CITY OF TAYLOR COMPREHENSIVE PLAN

ENVISION Taylor Texas
BUILDING A STRONGER FUTURE

APPROVED: NOVEMBER 2021
UPDATE 1: APRIL 2022
UPDATE 2: JANUARY 27th, 2023
UPDATE 3 - SPECIAL EMPLOYMENT DISTRICT - NORTH: OCTOBER 7, 2024

ENVISION TAYLOR COMPREHENSIVE PLAN

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CITY OF TAYLOR

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LIONHEART
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Kelly
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MONARCAS
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Downtown
Social
119
Welcome

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 fee connected.

Diverse Housing

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

Inclusive Growth

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

Economic Resilience

Support and promote unique and local businesses.

POLICIES

LAND USE

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

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

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

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

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

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

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

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

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

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

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

TRANSPORTATION

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

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

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

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

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

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

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

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

HOUSING

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

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

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

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

EXECUTIVE SUMMARY

GROWTH SECTORS

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

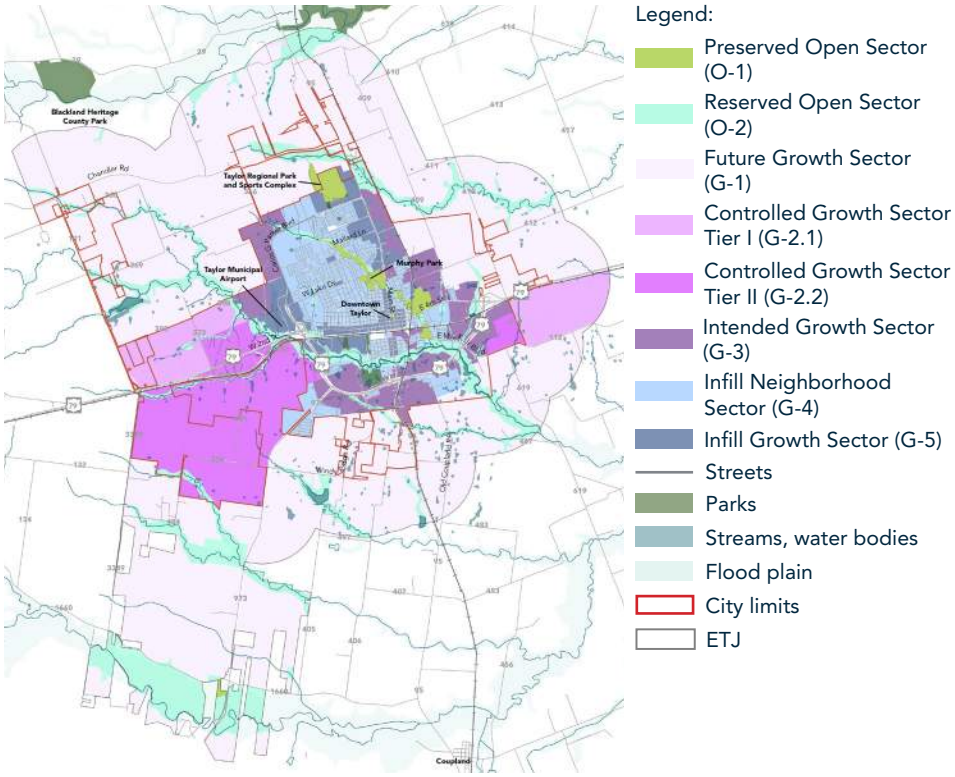


Figure 2: *Growth Sectors Map*

FUTURE LAND USE

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

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

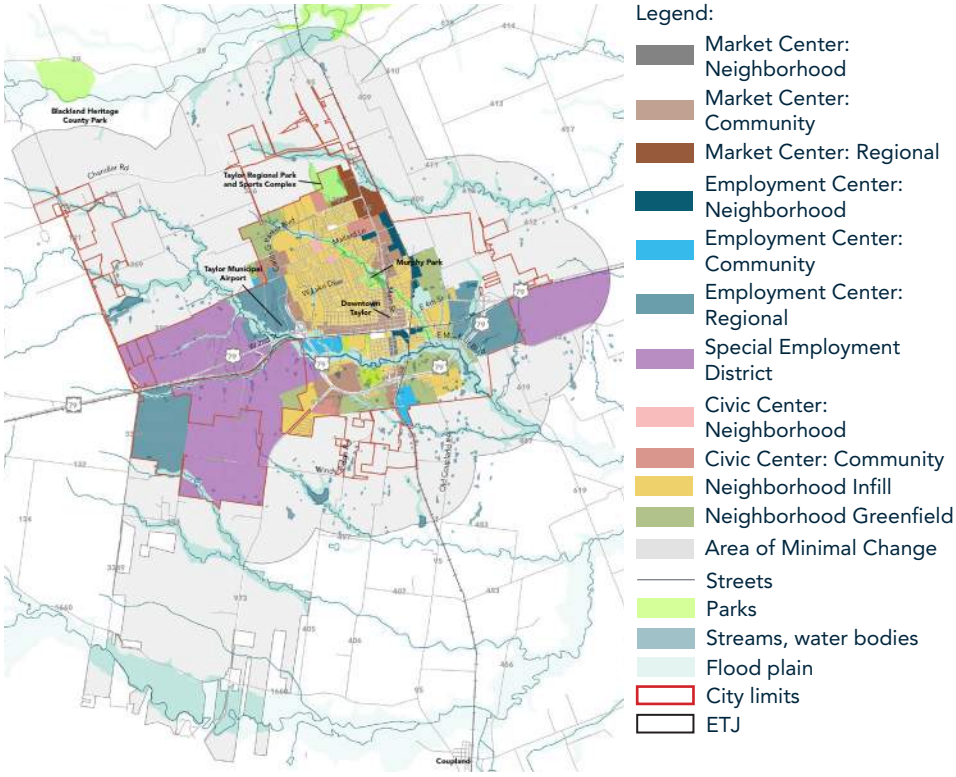


Figure 3: *Future Land Use Map*

TRANSPORTATION MASTER PLAN

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

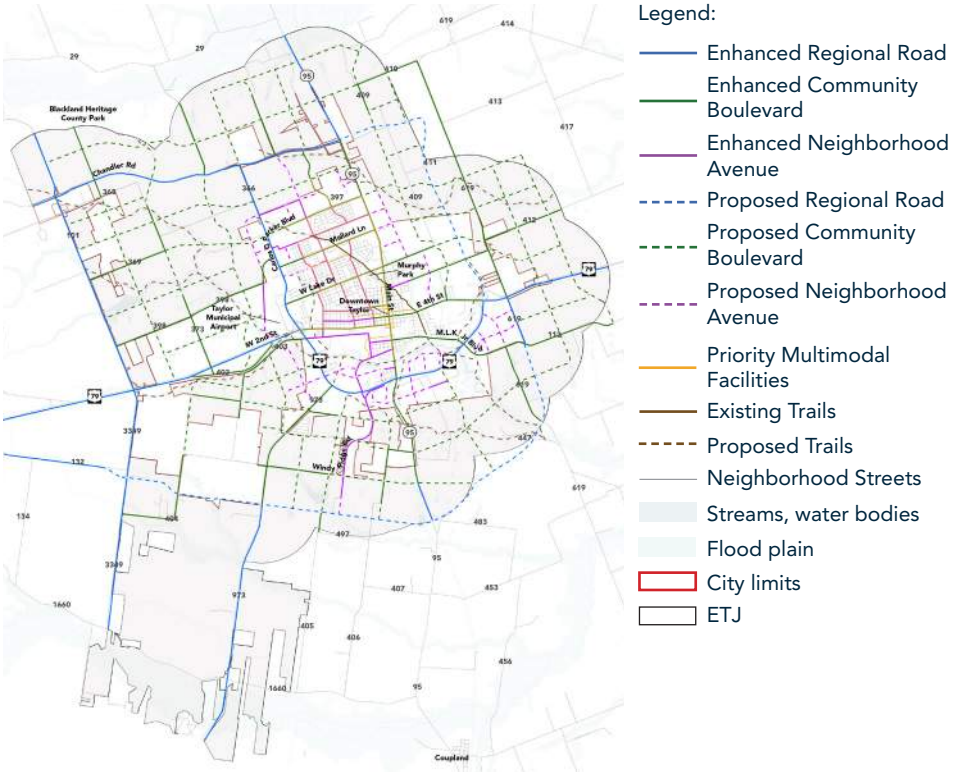


Figure 4: *Transportation Master Plan*

IMPLEMENTATION STRATEGIES

There are a total of 18 strategies that will move this plan forward from a vision to a reality. Implementation strategies provide a roadmap for success. With an emphasis on the planning and regulatory framework, incentives and financial tools, and capital improvements, they provide the necessary actions that will advance the long-term vision of the Comprehensive Plan.

1. Taylor preferred growth dashboard,
2. Land use evaluation tool,
3. Direct growth to centers,
4. Update development standards to support centers and infill,
5. Implement policies to strategically manage any extension of street or utility infrastructure and development in Controlled and Future Growth Sectors,
6. Implement the new Transportation Master Plan,
7. Plan for non-vehicular trips,
8. Adopt a Vision Zero policy,
9. Prioritize infill areas and centers for street improvements,
10. Enhance cross-town corridors,
11. Encourage missing middle housing,
12. Discourage displacement,
13. Encourage more accessory dwelling units,
14. Maintain small-town character in new neighborhoods,
15. Expand and connect the park and trail system,
16. Special Employment District - Small Area Plan,
17. Support living and working in the City of Taylor,
18. Create policies and rules for Special Utility and Financing Districts.


DAILY DEMOCRAT.
WEEKLY TEXAN.

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 1st and 2nd Streets. Fanned by wind, the fire spread quickly to neighboring structures. The wind died down and flames were extinguished for a little while, but overnight winds fanned the embers and the fire grew. By the time it was over, 29 of the 32 Downtown businesses were in ruin. Taylor rebuilt, and you can still see the brick and stone buildings today.

By 1900, settlers from Bohemia, Germany, Austria, England, Scotland, and Mexico had created a lively community with a mayor/council government, a public school system, banks, a cotton compress, electric company and several newspapers. These community structures enabled the city to maintain steady growth throughout the 20th century and helped make Taylor the largest city in Williamson County until 1980. While other cities in the county grew rapidly, Taylor remained an important commercial and community center in the region.

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

'Trades Day' in Taylor, Texas created a bustle of activity in the Downtown (1923). *Source: Taylor Public Library*

REGIONAL CONTEXT

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

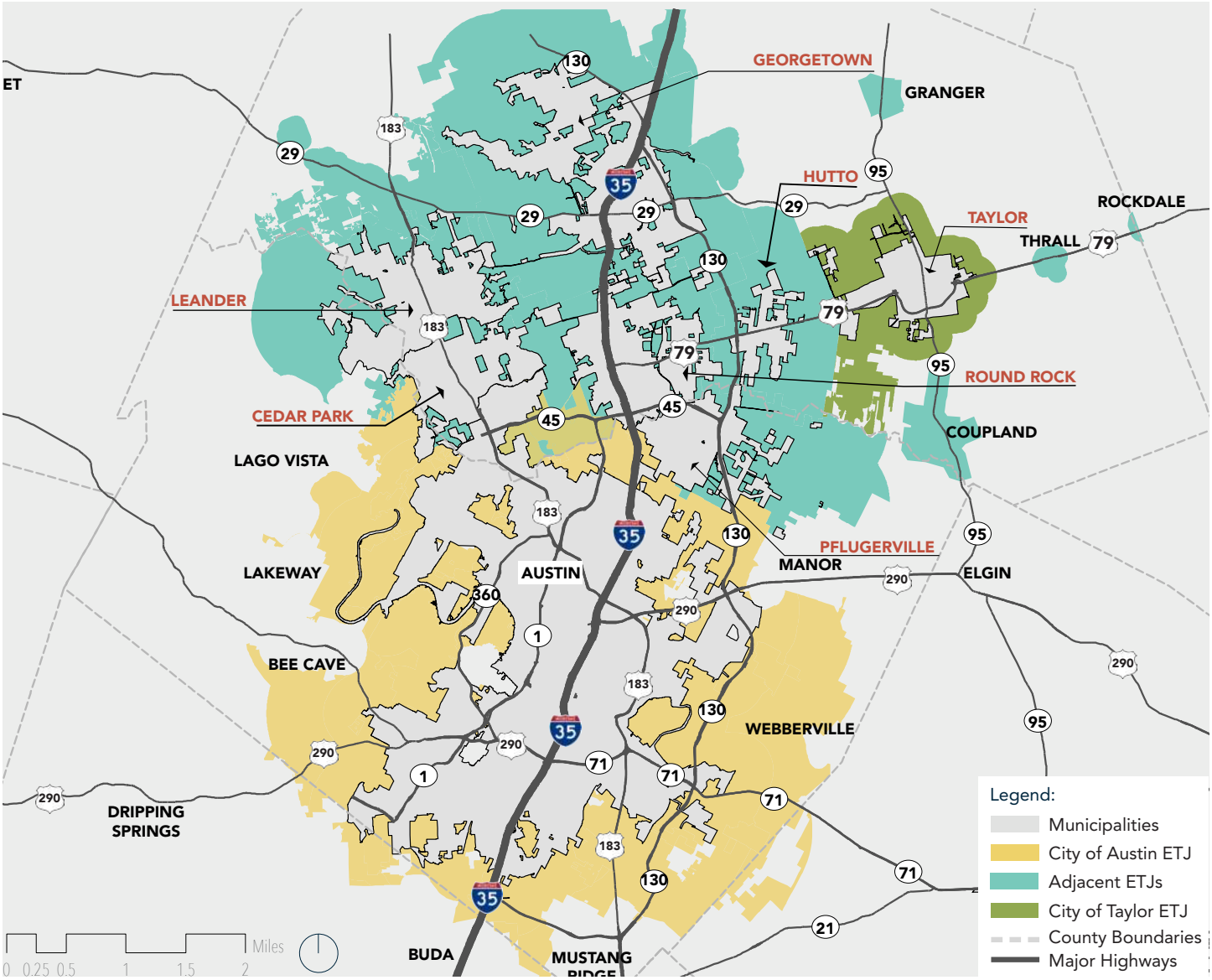


Figure 5: *Regional Context*

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

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

ENVISION TAYLOR

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

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

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

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

PLAN AMENDMENTS

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

The process for amending the Plan is as follows:

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

PLAN MONITORING

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

GEOGRAPHIC PLANNING AREA

The geographical planning area for this Plan is shown in *Figure 6: City of Taylor's City Limits and ETJ* to the right. It includes the incorporated city shown in dark gray and the one-mile Extraterritorial Jurisdiction (ETJ) in light gray. The ETJ also includes a number of properties that have executed voluntary ETJ agreements with the City. In these areas, the ETJ has been extended to the south. The City has the authority to protect and effectively manage growth patterns within the ETJ.

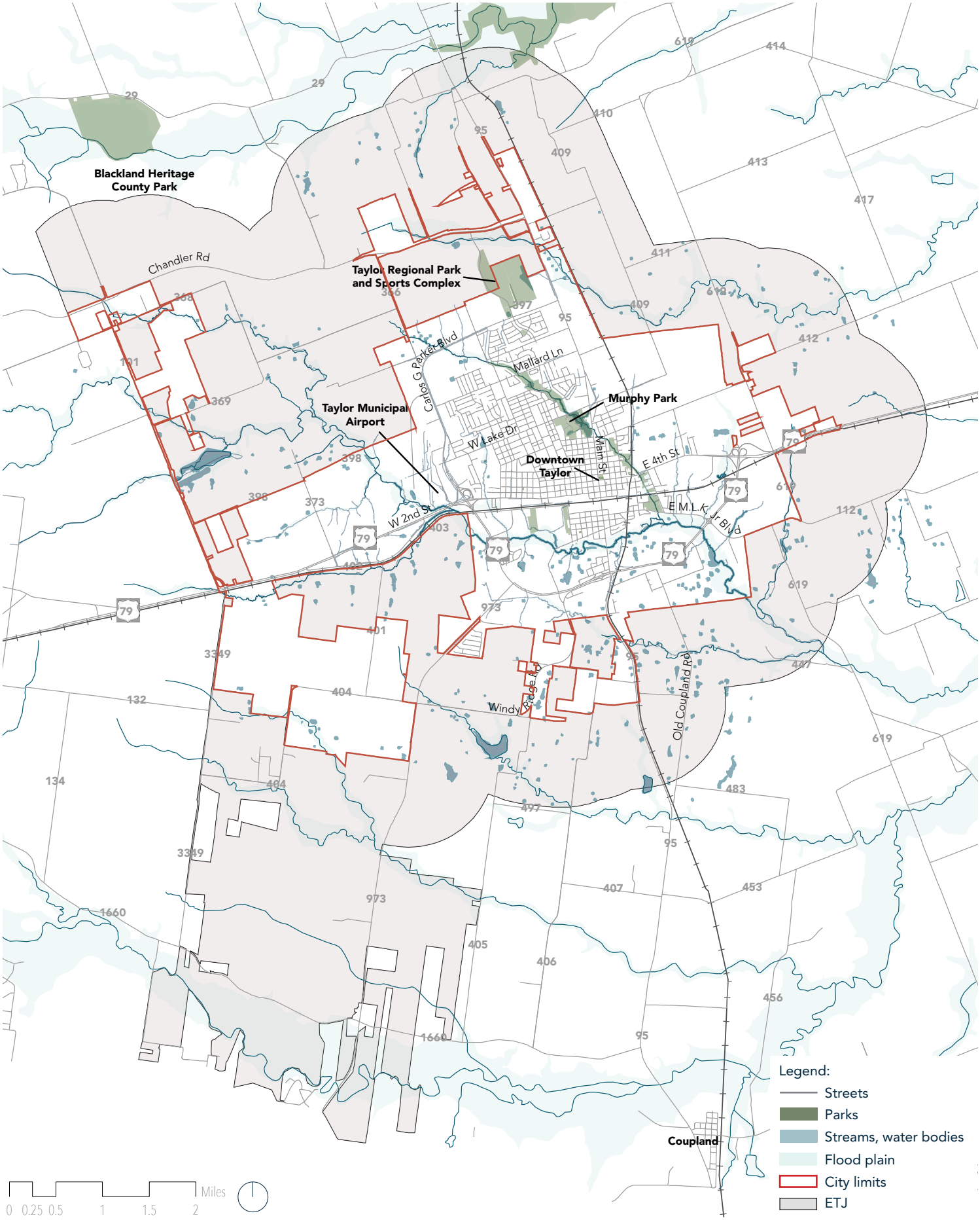


Figure 6: *City of Taylor's City Limits and ETJ*

Source: City of Taylor, Williamson County

FISCAL SUSTAINABILITY AND LAND USE FISCAL ANALYSIS

WHAT DOES IT MEAN TO BE FISCALLY SUSTAINABLE?

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

Post World War II, cities across the country have aggressively pursued fast growth and auto-centric development in the near-term (and the revenue boost that comes from new development) without fully considering long-term costs and impacts of these decisions. During this growth phase, many new neighborhoods and commercial developments are built and a city's service area expands significantly over a short period of time – typically one or two decades.

This presents what Strong Towns founder Charles Marohn refers to as an "illusion of wealth", where the overall look and feel of the community is new and affluent. During this time, there is also typically pressure to keep property taxes down and sales tax revenue will fluctuate up and down based on market conditions and demand. As cities age and expand, development and the revenue boost from the additional homes and businesses slows down, but there is more infrastructure to maintain and more services to provide. Community leaders are left struggling to keep up with basic service, employment and lifestyle expectations with limited resources.

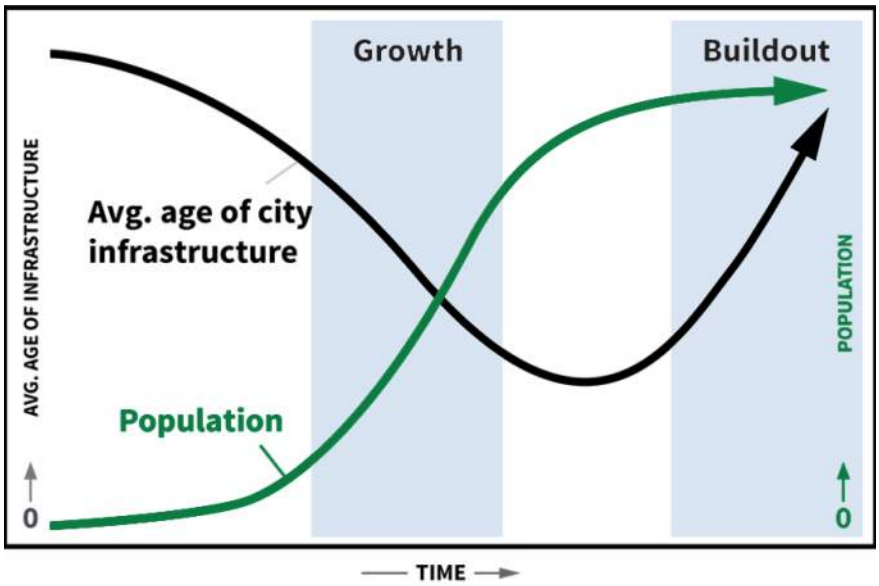


Figure 7: *Impacts of Rate and Pattern of Growth*

Source: Verdunity

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

BRIDGING THE RESOURCE GAP

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

1

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

Increase Taxes or Fees

2

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

Reduce Services

3

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

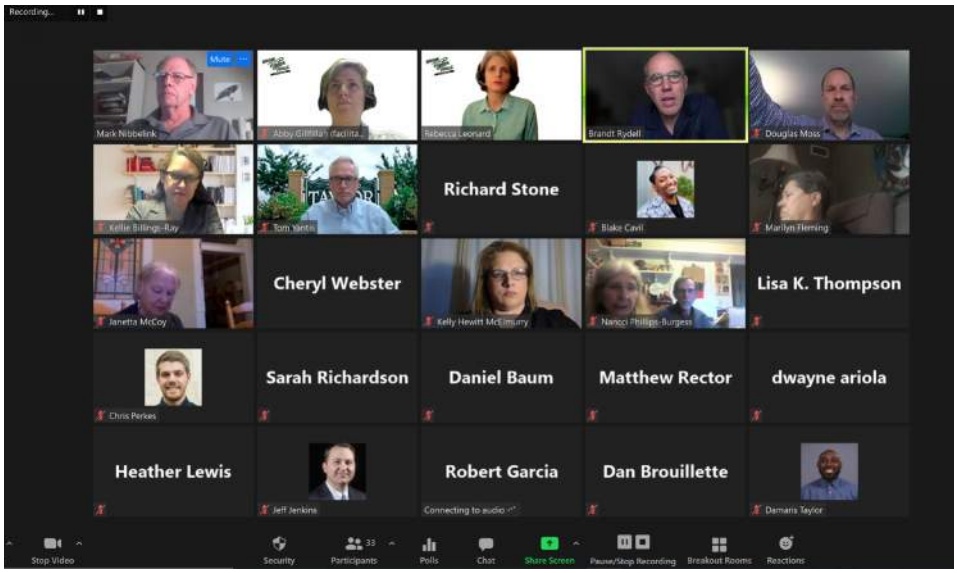
Develop Responsibly

COMMUNITY OUTREACH

WORKSHOP 1

Defining our vision and goals

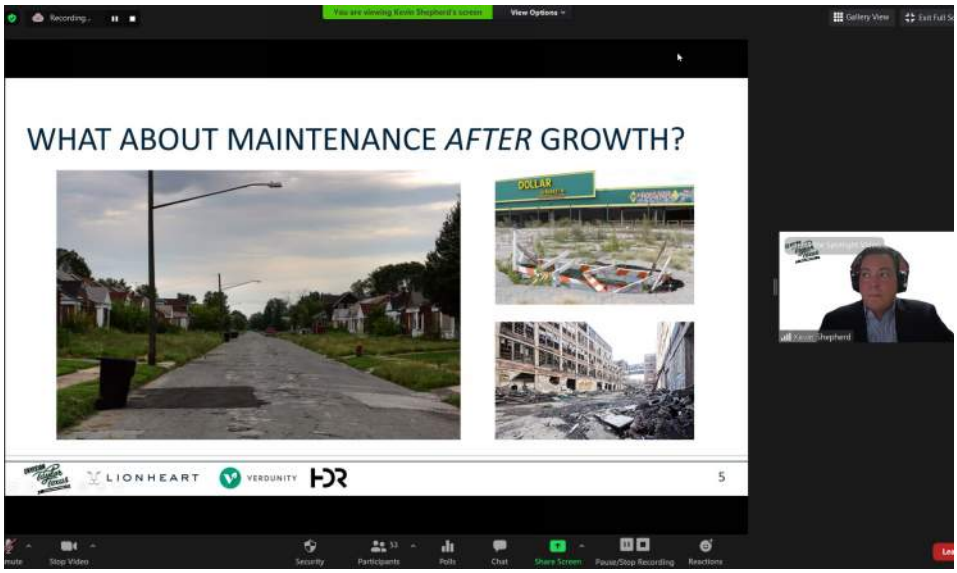
Workshop 1 included a brief overview of the process to develop the Comprehensive Plan, a presentation on Strong Towns and the initial fiscal impact analysis for Taylor, and a guided virtual discussion that became the foundation of project goals.



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; and
- 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 09.17.2020 followed by a Q & A.

Charles Marohn, Jr then came to Taylor in person towards the end of the process for a second presentation on 08.30.2021.

COMMUNITY OUTREACH

ADVISORY COMMITTEE

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

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

- Assisted with community engagement,
- Helped review community engagement formats to achieve the most successful outcomes,
- Helped review public meeting materials before each outreach milestone, and
- Acted as an ambassador for the Comprehensive Plan process within the community.

Advisory Committee Meetings and Events:

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

COMMUNITY OUTREACH UPDATE 1

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

COMMUNITY OUTREACH UPDATE 2

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

PROJECT WEBSITE

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

Envision Taylor Comprehensive Plan's website

HOW COMMUNITY INPUT SHAPED ENVISION TAYLOR

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

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

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

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

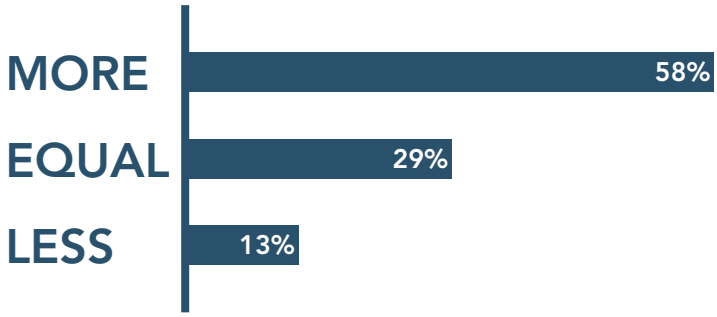


Figure 8: *Responses to a Question about Infill Housing*

I would love to see a mix of the two: preserving the small-town charm while also giving residents more options in town.

To keep the integrity of Taylor I would prefer to use the fiscal scenario before resorting to trends.

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

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

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

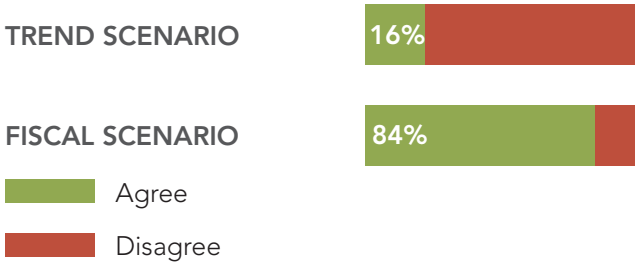


Figure 9: *Responses to a Question about Growth Scenarios*

COMMUNITY OUTREACH

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

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

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

Figure 10: *Responses to a Question about Growth Rate*

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

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

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

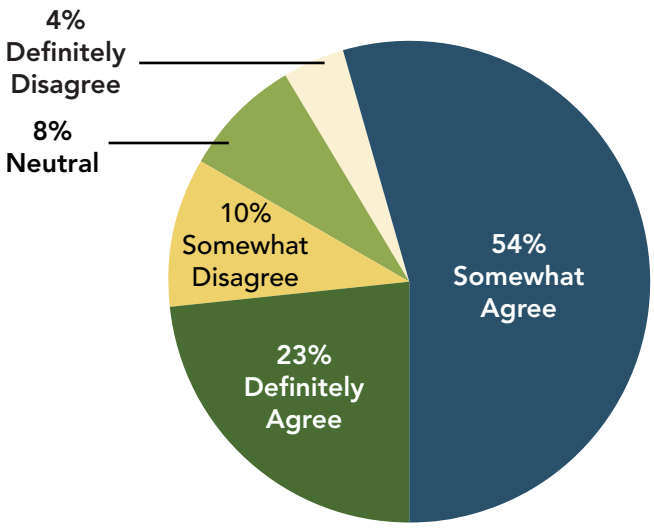


Figure 11: *Responses to a Question about the Future Diversity Projections*

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

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

BIG IDEAS

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

FISCAL SUSTAINABILITY AND INFRASTRUCTURE

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

COMMUNITY CHARACTER

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

INCLUSIVE GROWTH

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

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

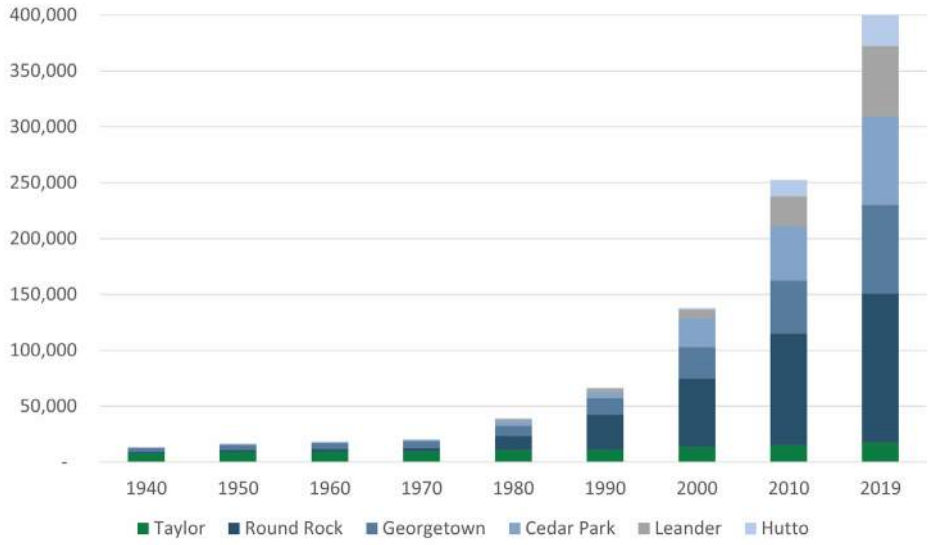
Figure 12: *City of Taylor and Williamson County Historic Population Totals*

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

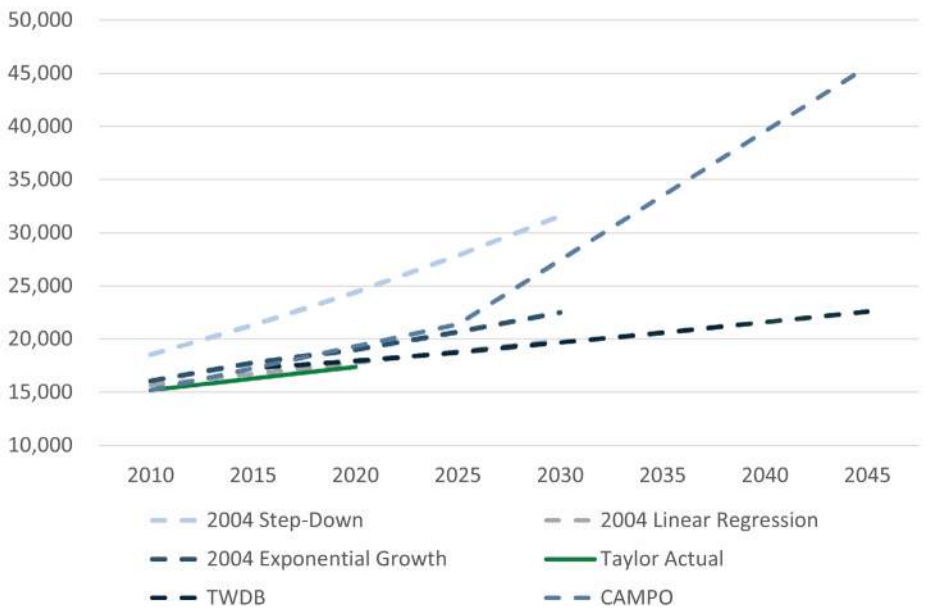
The Texas Water Development Board (TWDB) and the Capital Area Metropolitan Planning Organization (CAMPO) are two different regional agencies that project population growth for the purpose of regional infrastructure planning. These projections generally were the most aggressive in terms of population 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.twdp.texas.gov; CAMPO 2045 Plan

Figure 15: *Previous Population Projections for Taylor Compared to Actuals*



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

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

COMMUNITY AND DEMOGRAPHIC PROFILE

REGIONAL GROWTH TRENDS

Williamson County's population growth has largely been fueled by people moving to cities in Williamson County from Travis County. According to the 2018 American Community Survey, net in-migration from Travis County made up 33% of all in-migration to Williamson County. *Figure 17: Regional Growth Peaks by Decade* shows average annual growth rate of surrounding cities and the decade in which the largest population growth began. Similarly *Figure 18: Regional Population Growth by Decade of Highest Annual Growth* displays growth trend measured by the percent change in population by decade. Population growth began in Williamson County in the 1970's and was primarily fueled by cities such as Round Rock and Cedar Park.

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

The City of Taylor has not yet felt the impacts of out migration from the City of Austin and growth rates have largely stayed below the average growth rates for the State of Texas. It is expected that within the study period of this comprehensive plan, Taylor will likely experience larger growth due to the expansion of the Austin metro area and the location of significant employment centers along FM 973, US 290, US 79, and SH 130.

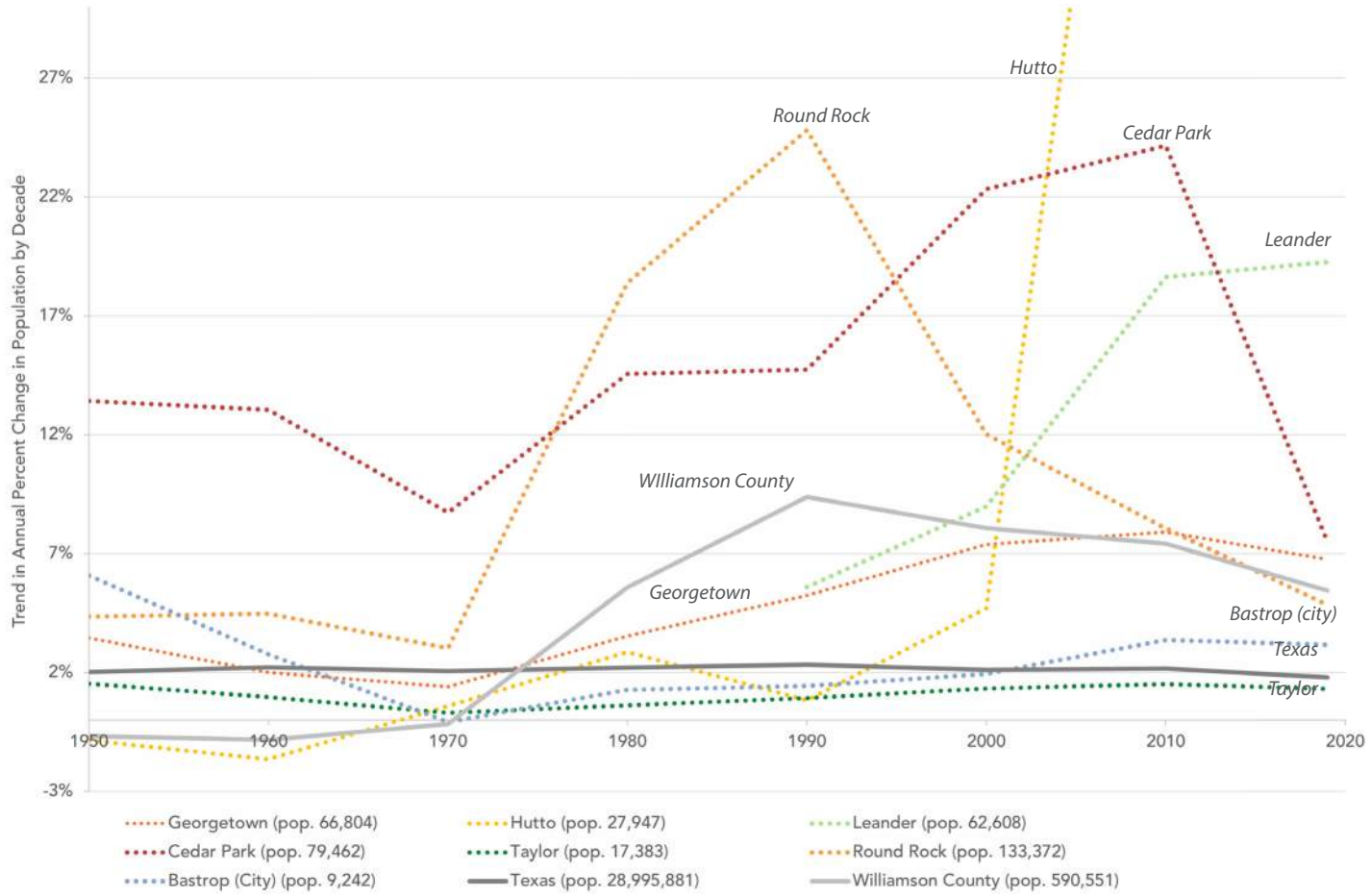
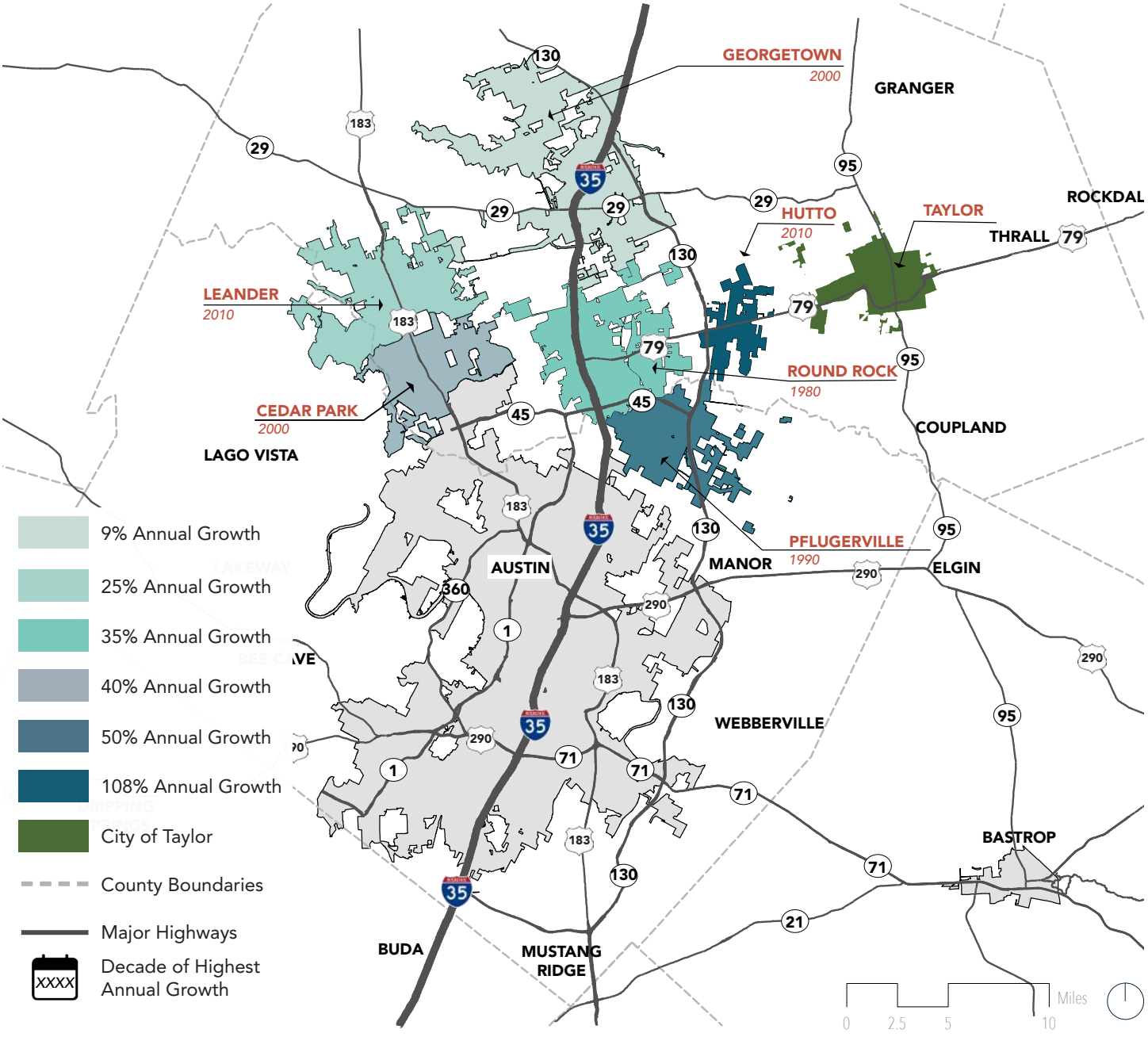


Figure 17: *Regional Growth Peaks by Decade*

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

The central Texas region is experiencing rapid growth, largely expanding outwards from the Austin core into its immediate suburbs and nearby communities that are regionally connected via highways. As shown in *Figure 18: Regional Population Growth by Decade of Highest Annual Growth* below, these surrounding communities have historically experienced a spike in population growth, followed by a nearly two-decade growth period before slowing down. The map depicts the decade which the comparison cities experienced the highest population growth rate.



