

Notice of Meeting of the Planning and Zoning Commission of the City of Georgetown, Texas November 21, 2023

The Georgetown Planning and Zoning Commission will meet on November 21, 2023 at 6:00 PM at Council and Court Building, 510 W. 9th Street.

The City of Georgetown is committed to compliance with the Americans with Disabilities Act (ADA). If you require assistance in participating at a public meeting due to a disability, as defined under the ADA, reasonable assistance, adaptations, or accommodations will be provided upon request. Please contact the City Secretary's Office, at least three (3) days prior to the scheduled meeting date, at (512) 930-3652 or City Hall at 808 Martin Luther King Jr. Street, Georgetown, TX 78626 for additional information; TTY users route through Relay Texas at 711.

Agenda Notice

Public Wishing to Address an Advisory Board

On a subject that is posted on this agenda: Please fill out a speaker registration form which can be found on the table at the entrance to the meeting room. Clearly print your name and the letter of the item on which you wish to speak and present it to the Board Liaison prior to the start of the meeting. You will be called forward to speak when the Board considers that item. Only persons who have delivered the speaker form prior to the meeting being called to order may speak. Speakers will be allowed up to three minutes to speak. If you wish to speak for six minutes, it is permissible to use another requestor's granted time to speak. No more than six minutes for a speaker may be granted. The requestor granting time to another speaker must also submit a form and be present at the meeting.

On a subject not posted on the agenda: A request must be received by the Advisory Board or Commission Liaison prior to the day the agenda for this meeting is posted. Each speaker will be given three minutes to address the Board or Commission members. No action can be taken at this meeting.

Call to Order

Pledge of Allegiance

Comments from the Chair

Announcements

Action from Executive Session

Statutory Consent Agenda

The Statutory Consent Agenda includes non-controversial and routine items that may be acted upon with one single vote. An item may be pulled from the Consent Agenda in order that it be discussed and acted upon individually as part of the Regular Session.

1.A Meeting Minutes

Consideration and possible action to approve the minutes from the November 7, 2023 regular meeting of the Planning and Zoning Commission -- Erica Metress, Planning Specialist

Regular Session

2.A 2023-14-REZ GISD ES12 AND MS5

Public Hearing and possible action on a request for a Zoning Map Amendment to rezone 64.82 acres of land out of the W. Stubblefield Survey No. 2, Abstract No. 556, from the Agriculture (AG) zoning district to the Public Facility (PF) zoning district, for the property generally located near the intersection of Patriot Way and State Highway 130, generally south of East View High School (2023-14-REZ) -- Colin Davidson, Planner

2.B 2023-10-WAV Evangeline Lane

Public Hearing and possible action on a Subdivision Variance to waive the requirement of minimum lot width and street frontage of 25 feet pursuant to Section 6.02.010.B.2 of the Unified Development Code, for the property generally located north of County Road 107 along a private road called Evangeline Lane, bearing the legal description of 31.32 acres out of the John McQueen Survey, Abstract No 426, conveyed from FAST J-V Inc to James P Baldwin recorded in Vol. 2211 Pg. 201 of the Official Public Records of Williamson County. (2023-10-WAV) --Travis Baird, Assistant Planning Director

2.C Future Mobility Plan Recommendation

Public Hearing and possible recommendation on a Comprehensive Plan Amendment to amend Section 1.12.030 of the City Code of Ordinances revising the Functional transportation plan -- Lua Saluone, Transportation Manager

2.D 2023-3-CPA Future Land Use Update

Public Hearing and possible action on a Comprehensive Plan Amendment to amend Section 1.12.010 of the City Code of Ordinances revising the Future Land Use section of the Comprehensive Plan (2023-3-CPA) -- Ryan Clark, AICP, Senior Planner

2.E 2023 Sidewalk Master Plan Recommendation

Presentation, discussion, and possible recommendation to Council of adoption of the Sidewalk Master Plan -- Lua Saluone, Transportation Manager

2.F Discussion Items

Updates, Commissioner questions, and announcements -- Travis Baird, Assistant Planning Director-Current Planning

Executive Session

In compliance with the Open Meetings Act, Chapter 551, Texas Government Code, Vernon's Codes, Annotated, the items listed below will be discussed in closed session and are subject to action in the regular session.

Adjournment

Certificate of Posting

I, Robyn Densmore, City Secretary for the City of Georgetown, Texas, do hereby certify that this Notice of Meeting was posted at City Hall, 808 Martin Luther King Jr. Street, Georgetown, TX 78626, a place readily accessible to the general public as required by law, on the _____ day of _____, 2023, at _____, and remained so posted for at least 72 continuous hours preceding the scheduled time of said meeting.

Robyn Densmore, City Secretary

City of Georgetown, Texas
Planning and Zoning Commission
November 21, 2023

SUBJECT:

Meeting Minutes

SUGGESTED ACTION:

Consideration and possible action to approve the minutes from the November 7, 2023 regular meeting of the Planning and Zoning Commission -- Erica Metress, Planning Specialist

ITEM SUMMARY:

FINANCIAL IMPACT:

SUBMITTED BY:

Erica Metress, Planning Department

ATTACHMENTS:

[11.07.23 P&Z Minutes Final.pdf](#)

**Minutes of the
Planning and Zoning Commission
City of Georgetown, Texas
Tuesday, November 7, 2023**

The Georgetown Planning and Zoning Commission met on Tuesday, November 7, 2023 at 6:00 PM at Council and Court Building, 510 W. 9th Street.

The City of Georgetown is committed to compliance with the Americans with Disabilities Act (ADA). If you require assistance in participating at a public meeting due to a disability, as defined under the ADA, reasonable assistance, adaptations, or accommodations will be provided upon request. Please contact the City Secretary's Office, at least three (3) days prior to the scheduled meeting date, at (512) 930-3652 or City Hall at 808 Martin Luther King, Jr Street for additional information; TTY users route through Relay Texas at 711.

