upon call by the board chairman or city manager or upon petition of a simple majority of board members. Four members present shall constitute a quorum for the transaction of business and all issues shall be decided by a majority of its members present and voting.

Staff liaison: Sarah Hinton

At the June 10th City Council meeting, Council voted to adopt Ordinance 2021-14 reducing the number of members on the Airport Advisory Board from 7 to 5, and to state the following persons shall sit on the Airport Board as ex-officio members:

City Manager, City of Taylor

Public Works Director, City of Taylor

Airport Manager, City of Taylor

Animal Control Appeals Board and Shelter Advisory Committee 5-2022

Willing to be reappointed?	Representative	MEMBER	APPOINTED	EXPIRES
	Licensed Vet	Arlon W. Graef, DVM 2303 Mildred (H) 4110 N. Main (O) (H) 512-365-6352; (O) 512-352-8897	7-2008	2-2023
	Animal Welfare Org	Melanie Rathke (Texas Critter Crusaders) 612 Vernon (H) 512-966-5034; (O) 512-365-5216 melanierathke@gmail.com	4-2017; 2020	2-2023
	Animal Control Officer	Sandra Perio Sandra.perio@taylortx.gov	6-2017	
	City Official	Joseph Branson, Police Commander (O) 512-352-5551 josephy.branson@taylortx.gov	10-2015	
	Resident	Diana Voytek 405 Howard St. (C) 512-917-3836 mdvoytek@gmail.com	8-2016, 2019 2021	2-2024
		Lin Crane 805 Yellowstone Dr. (H) 512/309-4134 (C) 512966-7494 Sarv42@gmail.com	2-2019, 2021	2-2024
		Thomas Rohlack 1419 Thompson (C) 512-461-4331 Trohlack5150@gmail.com	4-2017; 2020	2-2023
		Lorelai Allrich 1409 Burns Blvd Taylor, TX. 76574 (C) 339-234-3758 lallrich@icloud.com	8-2021	2-2024
		Dee Dee Yelverton 1415 Howard St. (C) 512-671-0792 deedeeyelverton@gmail.com	1-2018; 2020(to fill unexpired seat), 2021	2-2024

Members: The board shall consist of 9 members.

Board must have one Veterinarian, one municipal official, one person whose duties include daily operation of the animal shelter, and one representative from animal welfare.

Duties: To hear appeals and consider evidence regarding the denial or revocation of registration.

In their capacity as the shelter advisory committee, it shall be the committee's duty to assist the animal control officer with the requirements of Chapter 823 of the Health and Safety Code.

Appointed by: City Council

Meets: At least 3 times a year.

Liaison: Joseph Branson

Civil Service Board 5-2022				
Willing to be reappointed?	TERM (Yrs)	MEMBER	APPOINTED	EXPIRES
	3	Tammy Sharp 611 Sloan Street (C) 831-214-1778 tammyannesharp@gmail	2-2022	2-2025
	3	Carey Gambrell 1607 Tammi Lane Taylor, TX. 76574 (H) 512-309-4789 (C) 512-657-2346 coccarey@gmail.com	8-2021	7-2024
	3	Kimberly Hill 216 W. 10 th St. (C) 269-3763 Chember.hill@gmail.com	7-2019	7-2022

Staff liaison: LaShon Gros

Members: 3

Duties: To adopt rules regarding hiring and promotional processes, the disciplinary process, maintenance of personnel files, and other subjects as defined by Civil Service Law.

Appointed by: City Manager, ratified by Council

Meets: As needed.