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

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

Note: The City limits of Taylor are as per 2021

COMMUNITY AND DEMOGRAPHIC PROFILE

ENVISION TAYLOR POPULATION PROJECTIONS

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

1. The rate of growth in Williamson County is higher than in the City of Taylor. However, the rate of growth in the City of Taylor is increasing at a faster rate than in Williamson County,
2. Regional growth trends in the Central Texas corridor indicate that people are moving from the City of Austin to smaller cities within an ever expanding radius of the Downtown core. In addition to growth moving out from the core, growth is beginning to move to the east of Austin along SH 130, and SH 45 as well as FM 973. These trends will most likely have an impact on the City of Taylor by 2040,
3. During the 2004 comprehensive planing effort, the linear regression model proved to be the most accurate methodology,
4. The Texas Water Development Board is anticipating the current linear growth trend to continue in the City of Taylor, and
5. The CAMPO 2045 Plan projects a 3% annual growth rate for the entire CAMPO region. The plan projects a higher growth rate for the City of Taylor with a 2.4% annual growth rate between 2015 and 2025 and a 5.7% annual growth rate between 2025 and 2045.

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

Envision Taylor Population Projection

39,552 in 2040.

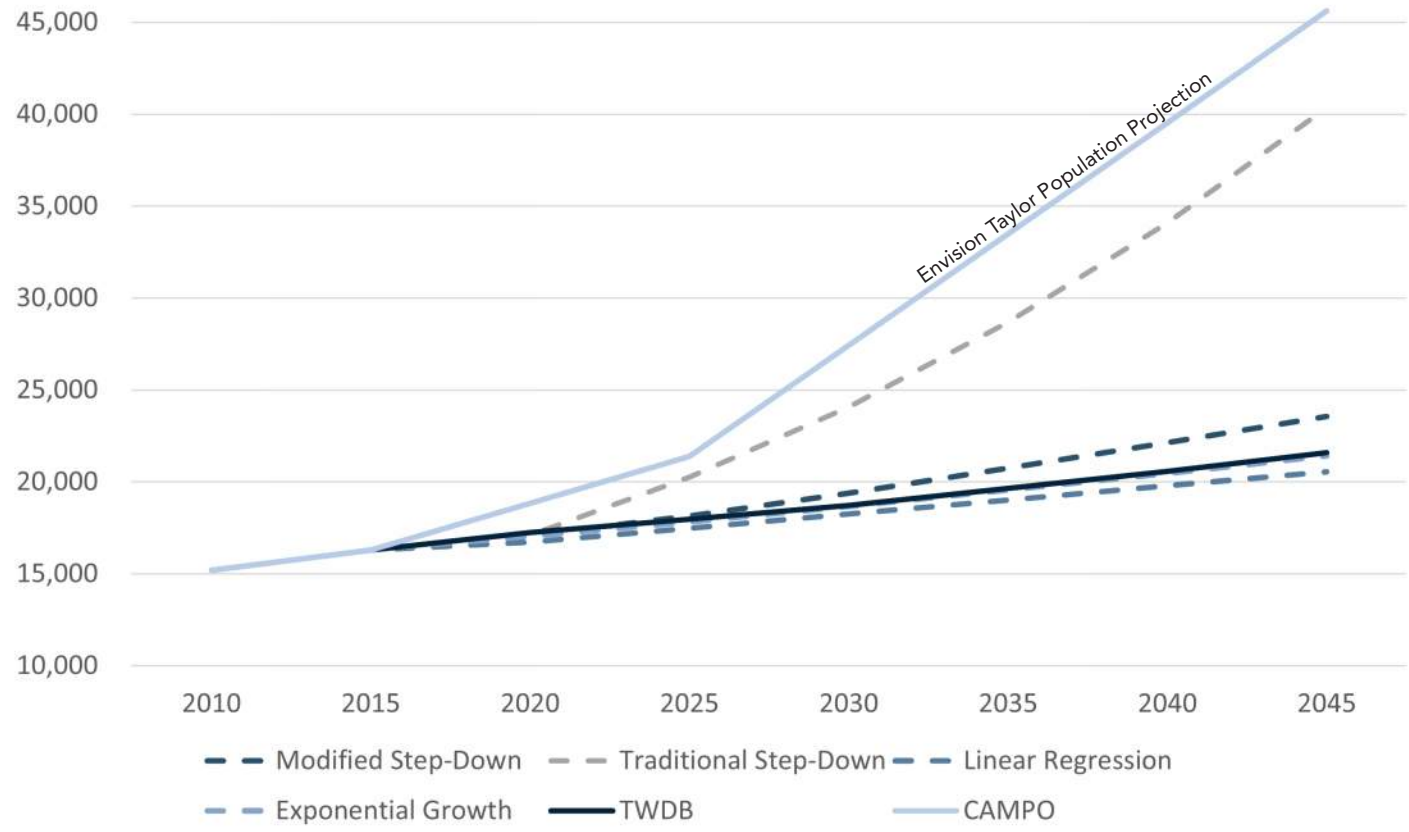


Figure 19: *Envision Taylor Population Projections*

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

POPULATION DENSITY TRENDS

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

Pop. Density in 1990

2.29

Pop. Density in 2019

1.33

The population density of Taylor has been decreasing since 1990.

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

Source: Decennial Census, American Community Survey

Figure 20: *Comparison of Growth and Density*

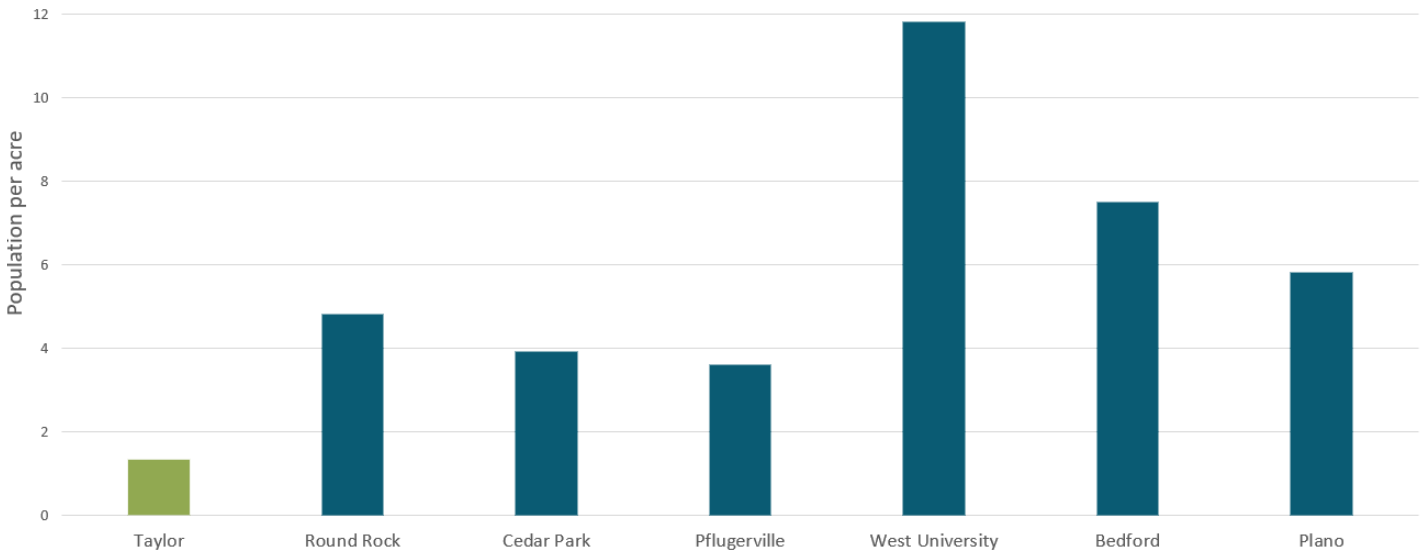


Figure 21: *Comparison of Population Density*

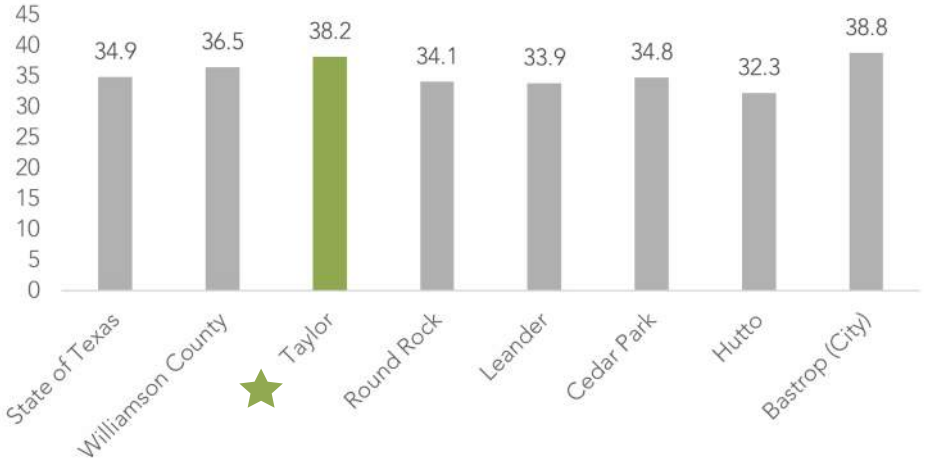
Source: City of Taylor

COMMUNITY AND DEMOGRAPHIC PROFILE

POPULATION CHARACTERISTICS

AGE

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



Source: Decennial Census, American Community Survey

Figure 22: *Comparison of Median Age*

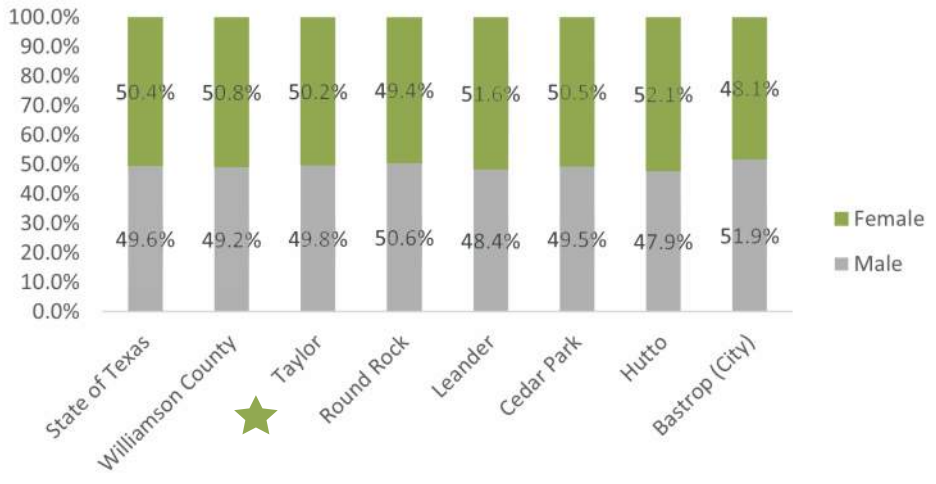
	2000		2010		2018		ANNUAL GROWTH RATE 2010 - 2018
	Num.	Pct.	Num.	Pct.	Num.	Pct.	
Infants and Toddlers (Under 5 years)	1,075	7.9%	930	6.2%	924	5.5%	-0.1%
School Aged Children (5-19)	3,163	23.2%	3,255	21.9%	3,090	18.3%	-0.6%
College Aged Adults (20-24)	875	6.4%	963	6.5%	919	5.5%	-0.6%
Young Adults (25-34)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

Figure 23: *Age Trends in Taylor, Texas*

Source: Decennial Census, American Community Survey

GENDER

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



Source: Decennial Census, American Community Survey

Figure 24: *Gender Characteristics in Taylor, Texas*

RACE AND ETHNICITY

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

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

Figure 25: *Racial and Ethnic Characteristics in Taylor, Texas*

Source: Decennial Census, American Community Survey

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

Figure 26: *Racial and Ethnic Trends in Taylor, Texas*

Source: Decennial Census, American Community Survey

COMMUNITY AND DEMOGRAPHIC PROFILE

HOUSEHOLD CHARACTERISTICS

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

PEOPLE PER HOUSEHOLD

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

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

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

Source: Decennial Census, American Community Survey

Figure 27: *Household Trends in Taylor, Texas*

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

Source: Decennial Census, American Community Survey

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

INCOME

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

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

Source: Decennial Census, American Community Survey

Figure 29: *Comparison of Median Household Income - 2018*

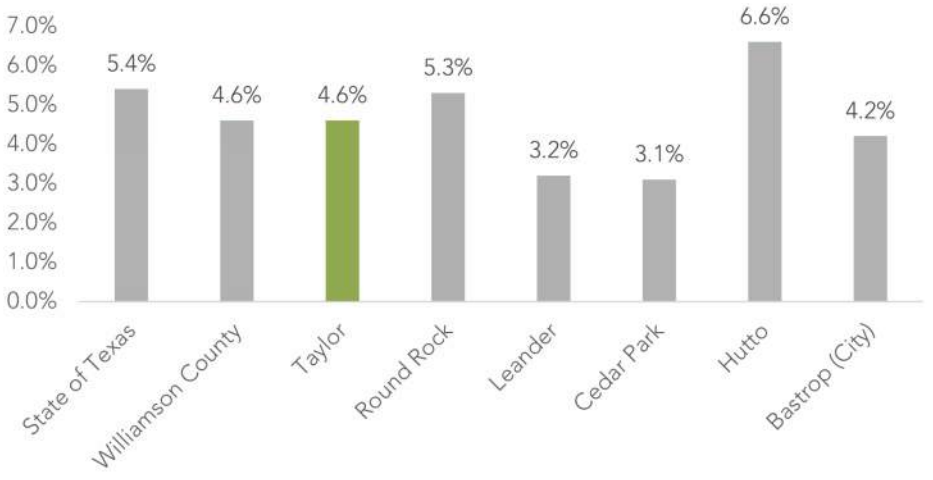
INCOME CATEGORY	2000	2018	PERCENTAGE POINT CHANGE
Less than $25,000	32.5%	21.4%	-11.1%
$25,000-$50,000	29.6%	28.9%	-0.7%
$50,000-$75,000	20.2%	19.7%	-0.5%
$75,000-$100,000	9.3%	14.7%	+5.4%
$100,000+	8.4%	15.4%	+0.7%

Source: Decennial Census, American Community Survey

Figure 30: *Income Trends 2000 - 2018 in Taylor, Texas*

UNEMPLOYMENT RATE

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



Source: Decennial Census, American Community Survey

Figure 31: *Comparison of Unemployment Rates - 2018*


Vintage Affaire
Antiques, Gifts & Whimsy

CHAPTER 2

LAND USE

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.

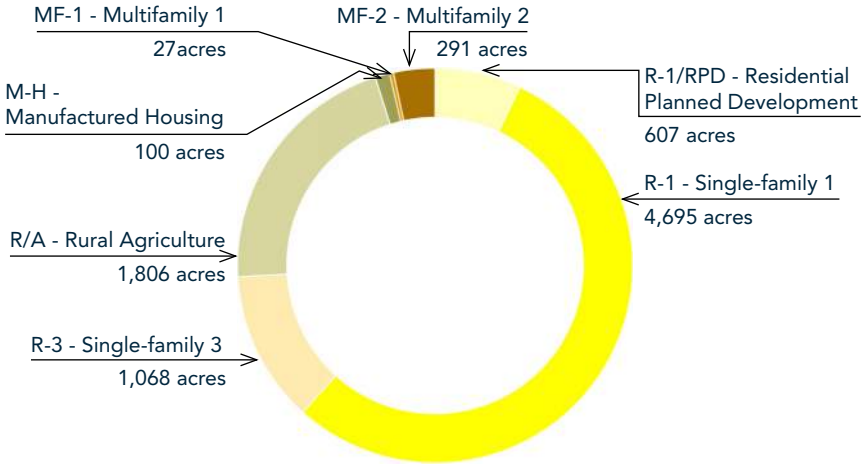


Figure 32: *Residential Zoning Districts by Acres*

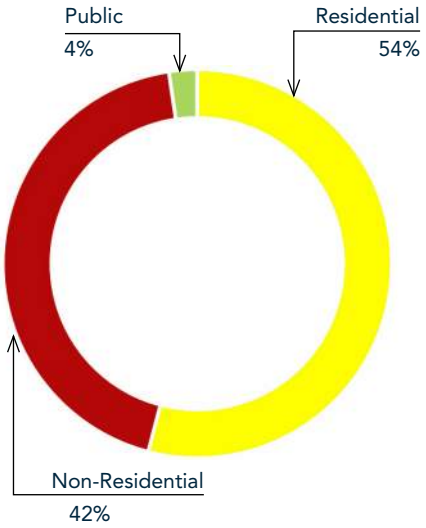


Figure 35: *Overall Zoning Districts*

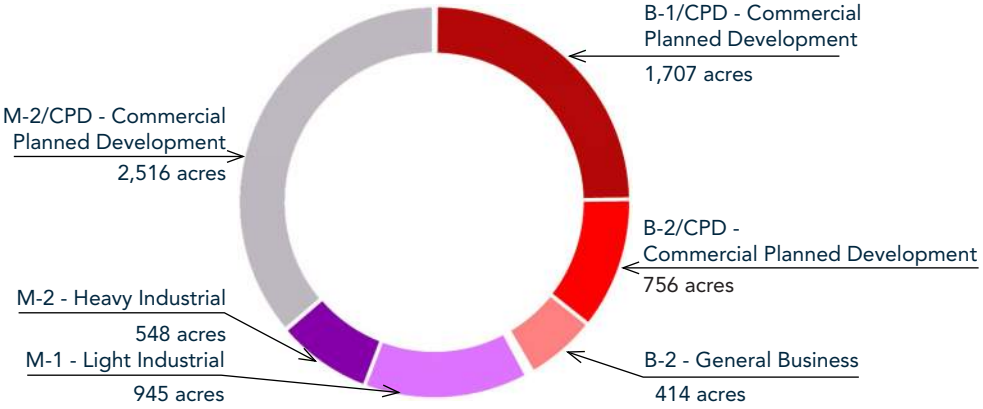


Figure 33: *Non-Residential Zoning Districts by Acres*

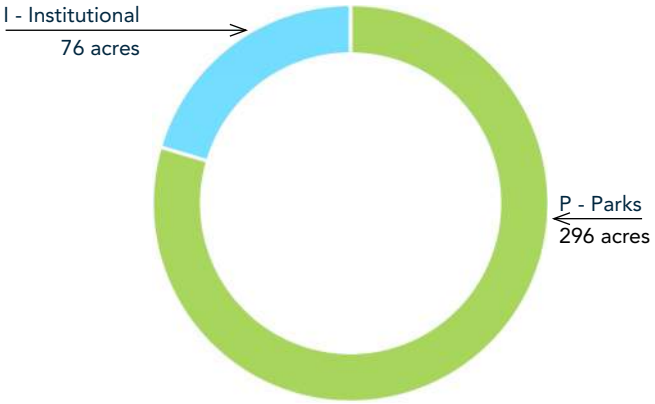


Figure 34: *Public Zoning Districts by Acres*

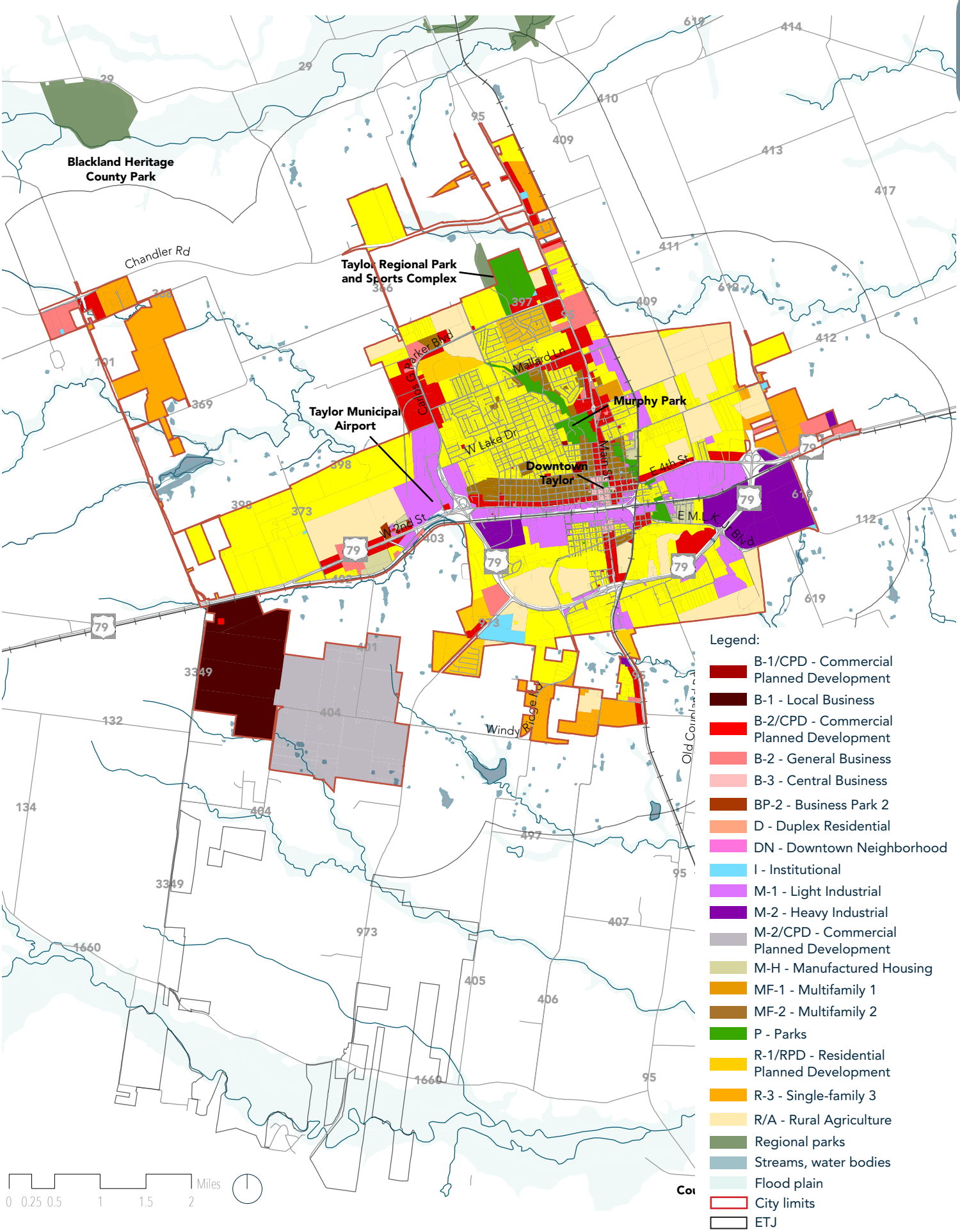


Figure 36: *Existing Zoning*

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?"

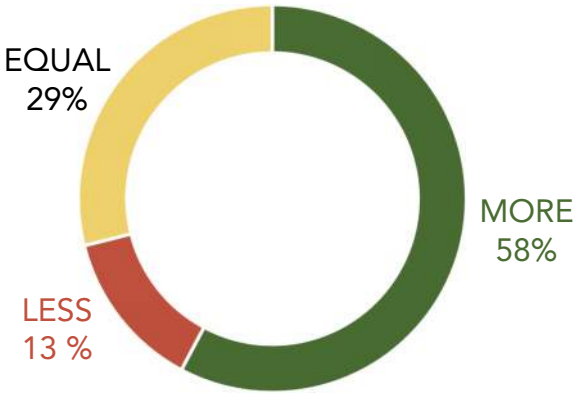


Figure 37: *Result from a Public Survey Question*

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

Source: Envision Taylor Stakeholder Poll

402 Booth St, Taylor TX

400 Booth St, Taylor TX

305 Lizzie St, Taylor TX

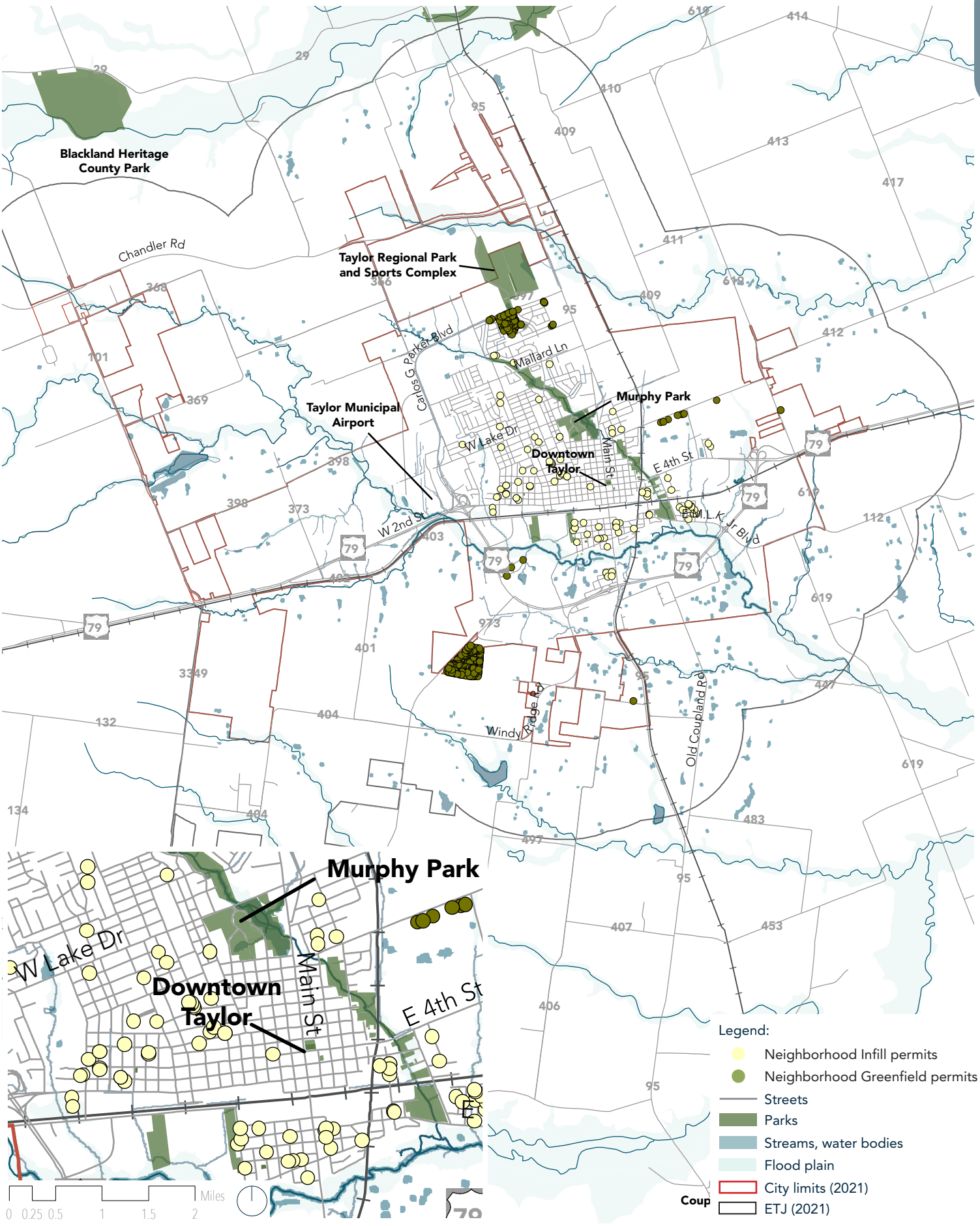


Figure 38: *Development Patterns (2016-2020)*

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

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

EXISTING CONDITIONS

VACANT LOTS

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

Figure 40: Existing Vacant Lots depicts where these vacant parcels are geographically distributed across the city. One key takeaway is that the majority of these vacant parcels appear to be located towards the edges of the city limits as opposed to the inner core.

VACANT LOTS

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

UNDERDEVELOPED LOTS

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

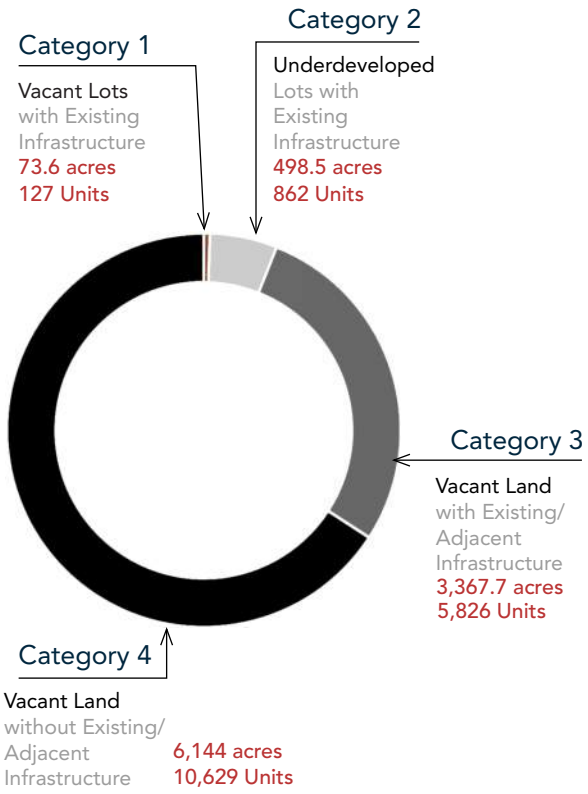
VACANT LAND WITH INFRASTRUCTURE

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

VACANT LAND NO INFRASTRUCTURE

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

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

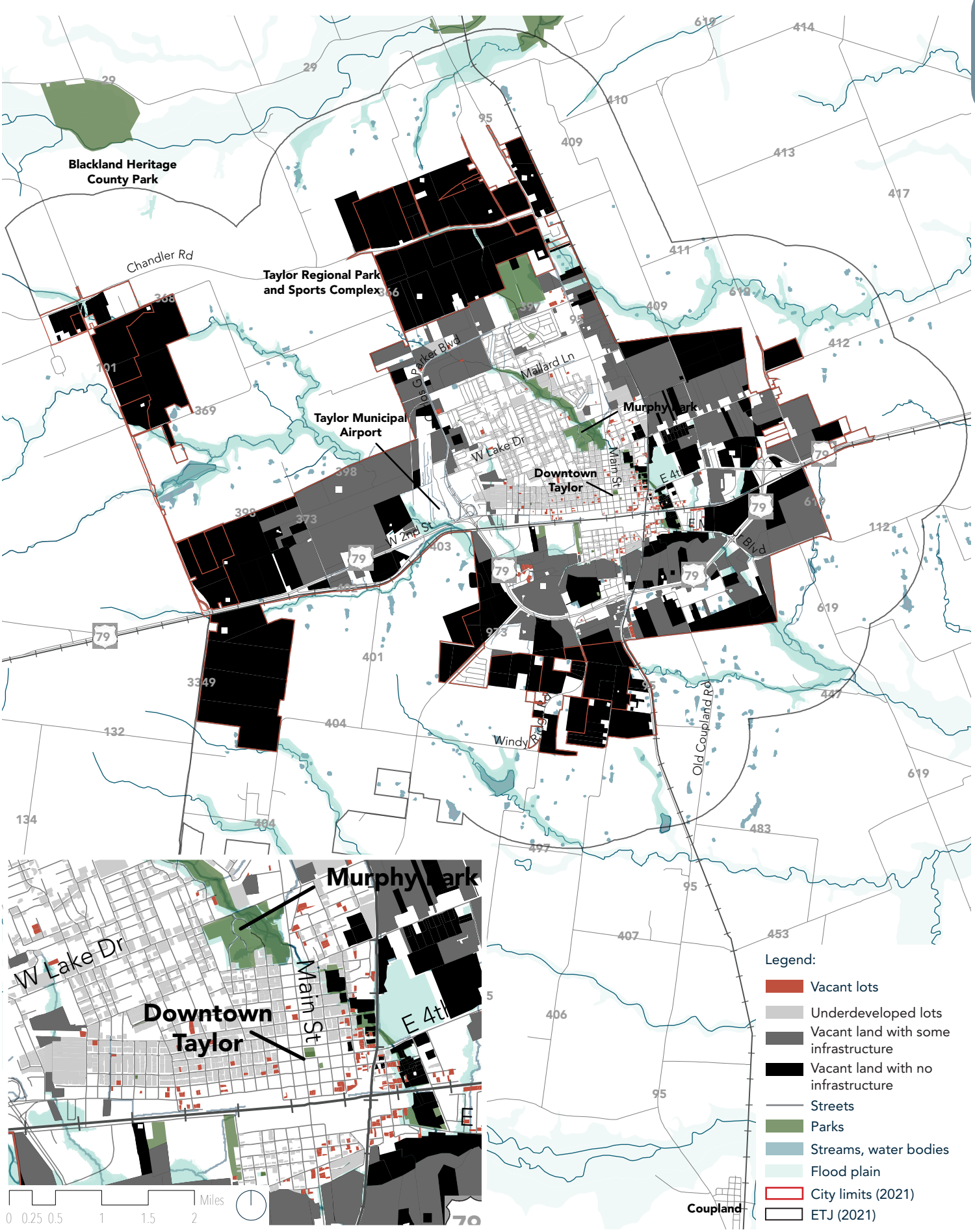


Figure 40: *Existing Vacant Lots*

Source: City of Taylor, Williamson County (2021)

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

GROWTH SECTORS

PRESERVED OPEN SECTOR (O-1)

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

RESERVED OPEN SECTOR (O-2)

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

FUTURE GROWTH SECTOR (G-1)

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

CONTROLLED GROWTH SECTOR TIER I (G-2.1)

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

CONTROLLED GROWTH SECTOR TIER II (G-2.2)

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

INFILL GROWTH SECTOR (G-5)

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

INTENDED GROWTH SECTOR (G-3)

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

INFILL NEIGHBORHOOD SECTOR (G-4)

