AGENDA

CITY OF TAYLOR, TEXAS
PLANNING & ZONING COMMISSION MEETING
CITY HALL COUNCIL CHAMBERS
400 PORTER STREET
TAYLOR, TEXAS, 76574
JANUARY 14, 2025, 6:00 PM

For Citizens Communication and to speak during the public hearings, please contact the Development Services office at 512-365-3863 prior to 5:30 p.m. on Tuesday, January 14, 2025.

The agenda packet is on the City of Taylor's website.

I. CALL TO ORDER AND DECLARE A QUORUM

II. CITIZEN COMMUNICATION

(The Planning and Zoning Commission welcomes public comment on items not listed on the agenda. However, the Commission cannot respond until the item is posted on a future agenda. All public comments are limited to 3 minutes.)

III. CONSENT AGENDA

(The Consent Agenda includes non-controversial and routine items that the Commission may act on with a single vote. The Chairman or a Commission member may pull any item from the Consent Agenda to discuss and act upon it Individually as part of the Regular Agenda.)

1. Review and approve minutes from the meeting held on December 10, 2024. *Courtney Peres*

2. **PZ 2024-2368** Consider Disapproval of The Foundry Preliminary Plat, generally located at the intersection of Old Granger Road and North Main Street, legally described as a 10.69 - acre tract of land in the J. Pharrass Survey, Abstract No. 495, more particularly described by the Williamson Central Appraisal District Parcel R102540, Taylor, Williamson County, Texas *Courtney Peres*

3. **PZ-2024-2255** Consider Approval of the iMarket Final Plat, generally located northeast at the intersection of Carlos G. Parker Boulevard S.E. and FM 112, legally described as a 211.84-acre tract of land in the Parthinia Coursey Survey, Abstract No. 131, more particularly described by Williamson Central Appraisal District Parcels R357492, R318771, R006142, R620065, R624522, R620064, R318773, Taylor, Williamson County, Texas. *Courtney Peres*

IV. REGULAR AGENDA

4. Consider and take action on the Planning and Zoning Application Submission Calendar and the Subdivision Application Calendar. *Courtney Peres*

5. **PZ-2024-2367** – Hold a public hearing and consider a request regarding a Subdivision Variance from the Engineering Manual Section 1.6, modifications to the buffer zone

requirements around the proposed detention pond, on property generally located at 300 Airport Road on approximately 4.726 acres of land, in the Mucha/Hubnik Subdivision Minor Plat, Block 1, Lot 2, more particularly described by the Williamson Central Appraisal District Parcel R629212, Taylor, Williamson County, Texas *Cole Bakley*

6. **PZ 2024-2374** – Hold a public hearing and consider a request for a Subdivision Variance from the Engineering Manual, Section 2.10.10, Sidewalks, Shared Use Paths, and Trails, to consider no requirement of sidewalk installation along RCR Parkway, generally located at 201 FM 3349, legally described as RCR-Taylor Logistics Park Final Plat, Phase Two, Blocks Three through Six, consisting of approximately 490.09 acres of land, Taylor, Williamson County, Texas. *Cole Bakley*

V. DISCUSSION ITEMS

7. Update regarding City Council actions on items referred by the Planning and Zoning Commission.

VI. ADJOURN

The Commission may vote and/or act upon each of the items listed in this Agenda. The Commission reserves the right to retire into executive session concerning any of the items listed on this Agenda, whenever it is considered necessary and legally Justified under the Open Meetings Act.

I certify that the notice of this meeting was posted in the City of Taylor Hall Lobby continuously for 72 continuous hours before January 14, 2025. I further certify that the following news media was notified of this meeting: Taylor Daily Press.

Posted by: Victoria Winchester Date: January 10, 2025

Victoria Winchester, Administrative Assistant

City of Taylor
Planning & Zoning Commission Meeting Minutes
City Hall Council Chambers
400 Porter Street, Taylor, Texas, 76574
December 10, 2024 at 6:00 PM

I. CALL TO ORDER AND DECLARE A QUORUM

Call to Order and Declare a Quorum
Vice Chair, Nora Roy called to Order and Declared a Quorum.

II. CITIZEN COMMUNICATION

The Planning and Zoning Commission welcomes public comments on items not listed on the Agenda. However, the Commission cannot respond until an item is posted on a future meeting Agenda. Registration forms are available at the sign in table.

Citizen Communication
Vice Chair, Nora Roy declared citizen communication. There was none at this time.

III. CONSENT AGENDA

(The Consent Agenda includes non-controversial and routine items that the Commission may act on with a single vote. The Chair or a Commission member may pull any item from the Consent Agenda to discuss and act upon it Individually as part of the Regular Agenda.)

Consent Agenda

Commissioner, Donna Frazier approved the Consent agenda as presented. Commissioner, Alexander Allrich seconded the motion. Motion passed unanimously.

1. Review and approve minutes from the meeting on November 12, 2024

Consent Agenda
Commissioner, Donna Frazier Approved the minutes as presented.

2. **PZ-2024-2291** Consider Disapproval of the Nyle Maxwell Minor Subdivision Plat, generally located at 14150 Hwy 79, legally described as 8.010 acres of land part of the William Kincaid Survey, Abstract No. 0373, more particularly described by Williamson Central Appraisal District Parcels R311124, R019359, R331352, Taylor, Williamson County, Texas. *Courtney Peres*

Consent Agenda
Commissioner, Donna Frazier approved the Consent Agenda as presented. Commissioner, Alexander Allrich seconded. Motion passed unanimously.

3. **PZ-2024-2258** Consider Approval of the IMarket America Preliminary Plat, generally located northeast at the intersection of Carlos G. Parker Boulevard S.E. and FM 112, legally described as a 211.84-acre tract of land in the Parthinia Coursey Survey, Abstract No. 131, more particularly described by Williamson Central Appraisal District Parcels R357492, R318771, R006142, R620065, R624522, R620064, R318773, Taylor, Williamson County, Texas. *Shai Roos*

Consent Agenda

Commissioner, Donna Frazier approved the Consent Agenda as presented. Commissioner, Alexander Allrich seconded. Motion passed unanimously.

IV. REGULAR AGENDA

Regular Agenda

Preston Gunn, City of Taylor Planner, made a presentation regarding a recommendation for a request for an alternative Landscape Plan and to seek relief from mitigation through a fee in lieu of the Boxwood two-site development plan.

4. **PZ-2022-1456** Consider and provide a recommendation for a request for an Alternative Landscape Plan and to seek relief from mitigation through a fee in lieu of the Boxwood Two Site Development Plan, generally located at 2002 West 2nd Street, legally described as Boxwood Subdivision, Block One, Lot Three, 2.013 acres, more particularly described by Williamson Central Appraisal District Parcel R665492, Taylor, Williamson County, Texas. *Preston Gunn*

Regular Agenda

Motion was made by Commissioner, Barbara Aviles-Torsberg to remove mitigation entirely, alternative landscape plan and no mitigation be attached, Motion was seconded by Annette Maruska

V. DISCUSSION ITEMS

Discussion Items

Courtney Peres, Planning Manager, made a presentation regarding the updated items that have went to City Council and has either been approved or disapproved.

5. Update regarding City Council Actions on items referred by the Planning and Zoning Commission

Discussion Items

6. General discussion regarding Land Development Code *Scott Dunlop*

Discussion Items

Scott Dunlop, Director of Development Services, made a presentation regarding the Land Development Code. The key to this presentation is to provide any feedback from the Planning and Zoning Commission to prepare for the joint P&Z/City Council Workshop on January 30th. The combined boards will discuss the current LDC and any

recommendations they would like to bring up during the meeting to better direct staff to achieve the five big ideas. Those are: Fiscal Sustainability and Infrastructure; Community Character; Diverse Housing; Inclusive Growth; and Economic Resilience.

VI. ADJOURN

Adjourn
Vice Chair, Nora Roy has adjourned the meeting at 6:57PM.

City of Taylor
PZ-2024-2368
The Foundry Preliminary Plat
Staff Report

Item Details

Agenda No.	2
Requested Action:	Consider Disapproval of The Foundry Preliminary Plat
Address/Location:	Generally located near the intersection of Old Granger Road and North Main Street.
Legal Description:	Approximately 10.69 acres of land part of and out of the J. Pharrass Survey, Abstract No. 495, more particularly described by the Williamson Central Appraisal District Parcel R102540, Taylor, Williamson County, Texas
Current Zoning:	P5 – Urban Center
Current Use:	Vacant Acreage
Applicant:	Andy Graham, Engineer with Kimley Horn
Case History:	This is the first submission of the Preliminary Plat.
Staff Recommendation:	The submitted Preliminary Plat does not meet the minimum requirements of the Land Development Code, Planned Development Ordinance and Engineering Manual. Therefore, staff recommends Disapproval of the proposed Preliminary Plat.

Attachments

1. Staff Comments
2. Location Map
3. Proposed Preliminary Plat Package

City of Taylor
400 Porter Street
Taylor, TX 76574
(512) 352-3675
www.ci.taylor.tx.us

Andy Graham

Date: Friday, January 10, 2025

5301 Southwest Parkway, STE 100
Austin TX 78735
andy.graham@kimley-horn.com

Address: Corner of SH 95 and Old Granger Road, Taylor 76574

Permit Number PZ-2024-2368

Dear Andy Graham,

Staff has completed its review of The Foundry - Preliminary Plat that is to be generally located at Corner of SH 95 and Old Granger Road, Taylor, TX 76574. There are corrections that need to be made prior to acceptance of the Preliminary Plat. Comments from this review follow.

Planning Department Comments

The following comments have been provided by Courtney Peres. Should you have any questions or require additional information regarding any of these comments, please contact Courtney Peres by email at courtney.peres@taylortx.gov.

1. Revise to PZ-2024-2368
2. Lot & Block Table - Provide total of acres to be considered within the Preliminary Plat.
3. Lot & Block Table – Update to include Drainage Reserves and Civic Spaces etc.
4. Revise Block and Lot to comply with specified and approved blocks within the Regulating Plan of the Neighborhood Plan.
5. Revise Blocks to call out Open Space (Civic Space – page 17 of Regulating Plan).
6. LDC 3.8.1.7 – Street Names – Street names shall be continuations of existing street names adjacent to in in-line, if they are not duplications. Street Names will be checked with Williamson County for appropriateness. All street names must have corresponding suffix with their street type:
    i. Kerlin Lane → Kerlin Avenue
    ii. Mark Gregg Street → Mark Gregg Avenue
7. The "half street" – extension of Joel Pollack Street should be a 40-foot right-of-way and is shown as both a 45-foot right-of-way and a 60-foot right-of-way.
8. LDC 3.8.1.6 – Intersection – Streets are to intersect at a ninety-degree angle.
9. The section of Highland Drive should be named as an extension of Kerlin. Highland Drive at this location is incorrect (true Highland Drive is to the north).
10. The Proposed Access Easements across the entire property need to be specified if they are intended to be public or private. Most of them should be established as public access easement (i.e. fire lanes and paths – LDC 3.8.1.15 – Paths and Trails).
11. Block A, Lot 3 has a proposed 15 ft PUE but not the continuation of the 15 ft. access easement. Revise to comply with the adopted Neighborhood Plan.
12. LDC 3.8.1.17 – Sidewalks – The applicant is responsible for noting the location of sidewalks on the plat. All sidewalks must comply with the adopted roadway network within the Neighborhood Plan (page 16).
13. Provide clarification of the "Water Easements" shown on the plat within various blocks/lots. All public utilities are within the ROW. Specify what is being shown, its width/dimensions and ultimately explain why it cannot be captured within the public right-of-way.
14. Consider establishing the detention ponds as their own lot within their respective blocks.
15. Confirm acreage of "10.68" in legal description against acreage of "10.69" in metes and bounds on page 2.
16. Revise the Planning and Zoning Commission signature block to: Amy Everhart, Chair, and Donna Frazier, Secretary.
17. Revise all signature blocks to reflect the year 2025.
18. Remove all outlines of structures found in Block A.
19. Provide Symbology for set and found iron rods.
20. Provide adjoining properties shown in a dashed line – look to distinguish between contour lines.
21. Plat Notes:

i. D – seek to comply with Urban Design Comments.
ii. E – this note can be removed as the comment below will cover it.
iii. G – Revise to Ordinance 2025-04 and reword to: "This subdivision is subject to Ordinance 2025-04, which contains specific development requirements/restrictions.

Engineering Department Review

The following comments have been provided by Javier Vasquez. Should you have any questions or require additional information regarding any of these comments, please contact Javier Vasquez by email at javier.vasquez@hdrinc.com.

*See Associated Documents section of the permit page to download a PDF of the plat containing the following comments:

Preliminary Plat - Engineering Review 01

Sheet 1 of 2

1. Street Name to be Highland Drive
2. Verify and update easement to include "Pedestrian Access Easement"
3. Include all recording information for Main Street (aka SH 95)
4. Show and notate locations of civic spaces per regulating plan
5. Repeat 40' pipeline easement information here to notate location within ROW dedication
6. Notate area of proposed water easements (e.g. sqft, acre)
7. Please verify if phasing of the development is planned. If so, provide a phasing plan
8. Provide the lot/block and streets table in tabular form.
9. Include block information
10. Update street types shown to proposed type
11. Locations of fire apparatus access roads to be shown on the plat
12. Recommend light hatching for proposed variable width drainage easement(s) for clarity. Notate area of detention use.
13. Remove non-plat elements shown
14. Verify Street Name to be Highland Drive
15. Is this portion of proposed ROW for Kerlin Lane being platted? If so, update boundaries or remove information and provide updated information accordingly.
16. Provide a tie to a corner of the original tract and a tie to the closest platted lot
17. Verify and update Update address to "Granger Road"
18. Update permit number
19. Label legend item (e.g. Abbreviations Legend)
20. Verify and update linetypes shown and remove lines not applicable to this plat/include applicable linetypes
21. (Typical) All lot corners to be squared at intersections
22. Recommend placing all tables in one consolidated area (including street and lot/block)
23. Sheet size submitted is a 22"x34". Verify and update scale text
24. Verify and update Lot 2 to include this public utility easement
25. Is this existing 10-ft PUE along Mark Gregg Street to be relocated or removed per this plat? It is now located in ROW dedication. It appears existing sanitary sewer is located within this area.
26. Please verify if these are intended to be used for water meter (meter vaults) locations
27. Notate easement width and type for easement shown
28. Note that all utility easement widths are subject to requirements found in the Taylor Engineering Manual Sec. 1.8. A minimum 20-ft wide easement is required.
29. Provide graphic in legend for monuments/IRs
30. Provide all street centerlines and include bearing/distance/curve data. This is also intended to verify tie-in to existing streets
31. Applicant is responsible for noting location of sidewalks on the plat per Taylor LDC 3.8.1.17 SIDEWALKS
32. What is the intent of this curve in the roadway? It appears there is adequate space to provide a straight alignment

33. Based on future extension of this street, is it feasible to shift the centerline of this ROW east (+/- 8'-10') to allow for the street to extend mostly along this existing 39.77 acre tract?
34. Verify and update Lot 3 to include this access easement
35. Provide acreage of existing adjacent lots/tracts.
36. Recommend placing this bearing directly on the plat to remove the line table completely.
37. Show and label location of existing Granger Road ROW.

Sheet 2 of 2

1. Note "g." to be updated. This note will reference the zoning ordinance for the regulating plan.
2. Verify and update gas service provider
3. Recommend providing a general note regarding the existing pipeline easement to reference key exclusions and terms for use within the proposed easement.
4. Update title - County Clerk's Certification
5. Update title -Owner's Certification
6. Update title -Surveyor's Certification
7. Update title -Engineer's Certification
8. Engineer's Certification - Update Registered to Licensed in two locations
9. Provide the Director of Development Services Certification Block on the plat
10. Metes and Bounds - Is there a reason this is called twice?

Traffic Impact Analysis - Engineering Review 01

The traffic impact analysis submitted by Kimley Horn and dated 12/3/24 has been reviewed and approved with the following items noted as part of the TIA requirements:

1. Construct a northbound right-turn lane on Main Street at Driveway 1 (Highland Dr.) and stub out Old Granger Road, so all existing traffic shifts to Dahlberg Road (Intersections 2 and 3 of the report). It is noted that these improvements shall be approved by TxDOT prior to acceptance of the subdivision improvements for this subdivision.

**See Associated Documents section of the permit page to download a PDF of the study containing the following comments:*

Drainage Study - Engineering Review 01

1. *Sheet 5 of 16 - Please include a statement that the site does or does not have greater than 64 acres of contributing flow, and therefore does/does not have Taylor Floodplain present (as defined by COT EM 3.22).*
2. *Sheet 8 of 16 - Thank you for demonstrating compliance with EM 3.1.4: no increase in offsite flows. FYI- please submit a drainage model supporting this with the SIP and SD submittal packages.*
3. *FYI- Pond calculations in compliance with Q-critical (EM 3.1.4.D) will be required during SIP / SD review.*
4. *Sheet 8 of 16 - FYI- Pond calculations in compliance with Q-critical (EM 3.1.4.D) will be required during SIP / SD review.*
5. *Sheet 12 of 16 - Provide full topographic data for the drainage areas.*
6. *Sheet 13 of 16 - Provide full topographic data for the drainage areas.*

*See Associated Documents section of the permit page to download a PDF of the plan containing the following comments:

Utility Schematic Plan - Engineering Review 01

1. General: Utility Layouts shown including proposed site information is not being approved with this schematic. The purpose of the schematic is to detail routing of utilities within the subdivision and to show how each lot will be serviced.
2. General: Proposed offsite improvements shall be coordinated for review/permit under the subdivision improvements process. Coordination shall be made for development agreements regarding the construction of these offsite improvements. Proposed subdivision improvements for this subdivision are contingent upon these improvements.
3. Provide a section view of typical ROW utility assignments based on current Engineering Manual requirements.

4. Condition of this wastewater line (on Mark Gregg St.) will need to be verified and location relative to building foundations proposed. Relocation of the line may be necessary based on these two items.
5. Update callout or remove. No Manhole shown where noted.
6. Show water stubout at this location for future extension to east.
7. Sewer to be extended to property boundary.
8. Why is sewer being routed here and not along the proposed ROW? Either route appears to cross the existing gas pipeline.

Fire Department Comments

The following comments have been provided by Bobby Copeland. Should you have any questions or require additional information regarding any of these comments, please contact Bobby Copeland at (512) 352-6992 or by email at robert.copeland@taylortx.gov.

1. General note "f" shall read: The minimum fire flow shall be the as required in the current adopted International Fire Code, but not less than 1500 gallons per minute for 2 hours.

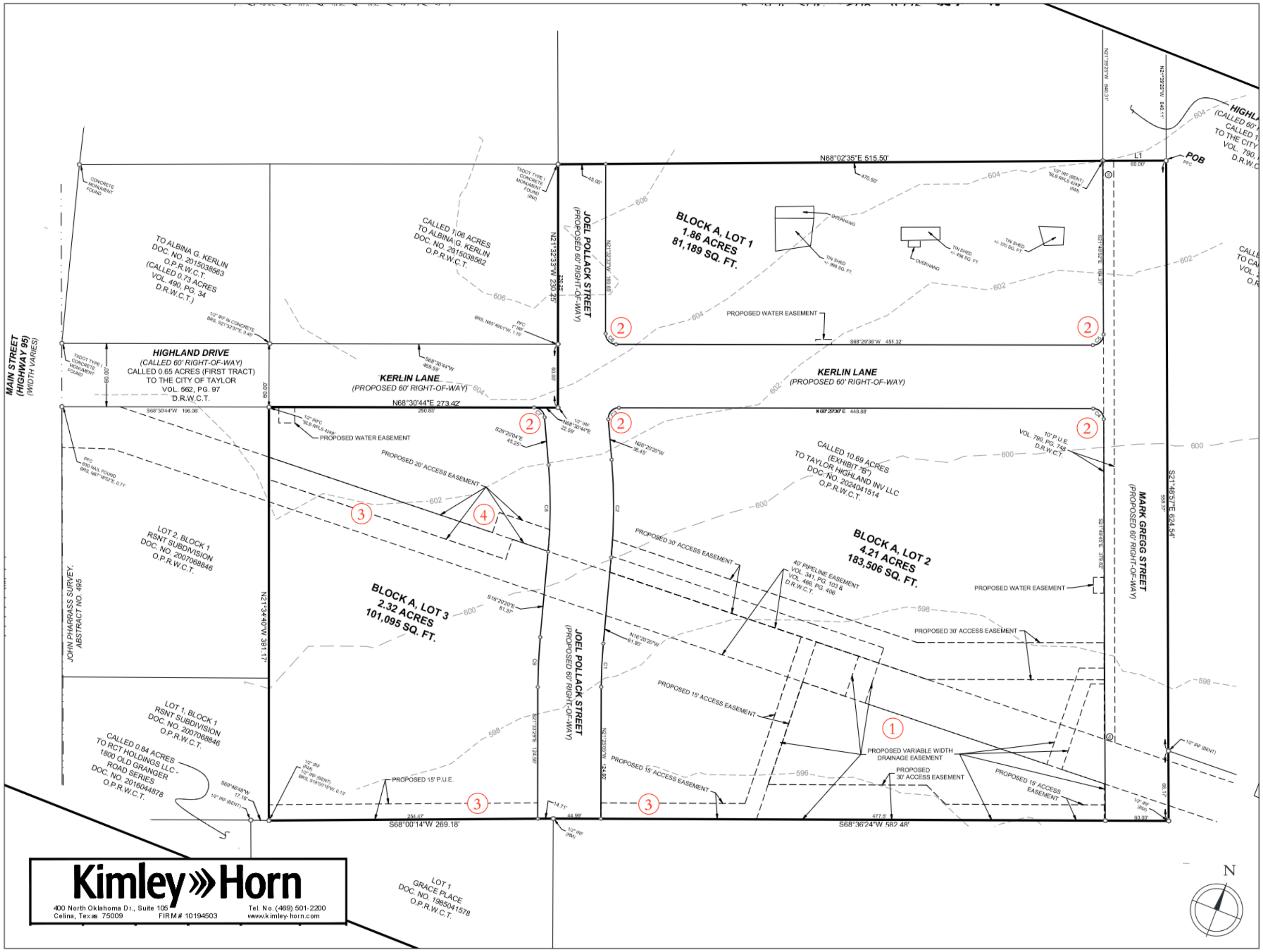
2. The proposed roadway and water line piping will be further reviewed during the site plan phase to ensure code compliance at a minimum of fire apparatus access, fire suppression system main line piping, and fire hydrant locations.

Please revise the plat to address the comments noted above. Following revision, submit the plat electronically with a resolution letter in PDF format.
Should you have questions regarding specific comments, please contact the staff member referenced under the section in which the comment occurs. Should you have questions or require additional information regarding the plan review process itself, please feel free to contact me directly. I can be reached by telephone at (512) 309-6268, or by e-mail at courtney.peres@taylortx.gov.

Thank you,

CPeres

Courtney Peres, CNU-A
Planning Manager
City of Taylor



The design is subject to change. Not for construction.

Urban Design Comments

1. All Civic Space should be demarcated on separate lots with any applicable access easements.
2. Corners of Rights-of-Way should not have a radius. Wherever possible, radii for turning movements should be accommodated through the shape of the curb, not the ROW or alley.
3. A pedestrian Path is indicated in the Neighborhood Plan at these locations. Paths should be designated on separate lots with all applicable access easements.
4. The shape of this access easement is not entirely consistent the pedestrian Path indicated in the Neighborhood Plan. Ensure that this geometry will not result in any undesirable jogs in the Path.

THE FOUNDRY SUBDIVISION
PRELIMINARY PLAT
CITY OF TAYLOR PROJECT NUMBER
(PZ-2024-_ _ _ _)

BEING A PRELIMINARY PLAT CONSISTING OF 10.68 ACRES, INCLUDING 2.29 ACRES OF RIGHT-OF-WAY DEDICATION, TO CREATE 3 LOTS, 0 RESERVES PART OF AND OUT OF THE JOHN PHARRASS SURVEY, ABSTRACT NO. 495 CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS

PROPERTY DESCRIPTION

BEING a tract of land situated in the John Pharrass Survey, Abstract No. 495, City of Taylor, Williamson County, Texas being all of a called 10.69 acre tract of land conveyed to Taylor Highland INV LLC by deed recorded in Document No. 2024041514, Official Public Records of Williamson County, Texas (O.P.R.W.C.T.), being more particularly described as follows with all bearings being based on grid north of the Texas Coordinate System of 1983, Central Zone, and with grid distances measured in US survey feet:

BEGINNING at a point for the north corner of said 10.69 acre tract, at the southeast corner of Highland Drive, a called 60 foot right-of-way, being a called 1.95 acre tract of land conveyed to the City of Taylor by deed recorded in Volume 790, Page 476, Deed Records of Williamson County, Texas (D.R.W.C.T.), being in the west line of a called 23.69 acre tract of land conveyed to Carpenter, LLC by deed recorded in Volume 2492, Page 38, D.R.W.C.T., from which a 1/2-inch iron rod found (bent) for the northwest corner of said 23.69 acre tract and in the east right-of-way line of said Highland Drive bears, North 21°39'25" West, 840.11 feet;

THENCE South 21°48'57" East, with the east line of said 10.69 acre tract and west line of said 23.69 acre tract, passing at 558.37 feet a 1/2-inch iron rod found (bent) for the southwest corner of said 23.69 acre tract and for an angle point in the north line of a called 39.769 acre tract of land conveyed to S.P.J.S.T. Rest Home by deed recorded in Document No. 2013109610, O.P.R.W.C.T., continuing with the east line of said 10.69 acre tract and a north line of said 39.769 acre tract for a total distance of 624.54 feet to a 1/2-inch iron rod found for the southeast corner of said 10.69 acre tract and for an angle point in the north line of said 39.769 acre tract;

THENCE South 68°36'24" West, with the south line of said 10.69 acre tract and a northwest line of said 39.769 acre tract, 582.48 feet to a 1/2-inch iron rod found for an angle point in the south line of said 10.69 acre tract, for the northwest corner of said 39.769 acre tract, and for the north corner of Lot 1 of Grace Place, a subdivision of the City of Taylor, Williamson County recorded in Document No. 1985041578, O.P.R.W.C.T..

THENCE South 68 00'14 West, continuing with the south line of said 10.69 acre tract and the northwest line of said Lot 1, 269.18 feet to a 1/2-inch iron rod found for the southwest corner of said 10.69 acre tract, for an angle point in the north line of said Grace Place, and for the southeast corner of Lot 1, Block 1 of RSNT Subdivision, a subdivision of the City of Taylor, Williamson County recorded in Document No. 2007068846, O.P.R.W.C.T., from which a 1/2-inch iron rod found (bent) bears, South 18°00'15" West, 0.13 feet and a 1/2-inch iron rod found (bent) for the northwest corner of said Grace Place and for the north corner of a called 0.84 acre tract of land conveyed to RCT Holdings LLC - 1800 Old Grainger Road Series by deed recorded in Document No. 2016044878, O.P.R.W.C.T. bears, South 69°46'48" West, 17.16 feet;

THENCE North 21°34'40" West, with the west line of said 10.69 acre tract, in part with the east line of Lot 1 and Lot 2 of said RSNT Subdivision, 391.17 feet to a 1/2-inch iron rod found capped (stamped "BLB RPLS 4249") for an exterior ell-corner of said 10.69 acre tract, in the southeast right-of-way line of Highland Drive, a called 60 foot right-of-way, being a called 0.65 acre tract of land conveyed to the City of Taylor by deed recorded in Volume 562, Page 97, Deed Records of Williamson County, Texas (D.R.W.C.T.),
THENCE North 68°30'44 East, with a northwest line of said 10.69 acre tract, 273.42 feet to a 1/2 inch iron rod found for the interior ell-corner of said 10.69 acre tract and for the southeast corner of said Highland Drive;

THENCE North 21°32'33 West, continuing with a northwest line of said 10.69 acre tract and in part with the east right-of-way line of said Highland Drive and the east line of a called 1.06 acre tract of land conveyed to Albina G. Kerlin by deed recorded in Document No. 2015038562, O.P.R.W.C.T., 230.25 feet to a TxDOT Type 1 concrete monument found for the northwest corner of said 10.69 acre tract, for the northeast corner of a called 1.06 acre tract of land conveyed to Albina G. Kerlin by deed recorded in Document No. 2015038562, O.P.R.W.C.T., for the southeast corner of a called 2.99 acre tract of land conveyed to Taylor Church of Christ, Inc. by deed recorded in Volume 1278, Page 935, O.P.R.W.C.T., and for the southwest corner of a Lot 1 of Basler Electric Company, a subdivision of the City of Taylor, Williamson County, recorded in Document No. 1997011486, Official Records of Williamson County, Texas (O.R.W.C.T.),

THENCE North 68°02'35" East, with the north line of said 10.69 acre tract and the south line of said Lot 1, 515.50 feet to a 1/2-inch iron rod found capped (bent) (stamped "BLB RPLS 4249") for an angle point in the north line of said 10.69 acre tract, for the southeast corner of said Lot 1, and for the southwest corner of said 1.95 acre tract, and in the west right-of-way line of said Highland Drive;

THENCE North 68°12'27" East, continuing with the north line of said 10.69 acre tract, the south line of said 1.95 acre tract, and the south line of said Highland Drive, 60.00 feet to the **POINT OF BEGINNING** and containing 465,379 square feet or 10.68 acres of land.

GENERAL NOTES:

a. Utility Providers – Water: City of Taylor; Wastewater: City of Taylor; Electricity: Oncor.

b. All structures and/or obstructions are prohibited in drainage easements.

c. There are not areas within the boundaries of this subdivision in the 100-year Floodplain as defined by FIRM Map Number 48491C0533F, effective date of December 20, 2019.

5 d. A 10-ft Public Utility Easement (P.U.E.) shall be dedicated along all street frontages.

e. All minimum yard (building) setbacks shall be in accordance with the City of Taylor Zoning Ordinance, as amended.

f. Minimum Fire Flow of 1500 gallons per minutes for not less than two hours shall be provided.

6 g. This subdivision is subject to Ordinance P5 - Urban Center, which contains the following development requirements/restrictions:

Kimley»Horn
400 North Oklahoma Dr., Suite 105
Celina, Texas 75009
FIRM # 10194503
Tel. No. (469) 501-2200
www.kimley-horn.com

OWNER(S)

STATE OF TEXAS {

KNOW ALL MEN BY THESE PRESENTS

COUNTY OF WILLIAMSON {

I, Taylor Highland Inv LLC, sole owner of the certain 10.68 acre tract of land shown hereon and described in a deed recorded in Document No. 2024041514 of the Official Records of Williamson County, Texas, do hereby certify there are no lien holders of the certain tract of land, and do hereby subdivide said tract as shown hereon, and do hereby dedicate to the City of Taylor the street, alleys, rights-of-way, easements and public places shown hereon for such public purposes as the City of Taylor may deem appropriate. This subdivision is to be known as THE FOUNDRY SUBDIVISION.

TO CERTIFY WHICH, WITNESS by my hand this ______ day of ____________________, 2024.

____
Taylor Highland Inv LLC
Laxman Kaparthy, Manger
4324 Privacy Hedge St
Leander, TX 78641

STATE OF TEXAS {

KNOW ALL MEN BY THESE PRESENTS

COUNTY OF WILLIAMSON {

Before me, the undersigned, a notary public in and for said county and state, on this day personally appeared Laxman Kaparthy, known to me to be the person whose name is subscribed to the foregoing instrument.

GIVEN UNDER MY HAND AND SEAL of office this ______ day of ____________________, 2024.

____
Notary Public in and for the State of Texas

My Commission expires on: _________________

SURVEYOR CERTIFICATION

STATE OF TEXAS {

KNOW ALL MEN BY THESE PRESENTS

COUNTY OF COLLIN {

I, Michael J. Swayne, Registered Professional Land Surveyor in the State of Texas, do hereby certify that this plat is true and correctly made from an actual survey made on the ground of the property legally described hereon, and that there are no apparent discrepancies, conflicts, overlapping of improvements, visible utility lines or roads in place, except as shown on the accompanying plat, and that the corner monuments shown thereon were properly placed under my supervision in accordance with the subdivision regulations of the City of Taylor, Texas.

TO CERTIFY WHICH, WITNESS my hand and seal at Celina, Collin County, Texas, this ____ day of __________________, 2024.

____
Michael J. Swayne
Registered Professional Surveyor No. 7143
State of Texas

ENGINEER CERTIFICATION

I, Andy Graham, Registered Professional Engineer in the State of Texas, do hereby certify that this subdivision is not encroached by a Zone A flood area, as denoted herein, and as defined by Federal Emergency Management Administration Flood Hazard Boundary Map, Community Panel Number 48491C0533F, effective date of December 20, 2019, and that each lot conforms to the City of Taylor regulations.

The fully developed, concentrated stormwater runoff resulting from the one hundred (100) year frequency storm is contained within the drainage easements shown and/or public rights-of-way dedicated by this plat.

TO CERTIFY WHICH, WITNESS my hand and seal at Austin, Travis County, Texas, this ____ day of ________________, 2024.

PLANNING AND ZONING COMMISSION

A Preliminary Plat for a subdivision to be known as THE FOUNDRY SUBDIVISION has been approved according to the minutes of the meeting of the Taylor Planning and Zoning Commission on the ___ day of ______________, 20___, A.D.

____________________________________ ____________________
Travis Perthuis, Chairman Date

____________________________________ ____________________
Stephen Dickey, Secretary Date

WILLIAMSON COUNTY CLERK

STATE OF TEXAS {

KNOW ALL MEN BY THESE PRESENTS

COUNTY OF WILLIAMSON {

I, Nancy Rister, Clerk of the County Court of said County, do hereby certify that the foregoing instrument in writing, with its certificate of authentication was filed for record in my office on the ________day of ________________, 20___, A.D., at _____ o'clock, __M., and duly recorded this the _____ day of ___________________ , 20___, A.D., at ___ o'clock, __ .M., in the Official Public Records of said County in Document No. ____________________________.

TO CERTIFY WHICH, WITNESS my hand and seal at the County Court of said County, at my office in Georgetown, Texas, the date last shown above written.

____
Nancy Rister, Clerk
County Court of Williamson County, Texas

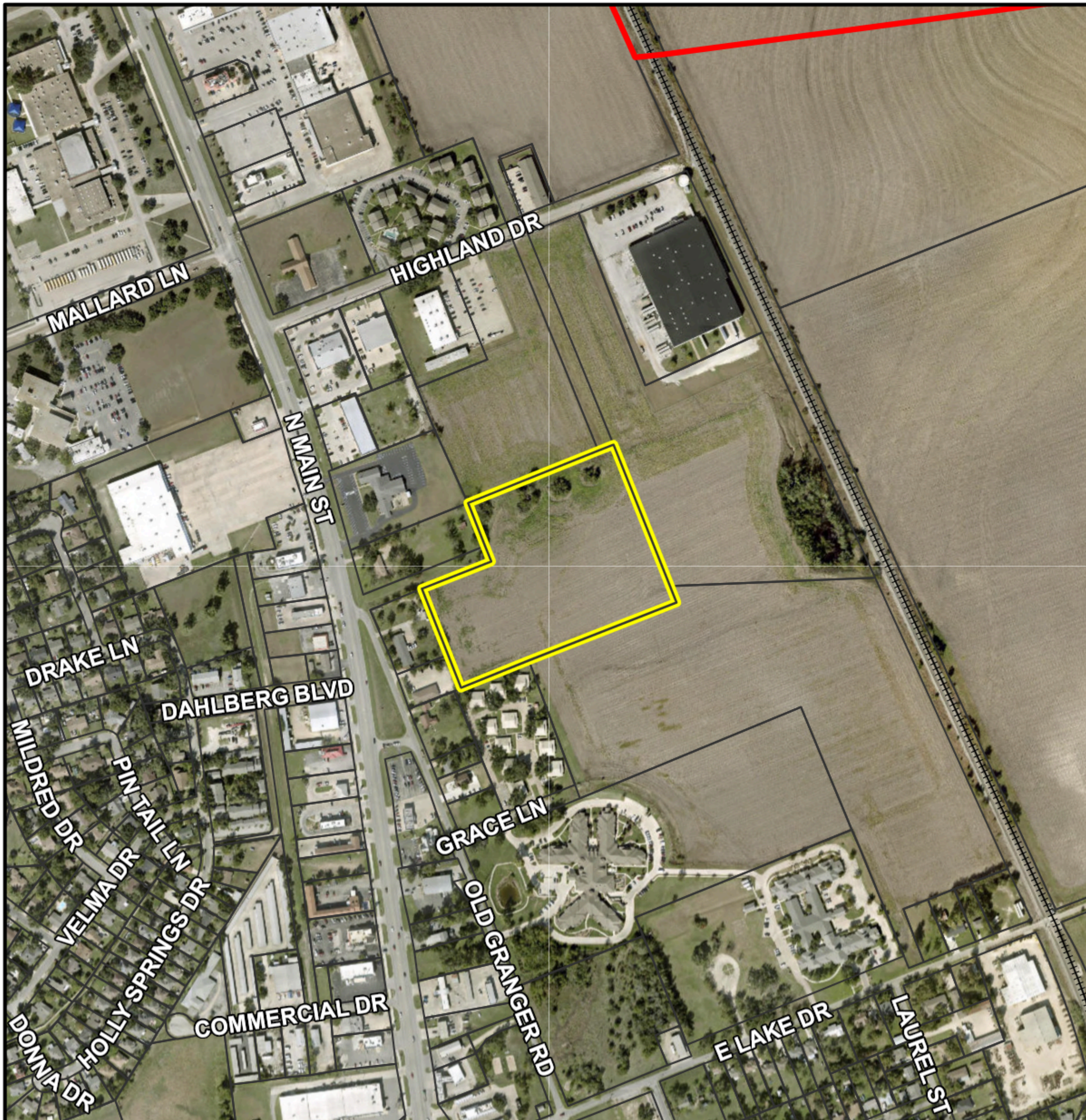
By: ___________________________________, Deputy

Urban Design Comments

5 Utilities should be provided within the Rights-of-Way or in rear alleys or parking lots. This general requirement would create an undesired front setback on all lots.

6 Place Types are allocated at the level of the lot, not the subdivision. Lots are subject to the requirements and restrictions of the Place type they are assigned as consistent with the Neighborhood Plan, which are not always P5.

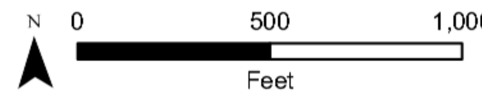
The design is subject to change. Not for construction.

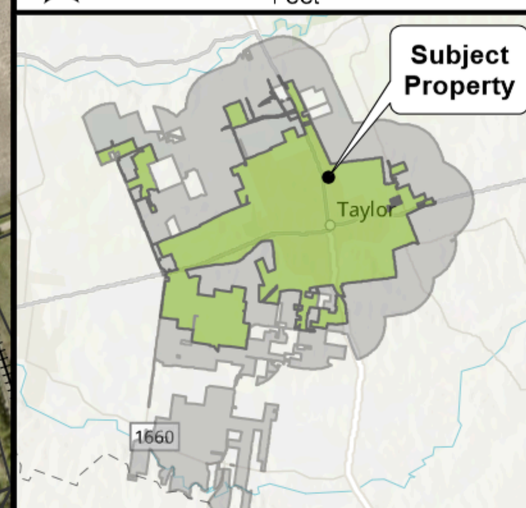


PZ-2024-2368

Old Granger Road
Preliminary Plat
Location Map
Approximately 10.7 acres

City Limits
ETJ Boundary
Subject Property
Parcels





Engineering Summary

Kimley-Horn
5301 Southwest Parkway, Building 3 Suite 100
Austin, TX 78735

12/06/2024

City of Taylor
400 Porter Street
Taylor, TX 76574

REF: Streamline – The Foundry
Old Granger Road
Taylor, TX 76574

To Whom it May Concern,

Kimley-Horn is the applicant for the subject site located adjacent to the intersection of Highway 95 and Old Granger Road within the city limits of Taylor, Texas. The subject site is currently ±10.69 acres of undeveloped land used for agricultural purposes. The current zoning is P5 – Urban Center. Re-zoning will not be required for the development.

The project is ultimately proposing a multi-family subdivision consisting of three lots separated by right-of-way dedication. This application is proposing water and wastewater utilities, drainage and storm infrastructure, city right-of-way dedication, and subdivision of the current lot which will be shown in greater detail in a future Subdivision Improvement Plan and Final Plat. There will be off-site improvements made to an existing 8" line that runs through the property. There is a section of the existing down stream wastewater line further downstream that is proposed to be upsized from an existing 6" and 8" to a proposed 12" line between Lake Drive and 7th Street. Roughly 3,900 linear feet of off-site wastewater upsizing will be required to provide adequate capacity to the existing line to support the development. The calculated amount of LUEs for the development is 161. Utilities for the project such as water and wastewater are located within the City of Taylor CCN.

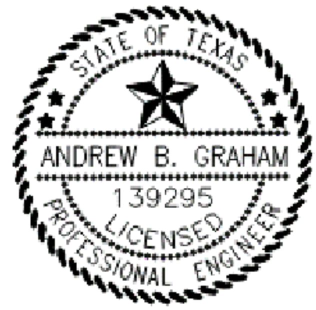
A geotechnical report has been conducted and is included in the Preliminary Plat submittal. This 10.69-acre tract mostly contains relatively flat slopes generally ranging from 1% to 3%. The site drains from north to south. Offsite drainage north of the site that enters the property is also considered in the drainage analysis. The proposed drainage areas are designed to redirect a portion of the flows from the proposed Highland Drive roadway improvements to the proposed detention pond to ensure there is no increased drainage in the proposed condition. On-site detention is required to maintain previously determined flows. After water is detained by the onsite detention pond, the proposed flow is less than existing.

There are no known geographical features on the site that could pose a challenge for drainage, utilities, or roadways. No variances will be required and none are currently proposed for the development. There is an existing Union Pacific railroad located east of the site where the offsite wastewater line will run parallel and a natural gas pipeline owned by Atmos that runs through the property. The proposed wastewater upsizing in union Pacific Right of Way will require UP review and approval. Any encroachments in the existing Atmos easement will require a Letter Of

No Objection from Atmos. A TXDOT driveway permit will be required for the development. FEMA permitting will not be required.

Should you have any questions or require additional information, please feel free to contact me directly at (737) 787 7268 or andy.graham@kimley-horn.com.

Sincerely,



Andrew B. Graham P.E.
Project Manager
KIMLEY-HORN AND ASSOCIATES, INC.

THE FOUNDRY SUBDIVISION
PRELIMINARY PLAT
CITY OF TAYLOR PROJECT NUMBER
(PZ-2024-_ _ _ _)

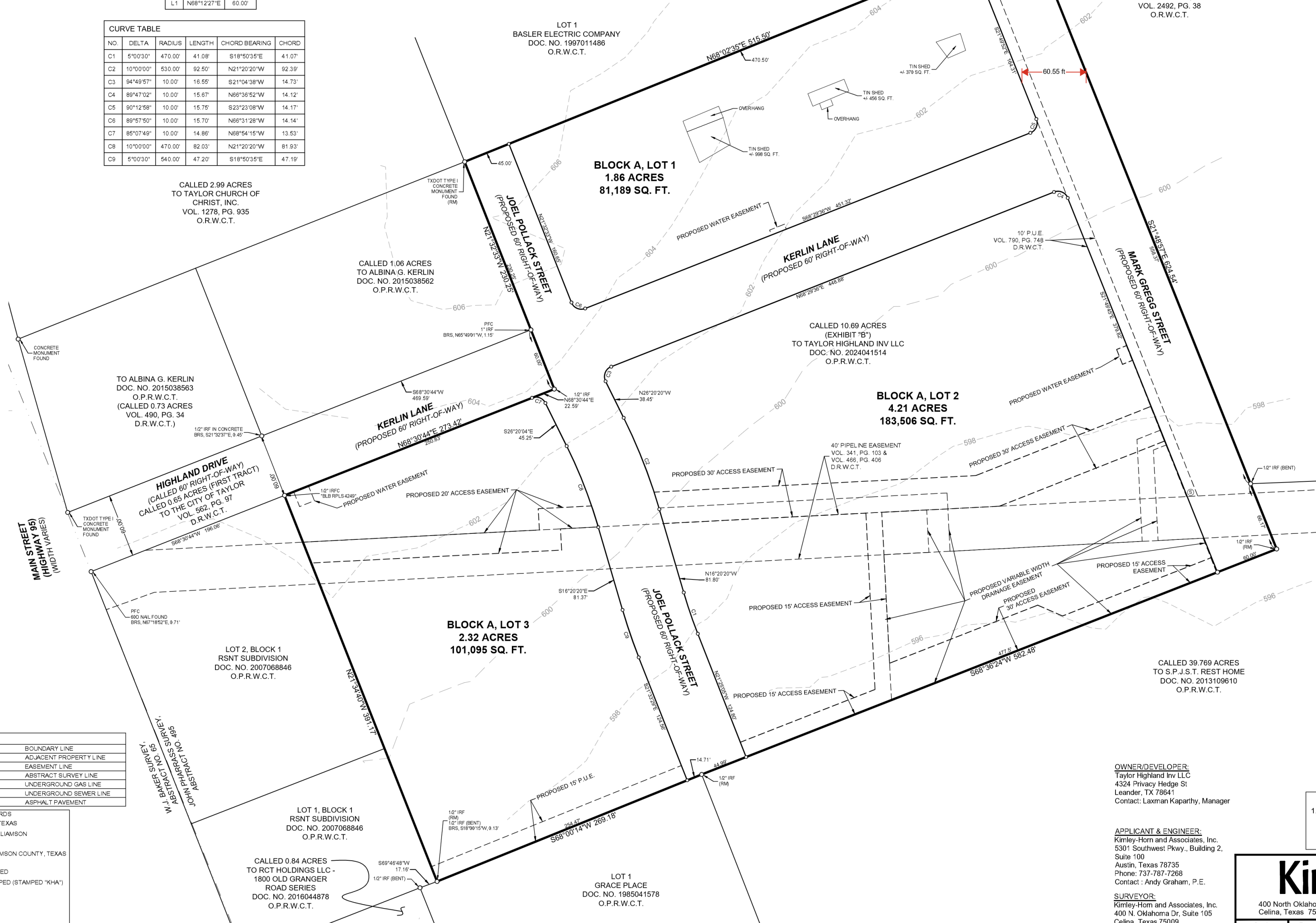
BEING A PRELIMINARY PLAT CONSISTING OF 10.68 ACRES, INCLUDING 2.29 ACRES OF RIGHT-OF-WAY DEDICATION, TO CREATE 3 LOTS, 0 RESERVES PART OF AND OUT OF THE JOHN PHARRASS SURVEY, ABSTRACT NO. 495
CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS

NORTH

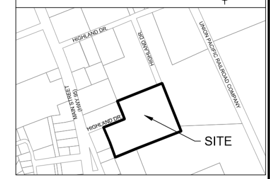
GRAPHIC SCALE IN FEET
50 0 25 50 100
1" = 50' @ 24X36

LINE TABLE		
NO.	BEARING	LENGTH
L1	N68°12'27"E	60.00'

CURVE TABLE					
NO.	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD
C1	5°00'30"	470.00'	41.08'	S18°50'35"E	41.07'
C2	10°00'00"	530.00'	92.50'	N21°20'20"W	92.39'
C3	94°49'57"	10.00'	16.55'	S21°04'38"W	14.73'
C4	89°47'02"	10.00'	15.67'	N66°36'52"W	14.12'
C5	90°12'58"	10.00'	15.75'	S23°23'08"W	14.17'
C6	89°57'50"	10.00'	15.70'	N66°31'28"W	14.14'
C7	85°07'49"	10.00'	14.86'	N68°54'15"W	13.53'
C8	10°00'00"	470.00'	82.03'	N21°20'20"W	81.93'
C9	5°00'30"	540.00'	47.20'	S18°50'35"E	47.19'



VICINITY MAP



NOTES:

1. All bearings shown are based on grid north of the Texas Coordinate System of 1983, Central Zone (4203), North American Datum of 1983. All dimensions shown are grid distances.
2. Site Address: Old Grainger Road, Taylor, TX 76574

FLOOD STATEMENT:

According to Federal Emergency Management Agency's Flood Insurance Rate Map No. 48491C0533F, for Williamson County, Texas and incorporated areas, revised December 20, 2019, this property is located within:

Zone X (unshaded) defined as "Areas determined to be outside the 0.2% annual chance floodplain"

If this site is not within an identified special flood hazard area, this flood statement does not imply that the property and/or the structures thereon will be free from flooding or flood damage. On rare occasions, greater floods can and will occur and flood heights may be increased by man-made or natural causes. This flood statement shall not create liability on the part of the surveyor.