The following Members were in attendance:

Present were: Doug Noble, Scott A Allen, Chere Heintzmann, Michael L Price, Stephen F Dickey, Pierce P Macguire, Lance A Morgan, Michael D Charles, Shelley G G Rodocker

Agenda Notice

[This is a revised agenda. Items were added and corrected for clarification purposes.](#)

Public Wishing to Address an Advisory Board

On a subject that is posted on this agenda: Please fill out a speaker registra on form which can be found on the table at the entrance to the mee ng room. Clearly print your name and the le er of the item on which you wish to speak and present it to the Board Liaison prior to the start of the mee ng. You will be called forward to speak when the Board considers that item. Only persons who have delivered the speaker form prior to the mee ng being called to order may speak. Speakers will be allowed up to three minutes to speak. If you wish to speak for six minutes, it is permissible to use another requestor's granted me to speak. No more than six minutes for a speaker may be granted. The requestor gran ng me to another speaker must also submit a form and be present at the meeting.

On a subject not posted on the agenda: A request must be received by the Advisory Board or Commission Liaison prior to the day the agenda for this mee ng is posted. Each speaker will be given three minutes to address the Board or Commission members. No action can be taken at this meeting.

Call to Order

Pledge of Allegiance

Comments from the Chair

Announcements

Action from Executive Session

1. Statutory Consent Agenda

The Statutory Consent Agenda includes non-controversial and routine items that may be acted upon with one single vote. An item may be pulled from the Consent Agenda in order that it be discussed and acted upon individually as part of the Regular Session.

1.A Meeting Minutes

Consideration and possible action to approve the minutes from the October 17, 2023 regular meeting of the Planning and Zoning Commission -- Jessica Lemanski, Associate Planner

Moved by Scott A Allen; seconded by Chere Heintzmann to Approve .

Motion Approved: 7- 0

Voting For: Doug Noble, Scott A Allen, Chere Heintzmann, Michael L Price, Stephen F Dickey, Pierce P Macguire, Lance A Morgan

Voting Against: None

2. Regular Session

2.A UDC Executive Text Amendment, Fence Height in Old Town

Public Hearing and possible action on a proposed Executive Text Amendment to amend Section 8.070.040 Residential Fences of the Unified Development Code (UDC) relating to the maximum allowable height for fences located in a front yard side setback abutting a local or collector-level street in the Old Town Overlay District -- Maddison O'Kelley, Preservation and Redevelopment Manager

Maddison O'Kelley presented the staff report.

Commissioner Heintzman asked if any fence in Old Town that exceeds the height of 6 feet and 8 feet would be grandfathered in.

O'Kelley responded that this Amendment would not impact side and privacy fences where 6 feet and 8 feet allowances are acceptable. O'Kelley noted that this Amendment is specific only to fences in front and side street yards and that any existing fence that exceeds 3 feet is legally non-conforming.

Commissioner Heintzman asked about the penalty for any fence that is legally non-conforming.

O'Kelley established that there is no penalty for fences that are legally non-conforming. O'Kelley communicated that the Amendment is intended to address applications where homeowners request to construct fences that are 4 feet tall within front and side street yards and must present the request to the Historic and Architectural Review Commission for a more subjective and high level of review.

Sofia Nelson, Planning Director, approaches the podium to address the Commission and established that if the fence exists today and is legally non-conforming then there is no penalty. Nelson elaborated that if the regulation is in place and someone chooses to set up a fence that is not consistent with the regulations then they need to go to the Historic and Architectural Review Commission or code enforcement will take place.

Commissioner Heintzman asked about the regulation of fences around pools.

O'Kelley affirmed that there is a minimum height for fences around pools. O'Kelley noted that if there is conflicting requirements between the Unified Development Code and the builder then the applicant has a design choice to make which is to relocate the pool and fence outside of the front yard or side setback so it can be up to the height, or the applicant can proceed with a request of a fence that is taller, requiring the Historic and Architectural Review Commission's approval.

Chair Dickey opened and closed the public hearing with no speakers coming forth.

Moved by Chere Heintzmann; seconded by Michael L Price to Approve .

Motion Approved: 7- 0

Voting For: Doug Noble, Scott A Allen, Chere Heintzmann, Michael L Price, Stephen F Dickey, Pierce P Macguire, Lance A Morgan

Voting Against: None

2.B [2023-10-SUP - Riverplace East Multifamily Development](#)

Public Hearing and possible action on a request for a Special Use Permit for a Multifamily, Attached in the (MU-DT) Mixed-Use Downtown zoning district on the property located at 109 W. 2nd Street, bearing the legal description of 3.07 acres, being Lot 1 and Part of Lot 8, of Block 2, City of Georgetown and Lot 1, Block 1, Riverplace Georgetown Subdivision, 1.475 Acres (2023-10-SUP) -- Maddison O'Kelley, Preservation and Redevelopment Manager

Maddison O'Kelley presented the staff report.

Commissioner Heintzman asked if the applicant presented an alternate parking plan in lieu of construction of all required parking spaces on site.

O'Kelley established that an alternative parking plan will not be required and noted that the 13 spaces on the parking lot, 6 spaces under the garages of building 5, and the existing parking spaces meets the minimum requirement.

Austin Pfiester, Applicant, approached the podium to address the Commission and noted that building 1 has 2 flats on the first floor and a flat on the second floor, building 2 has 3 flats, and building 3 has 3 flats.

Commissioner Heintzman asked if the building has two stories and questioned the garages.

Pfiester established that there are two stories and that building 5 has a short set of stairs to the garages.

Chair Dickey opened and closed the public hearing with no speakers coming forth.