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

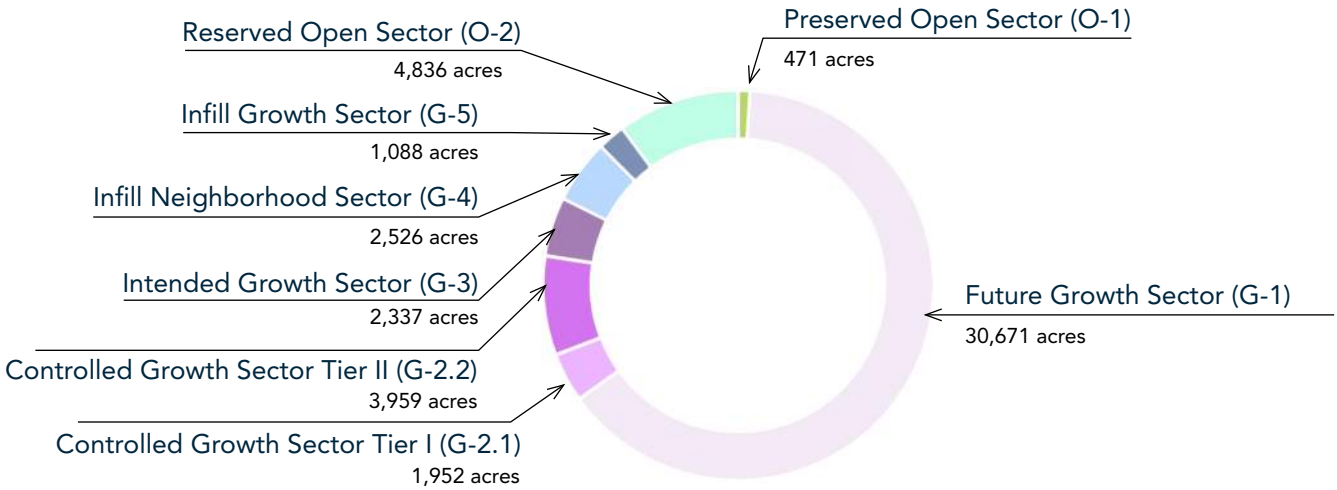


Figure 41: *Growth Sectors by Acres*

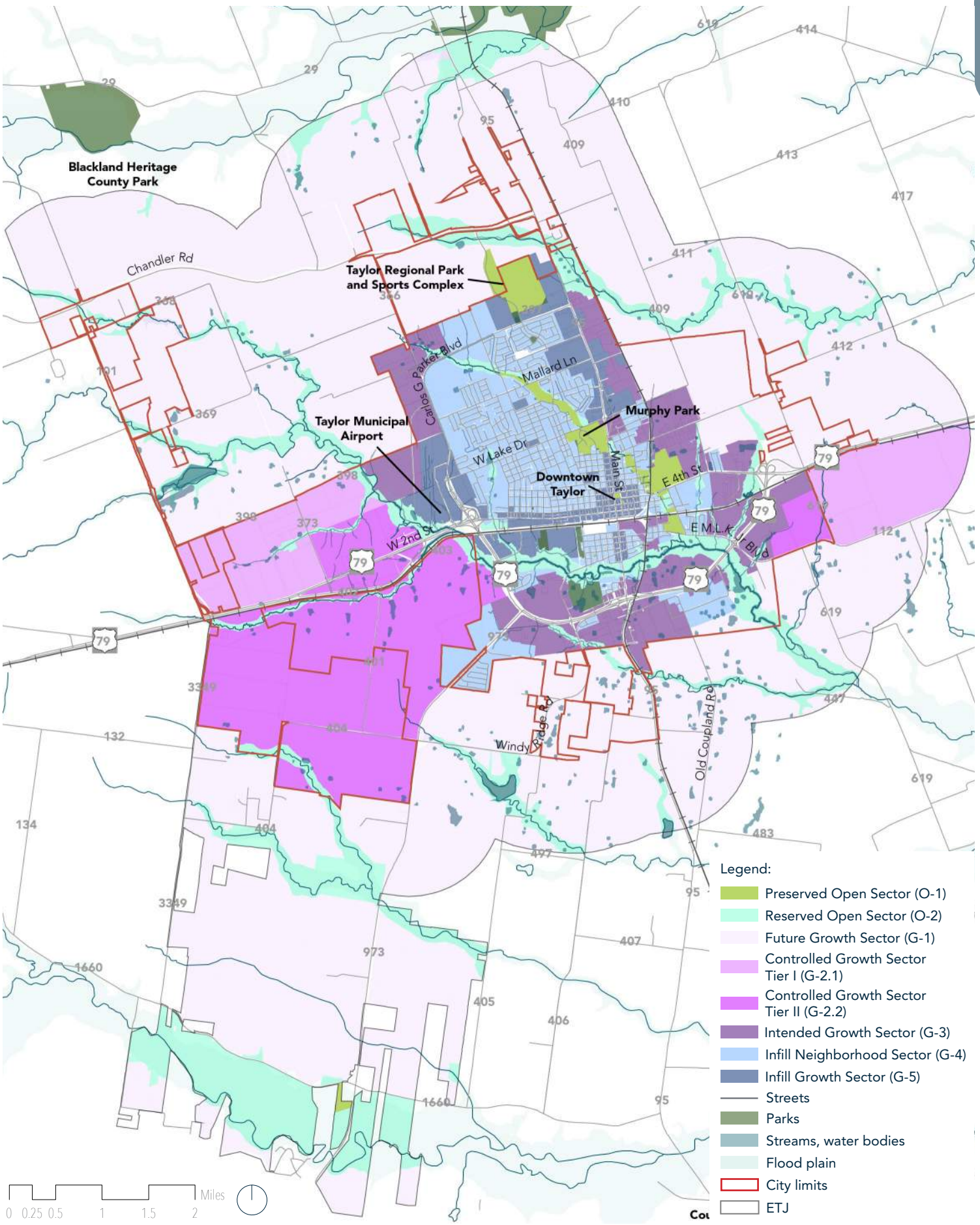


Figure 42: *Growth Sectors Map*

Source: City of Taylor, Williamson County

GROWTH AND DEVELOPMENT PATTERN

EXPLOSIVE GROWTH

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

Figure 44: *Historical Annexation Progression*

Source: City of Taylor, Verdunity

Trends Pre-1990

Population Density Increasing

Few New Infrastructure Improvements

Slow, Incremental Annexation

Trends Post-1990

Population Density Decreasing

Major New Infrastructure

Significant Expansion of City Limits and Service Responsibilities

Figure 43: *Trends, Pre and Post 1990*

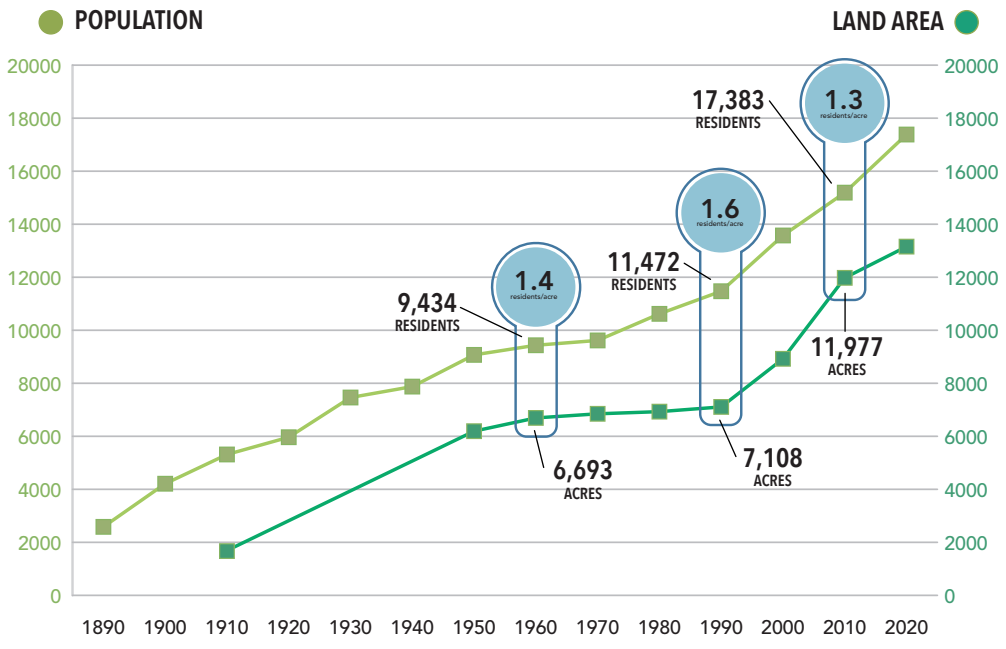


Figure 45: *Taylor's Population and Land Area in Acres by Decade*

Source: US Census, City of Taylor

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

GENERAL FUND BENCHMARKING

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

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

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

Figure 46: *Comparison of Cities*

Source: Decennial Census, American Community Survey

$1.7M

Current Yearly Budget for Street Maintenance/Replacement

CULTIVATING FISCAL HEALTH AND LOCAL WEALTH

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

$543

Average Property Tax Revenue/Acre – Citywide

TAYLOR'S RESOURCE GAP

PROJECTED STREET REPLACEMENT COSTS

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

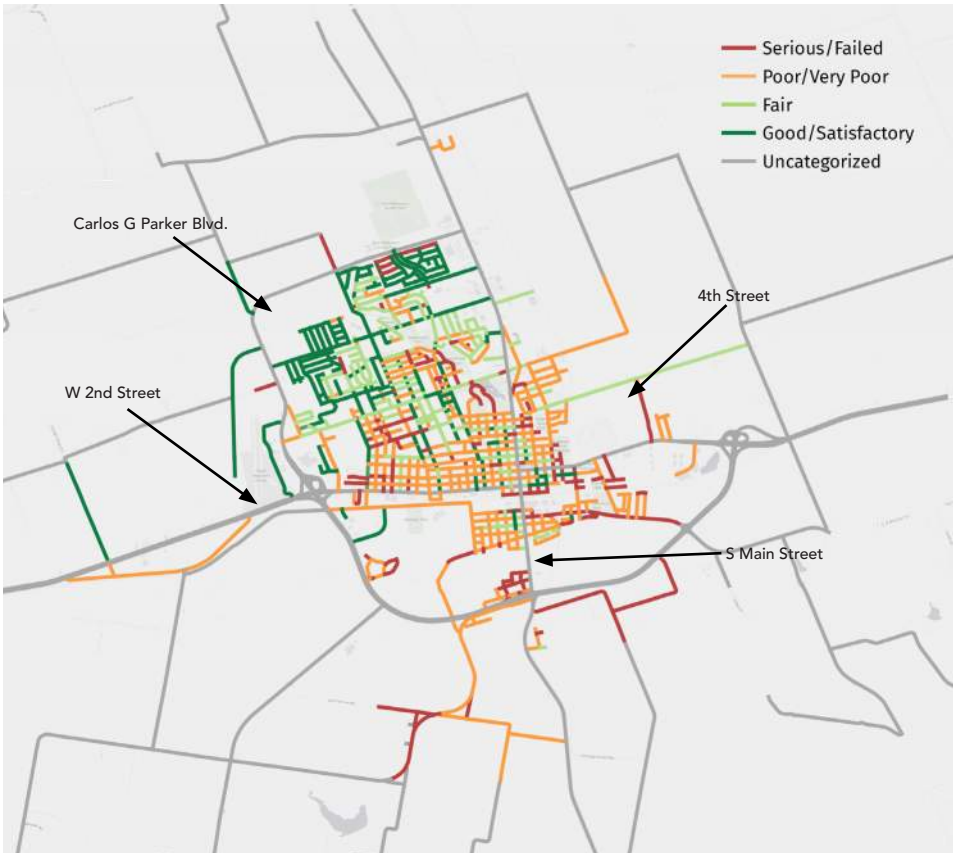


Figure 47: *Pavement Conditions*

Source: City of Taylor, Verdunity

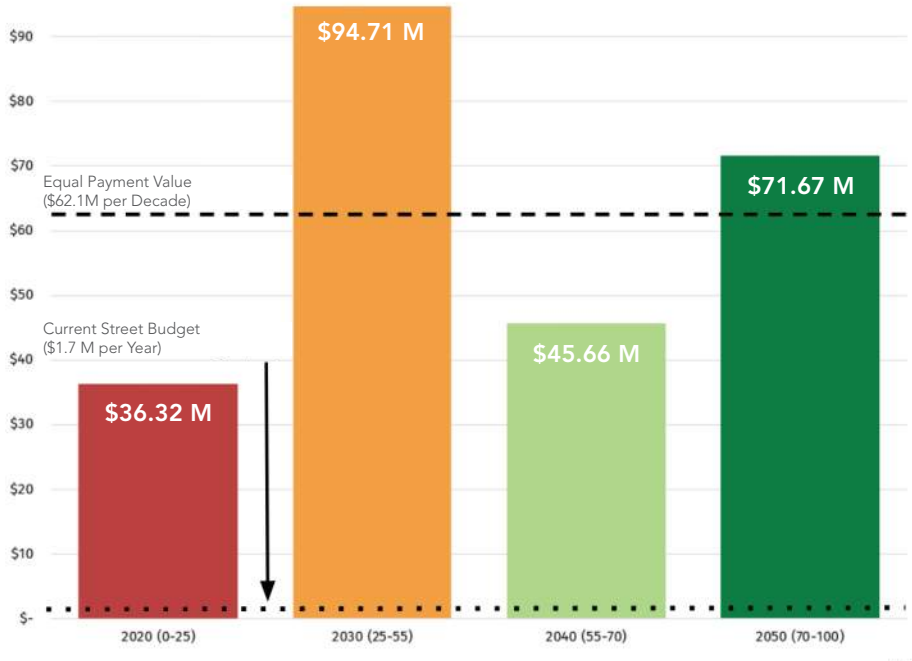


Figure 48: *Pavement Replacement*

Source: City of Taylor, Verdunity

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

$248 MILLION

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

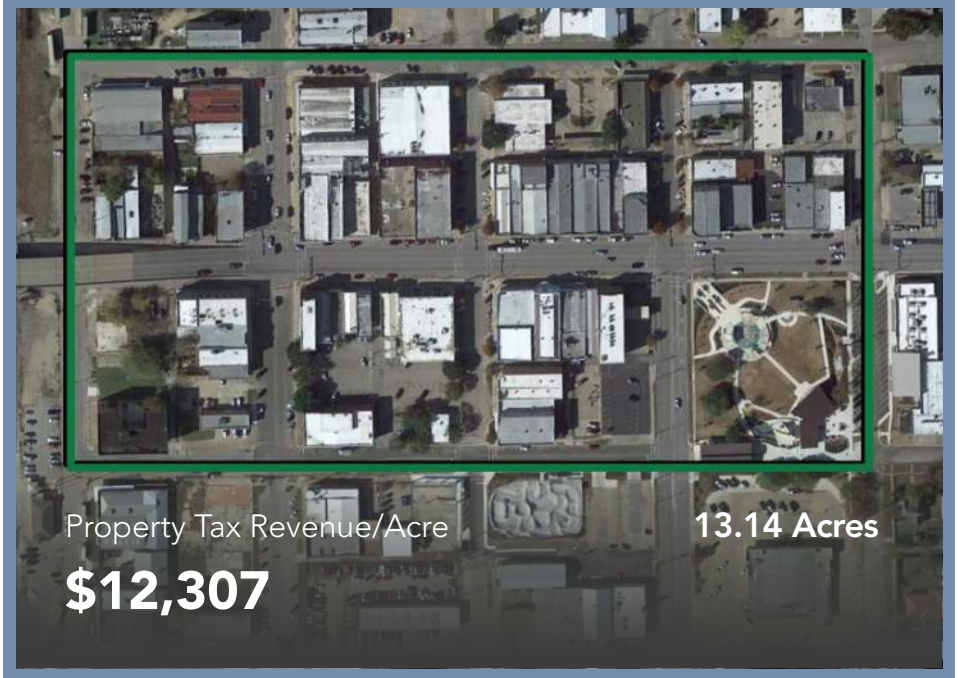
COMPARING THE VALUE OF DEVELOPMENT PATTERNS

Main Street Mixed-Use

Suburban Pad Site

Figure 49: *Main Street and Pad Site Comparison*

Traditional Grid Downtown



Auto Oriented Big Box

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

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*

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

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

LEVEL 1: PROPERTY TAX REVENUE PER ACRE

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

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

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

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

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

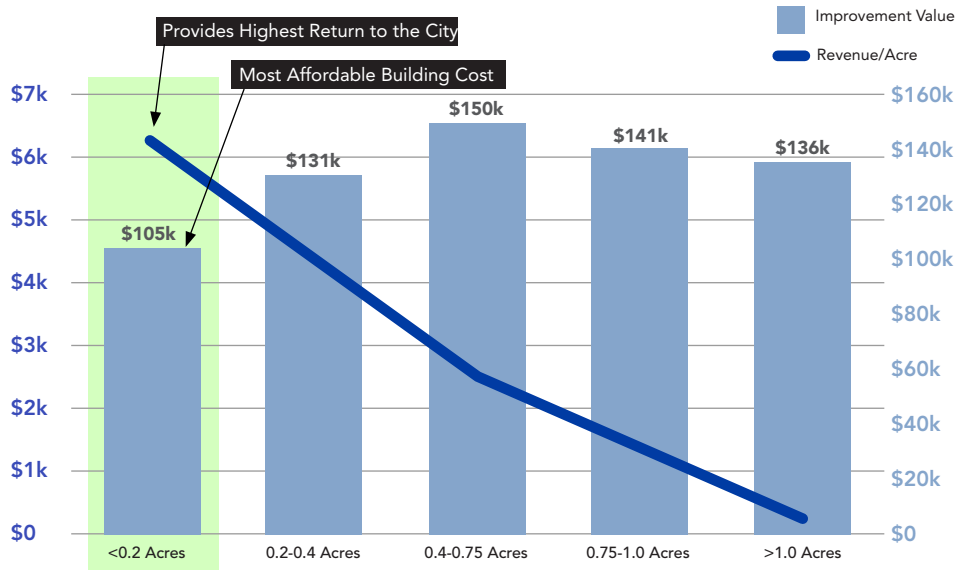


Figure 53: *Single-family Improvement Value compared to Rev/Acre* *Source: Verdunity*

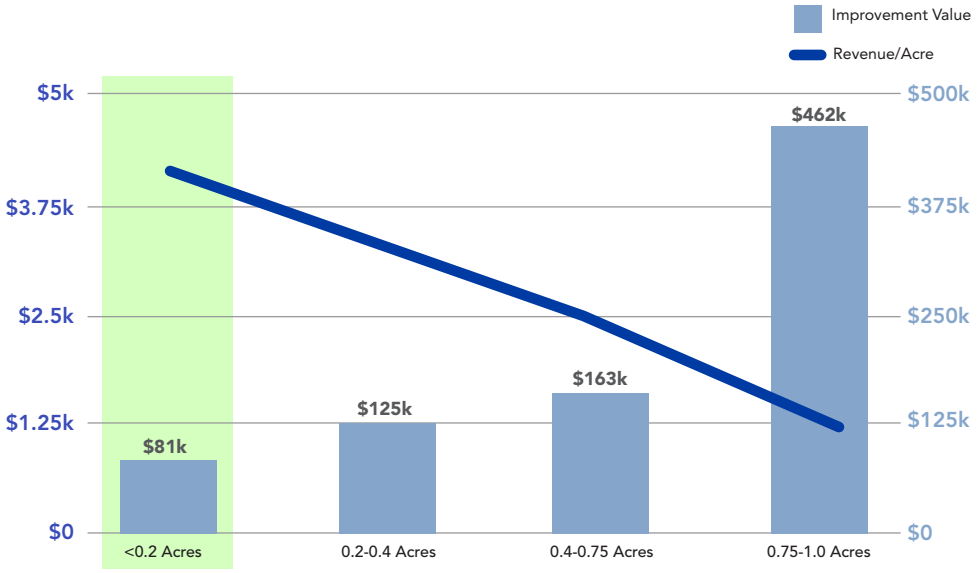


Figure 54: *Multifamily Improvement Value compared to Rev/Acre* *Source: Verdunity*

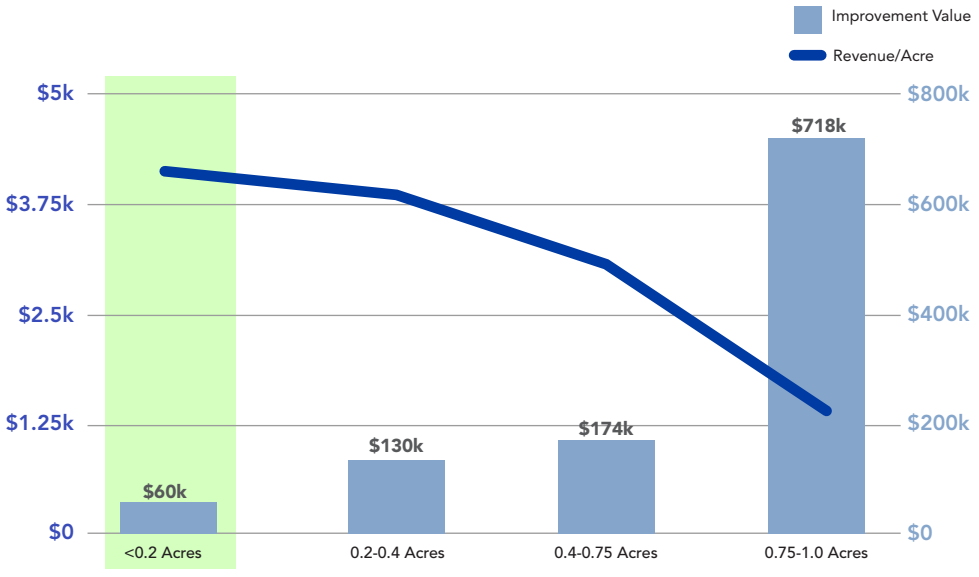


Figure 55: *Commercial Improvement Value compared to Rev/Acre* *Source: Verdunity*

Analysis Results

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

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

One of the key concepts introduced during the modeling process and reinforced with the model results is how more compact development outperforms more spread-out development. *Figure 53: Single-family Improvement Value compared to Rev/Acre* below shows how the revenue per acre for single-family is the highest for the smallest lots. Buildings on these smaller lots also tend to be less expensive due to their smaller size. This presents a "win-win" opportunity for the city where it can provide more affordable housing and commercial options for residents and small business owners/entrepreneurs while also maximizing tax revenues to the city (on a per acre basis) - just by building smaller buildings on smaller lots.

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.

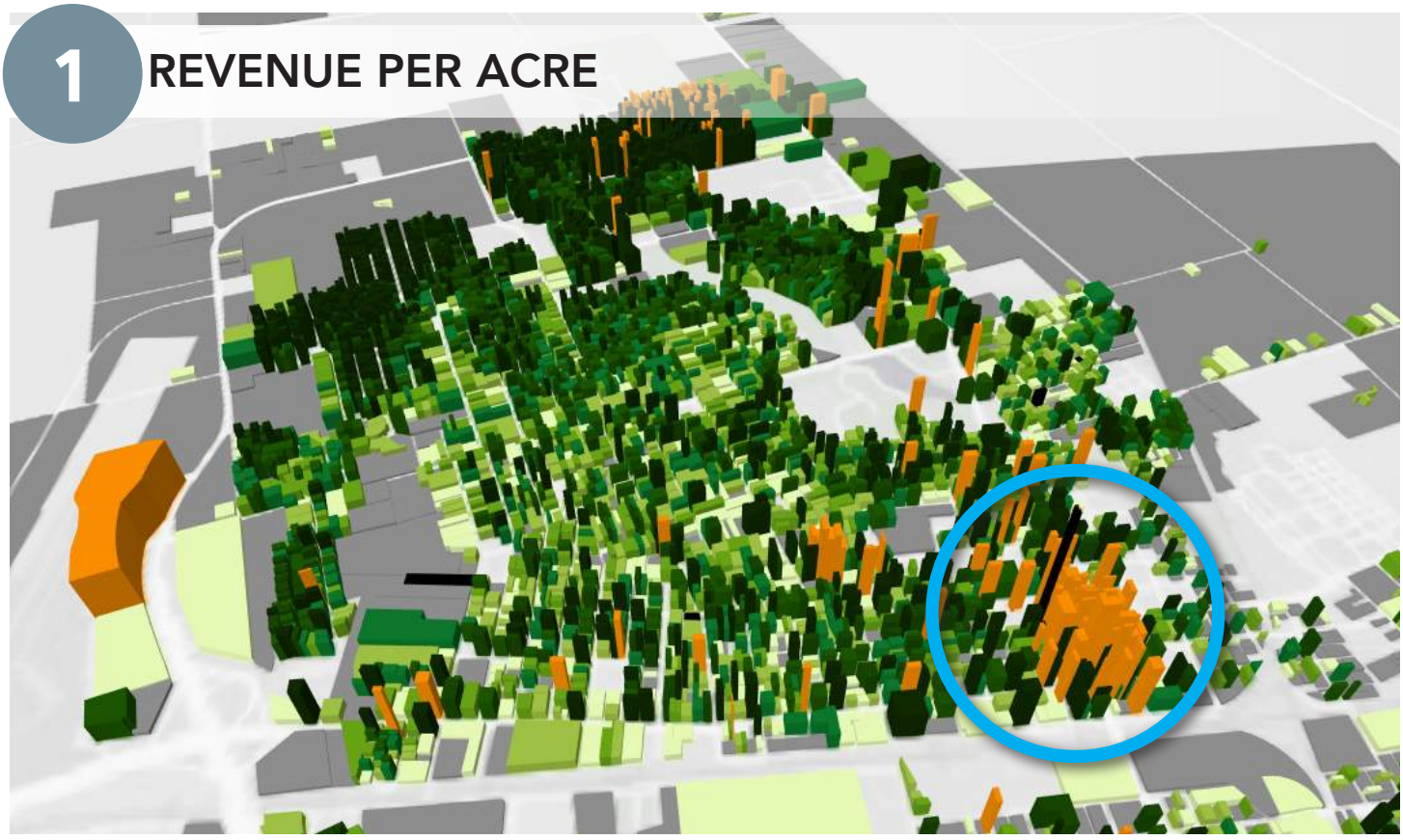


Figure 56: *3D Revenue per Acre*

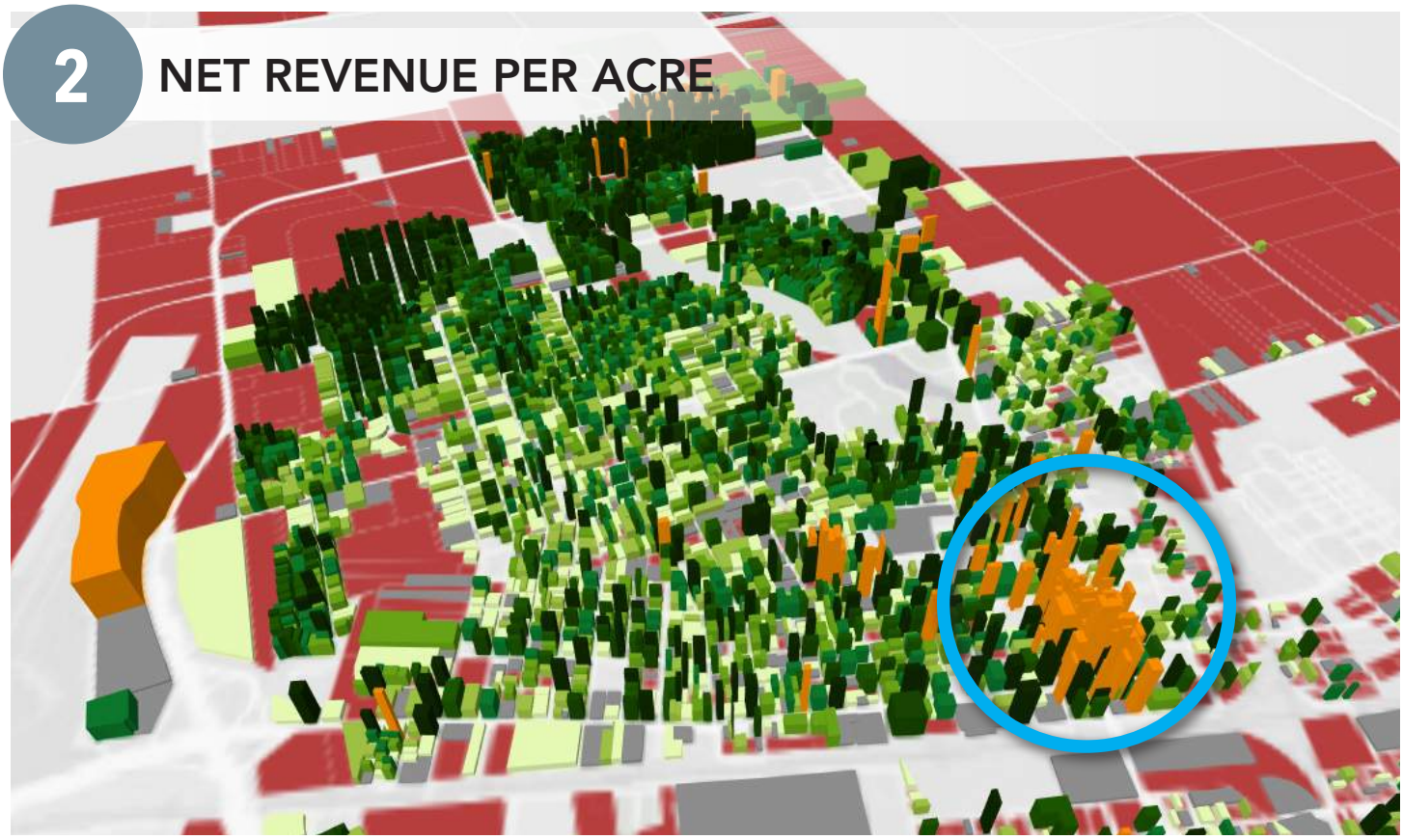


Figure 57: *3D Net Revenue per Acre*

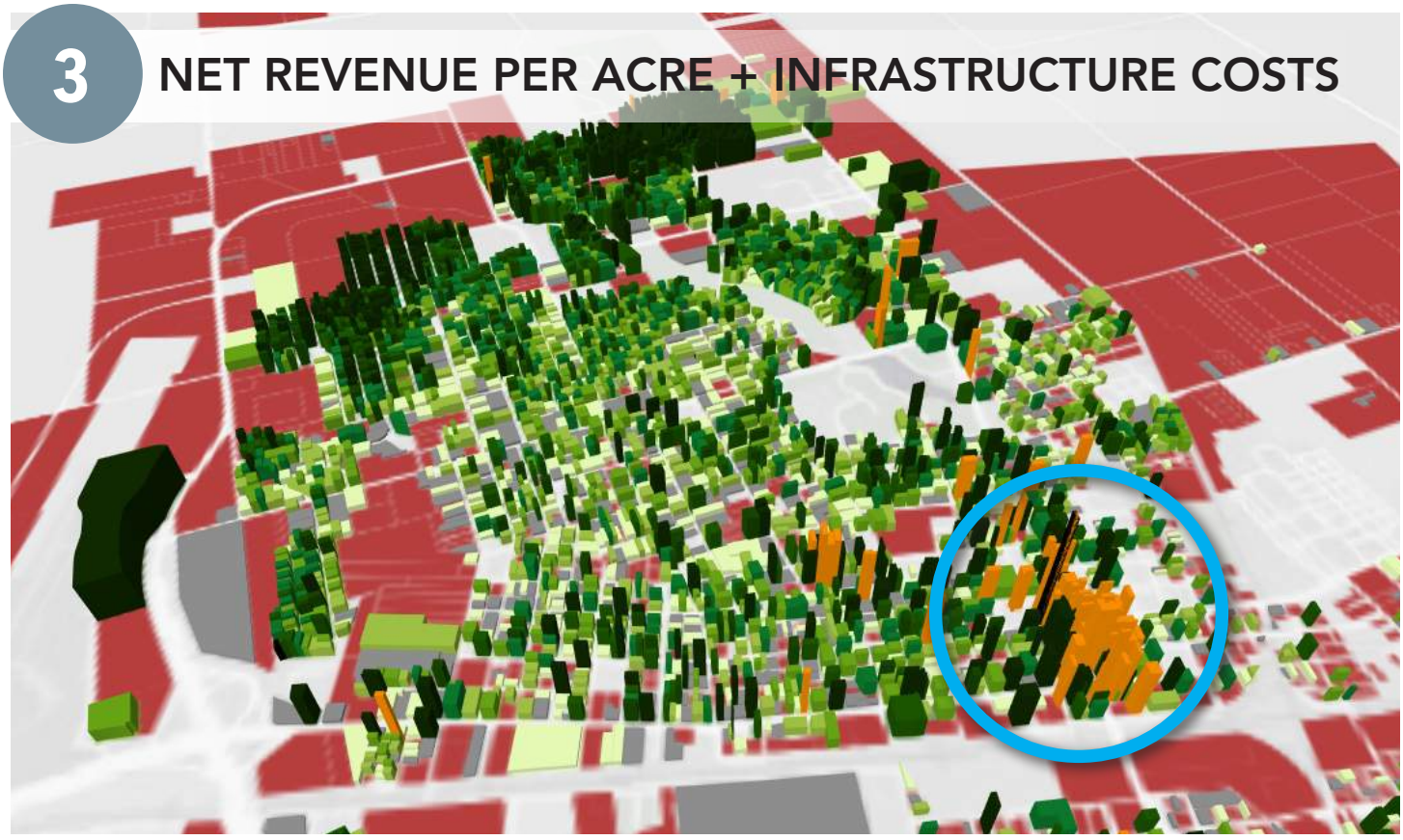


Figure 58: *3D Net Revenue + Infrastructure per Acre*

THE EFFECT OF LOT SIZE ON PRODUCTIVITY

SMALLER LOTS

Single-Family

Multifamily

Commercial

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

LARGER LOTS


$2,600
REVENUE/ACRE
1803 GRACE
.820 ACRES


$1,400
REVENUE/ACRE
1000 OLD THORNDALE
1.00 ACRES


$4,200
REVENUE/ACRE
405 SLOAN
6.75 ACRES


$2,200
REVENUE/ACRE
2479 DAVIS
4.23 ACRES


$4,700
REVENUE/ACRE
3701 N MAIN
17.38 ACRES


BEALLS
$3,200
REVENUE/ACRE
3100 N MAIN
14.35 ACRES

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 60: Highest Value Parcels* lists addresses and the net revenue per acre for these properties.

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

Figure 60: *Highest Value Parcels* *Source: Verdunity*

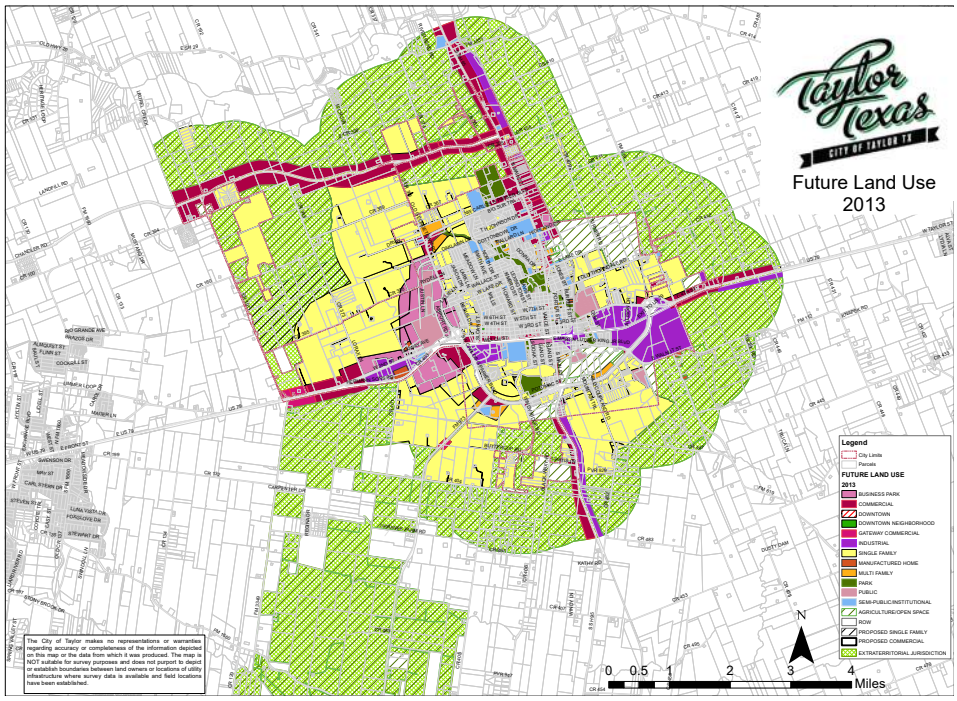
FUTURE LAND USE

PURPOSE

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

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

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



Source: City of Taylor, Williamson County

Figure 61: *Future Land Use originally Adopted in 2004 as Updated in 2013*

ELEMENTS OF A FUTURE LAND USE

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

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

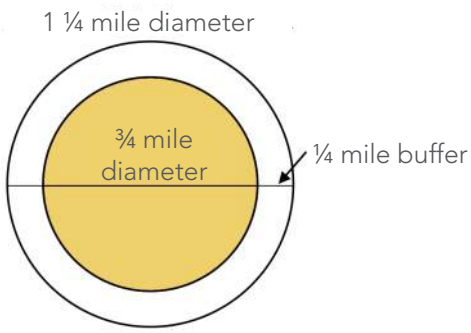
Infill - Existing developed areas that are intended for infill on vacant and underutilized lots that generally matches the character of the existing development while accommodating incremental increases in population density.

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

SCALES OF THE CENTERS

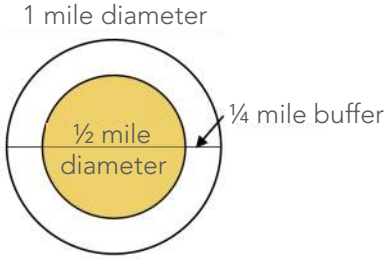
Centers at all scales are intended as compact, walkable places designed at a human scale instead of an auto-oriented scale. Centers come in different sizes intended to serve individual neighborhoods, several neighborhoods, or the region as described below. All centers should include a mixture of uses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

REGIONAL CENTER



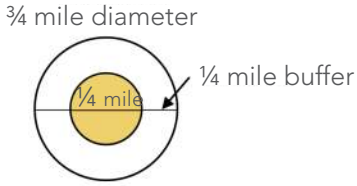
Regional centers are the largest center type and attract users from across the city and adjacent communities. Regional centers often include destination retail and attractions along side higher density mixed-use developments.

COMMUNITY CENTER

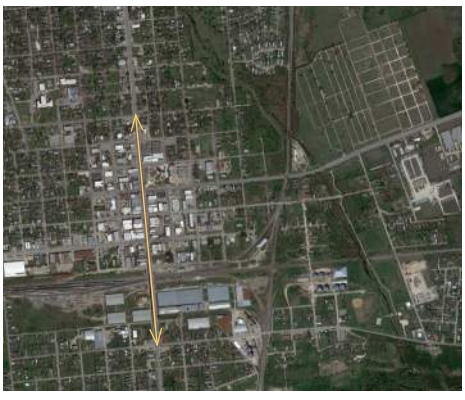


Community centers are larger than neighborhood centers but often serve several neighborhoods within the city. Community centers often include discount department stores, home improvement stores, sporting goods, apparel, booksellers, restaurants, and supermarkets.

NEIGHBORHOOD CENTER



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



¾ mile diameter

½ mile diameter

¼ mile diameter

Figure 62: *Scales of the Centers*

FUTURE LAND USE

DEVELOPING THE FUTURE LAND USE MAP

The process of developing the Future Land Use Map included an analysis of two different development scenarios.

TREND SCENARIO

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

Comparing the two scenarios:

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

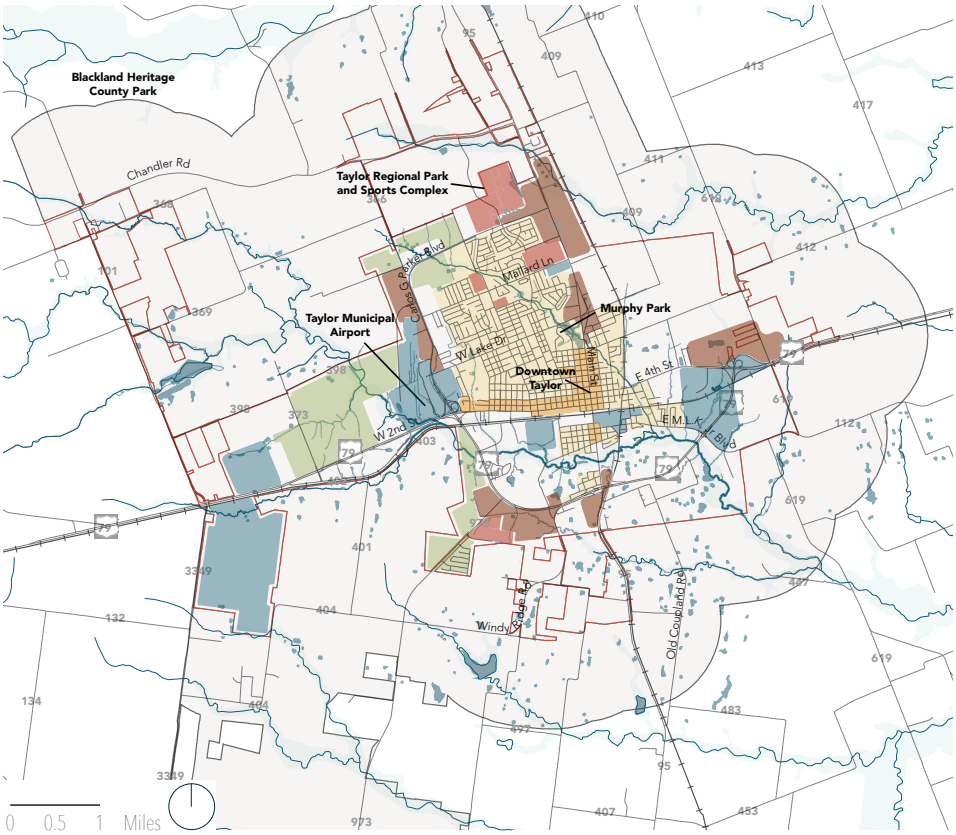
The Fiscal scenario includes approximately **46%** more missing middle housing types.

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

FISCAL SCENARIO

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

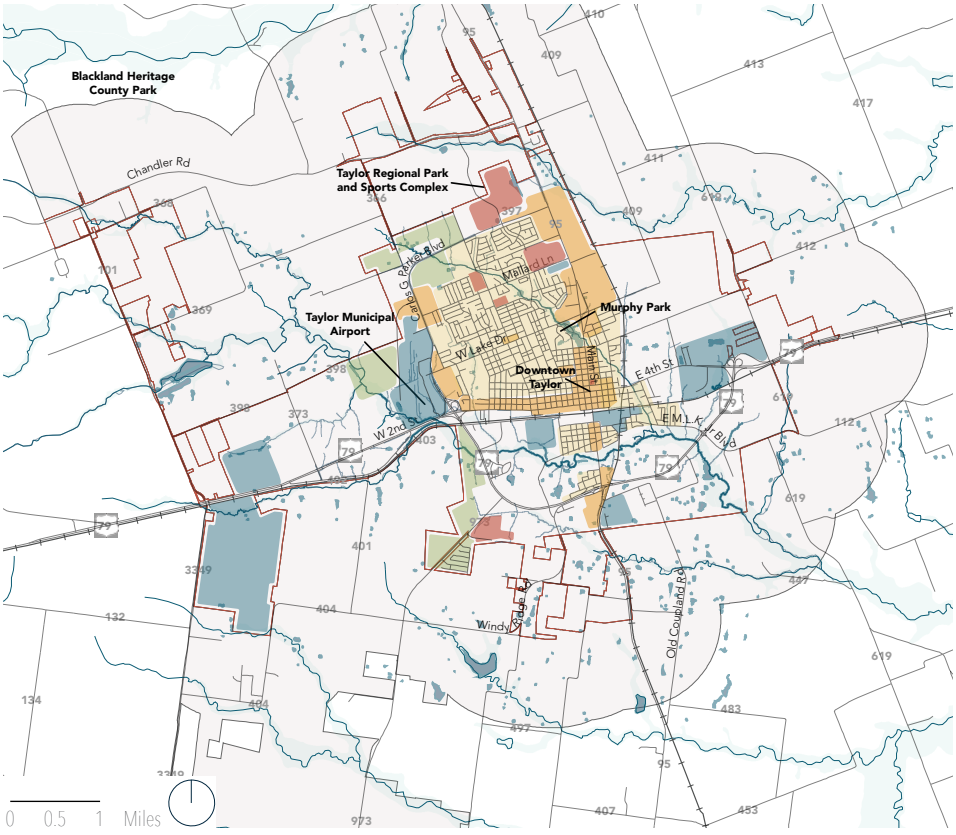
The Fiscal scenario was preferred by 83.7% of respondents to best advance the community's big ideas.



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

Figure 63: *Trend Scenario*

Source: City of Taylor



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

Figure 64: *Fiscal Scenario*

Source: City of Taylor

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

FUTURE LAND USE

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

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

On the following pages are descriptions of each of the land use categories except for the Area of Minimal Change. These areas are within the Future Growth Sector and are intended to retain there existing land uses and development intensity for the time frame of this plan.

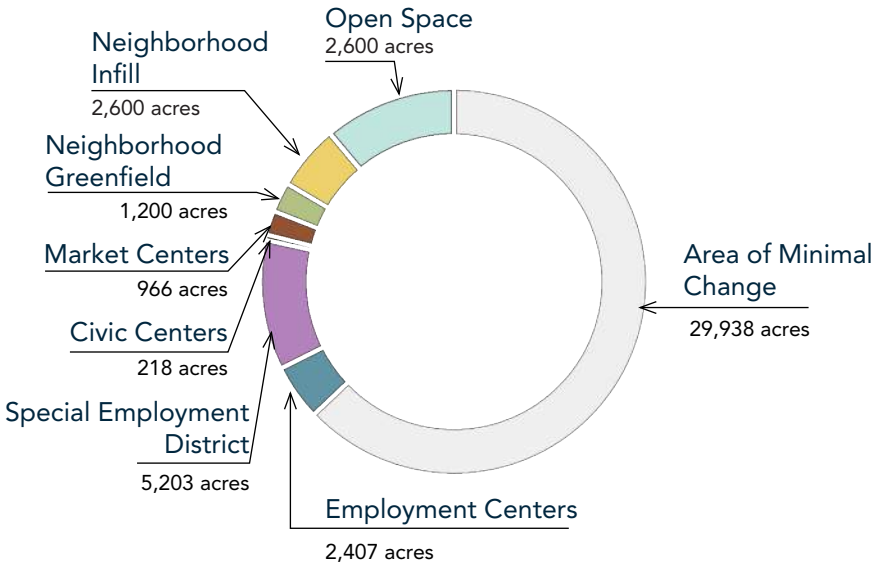


Figure 65: *Future Land Use by Acres*

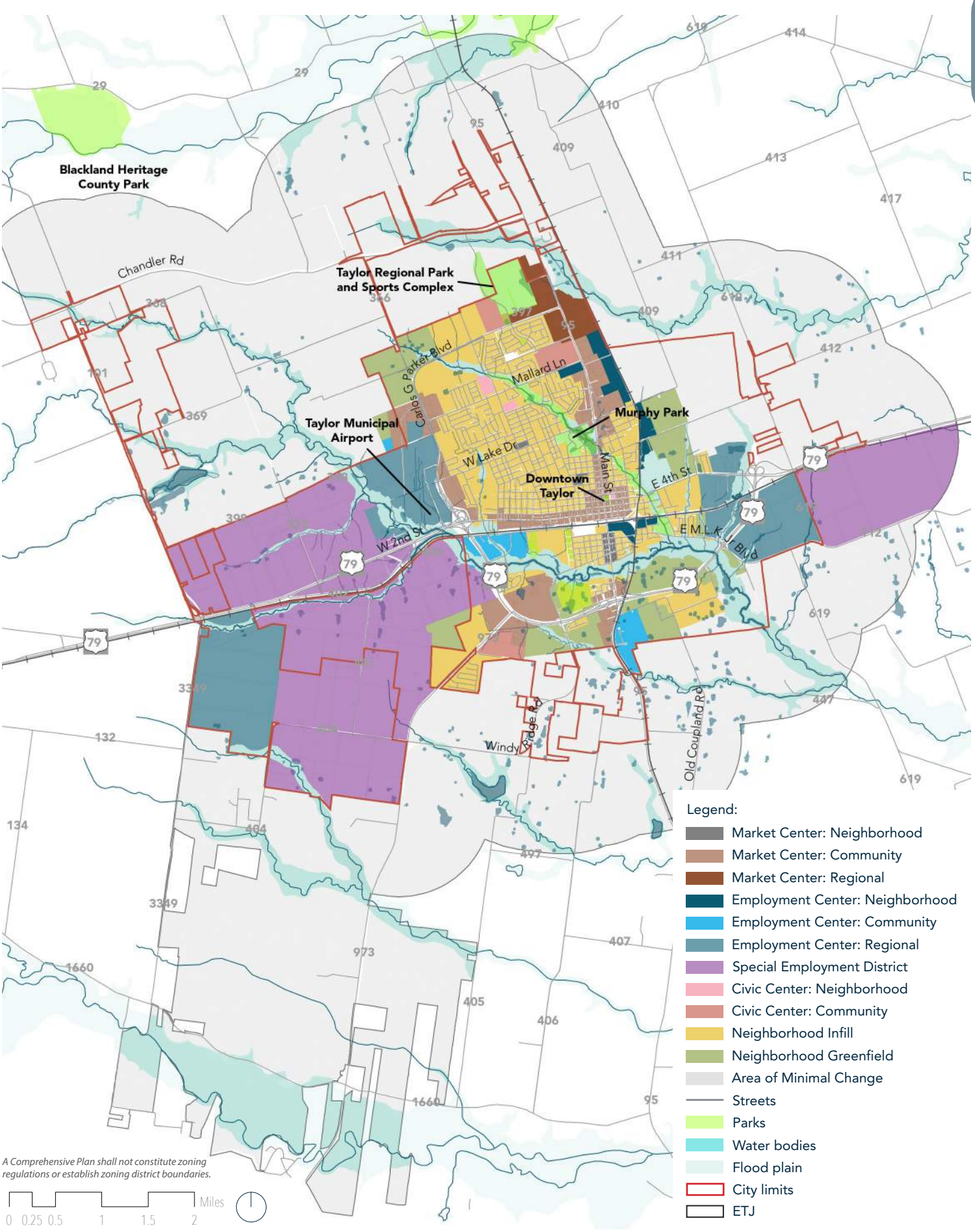


Figure 66: *Future Land Use Map*

Source: City of Taylor, Williamson County

FISCAL IMPACT OF THE FUTURE LAND USE

2020

If the ***Fiscal scenario*** is adhered to Taylor can expect to see massive gains in revenue, more affordability for residents and an improved quality of life as goods and services become easier to access without automobiles.