BENCHMARK LIST

TBM #1 - SQUARE CUT ON TOP ON CRETE CURB IN THE NORTH MARGIN OF HIGHLAND DRIVE, EAST OF MAIN STREET (AKA HIGHWAY 95), +/- 166' NORTHWEST OF A FIRE HYDRANT AND +/- 78' NORTHEAST OF WATER VALVE. ELEVATION = 608.60'.

TBM #2 - SQUARE CUT ON TOP OF CONCRETE CURB IN THE EAST MARGIN OF OLD GRANGER ROAD, +/- 25' NORTHWEST OF TELECOMMUNICATION MANHOLE AND +/- 44' SOUTHEAST OF A STOP SIGN. ELEVATION = 601.95'.

LOT/BLOCK TABLE

LOT 1 - 1.86 AC. / 81,189 SQ. FT.
LOT 2 - 4.21 AC. / 183,506 SQ. FT.
LOT 3 - 2.32 AC. / 101,095 SQ. FT.

STREETS TABLE

KERLIN LANE - NEIGHBORHOOD AVENUE - 1068'
JOEL POLLACK STREET - STREET - 603'
MARK GREGG STREET - STREET - 630'

SYMBOL LEGEND	
⊥	GUY ANCHOR
⌀	POWER POLE
○	SIGN
●	BOLLARD
Ⓢ	SANITARY MANHOLE

LINE TYPE LEGEND	
	BOUNDARY LINE
	ADJACENT PROPERTY LINE
	EASEMENT LINE
	ABSTRACT SURVEY LINE
GAS	UNDERGROUND GAS LINE
SS	UNDERGROUND SEWER LINE
	ASPHALT PAVEMENT

O.P.R.W.C.T.	OFFICIAL PUBLIC RECORDS WILLIAMSON COUNTY, TEXAS
O.R.W.C.T.	OFFICIAL RECORDS WILLIAMSON COUNTY, TEXAS
D.R.W.C.T.	DEED RECORDS WILLIAMSON COUNTY, TEXAS
IRF	IRON ROD FOUND
IRFC	IRON ROD FOUND CAPPED
IRSC	1/2" IRON ROD SET CAPPED (STAMPED "KHA")
POB	POINT OF BEGINNING
PFC	POINT FOR CORNER
BRS	BEARS CALL
(RM)	RECORD MONUMENT
(BEARING) (DISTANCE)	RECORD DEED/PLAT BEARING AND DISTANCE

OWNER/DEVELOPER:
Taylor Highland Inv LLC
4324 Privacy Hedge St
Leander, TX 78641
Contact: Laxman Kaparthy, Manager

APPLICANT & ENGINEER:
Kimley-Horn and Associates, Inc.
5301 Southwest Pkwy., Building 2, Suite 100
Austin, Texas 78735
Phone: 737-787-7268
Contact : Andy Graham, P.E.

SURVEYOR:
Kimley-Horn and Associates, Inc.
400 N. Oklahoma Dr, Suite 105
Celina, Texas 75009
Phone: 972-703-9693
Contact : Michael J. Swayne, R.P.L.S.

SUBMITTAL DATES:

1. DEC. 6, 2024

Kimley»Horn
400 North Oklahoma Dr., Suite 105
Celina, Texas 75009
FIRM # 10194503
Tel. No. (469) 501-2200
www.kimley-horn.com

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
1" = 50'	MJS	DRA	Dec. 2024	069412807	1 OF 2

DWG NAME: K:\CEL_SURVEY\069412807-STREAMLINE TAYLOR - THE FOUNDRY\DWG\069412807-STREAMLINE TAYLOR - THE FOUNDRY - PP.DWG PLOTTED BY SWAYNE, MICHAEL 12/4/2024 6:20 PM LAST SAVED 12/4/2024 4:40 PM

THE FOUNDRY SUBDIVISION
PRELIMINARY PLAT
CITY OF TAYLOR PROJECT NUMBER
(PZ-2024-_ _ _ _)

BEING A PRELIMINARY PLAT CONSISTING OF 10.68 ACRES, INCLUDING 2.29 ACRES OF RIGHT-OF-WAY DEDICATION, TO CREATE 3 LOTS, 0 RESERVES PART OF AND OUT OF THE JOHN PHARRASS SURVEY, ABSTRACT NO. 495 CITY OF TAYLOR, WILLIAMSON COUNTY, TEXAS

PROPERTY DESCRIPTION

BEING a tract of land situated in the John Pharrass Survey, Abstract No. 495, City of Taylor, Williamson County, Texas being all of a called 10.69 acre tract of land conveyed to Taylor Highland INV LLC by deed recorded in Document No. 2024041514, Official Public Records of Williamson County, Texas (O.P.R.W.C.T.), being more particularly described as follows with all bearings being based on grid north of the Texas Coordinate System of 1983, Central Zone, and with grid distances measured in US survey feet:

BEGINNING at a point for the north corner of said 10.69 acre tract, at the southeast corner of Highland Drive, a called 60 foot right-of-way, being a called 1.95 acre tract of land conveyed to the City of Taylor by deed recorded in Volume 790, Page 476, Deed Records of Williamson County, Texas (D.R.W.C.T.), being in the west line of a called 23.69 acre tract of land conveyed to Carpenter, LLC by deed recorded in Volume 2492, Page 38, D.R.W.C.T., from which a 1/2-inch iron rod found (bent) for the northwest corner of said 23.69 acre tract and in the east right-of-way line of said Highland Drive bears, North 21°39'25" West, 840.11 feet;

THENCE South 21°48'57" East, with the east line of said 10.69 acre tract and west line of said 23.69 acre tract, passing at 558.37 feet a 1/2-inch iron rod found (bent) for the southwest corner of said 23.69 acre tract and for an angle point in the north line of a called 39.769 acre tract of land conveyed to S.P.J.S.T. Rest Home by deed recorded in Document No. 2013109610, O.P.R.W.C.T., continuing with the east line of said 10.69 acre tract and a north line of said 39.769 acre tract for a total distance of 624.54 feet to a 1/2-inch iron rod found for the southeast corner of said 10.69 acre tract and for an angle point in the north line of said 39.769 acre tract;

THENCE South 68°36'24" West, with the south line of said 10.69 acre tract and a northwest line of said 39.769 acre tract, 582.48 feet to a 1/2-inch iron rod found for an angle point in the south line of said 10.69 acre tract, for the northwest corner of said 39.769 acre tract, and for the north corner of Lot 1 of Grace Place, a subdivision of the City of Taylor, Williamson County recorded in Document No. 1985041578, O.P.R.W.C.T.;

THENCE South 68°00'14" West, continuing with the south line of said 10.69 acre tract and the northwest line of said Lot 1, 269.18 feet to a 1/2-inch iron rod found for the southwest corner of said 10.69 acre tract, for an angle point in the north line of said Grace Place, and for the southeast corner of Lot 1, Block 1 of RSNT Subdivision, a subdivision of the City of Taylor, Williamson County recorded in Document No. 2007068846, O.P.R.W.C.T., from which a 1/2-inch iron rod found (bent) bears, South 18°00'15" West, 0.13 feet and a 1/2-inch iron rod found (bent) for the northwest corner of said Grace Place and for the north corner of a called 0.84 acre tract of land conveyed to RCT Holdings LLC - 1800 Old Grainger Road Series by deed recorded in Document No. 2016044878, O.P.R.W.C.T. bears, South 69°46'48" West, 17.16 feet;

THENCE North 21°34'40" West, with the west line of said 10.69 acre tract, in part with the east line of Lot 1 and Lot 2 of said RSNT Subdivision, 391.17 feet to a 1/2-inch iron rod found capped (stamped "BLB RPLS 4249") for an exterior ell-corner of said 10.69 acre tract, in the southeast right-of-way line of Highland Drive, a called 60 foot right-of-way, being a called 0.65 acre tract of land conveyed to the City of Taylor by deed recorded in Volume 562, Page 97, Deed Records of Williamson County, Texas (D.R.W.C.T.);
THENCE North 68°30'44" East, with a northwest line of said 10.69 acre tract, 273.42 feet to a 1/2-inch iron rod found for the interior ell-corner of said 10.69 acre tract and for the southeast corner of said Highland Drive;

THENCE North 21°32'33" West, continuing with a northwest line of said 10.69 acre tract and in part with the east right-of-way line of said Highland Drive and the east line of a called 1.06 acre tract of land conveyed to Albina G. Kerlin by deed recorded in Document No. 2015038562, O.P.R.W.C.T., 230.25 feet to a TxDOT Type 1 concrete monument found for the northwest corner of said 10.69 acre tract, for the northeast corner of a called 1.06 acre tract of land conveyed to Albina G. Kerlin by deed recorded in Document No. 2015038562, O.P.R.W.C.T., for the southeast corner of a called 2.99 acre tract of land conveyed to Taylor Church of Christ, Inc. by deed recorded in Volume 1278, Page 935, O.P.R.W.C.T., and for the southwest corner of a Lot 1 of Basler Electric Company, a subdivision of the City of Taylor, Williamson County, recorded in Document No. 1997011486, Official Records of Williamson County, Texas (O.R.W.C.T.);

THENCE North 68°02'35" East, with the north line of said 10.69 acre tract and the south line of said Lot 1, 515.50 feet to a 1/2-inch iron rod found capped (bent) (stamped "BLB RPLS 4249") for an angle point in the north line of said 10.69 acre tract, for the southeast corner of said Lot 1, and for the southwest corner of said 1.95 acre tract, and in the west right-of-way line of said Highland Drive;

THENCE North 68°12'27" East, continuing with the north line of said 10.69 acre tract, the south line of said 1.95 acre tract, and the south line of said Highland Drive, 60.00 feet to the **POINT OF BEGINNING** and containing 465,379 square feet or 10.68 acres of land.

GENERAL NOTES:

a. Utility Providers – Water: City of Taylor; Wastewater: City of Taylor; Electricity: Oncor.

b. All structures and/or obstructions are prohibited in drainage easements.

c. There are not areas within the boundaries of this subdivision in the 100-year Floodplain as defined by FIRM Map Number 48491C0533F, effective date of December 20, 2019.

d. A 10-ft Public Utility Easement (P.U.E.) shall be dedicated along all street frontages.

e. All minimum yard (building) setbacks shall be in accordance with the City of Taylor Zoning Ordinance, as amended.

f. Minimum Fire Flow of 1500 gallons per minutes for not less than two hours shall be provided.

g. This subdivision is subject to Ordinance P5 - Urban Center, which contains the following development requirements/restrictions:

OWNER(S)

STATE OF TEXAS (

KNOW ALL MEN BY THESE PRESENTS

COUNTY OF WILLIAMSON (

I, Taylor Highland Inv LLC, sole owner of the certain 10.68 acre tract of land shown hereon and described in a deed recorded in Document No. 2024041514 of the Official Records of Williamson County, Texas, do hereby certify there are no lien holders of the certain tract of land, and do hereby subdivide said tract as shown hereon, and do hereby dedicate to the City of Taylor the street, alleys, rights-of-way, easements and public places shown hereon for such public purposes as the City of Taylor may deem appropriate. This subdivision is to be known as THE FOUNDRY SUBDIVISION.

TO CERTIFY WHICH, WITNESS by my hand this ______ day of ______________________, 2024.

____
Taylor Highland Inv LLC
Laxman Kaparthy, Manger
4324 Privacy Hedge St
Leander, TX 78641

STATE OF TEXAS (

KNOW ALL MEN BY THESE PRESENTS

COUNTY OF WILLIAMSON (

Before me, the undersigned, a notary public in and for said county and state, on this day personally appeared Laxman Kaparthy, known to me to be the person whose name is subscribed to the foregoing instrument.

GIVEN UNDER MY HAND AND SEAL of office this ______ day of ______________________, 2024.

____
Notary Public in and for the State of Texas

My Commission expires on: ___________________

SURVEYOR CERTIFICATION

STATE OF TEXAS (

KNOW ALL MEN BY THESE PRESENTS

COUNTY OF COLLIN (

I, Michael J. Swayne, Registered Professional Land Surveyor in the State of Texas, do hereby certify that this plat is true and correctly made from an actual survey made on the ground of the property legally described hereon, and that there are no apparent discrepancies, conflicts, overlapping of improvements, visible utility lines or roads in place, except as shown on the accompanying plat, and that the corner monuments shown thereon were properly placed under my supervision in accordance with the subdivision regulations of the City of Taylor, Texas.

TO CERTIFY WHICH, WITNESS my hand and seal at Celina, Collin County, Texas, this ____ day of _____________________, 2024.

____
Michael J. Swayne
Registered Professional Surveyor No. 7143
State of Texas

ENGINEER CERTIFICATION

I, Andy Graham, Registered Professional Engineer in the State of Texas, do hereby certify that this subdivision is not encroached by a Zone A flood area, as denoted herein, and as defined by Federal Emergency Management Administration Flood Hazard Boundary Map, Community Panel Number 48491C0533F, effective date of December 20, 2019, and that each lot conforms to the City of Taylor regulations.

The fully developed, concentrated stormwater runoff resulting from the one hundred (100) year frequency storm is contained within the drainage easements shown and/or public rights-of-way dedicated by this plat.

TO CERTIFY WHICH, WITNESS my hand and seal at Austin, Travis County, Texas, this ____ day of _________________, 2024.

____
Andy Graham, P.E.
Registered Professional Engineer No. 134913
State of Texas

PLANNING AND ZONING COMMISSION

A Preliminary Plat for a subdivision to be known as THE FOUNDRY SUBDIVISION has been approved according to the minutes of the meeting of the Taylor Planning and Zoning Commission on the ___ day of ______________, 20___, A.D.

____________________________________ ____________________
Travis Perthuis, Chairman Date

____________________________________ ____________________
Stephen Dickey, Secretary Date

WILLIAMSON COUNTY CLERK

STATE OF TEXAS (

KNOW ALL MEN BY THESE PRESENTS

COUNTY OF WILLIAMSON (

I, Nancy Rister, Clerk of the County Court of said County, do hereby certify that the foregoing instrument in writing, with its certificate of authentication was filed for record in my office on the _________day of _________________, 20___, A.D., at _____ o'clock, __.M., and duly recorded this the ______ day of ____________________ , 20___, A.D., at ____ o'clock, __ .M., in the Official Public Records of said County in Document No. ____________________________.

TO CERTIFY WHICH, WITNESS my hand and seal at the County Court of said County, at my office in Georgetown, Texas, the date last shown above written.

____
Nancy Rister, Clerk
County Court of Williamson County, Texas

By: ____________________________________, Deputy

OWNER/DEVELOPER:
Taylor Highland Inv LLC
4324 Privacy Hedge St
Leander, TX 78641
Contact: Laxman Kaparthy, Manager

APPLICANT & ENGINEER:
Kimley-Horn and Associates, Inc.
5301 Southwest Pkwy., Building 2,
Suite 100
Austin, Texas 78735
Phone: 737-787-7268
Contact : Andy Graham, P.E.

SURVEYOR:
Kimley-Horn and Associates, Inc.
400 N. Oklahoma Dr, Suite 105
Celina, Texas 75009
Phone: 972-703-9693
Contact : Michael J. Swayne, R.P.L.S.

Kimley»Horn
400 North Oklahoma Dr., Suite 105
Celina, Texas 75009
FIRM # 10194503
Tel. No. (469) 501-2200
www.kimley-horn.com

Scale	Drawn by	Checked by	Date	Project No.	Sheet No.
N/A	MJS	DRA	Dec. 2024	069412807	2 OF 2

ENGINEERING AND DRAINAGE STUDY

Streamline – The Foundry
Taylor, Texas 76574

December 06, 2024

Prepared For:

City of Taylor
400 Porter Street
Taylor, Texas 76574

Prepared By:

Kimley»Horn

5301 Southwest Parkway
Building 2, Suite 100
Austin, Texas 78735

TEXAS REGISTRATION #928

Job No. 069412807

TABLE OF CONTENTS

I. Engineering Summary

Kimley-Horn
5301 Southwest Parkway, Building 3 Suite 100
Austin, TX 78735

12/06/2024

City of Taylor
400 Porter Street
Taylor, TX 76574

REF: Streamline – The Foundry
Old Granger Road
Taylor, TX 76574

To Whom it May Concern,

Kimley-Horn is the applicant for the subject site located adjacent to the intersection of Highway 95 and Old Granger Road within the city limits of Taylor, Texas. The subject site is currently ±10.69 acres of undeveloped land used for agricultural purposes. The current zoning is P5 – Urban Center. Re-zoning will not be required for the development.

The project is ultimately proposing a multi-family subdivision consisting of three lots separated by right-of-way dedication. This application is proposing water and wastewater utilities, drainage and storm infrastructure, city right-of-way dedication, and subdivision of the current lot which will be shown in greater detail in a future Subdivision Improvement Plan and Final Plat. There will be off-site improvements made to an existing 8" line that runs through the property. There is a section of the existing down stream wastewater line further downstream that is proposed to be upsized from an existing 6" and 8" to a proposed 12" line between Lake Drive and 7th Street. Roughly 3,900 linear feet of off-site wastewater upsizing will be required to provide adequate capacity to the existing line to support the development. The calculated amount of LUEs for the development is 161. Utilities for the project such as water and wastewater are located within the City of Taylor CCN.

A geotechnical report has been conducted and is included in the Preliminary Plat submittal. This 10.69-acre tract mostly contains relatively flat slopes generally ranging from 1% to 3%. The site drains from north to south. Offsite drainage north of the site that enters the property is also considered in the drainage analysis. The proposed drainage areas are designed to redirect a portion of the flows from the proposed Highland Drive roadway improvements to the proposed detention pond to ensure there is no increased drainage in the proposed condition. On-site detention is required to maintain previously determined flows. After water is detained by the onsite detention pond, the proposed flow is less than existing.

There are no known geographical features on the site that could pose a challenge for drainage, utilities, or roadways. No variances will be required and none are currently proposed for the development. There is an existing Union Pacific railroad located east of the site where the offsite wastewater line will run parallel and a natural gas pipeline owned by Atmos that runs through the property. The proposed wastewater upsizing in union Pacific Right of Way will require UP review and approval. Any encroachments in the existing Atmos easement will require a Letter Of No Objection from Atmos. A TXDOT driveway permit will be required for the development. FEMA permitting will not be required.

Should you have any questions or require additional information, please feel free to contact me directly at (737) 787 7268 or andy.graham@kimley-horn.com.

Sincerely,

STATE OF TEXAS
ANDREW B. GRAHAM
139295
LICENSED
PROFESSIONAL ENGINEER

Andrew B. Graham P.E.
Project Manager
KIMLEY-HORN AND ASSOCIATES, INC.

II. PROJECT OVERVIEW

The content of this report is based on a 10.69-acre tract of land. The property in acquisition is located at the intersection of Highway 95 and Old Granger Road, in Taylor, Texas. The client is proposing a multi-family development consisting of 5 residential buildings (321 units) and a club house, with associated utility and drainage improvements. The property is zoned as a P-5, Urban Center. This engineering and drainage report has been prepared for the proposed public and private improvements. Drainage assumptions were made based on additional impervious cover to be added to the proposed development and to the Highland Drive ROW as part of the Public Construction and Site Development permits. Kimley-Horn has prepared this Drainage and Engineering Report to evaluate the existing drainage conditions and highlight the proposed drainage system needed to serve a proposed multi-family development. This project also requires 3,854 linear feet of off-site wastewater upsizing between Lake Drive and 7th Street. The proposed wastewater improvements will entail upsizing existing infrastructure.

This project is located within the Turkey Creek-Brushy Creek Watershed in the San Gabriel River sub-basin of the Brazos River basin. According to Flood Insurance Rate Map 48491C0533F dated December 20, 2019, for Williamson County, Texas, no portion of this site is in the Federal Emergency Management Agency's 100-year floodplain per. No floodplain modifications are proposed. No portion of the 10.69-acre tract, nor any associated off-site improvements are located within the Edwards Aquifer Map.

III. CURRENT TRACT CONDITIONS

Legal Description

AW0495 AW0495 - PHARRASS, J. SUR., ACRES 10.69

Land Use

The current land use is agricultural.

Existing Site Conditions

Reference ***Appendix A*** for an exhibit of the existing site.

IV. PROPOSED DEVELOPMENT

The proposed development includes the construction of a multi-family residential development, sidewalks, landscaping, stormwater management infrastructure, water, and sanitary sewer. The development will consist of three multifamily lots. The full development is to gain access from a proposed driveway off Highway 95. All public improvements are to be constructed with the associated public construction permit. The multi-family lots and necessary private improvements are to be constructed with the associated site plan permit and the site is to be developed with future permits. A TXDOT driveway permit will be required for the development. FEMA permitting will not be required.

V. DRAINAGE ANALYSIS

Waterway Classification

This project is located within Turkey Creek-Brushy Creek Watershed in the San Gabriel River sub-basin of the Brazos River basin.

Flood Plain Information

According to Flood Insurance Rate Map 48491C0533F dated December 20, 2019, for Williamson County, Texas, no portion of this site is located in the Federal Emergency Management Agency's 100-year floodplain per. A copy of the FEMA FIRM Map is included in the ***Appendix C***.

Drainage

This 10.69-acre tract mostly contains relatively flat slopes generally ranging from 1% to 3%. The site drains from north to south to Point of Analysis A (POA-A) which is analyzed at the southern portion of the property. Offsite drainage north of the site that enters the property is also considered and analyzed at POA-A. Offsite drainage passing through Highland Drive and TXDOT ROW coming from the North is considered at POA-B. There is split drainage North of the site which flows to the east and west and through POA-A and POA-B, respectively. The proposed drainage areas are designed to redirect a portion of the flows from the proposed Highland Drive roadway improvements to the proposed detention pond to ensure no increased drainage is sent to POA-B in the proposed condition. This offsite drainage is sent to the drainage ditch along Highway 95 where it is conveyed downstream. Reference ***Appendix B*** for the drainage area maps used in analysis.

Existing Hydrologic Conditions Analysis

The site has four existing drainage areas (EDA-01, EDA-02, EDA-03, and EDA-04) that outfall at points of analyses (POA-A and POA-B). The delineated drainage basins account for all onsite runoff as well as water running onto the site from the adjacent tracts to the north.

The time of concentrations were calculated using the equations given in the City of Taylor Engineering Manual (COT EM) for sheet flow, shallow concentrated flow, and channel flow. City of Taylor 24-hour rainfall hyetographs (COT EM) were used to define the 2, 10, 25, and 100-year rainfall events. The result of the calculation of the existing flows through the watershed is summarized in Table 4.1.

Table 5.1 Existing Drainage Areas Summary

EXISTING CONDITIONS								
DRAINAGE AREA	AREA (AC.)	IMPERVIOUS COVER	CN	TC (MIN)*	Q_2 (CFS)	Q_{10} (CFS)	Q_{25} (CFS)	Q_{100} (CFS)
EDA-01	11.02	0%	84	20.5	4.12	7.58	10.25	15.38
EDA-02	6.73	4%	84	27.0	2.48	4.54	6.13	9.19
POA-A					**6.55**	**12.02**	**16.23**	**24.34**
EDA-03	2.41	31%	84	32.5	0.93	1.64	2.19	3.26
EDA-04	2.04	61%	84	25.7	0.85	1.46	1.94	2.85
POA-B					**1.78**	**3.10**	**4.13**	**6.11**
*MINIMUM TIME OF CONCENTRATION USED FOR DESIGN = 5 MINUTES								

Proposed Hydrologic Conditions Analysis

The proposed drainage delineations consider additional impervious cover added to the proposed site under development. The time of concentrations were reduced for onsite drainage areas from the existing TOCs due to the increased impervious cover and the proposed underground conduit system. Flows from the northern portion of the property (PDA-01) travel over land and will be captured by the proposed underground storm conduit system and routed to the proposed pond located on the south side of the site. Offsite runoff entering the site north of the property (PDA-02) will also be conveyed over land and captured by the proposed underground storm conduit system and routed to the proposed detention pond. Flows will be detained by the proposed detention pond and will be released by the proposed pond outfall structure which will include a proposed level spreader that will release storm water as sheet flow at POA-A. Offsite flows from the northwest (PDA-04) are conveyed over land and to the drainage ditch along Highway 95. A small portion on the west side of the site (PDA-03) is also sent this direction. The proposed infrastructure in Highland Drive will be designed to pick up portions of EDA-03 and route them to the proposed on-site detention pond, reducing the size of PDA-03 so as to not increase runoff to POA-B in TxDOT ROW. Flow patterns upstream of the subject property match existing conditions, although the areas will change based on proposed site conditions. Drainage runoff rates have been maintained by assuring the proposed design peak flows do not exceed those in the existing conditions and the major points of analyses are not adversely affected.

The time of concentrations were calculated using the equations given in the City of Taylor Engineering Manual (COT EM) for sheet flow, shallow concentrated flow, and channel flow. City of Taylor 24-hour rainfall hyetographs (per the COT EM) were used to define the 2, 10, 25, and 100-year rainfall events. Detailed time of concentration calculations are included in the ***Appendix B***. The result of the calculation of the proposed flows through the watershed is summarized in Table 4.2

Table 5.2 Proposed Drainage Areas Summary

PROPOSED CONDITIONS								
DRAINAGE AREA	AREA (AC.)	IMPERVIOUS COVER	CN	TC (MIN)*	Q_2 (CFS)	Q_{10} (CFS)	Q_{25} (CFS)	Q_{100} (CFS)
PDA-01A	8.31	80%	84	18.1	3.71	6.25	8.23	12.08
PDA-01B	2.80	60%	84	5.0	1.28	2.20	2.91	4.31
PDA-02	6.73	4%	84	27.0	2.48	4.54	6.13	9.19
POA-A					**6.41**	**10.13**	**16.12**	**24.18**
PDA-03	2.32	36%	84	32.5	0.90	1.59	2.12	3.14
PDA-04	2.04	61%	84	25.7	0.85	1.46	1.94	2.85
POA-B					**1.75**	**3.03**	**4.06**	**6.00**
*MINIMUM TIME OF CONCENTRATION USED FOR DESIGN = 5 MINUTES								

Detention Analysis & Design

On-site detention is required to maintain previously determined flows. After water is detained by the onsite detention pond, the proposed flow is less than existing as shown below in Table 4.3.

Table 5.3 Existing vs. Proposed Summary

EXISTING VS. PROPOSED SUMMARY				
POINT OF ANALYSIS	**Q_2**	**Q_{10}**	**Q_{25}**	**Q_{100}**
POA-A (EXISTING)	6.55	12.02	16.23	24.34
POA-A (PROPOSED)	6.41	10.13	16.12	24.18
POA-A DIFFERENCE (CFS)	**-0.14**	**-1.89**	**-0.11**	**-0.16**
POA-B (EXISTING)	1.78	3.10	4.13	6.11
POA-B (PROPOSED)	1.75	3.05	4.06	6.00
POA-B DIFFERENCE (CFS)	**-0.03**	**-0.05**	**-0.07**	**-0.11**

Table 5.4 Detention Pond Stage Storage

Detention Pond Stage Storage				
Stage (ft) (Elevation)	**Area (sf)**	**Storage Volume (cf)**	**Discharge (CFS)**	**Event**
596.00	0.00	0.00	-	-
596.50	2468.05	424.08	-	-
597.00	9770.75	3289.37	3.69	-
597.44	10465.04	7336.26	5.33	2-YEAR
597.50	10639.95	8391.51	5.50	-
598.00	11522.58	13931.60	6.99	-
598.50	12420.29	19916.80	8.15	-
598.58	12601.39	21167.89	8.61	10-YEAR
598.95	13147.78	25030.16	13.62	25-YEAR
599.00	13330.95	26354.10	15.34	-
599.30	13885.29	30436.43	20.38	100-YEAR
599.50	14257.29	33250.67	-	-
600.00	15195.80	40613.46	-	-
600.50	16150.74	48449.63	-	-
601.00	16922.99	55064.14	-	TOP OF POND

VI. ENGINEERING ANALYSIS

Existing Infrastructure

This site will be served by the City of Taylor for both water and wastewater. There is an existing 8" wastewater line located along the eastern property boundary in existing City of Taylor PUE. There is an existing 10" waterline west of the property boundary on the other side of the Highway 95 Right-of-Way. These two existing lines will be used as connections for proposed infrastructure.

Proposed Infrastructure

The proposed development includes 5 multi-family buildings (321 units) and a club house, with each building being served by water and wastewater services.

Water services are also to be provided by the City of Taylor. The water connection will come from an existing 10" water line that will be connected to on the west side of Highway 95. This connection will need to be extended under the Highway 95 ROW. On-site service will be supplied by that 8" public water line and will be extended throughout the development. The 8" line will provide both fire and domestic services to the development. Private fire lines will be extended from the public system to the buildings. The domestic water lines will be extended from the 8" main to water meters and will become private after the meter.

Wastewater services will be provided by the City of Taylor and the proposed network will connect at two locations of the public 8'' system on the east side of the site. There will be off-site improvements made to this existing 8" line that runs through the property. There is a section of the existing down stream wastewater line further downstream that is proposed to be upsized from an existing 6" and 8" to a proposed 12" line between Lake Drive and 7th Street. Roughly 3,900 linear feet of off-site wastewater upsizing will be required to provide adequate capacity to the existing line to support the development.

Table 6.1 Water Demand Calculations

STREAMLINE TAYLOR HIGHLAND

WATER DEMAND CALCULATIONS

Kimley»Horn

F#928

Population:

	Units	LUE Conversion	LUE
Apartment / Condo (24+ Units/Acre)	321	1	161
Total			**161**

Peak Hour Demand	900	Gal/Person/Day	=	0.00139	cfs				
Peak Daily Demand	530	Gal/Person/Day	=	0.00082	cfs				

Calculations

Total Peak Hour Demand	505,575	Gal/Day	or	351.09	gpm	=	0.782	cfs
Total Peak Daily Demand	297,728	Gal/Day	or	206.76	gpm	=	0.461	cfs

Fire Flow

Preliminary Building Design:

Total Fire Flow Calculation Area = 36000 SF of Type V-B Construction

Unadjusted Fire Flow Demand =	5250.00	gpm			
Sprinkler Reduction Used is 75%	*NFPA 13-R Automatic Sprinkler System is proposed*				
Anticipated Fire Flow Demand After Sprinkler Reduction =	1,312.50	gpm	=	2.92	cfs
Minimum Fire Flow Required by IFC =	1,500.00	gpm		3.34	cfs
Duration of Fire Flow	2	hours			

Table 6.2 Wastewater Demand Calculations

STREAMLINE TAYLOR HIGHLAND

WASTEWATER DEMAND CALCULATIONS

Kimley»Horn

F#928

Population:

	Units	LUE Conversion	LUE
Apartment / Condo (24+ Units/Acr	321	1	161
Total			**161**

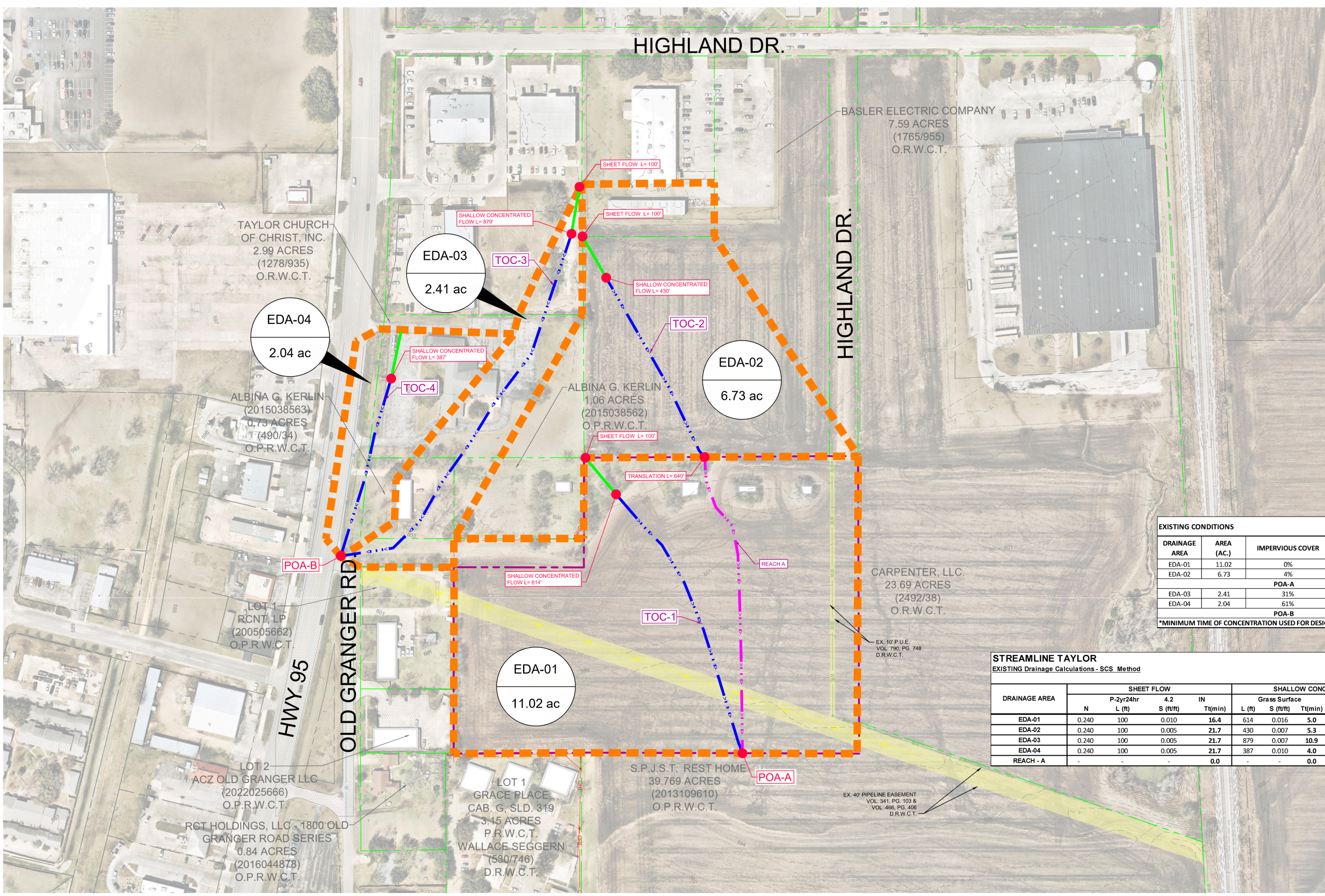
Calculations

Average Flow	245	Gal./LUE/Day
Inflow/Infiltration	750	Gal./LUE/Day
Acres Served	10.69	Acres

Average Dry Weather Flow	39,323	Gal/Day	or	27.31	gpm	=	0.061	cfs
Peaking Factor	4.00							
Peak Dry Weather Flow	157,290	Gal/Day	or	109.23	gpm	=	0.243	cfs
Inflow/Infiltration Flow	8,018	Gal/Day	or	5.57	gpm	=	0.012	cfs
Peak Wet Weather Flow	165,308	Gal/Day	or	114.80	gpm	=	0.256	cfs

VII. CONCLUSIONS

This report has fully documented the design of The Foundary Apartments Development. Standard engineering design methods were used to develop the plan and were described throughout this report. This report is meant to serve as an attendant document to the plan drawings to aid the reviewer in evaluating the different technical components of the plan.



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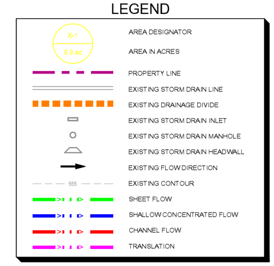
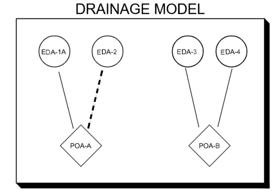


DRAINAGE MODEL



EXISTING CONDITIONS

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EDA-01	11.02	0%	84	20.5	4.12	7.58	10.25	15.38
EDA-02	6.73	4%	84	27.0	2.48	4.54	6.13	9.19
POA-A					**6.55**	**12.02**	**16.23**	**24.34**
EDA-03	2.41	31%	84	32.5	0.93	1.64	2.19	3.26
EDA-04	2.04	61%	84	25.7	0.85	1.46	1.94	2.85
POA-B					**1.78**	**3.10**	**4.13**	**6.11**

*MINIMUM TIME OF CONCENTRATION USED FOR DESIGN = 5 MINUTES

STREAMLINE TAYLOR

EXISTING Drainage Calculations - SCS Method

DRAINAGE AREA	SHEET FLOW				SHALLOW CONCENTRATED FLOW						CHANNEL FLOW			TOTAL Tc (min)	LAG (min)
		P-2yr24hr	4.2	IN	Grass Surface			Paved Surface			Channel Flow				
	N	L (ft)	S (ft/ft)	Tt(min)	L (ft)	S (ft/ft)	Tt(min)	L	S	Tt(min)	L	V (FPS)	Tt(min)		
EDA-01	0.240	100	0.010	**16.4**	614	0.016	**5.0**	-	-	**0.0**	-	-	**-1.0**	**20.5**	**12.3**
EDA-02	0.240	100	0.005	**21.7**	430	0.007	**5.3**	-	-	**0.0**	-	-	**0.0**	**27.0**	**16.2**
EDA-03	0.240	100	0.005	**21.7**	879	0.007	**10.9**	-	-	**0.0**	-	-	**0.0**	**32.5**	**19.5**
EDA-04	0.240	100	0.005	**21.7**	387	0.010	**4.0**	-	-	**0.0**	-	-	**0.0**	**25.7**	**15.4**
REACH - A	-	-	-	**0.0**	-	-	**0.0**	-	-	**0.0**	640	6.00	**1.8**	**5.0**	**3.0**

TAYLOR 95 - HIGHLAND

EXISTING DRAINAGE AREA MAP

TAYLOR, TEXAS
December 24

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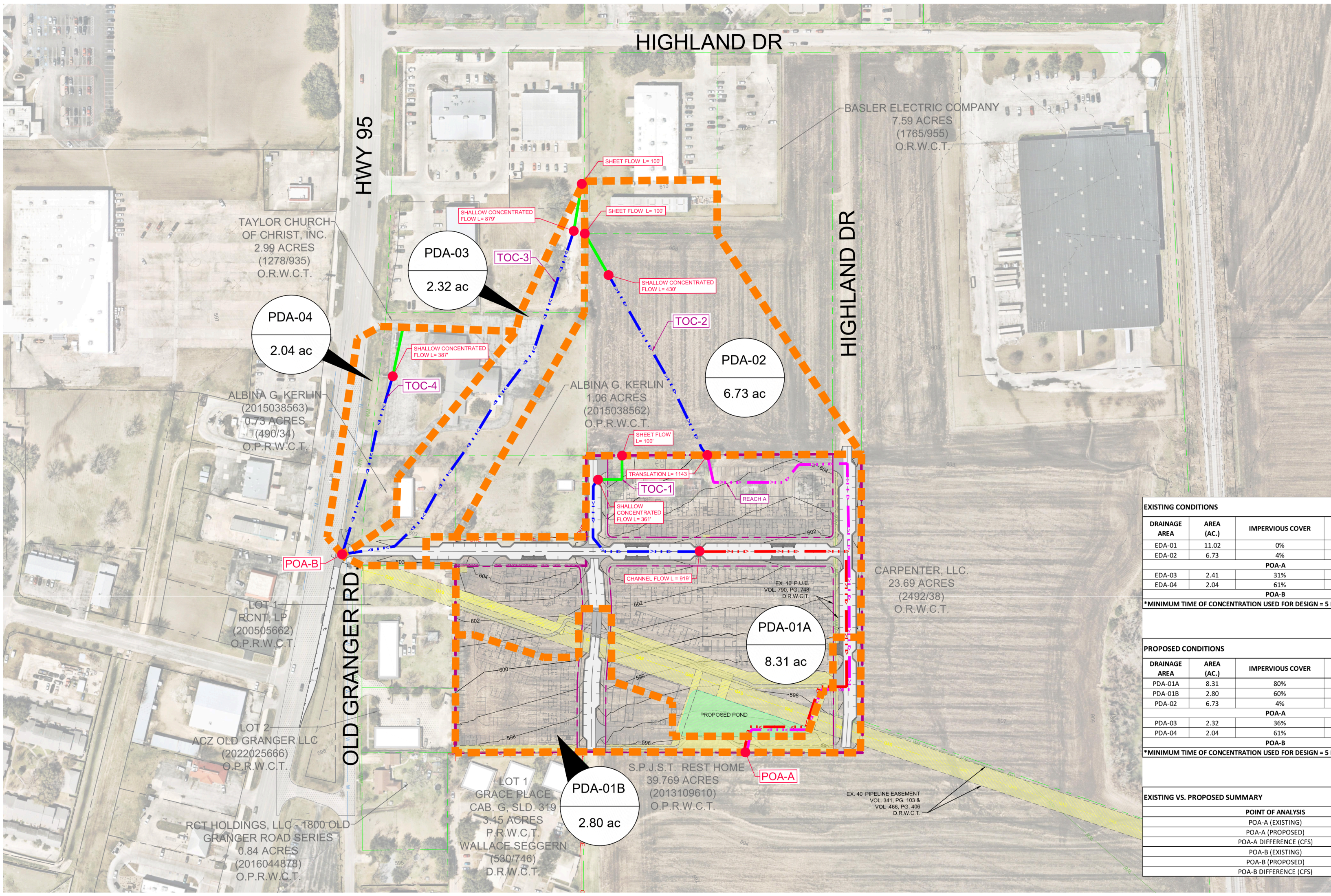
Kimley»Horn
512-646-2243
Ben.Green@kimley-horn.com
5301 SOUTHWEST PARKWAY
BUILDING 2, SUITE 100
AUSTIN, TEXAS 78735
State of Texas Registration No. ####

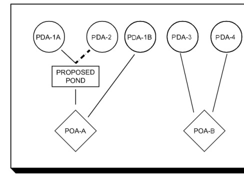
NOTE: THIS PLAN IS CONCEPTUAL IN NATURE AND HAS BEEN PRODUCED WITHOUT THE BENEFIT OF A SURVEY, TOPOGRAPHY, UTILITIES, CONTACT WITH THE CITY, ETC.