Moved by Doug Noble; seconded by Pierce P Macguire to Approve .

Motion Approved: 7- 0

Voting For: Doug Noble, Scott A Allen, Chere Heintzmann, Michael L Price, Stephen F Dickey, Pierce P Macguire, Lance A Morgan

Voting Against: None

2.C [Future Mobility Plan Overview](#)

Presentation and discussion regarding the Future Mobility Plan (FMP) -- Lua Saluone, Transportation Manager, and Nat Waggoner, Transportation Planner

Nat Waggoner, Transportation Planner, presented the staff report.

Commissioner Allen asked if the Future Mobility Plan will address center medians or get the Williams Drive study implemented.

Waggoner established that the Future Mobility Plan will maintain Williams Drive as an arterial road with improvements like raised medians, creation of turn lanes at intersections, and dedicated rights and dedicated lefts. Waggoner noted that the design improvement on Williams Drive will be complete in the springtime and construction may begin in the summer.

Waggoner continued to present the staff report.

Commissioner Allen asked if Lakeway Drive will be a 4-lane road.

Waggoner established that the modeling suggests Lakeway Drive as a 4-lane road, but there is no schedule for the expansion.

Waggoner continued to present the staff report.

Commissioner Price asked if the southwest portion of Georgetown will be included in the Future Mobility Plan.

Waggoner explained that Rockride Lane and Sam Houston Avenue is currently under engineering design with the expectation of the start of construction late next year.

Waggoner noted that projects that are near construction won't be on the list in the presentation.

Waggoner continued to present the staff report.

Commissioner Morgan asked for the objective measurements on an arterial road and collector road.

Waggoner established that the criteria are based on existing traffic volumes, future traffic volumes, and levels of service which can be found in Chapter 4 of the draft plan.

Waggoner continued to present the staff report.

Chair Dickey inquired about Sam Houston Avenue.

Lua Saluone, Transportation Manager, approached the podium to address the Commission and noted that the plan is that Sam Houston Avenue will be an elevated highway.

Commissioner Heintzman asked if the projects in the presentation are approved and budgeted.

Waggoner explained that the presentation included a drafted list of projects and that there is no approved funding except for a couple of projects with some funding in design such as FM 971.

Discussion of the drafted list of projects.

Waggoner continued to present the staff report.

Chair Dickey requested Waggoner's contact information.

No action was taken by the Commission on this item.

2.D [2023-11-WAV Monument Oaks](#)

Public Hearing and possible action on a Subdivision Variance, for the property located at CR 289, Georgetown, Texas 78610, Williamson County Parcel ID No. R620664 and R620665, bearing the legal description of a 10.07 acre and a 26.22 acre tract of land located in the T.W. Medcalf Survey, Abstract No. 412, Williamson County, Texas. (2023-11-WAV) -- Caleb Fuhrer, Asst. Systems Engineering Director

Caleb Fuhrer, Assistant Systems Engineering Director, presented the staff report.

Chair Dickey asked for the intention of the waiver.

Fuhrer established that the applicant does not want to plat and dedicate, with the plat, the right of way.

Chair Dickey opened the public hearing.

Melodie Durst, 201 Marbella Way, approached the podium to address the Commission and commented that she does not live in the city of Georgetown or ETJ. Durst noted that her neighborhood has one entrance and exit and that the proposed road represented by a red and pink line in the presentation is far from the entrance and exit of her neighborhood. Durst commented that adding 1200 or 1500 homes in the area may impact it negatively due to the level of density. Durst established that she is concerned about connecting Ronald W Reagan Boulevard and FM 3405 due to the dangerous conditions and traffic on those roads. Durst believed that it is a bad public policy and safety decision if the two major roadways are connected.

Marvin Ragsdale, 1830 County Road 289, approached the podium to address the Commission and asked if the nearby parcels that lead to the Monument Oaks property would be removed if this subdivision variance is approved. Ragsdale commented that one of those parcels belongs to him.

Chair Dickey acknowledged the question and deferred Ragsdale to staff post meeting to assist in answering his question.

Chair Dickey closed the public hearing.

Commissioner Allen sought clarification on if a variance would be required upon the adoption of the Overall Transportation Plan in the first half of 2024.

Fuhrer established that is correct and the adoption of the Future Mobility Plan that is effective in December will not require a variance.

Commissioner Allen asked if that means the Commission can wait and reassess the subdivision variance next month.

Fuhrer established that is correct.

Dan Addante, Owner, approached the podium to address the Commission and established that Ronald Reagan is a county road and that their plans are to cross over 289. Addante request that 289 be removed from the plans due to the fact that it is not feasible to connect.

Moved by Scott A Allen; seconded by Chere Heintzmann to Deny .

Chair Dickey asked for the reason of the motion.

Commissioner Allen commented on the appropriateness of the timeline of the Overall Transportation Plan. Commissioner Allen believed that some questions asked tonight are not clear. Commissioner Allen believed that when the city and county are aligned the Commission can better assess the request.

Discussion on the timing of the variance and Overall Transportation Plan adoption process.

Motion Failed: 3- 4

Voting For: Doug Noble, Scott A Allen, Chere Heintzmann

Voting Against: Michael L Price, Stephen F Dickey, Pierce P Macguire, Lance A Morgan

Moved by Michael L Price; seconded by Pierce P Macguire to Approve in accordance with the Unified Development Code section 3.22.060 approval criteria 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 this Code, that the granting of the variance would not substantially conflict with the Comprehensive Plan and the purposes of this Code, that the conditions that create the need for the variance do not generally apply to other property in the vicinity, and where literal enforcement of these regulations would result in an unnecessary hardship.