$7.1M	$540	$850
Property Tax Revenue Citywide	Tax Revenue/Acre Citywide	Tax Revenue/Acre in the Growth Area

FORECAST MAP

Less than $540/Acre
Properties that are performing at lower than the 2020 average.

$540-2,499/Acre
Current Level
Properties are performing above 2020 average, but not yet at the minimum to maintain existing infrastructure

$2500-3,999/Acre
Break-even
Properties are performing at minimum level to maintain infrastructure, but not enough to fund future expansion

$4,000-7,999/Acre
Fiscally Sustainable
Properties are performing at the level needed to meet future infrastructure goals.

Figure 67: *Current Value per Acre*

Source: Verdunity

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

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

Source: Verdunity

MARKET CENTERS

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

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

Total area: **966 acres**

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

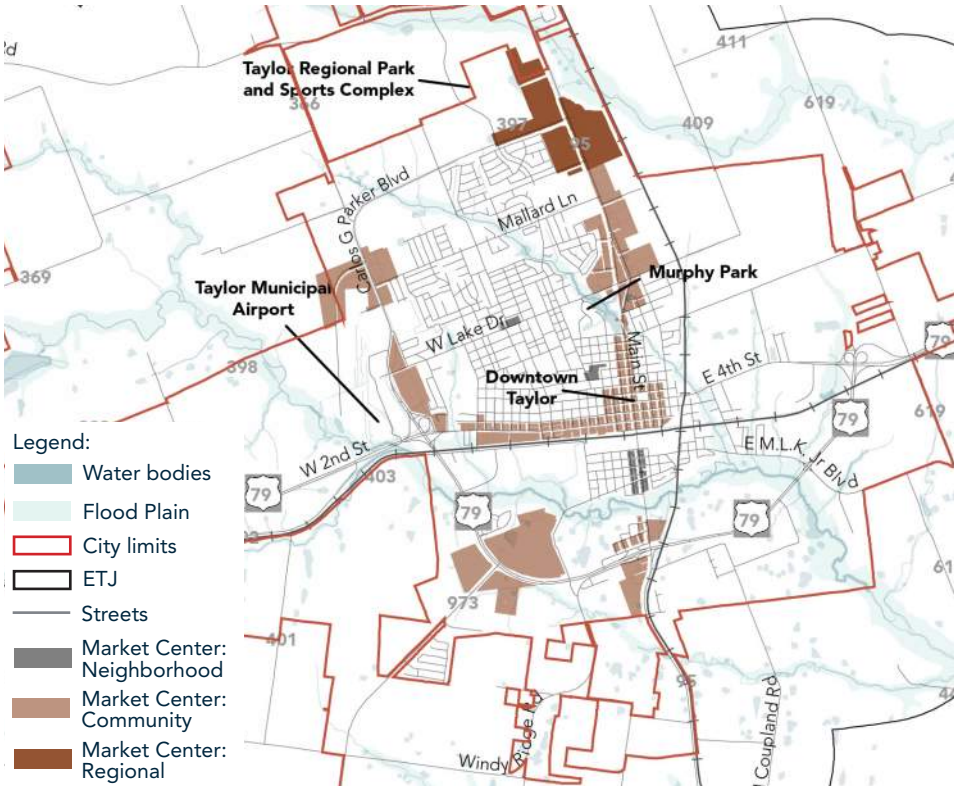


Figure 69: *Market Centers*

Source: City of Taylor

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

Small businesses line the streets in Downtown Taylor, Texas.
Source: City of Taylor

Small businesses provide a variety of products and services.
Source: Explore Texas

Howard is a local and popular movie theatre in Taylor, Texas.
Source: City of Taylor

Larger mixed-use developments typically draw a larger customer base.
Source: Opticos design2

New mixed-use developments are being built in many communities.
Source: David Veselenak

MARKET CENTER TRANSFORMATION
BELMAR, COLORADO

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

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

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

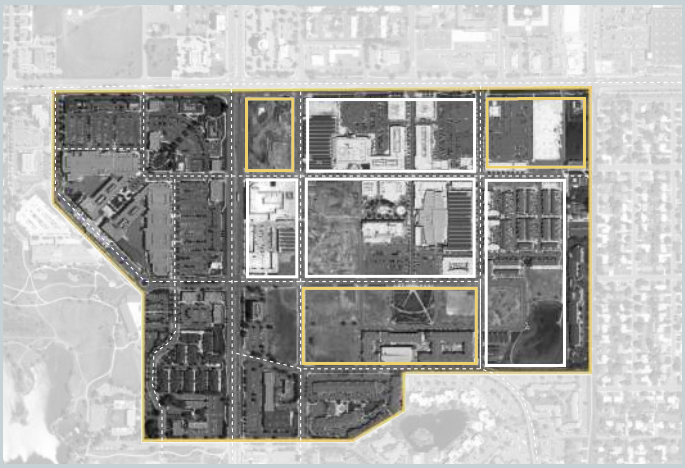
The goal also was to prevent further neighborhood deterioration and provide a source of employment.

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

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

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

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



2006: On going construction of Belmar Shopping mall.

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

CIVIC CENTERS

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

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

Total area: **218 acres**

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

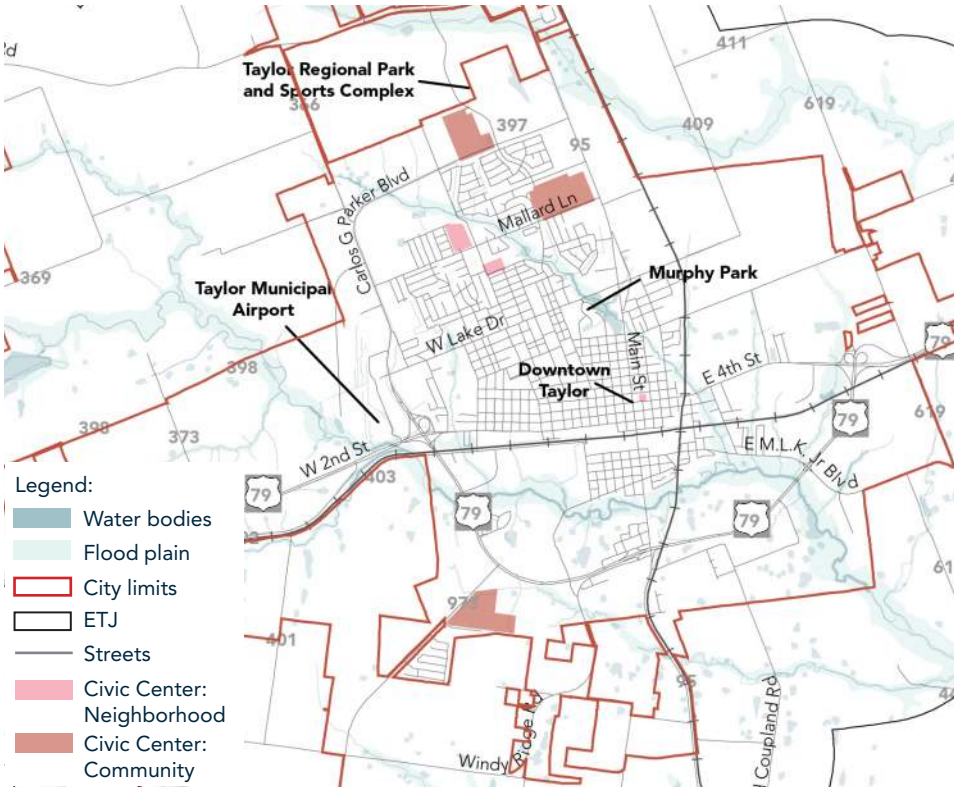


Figure 70: *Civic Centers*

Source: City of Taylor

Neighborhood parks provide recreational opportunities for families.

Source: City of Taylor

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

Source: City of Taylor

Bull Branch Park hosts several outdoor activities for the residents.

Source: Phys.org

An example of a school in Taylor, Texas.

Source: Phys.org

Moody Museum is an integral part of Downtown Taylor.

Source: City of Taylor

Taylor has two fire stations within the city limits.

Source: City of Taylor

EMPLOYMENT CENTERS

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

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

Total area: **2,407 acres**

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

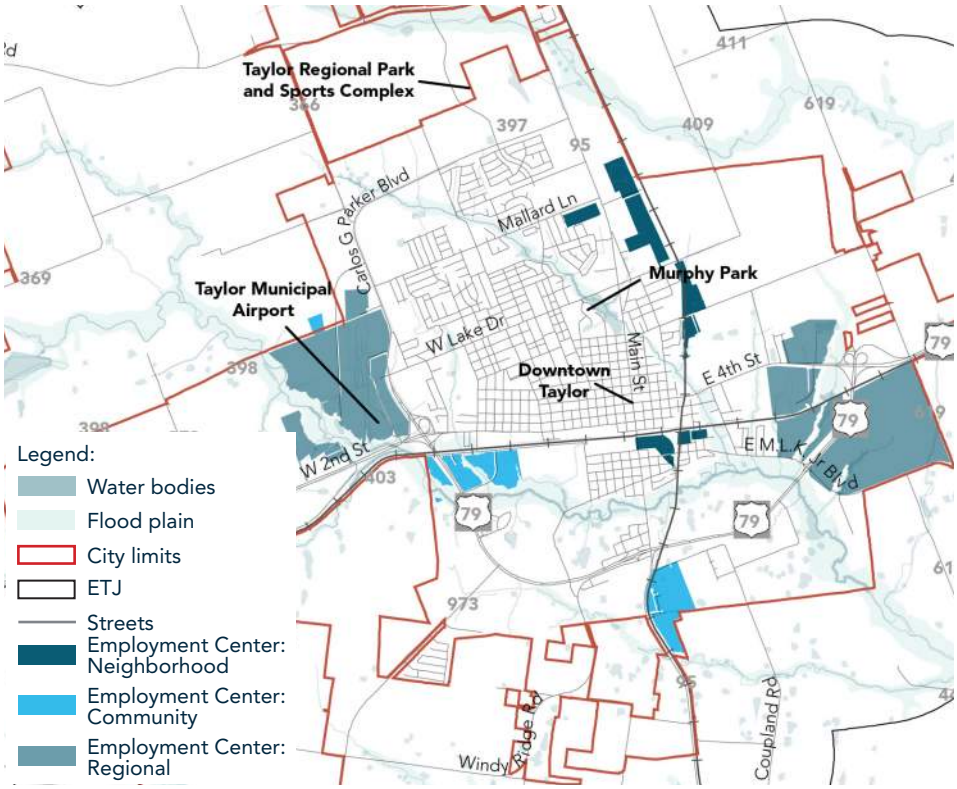


Figure 71: *Employment Centers*

Source: City of Taylor

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%**

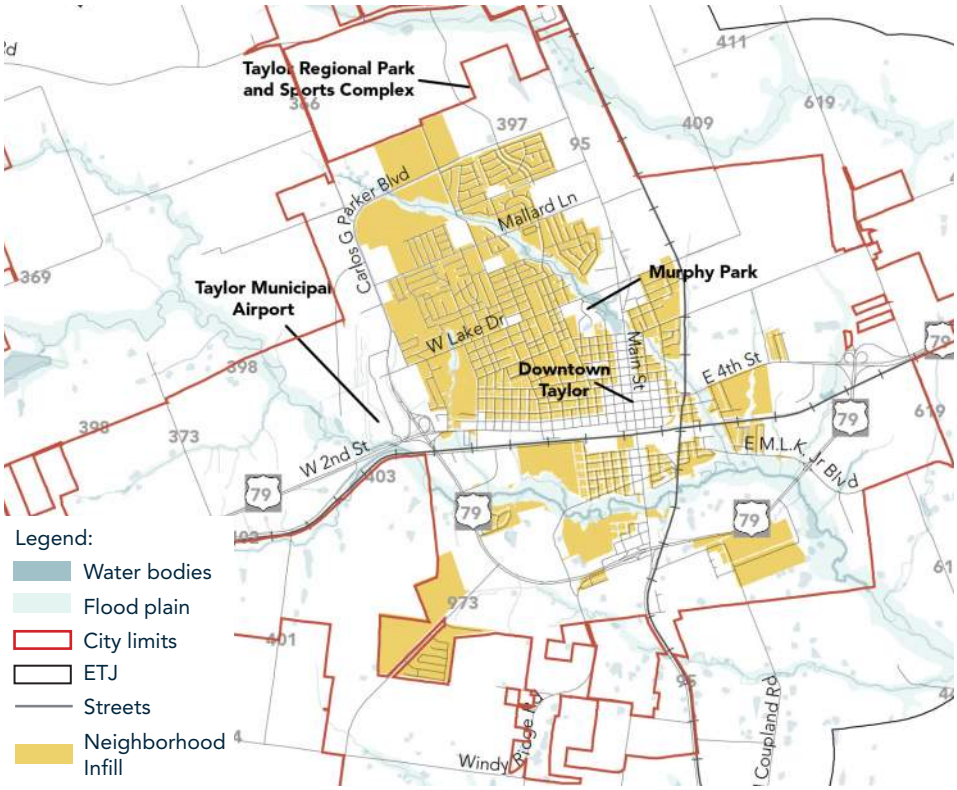


Figure 72: *Neighborhood Infill*

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: **1,200 acres**

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

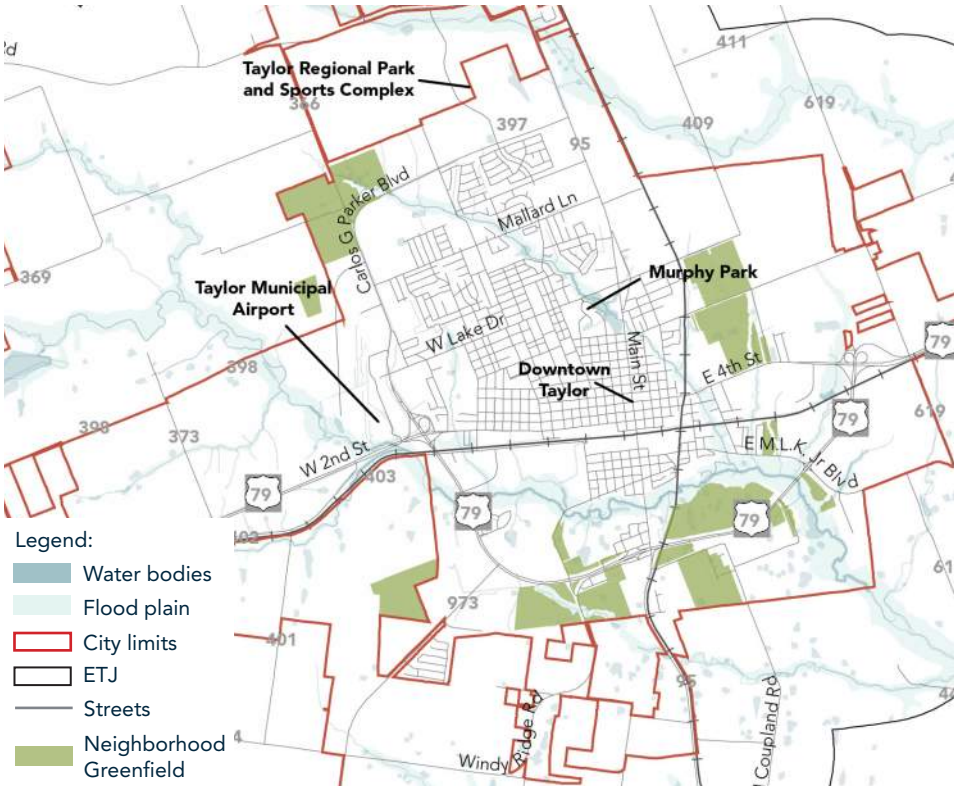


Figure 75: *Neighborhood Greenfield*

Source: City of Taylor

Shared open space can be included as part of a cottage court.
Source: The Balance

Duplex development is becoming more common again.
Source: City of Taylor

Greenfield developments can include mixed-use buildings.
Source: Vision properties

A row of townhomes with 3 - 5 units encourage gentle density.
Source: Builders and co

House scale apartment buildings fit into a neighborhood.
Source: NAHB

Newer apartment developments are being built with less convention styles.
Source: Glenmont Metro

TRADITIONAL NEW DEVELOPMENT
HOMETOWN, NORTH RICHLAND HILLS, TX

The development is centered around a natural recreation space.

Source: Arcadia Realty

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

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

The project extended the existing street network wherever possible.

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

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

SPECIAL EMPLOYMENT DISTRICT

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

Total area: **5,203 acres**

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

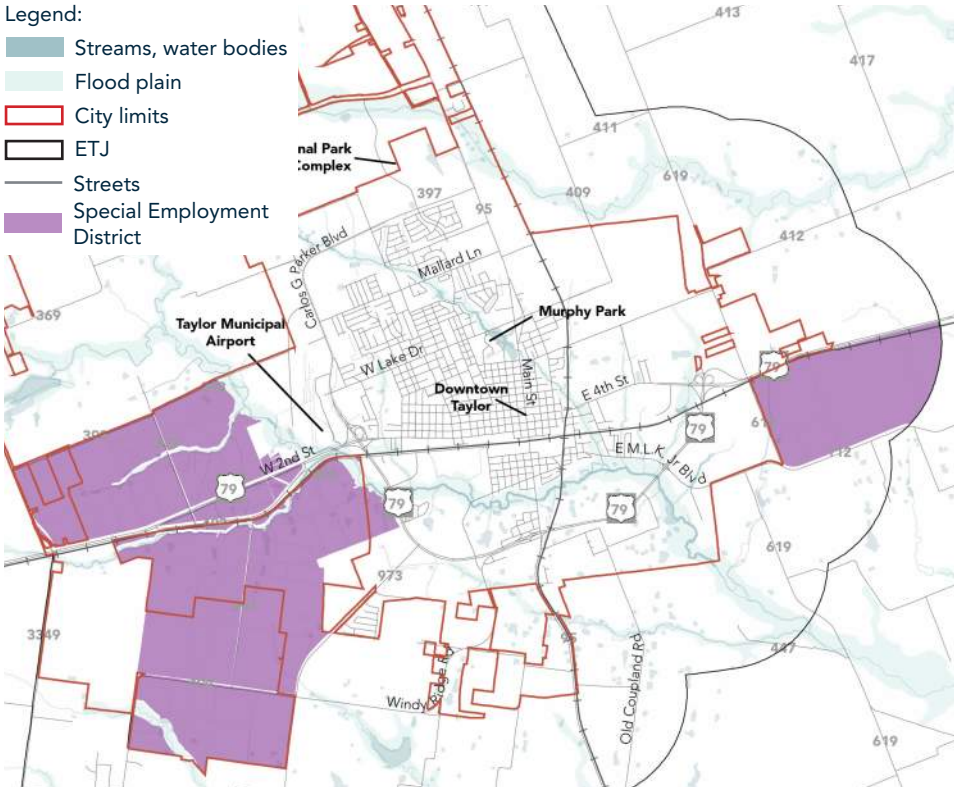


Figure 76: *Special Employment District*

Source: City of Taylor

Samsung facility will be fully operational from 2024.
Source: Korea Daily

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

The district will provide for employment opportunities.
Source: Costar

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

Multifamily housing is to be encouraged in the district.
Source: The Business Journal

Multifamily housing will encourage commercial spaces in its vicinity.
Source: Tribeza

COMPREHENSIVE PLAN UPDATE 1

BACKGROUND

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

PUBLIC OUTREACH

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

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

KEY TAKE-AWAYS FROM STAKEHOLDER AND PUBLIC MEETINGS

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

- Samsung is one of several new larger employers locating east of Austin that will create a demand for workforce housing and training in Taylor and surrounding areas,
- It would be advantageous to coordinate with Samsung and other employers to encourage workers to live in the City of Taylor. This can take the form of employer backed programs and incentives as well as encouraging new housing and services located within Taylor and near the Samsung facility that are attractive to this new workforce. At the Samsung Austin location, mixed-use centers with high density housing, retail and services located near Samsung are sought after by younger workers and engineers,
- The development of the Samsung property can be utilized as an anchor to bring more high tech jobs into the area and specifically around the proposed Samsung facility. However, more work needs to be done to provide utility and transportation infrastructure in order to attract new related businesses. Employers are primarily looking for shovel-ready land for development,
- Encourage employees to use alternative commute methods by supporting employer based ride share programs and consider routes to bring people from the facility to restaurants, entertainment, and other services in Downtown Taylor,
- Plan for connected walking trails and pedestrian connectivity around the Samsung site to serve workers and residents in the area,
- Discourage low density residential land uses within the vicinity of the Samsung facility. These types of uses are not compatible with industrial uses and do not represent the best use of the land,
- Reserve land around the rail line as an opportunity for manufacturers to transport materials and supplies. Rails are a benefit for industrial uses, but are not as beneficial for residential areas,
- Consider how the adjacent high school can be supported by the employment area, and
- Encourage participation by new businesses and their employees in the local civil life of the City of Taylor.

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

SUMMARY OF COMPREHENSIVE PLAN UPDATE 1

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

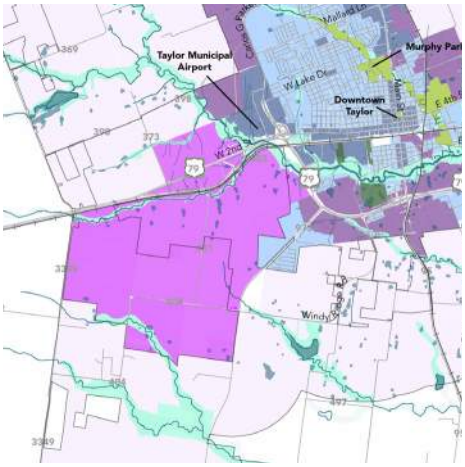


Figure 77: *Growth Sectors Map Update #1 Highlights*

1. Growth Sectors

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

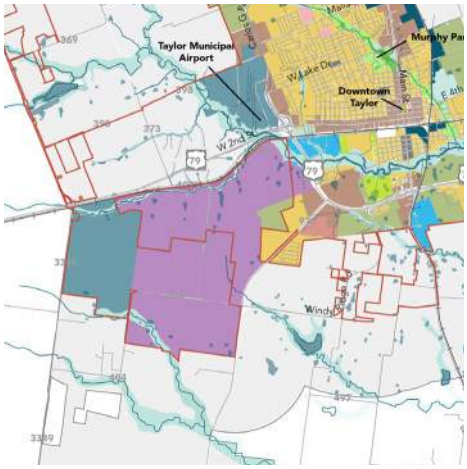


Figure 78: *Future Land Use Map Update #1 Highlights*

2. Future Land Use

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

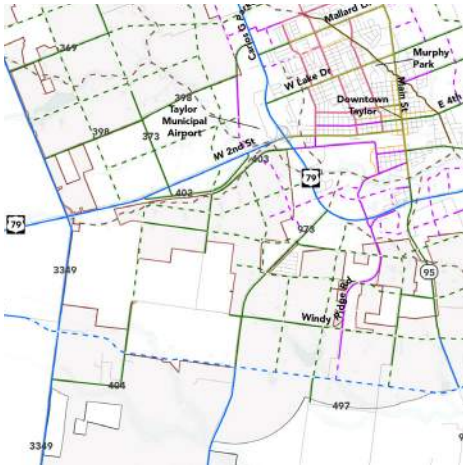


Figure 79: *Transportation Master Plan Update #1 Highlights*

3. Transportation Master Plan

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

4. Implementation Strategies

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

COMPREHENSIVE PLAN UPDATE 2

BACKGROUND

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

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

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

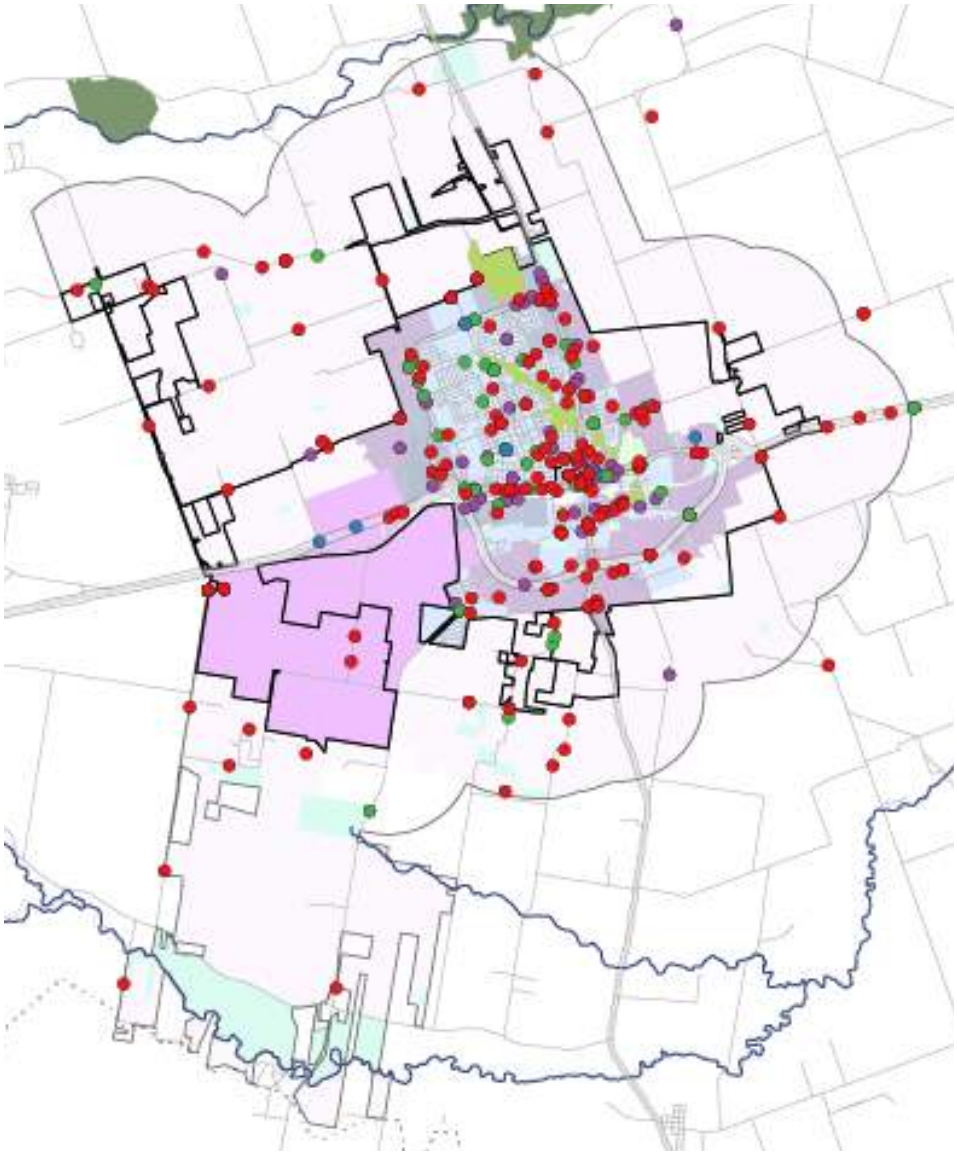


Figure 80: *Building Permit and Planning Project Data*

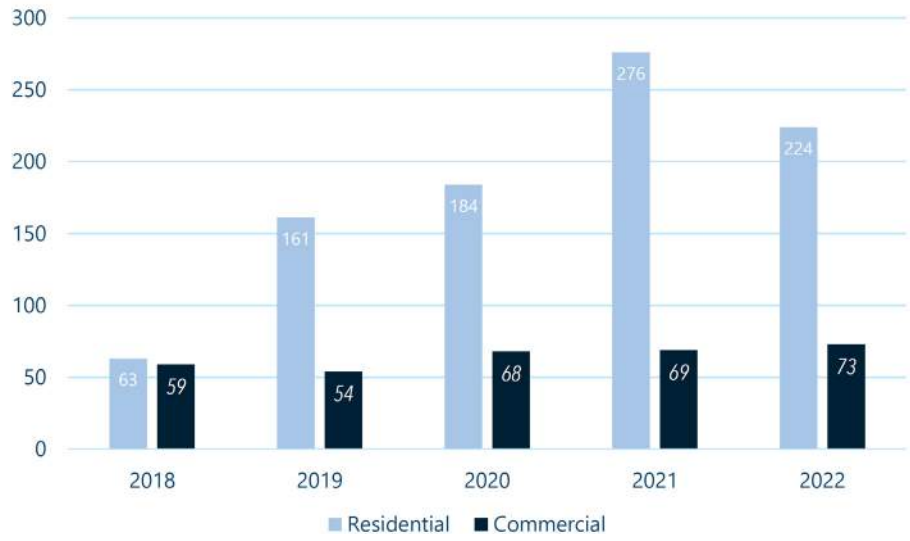


Figure 81: *Residential and Commercial Permits per Year (2018-2022)*

PUBLIC OUTREACH

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

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

KEY TAKE-AWAYS FROM STAKEHOLDER AND PUBLIC MEETINGS

CLARIFY THE RESTRICTED GROWTH SECTOR

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

MODIFY THE BOUNDARIES

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

UPDATE IMPLEMENTATION STRATEGIES

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

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

COMPREHENSIVE PLAN UPDATE 2

SUMMARY OF COMPREHENSIVE PLAN UPDATE 2

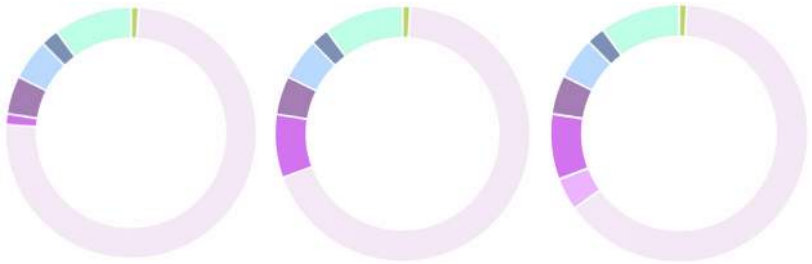
Based on this feedback, the following updates were made to accommodate the challenges with the Restricted Growth Sector:

1. Refine Growth Sectors Map and Descriptions

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

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

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



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

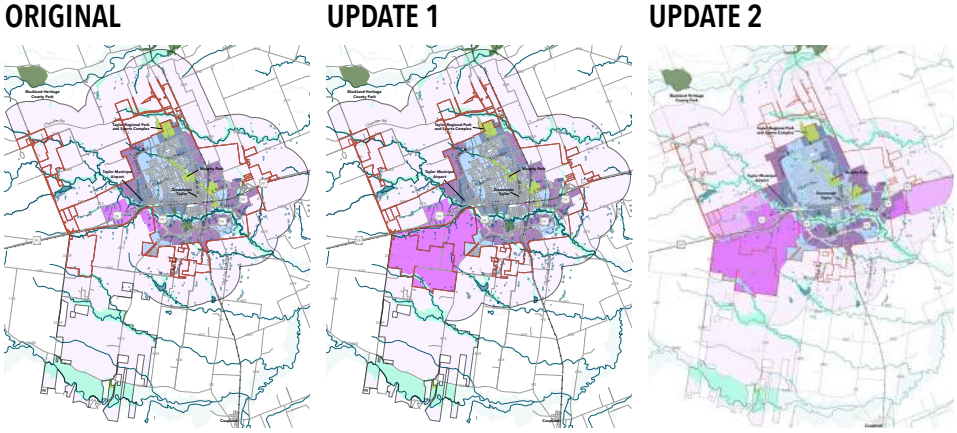


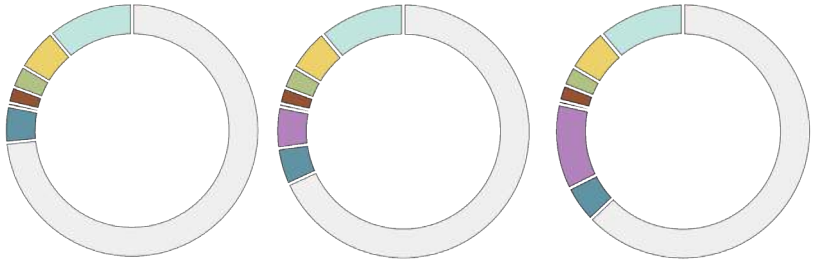
Figure 82: *Growth Sectors Comparison over Updates*

2. Update Future Land Use Map

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

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

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



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

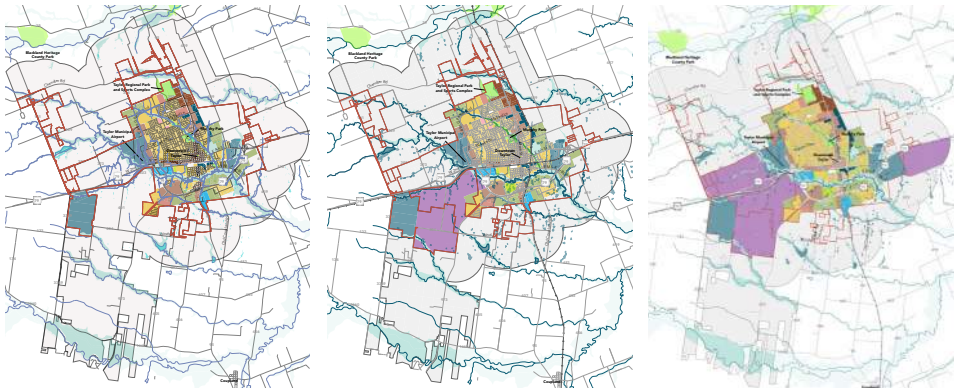


Figure 83: *Future Land Use Comparison over Updates*

3. Add and Update Implementation Strategies

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

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

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

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

SUMMARY AND KEY TAKEAWAYS

1 Focus on developing small and infill lots.

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

Supports existing neighborhoods and communities.

Small and infill lots match historic development patterns.

Utilizing existing land as a resource promotes resilience.

Infill development supports fiscal sustainability.

Encouraging infill housing supports a diversity of needs.

2 Develop greenfield properties thoughtfully.

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

Source: TBG Partners

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

Greenfield development can match the character of Taylor.

Thoughtful development patterns lead to resilience.

Ensure that new development pays for itself.

SUMMARY AND KEY TAKE AWAYS

3 Build a network of local and small developers.

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

Source: Google Street View

Create local wealth and workforce opportunities.

Small, local developers offer unique character building assets projects.

Local networks build resilience.

Ensure that new development pays for itself.

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.


Main
79
95

CHAPTER 3

TRANSPORTATION

INTRODUCTION

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

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

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, Texas

Source: HDR

EXISTING CONDITIONS

FM 973

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

CR 101/FM 3349

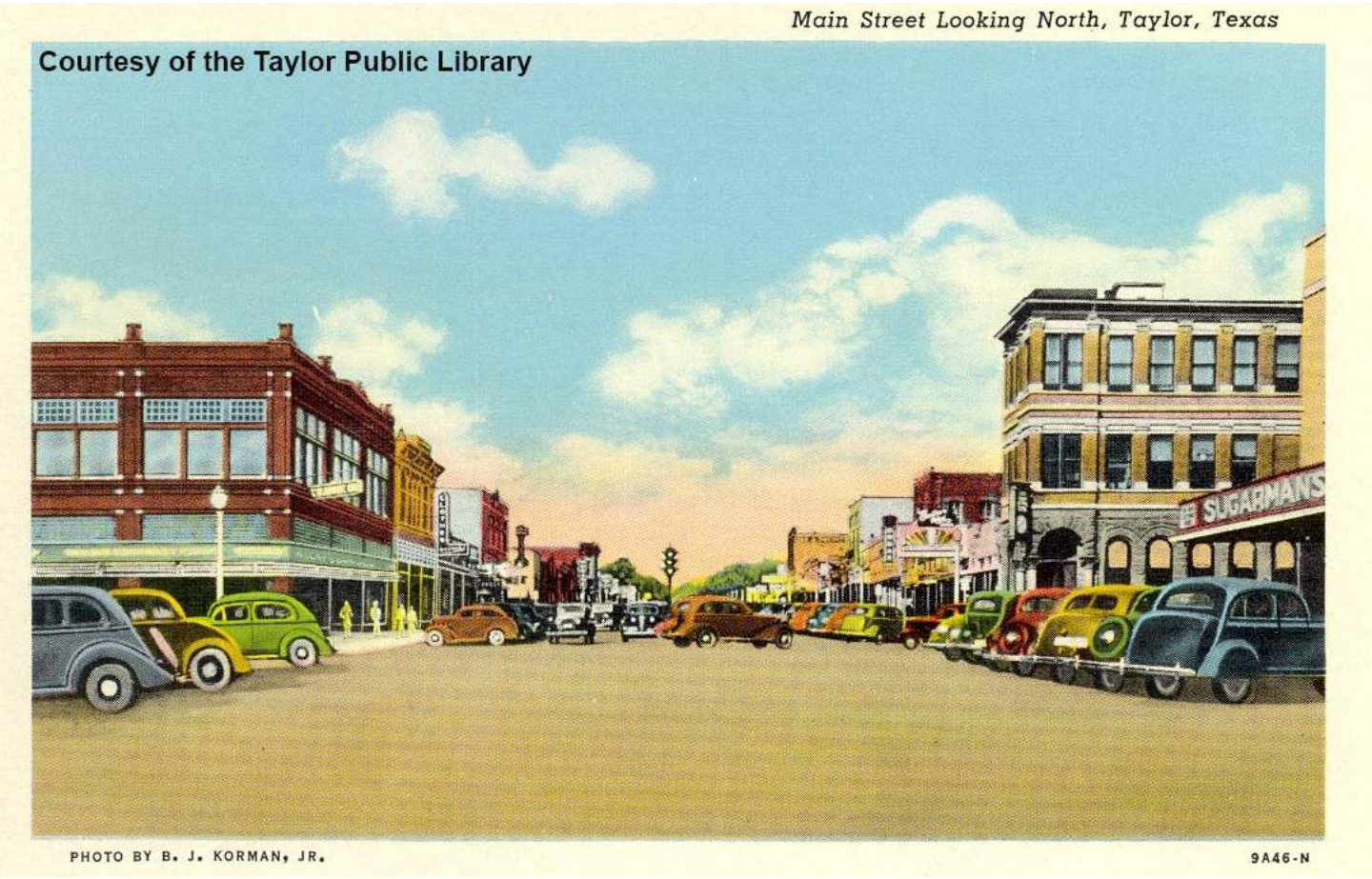
CR 101 and FM 3349 are two-lane roadways north and south of US 79, respectively. CR 101 is a major arterial connecting surrounding agricultural areas to Chandler Road to the north. FM 3349 is a minor arterial connecting surrounding agricultural areas to FM 1660 to the south. Williamson County plans to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

CHANDLER ROAD

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

FM 619

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



Vintage image showing historic heart of Taylor, Texas.