LEGEND

- X-1 — AREA DESIGNATOR
- 9.9 ac — AREA IN ACRES
- PROPERTY LINE
- EXISTING STORM DRAIN LINE
- EXISTING DRAINAGE DIVIDE
- EXISTING STORM DRAIN INLET
- EXISTING STORM DRAIN MANHOLE
- EXISTING STORM DRAIN HEADWALL
- EXISTING FLOW DIRECTION
- EXISTING CONTOUR
- SHEET FLOW
- SHALLOW CONCENTRATED FLOW
- CHANNEL FLOW
- TRANSLATION

DRAINAGE MODEL



EXISTING CONDITIONS

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EDA-02	6.73	4%	84	27.0	2.48	4.54	6.13	9.19
POA-A					**6.55**	**12.02**	**16.23**	**24.34**
EDA-03	2.41	31%	84	32.5	0.93	1.64	2.19	3.26
EDA-04	2.04	61%	84	25.7	0.85	1.46	1.94	2.85
POA-B					**1.78**	**3.10**	**4.13**	**6.11**

*MINIMUM TIME OF CONCENTRATION USED FOR DESIGN = 5 MINUTES

PROPOSED CONDITIONS

DRAINAGE AREA	AREA (AC.)	IMPERVIOUS COVER	CN	TC (MIN)*	Q_2 (CFS)	Q_{10} (CFS)	Q_{25} (CFS)	Q_{100} (CFS)
PDA-01A	8.31	80%	84	18.1	3.71	6.25	8.23	12.08
PDA-01B	2.80	60%	84	5.0	1.28	2.20	2.91	4.31
PDA-02	6.73	4%	84	27.0	2.48	4.54	6.13	9.19
POA-A					**6.41**	**10.13**	**16.12**	**24.18**
PDA-03	2.32	36%	84	32.5	0.90	1.59	2.12	3.14
PDA-04	2.04	61%	84	25.7	0.85	1.46	1.94	2.85
POA-B					**1.75**	**3.05**	**4.06**	**6.00**

*MINIMUM TIME OF CONCENTRATION USED FOR DESIGN = 5 MINUTES

EXISTING VS. PROPOSED SUMMARY

POINT OF ANALYSIS	Q_2	Q_{10}	Q_{25}	Q_{100}
POA-A (EXISTING)	6.55	12.02	16.23	24.34
POA-A (PROPOSED)	6.41	10.13	16.12	24.18
POA-A DIFFERENCE (CFS)	**-0.14**	**-1.89**	**-0.11**	**-0.16**
POA-B (EXISTING)	1.78	3.10	4.13	6.11
POA-B (PROPOSED)	1.75	3.05	4.06	6.00
POA-B DIFFERENCE (CFS)	**-0.03**	**-0.05**	**-0.07**	**-0.11**

TAYLOR 95 - HIGHLAND

PROPOSED DRAINAGE AREA MAP

TAYLOR, TEXAS
December 24

STREAMLINE TAYLOR
DEVELOPED Drainage Calculations - SCS Method

DRAINAGE AREA	SHEET FLOW				SHALLOW CONCENTRATED FLOW						CHANNEL FLOW			TOTAL Tc (min)	LAG (min)
		P-2yr24hr	4.2	IN	Grass Surface			Paved Surface			Channel Flow				
	N	L (ft)	S (ft/ft)	Tt(min)	L (ft)	S (ft/ft)	Tt(min)	L	S	Tt(min)	L	V (FPS)	Tt(min)		
PDA-01A	0.240	100	0.020	**12.5**	-	-	**0.0**	361	0.009	**3.1**	919	6.00	**2.6**	**18.1**	**10.9**
PDA-01B	-	-	-	**0.0**	-	-	**0.0**	-	-	**0.0**	-	-	**0.0**	**5.0**	**3.0**
PDA-02	0.240	100	0.005	**21.7**	430	0.007	**5.3**	-	-	**0.0**	-	-	**0.0**	**27.0**	**16.2**
PDA-03	0.240	100	0.005	**21.7**	879	0.007	**10.9**	-	-	**0.0**	-	-	**0.0**	**32.5**	**19.5**
PDA-04	0.240	100	0.005	**21.7**	387	0.010	**4.0**	-	-	**0.0**	-	-	**0.0**	**25.7**	**15.4**
REACH - A	-	-	-	**0.0**	-	-	**0.0**	-	-	**0.0**	1143	6.00	**3.2**	**5.0**	**3.0**

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Kimley»Horn
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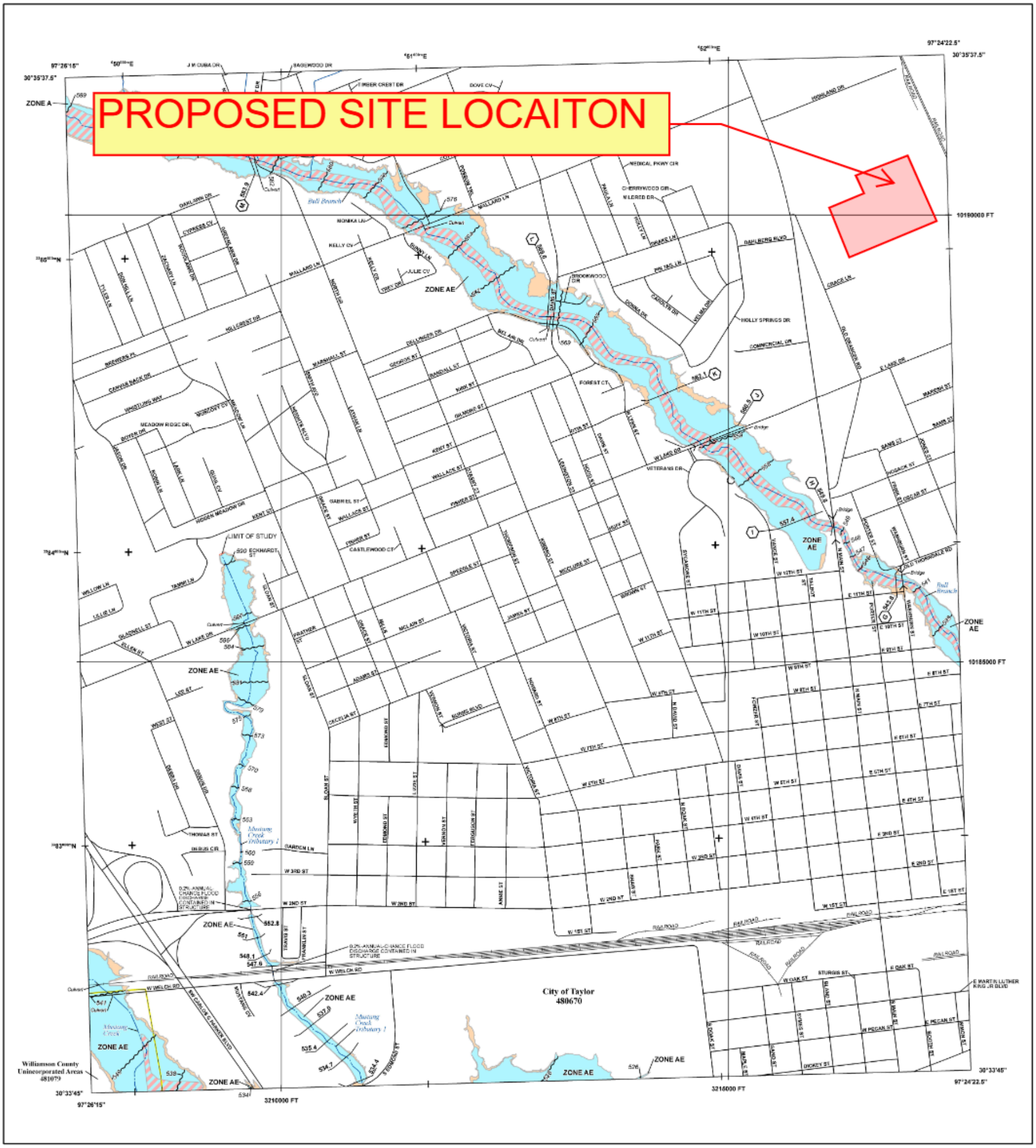


FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT HTTPS://MSC.FEMA.GOV

SPECIAL FLOOD HAZARD AREAS	Without Base Flood Elevation (BFE) Zone A, V, A99
	With BFE or Depth Zone AE, AO, AH, VE, AR
	Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD	0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
	Future Conditions 1% Annual Chance Flood Hazard Zone X
	Area with Reduced Flood Risk due to Levee See Notes. Zone X
	Area with Flood Risk due to Levee Zone D
OTHER AREAS	NO SCREEN Area of Minimal Flood Hazard Zone X
	Area of Undetermined Flood Hazard Zone D
GENERAL STRUCTURES	Channel, Culvert, or Storm Sewer
	Levee, Dike, or Floodwall
OTHER FEATURES	(E) 18.2 / 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
	(8) Coastal Transect
	Coastal Transect Baseline
	Profile Baseline
	Hydrographic Feature
	513 Base Flood Elevation Line (BFE)
	Limit of Study
	Jurisdiction Boundary

NOTES TO USERS

For information and questions about this Flood Insurance Rate Map (FIRM), available products associated with this FIRM, including historic versions, the current map date for each FIRM panel, how to order products, or the National Flood Insurance Program (NFIP) in general, please call the FEMA Map Information eXchange at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA Flood Map Service Center website at https://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website.

Communities annexing land on adjacent FIRM panels must obtain a current copy of the adjacent panel as well as the current FIRM Index. These may be ordered directly from the Flood Map Service Center at the number listed above.

For community and countywide map dates refer to the Flood Insurance Study Report for this jurisdiction.

To determine if flood insurance is available in this community, contact your Insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

Base map information shown on this FIRM was derived from digital data obtained from Texas Natural Resource Information Systems (TNRIS), dated 2000; United States Census Bureau, dated 2015; United States Geological Survey, dated 2005; and the Williamson County Geographic Information Systems (GIS) Department, dated 2014 and 2017.

SCALE

N

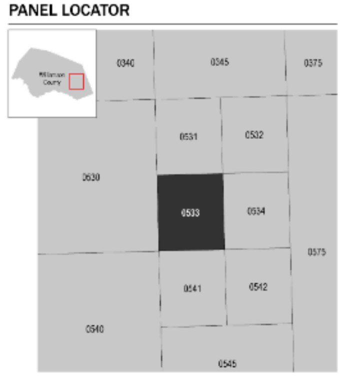
Map Projection:
Texas State Plane Central (FIPS ZONE 4203); North American Datum 1983; Western Hemisphere; Vertical Datum: NAVD 88

1 inch = 500 feet 1:6,000

0 250 500 750 1,000 2,000 feet

0 125 250 500 meters

PANEL LOCATOR



FEMA

National Flood Insurance Program

NATIONAL FLOOD INSURANCE PROGRAM

FLOOD INSURANCE RATE MAP

WILLIAMSON COUNTY, TEXAS
and Incorporated Areas

PANEL 533 OF 750

FEMA

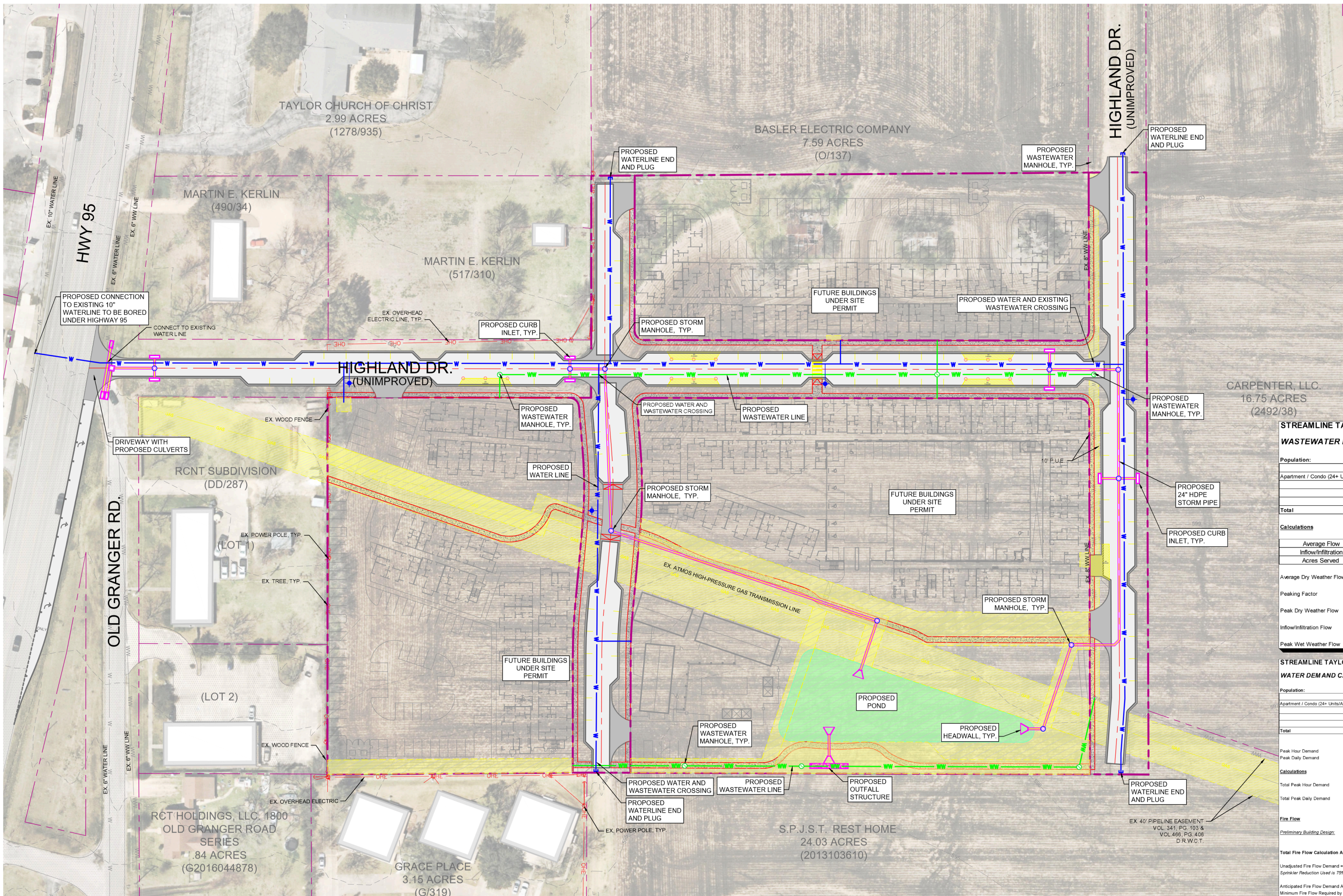
Panel Contains:

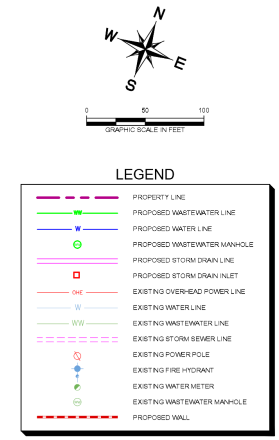
COMMUNITY	NUMBER	PANEL	SUFFIX
TAYLOR, CITY OF	480670	0533	F
WILLIAMSON COUNTY	481079	0533	F

VERSION NUMBER
2.3.3.3

MAP NUMBER
48491C0533F

MAP REVISED





STREAMLINE TAYLOR HIGHLAND

WASTEWATER DEMAND CALCULATIONS

Kimley»Horn
F#928

Population:

	Units	LUE Conversion	LUE
Apartment / Condo (24+ Units/Acr	321	1	161
Total			**161**

Calculations

Average Flow	245	Gal./LUE/Day
Inflow/Infiltration	750	Gal./LUE/Day
Acres Served	10.69	Acres

Average Dry Weather Flow	39,323	Gal/Day	or	27.31	gpm	=	0.061	cfs
Peaking Factor	4.00							
Peak Dry Weather Flow	157,290	Gal/Day	or	109.23	gpm	=	0.243	cfs
Inflow/Infiltration Flow	8,018	Gal/Day	or	5.57	gpm	=	0.012	cfs
Peak Wet Weather Flow	165,308	Gal/Day	or	114.80	gpm	=	0.256	cfs

STREAMLINE TAYLOR HIGHLAND

WATER DEMAND CALCULATIONS

Kimley»Horn
F#928

Population:

	Units	LUE Conversion	LUE
Apartment / Condo (24+ Units/Acre)	321	1	161
Total			**161**

Peak Hour Demand	900	Gal/Person/Day	=	0.00139	cfs
Peak Daily Demand	530	Gal/Person/Day	=	0.00082	cfs

Calculations

Total Peak Hour Demand	505,575	Gal/Day	or	351.09	gpm	=	0.782	cfs
Total Peak Daily Demand	297,728	Gal/Day	or	206.76	gpm	=	0.461	cfs

Fire Flow

Preliminary Building Design:

Total Fire Flow Calculation Area = 36000 SF of Type V-B Construction

Unadjusted Fire Flow Demand = 5250.00 gpm
Sprinkler Reduction Used is 75% *NFPA 13-R Automatic Sprinkler System is proposed*

Anticipated Fire Flow Demand After Sprinkler Reduction =	1,312.50	gpm	=	2.92	cfs
Minimum Fire Flow Required by IFC =	1,500.00	gpm		3.34	cfs
Duration of Fire Flow	2	hours			

TAYLOR 95 - HIGHLAND

UTILITY EXHIBIT

Taylor, Texas
December 24

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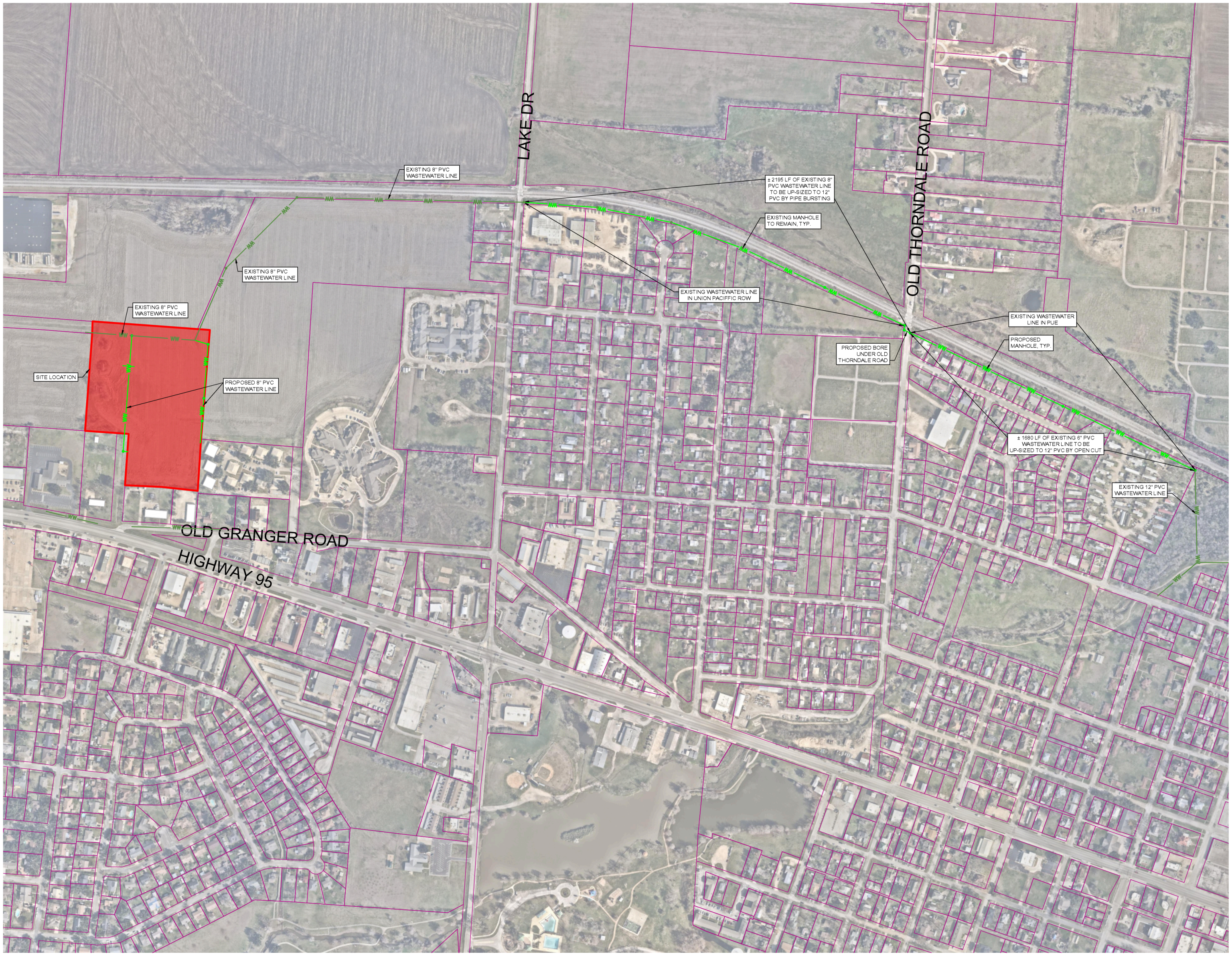
Kimley»Horn
512-646-2243
Ben.Green@kimley-horn.com
5301 SOUTHWEST PARKWAY
BUILDING 2, SUITE 100
AUSTIN, TEXAS 78735
State of Texas Registration No. F-928

NOTE: THIS PLAN IS CONCEPTUAL IN NATURE AND HAS BEEN PRODUCED WITHOUT THE BENEFIT OF A SURVEY, TOPOGRAPHY, UTILITIES, CONTACT WITH THE CITY, ETC.



LEGEND

- PROPERTY LINE
- PROPOSED WASTEWATER LINE
- PROPOSED WATER LINE
- PROPOSED WASTEWATER MANHOLE
- PROPOSED STORM DRAIN LINE
- PROPOSED STORM DRAIN INLET
- EXISTING OVERHEAD POWER LINE
- EXISTING WATER LINE
- EXISTING WASTEWATER LINE
- EXISTING STORM SEWER LINE
- EXISTING POWER POLE
- EXISTING FIRE HYDRANT
- EXISTING WATER METER
- EXISTING WASTEWATER MANHOLE
- PROPOSED WALL

TAYLOR 95 - HIGHLAND

OFFSITE WASTEWATER SCHEMATIC

Taylor, Texas
December 24

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Kimley»Horn
512-646-2243
Ben.Green@kimley-horn.com
5301 SOUTHWEST PARKWAY
BUILDING 2, SUITE 100
AUSTIN, TEXAS 78735
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Traffic Impact Analysis

Taylor Highland Development TIA

City of Taylor, Texas

Prepared for:

Streamline Advisory Partners
401 E Sonterra Blvd, Ste 170
San Antonio, TX 78258

STATE OF TEXAS
BENJAMIN S. PLETT
136375
LICENSED
PROFESSIONAL ENGINEER

12/3/2024

Prepared by:

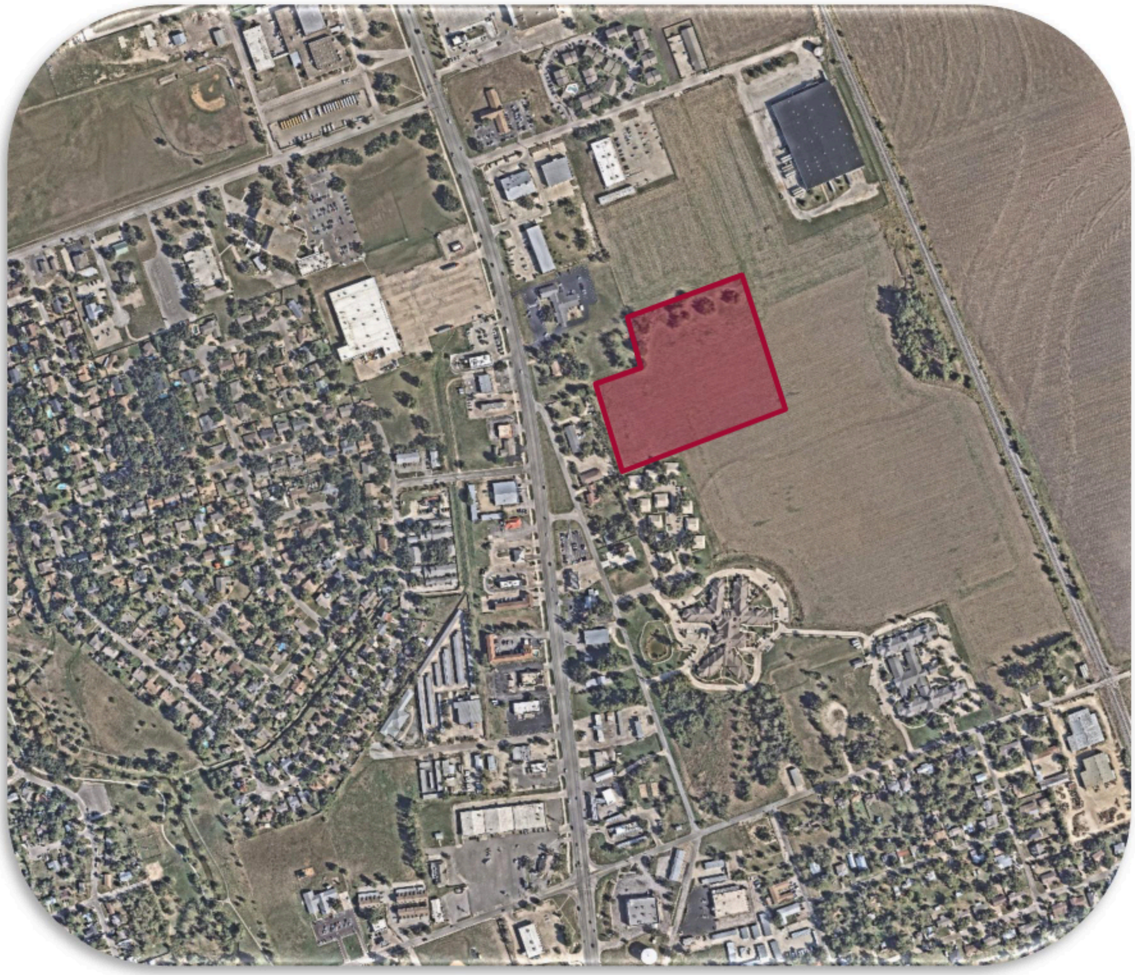
Kimley»Horn

10814 Jollyville Road, Building IV, Suite 200
Austin, Texas 78759
(512) 418-1771

KH Project No. 069412808

December 3, 2024

Taylor Highland Development TIA



DECEMBER 3, 2024

Prepared By:

Kimley»Horn

EXECUTIVE SUMMARY

The proposed Taylor Highland Development is a site located east of SH 95 (N. Main Street) and Old Granger Road in the City of Taylor, Texas. The project is assumed to be completed in one phase. The development is projected to be complete in 2026. This study determines traffic generation characteristics, analyzes potential traffic related impacts on the adjacent road network, and identifies mitigation measures. The site is anticipated to contain the following land uses:

- 72 units Multifamily Housing (Low-Rise)
- 249 units Multifamily Housing (Mid-Rise)

The site will have access to the surrounding roadway network via one driveway. The driveway, referred to as Driveway 1, is a full-access driveway which connects to SH 95 located north of the existing intersection SH 95 at Old Granger Road. Along with the driveway, existing intersections to be analyzed listed below.

1. SH 95 (N. Main Street) and Old Granger Road
2. SH 95 (N. Main Street) and Dahlberg Boulevard
3. Old Granger Road and Dahlberg Boulevard

Turning movement counts were obtained at the above existing intersections during weekday AM and PM peak demand periods on Wednesday, September 11th, 2024. Traffic operations were analyzed at the study intersections for 2024 Existing conditions, 2026 No Build, 2026 Site Build-Out. Background traffic was projected to 2026 by applying a 5.0 % annual growth factor, per growth rate calculations referring to existing volume counts.

Site traffic is distributed into and out of the site driveways and onto the street system based on the area street system characteristics, existing traffic patterns, and the location of driveway access to/from the site.

For the proposed land uses, projected site traffic is calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual* 11th Edition. The full development is anticipated to generate approximately 144 new trips during the AM peak-hour, 150 new trips during PM peak-hour, and 1,668 total daily trips. Analysis of the 2026 Build-Out scenario showed all study intersections operate at a LOS D or better. However, northbound PM peak hour right turn volumes at SH 95 (N. Main Street) & Driveway 1 exceed 50 vehicles, so TxDOT access management standards require that a right turn lane is provided at the approach to the driveway.

The developer agrees to design and construct a 370-foot northbound right-turn lane at SH 95 (N. Main Street) & Driveway 1, into the site.

Table of Contents

Figures

Tables

Appendices

INTRODUCTION AND BACKGROUND

PURPOSE

Kimley-Horn and Associates, Inc. was retained to conduct a Traffic Impact Analysis (TIA) of future traffic conditions associated with the Taylor Highland Development. The proposed development is located east of SH 95 (N. Main Street) and Old Granger Road in the City of Taylor, Texas. A site vicinity map is provided in ***Figure 1***.

This study addresses potential traffic impacts of the proposed development on the surrounding roadway network and intersections. This traffic impact study was prepared based on criteria set forth by the review agency. The specific objectives of this study are to determine the future operational levels-of-service (LOS) at the various study intersections and to identify capacity related improvements.

GENERAL STUDY INFORMATION

This development will consist of 72 multifamily (low-rise) (not close to rail transit) dwelling units, and 249 multifamily (mid-rise) dwelling units. The scope of analysis for this study was prepared in consultation with City Taylor and TxDOT which is provided in ***Appendix A***. The following scenarios were analyzed:

- 2024 Existing Conditions
- 2026 No Build
- 2026 Site Build-Out

The following intersections were studied in the scenarios listed above for both AM and PM peak hour periods:

1. SH 95 (N. Main Street) and Old Granger Road
2. SH 95 (N. Main Street) and Dahlberg Boulevard
3. Old Granger Road and Dahlberg Boulevard

Figure shows the study intersections and proposed driveway. The driveway, referred to as Driveway 1 is a full-access driveway which connects to SH 95 located north of the existing intersection SH 95 at Old Granger Road. ***Figure 2*** shows the proposed site plan. Land uses for the development are summarized in ***Table 1***.

Table 1 – Proposed Land-Uses

Land Uses	Size	ITE Code
Multifamily Housing (Low-Rise) Not Close to Rail Transit	72 DU	220
Multifamily Housing (Mid-Rise)	249 DU	221

PROJECT NO.
069412807

Kimley»Horn

TBPE REGISTERED FIRM NO. F-928

10814 JOLLYVILLE RD, BUILDING IV, SUITE 200
AUSTIN, TX 78759

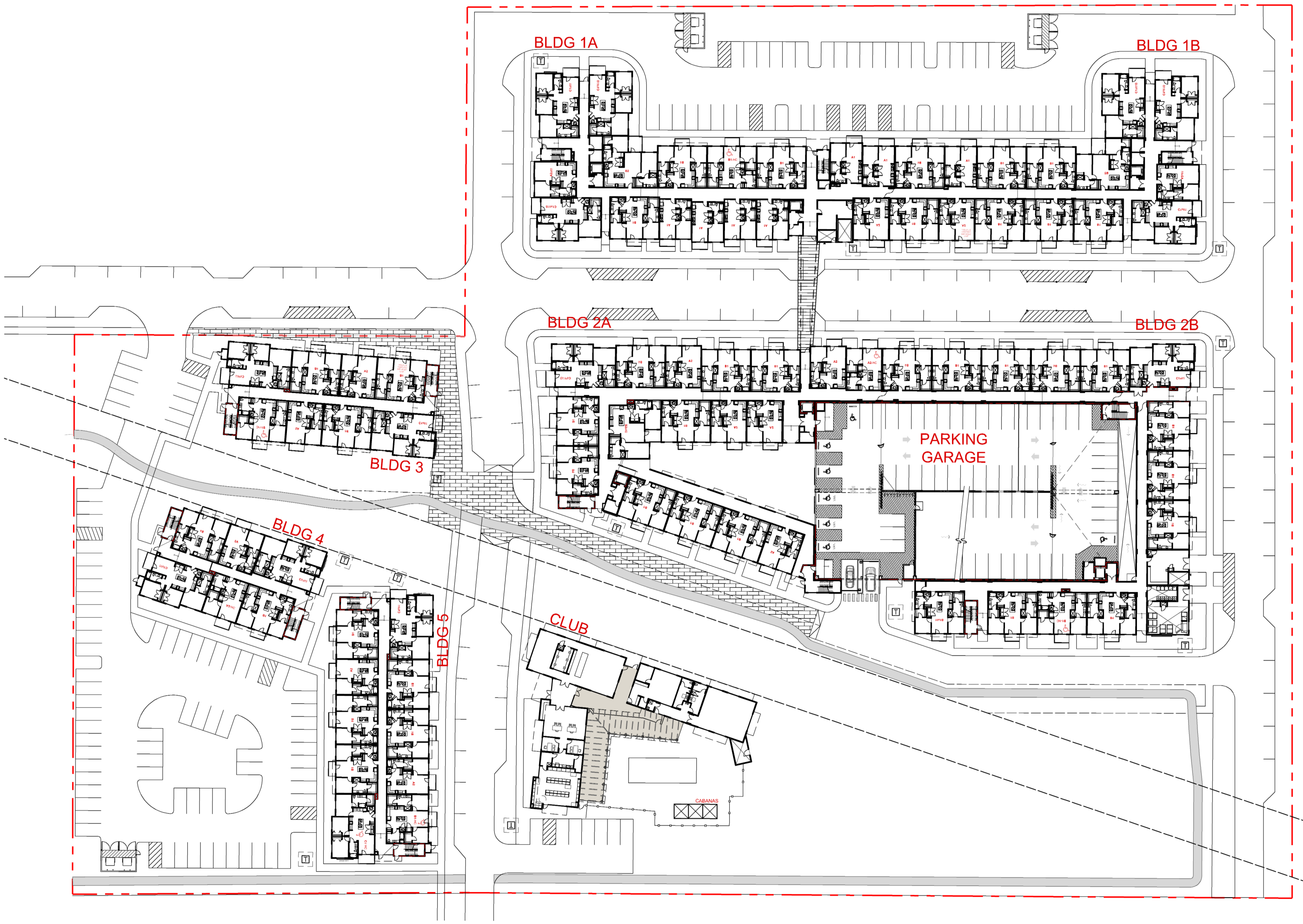
Phone: (512) 418-4514
Website: kimley-horn.com

TAYLOR HIGHLAND
TAYLOR, TX

SITE VICINITY
AND STUDY
INTERSECTIONS

FIGURE

1



1 SCHEMATIC SITE PLAN
SCALE 1"=30'-0"

MK ARCHITECTS CORP
URBAN STUDIO
3823A Bee Cave Road
Austin, Texas 78746
P: (512) 328-5474

FOUNDRY APARTMENTS
ADDRSSS
TAYLOR, TEXAS 76574

REVISIONS

ISSUE

SEAL

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PROJECT NO: 02MF-2024
DRAWN BY: CWK
CHKD. BY: CK
RELEASE DATE: 01.15.2025
SHEET
2.10

ARCHITECTURAL SITE DEVELOPMENT PLAN

EXISTING OPERATING CONDITIONS

SURROUNDING TRANSPORTATION SYSTEM

The major study area roadways are described below.

SH 95 (N. Main Street) – is a four-lane undivided roadway with a two-way left turn lane that runs in the north-south direction. It is classified by TxDOT as a Principal Arterial. There is a posted speed limit of 45 mph within the project vicinity, however the speed limit increases to 65 mph north of Carlos G Parker Boulevard. There are sidewalks on west side of the road. There are no bicycle facilities on the roadway.

Old Granger Road – is a two (2) lane roadway, with one lane in each direction of travel. It runs in the north-south direction. There is no posted speed limit, so the default urban street speed limit of 30 mph is assumed. There are no bicycle or pedestrian facilities on the roadway.

Dahlberg Boulevard – is a two (2) lane roadway, with one lane in each direction of travel. It runs in the east-west direction. There is no posted speed limit, so the default urban street speed limit of 30 mph is assumed. The segment of Dahlberg Boulevard in the area of study is located on the east side of SH 95, between SH 95 and Old Granger Road. There are no bicycle or pedestrian facilities on the roadway.

EXISTING TRAFFIC VOLUMES

Weekday AM and PM peak period turning movement counts were collected at the following study intersections on Wednesday, September 11th, 2024. AM peak period counts were conducted between 7-9 AM, and PM peak period counts were conducted between 4-6 PM:

1. SH 95 (N. Main Street) and Old Granger Road
    - AM Peak Hour: 7:15 AM – 8:15 AM
    - PM Peak Hour: 4:00 PM – 5:00 PM
2. SH 95 (N. Main Street) and Dahlberg Boulevard
    - AM Peak Hour: 7:15 AM – 8:15 AM
    - PM Peak Hour: 4:00 PM – 5:00 PM
3. Old Granger Road and Dahlberg Boulevard
    - AM Peak Hour: 7:15 AM – 8:15 AM
    - PM Peak Hour: 5:00 PM – 6:00 PM

Figure 3 shows the existing traffic volumes. The raw count sheets are provided in ***Appendix B.***

PROJECT NO.
069412807

Kimley»Horn
TBPE REGISTERED FIRM NO. F-928
10814 JOLLYVILLE RD, BUILDING IV, SUITE 200
AUSTIN, TX 78759
Phone: (512) 418-4514
Website: kimley-horn.com

TAYLOR HIGHLAND
TAYLOR, TX

2024 EXISTING TRAFFIC VOLUMES

FIGURE
3

NO BUILD (FORECASTED) OPERATING CONDITIONS

To obtain 2026 background traffic projections, historic counts near the site were compared to find expected growth trends within the study area. Historical 24-hour counts were collected on roadways nearby the proposed site. Based on data from TxDOT and guidance from County staff, traffic volumes were assumed to increase at a growth rate of 5.00% per year.

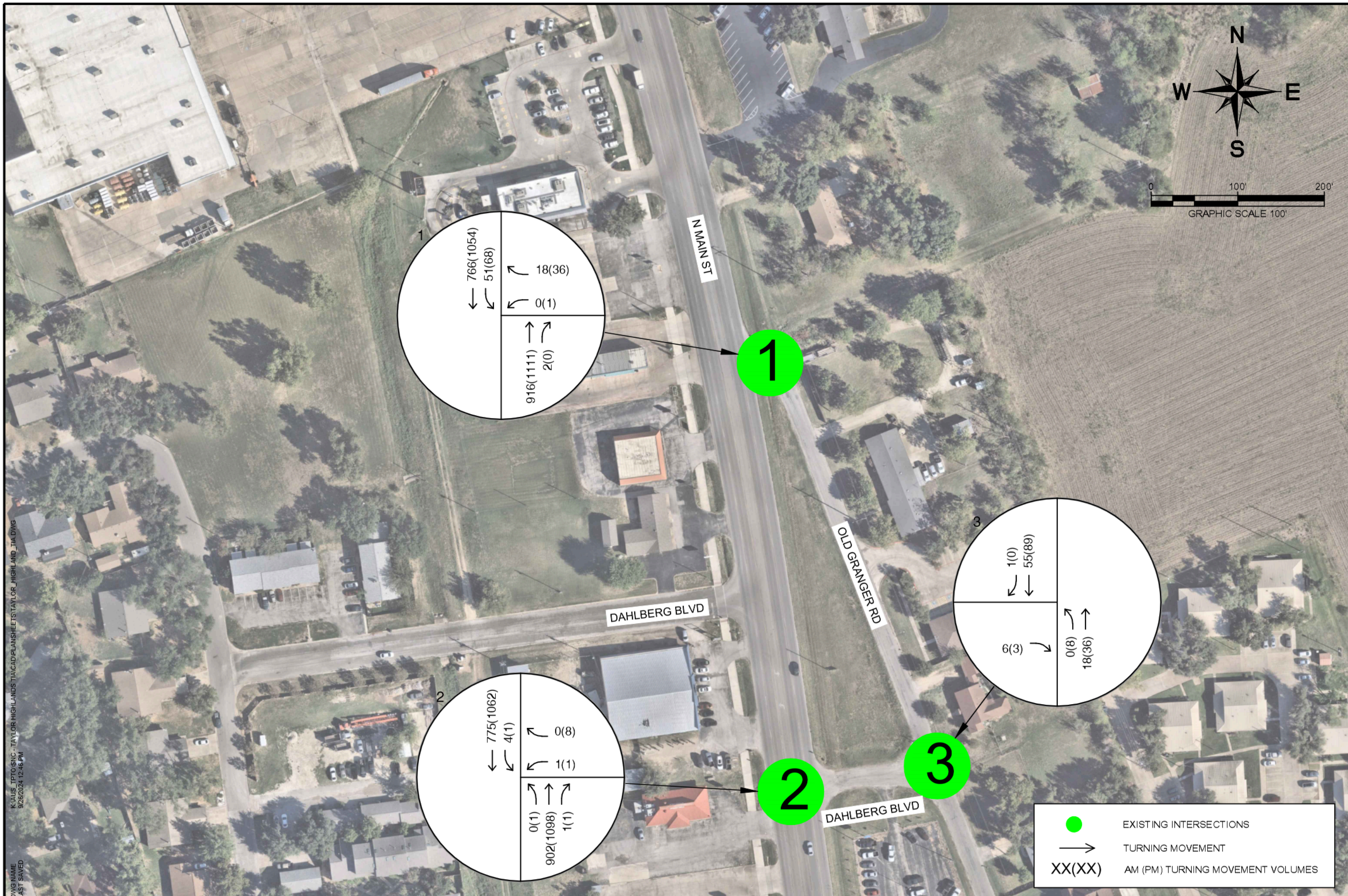
Table 2 shows the historic counts from TxDOT's Traffic Count Database System used to calculate the assumed growth rate. The raw count sheets are provided in ***Appendix B.*** The equation used for determining the average annual growth is provided below.

$$Growth\ Rate = \frac{Total\ Trips_{Final\ Year}}{Total\ Trips_{Initial\ Year}}^{\frac{1}{Final\ Year - Initial\ Year}} - 1$$

Table 2 – Growth Rate Calculation

TxDOT Count Location	N Main South of W Lake Drive (246T7)	N Main North of Mallard Lane (246H100)
2022	22,630	22,129
2019	17,800	19,642
Growth	6.19%	3.03%
Assumed	**5.00%**	

2026 No Build weekday AM and PM peak hour traffic volumes are shown in ***Figure 4***.



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Website: kimley-horn.com

TAYLOR HIGHLAND
TAYLOR, TX

2026 NO BUILD TRAFFIC VOLUMES

FIGURE
4

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TRIP GENERATION AND DISTRIBUTION

TRIP GENERATION

Site-generated traffic estimates are determined through a process known as trip generation. The acknowledged source for trip generation rates is the 11th edition of *Trip Generation Manual* published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. The trips indicated are one-way trips or trip ends, where one vehicle entering and exiting the site is counted as two trips (one inbound trip and one outbound trip).

Internal capture is the tendency for customers or residents to visit several parts of a mixed-use development in one trip but be counted twice in the trip generation since the formula assumes the land uses are isolated. For this land use, no internal capture was assumed.

Pass-by trips are existing vehicles on the adjacent roadways that choose to visit the new site, and then return to their original path. Pass-by trips do not reduce the driveway volumes projected for the site but are deducted from the through traffic volume and routed as right-in / right-out or left-in / left-out movements at driveways on the area roadways. Pass-by reduction was not applied to this development.

Table 3 summarizes the resulting Daily and Weekday AM and PM peak hour trip generation for 2026. Details of site trip generation are provided in ***Appendix C***.

Table 3 – 2026 Site Trip Generation

Land Uses	Quantity	ITE Code	Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Multifamily Housing (Low-Rise) [1]	90 DU	220	537	11	35	46	33	19	52
Multifamily Housing (Mid-Rise) [2]	190 DU	221	1,131	23	75	98	60	38	98
TOTAL TRIPS			**1,668**	**34**	**110**	**144**	**93**	**57**	**150**

Notes:

1. Multifamily Housing (Low-Rise)
   - Daily: T = 6.41(X) + 75.31
   - AM: T = 0.31(X) +22.85; 24% IN, 76% OUT
   - PM: T = 0.43(X) + 20.55; 63% IN, 37% OUT
2. Multifamily Housing (Mid-Rise)
   - Daily: T = 4.77(X) – 46.46
   - AM: T = 0.44(X) – 11.61; 23% IN, 77% OUT
   - PM: T= 0.39(X) + 0.34; 61% IN, 39% OUT

TRIP DISTRIBUTION AND ASSIGNMENT

Site traffic is distributed into and out of the site driveways and onto the street system based on the area street system characteristics, existing traffic patterns, and the location of driveway access to/from the site.

Table 4 displays the general directional distribution percentages assumed for the proposed development after using cordon counts, directional calculation, and engineering judgment.

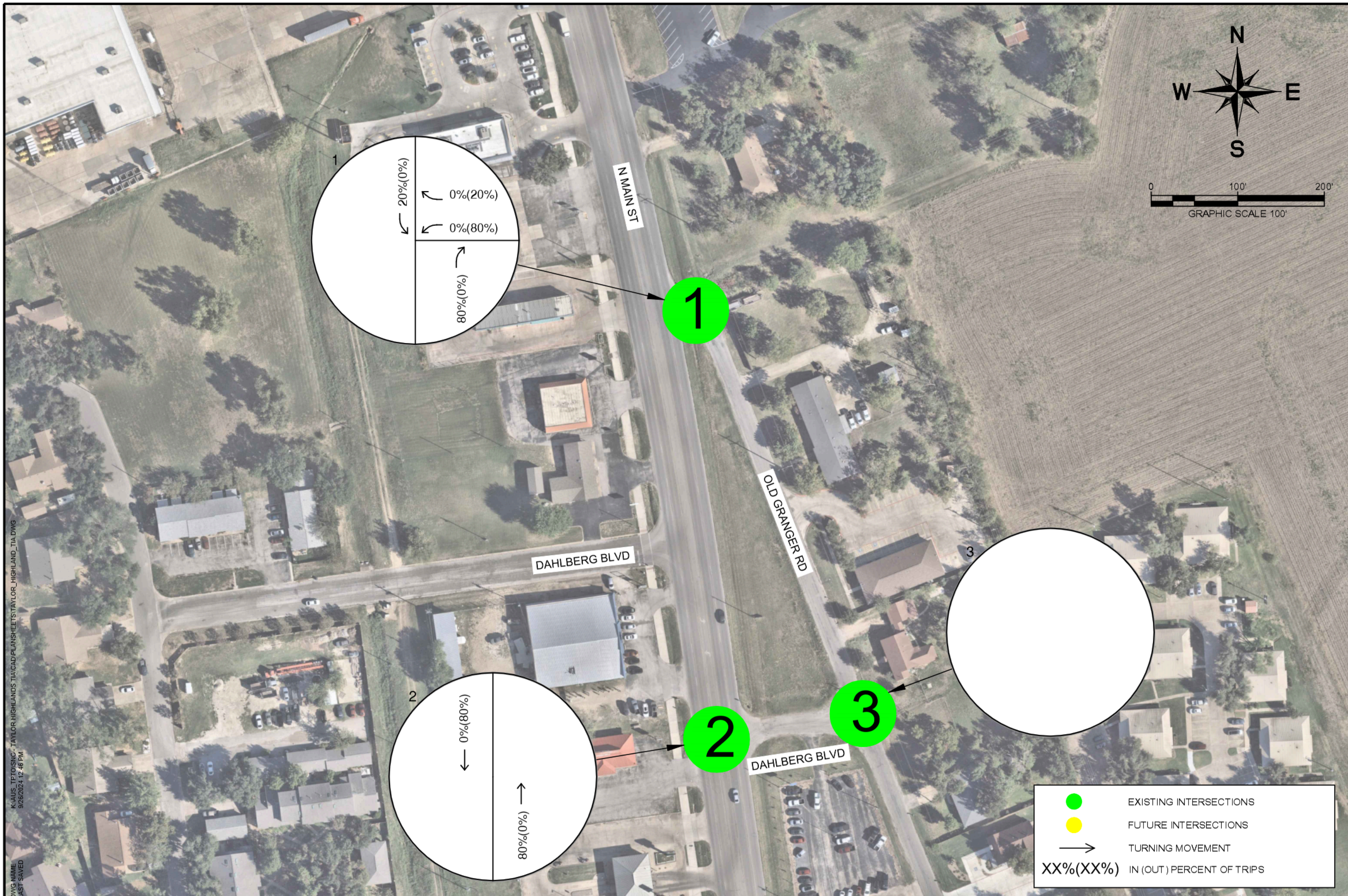
Table 4 - Site Trip Distribution

Direction	Percent to Development
To/From N SH 95 (N. Main St.)	***20%***
To/From S SH 95 (N. Main St.)	***80%***

Figure 5 shows the resulting weekday AM and PM peak hour site trip distribution at all study intersections for the site development. ***Figure 6*** shows the site-generated traffic volumes for each land use after being calculated using the percentages for each trip assignment group in ***Figure 5.***

ASSUMPTIONS

- Traffic volume calculations can be found in ***Appendix D***.
- The traffic generated by the site was assigned to the future roadway network using the appropriate trip distribution percentages for the AM and PM peak hours.
- Site trips are added to the forecasted year 2026 No Build volumes to determine the total 2026 Build Out traffic volumes.
- *Synchro 12*™ default PHF (0.92) and HV% (2%) values were used for proposed intersections.