Motion Failed: 4- 3

Voting For: Michael L Price, Stephen F Dickey, Pierce P Macguire, Lance A Morgan

Voting Against: Doug Noble, Scott A Allen, Chere Heintzmann

2.E **Discussion Items**

Updates, Commissioner questions, and announcements -- Travis Baird, Assistant Planning Director

Travis Baird approached the podium to address the Commission and noted that the Future Land Use Map update will be held at the November 21st P&Z Meeting.

Baird updated the commissioners on recent cases they have heard that have gone to City Council.

3. Executive Session

In compliance with the Open Meetings Act, Chapter 551, Texas Government Code, Vernon's Codes, Annotated, the items listed below will be discussed in closed session and are subject to action in the regular session.

Adjournment

These minutes were approved at the meeting of _____

Chair

Attest

City of Georgetown, Texas
Planning and Zoning Commission
November 21, 2023

SUBJECT:

2023-14-REZ GISD ES12 AND MS5

SUGGESTED ACTION:

Public Hearing and possible action on a request for a Zoning Map Amendment to rezone 64.82 acres of land out of the W. Stubblefield Survey No. 2, Abstract No. 556, from the Agriculture (AG) zoning district to the Public Facility (PF) zoning district, for the property generally located near the intersection of Patriot Way and State Highway 130, generally south of East View High School (2023-14-REZ) -- Colin Davidson, Planner

ITEM SUMMARY:

Overview of Applicant's Request:

The applicant is requesting a rezone from Agriculture (AG) to Public Facility (PF) in order for Georgetown ISD to construct an Elementary School as well as a Middle School.

Staff's Analysis:

Staff has reviewed the request in accordance with the Unified Development Code (UDC) and other applicable codes. Staff has determined that the proposed request meets 5 of the 5 criteria established in UDC Section 3.06.030 for a Zoning Map amendment, as outlined in the attached Staff Report.

Public Comments:

As required by the Unified Development Code (UDC), all property owners and registered neighborhood associations within 300-feet of the subject property were notified of the request 7 notices mailed, a legal notice advertising the public hearing was placed in the Sun Newspaper, November 5th, 2023 publication, and 2 signs were posted on-site. As of the publication date of this report, staff has received 0 written comments in favor and 0 in opposition of the request.

FINANCIAL IMPACT:

SUBMITTED BY:

Courtney Hanson, Planning Department

ATTACHMENTS:

[2023-14-REZ - Presentation.pdf](#)

[2023-14-REZ_Staff Report.pdf](#)

[Exhibit 1 - Location Map.pdf](#)

[Exhibit 2 - Future Land Use Map.pdf](#)

[Exhibit 3 - Zoning Map.pdf](#)

[Exhibit 4 - Design and development standards of the Public Facilities District.pdf](#)

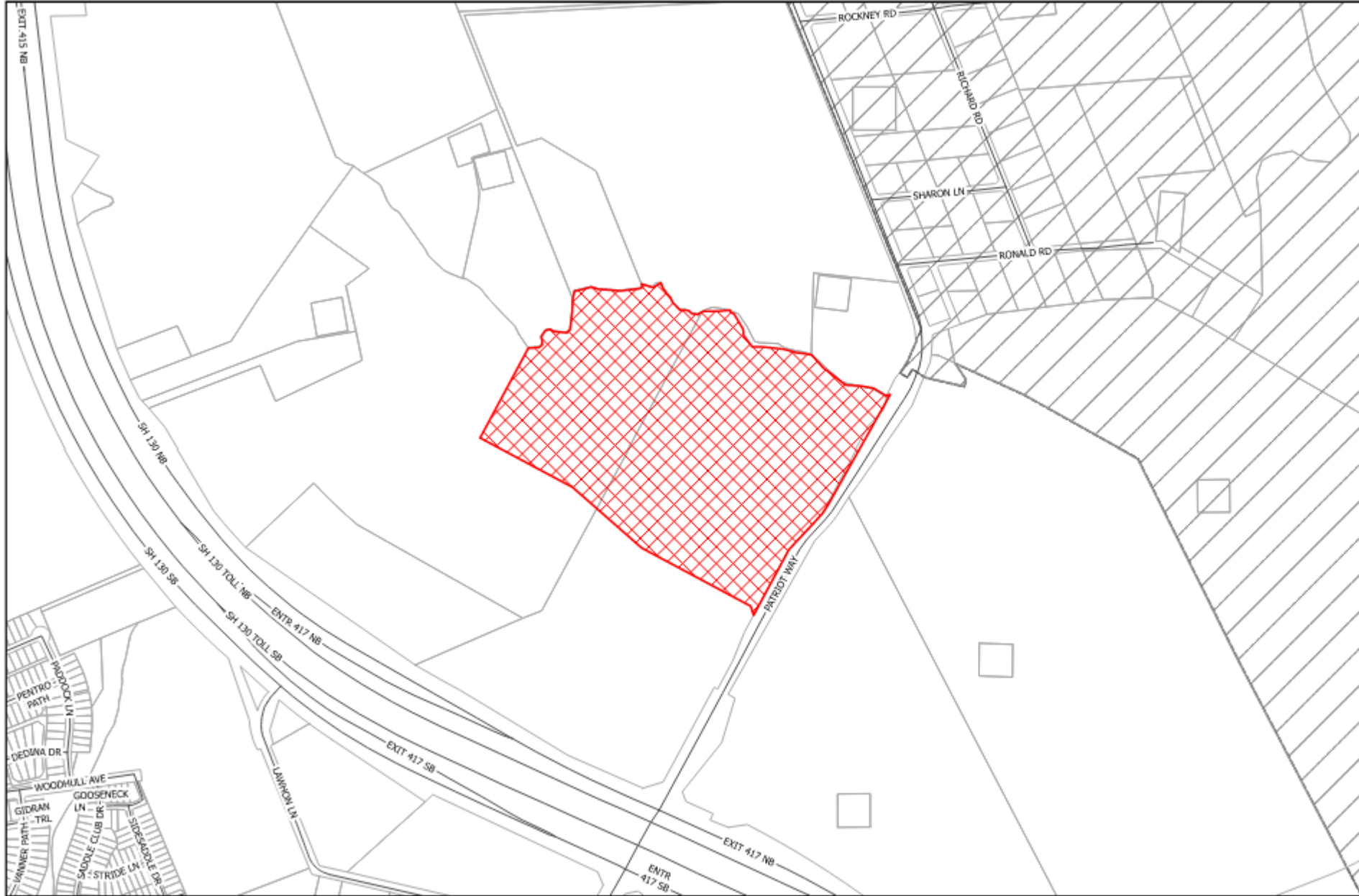
GISD Elementary and Middle School Site 2023-14-REZ