Source: Taylor Public Library

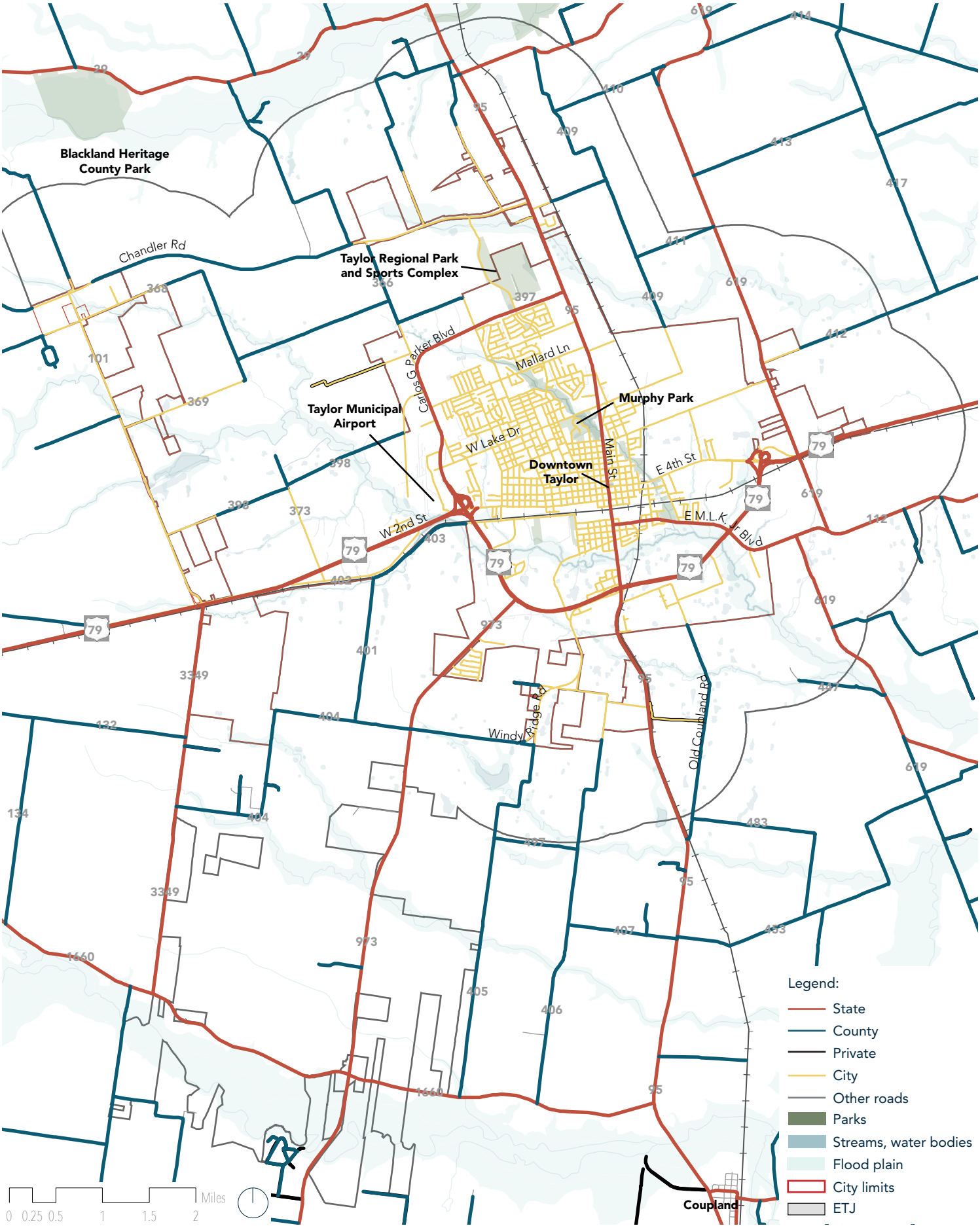


Figure 84: *Road Ownership*

Source: City of Taylor, HDR

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

EXISTING CONDITIONS

PAVEMENT CONDITIONS

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

Poor pavement conditions, Taylor, Texas

Source: HDR

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

3rd Street, Taylor, Texas

Source: HDR

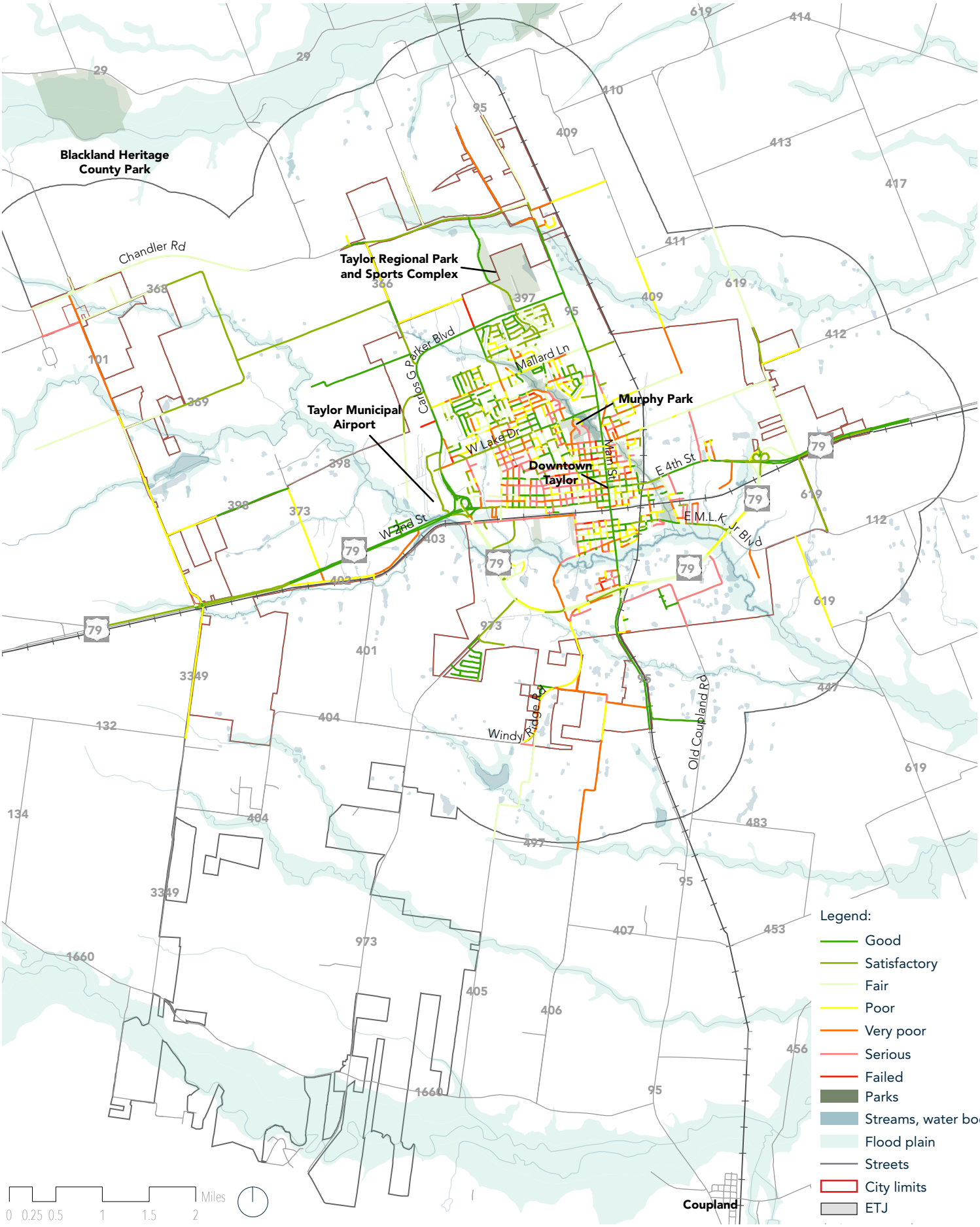


Figure 85: *Existing Roadway Pavement Conditions*

Source: City of Taylor, HDR

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

EXISTING CONDITIONS

Downtown is a major traffic destination. *Source: HDR*

MAJOR TRAFFIC DESTINATIONS

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

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

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

Retail centers drive vehicular trips *Source: HDR*

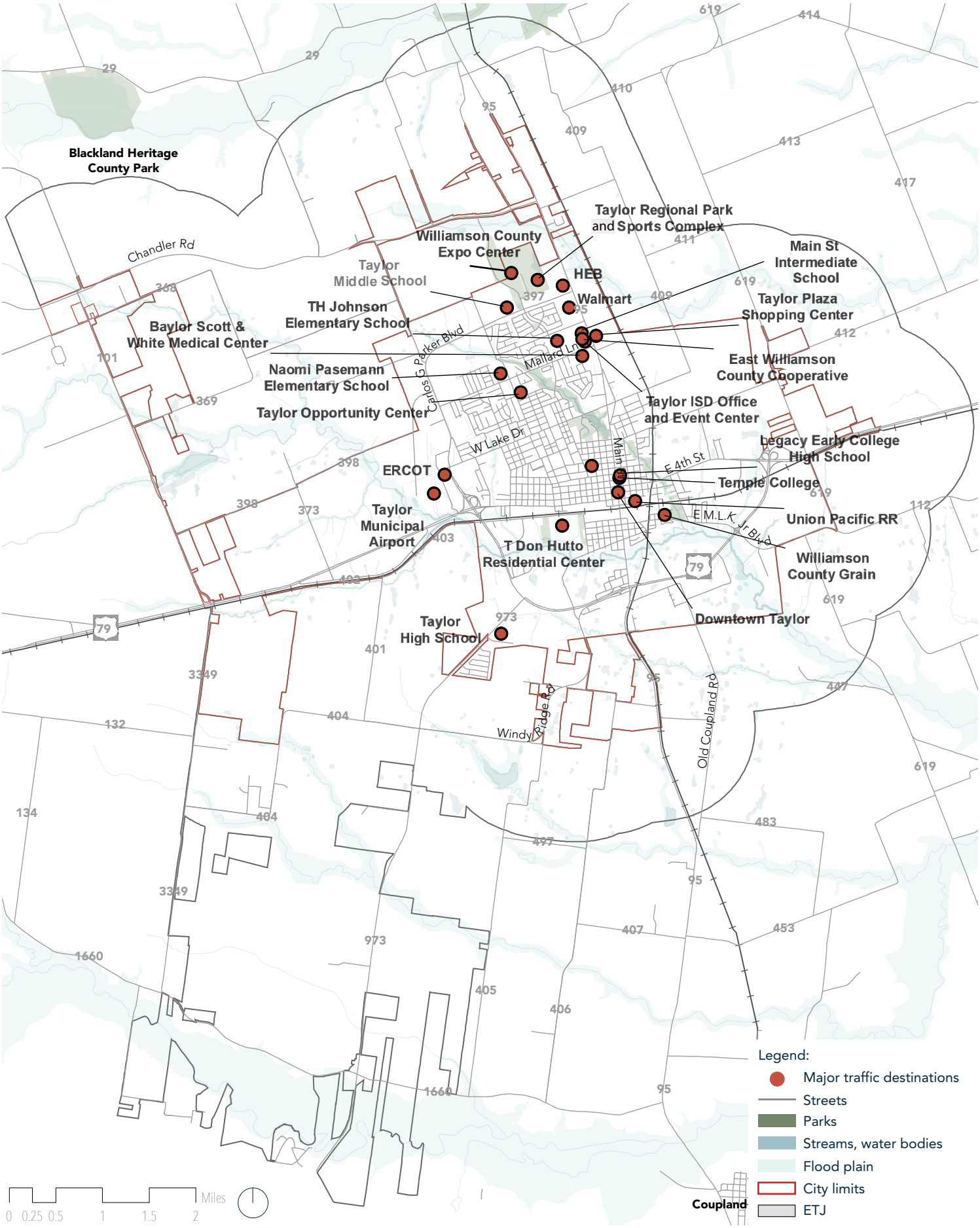


Figure 86: *Major Traffic Destinations*

Source: City of Taylor, HDR

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

EXISTING CONDITIONS

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

DAILY TRAFFIC VOLUMES

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

EXISTING TRAFFIC OPERATIONS

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

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

TRANSIT

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

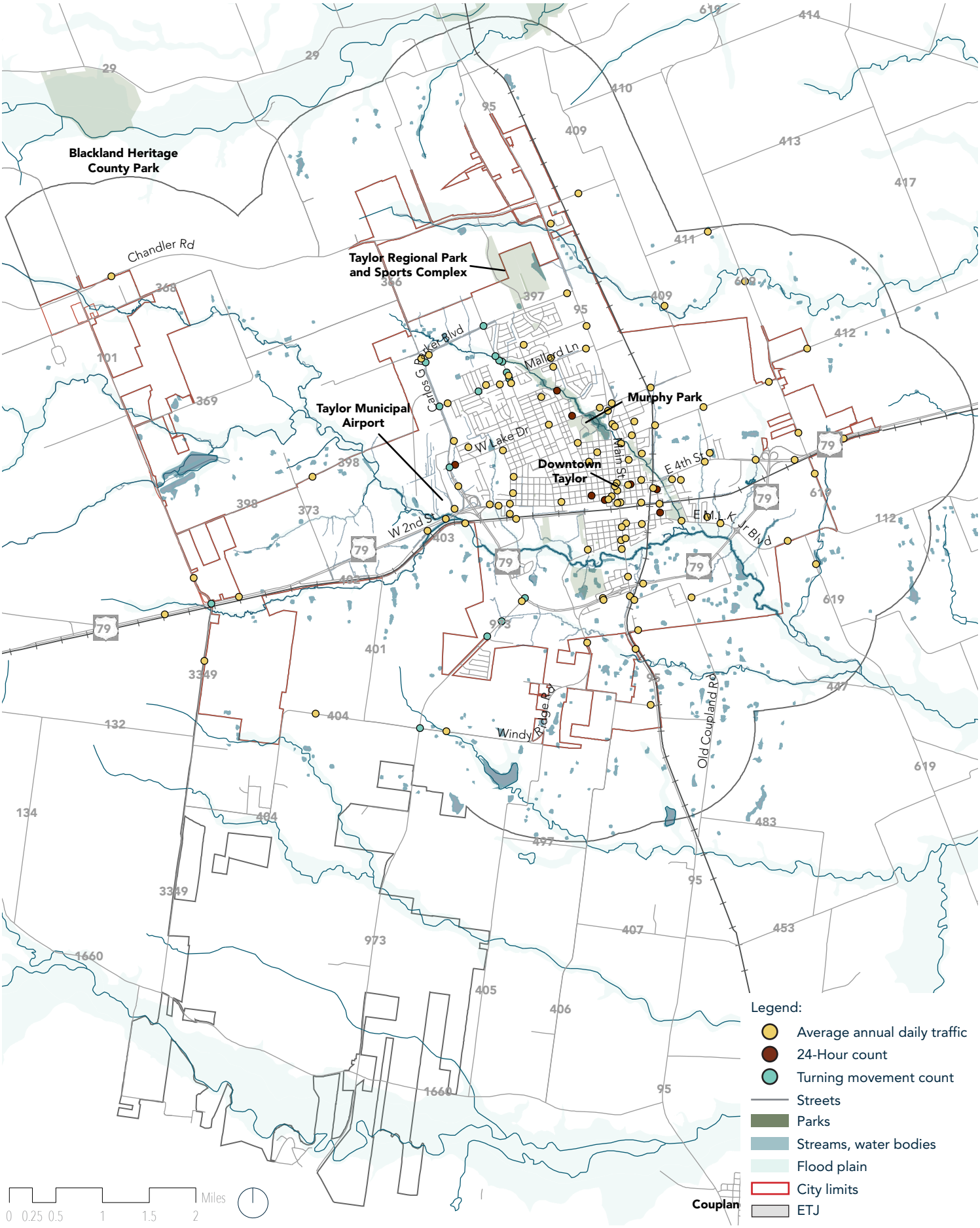


Figure 87: *Traffic Counts*

Source: City of Taylor, HDR

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

TRANSPORTATION MASTER PLAN

PURPOSE

The Transportation Master Plan will ***s***erve as a planning tool that establishes a framework for the development of the transportation network within the City of Taylor and ETJ. The transportation network will:

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

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

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

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

A pedestrian-friendly intersection in Taylor, Texas.

Source: HDR

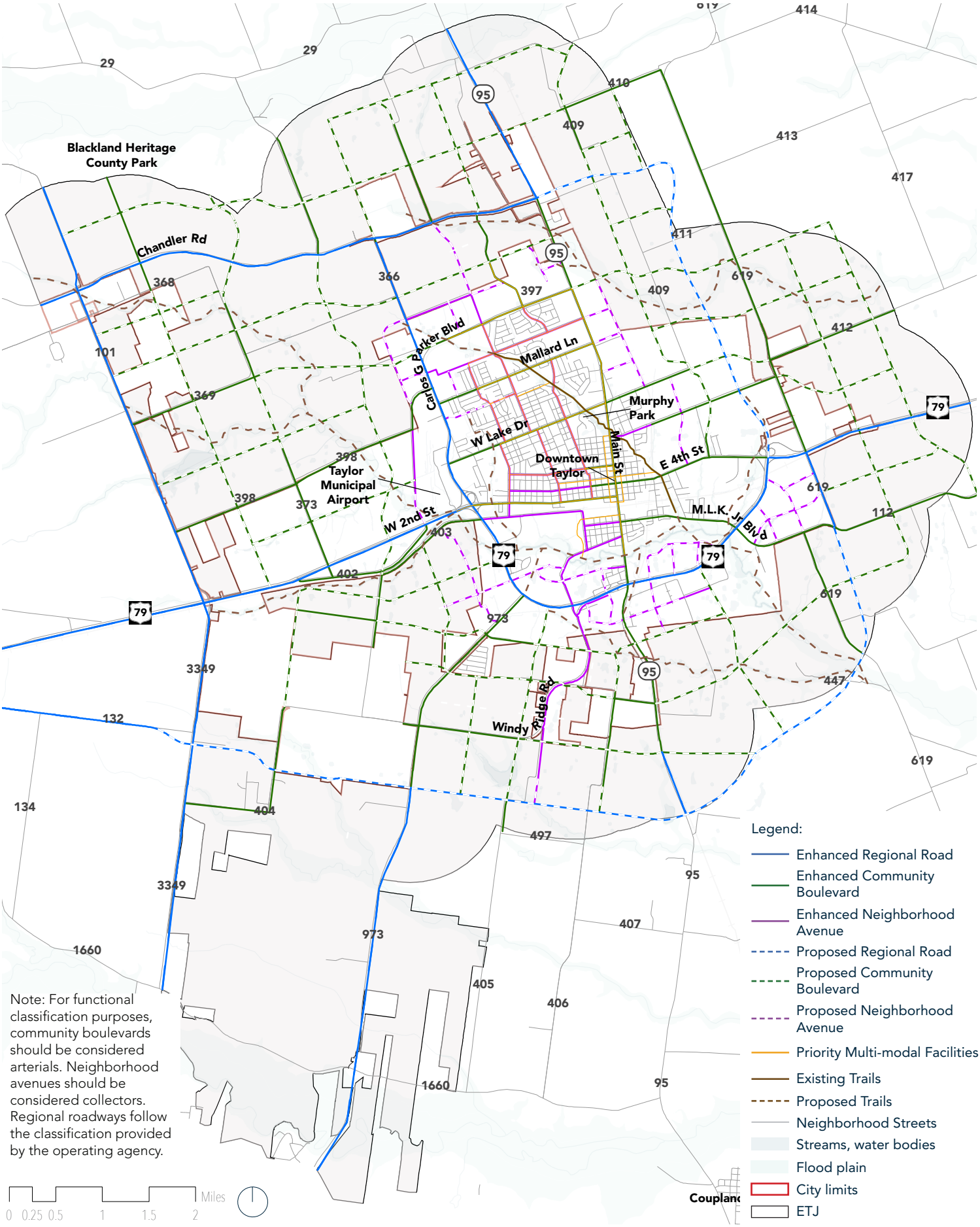


Figure 88: *Transportation Master Plan*

Source: City of Taylor, HDR

TRANSPORTATION MASTER PLAN

MULTIMODAL SYSTEMS

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

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

Sidewalks create a walkable Downtown.
Source: HDR

Wide trails are multimodal. *Source: HDR*

CARTS Taylor station provides transit service. *Source: HDR*

TRANSIT INTEGRATION

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

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

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

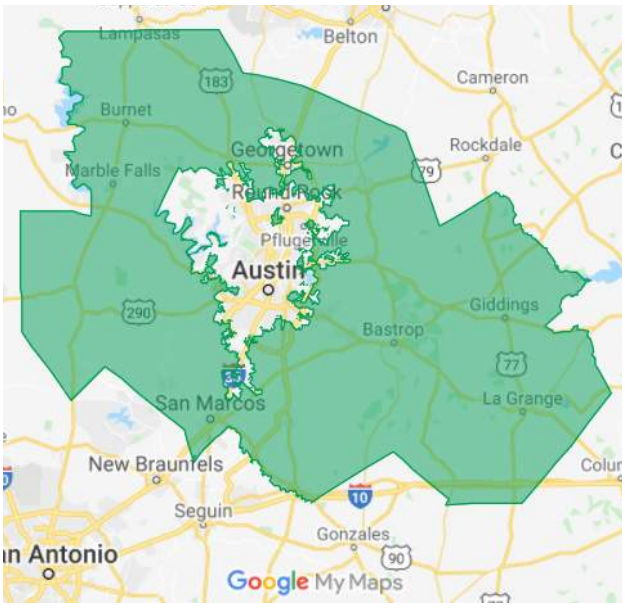


Figure 89: *CARTS Service Area* *Source: rideCARTS.com*

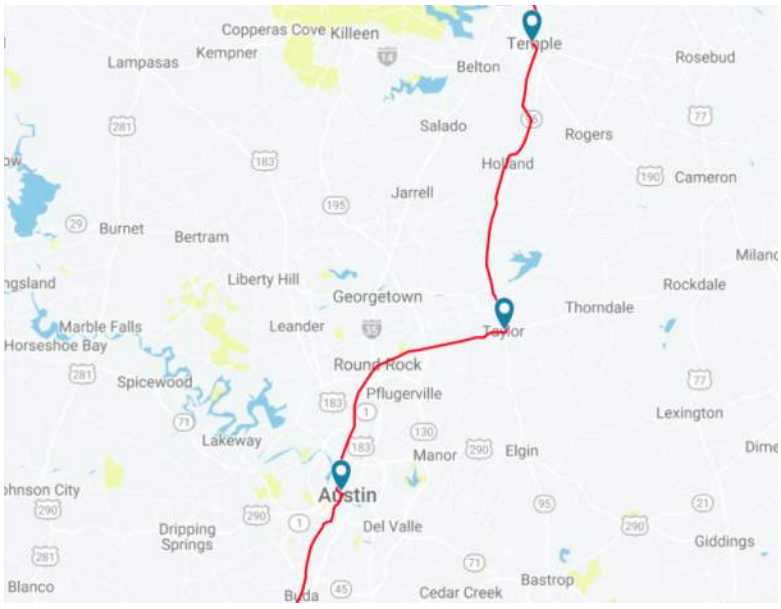


Figure 90: *AMTRAK Route* *Source: amtrak.com*

TRANSPORTATION MASTER PLAN

FUTURE TRAFFIC OPERATIONS

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

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

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

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

Main Street is a prominent street in Taylor, Texas.

Source: HDR

2nd Street traffic calming improved the pedestrian experience. *Source: HDR*

W. 2ND STREET

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

SH 95/MAIN STREET

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

TRANSPORTATION MASTER PLAN

GRID NETWORK

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

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

Source: transportation.ky.gov

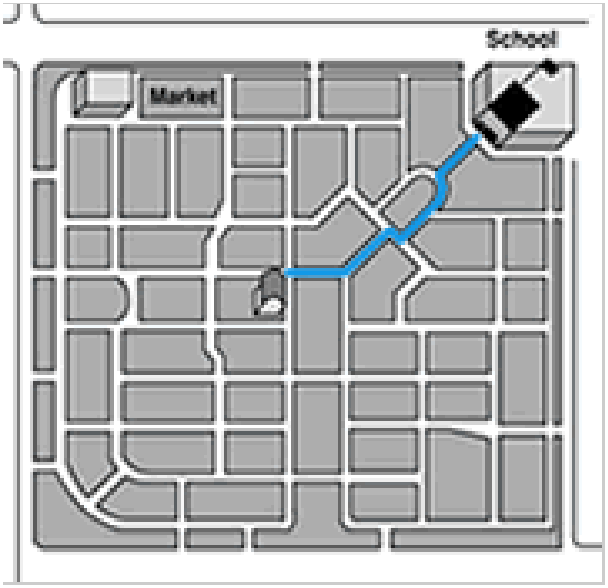


Figure 91: *Grid Roadway Network*

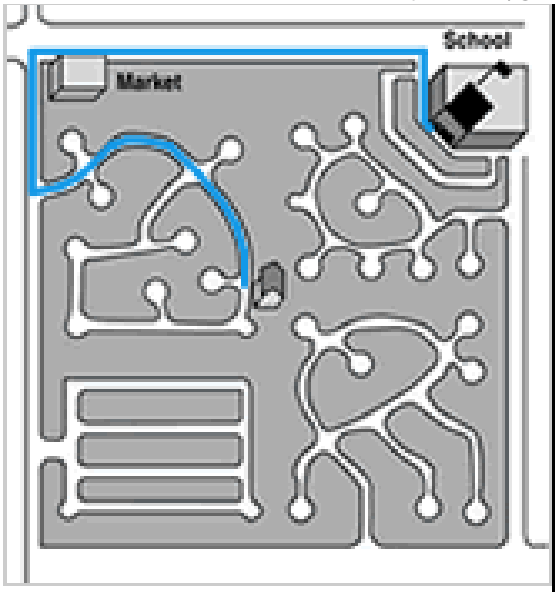


Figure 92: *Dendritic Roadway Network*

THOROUGHFARE CLASSIFICATIONS

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

NEIGHBORHOOD STREETS

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

NEIGHBORHOOD AVENUES

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

COMMUNITY BOULEVARDS

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

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 93: *A Street in Multiple Contexts*

CONTEXT SENSITIVE DECISION MAKING CHECKLIST

Safety for All Users

Scale of Adjacent Development

Maintenance Costs

Initial Improvement Costs

Drainage Network

Accessibility to Adjacent Schools, Parks, Libraries

Soil Conditions

Adjacent Land Uses

Local Industry and Freight

Transit Routes

Community Events

Access to Employment

Local Demographics

Bicycle Routes

Tree Canopy

Potential for New Development

Number of Users Benefiting

Noise

DESIGNING FOR PEOPLE (FUNCTION)

TYPE OF USERS

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

NUMBER OF USERS

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

DESIGNING FOR PLACE (CONTEXT)

BUILT ENVIRONMENT

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

NATURAL ENVIRONMENT

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

SOCIAL AND CULTURAL CONTEXT

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

ECONOMIC ENVIRONMENT

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

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.

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 94: *Perspective Section through a Neighborhood Yield Street*

NEIGHBORHOOD STREET

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

Source: HDR

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

Source: Construction pros

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

Figure 95: *Perspective Section through a Neighborhood Street*

STREET SECTIONS

NEIGHBORHOOD AVENUE

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

Source: HDR

Avenues are scaled for people.

Source: Construction pros

Road diets along existing streets make room for amenities.

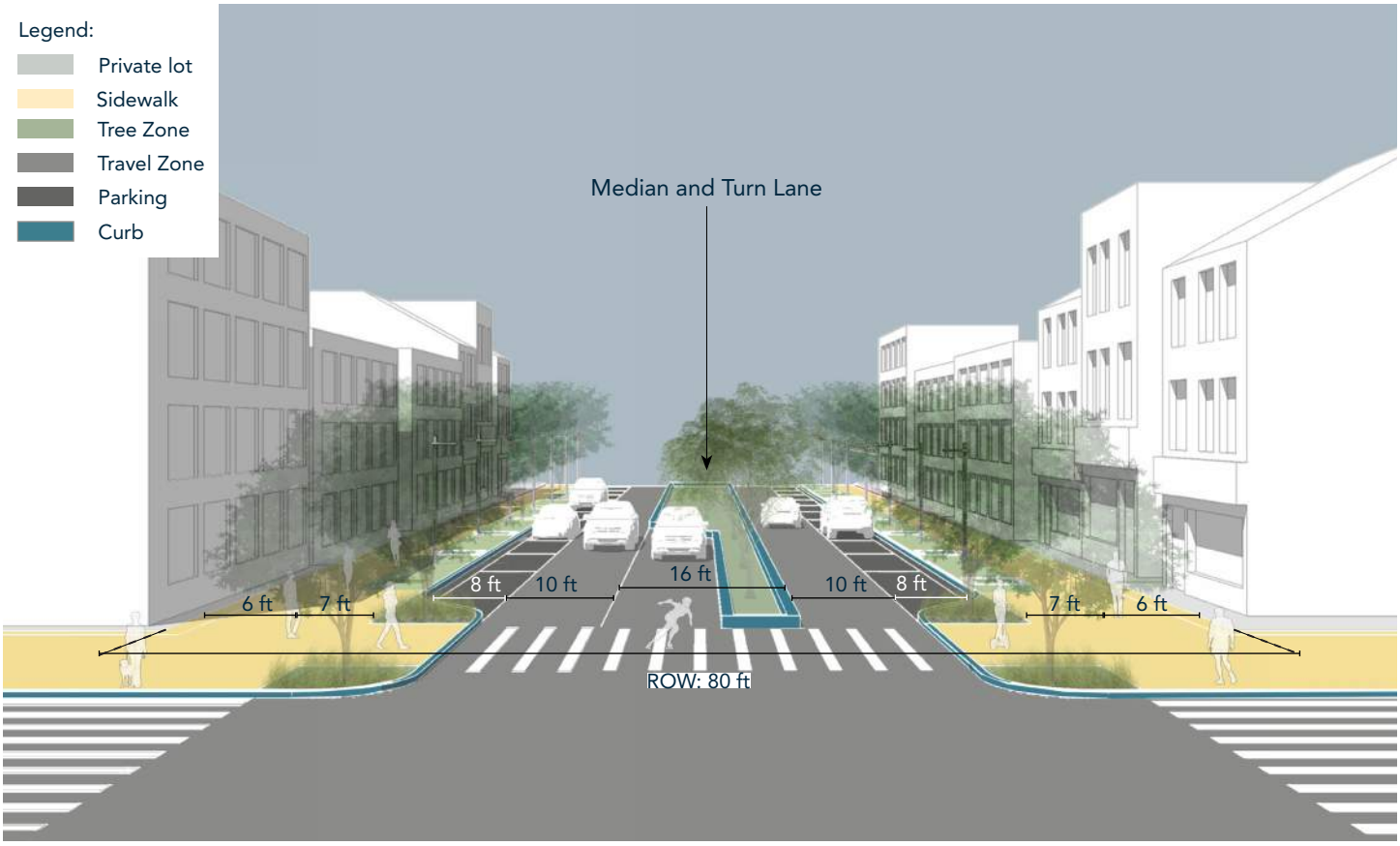


Figure 96: *Perspective Section through a Neighborhood Avenue*

COMMUNITY BOULEVARD - 2 LANE

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

Bicycles are separated from vehicles on boulevards.

A shared use path buffered from travel lanes.

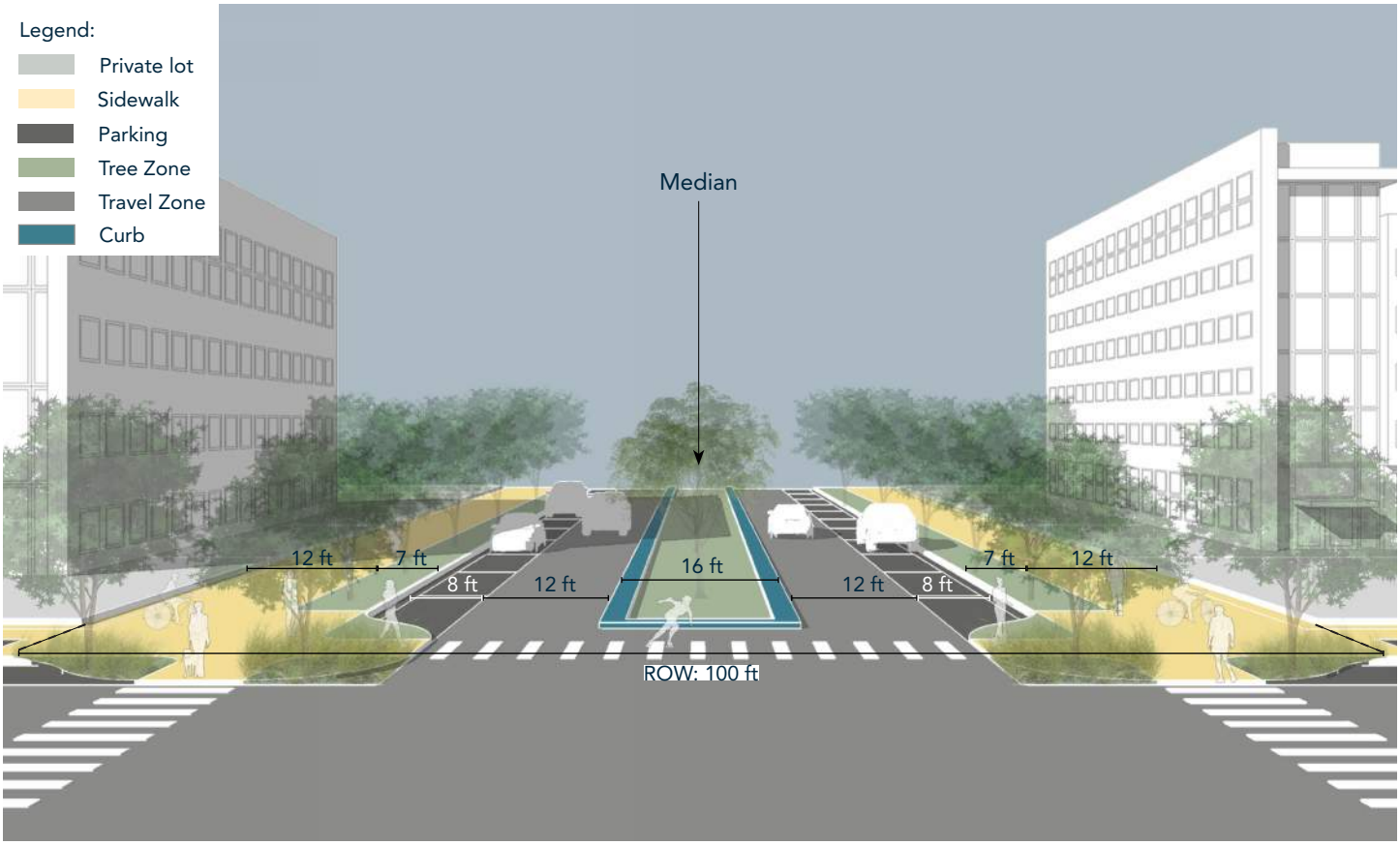


Figure 97: *Perspective Section through a Community Boulevard - 2 Lane*

STREET SECTIONS

COMMUNITY BOULEVARD - 4 LANE

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

Source: HDR

Boulevards serve commercial uses.

Source: HDR

Boulevards provide for high-density development.

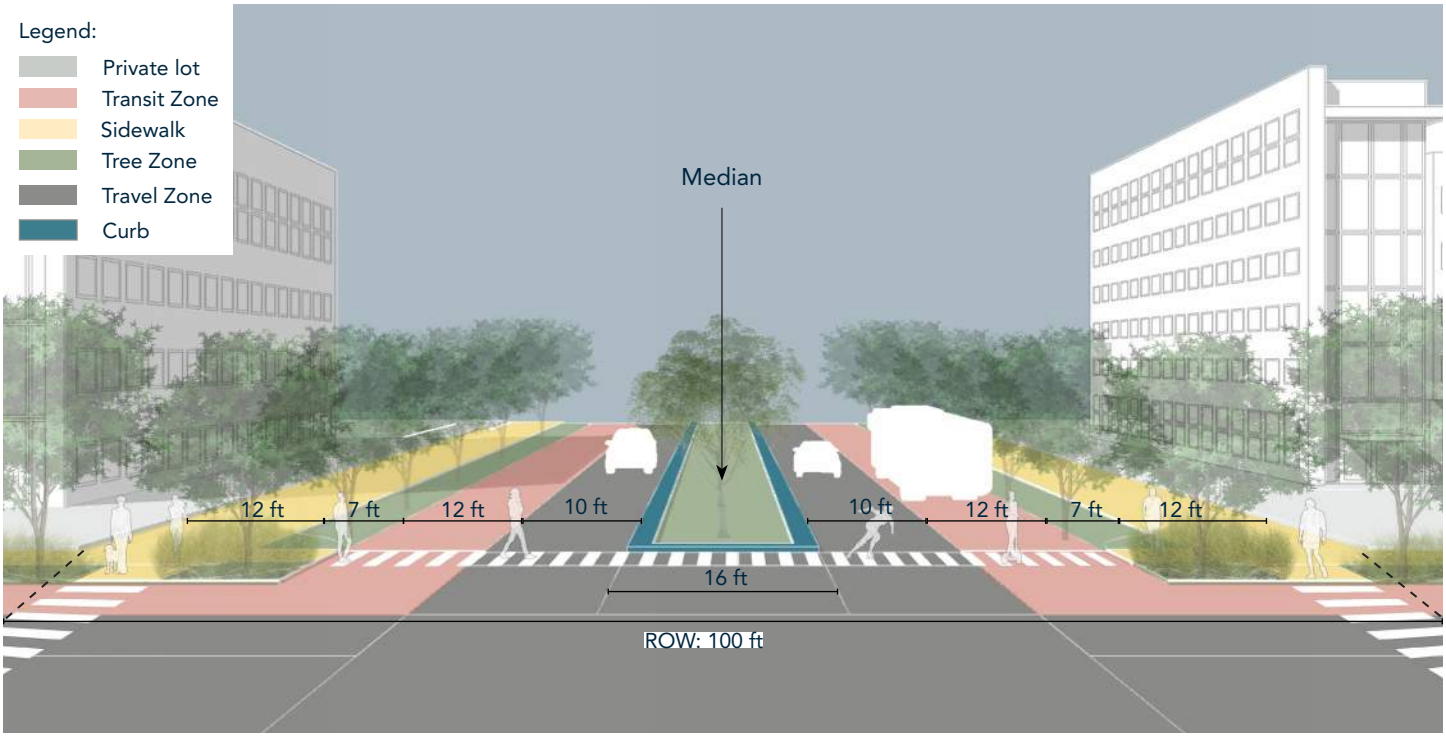


Figure 98: *Perspective Section through a Community Boulevard - 4 Lane*

MULTIWAY BOULEVARD

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

A multi-way boulevard with angled parking.

ONGOING RECOMMENDATIONS

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

COMPLETE "THE LOOP"

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

MULTIMODAL TRANSPORTATION

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

TAYLOR MUNICIPAL AIRPORT

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

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.

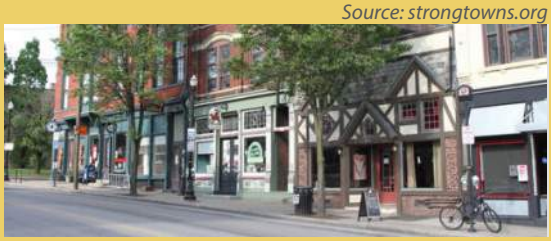
Main Street, north of Lake Drive, is an example of a "stroad" within Taylor. It is a large, divided four-lane roadway with approximately 60 feet of pavement width. The posted speed limit is 45 miles per hour. Driveways are closely spaced, in some places less than 50 feet apart. A wide, 10' shared-use 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 AND NEIGHBORHOODS

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.

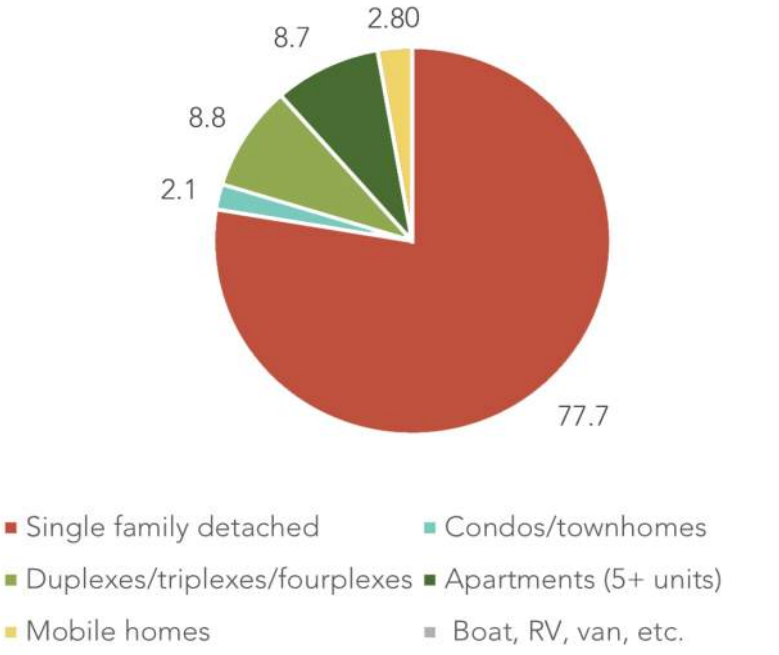
POLICY ID	BIG IDEA	POLICY STATEMENT
H1	Diverse Housing	Neighborhoods should have a mix of housing affordable to all income levels and age groups.
H2	Inclusive Growth	Programs and policies should be developed to assist existing residents so that they can stay in their neighborhoods.
H3	Inclusive Growth	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, Texas. The following section analyzes the type of housing, condition of housing, occupancy of housing, and affordability of housing for Taylor residents now and into the future.