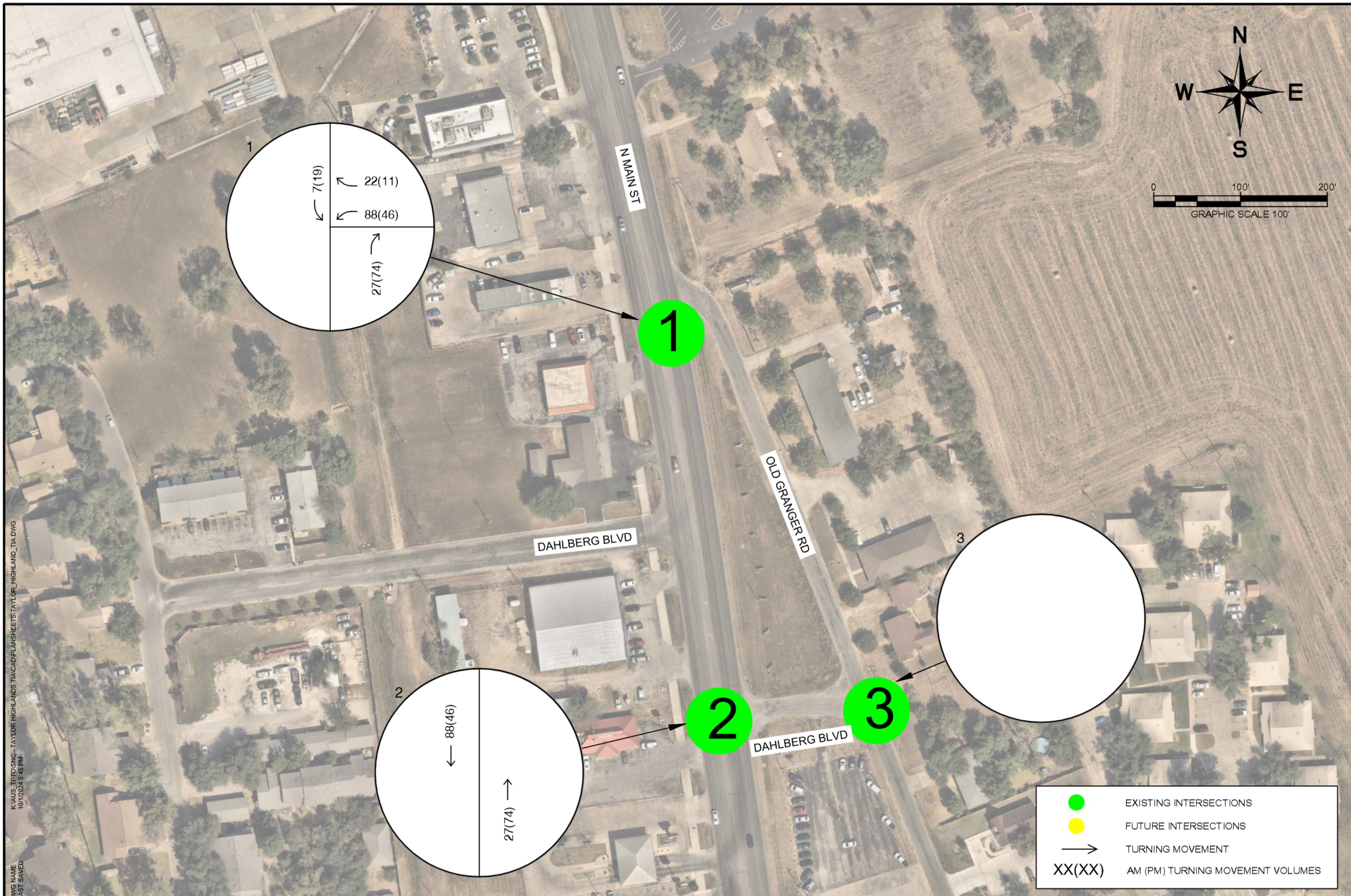
PROJECT NO.
069412807

Kimley»Horn
TBPE REGISTERED FIRM NO. F-928
10814 JOLLYVILLE RD, BUILDING IV, SUITE 200
AUSTIN, TX 78759
Phone: (512) 418-4514
Website: kimley-horn.com

TAYLOR HIGHLAND
TAYLOR, TX

2026 TRIP ASSIGNMENT PERCENTAGES

FIGURE
5



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TBPE REGISTERED FIRM NO. F-928

10814 JOLLYVILLE RD, BUILDING IV, SUITE 200
AUSTIN, TX 78759

Phone: (512) 418-4514
Website: kimley-horn.com

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TAYLOR, TX

2026 SITE TRAFFIC VOLUMES

FIGURE
6

BUILD (SITE + FORECASTED) OPERATING CONDITIONS

Site traffic was added to the No Build volumes to represent estimated total buildout (growth plus site-generated) traffic conditions in 2026 after the completion of the proposed development.

The 2026 No Build volumes were adjusted to account for the removal of the existing intersection SH 95 and Old Granger Road to be replaced by the proposed Driveway 1 & SH 95 intersection. The redistribution is assumed to impact traffic at all study intersections. The redistribution of the 2026 No Build weekday AM and PM peak traffic volumes assumptions can be found below.

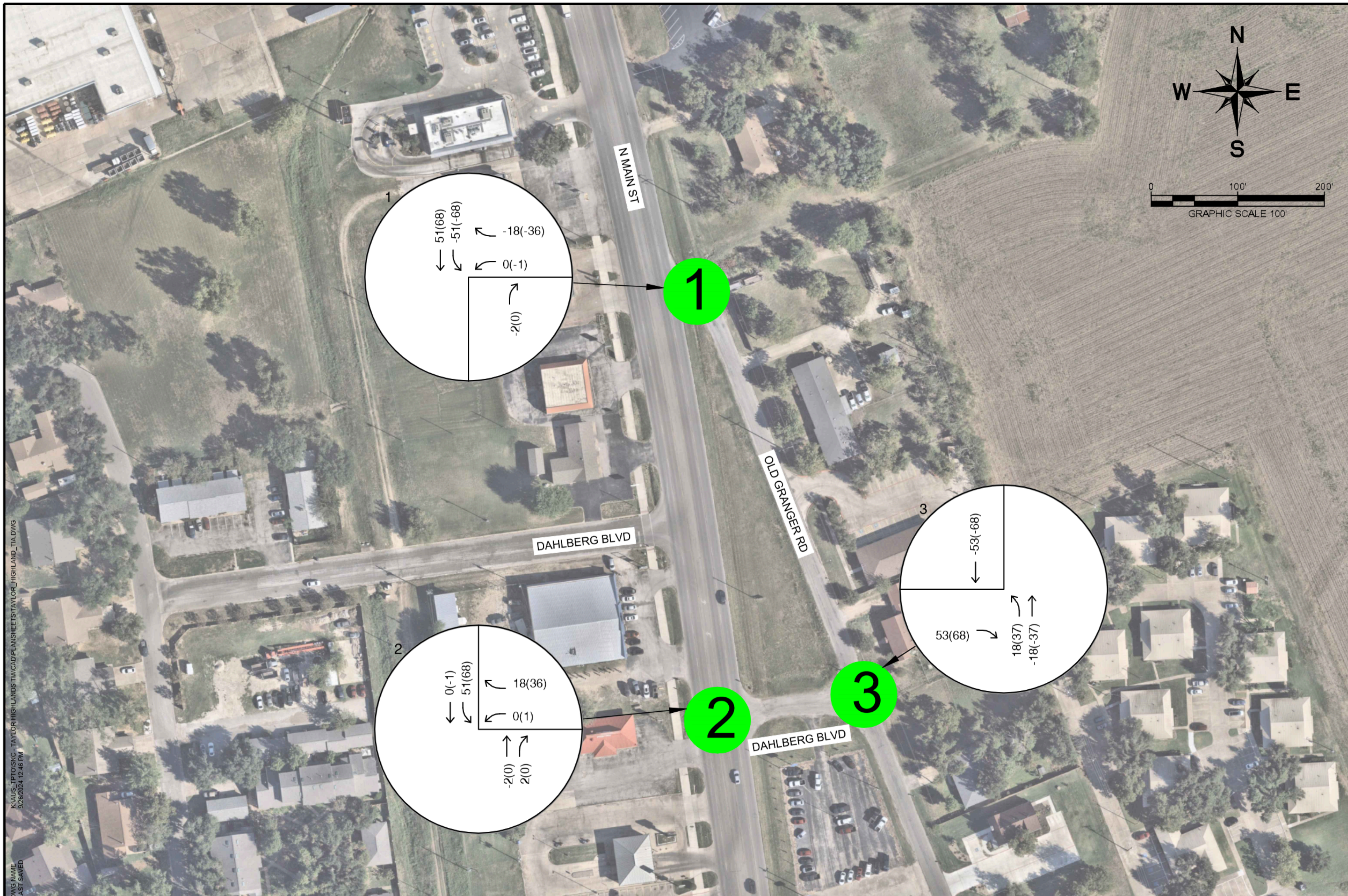
REDISTRIBUTION ASSUMPTIONS

In order to redistribute the 2026 No Build traffic volumes, the following assumptions were made:

- The southbound left traffic at the SH 95 & Old Granger Road intersection was redistributed to southbound left at SH 95 & Dahlberg Boulevard.
- The northbound right traffic at the SH 95 & Old Granger Road intersection was redistributed to take a northbound right at SH 95 & Dahlberg Boulevard.
- The northbound thru traffic at the Old Granger Road & Dahlberg Boulevard intersection was redistributed to take a northbound left at Old Granger Road & Dahlberg Boulevard, then a right onto SH 95, at the SH 95 & Dahlberg Boulevard intersection.

The redistribution of the 2026 No Build weekday AM and PM peak traffic volumes to account for the removal of the intersection of SH 95 and Old Granger Road is shown in ***Figure 7.***

Site traffic was added to the background volumes to represent estimated total (projected growth + redistribution + site-generated) traffic conditions in 2026 after the completion of the proposed development. The resulting 2026 Build-Out weekday AM and PM peak hour traffic volumes are shown in ***Figure 8***.



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TBPE REGISTERED FIRM NO. F-928

10814 JOLLYVILLE RD, BUILDING IV, SUITE 200
AUSTIN, TX 78759

Phone: (512) 418-4514
Website: kimley-horn.com

TAYLOR HIGHLAND
TAYLOR, TX

SH 95 (N. MAIN STREET) & OLD GRANGER ROAD
TRAFFIC REDISTRIBUTION

FIGURE
7

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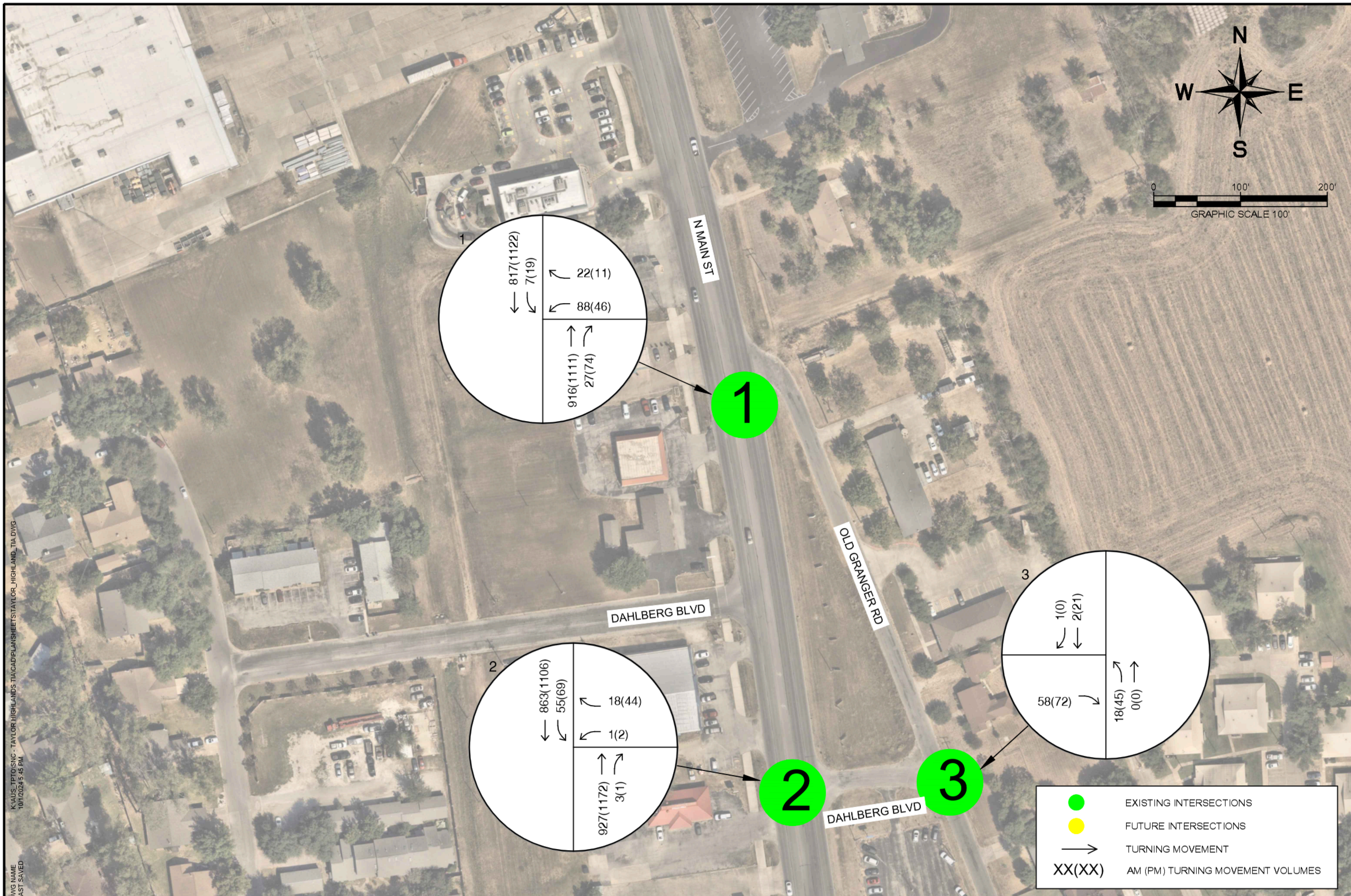

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TBPE REGISTERED FIRM NO. F-928
10814 JOLLYVILLE RD, BUILDING IV, SUITE 200
AUSTIN, TX 78759
Phone: (512) 418-4514
Website: kimley-horn.com

TAYLOR HIGHLAND
TAYLOR, TX

2026 BUILD-OUT TRAFFIC VOLUMES

FIGURE 8

INTERSECTION CAPACITY ANALYSIS

Kimley-Horn conducted a traffic operations analysis to determine potential capacity deficiencies in 2026 at the study intersections. The acknowledged source for determining overall capacity is the *Highway Capacity Manual.*

ANALYSIS METHODOLOGY

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from "A" (very little delay) to "F" (long delays and congestion). ***Table 5*** shows the definition of level of service for signalized and unsignalized intersections. LOS D is the threshold for acceptable operations for signalized intersections.

Table 5 – Level of Service

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Definitions provided from the Highway Capacity Manual, Special Report 209, Transportation Research Board, 2010.

Study area intersections were analyzed based on average total delay for signalized intersections. For the unsignalized analysis, the level of service (LOS) is defined for each controlled approach.

Where possible, HCM 7th analysis is used. For intersections not possible to analyze using HCM 7th, HCM 2000 is used.

ANALYSIS RESULTS & MITIGATIONS

2024 EXISTING TRAFFIC OPERATIONS

Existing conditions measures of effectiveness (MOEs) are summarized in ***Table 6*** and ***Table 7.***

2026 NO BUILD TRAFFIC OPERATIONS

The 2026 No Build condition represents traffic operations if this project is never built. The 2026 No Build conditions also assume traffic growth using the previously discussed growth factor and background projects have been completed.

2026 No Build conditions MOEs are summarized in ***Table 6*** and ***Table 7.***

2026 BUILD-OUT TRAFFIC OPERATIONS

Site trips from the proposed project are added to the No Build scenario for the Build-Out scenario.

2026 Build-Out conditions MOEs are summarized in ***Table 6*** and ***Table 7***.

Table 6 – AM Capacity Analysis

			Existing AM				No Build AM				Build Out AM			
Node	Intersection	Movement	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue
1	N Main St & Old Granger Rd	WB	B	11.9	0.044	2.5	B	12.4	0.053	5	D	30.2	0.461	57.5
		NBT	-	-	-		-	-	-		-	-	-	
		NBR	-	-	-		-	-	-		-	-	-	
		SBL	B	10.2	0.075	5	B	10.7	0.09	7.5	B	10.4	0.013	0
		SBT	-	-	-		-	-	-		-	-	-	
2	N Main St & Dahlberg Blvd	WB	C	18.2	0.014	0	C	19.8	0.016	0	B	13.7	0.155	12.5
		NBT	-	-	-		-	-	-		-	-	-	
		NBR	-	-	-		-	-	-		-	-	-	
		SBL	A	9.6	0.006	0	A	10	0.007	0	B	10.6	0.096	7.5
		SBT	-	-	-		-	-	-		-	-	-	
3	Old Granger Rd & Dahlberg Blvd	EB	A	8.6	0.008	1	A	8.6	0.009	1	A	8.6	0.085	7
		NBL	A	0	-	0	A	0	-	0	A	7.2	0.016	1
		NBT	-	-	-		-	-	-		-	-	-	
		SBT	-	-	-		-	-	-		-	-	-	
		SBR	-	-	-		-	-	-		-	-	-	

Table 7 – PM Capacity Analysis

			Existing PM				No Build PM				Build Out PM			
Node	Intersection	Movement	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue	LOS	Delay	V/C	95% Queue
1	N Main St & Old Granger Rd	WB	B	13.6	0.079	7.5	B	14.5	0.094	7.5	D	33.7	0.328	26
		NBT	-	-	-		-	-	-		-	-	-	
		NBR	-	-	-		-	-	-		-	-	-	
		SBL	B	11.5	0.109	10	B	12.4	0.132	12.5	B	12.2	0.04	2
		SBT	-	-	-		-	-	-		-	-	-	
2	N Main St & Dahlberg Blvd	WB	B	13.8	0.038	2.5	B	14.6	0.046	2.5	C	16.8	0.23	22.5
		NBT	-	-	-		-	-	-		-	-	-	
		NBR	-	-	-		-	-	-		-	-	-	
		SBL	B	10.5	0.002	0	B	11	0.002	0	B	12.4	0.132	12.5
		SBT	-	-	-		-	-	-		-	-	-	
3	Old Granger Rd & Dahlberg Blvd	EB	A	9.1	0.009	1	A	9.1	0.009	1	A	9.6	0.195	18
		NBL	A	7.4	0.006	0	A	7.4	0.006	1	A	7.3	0.034	3
		NBT	-	-	-		-	-	-		-	-	-	
		SBT	-	-	-		-	-	-		-	-	-	
		SBR	-	-	-		-	-	-		-	-	-	

TURN LANE ANALYSIS

TxDOT's access management standards require that a right or left deceleration turn lane is provided at the approach to a driveway which generates 50 or more peak hour vehicles turning into a driveway on a roadway.

Results of the analysis for both the morning and afternoon peak periods are summarized in ***Table 8***.

A northbound right turn lane is recommended at Driveway 1.

Table 8 – Turn Lane Analysis

Location	AM Peak		PM Peak		Right-Turn Lane required?	Left-Turn Lane required?
	Right-Turn	Left-Turn	Right-Turn	Left-Turn		
Northbound on SH 95 (N. Main Street) at Driveway 1	27	7	74	19	Yes	No

RECOMMENDATIONS, MITIGATIONS, AND CONCLUSIONS

This study analyzes traffic impacts of the proposed Taylor Highland Development, a site located east of SH 95 (N. Main Street) and Old Granger Road in the City of Taylor, Texas. The scenarios studied included – 2024 Existing conditions, 2026 No Build, and 2026 Build-Out. Analysis of the 2026 Build-Out scenario showed all study intersections operate at a LOS D or better. However, northbound PM peak hour right turn volumes at SH 95 (N. Main Street) & Driveway 1 exceed 50 vehicles, so TxDOT access management standards require that a right turn lane is provided at the approach to the driveway.

The developer agrees to design and construct a 370-foot northbound right-turn lane at SH 95 (N. Main Street) & Driveway 1, into the site.

CERTIFICATION STATEMENT

I hereby certify that this report complies with the City Guidelines and with applicable technical requirements of the City of Taylor and is complete to the best of my knowledge.

KIMLEY-HORN AND ASSOCIATES

Benjamin Plett, P.E.
Project Manager

APPENDIX

Appendix A: TIA Scoping Document

CITY OF TAYLOR

TRAFFIC IMPACT ANALYSIS SCOPE AND STUDY AREA

Date: September 5, 2024
Project Name: Taylor Highland (The Foundry)
Location: East of SH 95 (N. Main Street) and Old Granger Road
Owner's Agent: Ben Platt, P.E.; Kimley-Horn
Phone: 512-418-4523

Sections I and II of the scope must be approved prior to formal submittal of a Traffic Impact Analysis (TIA). You may receive signoff of both sections concurrently or separately.

I. Data Collection

1. Background Information

a. Completed trip generation estimate (preliminary information rec. via email on 8/16; however, it may be updated)
b. Location/Study area map that specifies major roadways and intersections within study area
c. Identification of existing planning efforts by all applicable agencies
    i. Envision Taylor Comprehensive Plan
    ii. Williamson County Long Range Transportation Plan
    iii. TxDOT

2. Envision Taylor Comprehensive Plan – Transportation
(Envision-Taylor-Comprehensive-Plan-First-Amendment)

a. Review City of Taylor's Comprehensive Plan, Chapter 3 – Transportation Plan (starting on page 99), for guidance regarding proposed roadways that may be located within the project site.
b. Demonstrate and include a discussion on how proposed roadways shown on Figure 84 will be incorporated into the project.

c. Provide a discussion on incorporation of multimodal features into the project.

3. **Intersections Level of Service**

Calculations for a.m. and p.m. peak hours must be performed for the following intersections, showing (a) existing traffic conditions and (b) projected traffic conditions for each phase, identifying site, non-site, and total traffic:

a) SH 95 (N. Main Street) and Old Granger Road
b) SH 95 (N. Main Street) and Dalberg Boulevard
c) Old Granger Road and Dalberg Boulevard
d) All site driveways

Note:

a. Existing signal timings will be used for the intersection analyses to maintain adequate traffic progression.
b. Recommendations should be based on mitigation of site traffic impacts to maintain overall LOS A through D at signalized intersections. Unsignalized intersection analysis should focus on mitigating the stop-controlled approach of the minor street.
c. Capacity Analysis for each phase / year shall include:
   i. Level of Service by movements
   ii. Delay by movements
   iii. V/C by movements
   iv. 95th percentile queue movement

4. **Site Driveway Analysis**

~~a. A sight distance study should be performed for all proposed access points. Submit analysis results on a plan/profile sheet.~~

b. ~~TxDOT criteria should be used to determine the need for left-turn lane at the site access points on TxDOT or County roadways.~~ Any site driveway on a TxDOT roadway will require a right-turn deceleration lane. Design of the turn lane shall be discussed with TxDOT and approval sent to the City Engineer. **TxDOT has waived the TIA requirement, assuming a northbound right-turn lane will be provided on SH 95 (N. Main Street).**

c. Site driveways should comply with the guidance established in the Comprehensive Plan and must be approved by both the City and TxDOT, if located on state roadways. Please contact Shane Brown (512-930-6011/512-734-5754/tommy.brown@txdot.gov) for TxDOT approval.

5. **Other Considerations**

a. Data should be collected while schools are in session. Counts taken in the summer while school is not in session should be adjusted by a factor of 15% during the AM peak and 5% during the PM peak with approval of City's engineer. Counts collected for other projects in the area (previous TIAs) will be allowed if a growth rate is applied to adjust the count data to the current year traffic conditions.
b. Methodology for capacity and level of service shall be Highway Capacity Manual, latest edition.

II. Study Assumptions

1. **Data Assumptions.** The following assumptions must be included in the analysis. Any change in these assumptions must be approved by the city engineer prior to submittal of the TIA.

    a. Background Traffic – The annual growth rate shall be calculated using the following standard formula: Newest Reported Volume = Old Reported Volume*(1+Growth Rate)^(Number of Years Between the Two Volumes). The roadway used for computing growth rate should be of the same class of highway as the development's location and be as close as possible to the project site.

    b. Other Projects – This study should account for traffic to be generated by the following projects:

        i. NA

    c. Internal Capture - TBD

    d. Pass-by Capture – TBD

2. **Trip Distribution**

    Distribution assumptions should be based on recent traffic counts and engineering judgement. The proposed distribution will be submitted to City's engineer for review and approval prior to submission of the TIA.

3. **Other Considerations**

    a. Code the appropriate heavy vehicle percentages in the traffic model. Provide justification for the assumed amount.

    b. Provide a traffic signal warrant analysis (existing and future traffic conditions) for any proposed traffic signal(s).

    c. When the TIA includes installation of a new traffic signal as a mitigation, an analysis of the intersection's sight distance to stopped end of queue should be included.

Submittal Requirements

1. Traffic modeling requirements

    a. Signal timing sheets to be included in the Appendix of the TIA

    b. Synchro signal timing sheets to be included in the following format: existing conditions (am + pm on one sheet), future conditions (am background, am background + site on one sheet, pm background, pm background + site on one sheet)

    c. All intersection must be modeled in one Synchro file (latest edition), including unsignalized intersections.

    d. Submit the following electronically:

        i. PDF of the TIA.

        ii. Synchro Network for all conditions analyzed and background DXF or aerial format. Synchro files must be in real world coordinates.

        iii. Excel spreadsheet with overall trip generation, internal and pass-by trip capture rates, site distribution, and assignment.

        iv. A CAD file for the site plan, if available.

2. Maps

a. A proposed site plan.
b. A map showing all bicycle routes, bus transit and bus stops within ½ mile of the site, if applicable.
c. A map showing all background projects and trip generation for each project, if applicable.
d. A map showing all roadways and driveways analyzed (labeled and dimensioned).
e. An aerial map of all intersections with roadway improvements (dimensioned), including above ground utilities called out.

This scope is based upon the assumed development uses and intensities received via email on August 16, 2024. Any change in these assumptions may require a change in the scope.

Prepared by: Scott R Cunningham, P.E. Phone: 512-930-6011
Scott Cunningham, P.E., TxDOT Austin District

Prepared by: Not Needed Phone: ______________
Matt Williamson, Williamson County

Prepared by: Kathleen G. Smith Phone: 512-632-0546
Kathleen G. Smith, P.E., HDR Engineering, Inc. for City Taylor

Accepted by: Benjamin Plett Phone: 512-418-4523
Ben Plett, P.E., Kimley-Horn

Appendix B: Traffic Counts

LOCATION: N Main St -- Unlabeled Cut Thru

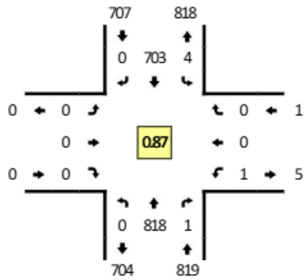
QC JOB #: 16755303

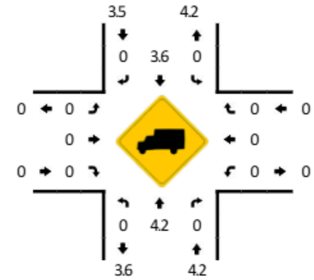
CITY/STATE: Taylor, TX

DATE: Wed, Sep 11 2024

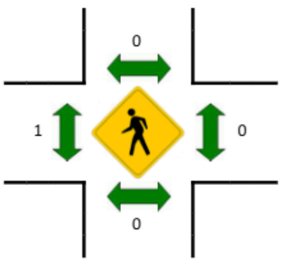
Peak-Hour: 7:15 AM -- 8:15 AM

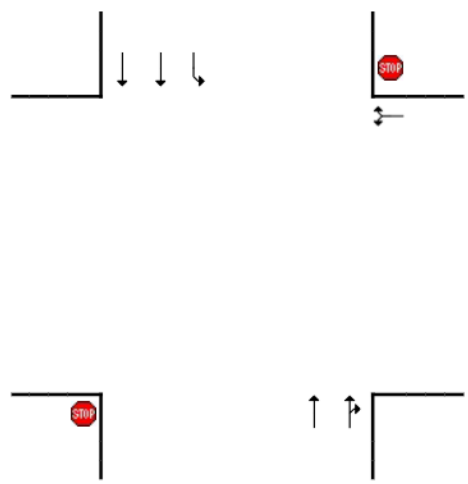
Peak 15-Min: 7:45 AM -- 8:00 AM

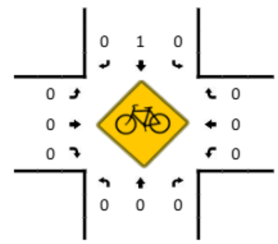


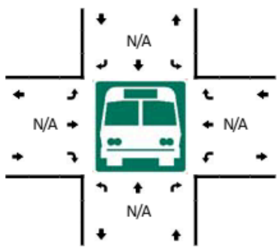


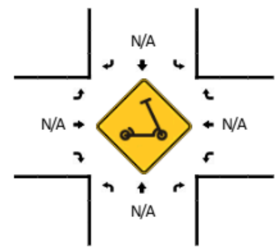
TRUE DATA TO IMPROVE MOBILITY











15-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				Unlabeled Cut Thru (Eastbound)				Unlabeled Cut Thru (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	142	0	0	1	91	0	0	0	0	0	0	0	0	0	0	23[illegible]	
7:[illegible] AM	0	202	0	0	0	[illegible]	0	0	0	0	0	0	0	0	0	0	[illegible]	
7:30 AM	0	2[illegible]2	1	0	1	[illegible]89	0	0	0	0	0	0	1	0	0	0	[illegible]04	
7:4[illegible] AM	0	21[illegible]	0	0	2	220	0	0	0	0	0	0	0	0	0	0	[illegible]	1422
8:00 AM	0	189	0	0	1	[illegible]9	0	0	0	0	0	0	0	0	0	0	[illegible]9	152
8:[illegible] AM	0	15[illegible]	0	0	0	[illegible]2[illegible]	0	0	0	0	0	0	0	0	1	0	280	14[illegible]0
8:30 AM	0	14[illegible]	1	0	1	1[illegible]0	0	0	0	0	0	0	0	0	0	0	27[illegible]	133[illegible]
8:4[illegible] AM	0	1[illegible]	0	0	1	[illegible]	0	0	0	0	0	0	0	0	0	0	[illegible]02	1[illegible]8

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	860	0	0	8	880	0	0	0	0	0	0	0	0	0	0	1748
Heavy Trucks	0	36	0		0	28	0		0	0	0		0	0	0		64
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

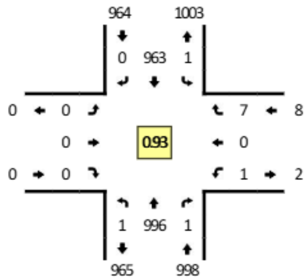
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: N Main St -- Unlabeled Cut Thru | **QC JOB #:** 16755304

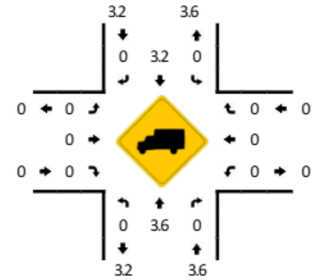
CITY/STATE: Taylor, TX | **DATE:** Wed, Sep 11 2024

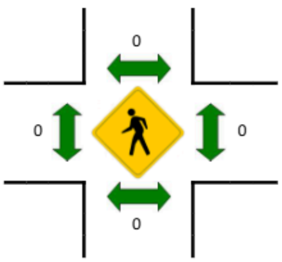
Peak-Hour: 4:00 PM -- 5:00 PM

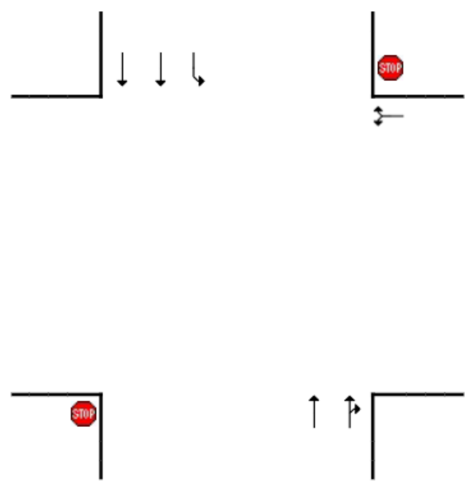
Peak 15-Min: 4:00 PM -- 4:15 PM

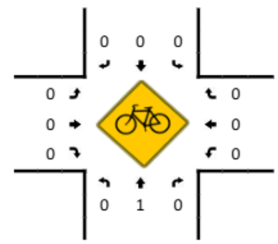


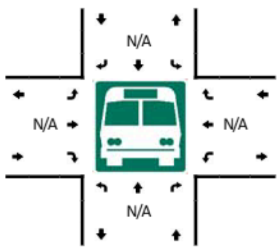
TRUE DATA TO IMPROVE MOBILITY

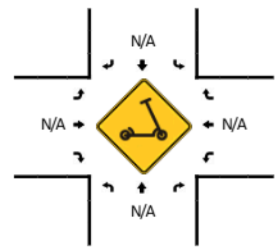












15-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				Unlabeled Cut Thru (Eastbound)				Unlabeled Cut Thru (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	268	0	0	0	258	0	0	0	0	0	0	0	0	4	0	530	
4:15 PM	0	238	0	1	1	204	0	0	0	0	0	0	1	0	1	0	446	
4:30 PM	0	236	0	0	0	257	0	0	0	0	0	0	0	0	1	0	494	
4:45 PM	0	254	1	0	0	244	0	0	0	0	0	0	0	0	1	0	500	1970
5:00 PM	0	200	1	0	0	244	0	0	0	0	0	0	0	0	3	0	448	1888
5:15 PM	0	226	0	0	0	233	0	0	0	0	0	0	0	0	1	0	460	1902
5:30 PM	0	212	0	0	1	240	0	0	0	0	0	0	0	0	1	0	454	1862
5:45 PM	0	195	1	0	0	235	0	0	0	0	0	0	0	0	2	0	433	1795

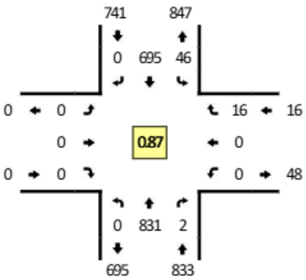
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1072	0	0	0	1032	0	0	0	0	0	0	0	0	16	0	2120
Heavy Trucks	0	32	0		0	44	0		0	0	0		0	0	0		76
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/17/2024 9:09 AM

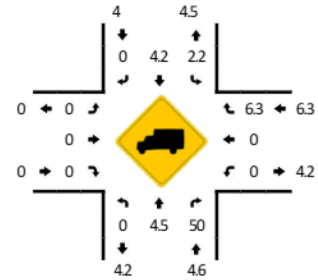
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

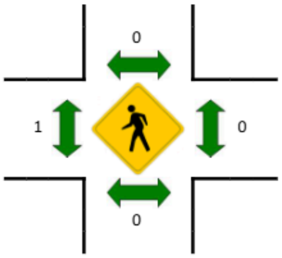
LOCATION: N Main St -- Old Granger Rd
QC JOB #: 16755301
CITY/STATE: Taylor, TX
DATE: Wed, Sep 11 2024

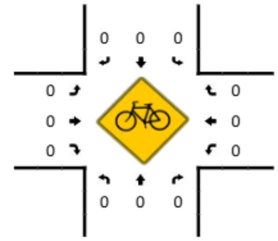


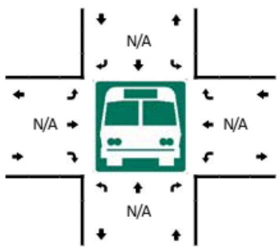
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

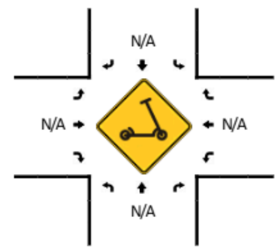
TRUE DATA TO IMPROVE MOBILITY











15-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				Old Granger Rd (Eastbound)				Old Granger Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	141	0	0	10	97	0	0	0	0	0	0	0	0	6	0	254	
7:15 AM	0	199	1	0	9	146	0	0	0	0	0	0	0	0	3	0	358	
7:30 AM	0	215	1	0	15	190	0	0	0	0	0	0	0	0	3	0	424	
7:45 AM	0	224	0	0	14	215	0	0	0	0	0	0	0	0	4	0	457	1493
8:00 AM	0	193	0	0	8	144	0	0	0	0	0	0	0	0	6	0	351	1590
8:15 AM	0	155	0	0	6	124	0	0	0	0	0	0	0	0	2	0	287	1519
8:30 AM	0	149	0	0	4	124	0	0	0	0	0	0	0	0	4	0	281	1376
8:45 AM	0	169	0	0	10	130	0	0	0	0	0	0	0	0	6	0	315	1234

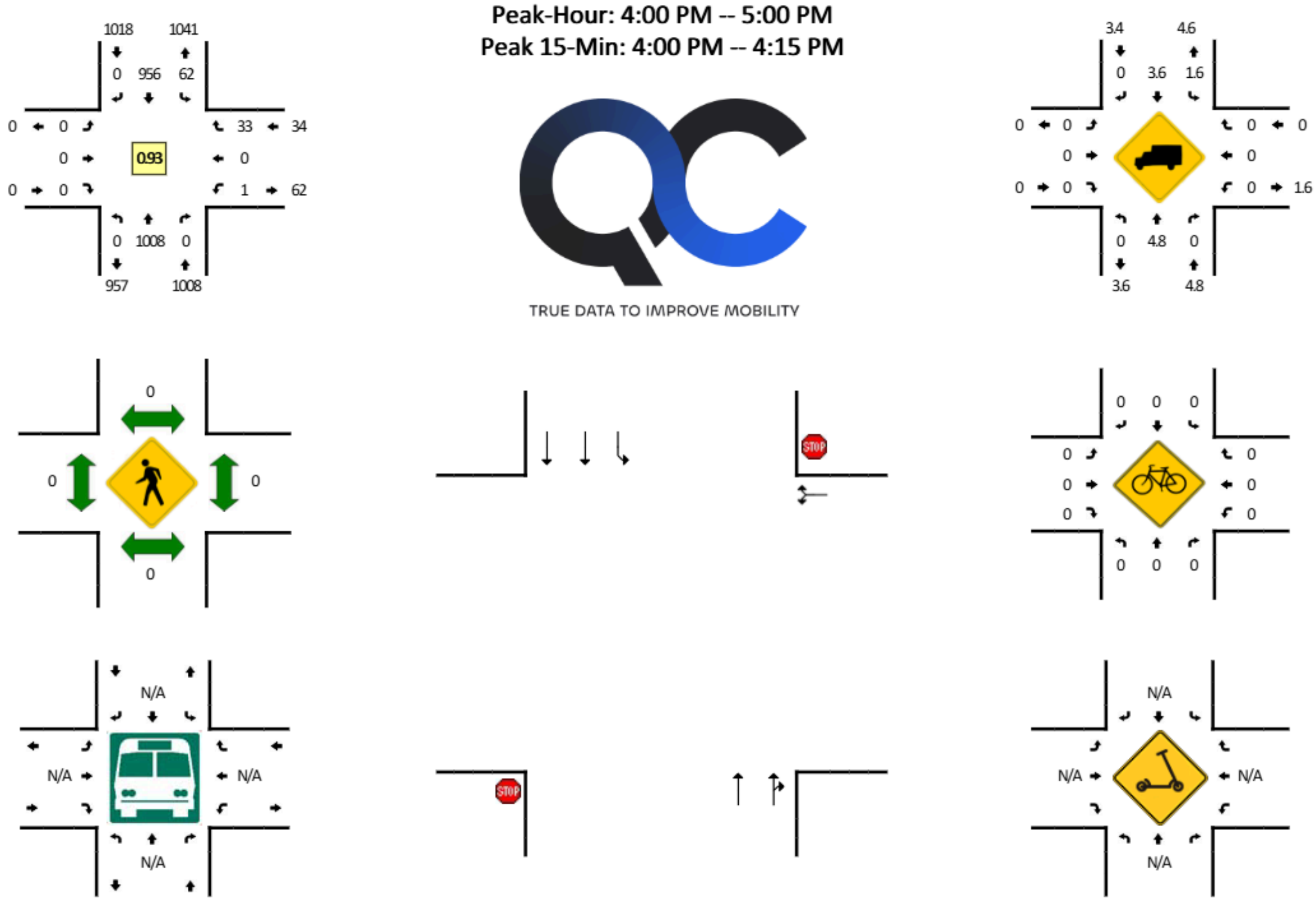
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	896	0	0	56	860	0	0	0	0	0	0	0	0	16	0	1828
Heavy Trucks	0	40	0		0	36	0		0	0	0		0	0	0		76
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: N Main St -- Old Granger Rd | **QC JOB #:** 16755302
CITY/STATE: Taylor, TX | **DATE:** Wed, Sep 11 2024

Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM



15-Min Count Period Beginning At	N Main St (Northbound)				N Main St (Southbound)				Old Granger Rd (Eastbound)				Old Granger Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	279	0	0	13	250	0	0	0	0	0	0	0	0	9	0	551	
4:15 PM	0	238	0	0	17	206	0	0	0	0	0	0		0	8	0	470	
4:30 PM	0	237	0	0	18	259	0	0	0	0	0	0	0	0	7	0	521	
4:45 PM	0	254	0	0	14	241	0	0	0	0	0	0	0	0	9	0	518	2060
5:00 PM	0	197	1	0	22	248	0	0	0	0	0	0	0	0	8	0	47[illegible]	1985
5:15 PM	0	227	0	0	15	231	0	0	0	0	0	0	0	0	9	0	482	1957
5:30 PM	0	204	0	0	23	237	0	0	0	0	0	0	0	0	[illegible]	0	470	1946
5:45 PM	0	193	0	0	20	233	0	0	0	0	0	0	0	0	11	0	457	1885

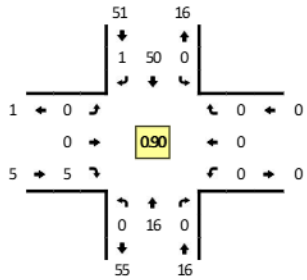
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1116	0	0	52	1000	0	0	0	0	0	0	0	0	36	0	2204
Heavy Trucks	0	52	0		0	44	0		0	0	0		0	0	0		96
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/17/2024 9:09 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

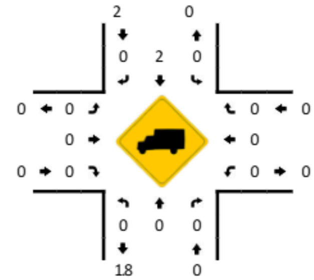
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

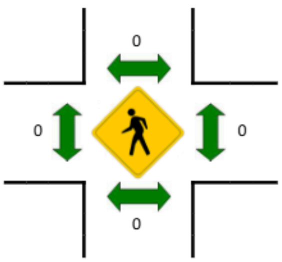
LOCATION: Old Granger Rd -- Unlabeled Cut Thru | **QC JOB #:** 16755305
CITY/STATE: Taylor, TX | **DATE:** Wed, Sep 11 2024

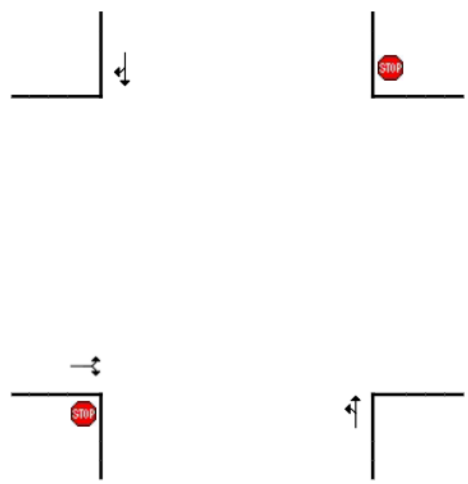


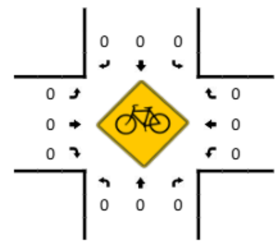
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