Library Board 5-2022				
Willing to be reappointed?	TERM (Yrs)	MEMBER	APPOINTED	EXPIRES
	3	Vickie Thornton 2600 Holly Lane (H) 512-365-8018 vpthornton@yahoo.com	10-2002, 2021	2-2024
	3	Brandi Lujano 1403 Trey Dr. Taylor (C) 512-919-0606 drandilujano@gmail.com	2-2020 (fill unexpired term); 2-2022	2-2025
	3	Sheon Corley 3009 Don Hill Lane Taylor, TX 76574 (PH) 512-577-4933 mrssheonc@gmail.com	1-2017; 2020	2-2023
	3	John Kaatz 1500 Laurel Street Taylor (C) 512-422-15241 jwkaatz@sbcglobal.net	2-2019; 2-2022	2-2025
	3	Sharon Pick Naivar (H) 512- 352-3785 (C) 512-630-3693 sharonspick@gmail.com	5-2009, 2021	2-2024
	3	B.J. Burrow 4204 King's Canyon Dr. Taylor, TX. (H) 512-228-9440 (C) 512-228-9440 Bj.burrow@gmail.com	8-2019 (filled unexpired term of Lois Duncan), 2021	2-2024
	3	Trisha Randig 1000 CR 374 (H) 512-352-2365 (O) 512-918-5690 tsrandig@yahoo.com	1-2003; 2020	2-2023

Members: 7

Duties: Makes recommendations to the City Council regarding library operations and to help ensure that the library meets the needs of the city.

Appointed by: City Council
Residency requirements do not apply.

Meets: 2nd Tuesday at 6:30pm

Liaison: Karen Ellis

Main Street Advisory Board				5-2022
Willing to be reappointed?	TERM (Yrs)	MEMBER	APPOINTED	EXPIRES
	3	Curie Humphreys 4106 Noah Dr. (C) 512-771-3596 curieathome@yahoo.com	2021	2-2025
	3	Erwin Stauffer 804 Kirk St (H) 512-365-6453 (C) 512-818-6297 estauffer@gmail.com	2-2016, 2021	2-2023
	3	Jeff Snyder 106 Porter St. (C) 512-689-4336 jeffsresurrections@yahoo.com	2021	2-2024
	3	Doug Moss 1122 Colorado Street #1206 (C) 917-576-7044 dmoss@publicsketch.com	2021	2025
	3	Ruth Rivera 705 Debus Dr. (C) 512-378-3127 Rrivera0875@gmail.com	8-2021 (filled unexpired seat)	2-2023
	3	John McRae 110 Main St. (C) 865-230-0988 Jmcrac1@utk.edu	8-2020 (fill unexpired seat), 2021	2-2024
	3	Ashley Doss 2106 Lathan Lane (C) 512-497-2376 ashley@shopfrillsboutique.com	2021	2-2024

Members: 7. It is preferred that at least one Architect, Attorney, CPA, Property owner in city limits, and Business owner in downtown project area be represented. Residency requirements do not apply.

Ex-Officio Members: City Manager, Main Street Manager, Central Tx RC&D Director, Taylor Chamber Director, Taylor EDC Director

Duties: The powers and duties of the Main Street Advisory

1. To define the geographic boundaries of the Main Street Project District.
2. To enter into agreements with the financial institutions of Taylor for the creation and administration of a low interest low program to benefit the Main Street Project.
3. To review, advice and make recommendations to the City Commission concerning needed planning and zoning considerations to support the Main Street Project.

4. To review, advise and make recommendations to the City Building Inspection Department concerning any alterations to the exterior of any buildings in the Main Street Project District.
5. To work with the Main Street Manager, the City Manager and the City Commission to develop and maintain a healthy, vital downtown Taylor, emphasizing four major areas:
 - a. Organization: To organize the downtown into a strong, cohesive unit that works together and speaks for the betterment of the area.
 - b. Design: To encourage appropriate, high-quality design in the maintenance, renovation and re-use of downtown buildings.
 - c. Unified Promotion: To sponsor events, and to advertise and promote a positive, unified image of downtown Taylor.
 - d. Economic Restructuring: To aim for full use and occupancy of downtown. To adapt buildings to new uses and utilize tax incentives for building rehabilitation.