November 21, 2023 | Planning & Zoning Commission

Item Under Consideration

2023-14-REZ

- Public Hearing and possible action on a request for a Zoning Map Amendment to rezone 64.82 acres of land out of the W. Stubblefield Survey No. 2, Abstract No. 556, from the Agriculture (AG) zoning district to the Public Facility (PF) zoning district, for the property generally located near the intersection of Patriot Way and State Highway 130, generally south of East View High School. (2023-14-REZ). - Colin Davidson, Planner



LOCATION

2023-14-REZ

Exhibit #1

-  Site
-  Parcels
-  City Limits
-  Georgetown ETJ

N





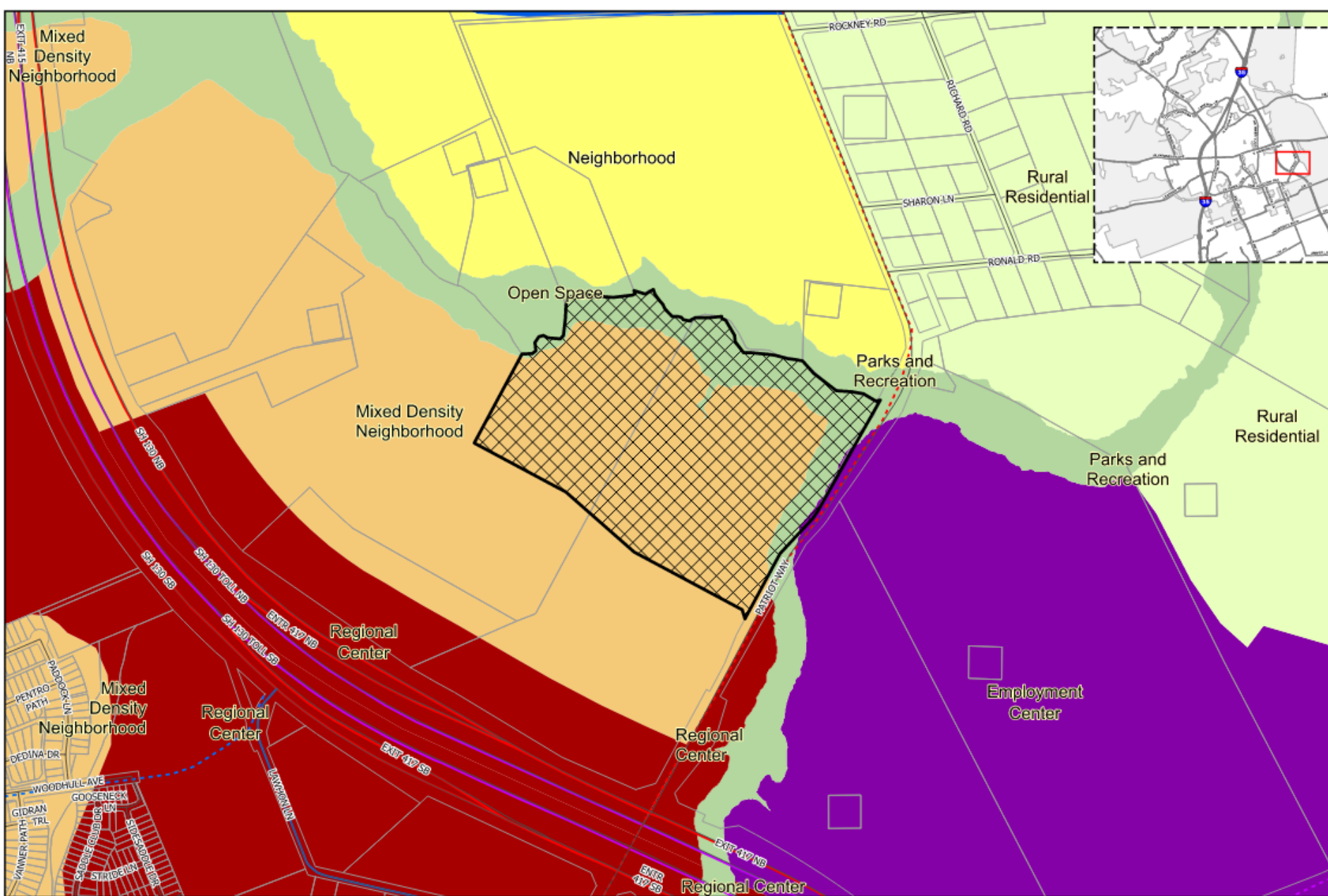
AERIAL

2023-14-REZ

-  Site
-  City Limits
-  Georgetown ETJ



0 0.13 0.25
Miles



FUTURE LAND USE/ OVERALL TRANSPORTATION PLAN

2023-14-REZ

Exhibit #2

Site

Parcels

City Limits

Georgetown ETJ

Future Land Use

Community Center

Employment Center

Institutional

Mining

Mixed Density Neighborhood

Neighborhood

Open Space

Parks and Recreation

Regional Center

Rural Residential

Special Area

Thoroughfare

Existing Freeway

Existing Major Arterial

Existing Minor Arterial

Existing Collector

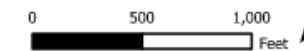
Proposed Freeway

Proposed Major Arterial

Proposed Minor Arterial

Proposed Collector

Proposed Rail



Mixed Density Neighborhood (MDN)