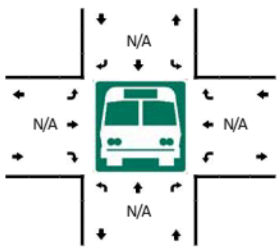
TRUE DATA TO IMPROVE MOBILITY

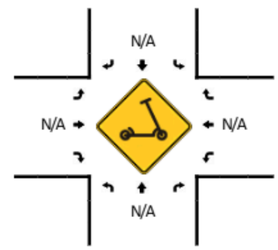












15-Min Count Period Beginning At	Old Granger Rd (Northbound)				Old Granger Rd (Southbound)				Unlabeled Cut Thru (Eastbound)				Unlabeled Cut Thru (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	7	0	0	0	7	0	0	0	0	1	0	0	0	0	0	15	
7:15 AM	0	3	0	0	0	12	1	0	0	0	0	0	0	0	0	0	16	
7:30 AM	0	3	0	0	0	15	0	0	0	0	2	0	0	0	0	0	20	
7:45 AM	0	4	0	0	0	14	0	0	0	0	2	0	0	0	0	0	20	71
8:00 AM	0	6	0	0	0	9	0	0	0	0	1	0	0	0	0	0	16	72
8:15 AM	1	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	9	65
8:30 AM	0	4	0	0	0	4	0	0	1	0	1	0	0	0	0	0	10	55
8:45 AM	0	6	0	0	0	9	0	0	1	0	0	0	0	0	0	0	16	51

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	12	0	0	0	60	0	0	0	0	8	0	0	0	0	0	80
Heavy Trucks	0	0	0		0	4	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

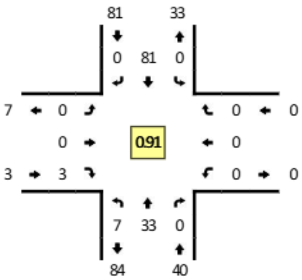
Comments:

Report generated on 9/17/2024 9:09 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

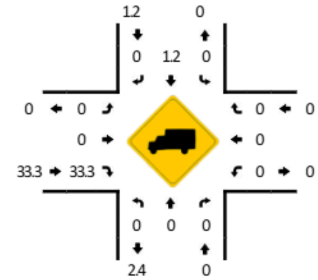
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

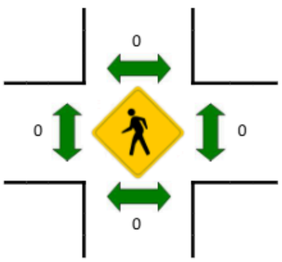
LOCATION: Old Granger Rd -- Unlabeled Cut Thru | **QC JOB #:** 16755306
CITY/STATE: Taylor, TX | **DATE:** Wed, Sep 11 2024

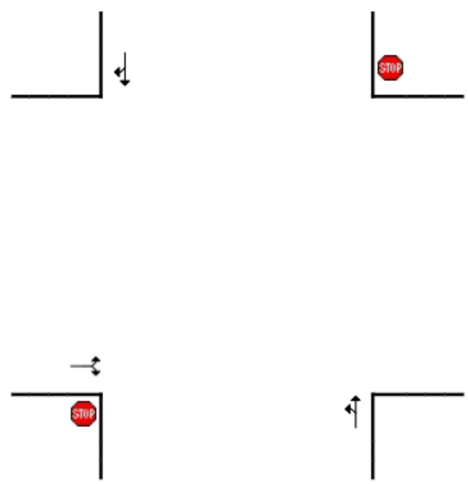
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

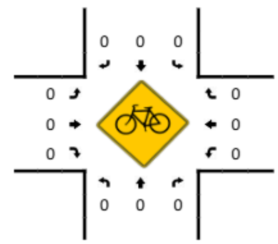


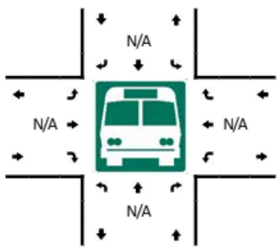
TRUE DATA TO IMPROVE MOBILITY

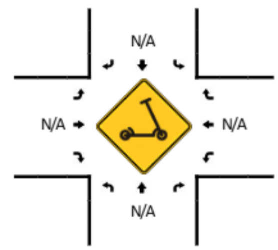












15-Min Count Period Beginning At	Old Granger Rd (Northbound)				Old Granger Rd (Southbound)				Unlabeled Cut Thru (Eastbound)				Unlabeled Cut Thru (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	9	0	0	0	13	0	0	0	0	0	0	0	0	0	0	25	
4:15 PM	1	9	0	0	0	15	0	0	0	0	1	1	0	0	0	0	27	
4:30 PM	1	7	0	0	0	10	0	0	0	0	0	0	0	0	0	0	23	
4:45 PM	1	3	0	0	0	13	0	0	0	0	1	0	0	0	0	0	24	104
5:00 PM	3	3	0	0	0	12	0	0	0	0	0	0	0	0	0	0	33	112
5:15 PM	1	3	0	0	0	15	0	0	0	0	0	0	0	0	0	0	25	110
5:30 PM	1	7	0	0	0	13	0	0	0	0	1	0	0	0	0	0	32	114
5:45 PM	1	10	0	0	0	10	0	0	0	0	1	0	0	0	0	0	34	124

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	40	0	0	0	80	0	0	0	0	8	0	0	0	0	0	136
Heavy Trucks	0	0	0		0	0	0		0	0	4		0	0	0		4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Appendix C: Trip Generation Calculations

DAILY

Phase	ITE Code	Land-Use Description	Land-Use	# UNITS	UNIT	Phase Percentage	Total Trips	Internally Captured Trips			Net Trips After Internal Capture			Pass By Trips			Total Pass-by Reductions by Phase	Net Trips Internal Capture + Pass By			TDM	TDM Trips	Existing Trips	Net Trips After All Reductions	Phase	Net Trips After All Reductions By Phase
							Total Daily Trips	Total	In	Out	Total	In	Out	Total	In	Out	Total	Total	In	Out	Daily	Total	Total	Total		Total
1	220	Select Use	Multifamily Housing (Low-Rise) Not Close to Rail Trans	72	Dwelling Unit(s)	100%	537	0	0	0	537	0	0				0	0	0	0		0	0	537	1	1,668
1	221	Select Use	Multifamily Housing (Mid-Rise)	249	Dwelling Unit(s)	100%	1,131	0	0	0	1,131	0	0					0	0	0		0	0	1,131	1	
						TOTAL	1,668	0	0	0	1,668	0	0	0	0	0	0	0	0	0		0	0	1,668		1,668

AM PEAK-PERIOD

Phase	ITE Code	Land-Use Description	Land-Use	# UNITS	UNIT	Phase Percentage	Total Trips			Internally Captured Trips (Internal Trips)			Net Trips After Internal Capture (External Trips)			Pass By Trips (Existing External)			Total Pass-by Reductions by Phase			Net Trips After IC + PB (Net New External)			TDM	TDM Trips			Existing Trips			Net Trips After All Reductions			Phase	Net Trips After All Reductions By Phase		
							Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	AM	Total	In	Out	Total	In	Out	Total	In	Out		Total	In	Out
1	220	Select Use	Multifamily Housing (Low-Rise) Not Close to Rail Trans	72	Dwelling Unit(s)	100%	46	11	35	0	0	0	46	11	35	0	0	0	0	0	0	46	11	35		0	0	0	0	0	0	46	11	35	1	144	34	110
1	221	Select Use	Multifamily Housing (Mid-Rise)	249	Dwelling Unit(s)	100%	98	23	75	0	0	0	98	23	75	0	0	0				98	23	75		0	0	0	0	0	0	98	23	75	1			
						TOTAL	144			0	0	0	144	34	110	0	0	0	0			144	34	110		0			0			144				144		

PM PEAK-PERIOD

Phase	ITE Code	Land-Use Description	Land-Use	# UNITS	UNIT	Phase Percentage	Total Trips			Internally Captured Trips (Internal Trips)			Net Trips After Internal Capture (External Trips)			Pass By Trips (Existing External)			Total Pass-by Reductions by Phase			Net Trips After IC + PB (Net New External)			TDM	TDM Trips			Existing Trips			Net Trips After All Reductions			Phase	Net Trips After All Reductions By Phase		
							Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	PM	Total	In	Out	Total	In	Out	Total	In	Out		Total	In	Out
1	220	Select Use	Multifamily Housing (Low-Rise) Not Close to Rail Transit	72	Dwelling Unit(s)	100%	52	33	19	0	0	0	52	33	19	0	0	0	0	0	0	52	33	19		0	0	0	0	0	0	52	33	19	1	150	93	57
1	221	Select Use	Multifamily Housing (Mid-Rise)	249	Dwelling Unit(s)	100%	98	60	38	0	0	0	98	60	38	0	0	0				98	60	38		0	0	0	0	0	0	98	60	38	1			
						TOTAL	150	93	57	0	0	0	150	93	57	0	0	0	0	0	0	150	93	57		0	0	0	0	0	0	150	93	57		150	93	57

Appendix D: Traffic Volume Calculations

	Intersection (North/South and East/West)	Direction	Movement	Existing Counts (2024)		Existing PHF		Existing HV		2026 Growth		2026 No Build Volumes		2026 % Trip Assignment		2026 Build-Out PHF		2026 Site Trips		2026 Build Out Redistribution		2026 Build Out		2026 Movement Pro Rata		2026 Approach Pro Rata		2026 Intersection Pro Rata	
			SYNCHRO	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	IN	OUT	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
	N Main St	SB	SBL	46	62	0.81	0.92	2.2	1.6	51	68	51	68	20	0	0.81	0.92	7	19	-51	-68	7	19	100.0%	100.0%				
	at	(N Main St)	SBT	695	956	0.81	0.92	4.2	3.6	766	1,054	766	1,054	0	0	0.81	0.92	0	0	51	68	817	1,122	0.0%	0.0%	1.0%	1.5%		
	Old Granger Rd		SBR	0	0	0.81	0.92	0.0	0.0	0	0	0	0	0	0	0.81	0.92	0	0			0	0	0.0%	0.0%				
		WB	WBL	0	1	0.67	0.94	0.0	0.0	0	1	0	1	0	80	0.92	0.94	88	46	0	-1	88	46	100.0%	100.0%				
		(Old Granger Rd)	WBT	0	0	0.67	0.94	0.0	0.0	0	0	0	0	0	0	0.92	0.94	0	0			0	0	0.0%	0.0%	100.0%	100.0%		
1			WBR	16	33	0.67	0.94	6.3	0.0	18	36	18	36	0	20	0.92	0.94	22	11	-18	-36	22	11	100.0%	100.0%			7.5%	6.5%
		NB	NBL	0	0	0.93	0.90	0.0	0.0	0	0	0	0	0	0	0.93	0.90	0	0			0	0	0.0%	0.0%				
		(N Main St)	NBT	831	1,008	0.93	0.90	4.5	4.8	916	1,111	916	1,111	0	0	0.93	0.90	0	0			916	1,111	0.0%	0.0%	3.0%	6.5%		
			NBR	2	0	0.93	0.90	50.0	0.0	2	0	2	0	80	0	0.93	0.90	27	74	-2	0	27	74	100.0%	100.0%				
		EB	EBL	0	0	0.92	0.92	0.0	0.0	0	0	0	0	0	0	0.92	0.92	0	0			0	0	0.0%	0.0%				
		(Old Granger Rd)	EBT	0	0	0.92	0.92	0.0	0.0	0	0	0	0	0	0	0.92	0.92	0	0			0	0	0.0%	0.0%	0.0%	0.0%		
			EBR	0	0	0.92	0.92	0.0	0.0	0	0	0	0	0	0	0.92	0.92	0	0			0	0	0.0%	0.0%				
	N Main St	SB	SBL	4	1	0.80	0.93	0.0	0.0	4	1	4	1	0	0	0.80	0.93	0	0	51	68	55	69	0.0%	0.0%				
	at	(N Main St)	SBT	703	963	0.80	0.93	3.6	3.2	775	1,082	775	1,062	0	80	0.80	0.93	88	46	0	-1	863	1,106	10.0%	4.0%	9.5%	4.0%		
	Dahlberg Blvd		SBR	0	0	0.80	0.93	0.0	0.0	0	0	0	0	0	0	0.80	0.93	0	0			0	0	0.0%	0.0%				
		WB	WBL	1	1	0.25	0.50	0.0	0.0	1	1	1	1	0	0	0.25	0.50	0	0	0	1	1	2	0.0%	0.0%				
		(Dahlberg Blvd)	WBT	0	0	0.25	0.50	0.0	0.0	0	0	0	0	0	0	0.25	0.50	0	0			0	0	0.0%	0.0%	0.0%	0.0%		
2			WBR	0	7	0.25	0.50	0.0	0.0	0	8	0	8	0	0	0.25	0.50	0	0	18	36	18	44	0.0%	0.0%			6.0%	5.0%
		NB	NBL	0	1	0.95	0.93	0.0	0.0	0	1	0	1	0	0	0.95	0.93	0	0			0	1	0.0%	0.0%				
		(N Main St)	NBT	818	996	0.95	0.93	4.2	3.6	902	1,098	902	1,098	80	0	0.95	0.93	27	74	-2	0	927	1,172	3.0%	6.5%	3.0%	6.5%		
			NBR	1	1	0.95	0.93	0.0	0.0	1	1	1	1	0	0	0.95	0.93	0	0	2	0	3	1	0.0%	0.0%				
		EB	EBL	0	0	0.92	0.92	0.0	0.0	0	0	0	0	0	0	0.92	0.92	0	0			0	0	0.0%	0.0%				
		(Dahlberg Blvd)	EBT	0	0	0.92	0.92	0.0	0.0	0	0	0	0	0	0	0.92	0.92	0	0			0	0	0.0%	0.0%	0.0%	0.0%		
			EBR	0	0	0.92	0.92	0.0	0.0	0	0	0	0	0	0	0.92	0.92	0	0			0	0	0.0%	0.0%				
	Old Granger Rd	SB	SBL	0	0	0.85	0.88	0.0	0.0	0	0	0	0	0	0	0.85	0.88	0	0			0	0	0.0%	0.0%				
	at	(Old Granger Rd)	SBT	50	81	0.85	0.88	2.0	1.2	55	89	55	89	0	0	0.85	0.88	0	0	-53	-68	2	21	0.0%	0.0%	0.0%	0.0%		
	Dahlberg Blvd		SBR	1	0	0.85	0.88	0.0	0.0	1	0	1	0	0	0	0.85	0.88	0	0			1	0	0.0%	0.0%				
		WB	WBL	0	0	0.92	0.92	0.0	0.0	0	0	0	0	0	0	0.92	0.92	0	0			0	0	0.0%	0.0%				
		(Dahlberg Blvd)	WBT	0	0	0.92	0.92	0.0	0.0	0	0	0	0	0	0	0.92	0.92	0	0			0	0	0.0%	0.0%	0.0%	0.0%		
3			WBR	0	0	0.92	0.92	0.0	0.0	0	0	0	0	0	0	0.92	0.92	0	0			0	0	0.0%	0.0%			0.0%	0.0%
		NB	NBL	0	7	0.67	0.83	0.0	0.0	0	8	0	8	0	0	0.67	0.83	0	0	18	37	18	45	0.0%	0.0%				
		(Old Granger Rd)	NBT	16	33	0.67	0.83	0.0	0.0	18	36	18	36	0	0	0.67	0.83	0	0	-18	-37	0	-1	0.0%	0.0%	0.0%	0.0%		
			NBR	0	0	0.67	0.83	0.0	0.0	0	0	0	0	0	0	0.67	0.83	0	0			0	0	0.0%	0.0%				
		EB	EBL	0	0	0.63	0.38	0.0	0.0	0	0	0	0	0	0	0.63	0.38	0	0			0	0	0.0%	0.0%				
		(Dahlberg Blvd)	EBT	0	0	0.63	0.38	0.0	0.0	0	0	0	0	0	0	0.63	0.38	0	0			0	0	0.0%	0.0%	0.0%	0.0%		
			EBR	5	3	0.63	0.38	0.0	33.3	6	3	6	3	0	0	0.63	0.38	0	0	53	68	58	72	0.0%	0.0%				

Appendix E: Synchro Outputs-Existing

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	16	831	2	46	695
Future Volume (vph)	0	16	831	2	46	695
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.865					
Flt Protected					0.950	
Satd. Flow (prot)	1550	0	3435	0	1770	3471
Flt Permitted					0.950	
Satd. Flow (perm)	1550	0	3435	0	1770	3471
Link Speed (mph)	30		45			45
Link Distance (ft)	540		492			503
Travel Time (s)	12.3		7.5			7.6
Peak Hour Factor	0.67	0.67	0.93	0.93	0.81	0.81
Heavy Vehicles (%)	0%	6%	5%	50%	2%	4%
Adj. Flow (vph)	0	24	894	2	57	858
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	896	0	57	858
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane	Yes		Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 39.7%	ICU Level of Service A
Analysis Period (min) 15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	16	831	2	46	695
Future Volume (Veh/h)	0	16	831	2	46	695
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.67	0.67	0.93	0.93	0.81	0.81
Hourly flow rate (vph)	0	24	894	2	57	858
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1438	448			896	
vC1, stage 1 conf vol	895					
vC2, stage 2 conf vol	543					
vCu, unblocked vol	1438	448			896	
tC, single (s)	6.8	7.0			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.4			2.2	
p0 queue free %	100	96			92	
cM capacity (veh/h)	308	547			753	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	24	596	300	57	429	429
Volume Left	0	0	0	57	0	0
Volume Right	24	0	2	0	0	0
cSH	547	1700	1700	753	1700	1700
Volume to Capacity	0.04	0.35	0.18	0.08	0.25	0.25
Queue Length 95th (ft)	3	0	0	6	0	0
Control Delay (s/veh)	11.9	0.0	0.0	10.2	0.0	0.0
Lane LOS	B			B		
Approach Delay (s/veh)	11.9	0.0		0.6		
Approach LOS	B					

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	39.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	16	831	2	46	695
Future Vol, veh/h	0	16	831	2	46	695
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	67	67	93	93	81	81
Heavy Vehicles, %	0	6	5	50	2	4
Mvmt Flow	0	24	894	2	57	858

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1437	448	0	0	896	0
Stage 1	895	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Critical Hdwy	6.8	7.02	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.36	-	-	2.22	-
Pot Cap-1 Maneuver	126	547	-	-	753	-
Stage 1	364	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	117	547	-	-	753	-
Mov Cap-2 Maneuver	245	-	-	-	-	-
Stage 1	364	-	-	-	-	-
Stage 2	511	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.88	0	0.63
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	547	753	-
HCM Lane V/C Ratio	-	-	0.044	0.075	-
HCM Control Delay (s/veh)	-	-	11.9	10.2	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0.2	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	0	818	1	4	703
Future Volume (vph)	1	0	818	1	4	703
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt						
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1805	0	3471	0	1805	3471
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1805	0	3471	0	1805	3471
Link Speed (mph)	30		45			45
Link Distance (ft)	161		415			492
Travel Time (s)	3.7		6.3			7.5
Peak Hour Factor	0.25	0.25	0.95	0.95	0.80	0.80
Heavy Vehicles (%)	0%	0%	4%	0%	0%	4%
Adj. Flow (vph)	4	0	861	1	5	879
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	862	0	5	879
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 32.6%	ICU Level of Service A
Analysis Period (min) 15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	0	818	1	4	703
Future Volume (Veh/h)	1	0	818	1	4	703
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.95	0.95	0.80	0.80
Hourly flow rate (vph)	4	0	861	1	5	879
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1311	431			862	
vC1, stage 1 conf vol	862					
vC2, stage 2 conf vol	450					
vCu, unblocked vol	1311	431			862	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			99	
cM capacity (veh/h)	339	578			789	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	4	574	288	5	440	440
Volume Left	4	0	0	5	0	0
Volume Right	0	0	1	0	0	0
cSH	339	1700	1700	789	1700	1700
Volume to Capacity	0.01	0.34	0.17	0.01	0.26	0.26
Queue Length 95th (ft)	1	0	0	0	0	0
Control Delay (s/veh)	15.7	0.0	0.0	9.6	0.0	0.0
Lane LOS	C			A		
Approach Delay (s/veh)	15.7	0.0		0.1		
Approach LOS	C					

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	32.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	818	1	4	703
Future Vol, veh/h	1	0	818	1	4	703
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	25	95	95	80	80
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	4	0	861	1	5	879

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1311	431	0	0	862	0
Stage 1	862	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	153	578	-	-	789	-
Stage 1	379	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	152	578	-	-	789	-
Mov Cap-2 Maneuver	277	-	-	-	-	-
Stage 1	379	-	-	-	-	-
Stage 2	612	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	18.17	0	0.05
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	277	789	-
HCM Lane V/C Ratio	-	-	0.014	0.006	-
HCM Control Delay (s/veh)	-	-	18.2	9.6	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	0	16	50	1
Future Volume (vph)	0	5	0	16	50	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865				0.998	
Flt Protected						
Satd. Flow (prot)	1644	0	0	1900	1860	0
Flt Permitted						
Satd. Flow (perm)	1644	0	0	1900	1860	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	161			369	540	
Travel Time (s)	3.7			8.4	12.3	
Peak Hour Factor	0.63	0.63	0.67	0.67	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%
Adj. Flow (vph)	0	8	0	24	59	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	24	60	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane					Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 13.3%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	5	0	16	50	1
Future Volume (Veh/h)	0	5	0	16	50	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.63	0.63	0.67	0.67	0.85	0.85
Hourly flow rate (vph)	0	8	0	24	59	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage veh)					2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	84	60	60			
vC1, stage 1 conf vol	60					
vC2, stage 2 conf vol	24					
vCu, unblocked vol	84	60	60			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	938	1012	1556			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	8	24	60
Volume Left	0	0	0
Volume Right	8	0	1
cSH	1012	1556	1700
Volume to Capacity	0.01	0.00	0.04
Queue Length 95th (ft)	1	0	0
Control Delay (s/veh)	8.6	0.0	0.0
Lane LOS	A		
Approach Delay (s/veh)	8.6	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	0	16	50	1
Future Vol, veh/h	0	5	0	16	50	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	67	67	85	85
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	0	8	0	24	59	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	83	59	60	0	-	0
Stage 1	59	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	923	1012	1556	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	1004	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	923	1012	1556	-	-	-
Mov Cap-2 Maneuver	869	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	1004	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.59	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1556	-	1012	-	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s/veh)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	33	1008	0	62	956
Future Volume (vph)	1	33	1008	0	62	956
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.869					
Flt Protected	0.999				0.950	
Satd. Flow (prot)	1649	0	3438	0	1770	3471
Flt Permitted	0.999				0.950	
Satd. Flow (perm)	1649	0	3438	0	1770	3471
Link Speed (mph)	30		45			45
Link Distance (ft)	540		492			503
Travel Time (s)	12.3		7.5			7.6
Peak Hour Factor	0.94	0.94	0.90	0.90	0.92	0.92
Heavy Vehicles (%)	0%	0%	5%	0%	2%	4%
Adj. Flow (vph)	1	35	1120	0	67	1039
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	1120	0	67	1039
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane	Yes		Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 44.6%	ICU Level of Service A
Analysis Period (min) 15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	33	1008	0	62	956
Future Volume (Veh/h)	1	33	1008	0	62	956
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.90	0.90	0.92	0.92
Hourly flow rate (vph)	1	35	1120	0	67	1039
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1774	560			1120	
vC1, stage 1 conf vol	1120					
vC2, stage 2 conf vol	654					
vCu, unblocked vol	1774	560			1120	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	93			89	
cM capacity (veh/h)	236	477			619	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	36	747	373	67	520	520
Volume Left	1	0	0	67	0	0
Volume Right	35	0	0	0	0	0
cSH	464	1700	1700	619	1700	1700
Volume to Capacity	0.08	0.44	0.22	0.11	0.31	0.31
Queue Length 95th (ft)	6	0	0	9	0	0
Control Delay (s/veh)	13.4	0.0	0.0	11.5	0.0	0.0
Lane LOS	B			B		
Approach Delay (s/veh)	13.4	0.0		0.7		
Approach LOS	B					

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	44.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	33	1008	0	62	956
Future Vol, veh/h	1	33	1008	0	62	956
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	90	90	92	92
Heavy Vehicles, %	0	0	5	0	2	4
Mvmt Flow	1	35	1120	0	67	1039

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1774	560	0	0	1120	0
Stage 1	1120	-	-	-	-	-
Stage 2	654	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.22	-
Pot Cap-1 Maneuver	76	477	-	-	619	-
Stage 1	278	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	67	477	-	-	619	-
Mov Cap-2 Maneuver	183	-	-	-	-	-
Stage 1	278	-	-	-	-	-
Stage 2	432	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.59	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	455	619	-
HCM Lane V/C Ratio	-	-	0.079	0.109	-
HCM Control Delay (s/veh)	-	-	13.6	11.5	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0.4	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	7	996	1	1	963
Future Volume (vph)	1	7	996	1	1	963
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.882					
Flt Protected	0.994				0.950	
Satd. Flow (prot)	1666	0	3471	0	1805	3505
Flt Permitted	0.994				0.950	
Satd. Flow (perm)	1666	0	3471	0	1805	3505
Link Speed (mph)	30		45			45
Link Distance (ft)	161		415			492
Travel Time (s)	3.7		6.3			7.5
Peak Hour Factor	0.50	0.50	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	4%	0%	0%	3%
Adj. Flow (vph)	2	14	1071	1	1	1035
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	1072	0	1	1035
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 37.6%	ICU Level of Service A
Analysis Period (min) 15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	7	996	1	1	963
Future Volume (Veh/h)	1	7	996	1	1	963
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.50	0.50	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	2	14	1071	1	1	1035
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1591	536			1072	
vC1, stage 1 conf vol	1072					
vC2, stage 2 conf vol	520					
vCu, unblocked vol	1591	536			1072	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	97			100	
cM capacity (veh/h)	267	494			658	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	16	714	358	1	518	518
Volume Left	2	0	0	1	0	0
Volume Right	14	0	1	0	0	0
cSH	447	1700	1700	658	1700	1700
Volume to Capacity	0.04	0.42	0.21	0.00	0.30	0.30
Queue Length 95th (ft)	3	0	0	0	0	0
Control Delay (s/veh)	13.4	0.0	0.0	10.5	0.0	0.0
Lane LOS	B			B		
Approach Delay (s/veh)	13.4	0.0		0.0		
Approach LOS	B					

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	37.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection						
Int Delay, s/veh	0.1					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	7	996	1	1	963
Future Vol, veh/h	1	7	996	1	1	963
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	3
Mvmt Flow	2	14	1071	1	1	1035

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1591	536	0	0	1072	0
Stage 1	1072	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	100	494	-	-	658	-
Stage 1	295	-	-	-	-	-
Stage 2	567	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	100	494	-	-	658	-
Mov Cap-2 Maneuver	217	-	-	-	-	-
Stage 1	295	-	-	-	-	-
Stage 2	566	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.78	0	0.01
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	426	658	-
HCM Lane V/C Ratio	-	-	0.038	0.002	-
HCM Control Delay (s/veh)	-	-	13.8	10.5	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	3	7	33	81	0
Future Volume (vph)	0	3	7	33	81	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected				0.992		
Satd. Flow (prot)	1236	0	0	1885	1881	0
Flt Permitted				0.992		
Satd. Flow (perm)	1236	0	0	1885	1881	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	161			369	540	
Travel Time (s)	3.7			8.4	12.3	
Peak Hour Factor	0.38	0.38	0.83	0.83	0.88	0.88
Heavy Vehicles (%)	0%	33%	0%	0%	1%	0%
Adj. Flow (vph)	0	8	8	40	92	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	48	92	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane					Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 17.7%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	3	7	33	81	0
Future Volume (Veh/h)	0	3	7	33	81	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.38	0.38	0.83	0.83	0.88	0.88
Hourly flow rate (vph)	0	8	8	40	92	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage veh)					2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	148	92	92			
vC1, stage 1 conf vol	92					
vC2, stage 2 conf vol	56					
vCu, unblocked vol	148	92	92			
tC, single (s)	6.4	6.5	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.6	2.2			
p0 queue free %	100	99	99			
cM capacity (veh/h)	892	887	1515			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	8	48	92
Volume Left	0	8	0
Volume Right	8	0	0
cSH	887	1515	1700
Volume to Capacity	0.01	0.01	0.05
Queue Length 95th (ft)	1	0	0
Control Delay (s/veh)	9.1	1.3	0.0
Lane LOS	A	A	
Approach Delay (s/veh)	9.1	1.3	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	17.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	7	33	81	0
Future Vol, veh/h	0	3	7	33	81	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	38	38	83	83	88	88
Heavy Vehicles, %	0	33	0	0	1	0
Mvmt Flow	0	8	8	40	92	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	149	92	92	0	-	0
Stage 1	92	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.4	6.53	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.597	2.2	-	-	-
Pot Cap-1 Maneuver	848	886	1515	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	843	886	1515	-	-	-
Mov Cap-2 Maneuver	817	-	-	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	971	-	-	-	-	-

Approach	EB		NB		SB	
HCM Control Delay, s/v	9.1		1.29		0	
HCM LOS	A					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	315	-	886	-	-
HCM Lane V/C Ratio	0.006	-	0.009	-	-
HCM Control Delay (s/veh)	7.4	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Appendix F: Synchro Outputs-No Build

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	18	916	2	51	766
Future Volume (vph)	0	18	916	2	51	766
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.865					
Flt Protected						0.997
Satd. Flow (prot)	1550	0	3435	0	0	3465
Flt Permitted						0.997
Satd. Flow (perm)	1550	0	3435	0	0	3465
Link Speed (mph)	30		45			45
Link Distance (ft)	540		492			503
Travel Time (s)	12.3		7.5			7.6
Peak Hour Factor	0.67	0.67	0.93	0.93	0.81	0.81
Heavy Vehicles (%)	0%	6%	5%	50%	2%	4%
Adj. Flow (vph)	0	27	985	2	63	946
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	987	0	0	1009
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane	Yes		Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 61.4%	ICU Level of Service B
Analysis Period (min) 15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	18	916	2	51	766
Future Volume (Veh/h)	0	18	916	2	51	766
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.67	0.67	0.93	0.93	0.81	0.81
Hourly flow rate (vph)	0	27	985	2	63	946
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1585	494			987	
vC1, stage 1 conf vol	986					
vC2, stage 2 conf vol	599					
vCu, unblocked vol	1585	494			987	
tC, single (s)	6.8	7.0			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.4			2.2	
p0 queue free %	100	95			91	
cM capacity (veh/h)	275	511			696	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	27	657	330	378	631
Volume Left	0	0	0	63	0
Volume Right	27	0	2	0	0
cSH	511	1700	1700	696	1700
Volume to Capacity	0.05	0.39	0.19	0.09	0.37
Queue Length 95th (ft)	4	0	0	7	0
Control Delay (s/veh)	12.4	0.0	0.0	2.8	0.0
Lane LOS	B			A	
Approach Delay (s/veh)	12.4	0.0		1.0	
Approach LOS	B				

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	18	916	2	51	766
Future Vol, veh/h	0	18	916	2	51	766
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	67	67	93	93	81	81
Heavy Vehicles, %	0	6	5	50	2	4
Mvmt Flow	0	27	985	2	63	946

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1585	494	0	0	987	0
Stage 1	986	-	-	-	-	-
Stage 2	599	-	-	-	-	-
Critical Hdwy	6.8	7.02	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.36	-	-	2.22	-
Pot Cap-1 Maneuver	101	511	-	-	696	-
Stage 1	327	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	89	511	-	-	696	-
Mov Cap-2 Maneuver	212	-	-	-	-	-
Stage 1	327	-	-	-	-	-
Stage 2	454	-	-	-	-	-

Approach	WB		NB		SB	
HCM Control Delay, s/v	12.44		0		1.75	
HCM LOS	B					

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	511	225	-
HCM Lane V/C Ratio	-	-	0.053	0.09	-
HCM Control Delay (s/veh)	-	-	12.4	10.7	1.2
HCM Lane LOS	-	-	B	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.3	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	0	902	1	4	775
Future Volume (vph)	1	0	902	1	4	775
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1805	0	3471	0	0	3472
Flt Permitted	0.950					
Satd. Flow (perm)	1805	0	3471	0	0	3472
Link Speed (mph)	30		45			45
Link Distance (ft)	161		415			492
Travel Time (s)	3.7		6.3			7.5
Peak Hour Factor	0.25	0.25	0.95	0.95	0.80	0.80
Heavy Vehicles (%)	0%	0%	4%	0%	0%	4%
Adj. Flow (vph)	4	0	949	1	5	969
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	950	0	0	974
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 35.0%	ICU Level of Service A
Analysis Period (min) 15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	0	902	1	4	775
Future Volume (Veh/h)	1	0	902	1	4	775
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.25	0.25	0.95	0.95	0.80	0.80
Hourly flow rate (vph)	4	0	949	1	5	969
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1444	475			950	
vC1, stage 1 conf vol	950					
vC2, stage 2 conf vol	495					
vCu, unblocked vol	1444	475			950	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			99	
cM capacity (veh/h)	305	541			731	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	4	633	317	328	646
Volume Left	4	0	0	5	0
Volume Right	0	0	1	0	0
cSH	305	1700	1700	731	1700
Volume to Capacity	0.01	0.37	0.19	0.01	0.38
Queue Length 95th (ft)	1	0	0	1	0
Control Delay (s/veh)	17.0	0.0	0.0	0.2	0.0
Lane LOS	C			A	
Approach Delay (s/veh)	17.0	0.0		0.1	
Approach LOS	C				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	35.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection						
Int Delay, s/veh	0.1					
Movement	**WBL**	**WBR**	**NBT**	**NBR**	**SBL**	**SBT**
Lane Configurations						
Traffic Vol, veh/h	1	0	902	1	4	775
Future Vol, veh/h	1	0	902	1	4	775
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	25	95	95	80	80
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	4	0	949	1	5	969

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1444	475	0	0	951	0
Stage 1	950	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	125	541	-	-	731	-
Stage 1	341	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	124	541	-	-	731	-
Mov Cap-2 Maneuver	247	-	-	-	-	-
Stage 1	341	-	-	-	-	-
Stage 2	579	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	19.8	0	0.14
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	247	18	-
HCM Lane V/C Ratio	-	-	0.016	0.007	-
HCM Control Delay (s/veh)	-	-	19.8	10	0.1
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	6	0	18	55	1
Future Volume (vph)	0	6	0	18	55	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865				0.998	
Flt Protected						
Satd. Flow (prot)	1644	0	0	1900	1860	0
Flt Permitted						
Satd. Flow (perm)	1644	0	0	1900	1860	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	161			369	540	
Travel Time (s)	3.7			8.4	12.3	
Peak Hour Factor	0.63	0.63	0.67	0.67	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%
Adj. Flow (vph)	0	10	0	27	65	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	27	66	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane					Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 13.3%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	6	0	18	55	1
Future Volume (Veh/h)	0	6	0	18	55	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.63	0.63	0.67	0.67	0.85	0.85
Hourly flow rate (vph)	0	10	0	27	65	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage veh)					2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	93	66	66			
vC1, stage 1 conf vol	66					
vC2, stage 2 conf vol	27					
vCu, unblocked vol	93	66	66			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	931	1004	1549			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	10	27	66
Volume Left	0	0	0
Volume Right	10	0	1
cSH	1004	1549	1700
Volume to Capacity	0.01	0.00	0.04
Queue Length 95th (ft)	1	0	0
Control Delay (s/veh)	8.6	0.0	0.0
Lane LOS	A		
Approach Delay (s/veh)	8.6	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	0	18	55	1
Future Vol, veh/h	0	6	0	18	55	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	67	67	85	85
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	0	10	0	27	65	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	92	65	66	0	-	0
Stage 1	65	-	-	-	-	-
Stage 2	27	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	913	1004	1549	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	1001	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	913	1004	1549	-	-	-
Mov Cap-2 Maneuver	862	-	-	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	1001	-	-	-	-	-

Approach	EB		NB		SB	
HCM Control Delay, s/v	8.62		0		0	
HCM LOS	A					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1549	-	1004	-	-
HCM Lane V/C Ratio	-	-	0.009	-	-
HCM Control Delay (s/veh)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	36	1111	0	68	1054
Future Volume (vph)	1	36	1111	0	68	1054
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.868					
Flt Protected	0.999				0.950	
Satd. Flow (prot)	1648	0	3438	0	1770	3471
Flt Permitted	0.999				0.950	
Satd. Flow (perm)	1648	0	3438	0	1770	3471
Link Speed (mph)	30		45			45
Link Distance (ft)	540		492			503
Travel Time (s)	12.3		7.5			7.6
Peak Hour Factor	0.94	0.94	0.90	0.90	0.92	0.92
Heavy Vehicles (%)	0%	0%	5%	0%	2%	4%
Adj. Flow (vph)	1	38	1234	0	74	1146
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	1234	0	74	1146
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane	Yes		Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 47.8% ICU Level of Service A

Analysis Period (min) 15

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	36	1111	0	68	1054
Future Volume (Veh/h)	1	36	1111	0	68	1054
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.90	0.90	0.92	0.92
Hourly flow rate (vph)	1	38	1234	0	74	1146
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1955	617			1234	
vC1, stage 1 conf vol	1234					
vC2, stage 2 conf vol	721					
vCu, unblocked vol	1955	617			1234	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	91			87	
cM capacity (veh/h)	204	438			560	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	39	823	411	74	573	573
Volume Left	1	0	0	74	0	0
Volume Right	38	0	0	0	0	0
cSH	425	1700	1700	560	1700	1700
Volume to Capacity	0.09	0.48	0.24	0.13	0.34	0.34
Queue Length 95th (ft)	8	0	0	11	0	0
Control Delay (s/veh)	14.3	0.0	0.0	12.4	0.0	0.0
Lane LOS	B			B		
Approach Delay (s/veh)	14.3	0.0		0.8		
Approach LOS	B					

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	47.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	36	1111	0	68	1054
Future Vol, veh/h	1	36	1111	0	68	1054
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	90	90	92	92
Heavy Vehicles, %	0	0	5	0	2	4
Mvmt Flow	1	38	1234	0	74	1146

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1955	617	0	0	1234	0
Stage 1	1234	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.22	-
Pot Cap-1 Maneuver	57	438	-	-	560	-
Stage 1	242	-	-	-	-	-
Stage 2	448	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	50	438	-	-	560	-
Mov Cap-2 Maneuver	157	-	-	-	-	-
Stage 1	242	-	-	-	-	-
Stage 2	389	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.52	0	0.75
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	418	560	-
HCM Lane V/C Ratio	-	-	0.094	0.132	-
HCM Control Delay (s/veh)	-	-	14.5	12.4	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0.5	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	8	1098	1	1	1062
Future Volume (vph)	1	8	1098	1	1	1062
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.880					
Flt Protected	0.994				0.950	
Satd. Flow (prot)	1662	0	3471	0	1805	3505
Flt Permitted	0.994				0.950	
Satd. Flow (perm)	1662	0	3471	0	1805	3505
Link Speed (mph)	30		45			45
Link Distance (ft)	161		415			492
Travel Time (s)	3.7		6.3			7.5
Peak Hour Factor	0.50	0.50	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	4%	0%	0%	3%
Adj. Flow (vph)	2	16	1181	1	1	1142
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	1182	0	1	1142
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 40.4%	ICU Level of Service A
Analysis Period (min) 15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	8	1098	1	1	1062
Future Volume (Veh/h)	1	8	1098	1	1	1062
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.50	0.50	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	2	16	1181	1	1	1142
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1755	591			1182	
vC1, stage 1 conf vol	1182					
vC2, stage 2 conf vol	573					
vCu, unblocked vol	1755	591			1182	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	96			100	
cM capacity (veh/h)	234	455			598	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	18	787	395	1	571	571
Volume Left	2	0	0	1	0	0
Volume Right	16	0	1	0	0	0
cSH	412	1700	1700	598	1700	1700
Volume to Capacity	0.04	0.46	0.23	0.00	0.34	0.34
Queue Length 95th (ft)	3	0	0	0	0	0
Control Delay (s/veh)	14.1	0.0	0.0	11.0	0.0	0.0
Lane LOS	B			B		
Approach Delay (s/veh)	14.1	0.0		0.0		
Approach LOS	B					

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	40.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection						
Int Delay, s/veh	0.1					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	8	1098	1	1	1062
Future Vol, veh/h	1	8	1098	1	1	1062
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	3
Mvmt Flow	2	16	1181	1	1	1142

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1754	591	0	0	1182	0
Stage 1	1181	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	78	455	-	-	598	-
Stage 1	258	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	78	455	-	-	598	-
Mov Cap-2 Maneuver	189	-	-	-	-	-
Stage 1	258	-	-	-	-	-
Stage 2	532	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.59	0	0.01
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	394	598	-
HCM Lane V/C Ratio	-	-	0.046	0.002	-
HCM Control Delay (s/veh)	-	-	14.6	11	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	3	8	36	89	0
Future Volume (vph)	0	3	8	36	89	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected				0.991		
Satd. Flow (prot)	1236	0	0	1883	1881	0
Flt Permitted				0.991		
Satd. Flow (perm)	1236	0	0	1883	1881	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	161			369	540	
Travel Time (s)	3.7			8.4	12.3	
Peak Hour Factor	0.38	0.38	0.83	0.83	0.88	0.88
Heavy Vehicles (%)	0%	33%	0%	0%	1%	0%
Adj. Flow (vph)	0	8	10	43	101	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	0	53	101	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane					Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 18.8%	ICU Level of Service A
Analysis Period (min) 15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	3	8	36	89	0
Future Volume (Veh/h)	0	3	8	36	89	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.38	0.38	0.83	0.83	0.88	0.88
Hourly flow rate (vph)	0	8	10	43	101	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage veh)					2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	164	101	101			
vC1, stage 1 conf vol	101					
vC2, stage 2 conf vol	63					
vCu, unblocked vol	164	101	101			
tC, single (s)	6.4	6.5	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.6	2.2			
p0 queue free %	100	99	99			
cM capacity (veh/h)	881	876	1504			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	8	53	101
Volume Left	0	10	0
Volume Right	8	0	0
cSH	876	1504	1700
Volume to Capacity	0.01	0.01	0.06
Queue Length 95th (ft)	1	1	0
Control Delay (s/veh)	9.1	1.4	0.0
Lane LOS	A	A	
Approach Delay (s/veh)	9.1	1.4	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	18.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	8	36	89	0
Future Vol, veh/h	0	3	8	36	89	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	38	38	83	83	88	88
Heavy Vehicles, %	0	33	0	0	1	0
Mvmt Flow	0	8	10	43	101	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	164	101	101	0	-	0
Stage 1	101	-	-	-	-	-
Stage 2	63	-	-	-	-	-
Critical Hdwy	6.4	6.53	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.597	2.2	-	-	-
Pot Cap-1 Maneuver	832	876	1504	-	-	-
Stage 1	928	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	826	876	1504	-	-	-
Mov Cap-2 Maneuver	806	-	-	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	965	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.15	1.35	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	327	-	876	-	-
HCM Lane V/C Ratio	0.006	-	0.009	-	-
HCM Control Delay (s/veh)	7.4	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Appendix G: Synchro Outputs-Build Out

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	88	22	916	27	7	817
Future Volume (vph)	88	22	916	27	7	817
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.973		0.996			
Flt Protected	0.962				0.950	
Satd. Flow (prot)	1757	0	3383	0	1770	3471
Flt Permitted	0.962				0.950	
Satd. Flow (perm)	1757	0	3383	0	1770	3471
Link Speed (mph)	30		45			45
Link Distance (ft)	232		492			503
Travel Time (s)	5.3		7.5			7.6
Peak Hour Factor	0.92	0.92	0.93	0.93	0.81	0.81
Heavy Vehicles (%)	0%	6%	5%	50%	2%	4%
Adj. Flow (vph)	96	24	985	29	9	1009
Shared Lane Traffic (%)						
Lane Group Flow (vph)	120	0	1014	0	9	1009
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 39.1%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	88	22	916	27	7	817
Future Vol, veh/h	88	22	916	27	7	817
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	93	93	81	81
Heavy Vehicles, %	0	6	5	50	2	4
Mvmt Flow	96	24	985	29	9	1009

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1521	507	0	0	1014	0
Stage 1	999	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Critical Hdwy	6.8	7.02	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.36	-	-	2.22	-
Pot Cap-1 Maneuver	111	500	-	-	680	-
Stage 1	321	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	110	500	-	-	680	-
Mov Cap-2 Maneuver	232	-	-	-	-	-
Stage 1	321	-	-	-	-	-
Stage 2	559	-	-	-	-	-

Approach	WB		NB		SB	
HCM Control Delay, s/v	30.22		0		0.09	
HCM LOS	D					

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	259	680	-
HCM Lane V/C Ratio	-	-	0.461	0.013	-
HCM Control Delay (s/veh)	-	-	30.2	10.4	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	2.3	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	18	927	3	55	863
Future Volume (vph)	1	18	927	3	55	863
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.872					
Flt Protected	0.997				0.950	
Satd. Flow (prot)	1652	0	3472	0	1805	3471
Flt Permitted	0.997				0.950	
Satd. Flow (perm)	1652	0	3472	0	1805	3471
Link Speed (mph)	30		45			45
Link Distance (ft)	161		418			492
Travel Time (s)	3.7		6.3			7.5
Peak Hour Factor	0.25	0.25	0.95	0.95	0.80	0.80
Heavy Vehicles (%)	0%	0%	4%	0%	0%	4%
Adj. Flow (vph)	4	72	976	3	69	1079
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	0	979	0	69	1079
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 42.4%	ICU Level of Service A
Analysis Period (min) 15	

Intersection						
Int Delay, s/veh	0.8					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	18	927	3	55	863
Future Vol, veh/h	1	18	927	3	55	863
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	25	95	95	80	80
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	4	72	976	3	69	1079