Appointed by: City Council

Meetings: As necessary

Liaison: Jan Harris

Due to several changes to this board in the last couple of years, there are 6 out of the 7 members whose terms are all expiring at the same time. Changed expiration dates on Humphreys, Stauffer, and Moss. 2-2022

Moody Museum Board 5-2022				
Willing to be reappointed?	TERM (Yrs)	MEMBER	APPOINTED	EXPIRES
	3	Susan Komandosky, Chair 2207 Gladnell (H) 512-365-7396; (c) 512-796-4401 mrsk@austin.rr.com	12-2002; 2020	2-2023
	3	Cissie Pierce P O Box 592 (H) 862-4438; © 512-677-0021 cissiepierce@msn.com	12-1999; 2021	2-2024
	3	Allen David 12751 FM112 Thrall, TX. 78578 (C) 512-429-0225 No email	2-2022	2-2025
	3	VACANT	Feb 2021 (vacant. Was Matthew Plowman)	
	3	Gracie Yanez 1709 McLain (H) 365-2799 © 300-6545 yanezgracie49@gmail.com	12-2002, 2021	2-2024
	3	Eloise Brackenridge 3000 Davis Taylor, TX 76574 (H) 713-978-7674 (C) 512-517-2024 ewbrackenridge@gmail.com	1-2018, 2021	2-2024
	3	Travis Summerlin 2106 Kent St. (C) 817-360-4120 tenthstreetumc@gmail.com	2-2020	2-2023
	3	Reverend (Ms.) Terry Pierce 1016 W. 7 th St. (C) 512-826-6278 Terry.pierce.austin@gmail.com	8-2019 (fill unexpired term); 2020	2-2023
	3	Marilyn Fleming 2204 Smith Ave (C) 816-718-0981 Marilyn8620@gmail.com	2-2020	2-2023

	3	Samye Turner 1704 Mallard Lane (H)365-2148 (C) 365-0208 Samye115@aol.com	7-2007, 2019, 2022	2-2025
	3	Leslie Hill 704 Mockingbird Lane (H) 512-365-6068 (C) 512-423-4183 bunkiehill@aol.com	7-2017; 2020	2-2023

Members: 11

Duties: makes recommendations regarding the operation of the Moody Museum

Appointed by: City Council

Meets: 3rd Tuesday at 5:30pm every other month

Liaison: Carrie Orts

NOTE: The Moody Museum funds projects with *private* museum funds.



City of Taylor Boards and Committee Application

PLEASE TYPE OR PRINT CLEARLY:

Name Janet Curtis
Address (Residence and Mailing)
1418 Tammi Lane
Taylor TX 76574
How long at this residence? 5 yrs
Phone (Home) N/A
Cell Phone 404 906 6507
Fax N/A
Email jc924@aol.com

Occupation Retired Military
Employer US Army
Address _____
Work Phone N/A
Business owner? ☐ Yes ☐ No
Additional information? For Taylor Communications
Officer (Taylor PD)
Are you willing to meet via Zoom or other virtual software? ☒ Yes ☐ No

List the Board or Commission you are applying for. A person may not be appointed by the City Council to serve on more than one board or commission simultaneously. (Does not apply to the Comprehensive Plan Implementation Committee.) If more than one, please list in order of priority for which you wish to be considered.) : Moody Museum (Board)

Please consider attending a committee meeting of interest to you prior to submitting your application. Check the website at <http://www.taylor.tx.gov> for a complete roster of committee appointees.

List experience, training, skills or interests which you believe you could bring to this position. (Attach resume or additional pages if needed.)

Diversity, Youth (newer perspective) that can bring fresh ideas
to draw in greater numbers of our community

APPLICANTS FOR ZONING BOARD OF ADJUSTMENTS, PLANNING AND ZONING, BUILDING AND STANDARDS COMMISSION, AND PARKS AND RECREATION BOARD MUST BE A LEGAL RESIDENT OF THE UNITED STATES AND A VOTING RESIDENT WHO LIVES AND RESIDES* IN THE CITY OF TAYLOR. (*Effective 12/16/08. Residency requirement does not apply to the Moody Museum Board, Library Board, Main Street Advisory Board, Airport Board, or the TEDC. Change in residency status during term can result in termination of appointment.)