HOUSING TYPE

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



Source: Decennial Census, American Community Survey

Figure 99: *Taylor's Occupied Housing by Type*

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

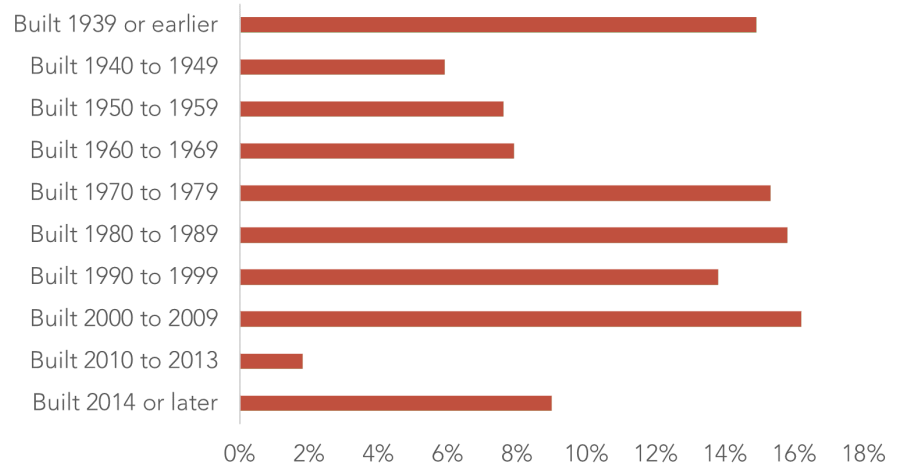
Figure 100: *Occupied Housing by Type*

Source: Decennial Census, American Community Survey

EXISTING CONDITIONS

AGE AND CONDITION OF HOUSING

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

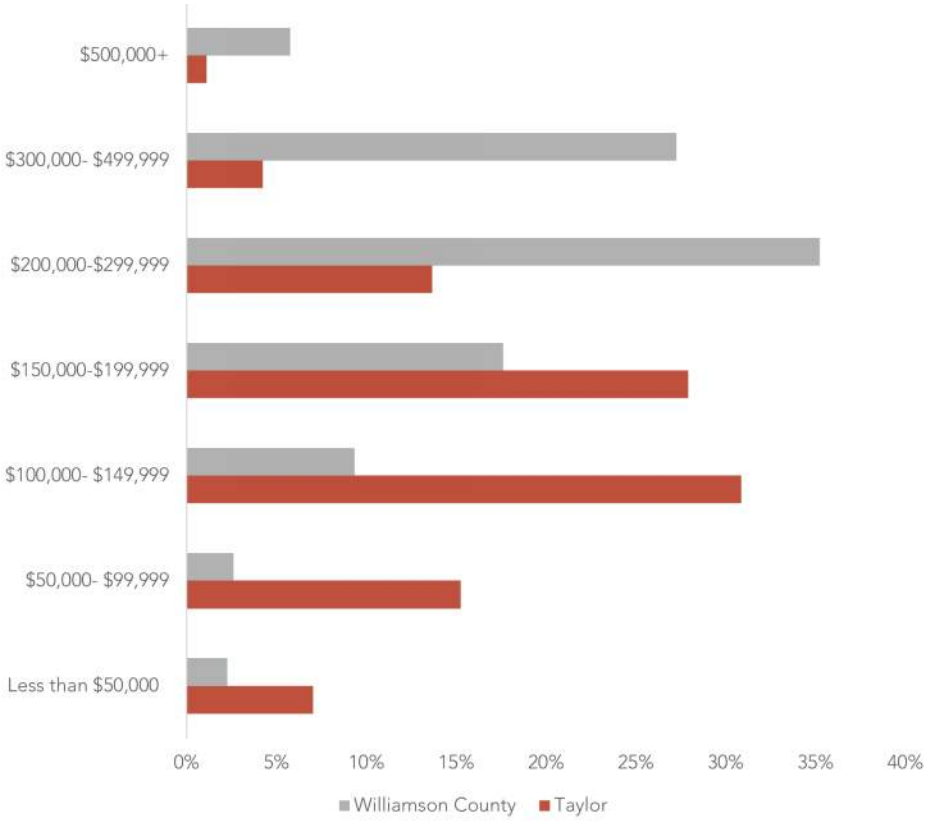


Source: Decennial Census, American Community Survey

Figure 101: *Housing Stock Age in Taylor, Texas*

VALUE OF EXISTING HOUSING

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

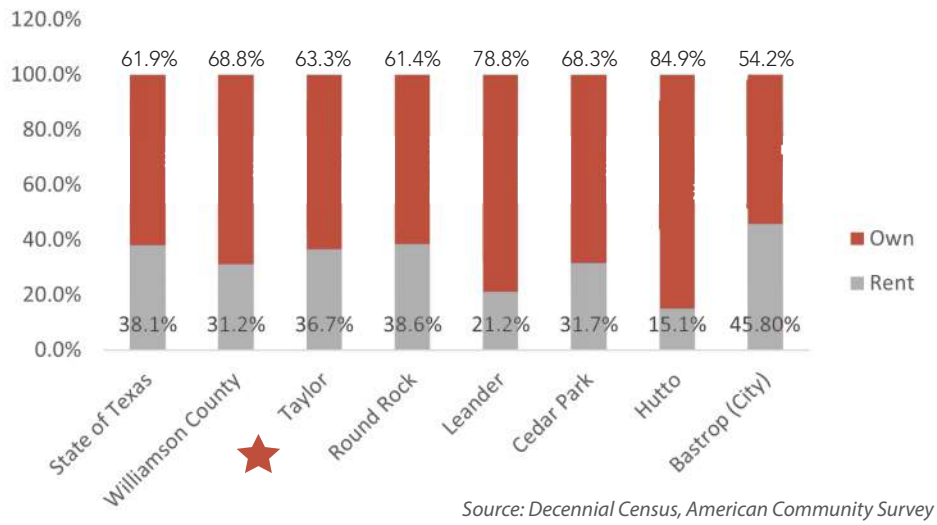


Source: Decennial Census, American Community Survey

Figure 102: *Value of Existing Housing in Taylor, Texas*

HOMEOWNERSHIP RATE

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



Source: Decennial Census, American Community Survey

Figure 103: *Homeownership Rate in Taylor, Texas*

SINGLE-FAMILY RESIDENTIAL HOME CONSTRUCTION

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

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

Source: City of Taylor Permit Data

Figure 104: *New Single-family Home Trends in Taylor, Texas*

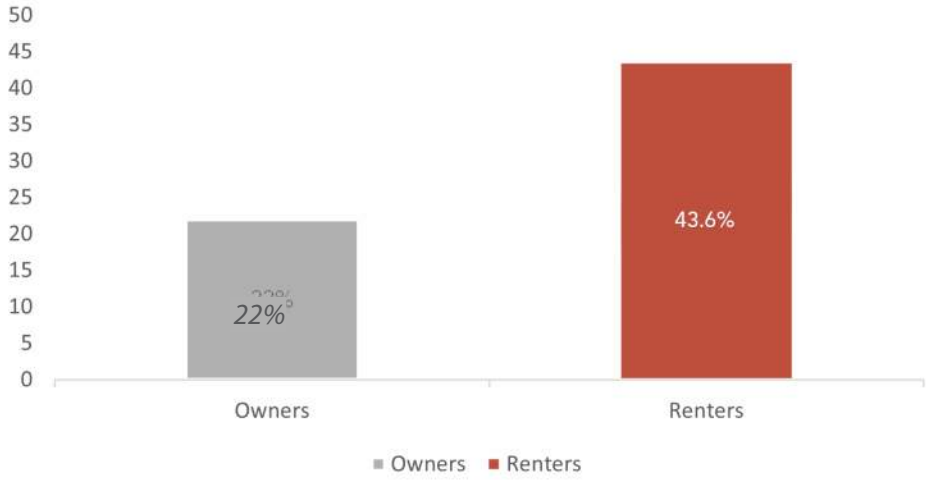
EXISTING CONDITIONS

HOUSING AFFORDABILITY

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

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

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



Source: Decennial Census, American Community Survey

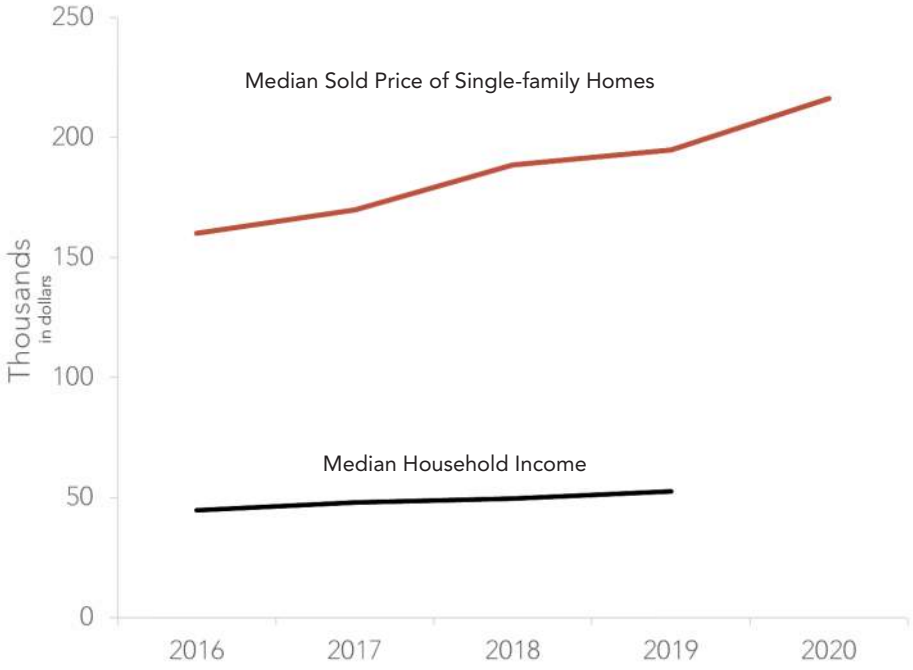
Figure 105: *Cost-Burdened Households in Taylor, Texas*

SINGLE-FAMILY HOME PRICES

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

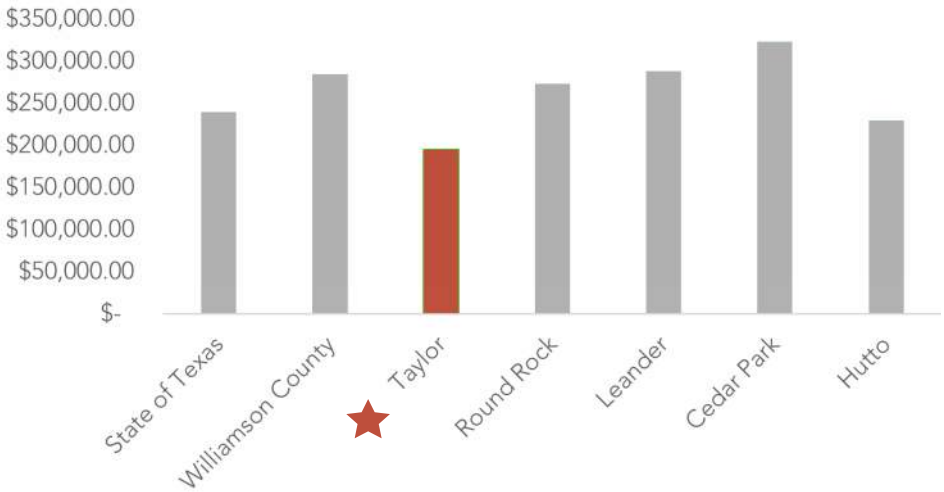
Incomes during this same time period have not increased by this rate to keep up with the growth. Median income in the City of Taylor has only increased by 1.3% annually since 2010.

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



Source: MLS Data; American Community Survey

Figure 106: *Median Sold Price of Single-family Homes vs Median Household Income since 2016*



Source: MLS Data; American Community Survey

Figure 107: *Median Sold Price of Single-family Homes*

EXISTING CONDITIONS

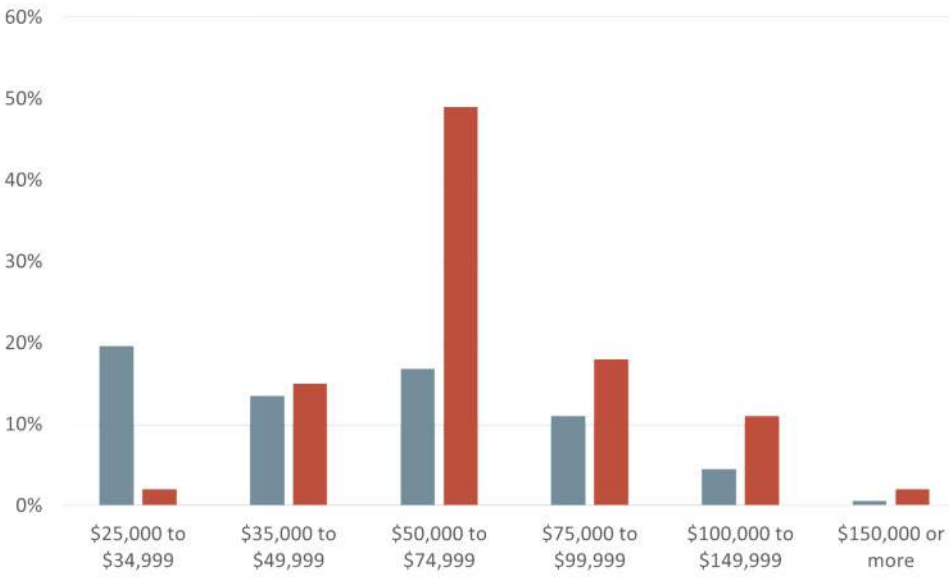
HOUSING GAP

In addition to identifying cost-burdened residents, another tool to monitor housing affordability in a community is comparing the housing costs in a community to the income levels. This can be achieved by comparing home prices to incomes in the community and is referred to as the housing gap. *Figure 109: Housing Affordability Chart in Taylor* below calculates the cumulative housing gap in Taylor by income level.

Residents earning less than $25,000 per year are not included in the housing gap because they are not at an income level to support home ownership. For renters making less than $50,000 per year that would like to enter the homeownership market, there is not enough supply available at that income level. In Taylor, the cumulative housing gap for renters wanting to purchase a home and making less than $50,000 per year is -16.1%. In addition, only 5 of the homes sold for less than $150,000 were built in the last 20 years.

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

2018 MEDIAN SALE PRICE	$188,500
—	
THE MAX AFFORDABLE HOME PRICE BASED ON THE 2018 MEDIAN INCOME	$149,151
=	
HOUSING GAP	$39,349



Source: MLS Data; American Community Survey

Figure 108: *% of Renters Compared to % of Homes Sold in 2018*

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

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

Figure 109: *Housing Affordability Chart in Taylor, Texas*

RESIDENTIAL TYPOLOGIES

Missing middle housing refers to a range of house scale buildings with multiple units, compatible in scale and form with detached single-family homes, located in a walkable neighborhood. Existing codes in many cities make it difficult to create missing middle housing, so they aren't as common as single-family or large apartment developments. When allowed, missing middle housing is a more attainable building type for many reasons. Missing middle housing typically has a smaller width, depth and height than large multifamily complexes. The smaller buildings and lots allow a range of housing types to be blended into an existing neighborhood without disrupting the residential character surrounding them. Density for these development types are often higher than 16 dwelling units per acre and support a walkable area, but do not look like dense multifamily apartment buildings. Missing middle housing also has the potential to deliver affordability that local property owners and developers can take advantage of because of smaller, less expensive lots and less expensive construction costs. A code that identifies and allows missing middle housing is positive, but there are many other factors that influence the development of missing middle housing that should be considered. These include availability of financing, cost of construction, length of time for approvals, impact fees, and parking requirements.

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

Figure 110: *Missing Middle Housing* *Source: Opticos*

Figure 111: *Existing Percentage of Residential Typologies*

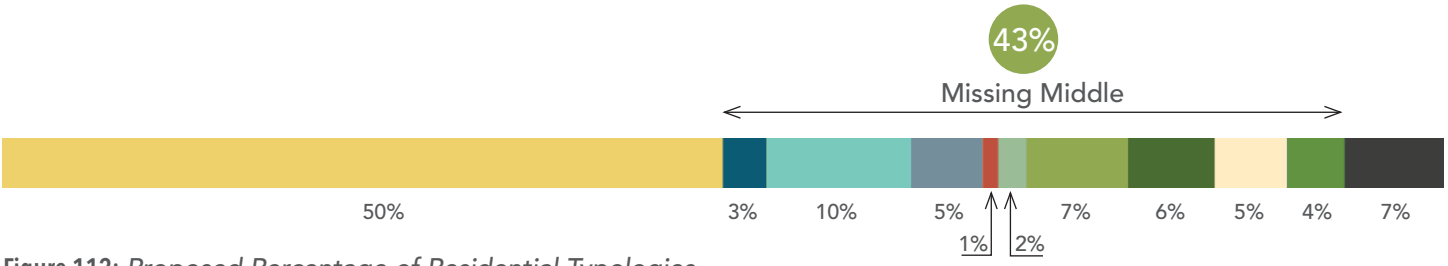


Figure 112: *Proposed Percentage of Residential Typologies*

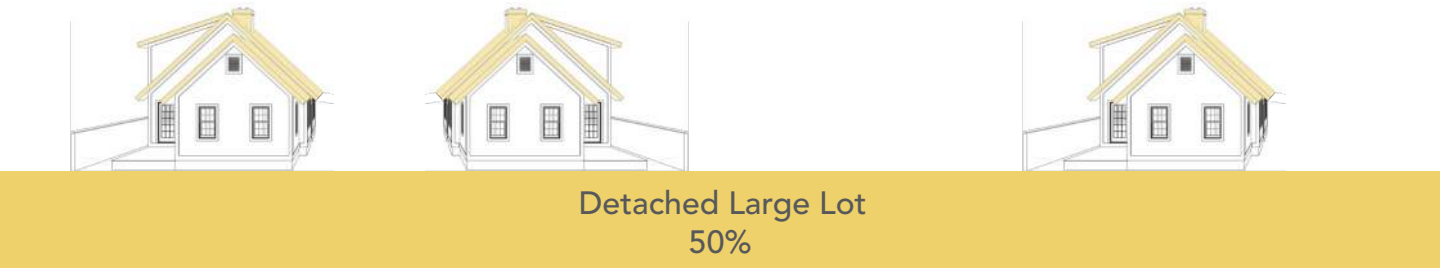


Figure 113: *Detached Large Lot*

DETACHED HOUSE LARGE LOTS: TARGET 106 UNITS PER YEAR

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

Detached large lots with spacious backyards.
Source: Zillow

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

RESIDENTIAL TYPOLOGIES

Figure 114: *The Missing Middle*

ACCESSORY DWELLING UNIT: TARGET 14 NEW UNITS PER YEAR

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

Accessory dwelling units like this one are often accessed from the alley.
Source: Neighborhoods.com

DETACHED HOUSE SMALL LOT: TARGET 53 NEW UNITS PER YEAR

Detached homes on small lots can be built on vacant lots in infill areas or as new greenfield development. New smaller lots can also be created by subdividing corner lots or larger city lots into two or more lots of less than 5,000 sf that can accommodate smaller homes. It is important to note that there are many smaller homes existing within the City of Taylor. Efforts to preserve and maintain these smaller structures and creating opportunities to place additional structures on the lot is important to meeting targets for new units and maintaining affordability.

Detached small lot homes like this one are often built in infill areas.

Several homes fronting the street.
Source: Avenue CDC

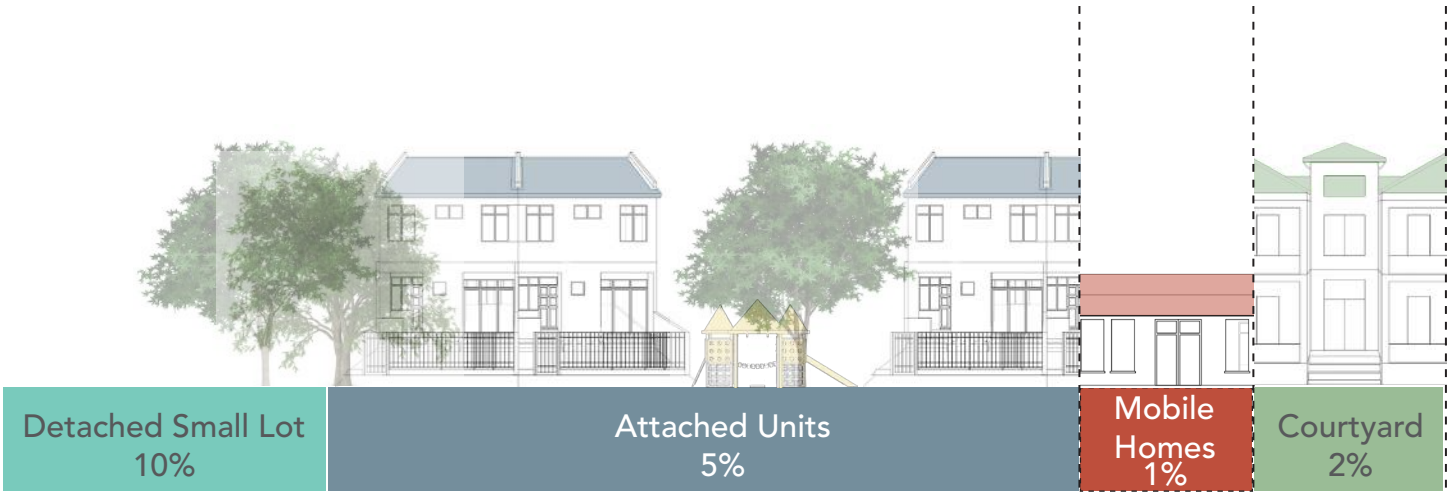


Figure 115: *The Missing Middle (contd.)*

ATTACHED UNITS: TARGET 28 NEW UNITS PER YEAR

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

Here is an example of attached units which are often found in urban areas.
Source: Daniel Parolek

Attached units vary in style from a rowhouse to a large multiplex house.
Source: Daniel Parolek

COTTAGE COURTYARD: TARGET 14 NEW UNITS PER YEAR

A cottage courtyard development typically consists of three to nine small homes arranged around a common courtyard. The homes front on the courtyard and can be either owned or rented. This housing type is a good option for larger lots in existing neighborhoods. The shared spaces provide outdoor space with little to no maintenance requirements and can be desirable for smaller families and retirees. Homes are typically around 1,200 sf and provide a great option for affordable home ownership that maximizes infrastructure per unit.

Cottage courtyard units provide opportunities to interact with neighbors.
Source: The Cottage Company

The typology provides a great access to common green space.
Source: Opticos Design

RESIDENTIAL TYPOLOGIES

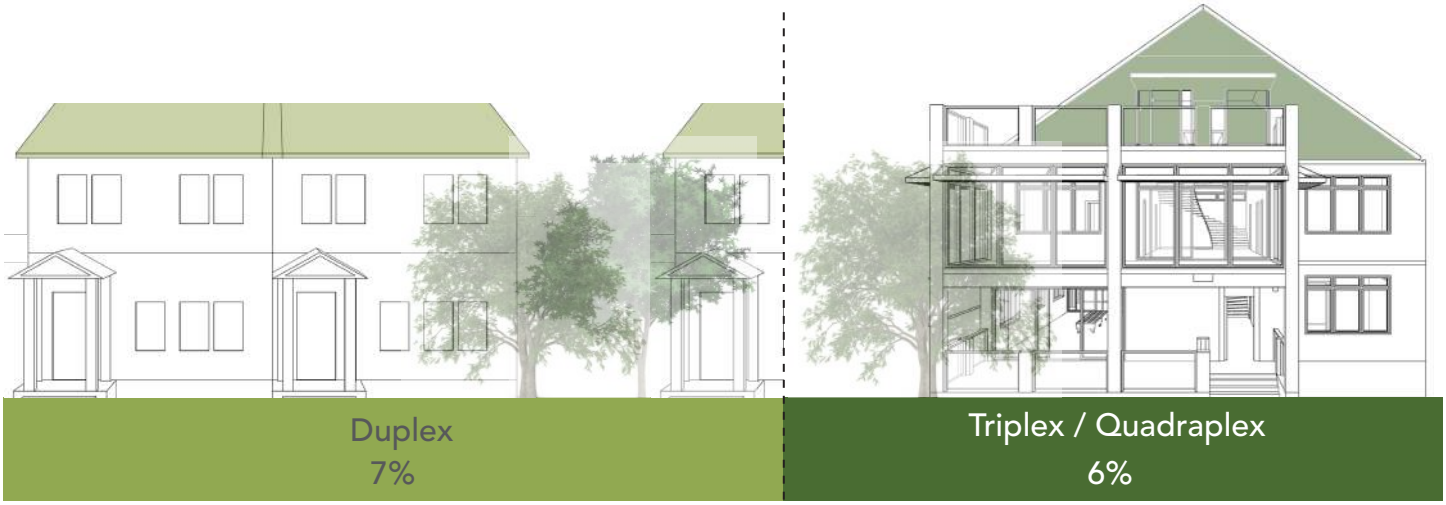


Figure 116: *The Missing Middle (contd.)*

DUPLEX: TARGET 28 UNITS PER YEAR (14 BUILDINGS)

A duplex can take on many different forms from stacked to side-by-side or front to back. At lease one-side of a duplex is typically rented and sometimes both sides. This housing type provides opportunities to integrate renters within a neighborhood in housing types that conform with the character of the neighborhood. Duplexes fit in nicely on a corner lot where there is opportunity for frontage and access from both streets. It offers the opportunity for an owner to reside in one side while building wealth with rental on the other.

A duplex on a corner lot can front both streets.

Source: City of Portland

Side by side duplex are a common for of duplex housing.

Source: Daniel Parolek

TRIPLEX / QUADRAPLEX: TARGET 28 UNITS PER YEAR (7 - 9 BUILDINGS)

Buildings containing 3 - 4 units can be seamlessly mixed into a neighborhood and provide opportunities for smaller for-rent product types to be mixed into a neighborhood.

Triplex houses provide owners the opportunity to generate rental income.

Source: Daniel Parolek

A newly built riplex house with access to the street.

Source: Emzed architecture

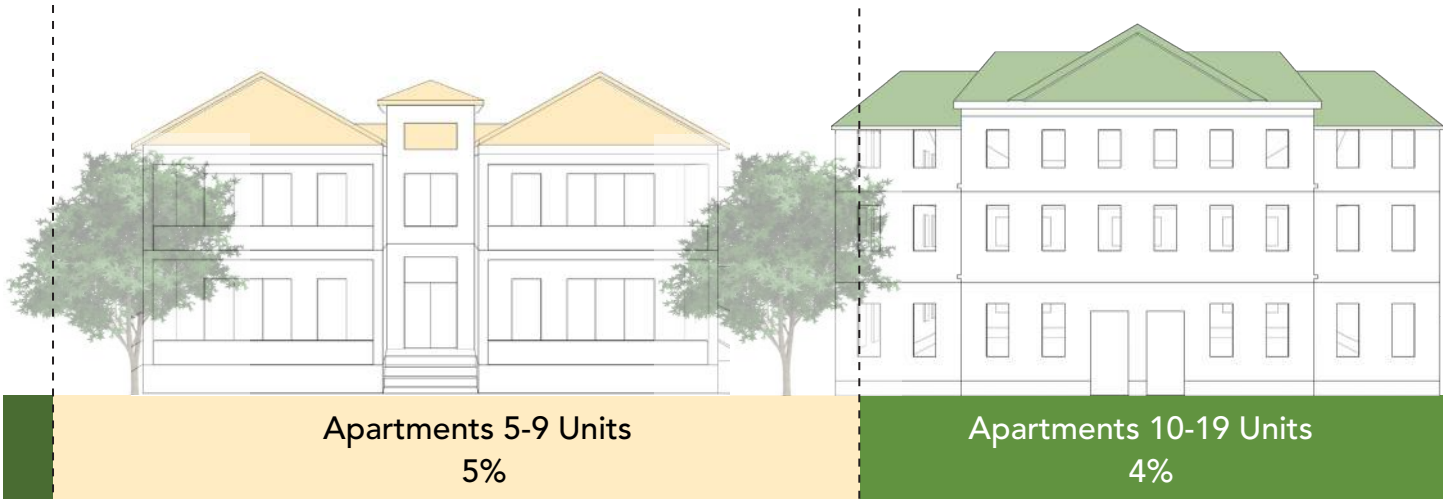


Figure 117: *The Missing Middle (contd.)*

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

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

Small apartment buildings can provide nicely scaled buildings for neighborhoods.
Source: Daniel Parolek

A small apartment in Taylor can fit 5 - 6 units within a neighborhood

APARTMENTS 10-19 UNITS: TARGET 25 UNITS PER YEAR (2 - 3 BUILDINGS)

Mid sized apartment buildings with between 10 and 19 units can be mixed into a neighborhood and included along larger corridors. These types of apartments can offer living adjacent to important amenities or the Downtown.

Urban apartments may be located in mixed-use buildings.
Source: Zillow

Small apartments are typically located in areas with good access to services.
Source: Zillow

RESIDENTIAL TYPOLOGIES

Figure 118: *Apartment Building: 20 + units*

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

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

Urban style apartments frame the street and add the density needed for a walkable center.
Source: For rent website

Apartment buildings provide a lot of benefit for urban efficiency.
Source: Vesta Corp website

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.

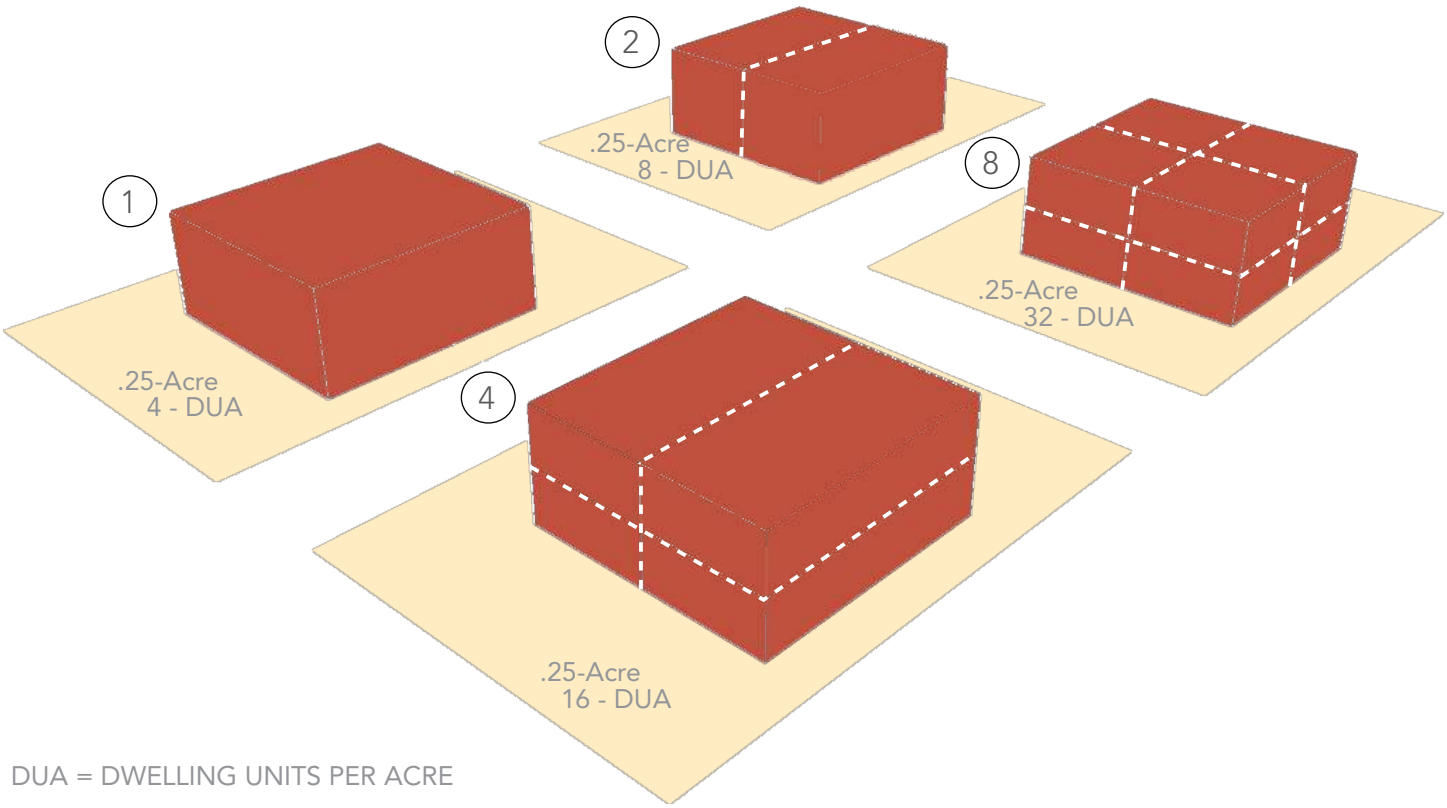
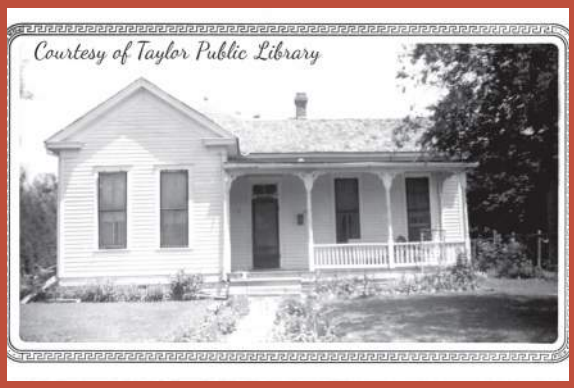


Figure 119: *Plot and Building Mass Divided into 1, 2, 4 and 8 Units*

2 Preserve existing housing.

The City of Taylor has many smaller older homes located on larger lots. These homes represent naturally occurring affordability within the community. As property values rise pressure to redevelop these lots with larger less affordable homes may lead to displacement. Programs to assist residents in maintaining older homes, selling off portions of larger lots, or building additional smaller units can help to mitigate displacement caused by rising property values. A housing trust is a tool that can be used to help preserve affordability in the community.

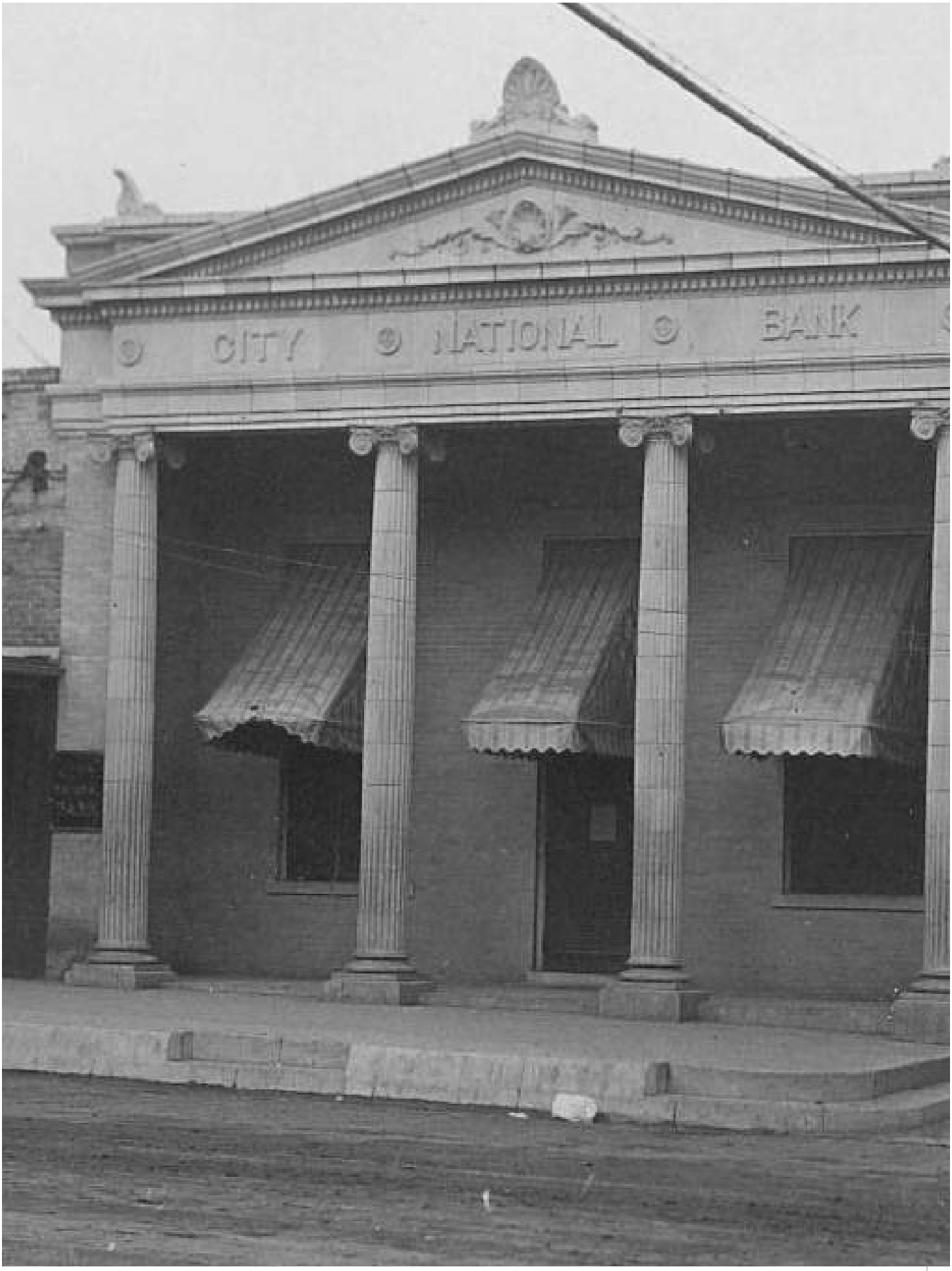


Preserving existing housing helps prevent displacement.

Existing housing represents the character of Taylor.

Existing housing stock is a resource. Its preservation promotes resilience.

Smaller older housing represents naturally occurring affordability.


CITY NATIONAL BANK

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 18 strategies that will move this plan forward from a vision to a reality. Implementation strategies provide a roadmap for success. With an emphasis on the planning and regulatory framework, incentives and financial tools and capital improvements, they provide the necessary actions that will advance the long-term vision of the Comprehensive Plan. The following pages present each strategy in detail. Each strategy includes a list of actions, potential funding sources and leading entities. The strategies should guide the City of Taylor and partners in defining programs, setting priorities, allocating finances and assessing achievements. Over time, this part of the Comprehensive Plan should be revisited and updated to ensure that the strategies remain relevant and current as the City of Taylor continues to evolve.

Figure 120: *Policies, Projects, and Programs Description*

1 TAYLOR PREFERRED GROWTH DASHBOARD

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

ACTIONS

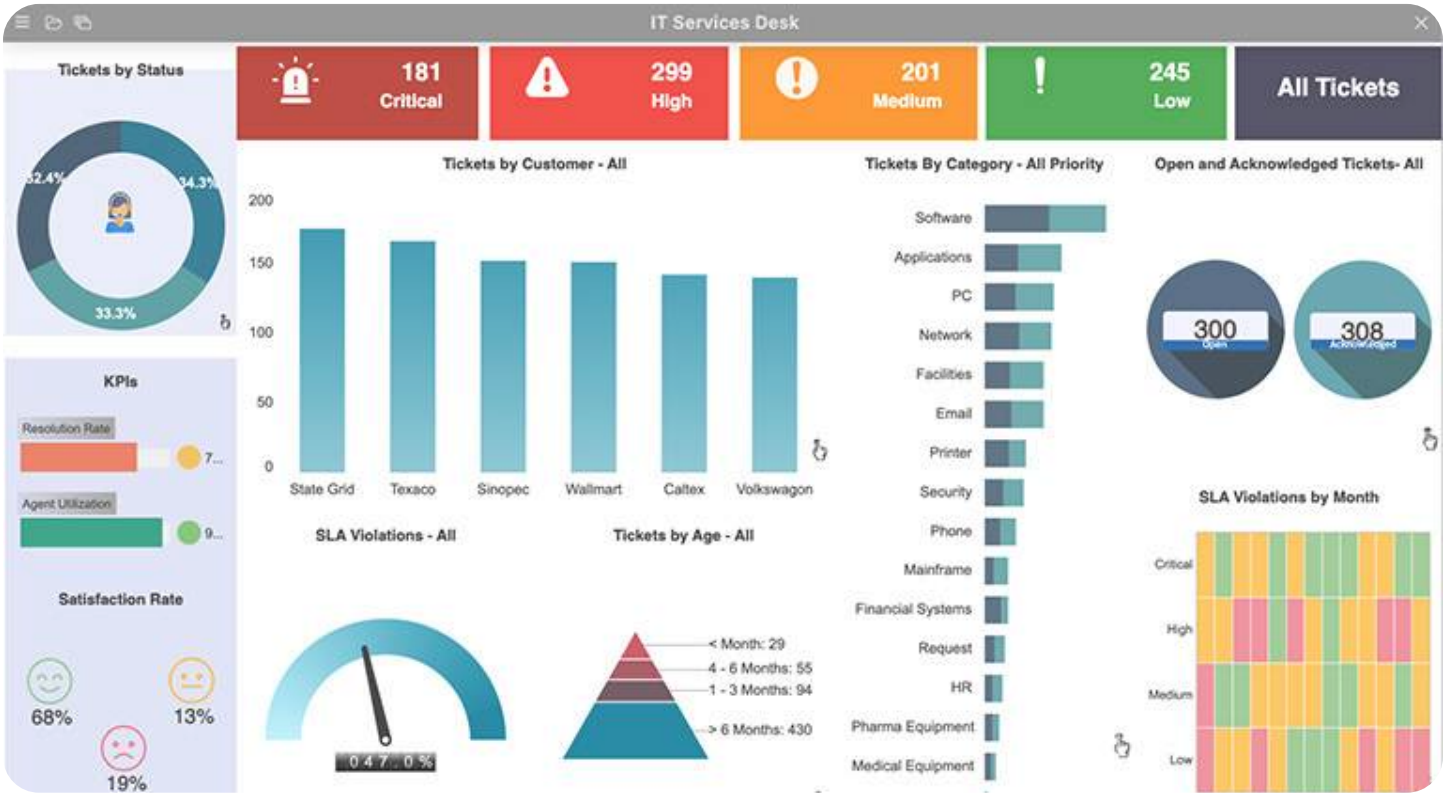
- Identify metrics to track,
- Establish a baseline,
- Update annually, and
- Update population projections utilizing annual permit data and 5-year CAMPO modeling updates combined.

FUNDING TOOLS

- Not applicable

PARTNERSHIPS

- Real estate and business community; and
- Regional governmental entities.



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

2 LAND USE EVALUATION TOOL

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

ACTIONS

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

FUNDING TOOLS

- Not applicable

PARTNERSHIPS

- Real estate, development and business community

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

3 DIRECT GROWTH TO CENTERS

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

ACTIONS

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

FUNDING TOOLS

- Establishment of a Tax Increment District

PARTNERSHIPS

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

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

4 UPDATE DEVELOPMENT STANDARDS TO SUPPORT CENTERS AND INFILL

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

ACTIONS

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

FUNDING TOOLS

- City budget

PARTNERSHIPS

- Real estate and business community;
- Property owners; and
- Residents.

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

5 IMPLEMENT POLICIES TO STRATEGICALLY MANAGE ANY EXTENSION OF STREET OR UTILITY INFRASTRUCTURE AND DEVELOPMENT IN CONTROLLED AND FUTURE GROWTH SECTORS

Properties within the Controlled Growth Sector Tier I and II and Future Growth Sector do not have access to adequate utility and street infrastructure to support new development. Developing these areas would require service extensions and new streets. This expenditure to support new areas can lead to a disproportionate impact on current tax payers now and in the future if they are not managed strategically. Managing development in Controlled Growth Sector Tier I and II and Future Growth Sector will require strong policies related to enforcing the growth sectors. These policies can become part of a future development code update. In addition to managing development, policies can be adopted to assist with preservation of important agricultural land.