- Provides for a variety of housing types within a traditional neighborhood
 - Duplexes, townhomes, quadplexes, or potentially moderate density multi-family
 - Compatibility between housing types can be achieved through development standards like lot size, setbacks, and building design
 - Transitions of land uses and connectivity to neighborhood serving commercial is encouraged
- **DUA:** 5.1-14.0
 - **Target Ratio:** 80% residential, 20% nonresidential
 - **Primary Use:** Variety of single-family home types (detached, duplex, townhome)
 - **Secondary Uses:** Limited neighborhood-serving retail, office, institutional, and civic uses



Public Facilities (PF)

- Location for government, public, and semi-public uses
- May include schools, public parks, hospitals, airports, government offices, and churches
- Does not include industrial or storage yards
- Some uses allowed are high intensity
- Subject to non-residential design standards

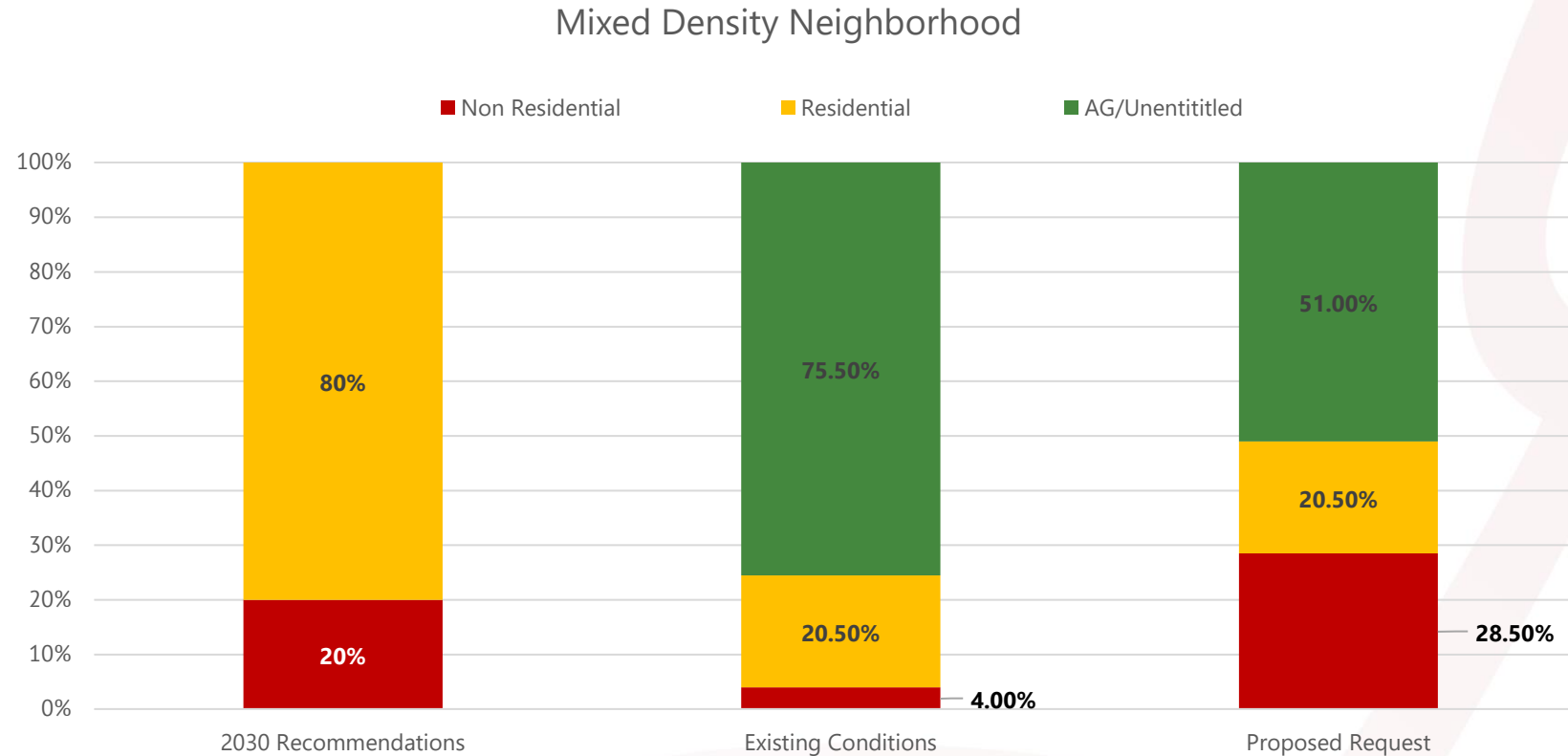
Dimensional Standards

- Max building height = 45'
- Front setback = 25'
- Side setback = 5'
- Rear setback = 0'
- Side Setback to Residential = 15'
- Rear Setback to Residential = 25'
- 15' bufferyard when adjacent to residential

Approval Criteria – UDC Section 3.06.030

| Criteria for Rezoning | Complies | Partially Complies | Does Not Comply |
|--|----------|--------------------|-----------------|
| The application is complete and the information contained within the application is sufficient and correct enough to allow adequate review and final action; | X | | |
| The zoning change is consistent with the Comprehensive Plan; | X | | |
| The zoning change promotes the health, safety or general welfare of the City and the safe orderly, and healthful development of the City; | X | | |