I hereby swear and affirm that the information provided above is true and correct

Signature Janet Curtis

Date 2 Feb 2022

Parks & Recreation Board 5-2022				
Willing to be reappointed?	TERM (Yrs)	MEMBER	APPOINTED	EXPIRES
	3	Patrick Tate 2201 Meadow Lane (C) 512-529-6058 Hptate97@yahoo.com	2021	2-2024
	3	Larry Cmerek 1003 Randall (H) 512-365-7151 cmerek@sbcglobal.net	4-2016, 2020(short term to stagger terms better); 2022	2-2025
	3	David Campise 814 Lexington St. © 979-229-4257 cvcplumbingllc@gmail.com	7-2017, 2021	2-2024
	3	Irene Michna 251 Rowe Valley (H) 512-365-6056 © 512-680-8093 irenemichna@aol.com	8-2016; 2020(short term to stagger terms better); 2022	2-2025
	3	Stacy Olsen 1316 Howard (C) 512-940-1897 syolsen@yahoo.com	1-2017; 2020	2-2023
	3	Jennifer Jewett 1808 Cypress Cove (H) 352-8879; (C) 512-762-4638 jewetts@sbcglobal.net	3-2013, 2019, 2022	2-2025
	3	Casey Mummert 517 Vance St. (C) 646-361-7559 Caseymummert4782@gmail.com	2021	2-2024
Student Rep	1	No applicants	2-2022	

Members: 7 members, of whom 5 shall be residents of the city, 1 shall be residents of the ETJ or the city, and 1 shall be a junior or senior student in good standing attending a high school or Legacy Early College High School which has its ISD within the city. All members, except the student member, shall be at least 18 and the student member shall be at least 16. Members serve a three-year term after initial appointment. The board student member may serve a one-year term and each board student member may serve only one term. Each member serves at the pleasure of the city council and may be removed at the sole discretion of the city council.

The board student member shall not be required for a quorum and shall be a nonvoting member of the board. Meetings shall be held no less than quarterly and at the call of the city council.

Duties: The parks and recreation advisory board ("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.

Appointed by: City Council

Meets: 3rd Wednesday at 6pm

Liaison: Lisa Bozan



City of Taylor Boards and Committee Application

PLEASE TYPE OR PRINT CLEARLY:

Name Brennan Zupfer
Address (Residence and Mailing)
2908 Monika Ln Taylor,
Tx, 76574
How long at this residence? 17 years (since birth)
Phone (Home) N/A
Cell Phone 512-269-5830
Fax N/A
Email brennanz0922@gmail.com

Occupation Personal shopper (curbside)
Employer H-E-B
Address 100 Carlos G parker
Bld Taylor, Tx, 76574
Work Phone _____
Business owner? ☐ Yes ☒ No
Additional information? _____
Are you willing to meet via Zoom or other virtual software? ☒ Yes ☐ No

List the Board or Commission you are applying for. A person may not be appointed by the City Council to serve on more than one board or commission simultaneously. (Does not apply to the Comprehensive Plan Implementation Committee.) If more than one, please list in order of priority for which you wish to be considered.) : Parks and Recreation

Please consider attending a committee meeting of interest to you prior to submitting your application. Check the website at <http://www.taylortx.gov> for a complete roster of committee appointees.

List experience, training, skills or interests which you believe you could bring to this position. (Attach resume or additional pages if needed.)

I am a boy scout here
in taylor so I know the parks and I
also am very familiar with the volunteer work.

APPLICANTS FOR ZONING BOARD OF ADJUSTMENTS, PLANNING AND ZONING, BUILDING AND STANDARDS COMMISSION, AND PARKS AND RECREATION BOARD MUST BE A LEGAL RESIDENT OF THE UNITED STATES AND A VOTING RESIDENT WHO LIVES AND RESIDES* IN THE CITY OF TAYLOR. (*Effective 12/16/08. Residency requirement does not apply to the Moody Museum Board, Library Board, Main Street Advisory Board, Airport Board, or the TEDC. Change in residency status during term can result in termination of appointment.)