ACTIONS

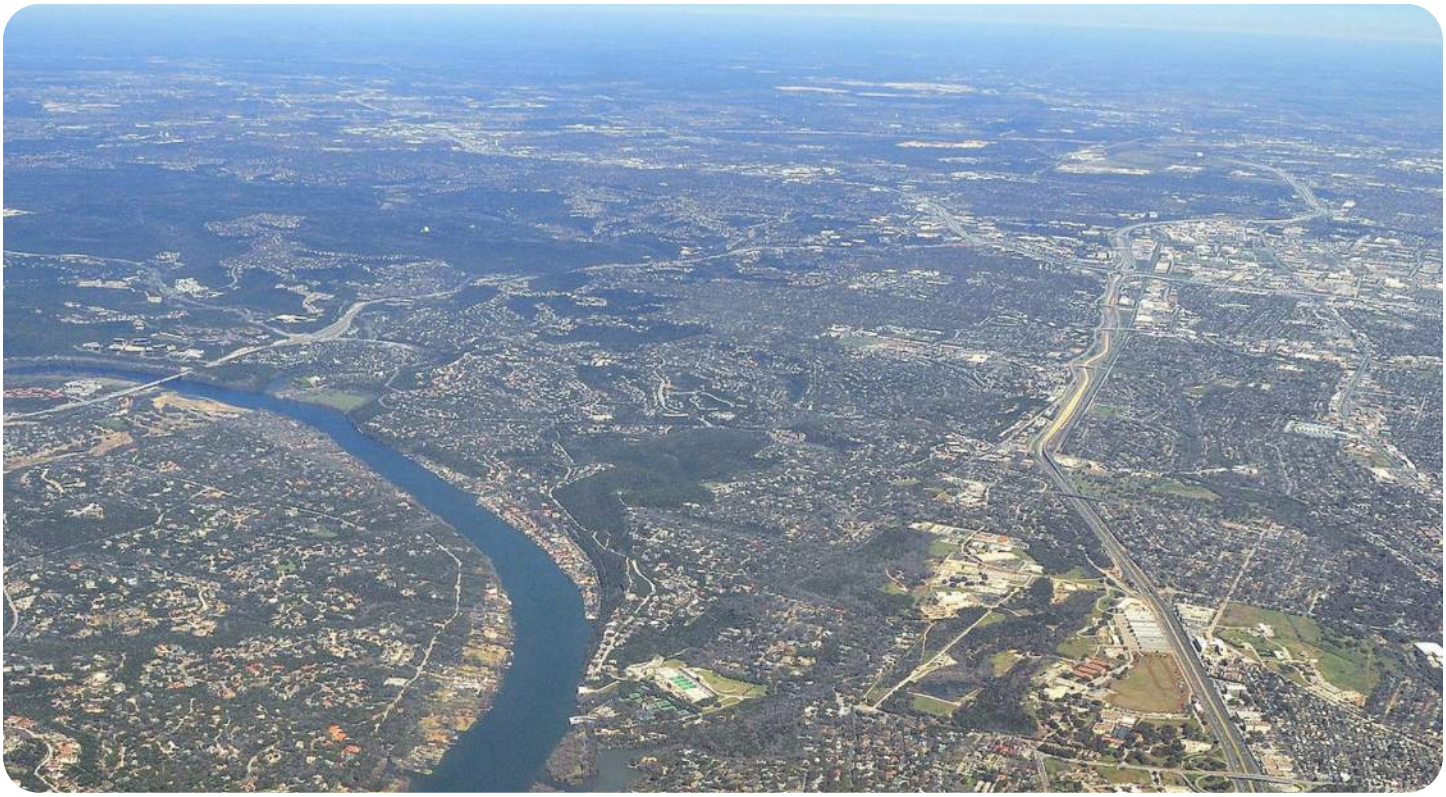
- Adopt policies for the preservation of agricultural land,
- Adopt criteria and standards related to development requests in Controlled and Future Growth Sectors, and
- Update development standards to enforce the Growth Sectors Map.

FUNDING TOOLS

- Land preservation grants;
- Strong MUD policies and ordinances

PARTNERSHIPS

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



Implement land use and infrastructure policies to manage the extension of street or utility infrastructure into the ETJ and the County.

6 IMPLEMENT THE NEW TRANSPORTATION MASTER PLAN

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

ACTIONS

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

FUNDING TOOLS

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

PARTNERSHIPS

- Regional governments;
- TxDOT; and
- Main Street.

Implement the new hierarchy of streets and associated cross sections.

7 PLAN FOR NON-VEHICULAR TRIPS

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

ACTIONS

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

ACTIONS CONTINUED

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

PARTNERSHIPS

- Regional governments;
- TxDOT; and
- Development community.

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

8 ADOPT A VISION ZERO POLICY

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

ACTIONS

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

FUNDING TOOLS

- Grants may be available.

PARTNERSHIPS

- Regional governments;
- TxDOT;
- Police and Fire department;
- Non-profit and community groups;
- Business community; and
- Resident.

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

9 PRIORITIZE INFILL AREAS AND CENTERS FOR STREET IMPROVEMENTS

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

ACTIONS

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

FUNDING TOOLS

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

PARTNERSHIPS

- Not applicable

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

10 ENHANCE CROSS TOWN CORRIDORS

Cross town corridors are typically designated as either a Neighborhood Avenue or a Community Boulevard and they represent the primary connections from center to center and neighborhood to neighborhood within the City of Taylor. Cross town corridors should prioritize pedestrian, transit, and bicycle travel and accommodate moving vehicles. This strategy will increase transit ridership and accommodate more modes of transportation allowing people to travel safely between centers. Challenges with implementation include constrained ROW and cost of improvements. It can be challenging to accommodate that many different types of users within existing ROW and may require trade offs.

ACTIONS

- Identify priority improvements and important pedestrian and bicycle connections, and
- Utilize low-cost methods such as striping and bollards whenever possible.

FUNDING TOOLS

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

PARTNERSHIPS

- CARTS

Prioritize complete streets in the design and implementation of cross-town corridors.

11 ENCOURAGE MISSING MIDDLE HOUSING

The characteristics of fiscally sustainable developments include a high ratio of building footprint to lot size, multi-story structures, narrow lot frontages, smaller lots and narrower streets in a grid pattern. These characteristics are all represented in missing middle housing typologies. Development standards should be updated to allow and encourage these types of buildings by-right. This strategy will provide clear direction for future development through the use of explanations, photographs, and illustrations. Missing middle housing typologies can be employed by adding new units to lots with an existing home helping property owners stay in place when property values rise. Missing middle housing can also be used on infill lots allowing more, smaller units to be constructed and therefore achieving greater affordability on a per unit basis.

ACTIONS

- Update development standards to allow and encourage missing middle housing,
- Consider programs to help existing property owners build additional dwelling units on existing lots or subdivide and sell a portion of the lot, and
- Develop a housing diversity index evaluation tool for new development.

FUNDING TOOLS

- Housing subsidies funded through Community Development Block Grants

PARTNERSHIPS

- Non-profit affordable housing providers;
- Local builders and developers; and
- Taylor Housing Authority.

Update zoning and development standards to allow by right those design characteristics that lead to fiscally sustainable neighborhoods.

12 DISCOURAGE DISPLACEMENT

Pro-actively discourage displacement by encouraging the preservation of naturally occurring affordability in the form of smaller lots and smaller units. This can also include allowing more units on less land for new construction. Consider incentives like allowing additional units to be built on a lot when the main unit is preserved. This strategy will maintain small-town character, lead to more affordability and provide property owners with opportunities to improve their lots and stay in place.

ACTIONS

- Consider strategies to prevent displacement when making infrastructure upgrades that may lead to increased property values in lower income neighborhoods,
- Update development standards to allow more smaller homes to be built on infill lots, and
- Support the establishment of a housing trust.

FUNDING TOOLS

- Housing subsidies funded through Community Development Block Grants.

PARTNERSHIPS

- Non-profit affordable housing providers;
- Local builders and developers; and
- Housing Authority.

Adopt policies to evaluate development proposals in Greenfield areas.

13 ENCOURAGE MORE ACCESSORY DWELLING UNITS

Zoning ordinances and development standards need to be updated in order to allow accessory dwelling units to be permitted by-right. Building an accessory dwelling unit on a lot will double the density of that lot without leading to displacement or changing the character of the neighborhood. This strategy will give property owners more options to improve and better utilize their property, provide more housing in areas that already have services and amenities and more efficiently utilize existing infrastructure.

ACTIONS

- Update development standards, and
- Consider programs to help existing property owners achieve financing and build accessory dwelling units.

FUNDING TOOLS

- Housing programs

PARTNERSHIPS

- Non-profit affordable housing providers;
- Local builders and developers.

Update the zoning ordinance to allow increased intensity of development in the Neighborhood Infill - land use designation that fits with the character of the surrounding neighborhood.

14 MAINTAIN SMALL-TOWN CHARACTER IN NEW NEIGHBORHOODS

As new greenfield neighborhoods and housing are built the scale and character of the streets, lots, and buildings should match the scale and character of original Taylor. Calibrate the development standards and subdivision standards to match the patterns of Taylor now. This strategy will maintain Taylor as a place that is unique and encourage more fiscally sustainable development and better utilization of resources.

ACTIONS

- Update development standards,
- Update subdivision standards to ensure new neighborhoods connect and extend the existing street grid,
- Require an urban design review for new neighborhoods, and
- Implement a housing diversity index evaluation tool for new development.

FUNDING TOOLS

- Not applicable

PARTNERSHIPS

- Development community

Establish development and design standards that achieve the characteristics of "small-town atmosphere in the neighborhood land use category.

15 EXPAND AND CONNECT THE PARK AND TRAIL SYSTEM

As the population grows the parks and trail systems should grow proportionately to ensure that the level of service for existing residents remains consistent. As new development occurs care should be taken to ensure adequate accessibility to parks. The city's trail system should be expanded along the existing drainage network as indicated in the Transportation Master Plan.

ACTIONS

- Implement the parks plan,
- Update the development code to ensure that parkland dedication is sufficient,
- Update the development standards to include park maintenance fees with new development, and
- Update subdivision ordinance to ensure that trail systems are extended as identified in the Transportation Master Plan.

FUNDING TOOLS

- Developer dedication and fees;
- Grants.

PARTNERSHIPS

- Local non-profits and community groups

Work with developers to create parkland dedications and to construct park facilities accessible by the whole community.

16 SPECIAL EMPLOYMENT DISTRICT - SMALL AREA PLAN

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

ACTIONS

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

ACTIONS CONTINUED

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

FUNDING TOOLS

- Special Financing District

PARTNERSHIPS

- City of Taylor;
- Local partners;
- Development community; and
- Samsung.

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

17 SUPPORT LIVING AND WORKING IN THE CITY OF TAYLOR

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

ACTIONS

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

FUNDING TOOLS

- Community Development Block Grants;
- Taylor Housing Authority; and
- Employee Benefit Programs.

PARTNERSHIPS

- Economic Development; Corporation
- City of Taylor; and
- New employers.

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

18 CREATE POLICIES AND RULES FOR SPECIAL UTILITY AND FINANCING DISTRICTS.

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

ACTIONS

- Establish an Ordinance to ensure that adequate fees are collected for City administration and oversight of established districts, and
- Establish policies, standards, and criteria that limit the ultimate number of discharge permits and encourage regionalization of future wastewater treatments systems.

ACTIONS CONTINUED

- Establish policies, standards, and criteria that encourage complete communities including the provision of daily services and values high enough to support the costs associated with long term maintenance of streets, utilities, parks, and emergency services.

FUNDING TOOLS

- Land preservation grants;
- Strong MUD policies and ordinances.

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

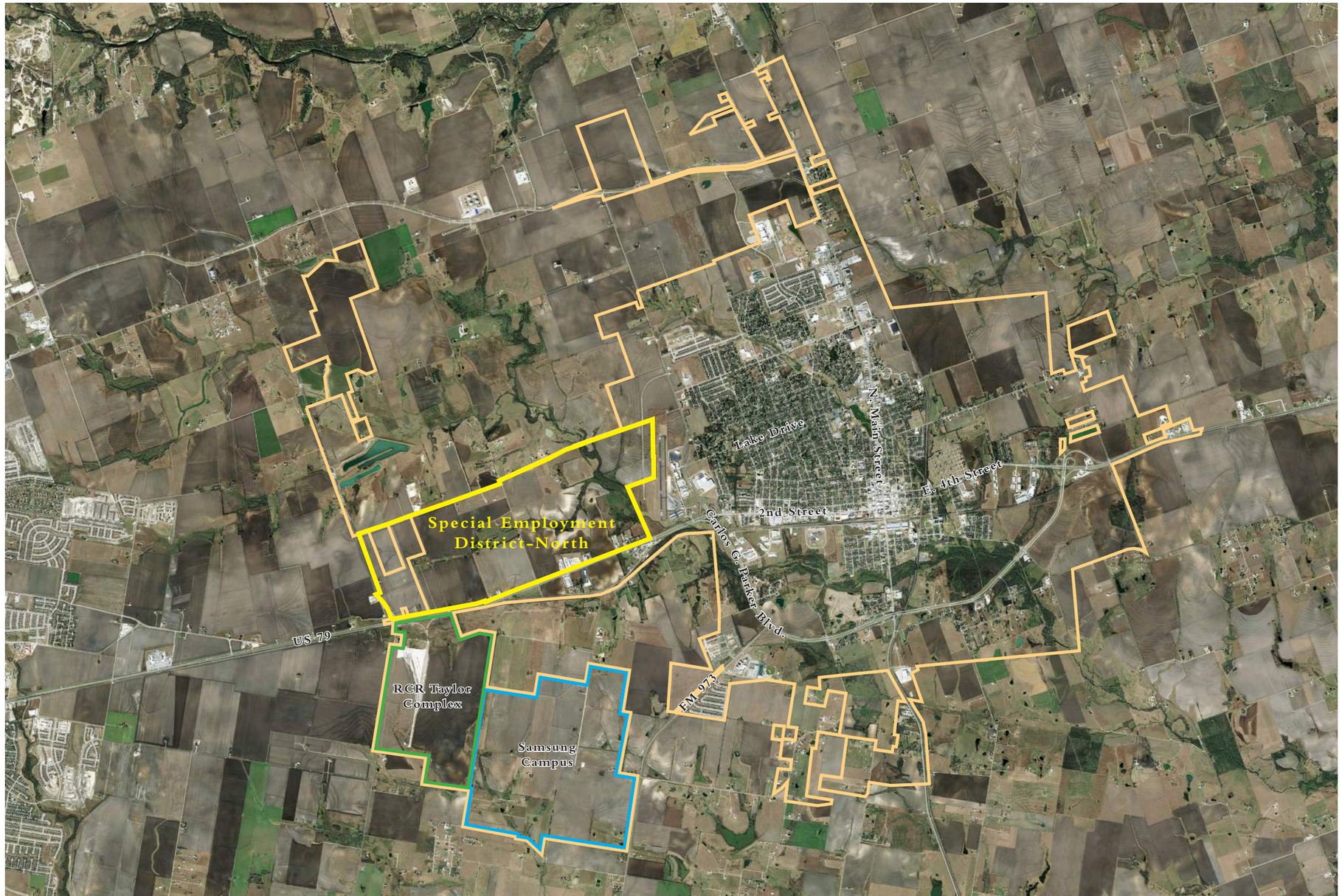

YOUNG'S
STORE
352-6064


WILEY PORTER
BRADLEY &
THREADGILL
THREADGILL & BACON
NAMFIELD & FOSTER
BOYD CITY GROCER


SALOON
FIRST NATIONAL

APPENDIX A: SPECIAL EMPLOYMENT DISTRICT NORTH

Small Area Plan



West of downtown Taylor, a 1,500-acre area has been designated as a Special Employment District (SED). Demand has been expressed for industrial and auto-oriented commercial uses. Identifying a site for these uses presents a challenge, as they do not fit the form of Taylor's walkable, mixed-use neighborhoods, existing or planned. However, with the proximity of the Samsung plant, which is under construction, as well as the adjacent highways of US 79 and CR 101, the SED-North is a suitable location. The Special Employment District is anchored by high-tech related employment with nearby uses such as multi-family or commercial services which support the job center. Low density and predominantly single-family residential neighborhoods are not recommended within the SED and appropriate land use transitions should occur between single-family and employment uses when constructed adjacent to this district. [Envision Taylor Comprehensive Plan]

The Small Area Plan for the Special Employment District-North (SAP SED-North) takes a closer look at the study area for the purposes of identifying more specifically where each of the desired uses might be allocated and how an appropriate transition might be made between the more onerous and auto-oriented uses and the mixed-use neighborhoods. The Plan designates most of the land as large-footprint commercial and industrial uses, though a reasonable portion will accommodate high-density mixed-use neighborhoods.

Small Area Plan:

Special Employment District-North

Taylor, Texas

For

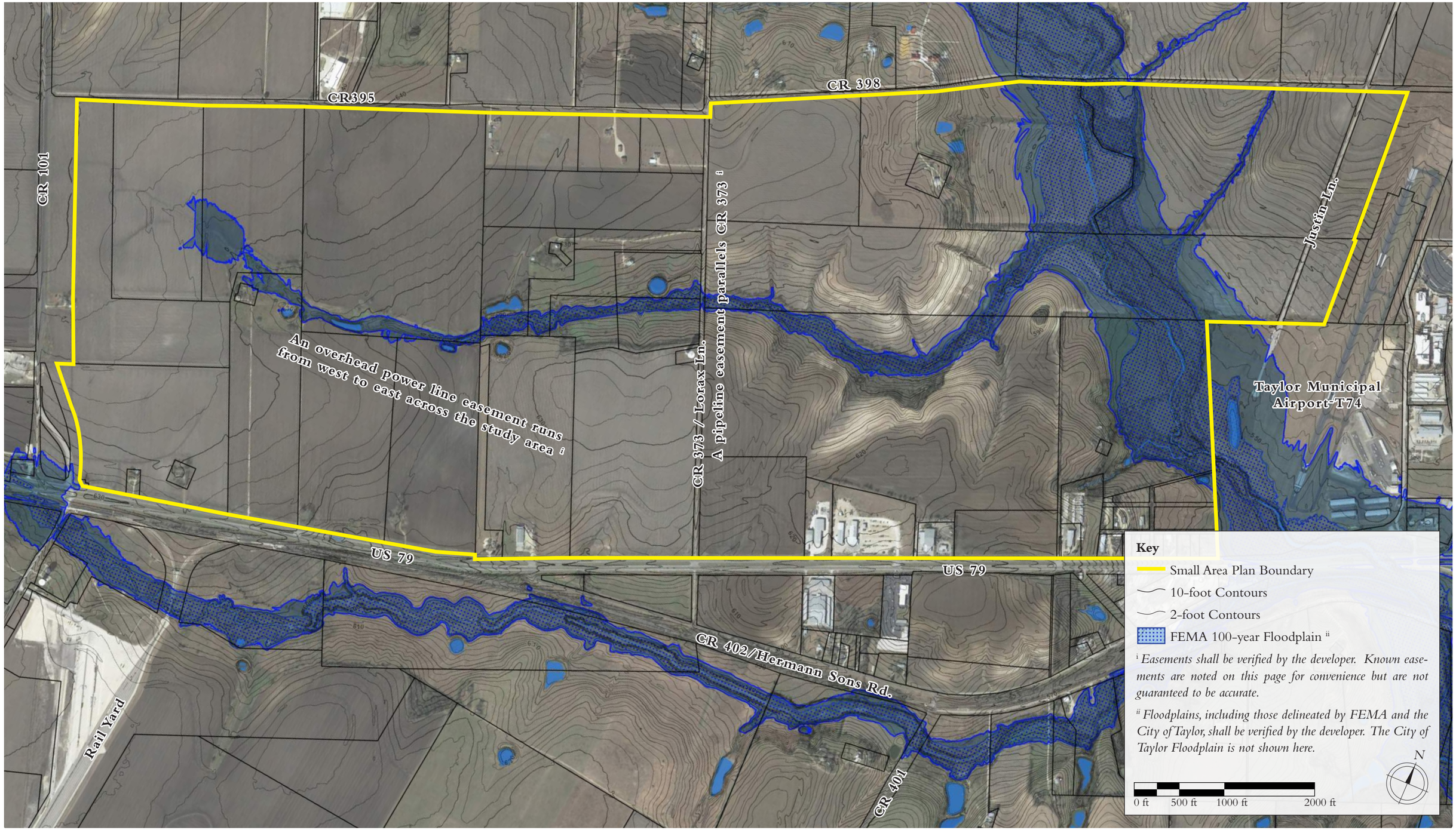
The City of Taylor, Texas

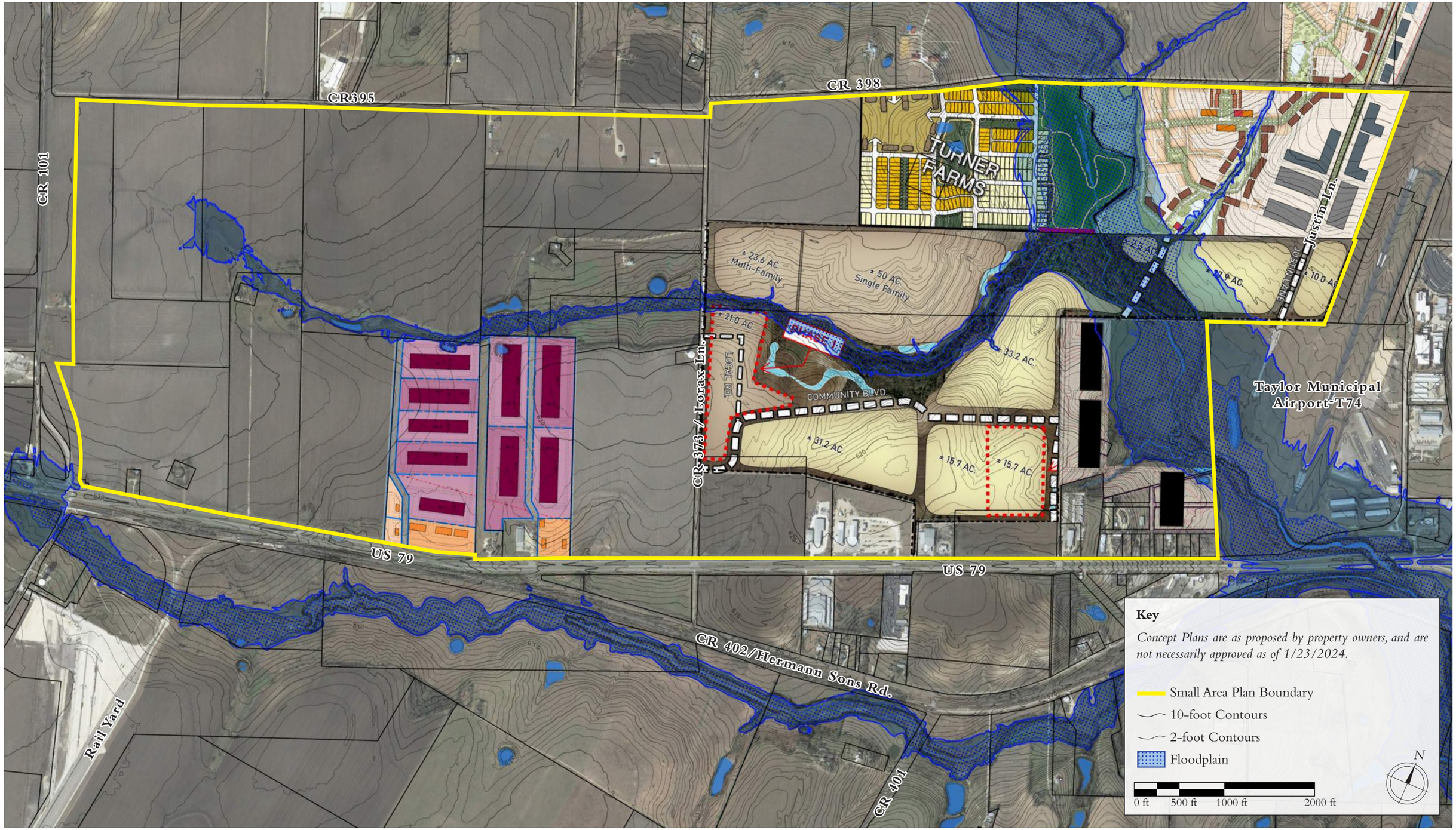
by

The City of Taylor, Texas

and

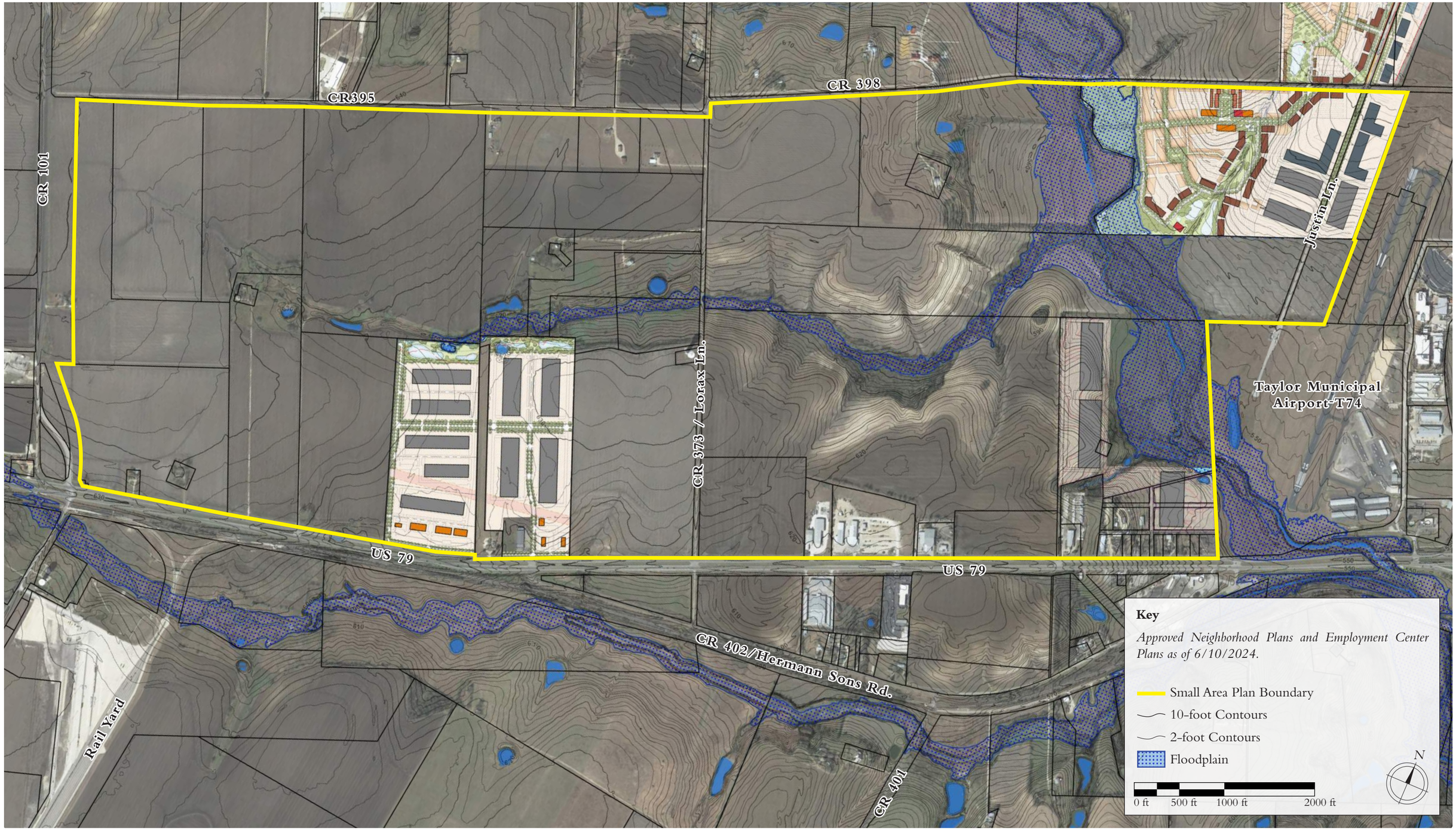
Michael Watkins Architect, llc

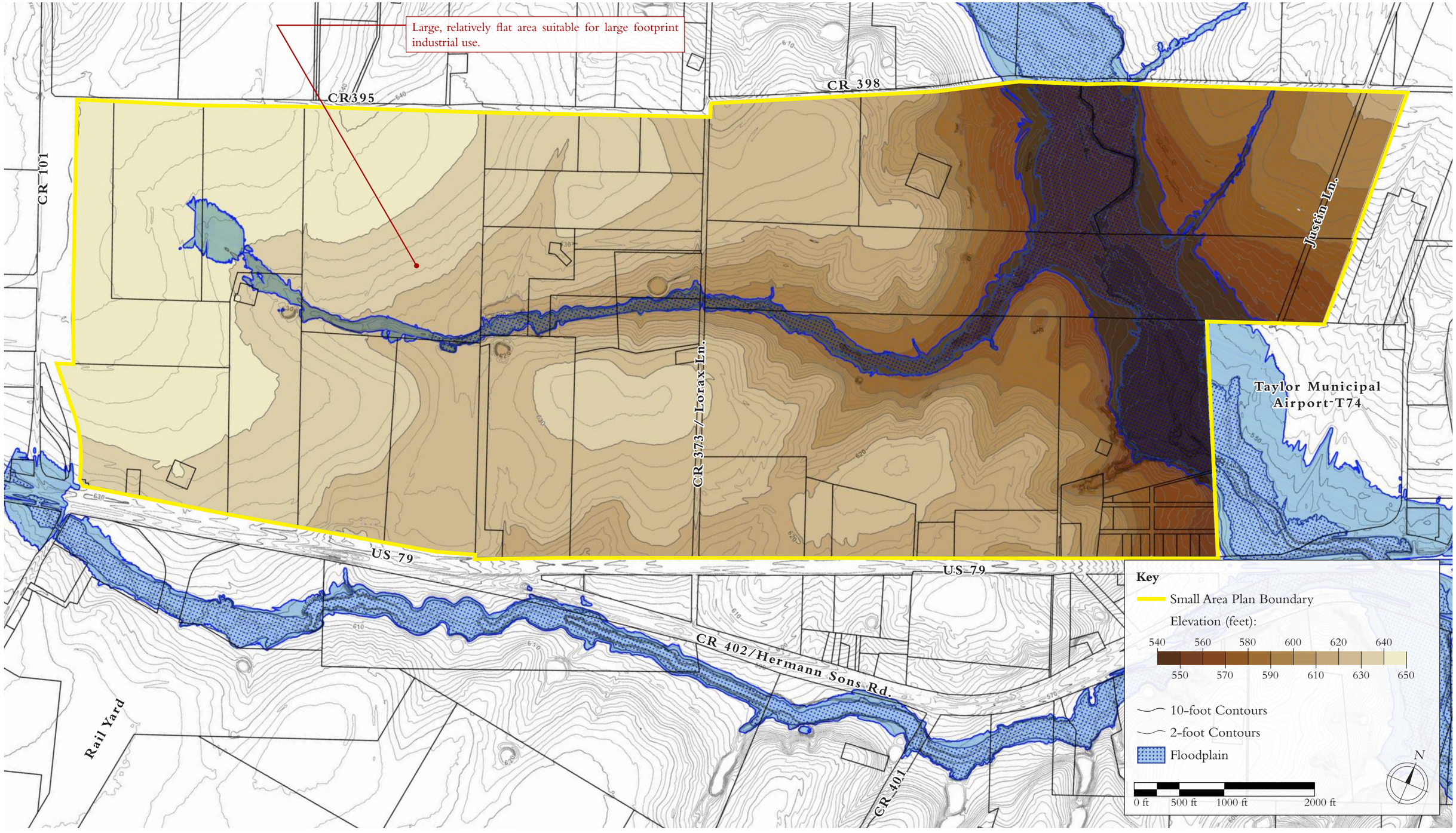

CR395
CR 398
CR 101
Justin Ln.
CR 373 / Lorax Ln.
A pipeline easement parallels CR 373 [i]
An overhead power line easement runs from west to east across the study area [i]
Taylor Municipal Airport-T74
US 79
US 79
CR 402/Hermann Sons Rd.
Rail Yard
CR 401
Key
Small Area Plan Boundary
10-foot Contours
2-foot Contours
FEMA 100-year Floodplain [ii]
[i] Easements shall be verified by the developer. Known easements are noted on this page for convenience but are not guaranteed to be accurate.
[ii] Floodplains, including those delineated by FEMA and the City of Taylor, shall be verified by the developer. The City of Taylor Floodplain is not shown here.
N
0 ft
500 ft
1000 ft
2000 ft



STUDY AREA MAP WITH SUBMITTED CONCEPT PLANS

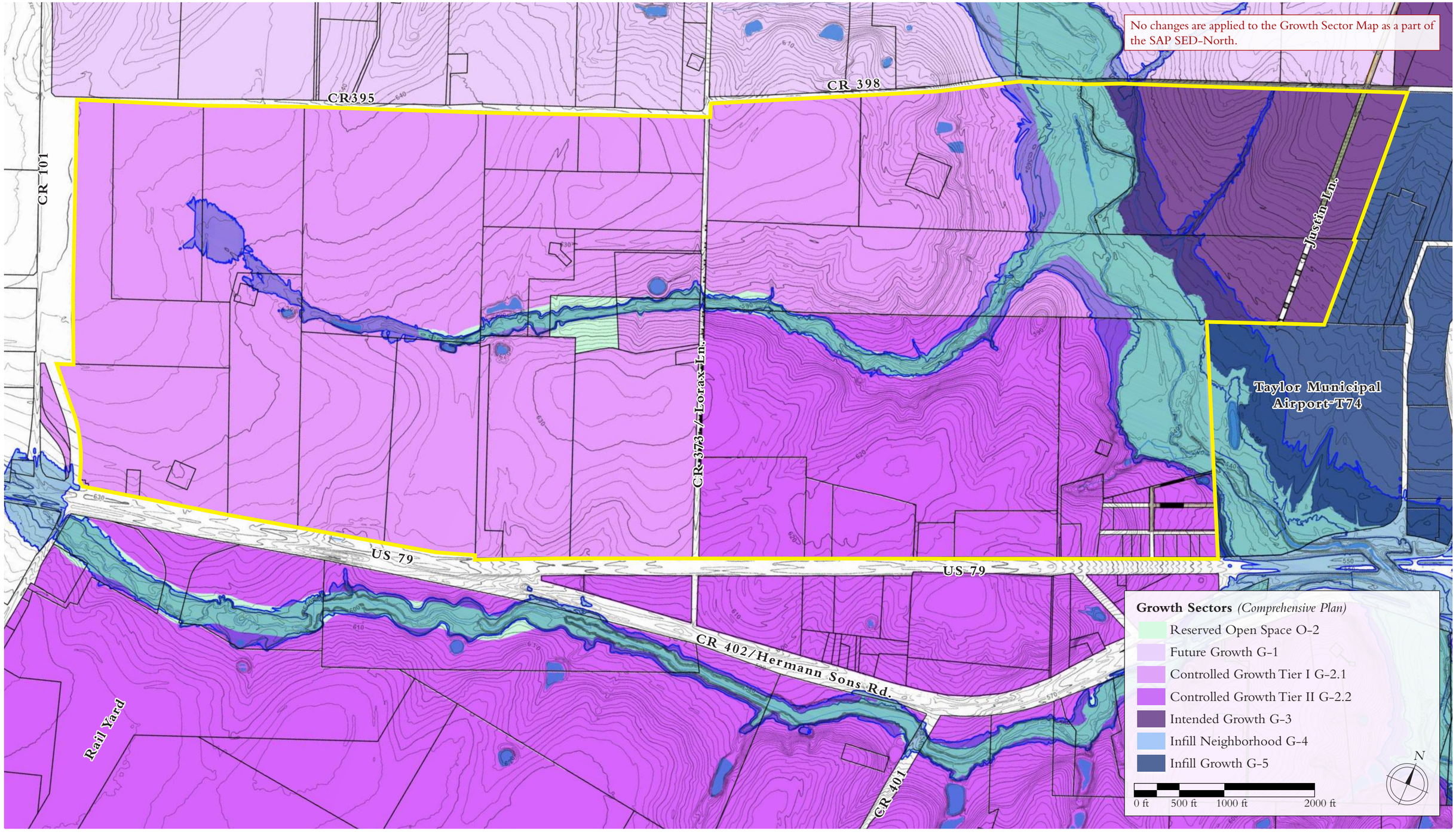
PZ-2023-1848 Special Employment District-North
October 7, 2024

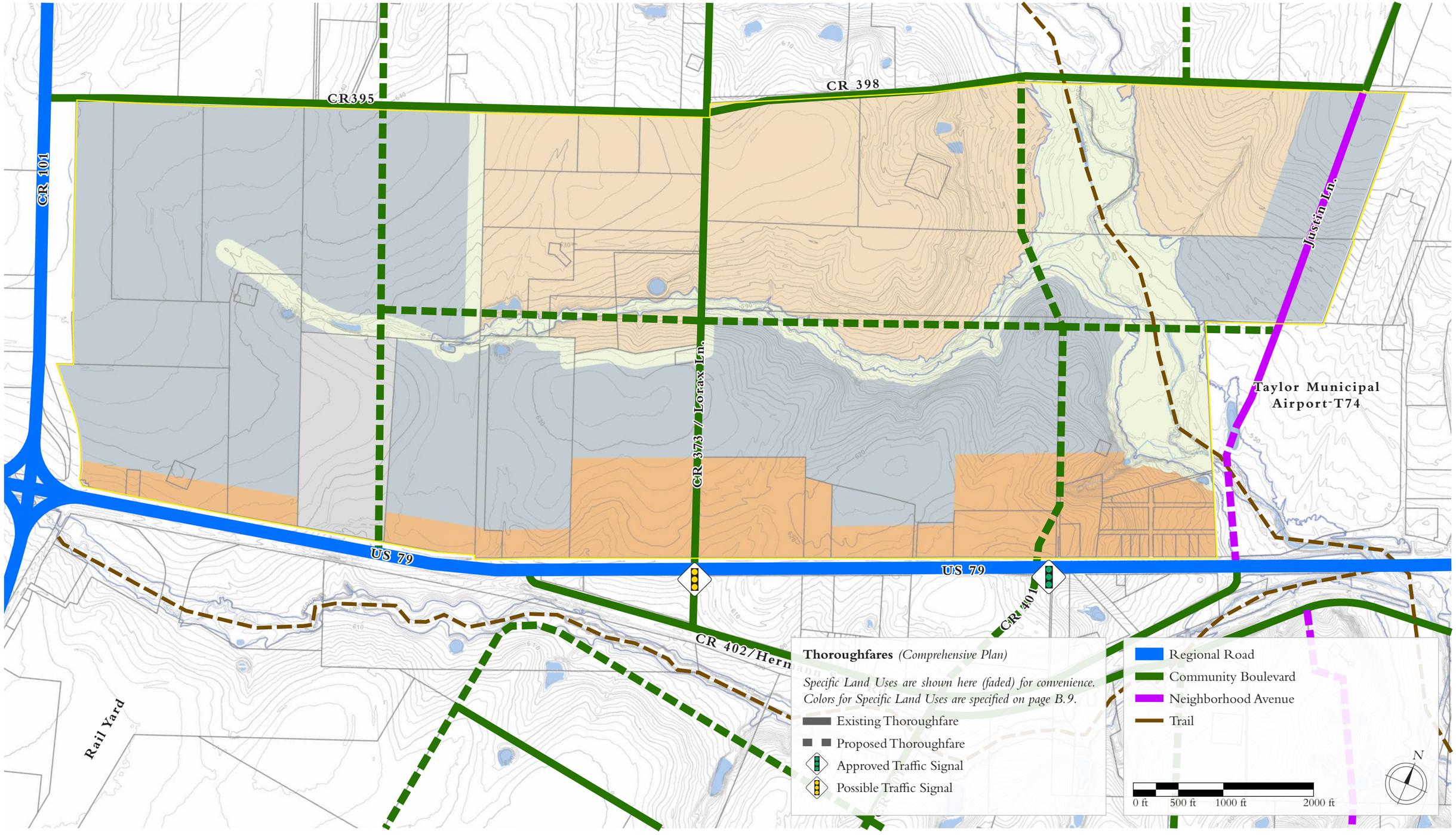

CR395
CR 398
CR 101
CR 373 / Lorax Ln.
Justin Ln.
Taylor Municipal Airport-T74
US 79
US 79
CR 402/Hermann Sons Rd.
Rail Yard
CR 401
Key
Approved Neighborhood Plans and Employment Center Plans as of 6/10/2024.
Small Area Plan Boundary
10-foot Contours
2-foot Contours
Floodplain
N
0 ft
500 ft
1000 ft
2000 ft



ELEVATION ANALYSIS

PZ-2023-1848 Special Employment District-North
October 7, 2024


No changes are applied to the Growth Sector Map as a part of the SAP SED-North.
CR 101
CR395
CR 398
CR 373 / Lorax Ln.
Justin Ln.
Taylor Municipal Airport-T74
US 79
US 79
CR 402/Hermann Sons Rd.
Rail Yard
CR 401
Growth Sectors (Comprehensive Plan)
Reserved Open Space O-2
Future Growth G-1
Controlled Growth Tier I G-2.1
Controlled Growth Tier II G-2.2
Intended Growth G-3
Infill Neighborhood G-4
Infill Growth G-5
N
0 ft
500 ft
1000 ft
2000 ft


CR 101
CR395
CR 398
Justin Ln.
Taylor Municipal Airport-T74
CR 373 / Lorax Ln.
US 79
US 79
CR 402/Hern
CR 401
Rail Yard
Thoroughfares (Comprehensive Plan)
Specific Land Uses are shown here (faded) for convenience.
Colors for Specific Land Uses are specified on page B.9.
Existing Thoroughfare
Proposed Thoroughfare
Approved Traffic Signal
Possible Traffic Signal
Regional Road
Community Boulevard
Neighborhood Avenue
Trail
N
0 ft
500 ft
1000 ft
2000 ft

Industrial Boulevards. The Industrial Boulevard is hierarchically equivalent to the Community Boulevard, but is modified for use in industrial areas, especially to accommodate truck traffic (see IB-80-36 on page C.1).

Community Boulevards. The location of Community Boulevards has been refined to better serve anticipated neighborhood centers within mixed-use areas.

Network of Thoroughfares. The Proposed Thoroughfare Plan is a conceptual layout for the major thoroughfares within the SAP SED-North. The precise location of thoroughfare alignments and intersections is subject to change based on Traffic Impact Analyses and input from other relevant regulatory agencies.

Access Road. Since private driveways are not permitted on US 79, an access road is proposed to provide access to commercial uses along the US 79 frontage.

CR395
CR 398
CR 101
CR 373 / Lorax Ln.
Justin Ln.
Taylor Municipal Airport-T74
US 79
US 79
CR 402/Hern
CR 401
Rail Yard

Thoroughfares *(SAP SED-North)*

Specific Land Uses are shown here (faded) for convenience. Colors for Specific Land Uses are specified on page B.9.

- Existing Thoroughfare
- Proposed Thoroughfare
- Approved Traffic Signal
- Possible Traffic Signal

- Regional Road
- Community Boulevard
- Industrial Boulevard
- Industrial Street
- Access Road
- Trail
- Traffic Circle

N

0 ft 500 ft 1000 ft 2000 ft

CR 395

CR 398

CR 101

CR-373-/-Lorax-Ln.

Justin-Ln.

Taylor Municipal Airport-T74

US 79

US 79

CR 402/Hermann Sons Rd.