Land Use Ratios – Mixed Density Neighborhood



Total Area:
226.15 acres
100%

Area of Subject Property:
64.81 acres
28.6%

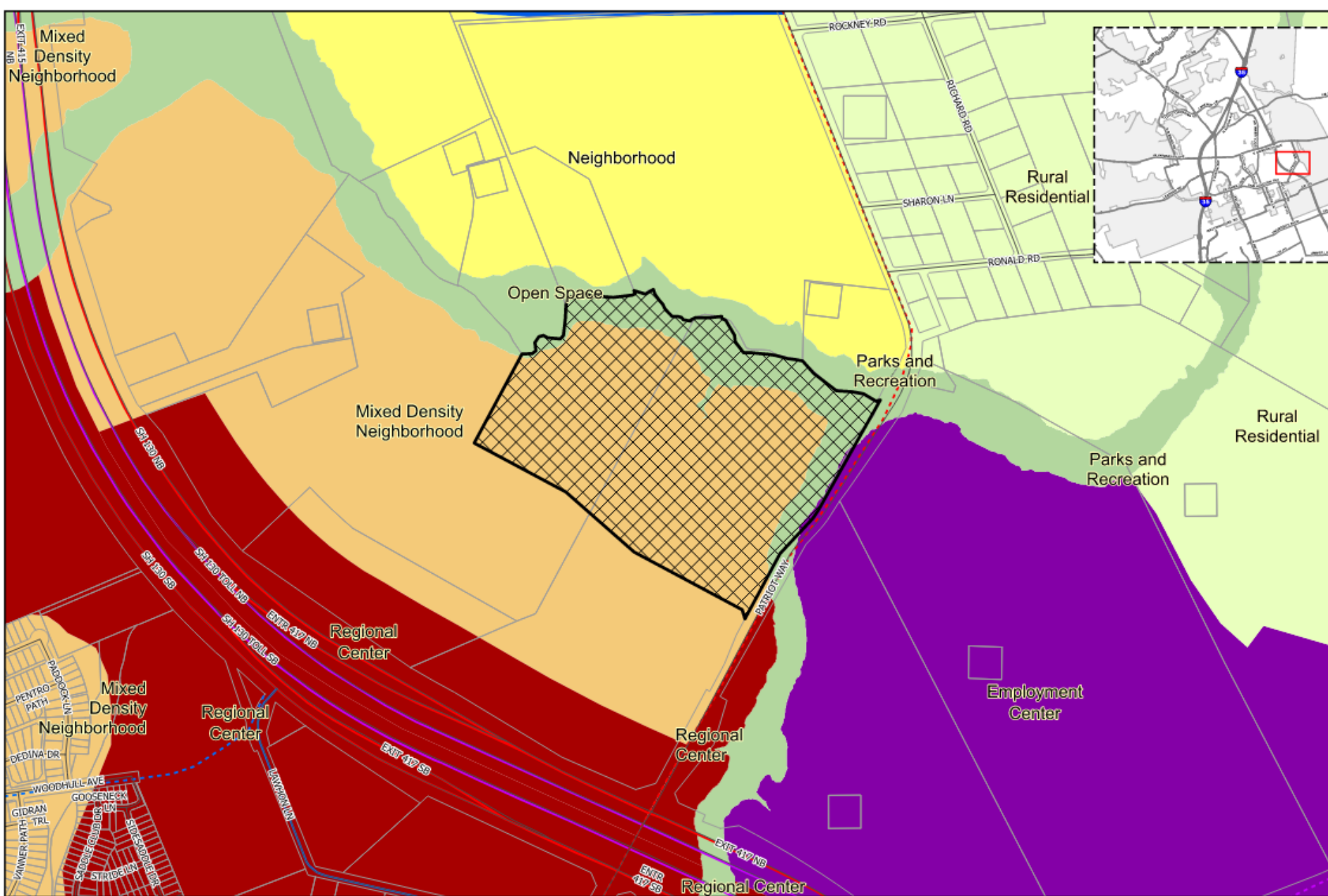
AG/Unentitled:
115.4 acres
28.5%

Land Use Policies & Goals

- Land Use Policy #13: Promote development decisions that serve the need of our interlocal government partners.
- Goal 7: Provide high quality infrastructure
- Goal 8: Land Use that enables Partnerships

Approval Criteria – UDC Section 3.06.030

| Criteria for Rezoning | Complies | Partially Complies | Does Not Comply |
|--|----------|--------------------|-----------------|
| The application is complete and the information contained within the application is sufficient and correct enough to allow adequate review and final action; | X | | |
| The zoning change is consistent with the Comprehensive Plan; | X | | |
| The zoning change promotes the health, safety or general welfare of the City and the safe orderly, and healthful development of the City; | X | | |