I hereby swear and affirm that the information provided above is true and correct

Signature Brennan Zupfer Date 4-25-22

Planning & Zoning Commission 5-2022				
Willing to be reappointed?	TERM (Yrs)	MEMBER	APPOINTED	EXPIRES
	3	Donna Frazier 1704 Carey Ave (H) 365-6154 (C)965-0372 donnafrazier1704@gmail.com	8/2009; 2020	2-2023
	3	Kellie Billings-Ray 815 Randall St. (H) 512-590-1660 (C) 512-590-1660 Kellie.ray@outlook.com	2-2019; 2022	2-2025
	3	Steven Darden 416 Branch St. (C) 512-921-2667 sddardenii@gmail.com	1-2017; 2020 (apptd 1-2022 to fill unexpired term)	2-2023
	3	Amy Everhart 819 Talbot St. (C) 512-699-2693 Everhart26@gmail.com	2021	2-2024
	3	Annette Maruska 308 Cherrywood Circle (H) 512-365-9686 (C) 512-431-7866 garywmaruska@sbcglobal.net	7-2014, 2021	2-2024
Out on Military Leave	3	Rick Selin 2202 Gladnell (C) 512-422-2527 Rick_selin@hotmail.com	10-2013, 2021	2-2024
	3	Nora Roy 4103 Zion Ave Taylor, TX. (C) 512-955-9759 noralroy@outlook.com	8-2021 (filled unexpired term); 2022	2-2025
	3	Mike Eaton 2200 Mildred (H) 512-365-1188 (C) 512-801-5267 Eaton.mike@att.net	2-2016, 2019, 2022	2-2025
	3	Jim Newman 1515 West Lake Dr. (c) 512-966-9446 revjimnewman@hotmail.com	1-2022, 2022	2-2025

Members: The number of members of the commission shall not exceed 13 nor be less than 9.

Duties: Makes decisions regarding platting or replatting of land into subdivision within the corporate limits and within the ETJ of the city and makes recommendations to the council regarding the regulations of the use of land, location of buildings, and the locations of businesses.

Appointed by: City Council

Meets: 2nd Tuesday at 6pm

Liaison: Carrie Orts

Public Arts Advisory Board			5-2022	
	TERM (Yrs)	MEMBER	APPOINTED	EXPIRES
	3	Lois Duncan PO Box 1245 Taylor, TX (H) 512-348-3620 loisduncan@hughes.net	2-2019; 2022	2-2025
	3	Casey Anderson 817 Howard St. Taylor, TX (H) 512-365-6694 (C) 774-570-1804 caseyanderart@gmail.com	2-2022	2-2025
	3	Janetta McCoy 600 Lizzie Street Taylor, TX (C) 509-464-9377 Jmmccoy11@gmail.com	2-2019; 2022	2-2025
	3	Cayla Cardiff 503 Fowzer St. Taylor, TX (H) 512-352-6335 (C) 512-680-3450 Cayla.cardiff@gmail.com	2-2022	2-2025
	3	Bryan Richie 1021 Hackberry St. Taylor, TX (H) 512-217-1322 Bryan.richie@gmail.com	2-2019, 2021	2-2024
	3	Richard Stone 1306 Cecelia St. Taylor, TX (H) 512-760-5748 Richard.2456@gmail.com	2-2019; 2020	2-2023
	3	Nathan Gray 601 CR 101 Hutto, TX. 78634 (H) 512-839-6635 N8_gray@yahoo.com	2-2019; 2020	2-2023

Members: The board shall consist of 7 members who have the general qualifications of expertise in visual, performing or literary arts, skilled in grant writing, arts education, or marketing, who are supportive of, educated in and/or active in the field of public art or community affairs, and students who are actively studying or pursuing the arts.

Duties: The board shall advise the City Council on the implementation of the Public Arts Program and expenditures of public arts funds for the commissioning or acquisition of public arts, and advise the Council on the creation and implementation of a public arts master plan.

Appointed by: City Council

Meets: as often as necessary.

Staff liaison: Jan Harris

TEDC 5-2022				
Willing to be reappointed?	TERM (Yrs)	MEMBER	APPOINTED	EXPIRES
	3	Joe Burgess 1015 PR4101 Lexington, TX 78947 (PH) 903-284-8243 caminorealpublishing@gmail.com	6-2015; 2020	2-2023
	3	Betty Day 803 T.H. Johnson Dr. (H) 512-309-4838 (C) 512-426-9266 bday@ercot.com	2-2019; 2022	2-2025
	3	Kelly Cmerek 1406 Sagewood Dr 512-365-8450 (C) 512-468-4231 Kelly.cmerek@pnc.com	12-2013; 2020	2-2023
City Council rep	3	Dwayne Ariola 1003 Kent 512-269-1782 Dwayne.ariola@taylortx.gov	1-2018, 2021	2-2024
	3	Sam Dowdy Sr. 421 Talbot St. (C) 512-788-1500 sam@sanddplumbing.com	2021	2-2024

Members: 5. Residency requirements do not apply.