CR 401

Rail Yard

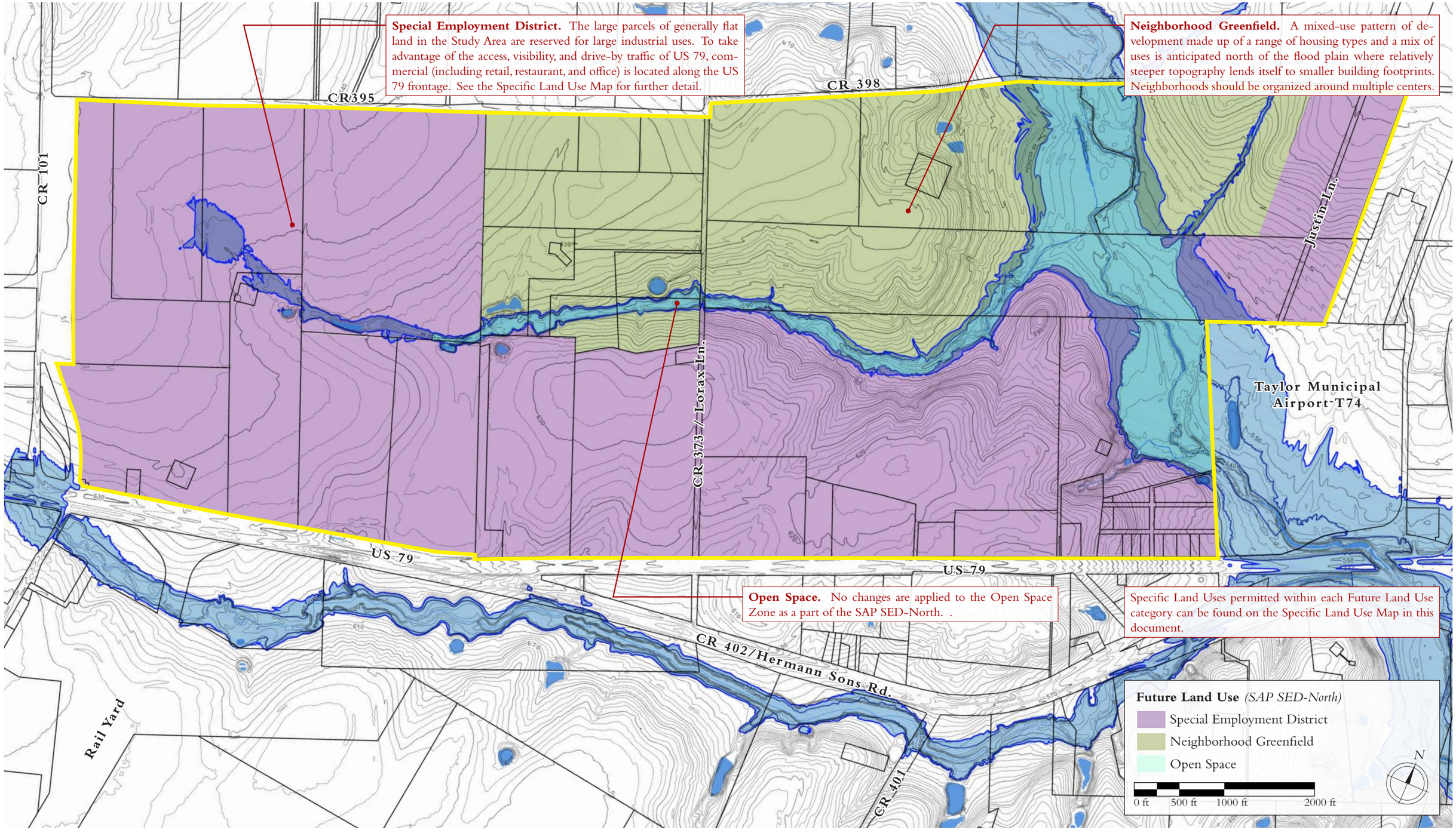
Future Land Use *(Comprehensive Plan)*

Some parcels within the Study Area have a land use designation of Regional Employment Center. Even though they are not designated Special Employment District, they have been deliberately included in the Small Area Plan.

- Area of Minimal Change
- Regional Employment Center
- Special Employment District
- Open Space

N

0 ft 500 ft 1000 ft 2000 ft


Special Employment District. The large parcels of generally flat land in the Study Area are reserved for large industrial uses. To take advantage of the access, visibility, and drive-by traffic of US 79, commercial (including retail, restaurant, and office) is located along the US 79 frontage. See the Specific Land Use Map for further detail.
Neighborhood Greenfield. A mixed-use pattern of development made up of a range of housing types and a mix of uses is anticipated north of the flood plain where relatively steeper topography lends itself to smaller building footprints. Neighborhoods should be organized around multiple centers.
Open Space. No changes are applied to the Open Space Zone as a part of the SAP SED-North. .
Specific Land Uses permitted within each Future Land Use category can be found on the Specific Land Use Map in this document.
CR395
CR 398
CR 101
Justin Ln.
CR 373 / Lorax Ln.
Taylor Municipal Airport-T74
US 79
US 79
CR 402/Hermann Sons Rd.
Rail Yard
CR 401
Future Land Use (SAP SED-North)
Special Employment District
Neighborhood Greenfield
Open Space
N
0 ft
500 ft
1000 ft
2000 ft

Employment - Industrial & Office. The large parcels of generally flat land in the Study Area are reserved for large Industrial uses and may include office uses as well.

Landscape Buffer. A landscape buffer of a minimum 170 feet is required where Employment - Industrial & Office is adjacent to Mixed-Use Neighborhood. This buffer may accommodate stormwater management facilities and other non-building related improvements, including thoroughfares.

Mixed-Use Neighborhood. A mix of neighborhood-scale development is anticipated. Multiple pedestrian sheds are to include a mix of housing types and a variety of uses, anchored around neighborhood centers.

Park / Open Space. The Park zone increases the size of the Future Land Use Open Space area. The park zone serves the purpose of providing a buffer between the mixed-use residential neighborhoods and the more noxious and auto-oriented uses found in the Employment - Commercial and Industrial & Office zones.

CR395

CR 101

Justin Ln.

ONCOR Property

CR 373 / Lorax Ln.

Taylor Municipal Airport-T74

US 79

US 79

Landscape Buffer. A landscape buffer of a minimum 100 feet on each side of the creek is required where shown. This buffer is in addition to the flood plain and shall act as an extension of the Park / Open Space network.

Employment - Commercial (may include Industrial & Office). Orange areas may be allocated to auto-oriented commercial, industrial, and/or office.

ONCOR. This property is owned by ONCOR Electric Delivery Company. Development for electric utility purposes is anticipated.

CR 402/Hermann Sons Rd.

Rail Yard

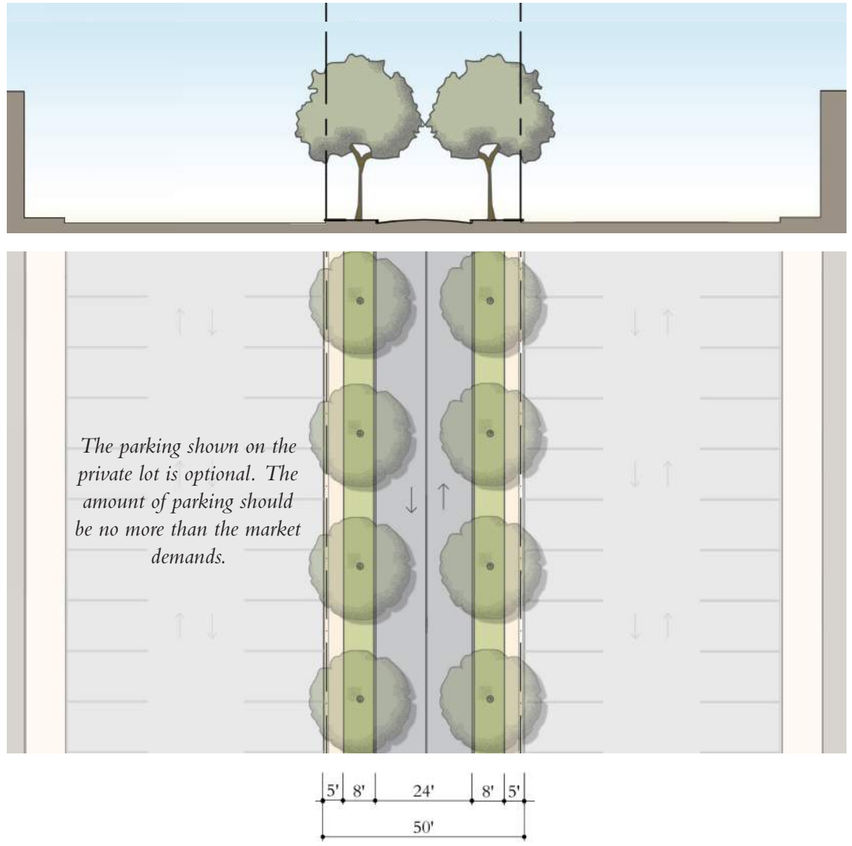
CR 401

Specific Land Use *(SAP SED-North)*

- ONCOR
- Park / Open Space
- Employment - Commercial (may include Industrial & Office)
- Employment - Industrial & Office
- Mixed-Use Neighborhood

N

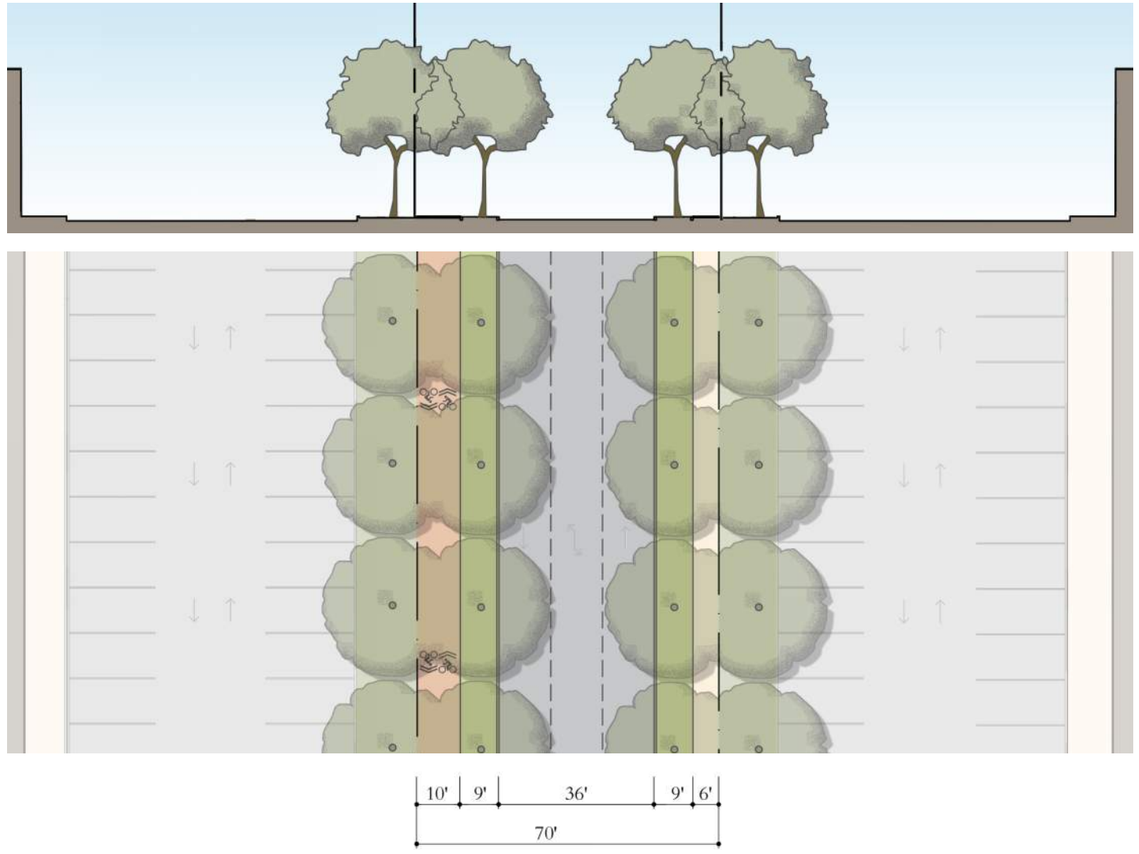
0 ft 500 ft 1000 ft 2000 ft



IS-50-24

Industrial Street
50 ft. ROW
24 ft. Pavement
Free Movement
Two-Way Traffic
No Parking
Curb Radius TBD to Accommodate Trucks
Header Curbs
8 ft. Tree Lawn
Allee, 25-30 ft. o.c.
5 ft. Sidewalk
Provided

Trees may need to be maintained to permit a higher vertical clearance to accommodate truck traffic.
Driveways shall be spaced at a minimum of 200 feet from curb to curb.



IB-70-36

Industrial Boulevard
70 ft. ROW
36 ft. Pavement
Free Movement
Two-Way Traffic
No Parking
Curb Radius TBD to Accommodate Trucks
Header Curbs
9 ft. Tree Lawns
Allee, 25-30 ft. o.c.
10 ft. Shared-Use Path / 6 ft. Sidewalk
Provided

Trees may need to be maintained to permit a higher vertical clearance to accommodate truck traffic.
Driveways shall be spaced at a minimum of 200 feet from curb to curb.

Notes:

The intent of these Industrial Thoroughfares is to facilitate the movement of large trucks. The geometry of thoroughfares and intersections may require adjustments to accommodate the appropriate design vehicle.

Thoroughfare Type
- IB Industrial Boulevard
- IS Industrial Street
- AR Access Road
- BV Boulevard

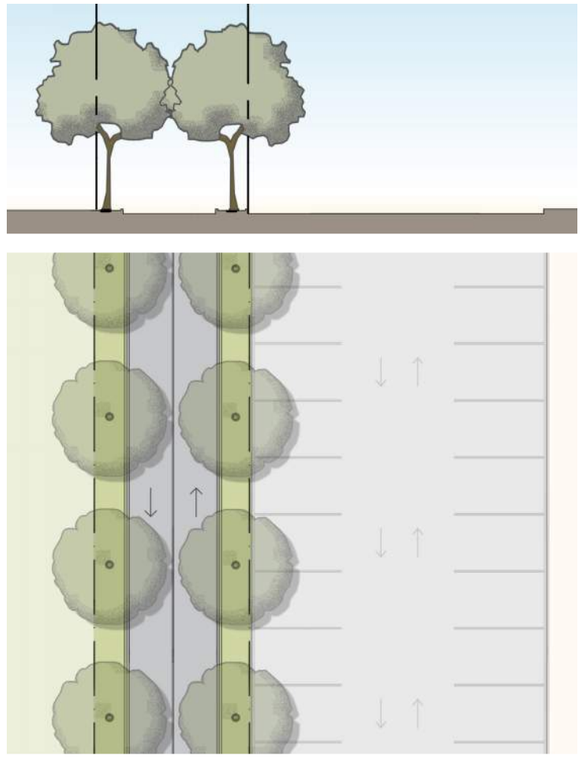
Right-of-Way Width

Pavement Width

XX-##-##

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

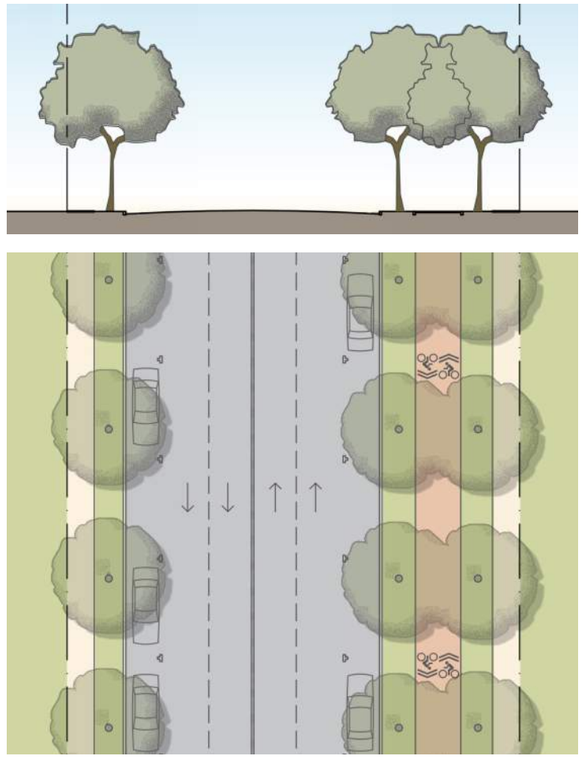
THOROUGHFARE SECTIONS



AR-34-20

Access Road
34 ft. ROW
20 ft. Pavement
Free Movement
Two-Way Traffic
No Parking
Curb Radius TBD to Accommodate Trucks
Header Curbs
7 ft. Tree Lawn
Allee, 25-30 ft. o.c.
None
Provided

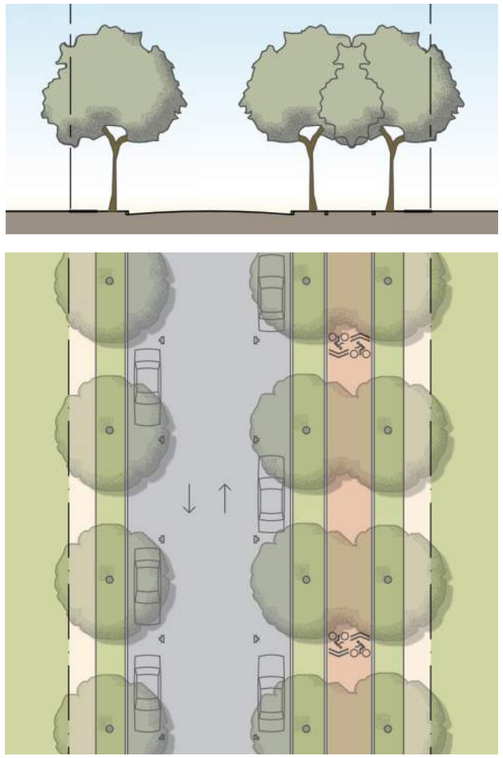
Trees may need to be maintained to permit a higher vertical clearance to accommodate truck traffic.



BV-100-56

Boulevard
100 ft. ROW
56 ft. Pavement
Slow Movement
Two-Way Traffic
Parking Both Sides
12 ft. Curb Radius
Header Curbs
8 ft. Tree Lawn / 7 ft. Tree Lawn
Allee, 25-30 ft. o.c.
6 ft. Sidewalk
For buildings up to 30 ft. tall.

This Thoroughfare Type overrides City standards for Community Blvd. Street trees may be omitted to allow for a Colonnade or Arcade.



BV-80-36

Boulevard
80 ft. ROW
36 ft. Pavement
Slow Movement
Two-Way Traffic
Parking Both Sides
12 ft. Curb Radius
Header Curbs
8 ft. Tree Lawn / 7 ft. Tree Lawn
Allee, 25-30 ft. o.c.
6 ft. Sidewalk
For buildings up to 30 ft. tall.

This Thoroughfare Type overrides City standards for Community Blvd. Street trees may be omitted to allow for a Colonnade or Arcade.

Thoroughfare Type
- IB Industrial Boulevard
- IS Industrial Street
- AR Access Road
- BV Boulevard

Right-of-Way Width

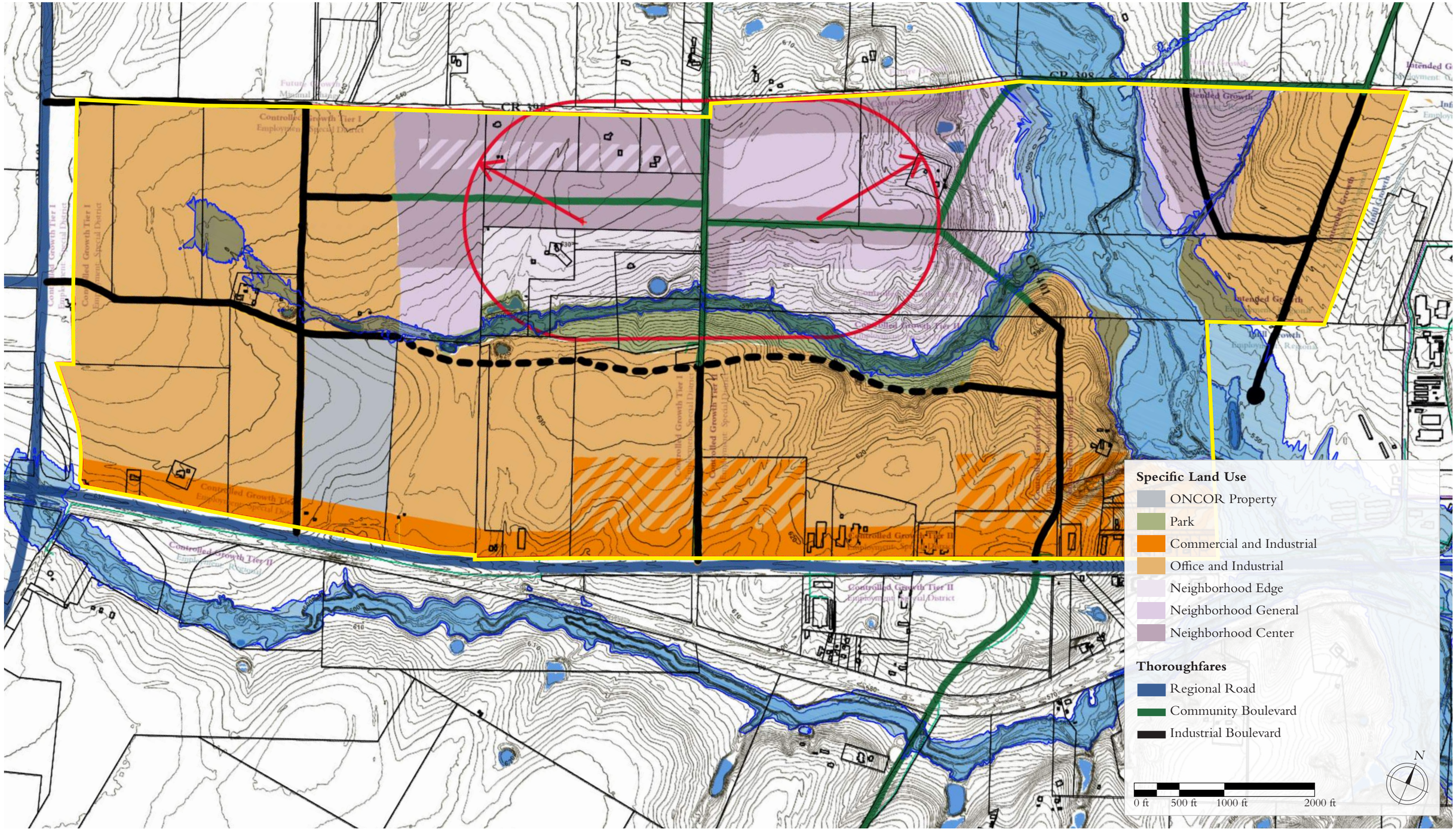
Pavement Width

XX-##-##

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

THOROUGHFARE SECTIONS

PZ-2023-1848 Special Employment District-North
October 7, 2024


CR 308
Specific Land Use
ONCOR Property
Park
Commercial and Industrial
Office and Industrial
Neighborhood Edge
Neighborhood General
Neighborhood Center
Thoroughfares
Regional Road
Community Boulevard
Industrial Boulevard
N
0 ft
500 ft
1000 ft
2000 ft

APPENDIX B: OTHER RELATED PLANNING EFFORTS

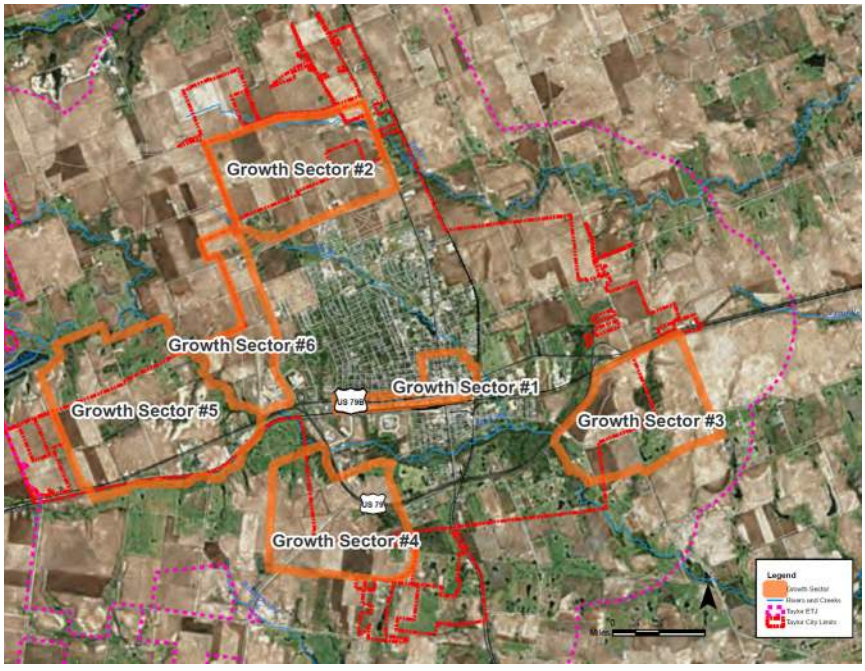
A VISION FOR FUTURE DEVELOPMENT (2017), CENTER FOR URBAN AND REGIONAL PLANNING - UTSA

PURPOSE

The purpose of this study is to examine land areas within the existing city limits and ETJ of Taylor that have potential for residential, commercial, office and industrial growth.

RELEVANT INFORMATION

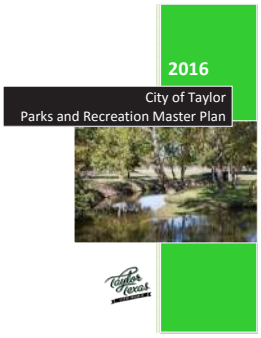
- Six "growth areas" were identified as existing or emerging growth sectors and evaluated with respect to land suitability based on the availability of infrastructure, land use patterns, and natural features,
- Growth Sector 1 was Taylor's Historic Downtown District. Opportunities identified in this sector include adaptive commercial re-use with offices or residential on the upper floors, the potential for more passenger rail travel, good access to US 79 and SH 130, and opportunities for enhanced industrial development in the southern portion of the Sector,
- Growth Sector 2 was identified as Taylor North and includes 1,241 acres and a major floodplain. Opportunities in this growth sector were identified as residential, service offices, commercial land use along major roads and recreational opportunities along Turkey Creek,
- Growth Sector 3 was identified as Taylor East and includes 1,073 acres. This sector provides excellent opportunities for industrial development based on its adjacency to the Union Pacific Rail and access to major thoroughfares and limited floodplains,
- Growth Sector 4 was identified as Taylor South and is expected to grow with residential development in the near future based on proximity to US 79, the Taylor High School and easy access to Main Street and Downtown,
- Growth Sector 5 was identified as Taylor West and has direct access to US 79 and is located closest to the Austin metro area. Several creeks in the area indicate a high potential for a linear park system, and
- Growth Sector 6 was identified as the Airport and has excellent potential for light industrial uses related to aviation. Also located in this area is the operations center for the Electric Reliability Council of Texas (ERCOT), the largest employer in Taylor, Texas.



Source: University of Texas at San Antonio

Figure 121: *A Vision for Future Development Growth Sector*

CITY OF TAYLOR PARKS AND RECREATION MASTER PLAN (2016)



PURPOSE

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

RELEVANT INFORMATION

The Master Plan identified five goals including:

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

The Parks and Recreation Master Plan recommends utilizing the National Recreation and Park Association (NRPA) standards of 10 acres of developed parkland per 1,000 population and 5 – 8 acres of Community Parks per 1,000 population. Based on the NRPA standards, the City of Taylor met the requirements for the amount of parkland per 1,000 population in 2016. Recommendations from the City of Taylor Parks and Recreation Master Plan focus on increasing the diversity of park and recreation opportunities and the upkeep and maintenance of existing parks.

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

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

Source: City of Taylor Parks and Recreation Master Plan

Figure 122: *City of Taylor Parks and Recreation Master Plan Short, Medium, Long Term Priorities*

RECENT PLANNING INITIATIVES

CITY OF TAYLOR PARKS AND RECREATION MASTER PLAN (2020)

PURPOSE

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

Figure 123: *Bull Park Masterplan*

Figure 124: *Murphy Park Masterplan*

Figure 125: *Fannie Robinson Park Masterplan*

Figure 126: *Bull Branch Trail Masterplan*

CITY OF TAYLOR DOWNTOWN MASTER PLAN (2015)

PURPOSE

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

RELEVANT INFORMATION

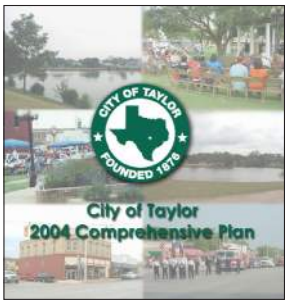
- The Downtown Master Plan included eight goals in the categories of economic, community, environment and art then identified specific actions and catalytic projects to help make those goals a reality,
- Some key regional project recommendations included gateway features and trail and bike connections,
- Some key Downtown projects included Downtown design standards, a parking strategy, and wayfinding and signage, and
- Key streetscape improvements were recommended along Main Street, First Street, Talbot Street, Second Street, and Porter Street.

Figure 127: *Downtown Master Plan Framework Plan*

Source: City of Taylor Downtown Master Plan

RECENT PLANNING INITIATIVES

CITY OF TAYLOR COMPREHENSIVE PLAN (2004)



PURPOSE

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

RELEVANT INFORMATION

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

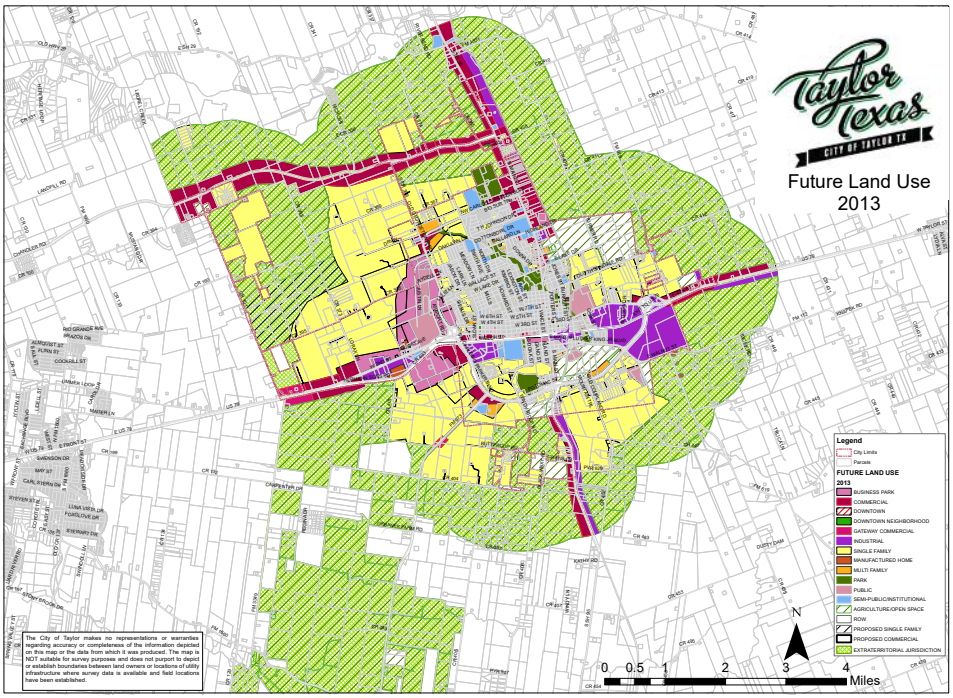


Figure 128: *City of Taylor Future Land Use Plan* *Source: 2004 Comprehensive Plan*

PROJECTED LAND USE REQUIREMENTS

The Future Land Use Plan in the 2004 Comprehensive Plan allocated a certain percentage of the city and ETJ to fourteen different land use categories based on anticipated population growth, shown City of Taylor Future Land Use Plan (last amended in 2013).

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

Source: 2004 Comprehensive Plan

Figure 129: *Projected Land Area by Future Land Use Category 2025*

RELEVANT EXISTING TRANSPORTATION PROJECTS/PLANS

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

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

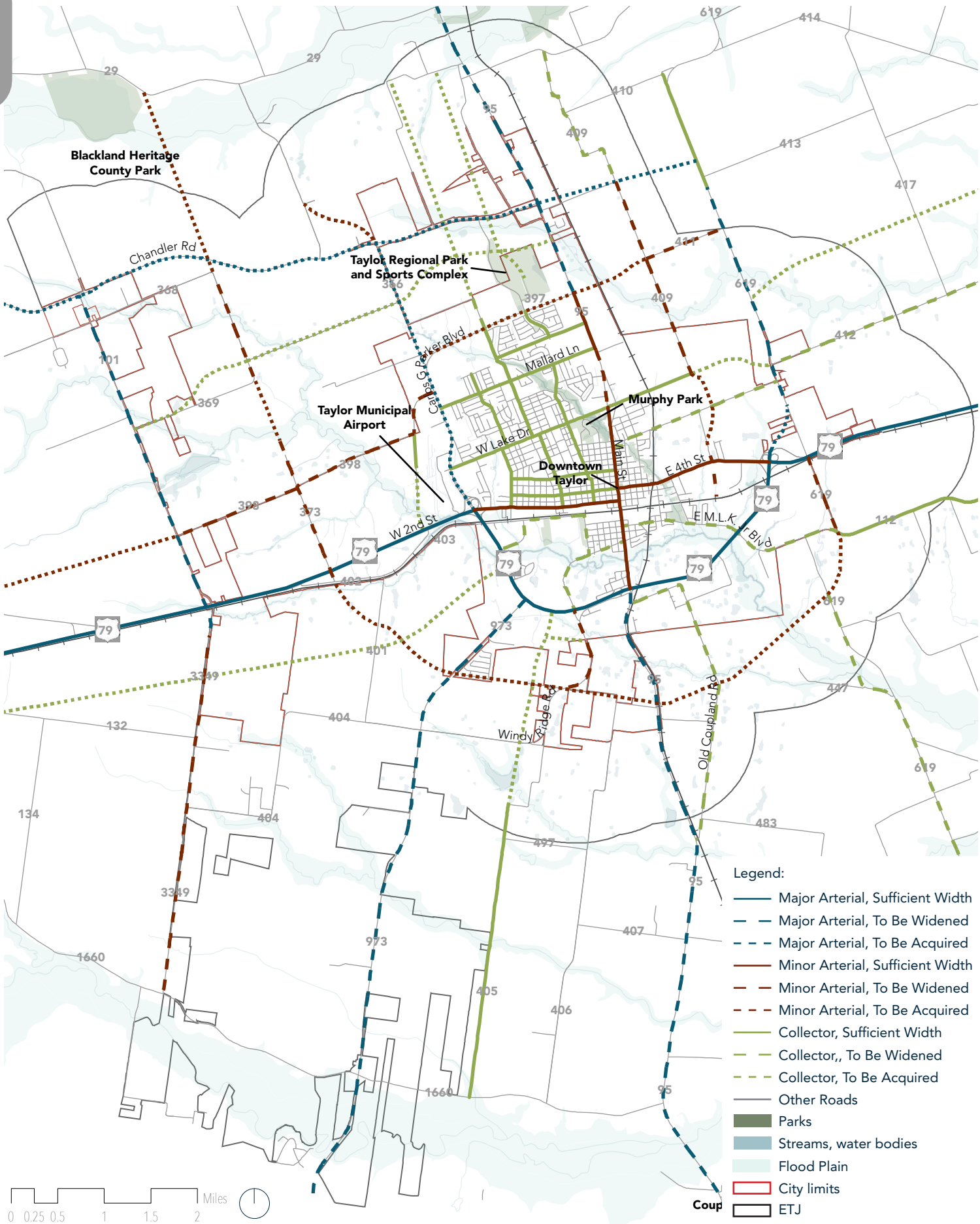


Figure 130: *2004 Thoroughfare Plan*

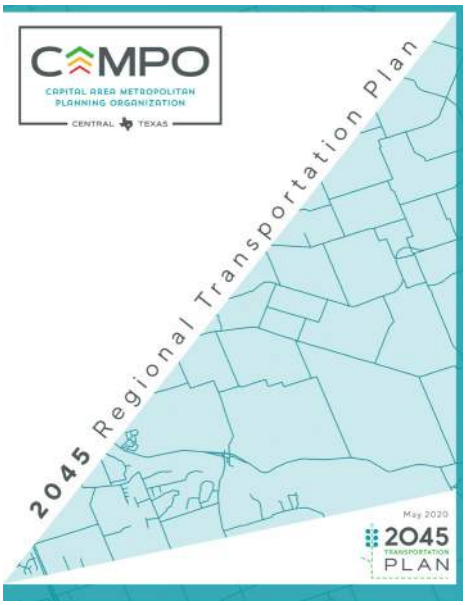
Source: City of Taylor, HDR

CAMPO 2045 – FISCALLY CONSTRAINED PROJECTS

- **US 79** – Widening US 79 from a four-lane undivided roadway to a six-lane divided roadway between FM 619 and west of the study limits to FM 1460,
- **Corridor E1/Southeast Loop** – Widening Southeast Loop from a two-lane roadway with a continuous left-turn lane to a six-lane divided roadway and ultimately to a four-lane limited access roadway with three-lane frontage roads in each direction between US 79 and west of study limits to SH 130,
- **Corridor B2/Chandler Road** – Widening Chandler Road from a two-lane undivided roadway to a six-lane divided roadway between SH 95 and west of study limits to SH 130, construction of a new two-lane roadway with a continuous left-turn lane between FM 619 and east of study limits to FM 1063,
- **Corridor A2** – Construction of a new two-lane roadway with a continuous left-turn lane between FM 3349 and SH 95 with eventual widening to a six-lane divided roadway,
- **Corridor B3/FM 619** – Construction of new roadway connections from FM 619 to SH 95 and US 79, widening FM 619 from a two-lane undivided roadway to a two-lane roadway with a continuous left-turn lane and ultimately to a six-lane divided roadway between SH 95 and US 79,
- **Corridor E2/CR 101** – Widening CR 101 to a six-lane divided roadway between Chandler Road and US 79, and
- **Corridor E3/CR 101** – Construction of new two-lane roadway with a continuous left-turn lane with eventual widening to a six-lane divided roadway between SH 29 and Chandler Road.

CAMPO 2045 – FISCALLY UNCONSTRAINED PROJECTS

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



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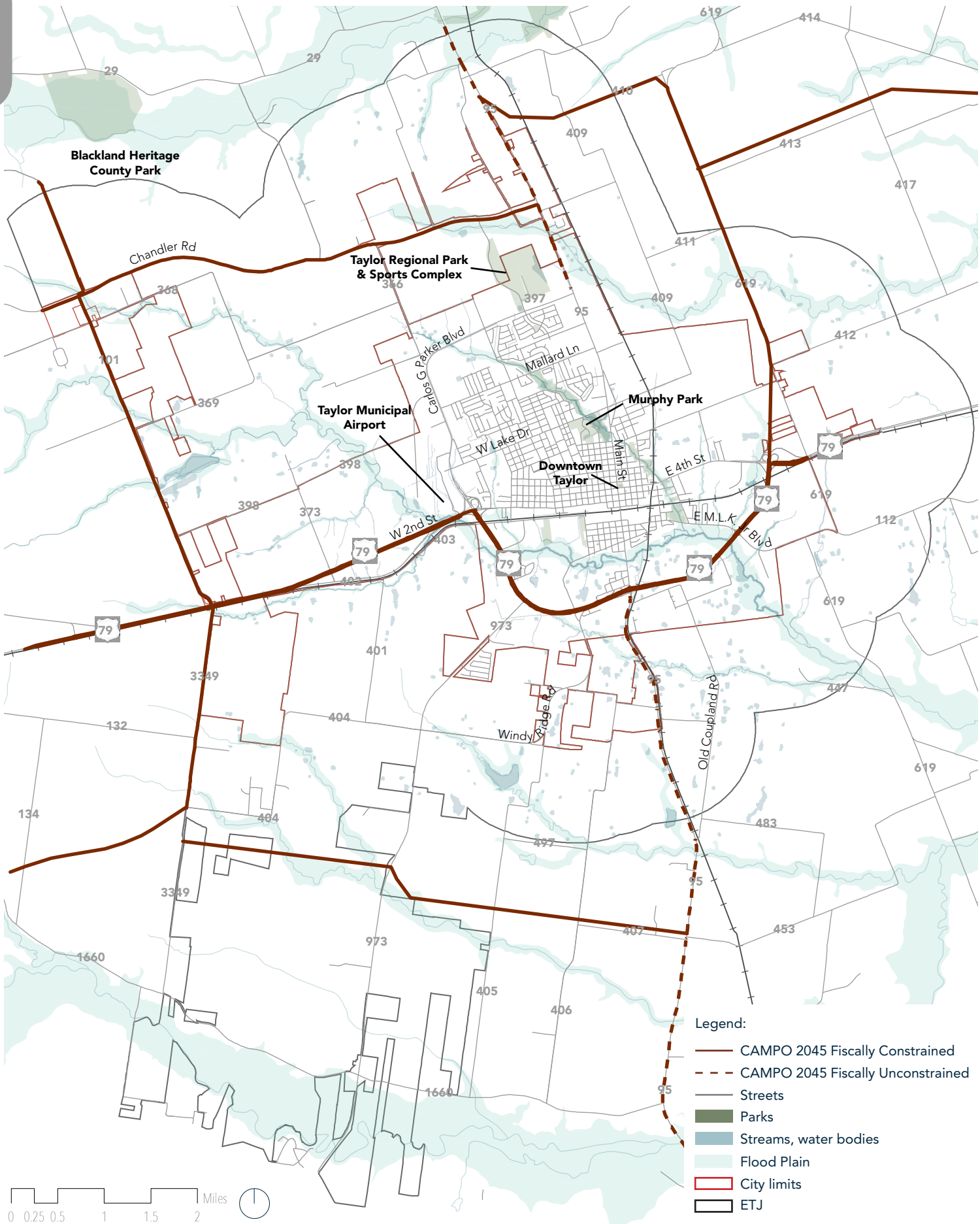

Figure 131: *Planned Projects*

Source: City of Taylor, HDR

RECENT PLANNING INITIATIVES

OTHER PLANNING DOCUMENTS REVIEWED

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

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