

**C. Ernest Lawrence Family Limited Partnership**

**1922 Purple Sage Ln.  
Kingsland, TX 78639  
(512) 656-3766**

September 8, 2019

**AGENDA ITEM 11**

City of Taylor  
400 Porter St.  
Taylor, TX 76574

Re: Rezoning Case PZ-2019-1133

Dear Planning & Zoning Commission:

The C. Ernest Lawrence Family Limited Partnership (Lawrence FLP) recently received notice of the proposed re-zoning of the RCR Taylor Rail, LP tract from R-1 Single Family Residential to proposed B-2/CPD General Business with Commercial Planned Development (CPD) Overlay.

The Lawrence FLP has owned since 1996 approximately 380 acres adjacent to the subject property to be re-zoned and is in the City of Taylor ETJ. The property is presently used for raising cattle and crops. The Lawrence FLP property shares approximately 5,000 linear feet of common boundary line with RCR Taylor Rail, LP. As such, the Lawrence FLP considers themselves to be a Stakeholder. The applicant nor any of their representatives have reached out to the Lawrence FLP regarding the proposed zoning or development.

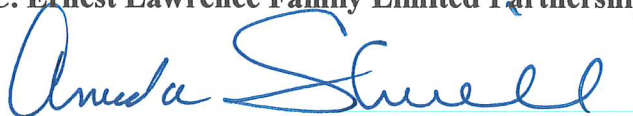
The applicant has an Exhibit B, Issue for Review Exhibit Drawing 756 acres Proposed Future Land Use. The Exhibit shows RR-2 Heavy Railroad District which is not well defined by the proposed CPD Ordinance.

Our understanding is the applicant proposes a rail logistics intermodal facility. There are many questions and concerns as a neighboring stakeholder that we have attached as comments. These comments are made on short notice with little information on operations of such facilities.

Respectfully, we request that the Planning and Zoning Commission recommend postponement of a recommendation at this time, and direct staff to further research stakeholder comments.

Sincerely,

**C. Ernest Lawrence Family Limited Partnership**



Amanda Lawrence Sherrill, General Partner

w/attachment

### Stakeholder Comments

Comment 1: Table 2.1 proposes a maximum building height limit of 45 feet, but there does not seem to be a maximum height limit for stacking shipping containers or maximum height of a gantry crane for loading and off-loading of railcars.

Comment 2: Table 2.1 proposes Rear Yard Setback of 50 feet and Interior Yard Setback of NONE. Both of these are inadequate and not acceptable to existing adjacent land. Note 1) regarding 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 acre). Recommend this setback be greater than 100 feet. Additionally, landscape buffering and screening should be required.

Comment 3: Table 2.1 setbacks in general does not clearly stipulate what has to be setback. Do parking and yard laydown areas have setback?

Comment 4: There is not any standard for photometric requirements. Recommend, Dark-Sky lighting standards and full cut-off lighting, establishing a maximum height of light poles, maximum height of lights on Gantry Crane.

Comment 5: Hours of Operation: Will these be facilities operating 24 hour per day, 7 days per week?

Comment 6: How many trains & number of carloads daily are anticipated? Recommend a limitation be placed.

Comment 7: What will be the Crane height for loading and off-loading? Recommend a maximum height limited to no greater than necessary to load and off-load a double stacked container on a rail car, and the crane selected have the lowest profile available in the industry.

Comment 8: What will be the power source for cranes? Diesel or electric?

Comment 9: How will containers be transferred from truck to railcar? Forklifts or Crane.

Comments 10: Will there be an Emergency Response Plan and Hazardous Chemical Spill Prevention Plan and Remediation Plan?

Comment: 11: Will an Emergency Services and/or Fire Station be built on-site? Seems initial development of the property would be subject to sub-standard response time from existing City services.

Comment 12: Mustang Creek flows through the Lawrence FLP property and livestock often waters along the creek. What will the applicant do to protect the water quality?

Comment 13: Will hazardous chemicals be transported in and out of the proposed project or be restricted?

Comment 14: Vibration and Noise are an issue. How will the vibration and noise from the slack in railcars stopping and starting be handled? Are sound barriers proposed? Blaring horns? Backup Bells for trucks and heavy equipment? Rumbling Trains?

Comment 15: Parking of tractor trailer rigs is a concern. Where does applicant propose, and will tractor trailer rigs be allowed to continue to idle unrestricted and burn diesel fumes?

Comment 16: How will applicant handle prevention of litter on site and blowing onto adjacent property? Recommend prohibition of allowing recycling facilities or transfer of construction debris in the proposed development.

Comment 17: Traffic impact and Safety are a concern. How many semi-trucks per day are projected? Impact on railroad crossing County Road 401? Improvements need to County Road 404 from RM 3349 to FM 973? Improvements to FM 3349 and its intersection with US 79? Railroad crossing improvements due to increased traffic?

Comment 18: Parking and Yard areas – will they be paved or unpaved areas? If unpaved, how will dust control be maintained?

Comment 19: Multi-Colored shipping containers stacked onsite can be an eyesore. How can this be mitigated in addition to limiting stacking height, providing buffer setbacks, screening and landscaping?

Comment 20: How long is the build-out of the development projected to be?