Duties: Promotes, assists, and enhances economic development activities for the city.

Appointed by: City Council

Meets: 4th Wednesday monthly at 5:00

Liaison: Regina Carlson

Tree Advisory Board 5-2022				
Willing to be Re-appointed?	TERM	MEMBER	APPOINTED	EXPIRES
	3	Nathan Abbott 2100 Donna Drive Taylor, TX 76574 (C) 512-705-9066 (O) 512-671-8733 abbottnb@gmail.com	2-2016, 2019, 2022	2-2025
	3	Brian Lawrence 8901 Amberglen Blvd, Apt. 23106 Austin, TX 78729 © 512-466-2164 (O) 846-2535 or 940-0799 Brian.sfa04@gmail.com	7-2012, 2021	2-2024
	3	Nancci Phillips-Burgess 1801 Oaklawn (C) 903-541-2669 Nancci2001@yahoo.com	9-2017, 2021	2-2024
	3	Cheryl Mazur 1419 Davis St. (C) 512-468-4195 c_mazur@msn.com	2-2022	2-2025
	3	Tiffany Price 215 Tucek Rd., (C) 512-955-6309 Tiffany.price@bbtrails.org	8-2019	8-2022
	3	Julie Rydell 2205 W. Lake Drive Taylor TX 76574 (C) 512-294-1972 davisrydell@gmail.com	8-2021 (filled an unexpired seat)	2-2023
	3	Susan Carr 1201 Mills St. Taylor, TX. 76574 (C) 559-240-8883 Susansparrow48@gmail.com	8-2021	8-2024

Members: 7

Duties: Est 2012. Discuss beautification of the city through the painting and maintenance of trees and assist staff with the annual Arbor Day event.

Appointed by: City Council

Meets: Quarterly on Tuesday at 6pm

Liaison: Julie Gensler

ZBA (Zoning Board of Adjustment) 5-2022				
Willing to be reappointed?	TERM (Yrs)	MEMBER	APPOINTED	EXPIRES
	2	April Young 1220 W. Lake Dr. (C) 512-992-9994 April_young@dell.com	8-2019; 2022	2-2024
	2	Nancy Talley 1622 Tammi Lane (H) 512-365-5091 (C) 512-848-6258 netalley@sbcglobal.net	10-2013, 2019; 2020(to stagger terms better); 2022	2-2024
	2	Suzanne Bice P. O. Box 1011 840 W. 6 th St. Taylor, TX 76574 (PH) 806-382-3993 bicesuzanne@gmail.com	1-2017, 2021	2-2023
	2	Craig Eulenfeld 1618 Laurel St. Taylor, TX 76574 (H) 512-365-7174 (C) 512-801-2262 ceulenfeld@austin.rr.com	1-2017; 2020(to stagger terms better); 2022	2-2024
	2	David Paul P. O. Box 1011 840 W. 6 th St. Taylor, TX 76574 (PH) 806-433-3635 2sealys2many@gmail.com	1-2017; 2020; 2022	2-2024
Alternate	2	Michael Prillaman 1502 Sherry Dr. (H) 512-487-6089 (C) 512-636-5033 michael@austineastward.com	7-2017, 2019, 2021	2-2023
Alternate	2	Carey Gambrell 1607 Tammi Lane (C) 512-657-2346 coccarey@gmail.com	2021	2-2023
Alternate	2	vacant		

Members: 5 members, 3 alternates

Duties: hear and decide special exceptions to the zoning ordinance and rules on appeals. This board is autonomous.

Appointed by: City Council

Meets: 1st Tuesday at 6pm or as needed

Liaison: Carrie Orts