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1654	489	0	0	979	0
Stage 1	977	-	-	-	-	-
Stage 2	677	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	91	530	-	-	713	-
Stage 1	330	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	82	530	-	-	713	-
Mov Cap-2 Maneuver	206	-	-	-	-	-
Stage 1	330	-	-	-	-	-
Stage 2	426	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.7	0	0.63
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	489	713	-
HCM Lane V/C Ratio	-	-	0.155	0.096	-
HCM Control Delay (s/veh)	-	-	13.7	10.6	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.5	0.3	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	58	18	0	2	1
Future Volume (vph)	0	58	18	0	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865				0.955	
Flt Protected				0.950		
Satd. Flow (prot)	1644	0	0	1805	1791	0
Flt Permitted				0.950		
Satd. Flow (perm)	1644	0	0	1805	1791	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	161			369	450	
Travel Time (s)	3.7			8.4	10.2	
Peak Hour Factor	0.63	0.63	0.67	0.67	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	2%	0%
Adj. Flow (vph)	0	92	27	0	2	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	92	0	0	27	3	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 17.9%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	58	18	0	2	1
Future Vol, veh/h	0	58	18	0	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	67	67	85	85
Heavy Vehicles, %	0	0	0	0	2	0
Mvmt Flow	0	92	27	0	2	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	57	3	4	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	54	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	956	1087	1632	-	-	-
Stage 1	1026	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	940	1087	1632	-	-	-
Mov Cap-2 Maneuver	940	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	974	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.62	7.24	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1632	-	1087	-	-
HCM Lane V/C Ratio	0.016	-	0.085	-	-
HCM Control Delay (s/veh)	7.2	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	46	11	1111	74	19	1122
Future Volume (vph)	46	11	1111	74	19	1122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.973		0.991			
Flt Protected	0.961				0.950	
Satd. Flow (prot)	1777	0	3417	0	1770	3471
Flt Permitted	0.961				0.950	
Satd. Flow (perm)	1777	0	3417	0	1770	3471
Link Speed (mph)	30		45			45
Link Distance (ft)	232		492			503
Travel Time (s)	5.3		7.5			7.6
Peak Hour Factor	0.94	0.94	0.90	0.90	0.92	0.92
Heavy Vehicles (%)	0%	0%	5%	0%	2%	4%
Adj. Flow (vph)	49	12	1234	82	21	1220
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	1316	0	21	1220
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 43.1%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	11	1111	74	19	1122
Future Vol, veh/h	46	11	1111	74	19	1122
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	90	90	92	92
Heavy Vehicles, %	0	0	5	0	2	4
Mvmt Flow	49	12	1234	82	21	1220

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1927	658	0	0	1317	0
Stage 1	1276	-	-	-	-	-
Stage 2	651	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.22	-
Pot Cap-1 Maneuver	60	411	-	-	521	-
Stage 1	230	-	-	-	-	-
Stage 2	486	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	57	411	-	-	521	-
Mov Cap-2 Maneuver	163	-	-	-	-	-
Stage 1	230	-	-	-	-	-
Stage 2	467	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	33.73	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	185	521	-
HCM Lane V/C Ratio	-	-	0.328	0.04	-
HCM Control Delay (s/veh)	-	-	33.7	12.2	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	1.3	0.1	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	44	1172	1	69	1106
Future Volume (vph)	2	44	1172	1	69	1106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.871					
Flt Protected	0.998				0.950	
Satd. Flow (prot)	1652	0	3471	0	1805	3505
Flt Permitted	0.998				0.950	
Satd. Flow (perm)	1652	0	3471	0	1805	3505
Link Speed (mph)	30		45			45
Link Distance (ft)	161		418			492
Travel Time (s)	3.7		6.3			7.5
Peak Hour Factor	0.50	0.50	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	4%	0%	0%	3%
Adj. Flow (vph)	4	88	1260	1	74	1189
Shared Lane Traffic (%)						
Lane Group Flow (vph)	92	0	1261	0	74	1189
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 49.6%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	44	1172	1	69	1106
Future Vol, veh/h	2	44	1172	1	69	1106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	3
Mvmt Flow	4	88	1260	1	74	1189

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2004	631	0	0	1261	0
Stage 1	1261	-	-	-	-	-
Stage 2	743	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	53	429	-	-	558	-
Stage 1	234	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	46	429	-	-	558	-
Mov Cap-2 Maneuver	152	-	-	-	-	-
Stage 1	234	-	-	-	-	-
Stage 2	378	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	16.77	0	0.73
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	397	558	-
HCM Lane V/C Ratio	-	-	0.232	0.133	-
HCM Control Delay (s/veh)	-	-	16.8	12.4	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.9	0.5	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	72	45	0	21	0
Future Volume (vph)	0	72	45	0	21	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected				0.950		
Satd. Flow (prot)	1236	0	0	1805	1881	0
Flt Permitted				0.950		
Satd. Flow (perm)	1236	0	0	1805	1881	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	161			369	450	
Travel Time (s)	3.7			8.4	10.2	
Peak Hour Factor	0.38	0.38	0.83	0.83	0.88	0.88
Heavy Vehicles (%)	0%	33%	0%	0%	1%	0%
Adj. Flow (vph)	0	189	54	0	24	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	189	0	0	54	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 20.3%	ICU Level of Service A
Analysis Period (min) 15	

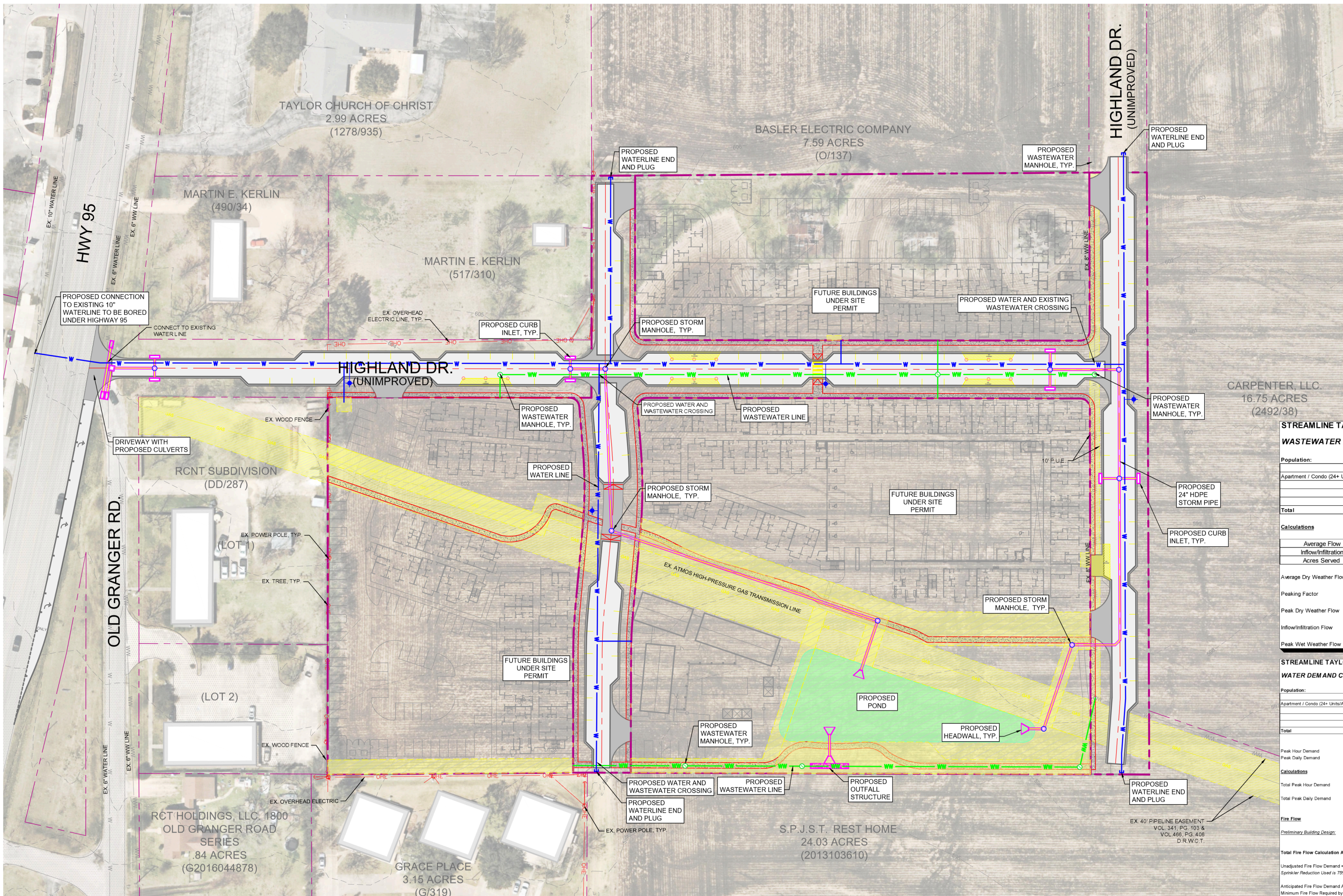
Intersection						
Int Delay, s/veh	8.3					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	72	45	0	21	0
Future Vol, veh/h	0	72	45	0	21	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	38	38	83	83	88	88
Heavy Vehicles, %	0	33	0	0	1	0
Mvmt Flow	0	189	54	0	24	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	132	24	24	0	-	0
Stage 1	24	-	-	-	-	-
Stage 2	108	-	-	-	-	-
Critical Hdwy	6.4	6.53	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.597	2.2	-	-	-
Pot Cap-1 Maneuver	866	970	1604	-	-	-
Stage 1	1004	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	837	970	1604	-	-	-
Mov Cap-2 Maneuver	837	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	921	-	-	-	-	-

Approach	EB		NB		SB	
HCM Control Delay, s/v	9.61		7.32		0	
HCM LOS	A					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1604	-	970	-	-
HCM Lane V/C Ratio	0.034	-	0.195	-	-
HCM Control Delay (s/veh)	7.3	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-



LEGEND

- PROPERTY LINE
- PROPOSED WASTEWATER LINE
- PROPOSED WATER LINE
- PROPOSED WASTEWATER MANHOLE
- PROPOSED STORM DRAIN LINE
- PROPOSED STORM DRAIN INLET
- EXISTING OVERHEAD POWER LINE
- EXISTING WATER LINE
- EXISTING WASTEWATER LINE
- EXISTING STORM SEWER LINE
- EXISTING POWER POLE
- EXISTING FIRE HYDRANT
- EXISTING WATER METER
- EXISTING WASTEWATER MANHOLE
- PROPOSED WALL

STREAMLINE TAYLOR HIGHLAND

WASTEWATER DEMAND CALCULATIONS

Kimley»Horn
F#928

Population:

	Units	LUE Conversion	LUE
Apartment / Condo (24+ Units/Acr	321	1	161
Total			**161**

Calculations

Average Flow	245	Gal./LUE/Day
Inflow/Infiltration	750	Gal./LUE/Day
Acres Served	10.69	Acres

Average Dry Weather Flow	39,323	Gal/Day	or	27.31	gpm	=	0.061	cfs
Peaking Factor	4.00							
Peak Dry Weather Flow	157,290	Gal/Day	or	109.23	gpm	=	0.243	cfs
Inflow/Infiltration Flow	8,018	Gal/Day	or	5.57	gpm	=	0.012	cfs
Peak Wet Weather Flow	165,308	Gal/Day	or	114.80	gpm	=	0.256	cfs

STREAMLINE TAYLOR HIGHLAND

WATER DEMAND CALCULATIONS

Kimley»Horn
F#928

Population:

	Units	LUE Conversion	LUE
Apartment / Condo (24+ Units/Acre)	321	1	161
Total			**161**

Peak Hour Demand	900	Gal/Person/Day	=	0.00139	cfs
Peak Daily Demand	530	Gal/Person/Day	=	0.00082	cfs

Calculations

Total Peak Hour Demand	505,575	Gal/Day	or	351.09	gpm	=	0.782	cfs
Total Peak Daily Demand	297,728	Gal/Day	or	206.76	gpm	=	0.461	cfs

Fire Flow

Preliminary Building Design:

Total Fire Flow Calculation Area = 36000 SF of Type V-B Construction

Unadjusted Fire Flow Demand = 5250.00 gpm
Sprinkler Reduction Used is 75% *NFPA 13-R Automatic Sprinkler System is proposed*

Anticipated Fire Flow Demand After Sprinkler Reduction = 1,312.50 gpm = 2.92 cfs
Minimum Fire Flow Required by IFC = 1,500.00 gpm 3.34 cfs
Duration of Fire Flow 2 hours

TAYLOR 95 - HIGHLAND

UTILITY EXHIBIT

Taylor, Texas
December 24

DWG NAME K:\SAU_CIVIL\069412897 - STREAMLINE TAYLOR HIGHLAND\CAD\PUBLIC CONSTRUCTION\DESIGN EXHIBITS\95_UTILITY\UTILITY EXHIBIT.DWG
LAST SAVED 11/26/2024 6:23 PM

Kimley»Horn
512-646-2243
Ben.Green@kimley-horn.com
5301 SOUTHWEST PARKWAY
BUILDING 2, SUITE 100
AUSTIN, TEXAS 78735
State of Texas Registration No. F-928

NOTE: THIS PLAN IS CONCEPTUAL IN NATURE AND HAS BEEN PRODUCED WITHOUT THE BENEFIT OF A SURVEY, TOPOGRAPHY, UTILITIES, CONTACT WITH THE CITY, ETC.

TAYLOR 95 - HIGHLAND

OFFSITE WASTEWATER SCHEMATIC

Taylor, Texas
December 24

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Kimley»Horn
512-646-2243
Ben.Green@kimley-horn.com
5301 SOUTHWEST PARKWAY
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City of Taylor
PZ-2024-2255
Gradient Technology Park/iMarket Final Plat
Staff Report

Item Details

Agenda No.	3
Requested Action:	Consider Approval of Gradient Technology Park/iMarket Final Plat
Address/Location:	Generally located at the intersection of Carlos G. Parker Boulevard Southeast and FM 112
Legal Description:	211.84-acre tract of land in the Parthinia Coursey Survey, Abstract No. 131, more particularly described by Williamson Central Appraisal District Parcels R357492, R318771, R006142, R620065, R624522, R620064, Taylor, Williamson County, Texas.
Current Zoning:	EC – Employment Center
Current Use:	Vacant Acreage
Applicant:	Joe Farias, Kimley-Horn
Case History:	This is the first submission of the Final Plat.
Staff Recommendation:	The submitted Final Plat meets the minimum requirements of the Land Development Code and Engineering Manual. Therefore, staff recommends Approval of the proposed Final Plat.

Attachments

1. Staff Comments
2. Location Map
3. Final Plat

City of Taylor
400 Porter Street
Taylor, TX 76574
(512) 352-3675
www.ci.taylor.tx.us

Joe Farias
Kimley-Horn
10814 Jollyville Road
Austin TX 78759
joe.farias@kimley-horn.com

Date: Friday, January 10, 2025

Address: 112 FM/427 Loop, Taylor 76574

Permit Number PZ-2024-2255

Dear Joe Farias,

Staff has completed its review of plans for the iMarket America - 112 FM/427 Loop - Final Plat Expedited Process that is to be generally located at 112 FM/427 Loop, Taylor 76574. Comments from this review follow.

Planning Department Comments

The following comments have been provided by Courtney Peres. Should you have any questions or require additional information regarding any of these comments, please contact Courtney Peres at (512) 309-6268 or by email at courtney.peres@taylortx.gov.

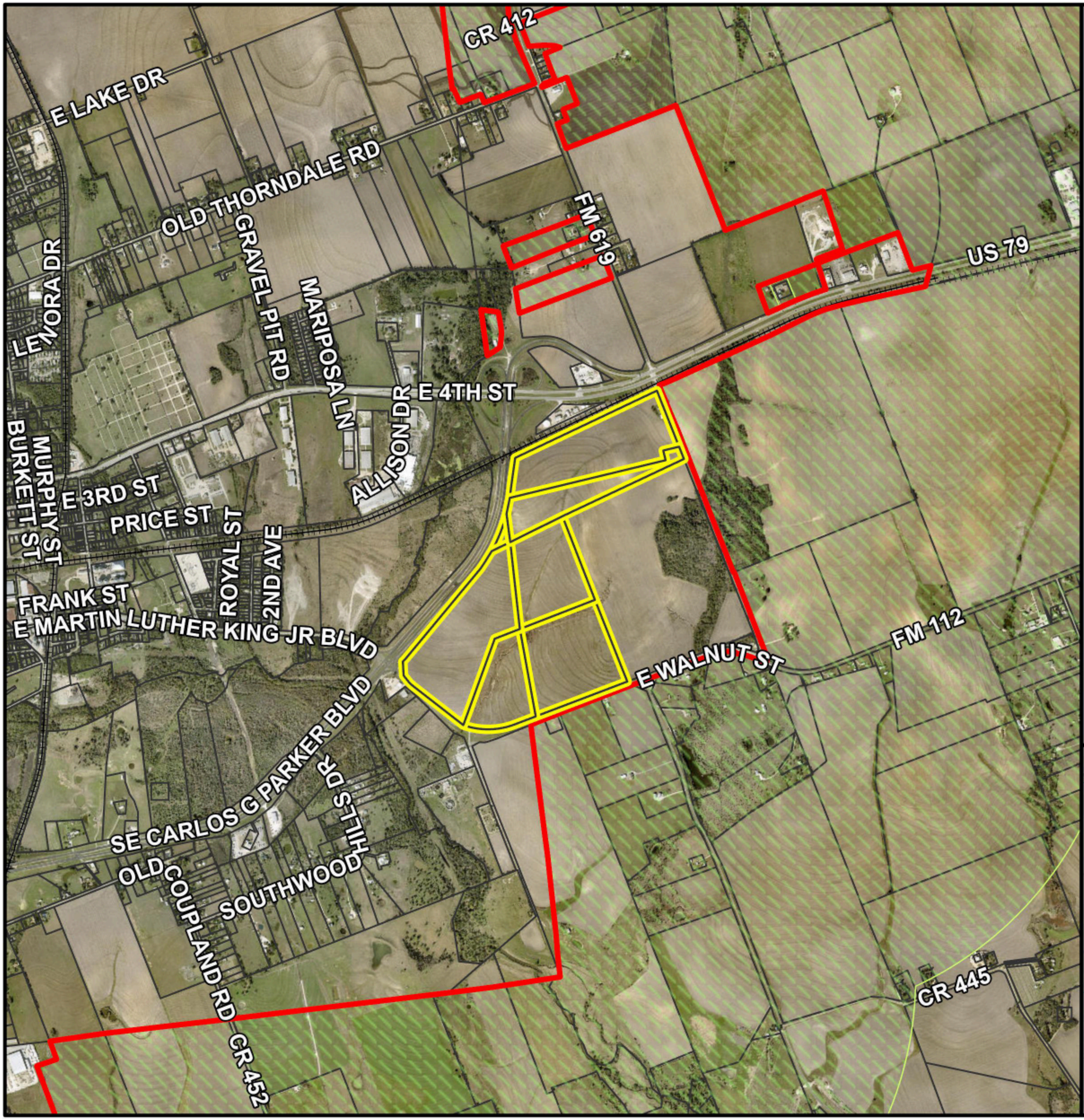
1. **The Expedited Review Team has reviewed and commented on PZ 2024-2255 iMarket Final Plat. After several revisions and submissions, the Expedited Review Team is pleased to inform you that this case has been deemed compliant with the City of Taylor Land Development Code and Engineering Standards. This item is recommended for approval (Mark Evans, HDR).**

Should you have questions regarding specific comments, please contact the staff member referenced under the section in which the comment occurs. Should you have questions or require additional information regarding the plan review process itself, please feel free to contact me directly. I can be reached by e-mail at courtney.peres@taylortx.gov.

Thank you,

CPeres

Courtney Peres, CNU-A
Planning Manager
City of Taylor

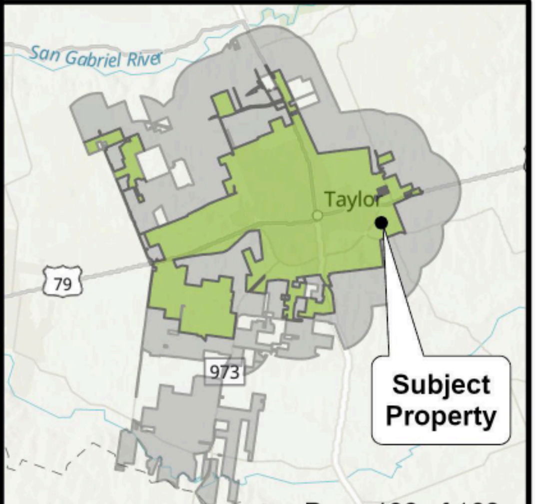


PZ-2024-2255

112 FM/427 LOOP
Final Plat
Location Map
Approximately 211 acres

- City Limits
- ETJ Boundary
- Subject Property
- Parcels

0 2,000 4,000
Feet



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GRADIANT TECHNOLOGY PARK SUBDIVISION FINAL PLAT

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VICINITY MAP
SCALE: 1" = 2000'

SHEET INDEX

SHEET NO.	TITLE
1	COVER SHEET
2	PLAT
3	PLAT
4	PLAT
5	PLAT
6	PLAT
7	PLAT
8	NOTES & SIGNATURES

STREET INFORMATION

NAME	CLASSIFICATION	DESIGN SPEED	DESIGNATION	R.O.W. WIDTH	PAVEMENT WIDTH	LENGTH
GRADIANT STREET	LOCAL	30 MPH	PUBLIC	54'-65'	28'-38'	1,085'
KH BOULEVARD	LOCAL	30 MPH	PUBLIC	65'-80'	36'	3,074'
SEOUL STREET	LOCAL	30 MPH	PUBLIC	54'	28'	51'

Planning Code Review
City Planner
Finished: 20241217
Status: Compliant

Kimley»Horn
10814 JOLLYVILLE ROAD, CAMPUS IV
SUITE 200, AUSTIN, TEXAS 78759
TBPELS FIRM # 10194624
TEL. NO. (512) 418-1771
WWW.KIMLEY-HORN.COM

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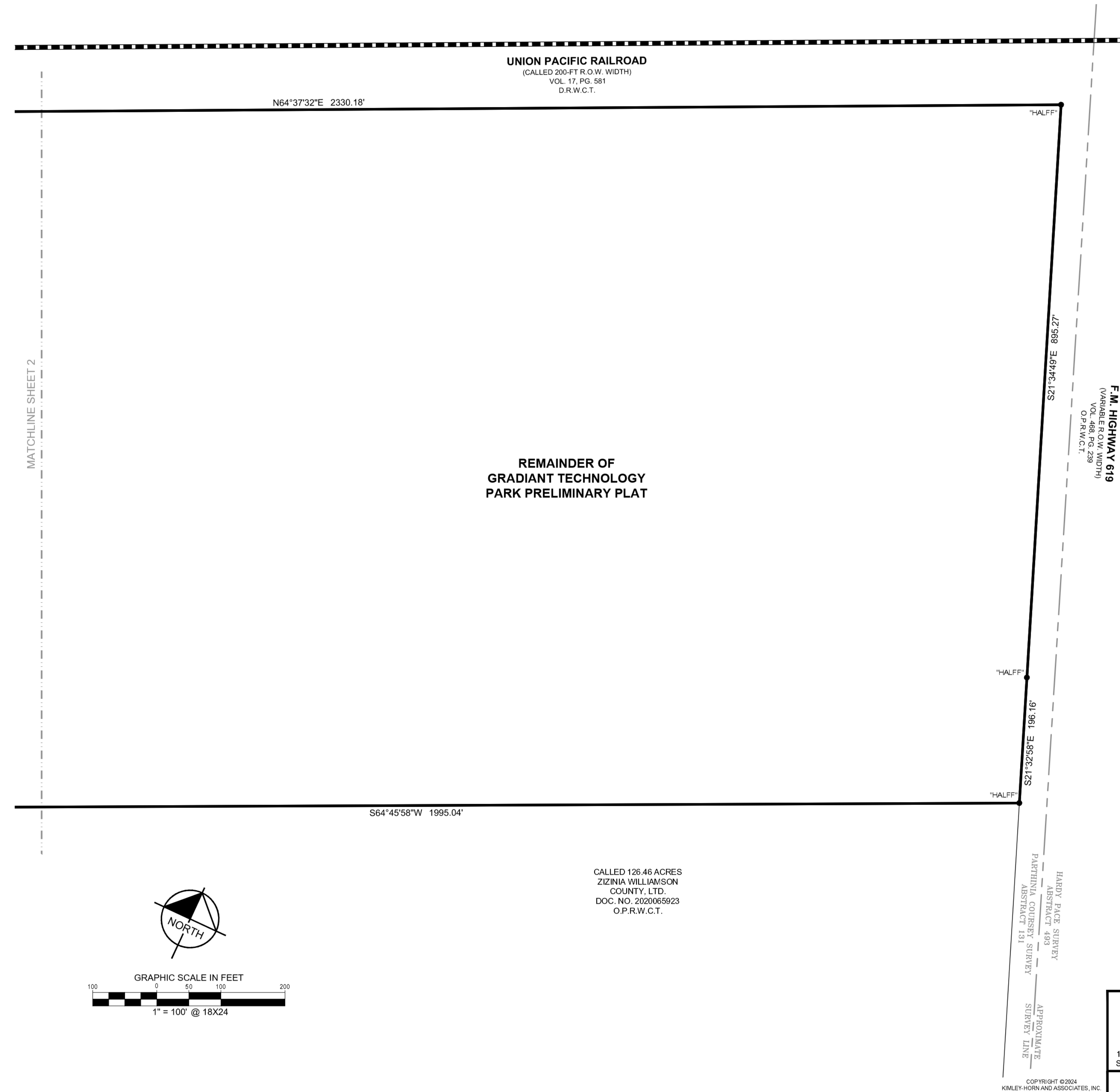
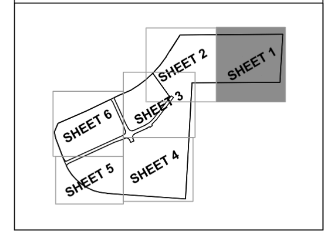
N/A	RPP	MMII	12/16/2024	065001200	1 OF 8



SITE KEY



LEGEND

P.O.B.	= POINT OF BEGINNING
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ADJOINER LINE
EASEMENT LINE
EXISTING EASEMENT LINE
MATCH LINE
RAILROAD LINE
FEMA FLOODPLAIN LINE
100-YEAR FLOODPLAIN
CENTERLINE OF ROAD

PRELIMINARY

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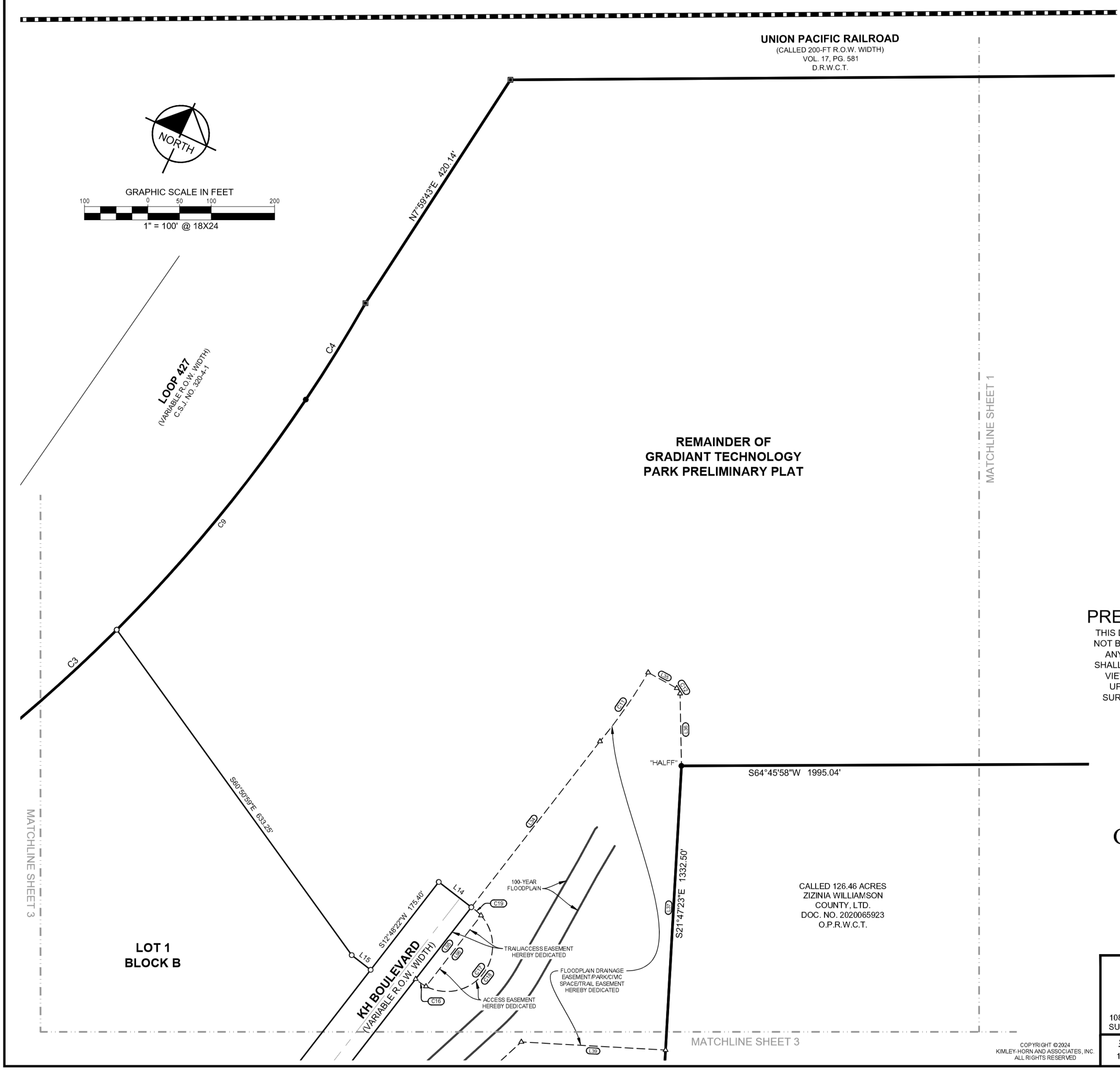
DWG NAME: K:\AUS_SURVEY\AUSTIN SURVEY PROJECTS\065001200 - TAYLOR INDUSTRIAL IMARKET\DWG\PLATS\V-PLAT-065001200.DWG PLOTTED BY PAZITNEY, ROB 12/16/2024 3:56 PM LAST SAVED 12/16/2024 9:29 AM



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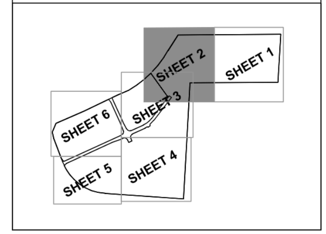

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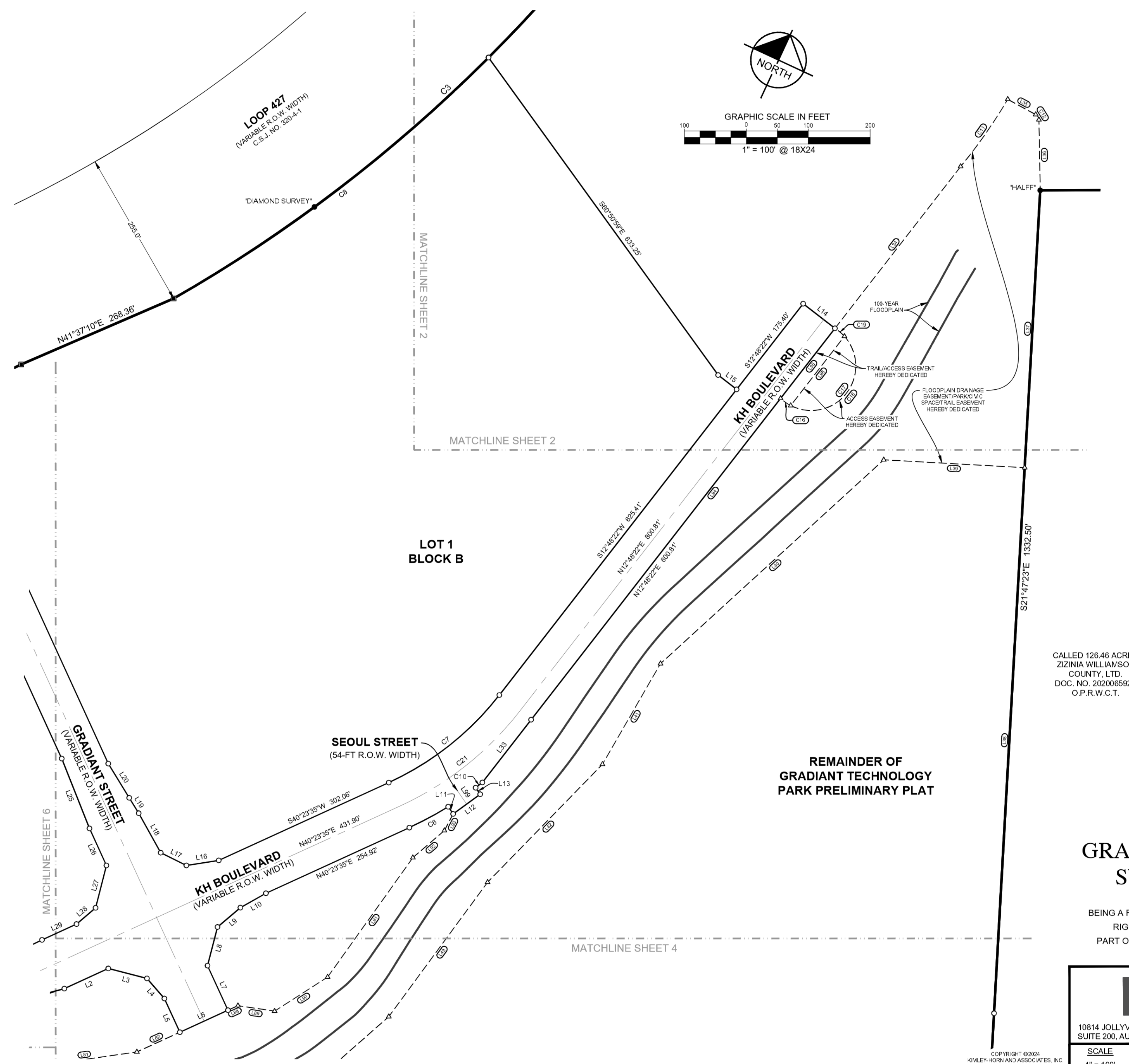

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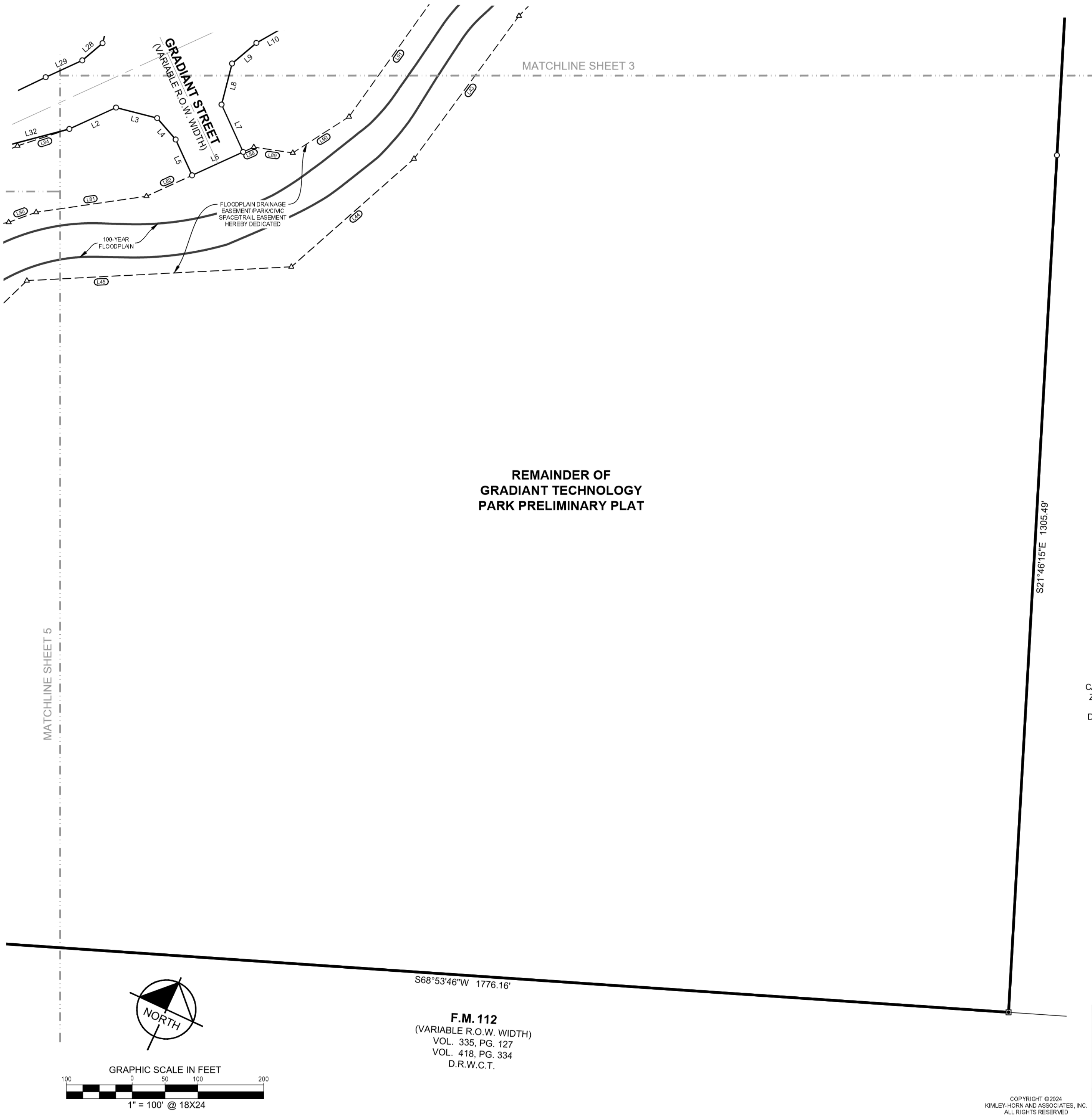

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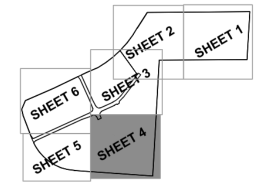

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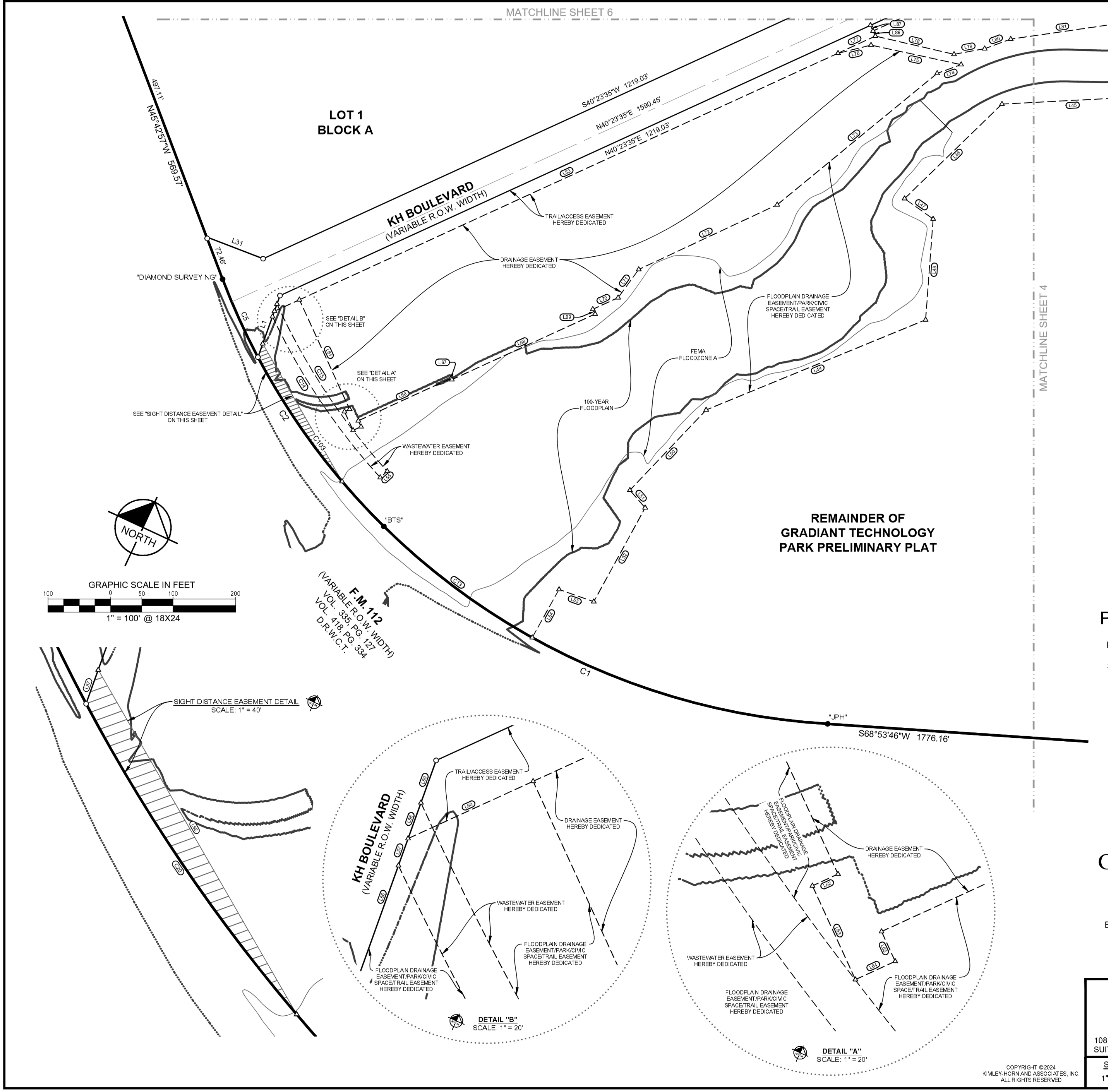

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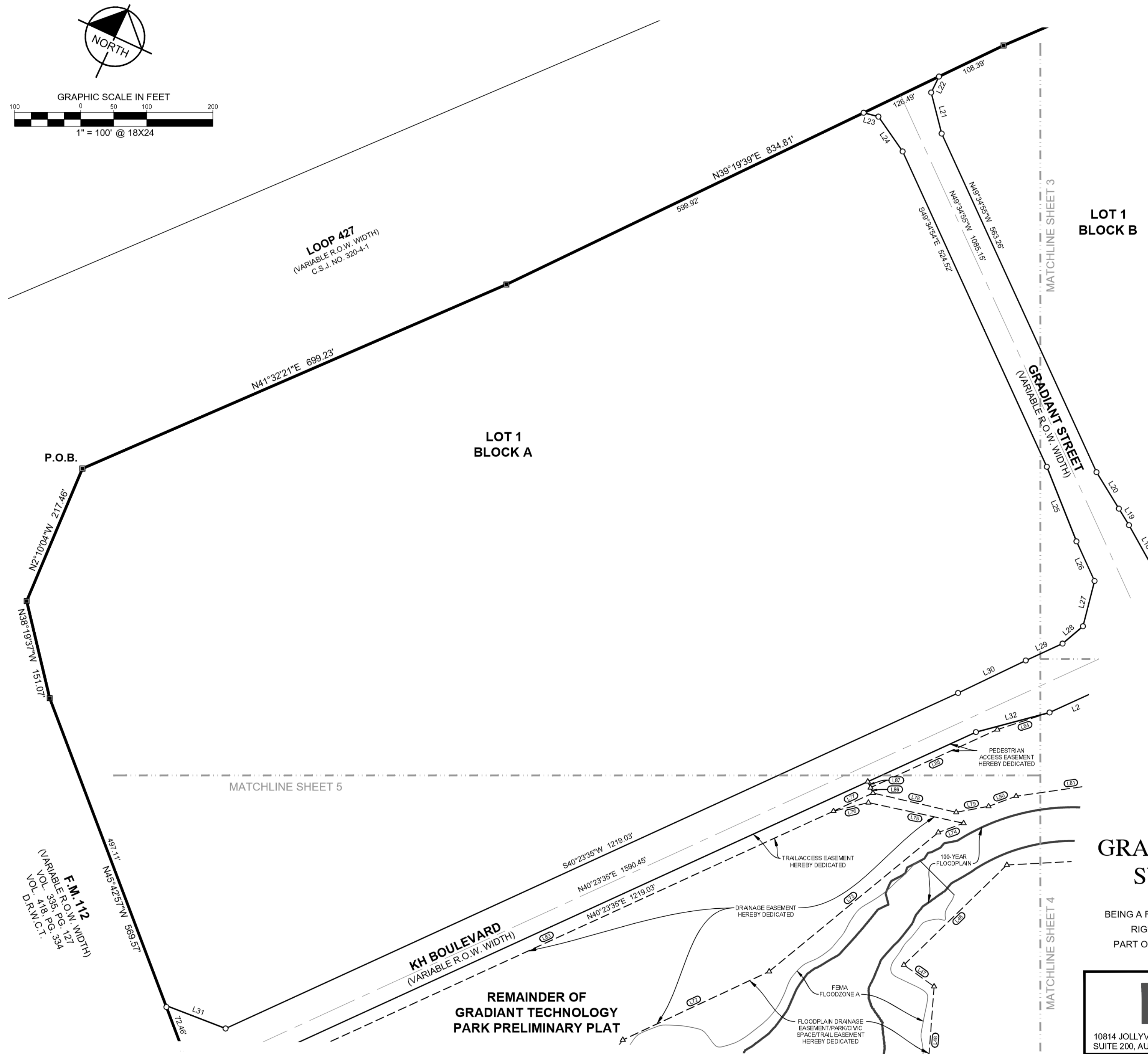

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LINE TABLE			LINE TABLE			LINE TABLE			LINE TABLE		
NO.	BEARING	LENGTH	NO.	BEARING	LENGTH	NO.	BEARING	LENGTH	NO.	BEARING	LENGTH
L1	N05°16'20"W	104.83'	L26	S49°36'25"E	65.86'	L51	S66°07'34"E	37.22'	L76	S51°12'30"W	54.42'
L2	N40°25'05"E	78.16'	L27	S10°36'42"E	70.75'	L52	S03°40'51"W	171.36'	L77	N40°23'35"E	65.77'
L3	N79°23'18"E	64.47'	L28	S24°32'33"W	40.50'	L53	S84°22'30"W	58.86'	L78	N78°00'28"E	129.20'
L4	S65°51'05"E	43.07'	L29	S40°23'35"W	61.33'	L54	S04°09'08"W	88.14'	L79	N54°35'50"E	49.80'
L5	S49°36'25"E	59.91'	L30	S39°20'37"W	113.62'	L55	S22°46'24"W	15.00'	L80	N44°54'42"E	44.48'
L6	N40°23'35"E	85.53'	L31	S86°03'29"W	96.85'	L56	N05°16'20"W	69.09'	L81	N56°45'39"E	169.56'
L7	N49°36'25"W	79.21'	L32	N50°08'02"E	115.26'	L57	N05°16'20"W	9.17'	L82	N40°23'35"E	76.35'
L8	N10°36'42"W	64.48'	L33	N12°48'22"E	128.51'	L58	N05°16'20"W	12.17'	L83	N40°23'35"E	947.73'
L9	N24°47'33"E	48.55'	L34	N12°48'22"E	331.19'	L59	N05°16'20"W	14.40'	L84	S46°57'14"W	83.15'
L10	N35°32'52"E	47.29'	L35	S86°20'39"E	51.46'	L60	N40°23'35"E	44.01'	L85	S40°23'35"W	211.08'
L11	S59°41'36"E	14.11'	L36	S26°07'14"E	114.19'	L61	S49°36'25"E	192.75'	L86	N49°36'25"W	9.00'
L12	N28°55'36"E	54.02'	L37	S21°47'23"E	449.02'	L62	S40°23'36"W	9.00'	L87	N49°36'25"W	10.00'
L13	N59°41'36"W	12.81'	L38	N21°47'23"W	883.48'	L63	S49°36'24"E	33.00'	L88	S40°23'35"W	17.64'
L14	N77°11'38"W	65.00'	L39	S68°12'37"W	228.02'	L64	N40°23'36"E	14.00'	L89	S73°27'57"W	59.96'
L15	S77°11'38"E	37.84'	L40	S22°35'06"W	488.67'	L65	N49°36'24"W	10.50'	L90	S32°15'41"W	101.82'
L16	S56°11'13"W	52.91'	L41	S04°56'43"W	187.83'	L66	N40°23'36"E	163.51'	L91	S10°29'42"W	237.15'
L17	N88°39'32"W	46.30'	L42	S19°13'41"W	266.06'	L67	S49°36'24"E	2.50'	L92	S24°20'02"W	67.22'
L18	N54°07'55"W	73.04'	L43	S11°18'03"W	269.55'	L68	N40°23'36"E	252.00'	L93	S02°44'09"W	30.32'
L19	N56°28'47"W	29.25'	L44	S23°37'49"W	248.66'	L69	N49°36'24"W	8.50'	L94	S12°48'22"W	657.49'
L20	N56°28'47"W	64.82'	L45	S62°01'00"W	402.80'	L70	N40°23'36"E	44.42'	L95	N12°48'22"E	143.32'
L21	N39°21'34"W	64.13'	L46	S20°50'05"W	217.11'	L71	N11°09'30"E	56.00'	L96	S12°48'22"W	141.63'
L22	N01°04'29"E	26.93'	L47	S79°28'17"E	56.13'	L72	N39°57'01"E	244.47'	L97	N05°16'20"W	22.99'
L23	N79°45'41"E	23.13'	L48	S20°42'28"E	161.88'	L73	N25°35'24"E	331.34'	L98	S54°55'51"E	254.42'
L24	S59°48'16"E	64.14'	L49	S42°39'52"W	379.57'	L74	N44°54'42"E	40.75'			
L25	S46°39'14"E	121.49'	L50	S18°31'24"W	177.26'	L75	S77°12'24"W	147.45'			

CURVE TABLE

NO.	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD
C1	41°08'12"	1106.00'	794.08'	S88°59'32"W	777.13'
C2	24°39'30"	1106.00'	475.99'	N58°06'37"W	472.32'
C3	26°16'52"	2427.01'	1113.25'	N22°00'03"E	1103.52'
C4	4°13'40"	2427.01'	179.08'	N06°44'59"E	179.04'
C5	7°05'58"	1106.00'	137.04'	S49°19'51"E	136.95'
C6	7°18'46"	558.00'	71.22'	N36°44'12"E	71.17'
C7	27°35'13"	478.00'	230.15'	S26°35'58"W	227.93'
C8	15°10'10"	2427.01'	642.57'	N27°33'24"E	640.70'
C9	11°06'42"	2427.01'	470.68'	N14°24'58"E	469.94'
C10	1°24'43"	558.00'	13.75'	N26°49'38"E	13.75'
C11	9°15'56"	820.89'	132.75'	N09°59'38"E	132.61'
C12	59°20'22"	10.00'	10.36'	S56°40'28"E	9.90'
C13	15°24'29"	1106.00'	297.43'	N78°08'37"W	296.53'
C14	16°52'28"	1056.00'	311.01'	N58°47'22"W	309.88'
C15	17°42'13"	1041.00'	321.66'	S58°22'29"E	320.38'
C16	15°58'53"	72.00'	20.08'	N79°36'19"W	20.02'
C17	159°11'45"	72.00'	200.05'	N12°48'22"E	141.63'
C18	191°09'30"	72.00'	240.22'	S12°48'22"W	143.32'
C19	15°58'53"	72.00'	20.08'	S74°46'57"E	20.02'
C20	12°28'01"	1106.00'	240.65'	N59°06'50"W	240.18'
C21	27°35'13"	520.00'	250.37'	N26°35'58"E	247.96'

LOT TABLE

LOT NO.	ACRES	SQ. FT.
LOT 1 BLOCK A	29.43	1,281,760
LOT 1 BLOCK B	20.53	894,444
REMAINDER OF GRADIANT TECHNOLOGY PARK PRELIMINARY PLAT	154.99	6,751,455
RIGHT-OF-WAY	6.89	300,225

SURVEYOR'S NOTES:

1. ACCORDING TO COMMUNITY PANEL NO. 4806700542, MAP NO. 48491C0542F, REVISION DATE 12/20/2019, COMMUNITY PANEL NO. 4806700534, MAP NO. 48491C0534F, REVISION DATE 12/20/2019, AND COMMUNITY PANEL NO. 4806700575, MAP NO. 48491C0575F, REVISION DATE 12/20/2019 OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM), A PORTION OF THE SUBJECT TRACT IS LOCATED WITHIN ZONE "A" WHICH IS DEFINED BY FEMA AS "1% ANNUAL FLOOD CHANCE AREA WITH NO BASE FLOOD ELEVATIONS DETERMINED". THE REMAINDER OF THE PROPERTY IS WITHIN ZONE "X" (UN-SHADED) DEFINED BY FEMA AS "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN." ALL ZONE DELINEATIONS SHOWN HEREON ARE APPROXIMATE. THIS STATEMENT DOES NOT IMPLY THAT ANY PORTION OF THE SUBJECT TRACT IS TOTALLY FREE OF POTENTIAL FLOOD HAZARD. LOCALIZED FLOODING CAN OCCUR DUE TO NATURAL AND/OR MAN-MADE INFLUENCES. THIS FLOOD STATEMENT SHALL CREATE NO LIABILITY ON THE PART OF KIMLEY-HORN OR THE UNDERSIGNED.
2. BASIS OF BEARINGS IS THE TEXAS COORDINATE SYSTEM OF 1983, CENTRAL ZONE (4203) OR SOUTH CENTRAL (4204). ALL COORDINATES AND DISTANCES SHOWN HEREON ARE SURFACE VALUES. THE SURFACE ADJUSTMENT FACTOR IS 1.0001142472, SCALED FROM A POINT WITH THE FOLLOWING COORDINATES N: 10184420.912 E: 3227465.232

SURVEYORS CERTIFICATION

STATE OF TEXAS
COUNTY OF WILLIAMSON

I, MICHAEL A. MONTGOMERY II, REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF TEXAS, DO HEREBY CERTIFY THAT THIS PLAT IS TRUE AND CORRECTLY MADE FROM AN ACTUAL SURVEY MADE ON THE GROUND OF THE PROPERTY LEGALLY DESCRIBED HEREON, AND THAT THERE ARE NO APPARENT DISCREPANCIES, CONFLICTS, OVERLAPPING OF IMPROVEMENTS, VISIBLE UTILITY LINES OR ROADS IN PLACE, EXCEPT AS SHOWN ON THE ACCOMPANYING PLAT, AND THAT THE CORNER MONUMENTS SHOWN THEREON WERE PROPERLY PLACED UNDER MY SUPERVISION IN ACCORDANCE WITH THE SUBDIVISION REGULATIONS OF THE CITY OF TAYLOR, TEXAS.

TO CERTIFY WHICH, WITNESS MY HAND AND SEAL AT ____________________, ________________ COUNTY, TEXAS,

THIS ________ DAY OF ________________, 20_____.

____
REGISTERED PROFESSIONAL LAND SURVEYOR
NO. 6890, STATE OF TEXAS

PRELIMINARY
THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT

NOTES:

1. ALL STREETS SHALL BE CONSTRUCTED TO CITY OF TAYLOR STANDARDS AND DEDICATED AS PUBLIC RIGHT-OF-WAY WITH A FINAL PLAT.
2. PUBLIC SIDEWALKS, BUILT TO CITY OF TAYLOR STANDARDS, ARE REQUIRED ALONG THE INTERNAL PUBLIC STREETS AND AS SHOWN BY A DOTTED LINE ON THE FACE OF THE PLAT. SIDEWALK WIDTHS SHALL COMPLY WITH EMPLOYMENT CENTER PLAN AND SHALL BE IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA). THESE SIDEWALKS SHALL BE IN PLACE PRIOR TO THE LOT BEING OCCUPIED. FAILURE TO CONSTRUCT THE REQUIRED SIDEWALKS MAY RESULT IN THE WITHHOLDING OF CERTIFICATES OF OCCUPANCY, BUILDING PERMITS, OR UTILITY CONNECTIONS BY THE GOVERNING BODY OR UTILITY COMPANY.
3. PROPERTY OWNER SHALL PROVIDE FOR ACCESS TO DRAINAGE EASEMENTS AS MAY BE NECESSARY AND SHALL NOT PROHIBIT ACCESS BY THE CITY OF TAYLOR FOR INSPECTION.
4. NO LOT SHALL BE OCCUPIED UNTIL THE STRUCTURE IS CONNECTED TO THE CITY OF TAYLOR WATER AND WASTEWATER UTILITY SYSTEM.
5. THE WATER AND WASTEWATER UTILITY SYSTEM SERVING THIS SUBDIVISION MUST BE IN ACCORDANCE WITH THE CITY OF TAYLOR DESIGN CRITERIA. THE WATER AND WASTEWATER UTILITY PLAN MUST BE REVIEWED AND APPROVED BY CITY OF TAYLOR . ALL WATER AND WASTEWATER CONSTRUCTION MUST BE INSPECTED BY THE CITY OF TAYLOR. THE LANDOWNER MUST PAY THE CITY INSPECTION FEE WITH THE UTILITY CONSTRUCTION.
6. THE ATLAS 14 100-YEAR FLOODPLAIN (TAYLOR FLOODPLAIN) AND FEMA 100-YEAR FLOODPLAIN SHALL BE CONTAINED WITHIN THE DRAINAGE EASEMENT AS SHOWN HEREON.
7. NO BUILDINGS, FENCES, LANDSCAPING OR OTHER OBSTRUCTIONS ARE PERMITTED IN DRAINAGE EASEMENTS EXCEPT AS APPROVED BY THE CITY OF TAYLOR.
8. ALL FINISHED FLOOR ELEVATIONS IN THIS SUBDIVISION SHALL BE 2.0 FOOT MINIMUM ABOVE THE 100 YEAR FREQUENCY FLOOD LEVEL. NO FILL SHALL BE ALLOWED IN THE FLOODPLAIN EXCEPT BY A SEPARATE PERMIT.
9. THE OWNER OF THIS SUBDIVISION, AND HIS OR HER SUCCESSORS AND ASSIGNS, ASSUMES RESPONSIBILITY FOR PLANS FOR CONSTRUCTION OF SUBDIVISION IMPROVEMENTS WHICH COMPLY WITH APPLICABLE CODES AND REQUIREMENTS OF THE CITY OF TAYLOR.
10. PRIOR TO CONSTRUCTION, A SITE DEVELOPMENT PERMIT MUST BE OBTAINED FROM THE CITY OF TAYLOR.
11. BUILDING SETBACK LINES SHALL BE IN CONFORMANCE WITH CITY OF TAYLOR STANDARDS AS MODIFIED BY THE EMPLOYMENT CENTER PLAN FOR THIS SITE.
12. ALL DRAINAGE EASEMENTS ON PRIVATE PROPERTY SHALL BE MAINTAINED BY THE OWNER OR HIS/HER ASSIGNS.
13. VEHICULAR ACCESS TO US HIGHWAY 79, FM 112, AND 619 ARE SUBJECT TO APPROVAL OF TEXAS DEPARTMENT OF TRANSPORTATION.
14. EACH LOT IN THIS SUBDIVISION SHALL HAVE SEPARATE SEWER TAPS AND SEPARATE WATER METERS, AND THEIR RESPECTIVE WATER AND SEWER LINES SHALL BE POSITIONED OR LOCATED IN A MANNER THAT WILL NOT CROSS LOT LINES.
15. A PORTION OF THE SUBJECT PROPERTY LIES WITHIN THE SPECIAL FLOOD HAZARD AREA ACCORDING TO THE FLOOD INSURANCE RATE MAP (FIRM) AS COMPILED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, NATIONAL FLOOD INSURANCE PROGRAM, MAP NUMBER 48491C0534F AND 48491C0542F EFFECTIVE DATE 12/20/2019, WILLIAMSON COUNTY, TEXAS, AND IS SHOWN HEREON AS APPROXIMATE FLOOD HAZARD BOUNDARY. THERE IS HEREBY DEDICATED A DRAINAGE EASEMENT TO COVER ONE HUNDRED (100) YEAR FLOODPLAIN AREAS, DRAINAGE CHANNELS, PIPE SYSTEMS AND ANY OTHER RELATED DRAINAGE FACILITIES SITUATED HEREON.
16. UTILITY PROVIDERS - WATER: CITY OF TAYLOR, TEXAS; WASTEWATER: CITY OF TAYLOR, TEXAS; ELECTRICITY: ONCOR ELECTRIC.
17. THE PHASE 1 PROPOSED DETENTION BASIN WILL NEED TO BE MAINTAINED ACCORDING TO THE OPERATION AND MAINTENANCE (O&M) PLAN RECORDED IN DOCUMENT NO. ___________________________ OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS.

LEGAL DESCRIPTION:
211.84 ACRES

BEING A 211.84 ACRES TRACT OF LAND SITUATED IN THE PARHINIA COURSEY SURVEY, ABSTRACT 131, WILLIAMSON COUNTY, TEXAS; AND BEING ALL OF A CALLED 43.99 ACRES TRACT OF LAND DESCRIBED TO IMARKETAMERICA, INC., AS SHOWN ON INSTRUMENT RECORDED UNDER DOCUMENT NO. 2022132993 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS, (O.P.R.W.C.T.); ALL OF A CALLED 105.25 ACRES TRACT OF LAND DESCRIBED TO IMARKETAMERICA, INC., AS SHOWN ON INSTRUMENT RECORDED UNDER DOCUMENT NO. 2023055308, O.P.R.W.C.T.; AND ALL OF A CALLED 62.60 ACRES TRACT OF LAND DESCRIBED TO IMARKETAMERICA, INC., AS SHOWN ON INSTRUMENT RECORDED UNDER DOCUMENT NO. 2023038605, O.P.R.W.C.T.; AND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING AT A TEXAS DEPARTMENT OF TRANSPORTATION TYPE II CONCRETE MONUMENT FOUND IN THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY 79, VARIABLE RIGHT-OF-WAY WIDTH, ACCORDING TO CSJ NO. 320-4-1, SAME BEING THE NORTHERLY RIGHT-OF-WAY LINE OF F.M. 112, VARIABLE RIGHT-OF-WAY WIDTH, NO RECORDING INFORMATION FOUND; FOR THE WEST CORNER OF SAID 105.25 ACRES TRACT;

THENCE, DEPARTING SAID NORTHEASTERLY RIGHT-OF-WAY LINE OF F.M. 112, WITH SAID SOUTHEASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY 79, SAME BEING THE NORTHWEST BOUNDARY LINE OF SAID 105.25 ACRES TRACT, THE FOLLOWING FOUR (4) COURSES AND DISTANCES:

1. NORTH 41°32'21" EAST, A DISTANCE OF 699.23 FEET TO A TEXAS DEPARTMENT OF TRANSPORTATION TYPE II CONCRETE MONUMENT FOUND;
2. NORTH 39°19'39" EAST, A DISTANCE OF 834.81 FEET TO A TEXAS DEPARTMENT OF TRANSPORTATION TYPE II CONCRETE MONUMENT FOUND;
3. NORTH 41°37'10" EAST, A DISTANCE OF 268.36 FEET TO A TEXAS DEPARTMENT OF TRANSPORTATION TYPE II CONCRETE MONUMENT FOUND, FOR THE BEGINNING OF A CURVE;
4. WITH SAID CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 26°16'52", A RADIUS OF 2,427.01 FEET, A CHORD BEARING AND DISTANCE OF NORTH 22°00'03" EAST, 1,103.52 FEET, AND AN ARC LENGTH OF 1,113.25 FEET TO A 1/2-INCH IRON ROD FOUND, FOR THE NORTHWEST CORNER OF SAID 105.25 ACRES TRACT, SAME BEING THE SOUTH CORNER OF SAID 43.99 ACRES TRACT, FOR THE BEGINNING OF A COMPOUND CURVE;
5. THENCE, CONTINUING WITH SAID SOUTHEASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY 79, SAME BEING THE WEST BOUNDARY LINE OF SAID 43.99 ACRES TRACT, THE FOLLOWING TWO (2) COURSES AND DISTANCES:
6. WITH SAID CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 04°13'40", A RADIUS OF 2,427.01 FEET, A CHORD BEARING AND DISTANCE OF NORTH 06°44'59" EAST, 179.04 FEET, AND AN ARC LENGTH OF 179.08 FEET TO A TEXAS DEPARTMENT OF TRANSPORTATION TYPE II CONCRETE MONUMENT FOUND;
7. NORTH 07°59'43" EAST, A DISTANCE OF 420.14 FEET TO A TEXAS DEPARTMENT OF TRANSPORTATION TYPE II CONCRETE MONUMENT FOUND IN THE SOUTHEASTERLY RAILROAD RIGHT-OF-WAY LINE, VOL. 17, PG. 581, DEED RECORDS OF WILLIAMSON COUNTY, TEXAS, (D.R.W.C.T.);

THENCE, DEPARTING SAID U.S. HIGHWAY 79, WITH SAID SOUTHEASTERLY RAILROAD RIGHT-OF-WAY LINE AND SAID NORTHWEST BOUNDARY LINE OF THE 43.99 ACRES TRACT, NORTH 64°37'32" EAST, A DISTANCE OF 2,330.18 FEET TO A 1/2-INCH IRON ROD WITH PLASTIC CAP STAMPED "HALFF" FOUND, IN THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF F.M. HIGHWAY 619, A CALLED 80-FT RIGHT-OF-WAY WIDTH, AS SHOWN ON VOL. 468, PG. 239, D.R.W.C.T.; FOR THE NORTH CORNER OF SAID 43.99 ACRES TRACT;

THENCE, DEPARTING SAID SOUTHEASTERLY RAILROAD RIGHT-OF-WAY LINE, WITH SAID SOUTHWESTERLY RIGHT-OF-WAY LINE OF F.M. 619, SAME BEING THE NORTHEAST BOUNDARY LINE OF SAID 43.99 ACRES TRACT, SOUTH 21°34'49" EAST, A DISTANCE OF 895.27 FEET TO A 1/2-INCH IRON ROD WITH PLASTIC CAP STAMPED "HALFF" FOUND, FOR THE EAST CORNER OF SAID 43.99 ACRES TRACT, SAME BEING THE NORTH CORNER OF SAID 105.25 ACRES TRACT;

THENCE, CONTINUING WITH SAID SOUTHWESTERLY RIGHT-OF-WAY LINE OF F.M. 619, SAME BEING THE NORTHEAST BOUNDARY LINE OF SAID 105.25 ACRES TRACT, SOUTH 21°32'58" EAST, A DISTANCE OF 196.16 FEET TO A 1/2-INCH IRON ROD WITH PLASTIC CAP STAMPED "HALFF" FOUND, FOR THE EAST CORNER OF SAID 105.25 ACRES TRACT, SAME BEING THE NORTH CORNER OF A CALLED 126.46 ACRES TRACT OF LAND DESCRIBED TO ZIZANIA WILLIAMSON COUNTY, LTD, AS SHOWN ON INSTRUMENT RECORDED UNDER DOCUMENT NO. 2020065923, O.P.R.W.C.T.;

THENCE, DEPARTING SAID F.M. 619, WITH THE SOUTHEAST BOUNDARY LINE OF SAID 105.25 ACRES TRACT, SAME BEING THE WEST BOUNDARY LINE OF SAID 126.46 ACRES TRACT, THE FOLLOWING TWO (2) COURSES AND DISTANCES:

1. SOUTH 64°45'58" WEST, A DISTANCE OF 1,995.04 FEET TO A 1/2-INCH IRON ROD WITH PLASTIC CAP STAMPED "HALFF" FOUND, FOR THE WEST CORNER OF SAID 126.46 ACRES TRACT;
2. SOUTH 21°47'23" EAST, A DISTANCE OF 1,332.50 FEET TO A 1/2-INCH IRON ROD WITH PLASTIC CAP STAMPED "KHA" FOUND, IN SAID WEST BOUNDARY LINE OF THE 126.46 ACRES TRACT, FOR AN ANGLE CORNER OF SAID 105.25 ACRES TRACT, SAME BEING THE NORTH CORNER OF SAID 62.60 ACRES TRACT;

THENCE, DEPARTING SAID SOUTHEAST BOUNDARY LINE OF THE 105.25 ACRES TRACT, CONTINUING WITH SAID WEST BOUNDARY LINE OF THE 126.46 ACRES TRACT, SAME BEING THE NORTHEAST BOUNDARY LINE OF SAID 62.60 ACRES TRACT, SOUTH 21°46'15" EAST, A DISTANCE OF 1,305.49 FEET TO A TEXAS DEPARTMENT OF TRANSPORTATION TYPE II CONCRETE MONUMENT FOUND, IN SAID NORTHERLY RIGHT-OF-WAY LINE OF F.M. 112, FOR THE EAST CORNER OF SAID 62.60 ACRES TRACT, SAME BEING THE SOUTH CORNER OF SAID 126.46 ACRES TRACT;

THENCE, WITH SAID NORTHERLY RIGHT-OF-WAY LINE OF F.M. 112 AND THE SOUTH BOUNDARY LINE OF SAID 62.60 ACRES TRACT, THE FOLLOWING TWO (2) COURSES AND DISTANCES:

1. SOUTH 68°53'46" WEST, A DISTANCE OF 1,776.16 FEET TO A 1/2-INCH IRON ROD WITH PLASTIC CAP STAMPED "JPH" FOUND, FOR THE BEGINNING OF A CURVE,
2. WITH SAID CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 41°08'12", A RADIUS OF 1,106.00 FEET, A CHORD BEARING AND DISTANCE OF SOUTH 88°59'32" WEST, 777.13 FEET, AND AN ARC LENGTH OF 794.08 FEET TO A 1/2-INCH IRON ROD WITH PLASTIC CAP STAMPED "BTS" FOUND, FOR THE SOUTHEAST CORNER OF SAID 62.60 ACRES TRACT, SAME BEING THE SOUTH CORNER OF SAID 105.25 ACRES TRACT, THE BEGINNING OF A COMPOUND CURVE;

THENCE, CONTINUING WITH SAID NORTHERLY RIGHT-OF-WAY LINE OF F.M. 112, SAME BEING THE SOUTHWEST BOUNDARY LINE OF SAID 105.25 ACRES TRACT, THE FOLLOWING FOUR (4) COURSES AND DISTANCES:

1. WITH SAID CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 24°39'30", A RADIUS OF 1,106.00 FEET, A CHORD BEARING AND DISTANCE OF NORTH 58°06'37" WEST, 472.32 FEET, AND AN ARC LENGTH OF 475.99 FEET TO A 1/2-INCH IRON ROD WITH PLASTIC CAP STAMPED "DIAMOND SURVEYING" FOUND;
2. NORTH 45°42'57" WEST, A DISTANCE OF 569.57 FEET TO A CALCULATED POINT;
3. NORTH 38°19'37" WEST, A DISTANCE OF 151.07 FEET TO A CALCULATED POINT;
4. NORTH 02°10'04" WEST, A DISTANCE OF 217.46 FEET TO THE **POINT OF BEGINNING** AND CONTAINING 211.84 ACRES OF LAND, MORE OR LESS, IN WILLIAMSON COUNTY, TEXAS. THIS DOCUMENT WAS PREPARED IN THE OFFICE OF KIMLEY-HORN INC. IN AUSTIN, TEXAS.

ENGINEERS CERTIFICATION

I, JOSE M. FARIAS, LICENSED PROFESSIONAL ENGINEER IN THE STATE OF TEXAS, DO HEREBY CERTIFY THAT THIS SUBDIVISION IS ENCROACHED BY A ZONE A FLOOD AREA, AS DENOTED HEREIN, AND AS DEFINED BY FEDERAL EMERGENCY MANAGEMENT ADMINISTRATION FLOOD HAZARD BOUNDARY MAP, COMMUNITY PANEL NO. 4806700542, MAP NO. 48491C0542F, REVISION DATE 12/20/2019, COMMUNITY PANEL NO. 4806700534, MAP NO. 48491C0534F, REVISION DATE 12/20/2019, AND COMMUNITY PANEL NO. 4806700575, MAP NO. 48491C0575F, REVISION DATE 12/20/2019 OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), AND THAT EACH LOT CONFORMS TO THE CITY OF TAYLOR REGULATIONS. THE FULLY DEVELOPED, CONCENTRATED STORMWATER RUNOFF RESULTING FROM THE ONE HUNDRED (100) YEAR FREQUENCY STORM IS CONTAINED WITHIN THE DRAINAGE EASEMENTS SHOWN AND/OR PUBLIC RIGHTS-OF-WAY DEDICATED BY THIS PLAT.

TO CERTIFY WHICH, WITNESS MY HAND AND SEAL AT ____________________, ________________ COUNTY, TEXAS, THIS ________ DAY OF ________________, 20_____.

JOSE M. FARIAS
LICENSED PROFESSIONAL
ENGINEER NO. 111389, STATE OF TEXAS
TBPELS FIRM NO. F-928

OWNER CERTIFICATION:

§ **KNOW ALL MEN BY THESE PRESENTS**

THAT ________________, AUTHORIZED SIGNATORY OF _________________ SOLE OWNER OF THAT CERTAIN 43.99 ACRES TRACT OF LAND SHOWN HEREON AND DESCRIBED IN DEEDS RECORDED IN DOCUMENT NO. 2022132993, A 105.25 ACRES TRACT OF LAND SHOWN HEREON AND DESCRIBED IN DEEDS RECORDED IN DOCUMENT NO. 2023055308, AND A 62.60 ACRES TRACT OF LAND SHOWN HEREON AND DESCRIBED IN DEEDS RECORDED IN DOCUMENT NO. 2023038605, ALL OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS, AND DO HEREBY STATE THAT THERE ARE NO LIEN HOLDERS ON THAT CERTAIN TRACT OF LAND, AND DO HEREBY SUBDIVIDE SAID TRACT AS SHOWN HEREON, AND DO HEREBY CONSENT TO ALL PLAT NOTE REQUIREMENTS SHOWN HEREON, AND DO HEREBY DEDICATE TO THE CITY OF TAYLOR THE STREETS, ALLEYS, RIGHT-OF-WAY, EASEMENTS AND PUBLIC PLACES SHOWN HEREON FOR SUCH PUBLIC PURPOSES AS THE CITY OF TAYLOR MAY DEEM APPROPRIATE. THIS SUBDIVISION IS TO BE KNOWN AS GRADIANT TECHNOLOGY PARK.

TO CERTIFY WHICH, WITNESS BY MY HAND THIS __________ DAY OF ____________________, 20___.

____
____

§ **KNOW ALL MEN BY THESE PRESENTS**

BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, ON THIS DAY PERSONALLY APPEARED BRANDON JENKINS, KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT.

GIVEN UNDER MY HAND AND SEAL OF OFFICE THIS __________ DAY OF ____________________, 20___.

____
NOTARY PUBLIC

MY COMMISSION EXPIRES ON: _________________
____

PLANNING & ZONING COMMISSION

THIS SUBDIVISION TO BE KNOW AS "GRADIANT TECHNOLOGY PARK" HAS BEEN ACCEPTED AN APPROVED FOR FILING OF RECORD WITH THE COUNTY CLERK OF WILLIAMSON COUNTY, TEXAS, ACCORDING TO THE MINUTES OF THE MEETING OF THE TAYLOR PLANNING AND ZONING COMMISSION OF THE _________ DAY OF _____________, 20___

__________ __________________________ _____________ DATE
__________ __________________________, CHAIRMAN

__________ __________________________ _____________ DATE
__________ __________________________, SECRETARY

DEVELOPMENT SERVICES DIRECTOR

I, _______________________________, DEVELOPMENT SERVICES DIRECTOR FOR THE CITY OF TAYLOR, TEXAS, DO HEREBY CERTIFY THIS PLAT IS APPROVED FOR FILING OF RECORD WITH THE COUNTY CLERK OF WILLIAMSON COUNTY, TEXAS.

__________ ____________________ __________________DATE
__________ _________, DIRECTOR __________________DATE

WILLIAMSON COUNTY CLERK

STATE OF TEXAS §
KNOW ALL MEN BY THESE PRESENTS
COUNTY OF WILLIAMSON §

I, NANCY E. RISTER, CLERK OF THE COUNTY COURT OF SAID COUNTY, DO HEREBY CERTIFY THAT THE FOREGOING INSTRUMENT IN WRITING, WITH ITS CERTIFICATE OF AUTHENTICATION, WAS FILED FOR RECORD IN MY OFFICE ON THE _______ DAY OF _____________________, 202__ A.D., AT _________ O'CLOCK _____.M., AND DULY RECORDED THIS THE ___________ DAY OF ____________________, 202__ A.D., AT _____________ O'CLOCK ______.M., IN THE OFFICIAL PUBLIC RECORDS OF SAID COUNTY IN INSTRUMENT NO. ______________________________.

TO CERTIFY WHICH, WITNESS MY HAND AND SEAL AT THE SAID COUNTY COURT OF SAID COUNTY, AT MY OFFICE IN GEORGETOWN, TEXAS, THE DATE LAST SHOWN ABOVE WRITTEN.

NANCY E. RISTER, CLERK COUNTY COURT
OF WILLIAMSON COUNTY, TEXAS

BY: _____________________________________, DEPUTY

FINAL PLAT
GRADIANT TECHNOLOGY PARK SUBDIVISION FINAL PLAT

CITY OF TAYLOR PROJECT NUMBER (PZ-2024-2255)

BEING A FINAL PLAT CONSISTING OF 211.84 ACRES, INCLUDING 6.89 ACRES OF RIGHT-OF-WAY DEDICATION, TO CREATE TWO LOTS, TWO BLOCKS, PART OF LAND OUT OF THE PARTHINIA COURSEY SURVEY, ABSTRACT 131, TAYLOR, WILLIAMSON COUNTY, TEXAS

Kimley»Horn
10814 JOLLYVILLE ROAD, CAMPUS IV
SUITE 200, AUSTIN, TEXAS 78759 TBPELS FIRM # 10194624
TEL. NO. (512) 418-1771
WWW.KIMLEY-HORN.COM

SCALE	DRAWN BY	CHECKED BY	DATE	PROJECT NO.	SHEET NO.
N/A	RPP	MMII	12/16/2024	065001200	8 OF 8

DWG NAME: K:\AUS_SURVEY\AUSTIN SURVEY PROJECTS\065001200 - TAYLOR INDUSTRIAL IMARKET\DWG\PLATS\V-PLAT-065001200.DWG PLOTTED BY PAZITNEY, ROB 12/16/2024 3:57 PM LAST SAVED 12/16/2024 9:29 AM

City of Taylor

Submittal Calendar Consideration

Staff Report

Agenda Item #4

Consider and take action on the Planning and Zoning Application Submission Calendar and the Subdivision Application Calendar.

Overview

Annually the Planning Department creates, reviews, and finalizes proposed Calendars for Subdivision and Zoning Application submittals. Most of the application types on their respective calendar are forwarded to the Planning and Zoning Commission and placed on Agendas under the Consent or Regular Agenda.

The two calendars cover the following application types:

The Planning and Zoning Commission Applications Calendar includes Neighborhood, Infill, and Employment Center Plans, Place Type Amendments, Special Use Permits, Subdivision Ordinance Variances, Comprehensive Plan Amendments etc.

The Subdivision Applications Calendar includes Neighborhood and Infill Plans (without zoning), Preliminary Plats, Subdivision Improvements Plans, Final Plats, Minor Plats, Replats, Amending Plats, etc.

Occasionally, dates need to be shifted slightly to consider holidays. This year Veteran's Day (Tuesday, November 11, 2025) falls on a typical Planning and Zoning Commission Meeting Day. Staff have proposed shifting that meeting date to Wednesday, November 12, 2025. This consideration has also considered the legal due process procedures, and all other corresponding dates comply with state law.

Planning and Zoning Commission Action

1. The Planning and Zoning Commission Approves/Disapproves/Conditionally Approves the Planning and Zoning Commission Applications Calendar and the Subdivision Applications Calendar.
    - With the modification to consider an alternative date for November 11, 2025, Planning & Zoning Commission Meeting.
        - Staff Recommendation: Wednesday, November 12, 2025
2. Any other action the Commission desires to make in relation to the Calendars presented.

Attachments:

a) Zoning Application Calendar for 2025
b) Subdivision Application Calendar for 2025

2025 Planning and Zoning (P&Z) Commission Applications Calendar

(includes: Neighborhood (Infill) and Employment Center Plans, Place Type Amendment, Special Use Permits, Subdivision Ordinance Variances, Comprehensive Plan Amendments, etc.)

Applications Received	Completeness Review Deadline	Newspaper Notice (if required) [Draft to Taylor Press Wednesday]	Property Owner Notices (if required)	Staff Report Completed	P&Z Agenda Posted	P&Z Meeting
Friday, December 6, 2024	Friday, December 20, 2024	Sunday, December 29, 2024	Friday, January 3, 2025	Friday, January 3, 2025	Friday, January 10, 2025	Tuesday, January 14, 2025
Friday, January 3, 2025	Friday, January 17, 2025	Sunday, January 26, 2025	Friday, January 31, 2025	Friday, January 31, 2025	Friday, February 7, 2025	Tuesday, February 11, 2025
Friday, January 31, 2025	Friday, February 14, 2025	Sunday, February 23, 2025	Friday, February 28, 2025	Friday, February 28, 2025	Friday, March 7, 2025	Tuesday, March 11, 2025
Friday, February 28, 2025	Friday, March 14, 2025	Sunday, March 23, 2025	Friday, March 28, 2025	Friday, March 28, 2025	Friday, April 4, 2025	Tuesday, April 8, 2025
Friday, April 4, 2025	*Thursday, April 17, 2025*	Sunday, April 27, 2025	Friday, May 2, 2025	Friday, May 2, 2025	Friday, May 9, 2025	Tuesday, May 13, 2025
Friday, May 2, 2025	Friday, May 16, 2025	Sunday, May 25, 2025	Friday, May 30, 2025	Friday, May 30, 2025	Friday, June 6, 2025	Tuesday, June 10, 2025
Friday, May 30, 2025	Friday, June 13, 2025	Sunday, June 22, 2025	Friday, June 27, 2025	Friday, June 27, 2025	*Thursday, July 3, 2025*	Tuesday, July 8, 2025
Thursday, July 3, 2025	Friday, July 18, 2025	Sunday, July 27, 2025	Friday, August 1, 2025	Friday, August 1, 2025	Friday, August 8, 2025	Tuesday, August 12, 2025
Friday, August 1, 2025	Friday, August 15, 2025	Sunday, August 24, 2025	Friday, August 29, 2025	Friday, August 29, 2025	Friday, September 5, 2025	Tuesday, September 9, 2025
Friday, September 5, 2025	Friday, September 19, 2025	Sunday, September 28, 2025	Friday, October 3, 2025	Friday, October 3, 2025	Friday, October 10, 2025	Tuesday, October 14, 2025
Friday, October 3, 2025	Friday, October 17, 2025	Sunday, October 26, 2025	Friday, October 31, 2025	Friday, October 31, 2025	Friday, November 7, 2025	*Wednesday, November 12, 2025*
Friday, October 31, 2025	Friday, November 14, 2025	Sunday, November 23, 2025	*Wednesday, November 26, 2025*	*Wednesday, November 26, 2025*	Friday, December 5, 2025	Tuesday, December 9, 2025
Friday, December 5, 2025	Friday, December 19, 2025	Sunday, December 28, 2025	Friday, January 2, 2026	Friday, January 2, 2026	Friday, January 9, 2026	Tuesday, January 13, 2026

italics indicates non-standard date due to holiday

City Council Public Hearing (as applicable)	City Council Action (as applicable)
Thursday, January 23, 2025	Thursday, February 13, 2025
Thursday, February 27, 2025	Thursday, March 13, 2025
Thursday, March 27, 2025	Thursday, April 10, 2025
Thursday, April 24, 2025	Thursday, May 8, 2025
Thursday, May 22, 2025	Thursday, June 12, 2025
Thursday, June 26, 2025	Thursday, July 10, 2025
Thursday, July 24, 2025	Thursday, August 14, 2025
Thursday, August 28, 2025	Thursday, September 11, 2025
Thursday, September 25, 2025	Thursday, October 9, 2025
Thursday, October 23, 2025	Thursday, November 13, 2025
TBD	TBD
TBD	TBD
TBD	TBD

2025 Subdivision Applications Calendar

(includes: Neighborhood and Employment Center Plans (without zoning),Preliminary Plats, Subdivision Improvement Plans, Final Plats, Minor Plats, Replats, Amending Plats, etc.)

Initial Submittal Applications Received	Re-Submittal Applications Received	Completeness Review Deadline (Application Filing Date)	Staff Review Deadline	Staff Comment Letter Deadline	P&Z Agenda Posted	P&Z Meeting
Friday, December 6, 2024		Friday, December 20, 2024	*Tuesday, December 31, 2024*	Monday, January 6, 2025	Friday, January 10, 2025	Tuesday, January 14, 2025
	Friday, December 20, 2024	Friday, January 3, 2025	Wednesday, January 8, 2025	Thursday, January 9, 2025		
Friday, January 3, 2025		Friday, January 17, 2025	Wednesday, January 29, 2025	Monday, February 3, 2025	Friday, February 7, 2025	Tuesday, February 11, 2025
	Friday, January 17, 2025	Friday, January 31, 2025	Wednesday, February 5, 2025	Thursday, February 6, 2025		
Friday, February 7, 2025		Friday, February 21, 2025	Wednesday, February 26, 2025	Monday, March 3, 2025	Friday, March 7, 2025	Tuesday, March 11, 2025
	Friday, February 21, 2025	Friday, February 28, 2025	Wednesday, March 5, 2025	Thursday, March 6, 2025		
Friday, February 28, 2025		Friday, March 14, 2025	Wednesday, March 26, 2025	Monday, March 31, 2025	Friday, April 4, 2025	Tuesday, April 8, 2025
	Friday, March 14, 2025	Friday, March 28, 2025	Wednesday, April 2, 2025	Thursday, April 3, 2025		
Friday, April 4, 2025		Friday, April 18, 2025	Wednesday, April 30, 2025	Monday, May 5, 2025	Friday, May 9, 2025	Tuesday, May 13, 2025
	Friday, April 18, 2025	Friday, May 2, 2025	Wednesday, May 7, 2025	Thursday, May 8, 2025		
Friday, May 2, 2025		Friday, May 16, 2025	Wednesday, May 28, 2025	Monday, June 2, 2025	Friday, June 6, 2025	Tuesday, June 10, 2025
	Friday, May 16, 2025	Friday, May 30, 2025	Wednesday, June 4, 2025	Thursday, June 5, 2025		
Friday, May 30, 2025		Friday, June 13, 2025	Wednesday, June 25, 2025	Monday, June 30, 2025	*Thursday, July 3, 2025*	Tuesday, July 8, 2025
	Friday, June 13, 2025	Friday, June 27, 2025	Wednesday, July 2, 2025	*Wednesday, July 2, 2025*		
Thursday, July 3, 2025		Friday, July 18, 2025	Wednesday, July 30, 2025	Monday, August 4, 2025	Friday, August 8, 2025	Tuesday, August 12, 2025
	Friday, July 18, 2025	Friday, August 1, 2025	Wednesday, August 6, 2025	Thursday, August 7, 2025		
Friday, August 1, 2025		Friday, August 15, 2025	Wednesday, August 27, 2025	Monday, September 1, 2025	Friday, September 5, 2025	Tuesday, September 9, 2025
	Friday, August 15, 2025	Friday, August 29, 2025	Wednesday, September 3, 2025	Thursday, September 4, 2025		
Friday, September 5, 2025		Friday, September 19, 2025	Wednesday, October 1, 2025	Monday, October 6, 2025	Friday, October 10, 2025	Tuesday, October 14, 2025
	Friday, September 19, 2025	Friday, October 3, 2025	Wednesday, October 8, 2025	Thursday, October 9, 2025		
Friday, October 3, 2025		Friday, October 17, 2025	Wednesday, October 29, 2025	Monday, November 3, 2025	Friday, November 7, 2025	*Wednesday, November 12, 2025*
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italics indicates non-standard date due to holiday

City of Taylor
PZ-2024-2367
Subdivision Variance
Staff Report

Item Details

Subject Property:	300 Airport Road
Total Acreage:	Approximately 4.725 acres
Legal Description:	Approximately 4.725 acres of land in the Mucha/Hubnik Subdivision Minor Plat, Block 1, Lot 2
Property Owner:	Ernesto Martinez, Votive Firm, LLC
Applicant:	Ernesto Martinez, Votive Firm, LLC
Request:	The variance application seeks approval for modifications to the buffer zone requirements in the Engineering Manual around the proposed detention pond, to accommodate the site layout and project needs.
Case History:	This is the first hearing of this request.

Overview of Applicant's Request & Background

The applicant is seeking a variance pursuant to the City of Taylor Engineering Manual Section 1.6, the variance application seeks approval for modifications to the buffer zone requirements around the proposed detention pond as stipulated in Section 3.15.6 of the City of Taylor Engineering Design Manual, to accommodate the site layout and project needs.

3.15.6 Detention Facility Maintenance Requirements

3.15.6 A - Maintenance Access

> *3.15.6.A.i – Detention ponds shall be designed with adequate area around the perimeter for access and maintenance. Ponds shall have a seven (7) foot wide clear perimeter access strip for ponds with depths of five (5) feet or less (back slopes included) and a minimum of fifteen (15) feet wide clear perimeter access strip for ponds over five (5) feet deep or with back slopes in excess of five (5) feet high. Area shall not slope more than five percent (5%).*
>
> *3.15.5.A.ii – A means of access to the bottom of the pond and to the outlet structure shall be provided. The access ramp shall be graded no steeper than 15% and shall be as wide as the perimeter access width provided.*

Staff have communicated with the applicant over their concerns over the details of the request. The applicant submitted all the required materials for a hearing with the Planning and Zoning Commission on December 3, 2024, while city staff provided the applicant comments December 23, 2024. The applicant formally responded to January 9, 2025, with some clarifying responses.

The applicant is requesting his engineer provide more information to the concerns presented on December 23, 2024.

Location:

The subject property is located at 300 Airport Road. It is found east of the Taylor Municipal Airport, north of U.S. 79 between Airport Road and Carlos G. Parker Boulevard.

Physical and Natural Features:

The subject property is predominantly flat in topography without existing structures or significant foliage.

Staff Analysis

The City's planning and engineering team have met with the applicant and their engineer for previous planning applications to provide an explanation of what is required and why. The applicant is asking for a variance to the engineering manual so they can proceed with further development of the lot. Specifically, the applicant is asking for a variance regarding the width of the shoulder Ponding Area; it is shown on the southern side in diagrams.

Engineering Review:

- Based on the information provided on 1/10/25 for this variance request. Engineering has no objections to the variance request provided. It is our understanding that the proposed detention area is intended to be constructed with an approximate depth that is acceptable for the 7-ft berm requirement found in the engineering manual Section 3.15.6.

Planning and Zoning Commission Recommendation

Based on staff analysis of this variance, Approval if the request is recommended.

The Planning and Zoning Commission is charged with reviewing certain subdivision standards of the Land Development Code (LDC). In determining a recommendation on a variance request, the Planning and Zoning Commission members consider the following factors:

Consistent	Inconsistent	Neutral	Criteria for Approval
X			**That the granting of the variance will not be detrimental to the public health, safety or welfare or injurious to other property in the area or to the City in administering the Land Development Code (LDC) or Engineering Manual;** *The request is not likely to be detrimental to the public health, safety or welfare or injurious to other property in the area.*

		<u>**X**</u>	**That the granting of the variance would not substantially conflict with the Comprehensive Plan and the purposes of the LDC and Engineering Manual.** *The request would not go against the intent of the Land Development Code or the Engineering Manual.*
		<u>**X**</u>	**That the conditions that create the need for the variance do not generally apply to other property in the vicinity.** *The geometry can present challenges for the desired use of the property. However, it does not appear the property is unique to those around it.*
		<u>**X**</u>	**That application of a provision of the LDC/Engineering Manual will render subdivision of the land impossible.** *The application of this provision does not render subdivision and development of the land impossible. Furthermore, a consideration for subdivision is not the request and therefore a neutral application for consideration.*
	<u>**X**</u>		**Where the literal enforcement of these regulations would result in an unnecessary hardship.** *Staff finds that the enforcement of the regulation would not create an unnecessary hardship on the applicant.*

<u>Attachments:</u>

a) Letter of Intent from Owner
b) Notice of Determination from Applicant
c) Analysis from City of Taylor Engineering Department
d) Location Map

ERNESTO MARTINEZ

12500 Pellicano DR. Suite C, El Paso TX 79928 | 575-430-6875 | ernest@barm>com

1/9/25

City of Taylor

Dear City of Taylor:

I Ernesto Martinez purchased the Property at 300 Airport Rd with the intention of building a self-storage facility in June of 2022. We are asking for your approval of a variance regarding the width of the shoulder Ponding Area. We believe that we would have the necessary area with the 7' shoulder to maintain this area as it is only slightly deeper than the code requires. David Recht with DHR Engineering will provide a formal answer to your question shortly.

I humbly request your consideration as the time and process has created an incredible financial burden due to me and my family. We are a small veteran & minority owned business.

Sincerely,

Ernesto Martinez
Votive Firm LLC

DHR ENGINEERING, INC

511 E. John Carpenter Freeway
Suite 500, Irving Texas 75062
Tel: (972) 717- 0100 Fax: (972) 717-0111
www.dhr-eng.com

CITY OF TAYLOR VARIANCE APPLICATION

STATE OF TEXAS
DAVID H. RECHT
91962
LICENSED
PROFESSIONAL ENGINEER

01/10/2025

David H. Recht

Summary

Project Number: 23461

Engineering Firm: DHR Engineering Inc

Document Title: Taylor Variance Application

Document Type: Notice of Determination

Engineer's Narrative Description

The project involves the construction of new self-storage warehouses located at 300 Airport Road, Taylor, Williamson County, TX 76574. As part of the development, a detention pond is proposed on-site for stormwater management. Pursuant to section 2.2.30 of the City of Taylor Land Development Code and the City of Taylor Engineering Manual Section 1.6, the variance application seeks approval for modifications to the buffer zone requirements around the proposed detention pond as stipulated in Section 3.15.6 of the City of Taylor Engineering Design Manual.

The variance requested is necessary due to horizontal spacing requirements in the city ordinance.

In an effort to lessen this, a detention pond with a maximum depth of 5' is proposed for a 100 year storm. Building the pond with 8 feet less of width at the exterior would allow the ordinance to be met (outside of the dimensional requirement), and would provide compliance with city drainage criteria. This is shown in the attached exhibit.

David H Recht: Based on the adjustment shown in the attached exhibit, the applicant respectfully requests this change.

Contact Information

Name: David H. Recht, P.E.

Agency Name: DHR Engineering Inc.

Address: 511 E John Carpenter Freeway, Suite 500

Irving, Texas 75062

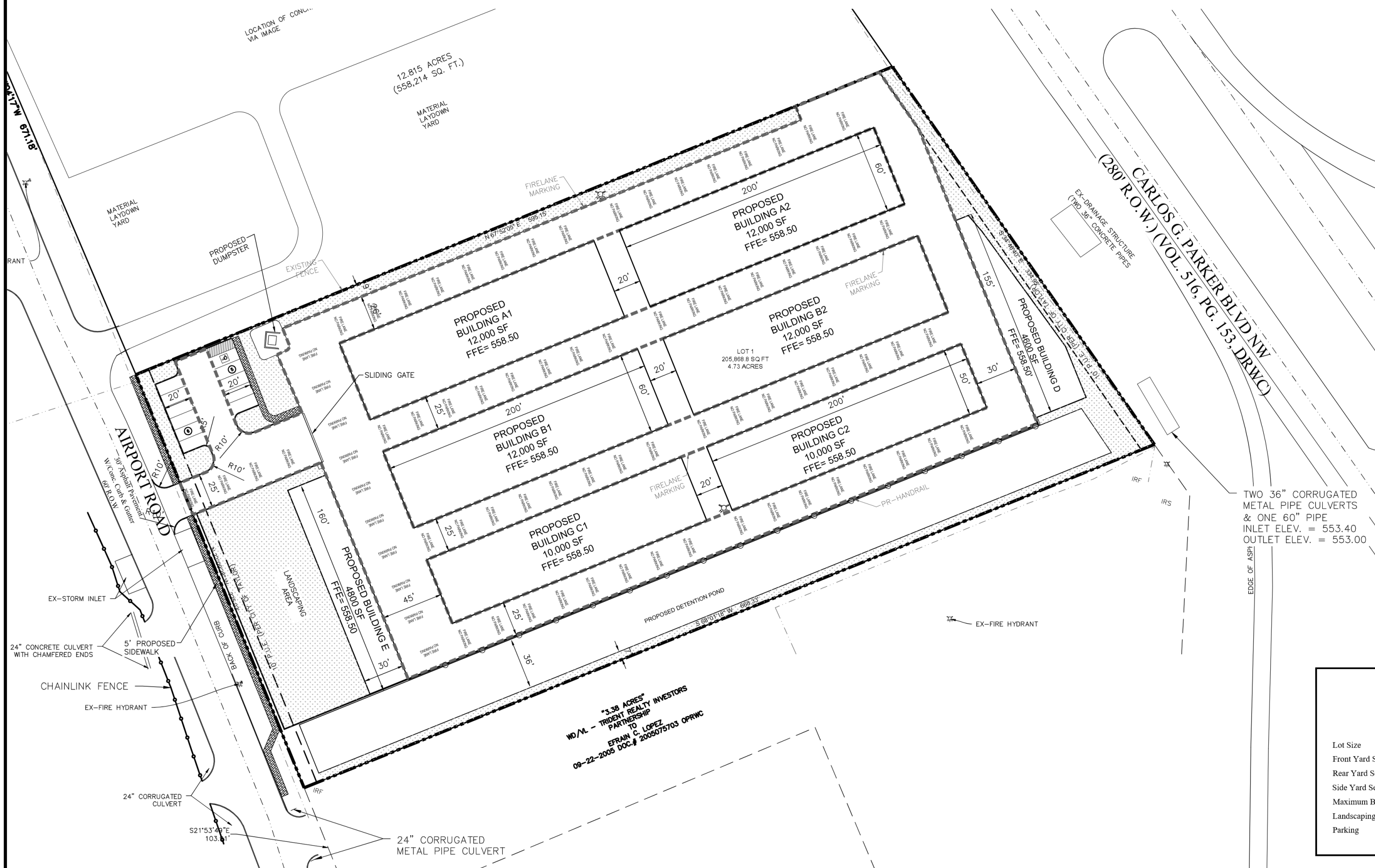
Phone: (972) 717 – 0100

NOTICE OF DETERMINATION

Approving Agency: City of Taylor, Planning & Zoning Commission

Determinations

Description	Response	
	YES	NO
(1) That the granting of the variance will not be detrimental to the public health, safety or welfare or injurious to other property in the area or to the City of Taylor Land Development Code.	X	
(2) That the granting of the variance would not substantially conflict with the Comprehensive Plan and the purposes of the City of Taylors Land Development Code.	X	
(3) That the conditions that create the need for the variance do not generally apply to other property in the vicinity	X	
(4) That application of a provision of the City of Taylors Land Development Code will render subdivision of the land impossible	X	
(5) Will the literal enforcement of these regulations would result in an unnecessary hardship.	X	



VICINITY MAP
NTS

DEVELOPMENT STANDARDS
C - Commercial District

	Proposed	Standard Zoning Requirement
Lot Size	4.726 Ac	N/A
Front Yard Setback	10'	N/A
Rear Yard Setback	10'	N/A
Side Yard Setback	5'	N/A
Maximum Building Height	1 Story	N/A
Landscaping	In compliance with chapter 5 of the Taylor Land Development Code	
Parking	In compliance with chapter 5 of the Taylor Land Development Code	

SITE PLAN NOTES

1. THE CONTRACTOR SHALL PROVIDE HIS OWN CONSTRUCTION STAKING.
2. THE CONTRACTOR SHALL BE REQUIRED TO CALL 811 PRIOR TO CONSTRUCTION TO ENSURE ALL UNDERGROUND UTILITIES HAVE BEEN LOCATED.
3. ALL UTILITY LOCATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATIONS OF ALL UTILITIES AND NOTIFYING THE VARIOUS UTILITY COMPANIES BEFORE CONSTRUCTION. THE DETERMINATION OF THE LOCATIONS OF THE UTILITIES SHALL NOT BE CONSIDERED SUFFICIENT BASIS FOR CLAIMS FOR ADDITIONAL COMPENSATION FOR EXTRA WORK OR FOR INCREASING THE PAY QUANTITIES IN ANY MANNER WHATSOEVER.
4. IN OPEN CONSTRUCTION AREAS THAT MAY POSE A POTENTIAL RISK TO THE HEALTH, SAFETY AND WELFARE OF THE PUBLIC, THE CONTRACTOR SHALL BE REQUIRED TO ERECT TEMPORARY CONSTRUCTION FENCING, WHICH, WHERE DEEMED NECESSARY, MAY INCLUDE CHAIN LINK FENCE (NON-PAY ITEM).
5. ALL CUT AND FILL SLOPES SHALL BE 4:1 EXCEPT AS NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. CUT SLOPES MAY BE STEEPENED TO PROTECT EXISTING TREES AND FENCES ONLY WITH PRIOR APPROVAL OF THE ENGINEER. ALL PROPERTY ADJACENT TO THE PROPOSED CONSTRUCTION SHALL BE GRADED AS DIRECTED BY THE ENGINEER (NON-PAY ITEM).
6. TRENCH BACKFILL SHALL BE IN ACCORDANCE WITH "TRENCH BACKFILL" SPECIFICATIONS AND DETAILS.
7. THE CONTRACTOR IS RESPONSIBLE TO PROTECT ALL WATER AND WASTEWATER LINES CROSSING THE PROJECT. THE CONTRACTOR SHALL REPAIR ANY LINES DAMAGED IMMEDIATELY. ALL REPAIRS OF EXISTING WATER MAINS, WATER SERVICES, WASTEWATER MAINS, AND WASTEWATER SERVICES SHALL BE CONSIDERED A NON-PAY ITEM.
8. WHERE PRACTICABLE, THE CONTRACTOR SHALL PROVIDE TEMPORARY ACCESS (NON-PAY ITEM).
9. THE FIRE LANE MARKING SHALL BE A 6 INCH RED STRIPE WITH 4 INCH WHITE LETTER STATING: "FIRE LANE NO PARKING" THE FIRE LANE WORDING IS TO BE A 25 FEET INTERVALS.

300 AIRPORT ROAD DEVELOPMENT SITE SUMMARY TABLE	
GENERAL SITE DATA	
LOT AREA	206,038 S.F. (4.73 Ac.)
TOTAL BUILDING AREA	77,400 S.F.
FRONT YARD SETBACK	10' FEET
IMPERVIOUS COVERAGE	173,153 S.F.
LANDSCAPING COVERAGE	32,885 S.F.
PARKING PROVIDED	11 SPACES
REQUIRED PARKING	N/A
ADA PARKING	1 SPACE
EXISTING ZONING	EMPLOYMENT CENTER (EC)

LEGEND

	PROPOSED 6" FIRE LANE CONCRETE PAVEMENT (PER CITY DETAIL)
6	PARKING COUNT
	PROPOSED CURB

No.	Revision/Issue	Date
2	ISSUED FOR SUBMITTAL	04/05/24
3	ISSUED FOR SUBMITTAL	04/12/24
4	ISSUED FOR SUBMITTAL	04/17/24
5	ISSUED FOR SUBMITTAL	05/04/24
6	ISSUED FOR SUBMITTAL	07/07/24
7	ISSUED FOR SUBMITTAL	09/06/24

CLIENT ADDRESS
SPECTRUM ENGINEERING
P.O. BOX 580453
HOUSTON, TX 77258
CONTACT: SALVADOR NUNEZ
PH: (915)-355-8011
EMAIL: Salvador.nunez.spectrum@gmail.com

FIRM NAME AND ADDRESS
D H R
ENGINEERING, INC.
Civil Engineers
511 E JOHN CARPENTER FWY, SUITE 500
IRVING, TEXAS 75062
TEL (972) 717-0100 FAX (972) 717-0111
TBPELS No. : F-9184

300 AIRPORT RD
CONSTRUCTION PLANS
CITY OF TAYLOR, WILLIAMSON COUNTY, TX

SITE PLAN

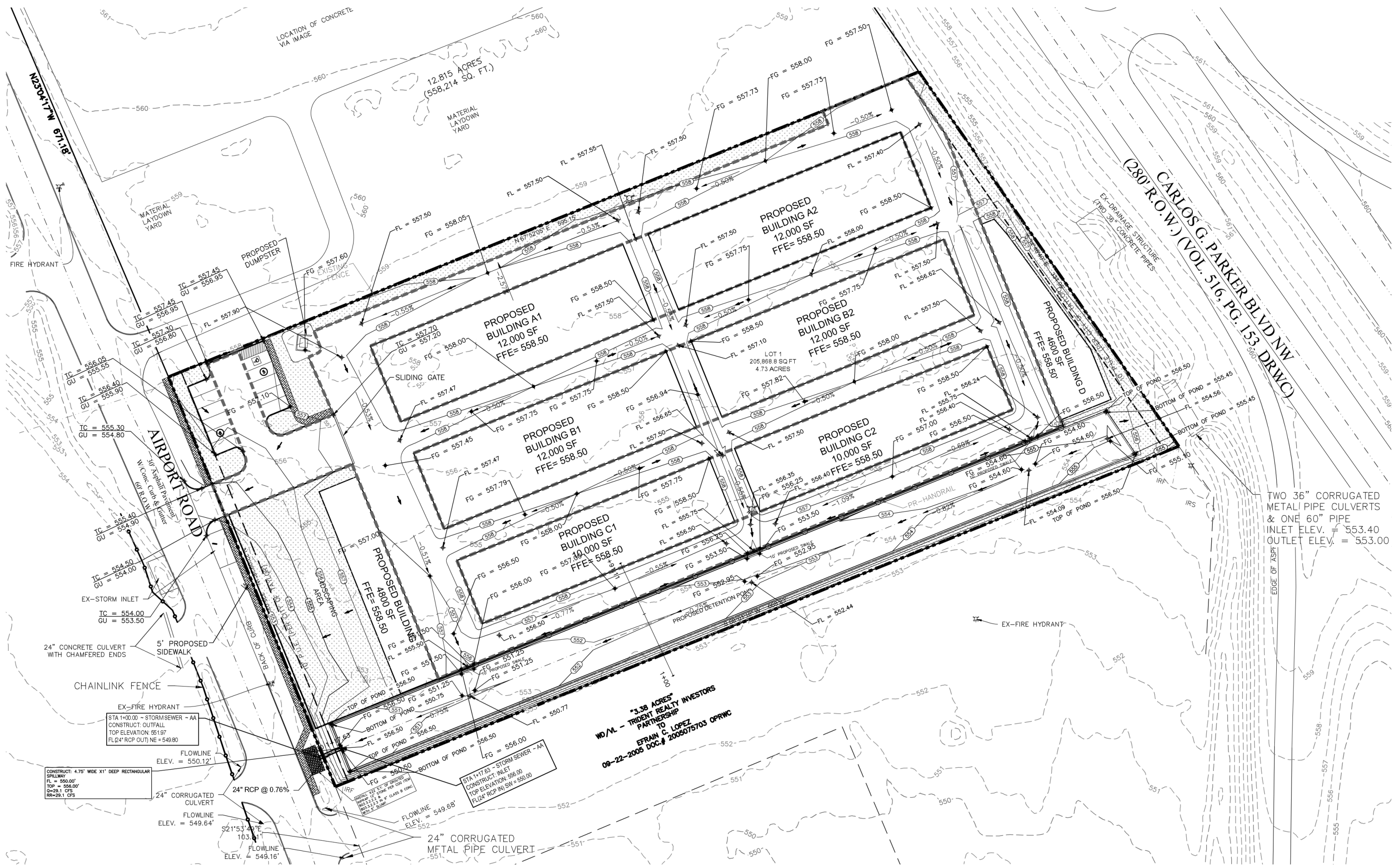
STATE OF TEXAS
DAVID H. RECHT
91962
LICENSED
PROFESSIONAL ENGINEER

September 6, 2024

David H. Recht

CHECKED BY
NM
DHR JOB No.
23461
ISSUE DATE: 09/06/2024
SHEET
C-3.0

FILE: SITE PLAN.DWG
PLOTTED: 9/6/2024 4:14:54 AM



LEGEND & ABBREVIATIONS

FLOW DIRECTION	
PROPOSED SPOT GRADE ELEVATION	TC = 620.00 GU = 619.50
FINISH FLOOR ELEVATION	FFE
GUTTER ELEV.	GU
FINISH GRADE	FG
TOP OF CURB	TC
EXISTING CONTOURS	660
PROPOSED CONTOURS	660

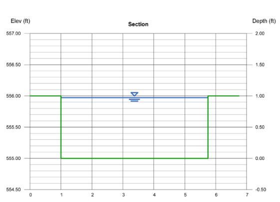
GRAPHIC SCALE 0 40' 80'
SCALE: 1" = 40'

Channel Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Saturday, Jul 6 2024

TAYLOR POND SPILLWAY AT 0.5% SLOPE

Rectangular		Highlighted	
Bottom Width (ft)	= 4.75	Depth (ft)	= 0.97
Total Depth (ft)	= 1.00	Q (cfs)	= 29.10
		Area (sqft)	= 4.61
Invert Elev (ft)	= 555.00	Velocity (ft/s)	= 6.31
Slope (%)	= 0.50	Wetted Perim (ft)	= 6.69
N-Value	= 0.013	Crit Depth, Yc (ft)	= 1.00
		Top Width (ft)	= 4.75
		EGL (ft)	= 1.59
Calculations			
Compute by:	Q vs Depth		
No. Increments	= 35		

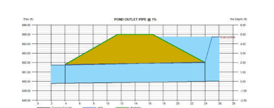


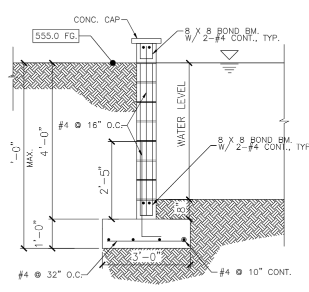
Culvert Report

Hydraflow Express Extension for Autodesk® Civil 3D® by Autodesk, Inc. Sunday, Jul 7 2024

POND OUTLET PIPE @ 1%

		Calculations	
Invert Elev Dn (ft)	= 549.80	Qmin (cfs)	= 0.00
Pipe Length (ft)	= 20.00	Qmax (cfs)	= 40.00
Slope (%)	= 1.00	Tailwater Elev (ft)	= (dc+D)/2
Invert Elev Up (ft)	= 550.00		
Rise (in)	= 24.0	**Highlighted**	
Shape	= Circular	Qtotal (cfs)	= 29.00
Span (in)	= 24.0	Qpipe (cfs)	= 29.00
No. Barrels	= 1	Qovertop (cfs)	= 0.00
n-Value	= 0.013	Veloc Dn (ft/s)	= 9.35
Culvert Type	= Circular Concrete	Veloc Up (ft/s)	= 9.23
Culvert Entrance	= Square edge w/headwall (C)	HGL Dn (ft)	= 551.72
Coeff. K,M,c,Y,k	= 0.0098, 2, 0.0398, 0.67, 0.5	HGL Up (ft)	= 552.06
Embankment		Hw Elev (ft)	= 554.72
Top Elevation (ft)	= 555.00	Hw/D (ft)	= 2.36
Top Width (ft)	= 5.00	Flow Regime	= Inlet Control
Crest Width (ft)	= 36.00		





4 C-2.0 POND SECTION
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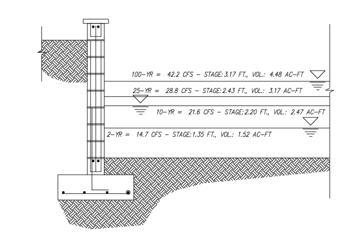

1 C-1.0 HYDROGRAPH SECTION
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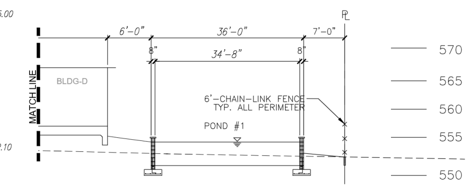

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511 E JOHN CARPENTER FWY, SUITE 500
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TEL (972) 717-0100 FAX (972) 717-0111
TBPELS No. : F-9184

300 AIRPORT RD
CONSTRUCTION PLANS
CITY OF TAYLOR, WILLIAMSON COUNTY, TX

GRADING PLAN

STATE OF TEXAS DAVID H. RECHT 91962 LICENSED PROFESSIONAL ENGINEER
January 10, 2025
David H. Recht

CHECKED BY NM
DHR JOB No. 23481
ISSUE DATE: 09/06/2024
SHEET

FILE: GRADING PLAN EXHIBIT.DWG
PLOTTED: 1/10/2025 11:56:12 AM

City of Taylor
400 Porter Street
Taylor, TX 76574
(512) 352-3675
www.ci.taylor.tx.us

Ernesto Martinez
Votive Firm LLC
12500 Pellicano Dr.
El Paso TX 79928
ernest@barm.com

Date: Friday, January 10, 2025

Address: 300 Airport Rd, Taylor 76574

Permit Number PZ-2024-2367

Dear Ernesto Martinez,

Staff have completed its review for the 300 Airport Road - Subdivision Variance that is to be located at 300 Airport Rd, Taylor, TX 76574. Comments from this review follow.

f Engineering Department Review

The following comments have been provided by Javier Vasquez. Should you have any questions or require additional information regarding any of these comments, please contact Javier Vasquez by email at javier.vasquez@hdrinc.com.

12/23/24 Variance Review 01 - Engineering Review

Variance document uploaded requires additional information noted below:

1. Please provide information as to what is being requested as the variance. It is unclear if the variance request is for the required 7' wide clear perimeter on the site plan, which is allowable for ponds 5' or less in depth or if is for a pond deeper than 5' and requesting a variance from 15' wide clear requirement. Please clarify.
2. If the variance is for clear perimeter width, please provide additional information on how infrastructure to be maintained and how deep excavation near adjacent property line can be accomplished without adverse impact.

01/10/25 Variance Review 01 - Engineering Review (Contd.)

1. **Based on the information provided on 1/10/25 for this variance request. Engineering has not objections to the variance request provided. It is our understanding that the proposed detention area is intended to be constructed with an approximate depth that is acceptable for the 7-ft berm requirement found in the engineering manual Section 3.15.6.**

Fire Department Comments

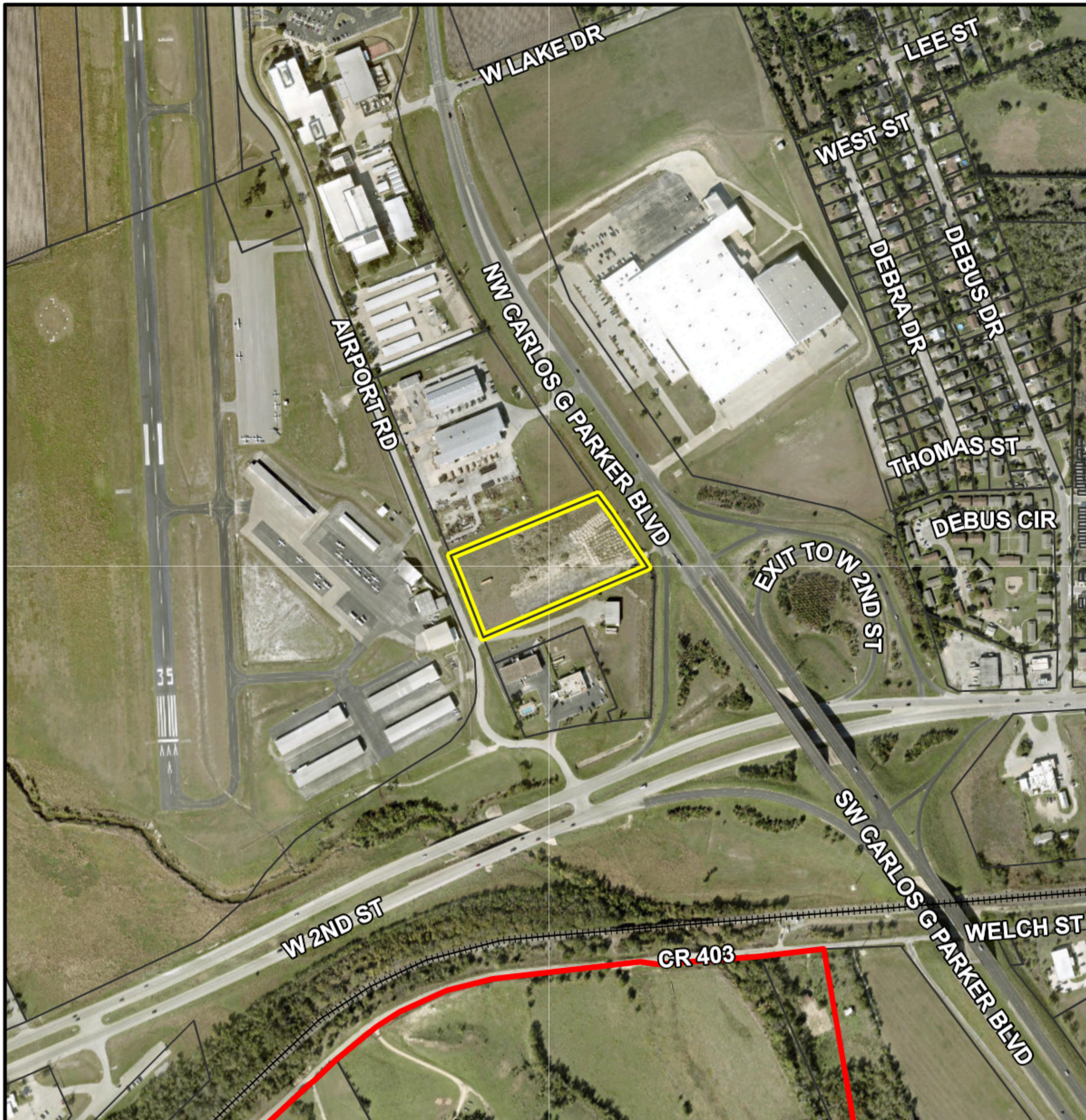
The following comments have been provided by Bobby Copeland. Should you have any questions or require additional information regarding any of these comments, please contact Bobby Copeland at (512) 352-6992 or by email at robert.copeland@taylortx.gov.

1. The fire department has no comments pertaining to this permit concerning the detention pond variance.

Thank you,

CPeres

Courtney Peres, CNU-A
Planning Manager
City of Taylor

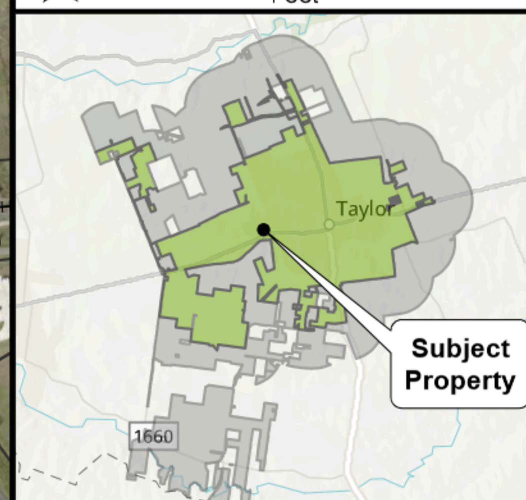


PZ-2024-2367

300 Airport Road
Subdivision Variance
Location Map
Approximately 4.7 acres

City Limits
ETJ Boundary
Subject Property
Parcels

N
0 500 1,000
Feet



City of Taylor

PZ-2024-2374

Subdivision Variance

Staff Report

Item Details

Subject Property:	Generally located at 201 FM 3349
Total Acreage:	Approximately 490.09 acres
Legal Description:	Approximately 490.09-acre tract of land described as RCR-Taylor Logistics Park Final Plat, Phase Two, Blocks Three through Six, Taylor, Williamson County, Texas
Applicant:	Julie Ward
Property Owner(s):	RCR Rail Co.
Request:	A variance from the Engineering Manual Section 2.10.10 related to Sidewalks, Shared-Use Paths, and Trails. Specifically, to request the removal of the sidewalk along RCR Parkway.
Case History:	This is the first hearing of this request. However, a similar request for this property was presented to Planning and Zoning Commission on November 11, 2024.

Overview of Applicant's Request & Background

The applicant has requested a variance to the Engineering Manual Section 2.10.10 related to Sidewalks, Shared-Use Paths, and Trails. The request is to vary from the Engineering Manual and not install sidewalks as part of the public improvements along the main road, **RCR Parkway**, through the RCR Logistics Rail Park. The project connects FM 3349 to CR 404. Previous considerations by the Planning and Zoning Commission in November of 2024 approved the removal of sidewalks along the internal loop, Logistics Loop.

The applicant maintains that providing a pedestrian pathway in an industrial park is not necessary. They state that this property is in a rural setting that operates in an area with a limited neighboring population. Its intended use as a transportation hub for heavy rail and trucking operations makes it unnecessary to have pedestrian facilities in the opinion of the applicant.

Location:

The subject request is generally located along the RCR Parkway in the RCR development generally located at 201 FM 3349.

Physical and Natural Features:

The subject property is primarily vacant land that is relatively flat with a few lots developed with industrial uses.

Staff Analysis

The request for the subject property is a variance from the Engineering Manual Sections 2.10.10 related to Sidewalks, Shared-Use Paths, and Trails. Below identifies the pertinent sections of the Engineering Manual requirements requesting to be waived by the applicant.

Section 2.10 Pedestrian Facilities

2.10.10 – Sidewalks, Shared-Use Paths, and Trails

2.10.10 A Requirements

- Sidewalks are to be constructed with the paving of streets or building construction unless deferred by the city.

This property is intended for large-scale industrial users.

- The Commercial Planned Development District ordinance for this property was approved based on the understanding that the developer would construct a sidewalk along the northside of RCR Parkway in return for not requiring sidewalks along both sides of RCR Parkway per the subdivision ordinance, based on the industrial nature of the proposed developments; and
- In November 2024, the Planning and Zoning Commission approved another sidewalk variance to allow "no sidewalk constriction" along the Logistics Loop which runs internal to the development connecting to RCR Parkway in two locations, also based on this being proposed to be developed as an industrial property.

However, while the current developer does not plan for uses other than industrial to occur on this property, Special Employment District zoning on this property allows land uses such as commercial and retail services and high-density residential where appropriate on and around this property. The future owners of property within this development may (as seen in other cities across Texas) repurpose these properties on the weekends or even on a day-to-day basis for music festivals, food truck parks or other similar parking intensive uses as parking in an industrial park is extremely desirable for such uses especially as most warehousing and trucking uses are time restricted.

The mix of uses that is allowed in this area makes it necessary to provide pedestrian connectivity to accommodate uses that may take place once the entire property is developed and sold to individual owners. While not identified in the Transportation Master Plan, RCR Parkway can provide significant multimodal traffic on an east-west axis while a proposed Community Boulevard flanks the property's east side, providing a north-south connection. Furthermore, the rate of growth in Taylor makes it clear that this area will not stay rural for much longer, which makes a sidewalk along RCR Parkway a strategic investment for the quality of future development and mobility in and around this area.

Taylor Comprehensive Plan policies require sidewalks as a part of inclusive growth –

- Policy T3: The transportation network should encourage all modes of travel including support for a future transit network.
- Policy T6: Improve the utilization of roadways that have available capacity and evaluate existing roadways for opportunities to expand or enhance alternative

modes of transportation.

The request could be detrimental to the public health, safety or welfare or injurious to other property in the area or to the City by not providing safe space for all modes of travel through the development. There are no special conditions on or around the subject property and there are many instances of railroads and truck traffic along roadways in the City. This condition makes it imperative to provide sidewalks for pedestrian safety, especially for people working in the area. There is not a defined hardship impeding sidewalk installing along RCR Parkway. The applicant had the area staked and forms set to prepare for the installation of a sidewalk, as that is what is required, and they were prepared to provide.

Staff Recommendation

For the reasons stated in the staff analysis, staff proposes denial of the sidewalk variance as requested.

Planning and Zoning Commission Recommendation

The Planning and Zoning Commission is charged with reviewing certain subdivision standards of the Land Development Code (LDC). In determining a recommendation on a variance request, the Planning and Zoning Commission members consider the following factors:

1. **That the granting of the variance will not be detrimental to the public health, safety or welfare or injurious to other property in the area or to the City in administering the Land Development Code (LDC) or Engineering Manual.**
    - The request could be detrimental to the public health, safety or welfare or injurious to other property in the area or to the City by not providing safe space for all modes of travel for those who choose to travel to or neath the development.
2. **That the granting of the variance would not substantially conflict with the Comprehensive Plan and the purposes of this LDC and Engineering Manual.**
    - The granting of the sidewalk variance conflicts with the purposes and requirements of the Comprehensive Plan policies and the requirements of the Engineering Manual.
3. **That the conditions that create the need for the variance do not generally apply to other property in the vicinity.**
    - There are no special conditions on this property on or near the property. While primary use is expected to be industrial currently, there are many instances of railroads and truck traffic along roadways in the City of Taylor. In addition, there is always the possibility of repurposing industrial areas into mixed use areas based on market conditions as has been seen in many instances across Texas and the Nation. This condition makes it imperative to provide sidewalks for pedestrian safety, especially for people working in the area and residents who live in the growing nearby subdivisions.
4. **That application of a provision of the LDC/Engineering Manual will render subdivision of the land impossible.**
    - The application of this provision will not render the subdivision of the land impossible.
5. **Where the literal enforcement of these regulations would result in an unnecessary hardship.**

- Literal enforcement of the regulations within the Engineering Manual pertaining to sidewalks does not result in unnecessary hardship.

Attachments:

a) Letter of Intent from Applicant
b) General Site Plan from Applicant
c) Location Map

December 6, 2024

City of Taylor Development Services
400 Porter Street
Taylor, Texas 76574

RE: Subdivision Variance Request – Elimination of a Sidewalk Requirement Along RCR Parkway as part of the SIP Public Infrastructure PZ 2022-1573

To whom it may concern:

RCR is requesting a variance to requirement for sidewalks to be constructed along roads located inside the RCR Taylor Industrial Park. The formal request is to eliminate constructing a sidewalk along RCR Parkway, as the roadways that it connects to are regional roads that are not planned to have sidewalks. The park is zoned as industrial with minimal pedestrian traffic and heavy industrial traffic.

Due to the nature of the methods of operation for industrial facilities inside the park and widespread rail operations, there may be certain instances where sidewalks inside the park present a safety hazard. Appendix C Subdivision Ordinance for the City of Taylor under which the park design was approved, states the following:

2.14 - Sidewalks

The subdivider is responsible to note the location of sidewalks on the plat. The homebuilder shall be responsible for constructing sidewalks adjacent to individual house lots in all residential districts and the subdivider shall be responsible for the construction of all other sidewalks including all required ADA ramps. Sidewalks shall be installed on at least one (1) side of the street, be a minimum of four (4) feet in width and be incompliance with the Americans with Disabilities Act (ADA). All sidewalks must be in compliance with specifications provided by the City Engineer.

We are requesting a variance to this code.

1. From which regulations(s) do you seek a variance(s)?
Sidewalk requirements in Appendix C-Subdivision Ordinance in the City of Taylor, Texas Code of Ordinances

2. Will the proposed variance adversely affect adjacent or nearby properties?
No, this variance will not have a negative impact. The site is situated within the Rail Park and has minimum safety requirements that it is obligated to operate under, which protects the public from any adverse impacts. It also connects to regional planned roads which do not require sidewalks.

3. Are there special conditions or circumstances to this proposed development which are peculiar to the location, structure or service which are not applicable to others?

Yes, unlike most development properties within the city limits, this property is in a rural setting that operates in an area with a limited neighboring population. It also is intended as a transportation hub for heavy rail and trucking operations.

4. **That granting of the variance is necessary for the preservation and enjoyment of a substantial property right of the applicant; and if the requested modifications(s) to the current regulations(s) were allowed, would the subdivision variance provide a means of implementing the comprehensive Plan and fulfill the spirt and intent of the code?**

Yes, the granting of the variance is required in order for the site to operate as its intended purpose of an industrial logistics park with regional traffic.

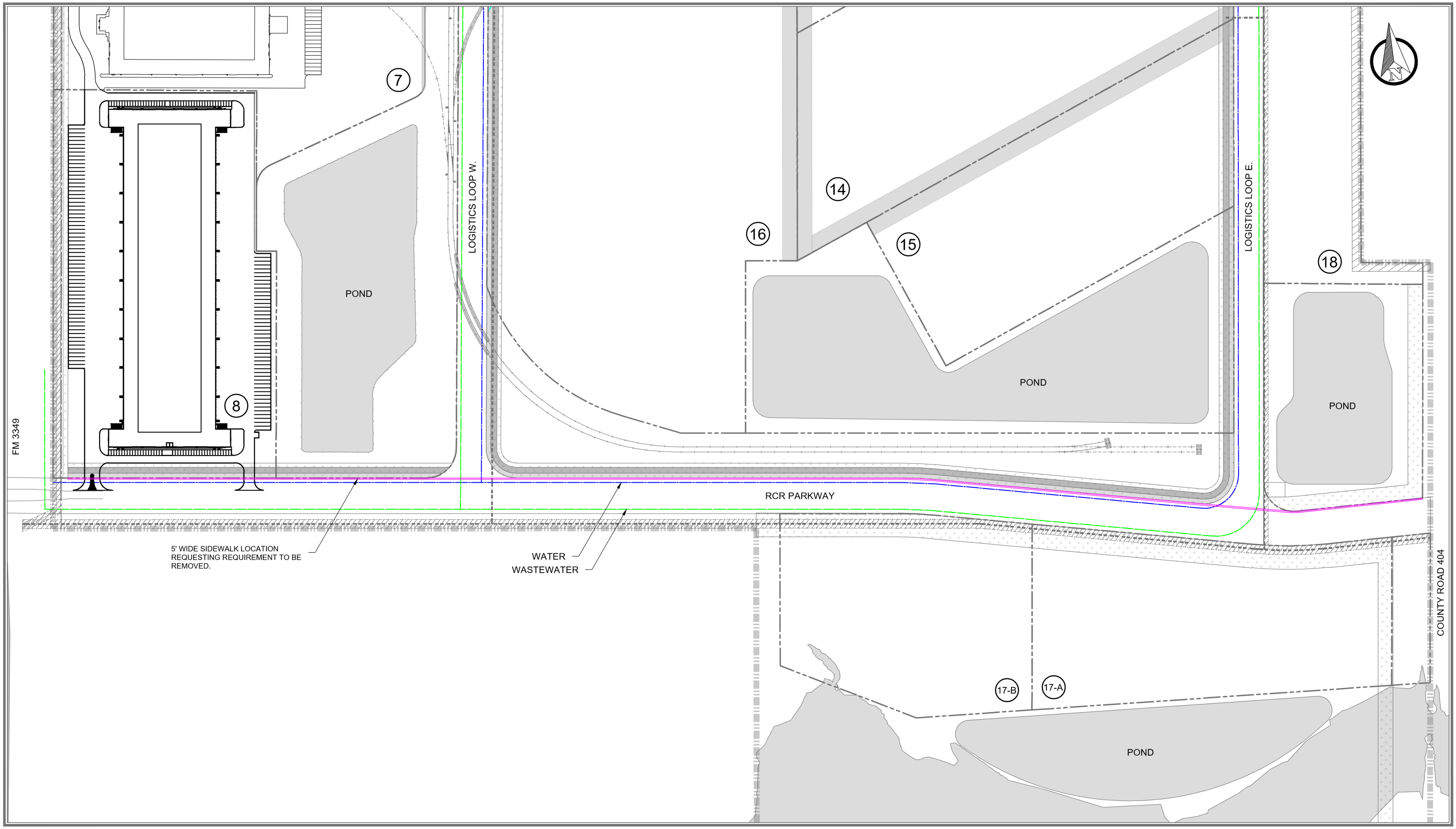
If the variance were to be granted the modification would allow the site to serve its intended purpose without disruption to the public or surrounding properties, while fulfilling the spirit and intent of the code.

Respectfully,

Richard W. Heiges

RICHARD W. HEIGES, PE/RPLS
Railroad Infrastructure & Terminal Development, LLC
RITD | Railroad Consulting | Engineering | Inspection
P.O. Box 1087 | 35505 Cooper Rd. | Brookshire, TX 77423
O: 281-392-4850 | F: 281-934-3530 | www.ritd-llc.com

RITD
RAILROAD INFRASTRUCTURE & TERMINAL DEVELOPMENT, LLC



RITD
RAILROAD INFRASTRUCTURE & TERMINAL DEVELOPMENT, LLC

35505 COOPER ROAD - P.O. BOX 1087
BROOKSHIRE, TEXAS 77423
(281) 392-4850 WWW.RITD-LLC.COM FIRM F-16264

REV.	DATE	BY	DESCRIPTION

NOT FOR CONSTRUCTION

THE DESIGN DRAWINGS DEPICTED HEREIN ARE INCOMPLETE, AND MAY NOT BE USED FOR REGULATORY APPROVAL, PERMIT OR CONSTRUCTION

DATE 10/08/24 DRAWN LO
CHECK JG APPRV'D BM

THIS DRAWING SET WAS CREATED FROM INFORMATION PROVIDED BY OTHERS AND HAS NOT BEEN VERIFIED BY FIELD MEASUREMENTS OR TOPOGRAPHICAL SURVEYS. RAILROAD INFRASTRUCTURE & TERMINAL DEVELOPMENT ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION CONTAINED IN THE DRAWING SET. USE OF ANY PORTION OF THIS DRAWING CONSTITUTES ACCEPTANCE OF THE TERMS & CONDITIONS OF RAILROAD INFRASTRUCTURE & TERMINAL DEVELOPMENT, LLC.

RITD RAILROAD INFRASTRUCTURE & TERMINAL DEVELOPMENT, LLC

LOCATION AND DESCRIPTION:
MP 148.63, AUSTIN SUBDIVISION
TAYLOR, WILLIAMSON COUNTY, TEXAS

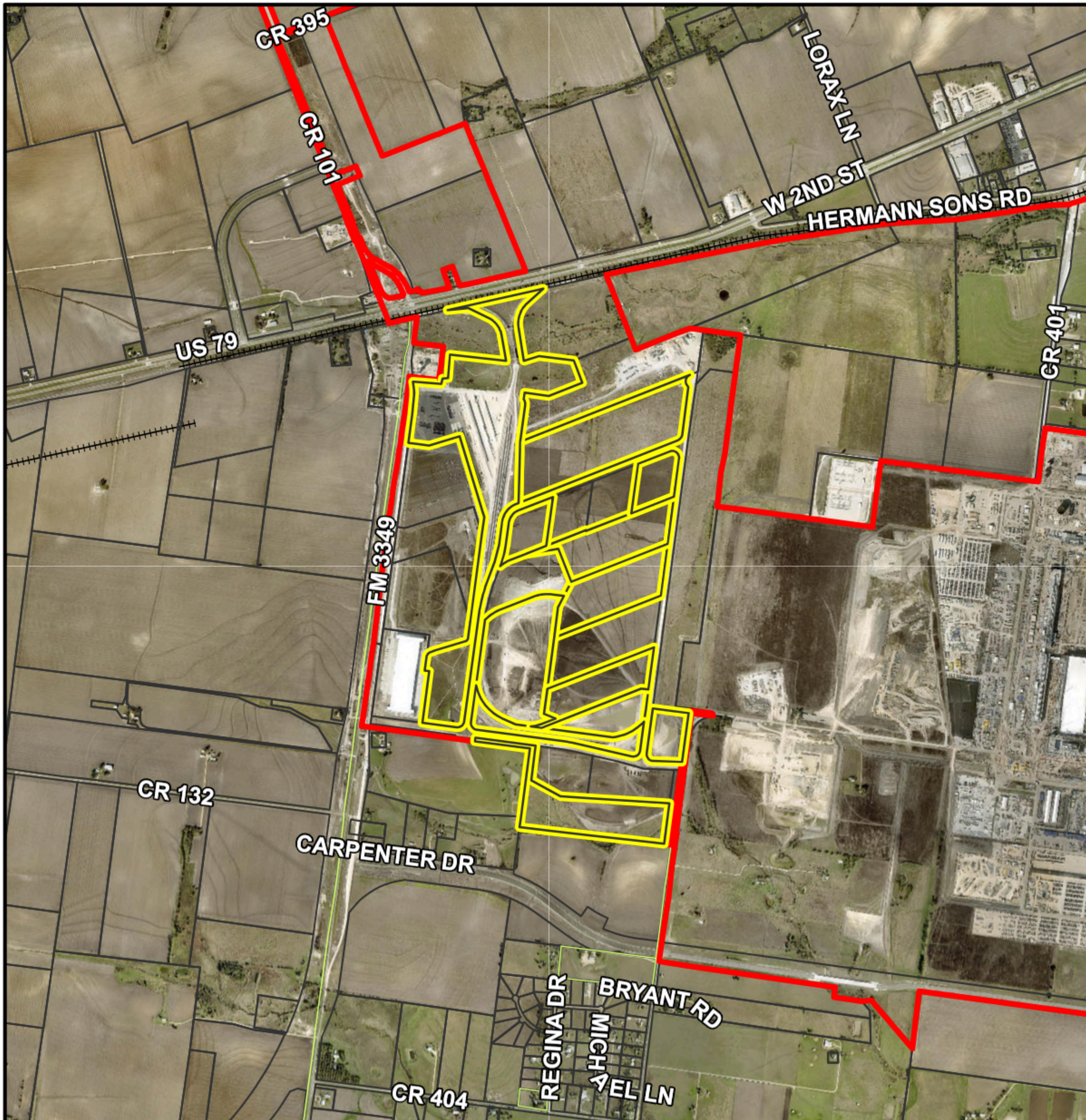
RCR TAYLOR RAIL, L.P.
TAYLOR, WILLIAMSON COUNTY, TX

EXHIBIT DRAWING
RCR TAYLOR LOGISTICS PARK
RCR PARKWAY SIDEWALK

EX-1

PROJ #:474

C:\Users\lorsak\DC\ACCDocs\RITD\474 RCR Taylor\Project Files\13-Public Roadways\B-Full Design Engineering\1-TRK\A-Concept\RCR Parkway Sidewalk.dwg * 10/8/2024 2:09 PM * Plotted by Logan Orsak



PZ-2024-2374

Generally located at 201 FM 3349
Variance
Location Map
Approximately 490.09 acres

City Limits
ETJ Boundary
Subject Property
Parcels

N
0 2,000 4,000
Feet