FUTURE LAND USE/ OVERALL TRANSPORTATION PLAN

2023-14-REZ

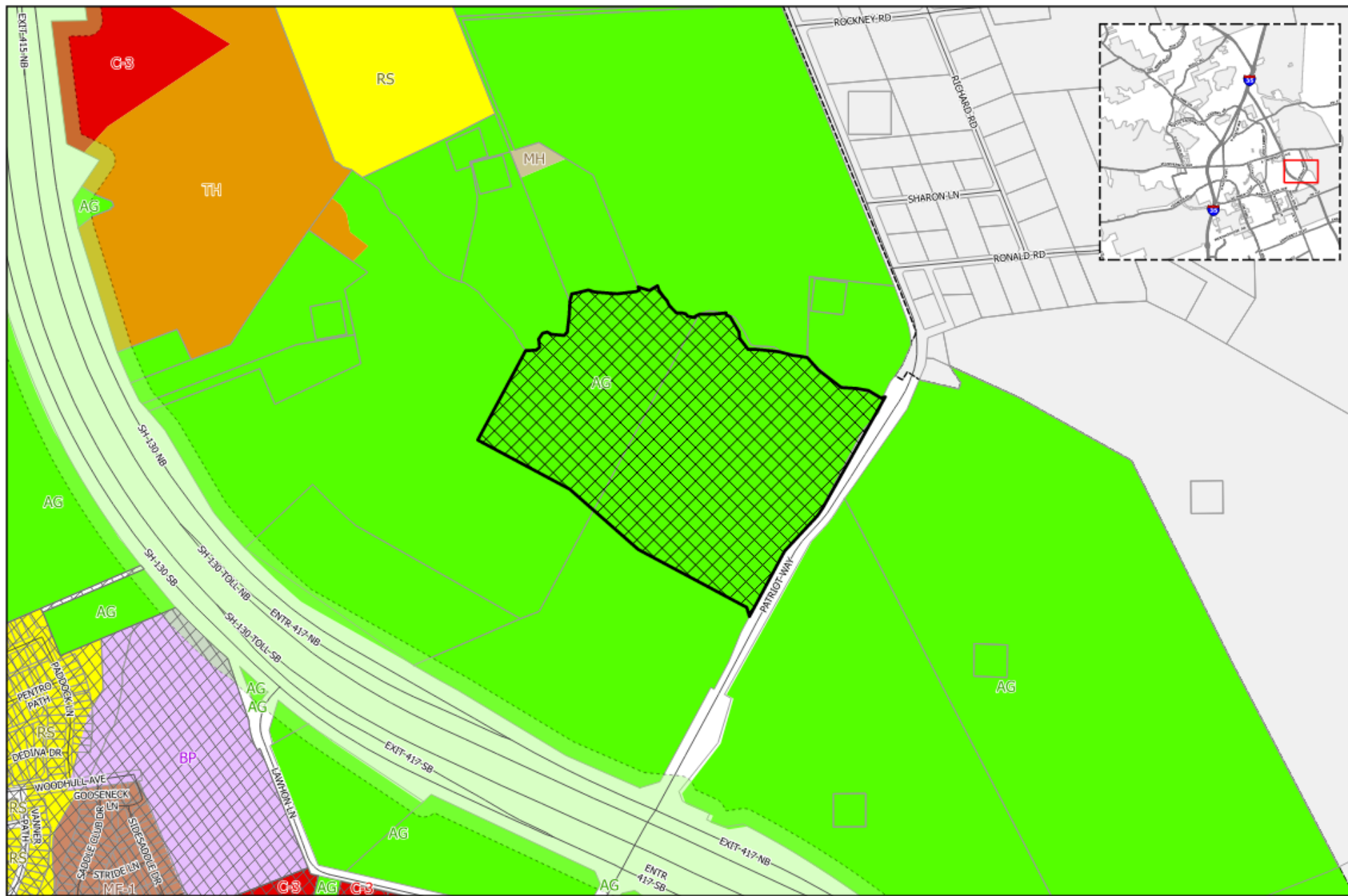
Exhibit #2

- Site
- Parcels
- City Limits
- Georgetown ETJ
- Future Land Use**
 - Community Center
 - Employment Center
 - Institutional
 - Mining
 - Mixed Density Neighborhood
 - Neighborhood
 - Open Space
 - Parks and Recreation
 - Regional Center
 - Rural Residential
 - Special Area
- Thoroughfare**
 - Existing Freeway
 - Existing Major Arterial
 - Existing Minor Arterial
 - Existing Collector
 - Proposed Freeway
 - Proposed Major Arterial
 - Proposed Minor Arterial
 - Proposed Collector
 - Proposed Rail



Approval Criteria – UDC Section 3.06.030

| Criteria for Rezoning | Complies | Partially Complies | Does Not Comply |
|--|----------|--------------------|-----------------|
| The zoning change is compatible with the present zoning and conforming uses of nearby property and with the character of the neighborhood; and | X | | |
| The property to be rezoned is suitable for uses permitted by the district that would be applied by the proposed amendment. | X | | |



ZONING

2023-14-REZ

Exhibit #3

- Site
 - PUD
 - City Limits
 - Courthouse View Overlay
 - Old Town Overlay
 - Historic Overlay
 - Downtown Overlay
 - SPO Overlay
 - Gateway Overlay
 - Parcels
 - Georgetown ETJ
- Zoning**
- AG - Agriculture
 - BP - Business Park
 - C-1 - Local Commercial
 - C-3 - General Commercial
 - CN - Neighborhood Commercial
 - IN - Industrial
 - MF-1 - Low-Density Multi-family
 - MF-2 - High-Density Multi-family
 - MH - Manufactured Housing
 - MU-DT - Mixed-Use Downtown
 - OF - Office
 - PF - Public Facility
 - RE - Residential Estate
 - RL - Residential Low-Density
 - RS - Residential Single-Family
 - TF - Two-Family
 - TH - Townhouse



Public Notifications

- 8 property owners within the 300' buffer
- Notice in Sun News on November 5, 2023
- 2 Signs posted on the property
- To date, staff has received:
 - 0 written comments IN FAVOR
 - 0 written comments OPPOSED



Summary

- Public Hearing and possible action on a request for a Zoning Map Amendment to rezone 64.82 acres of land out of the W. Stubblefield Survey No. 2, Abstract No. 556, from the Agriculture (AG) zoning district to the Public Facility (PF) zoning district, for the property generally located near the intersection of Patriot Way and State Highway 130, generally south of East View High School. (2023-14-REZ). - Colin Davidson, Planner
- Per UDC Section 3.06.020.E, the Planning and Zoning Commission shall hold a Public Hearing... and make a recommendation to the City Council.

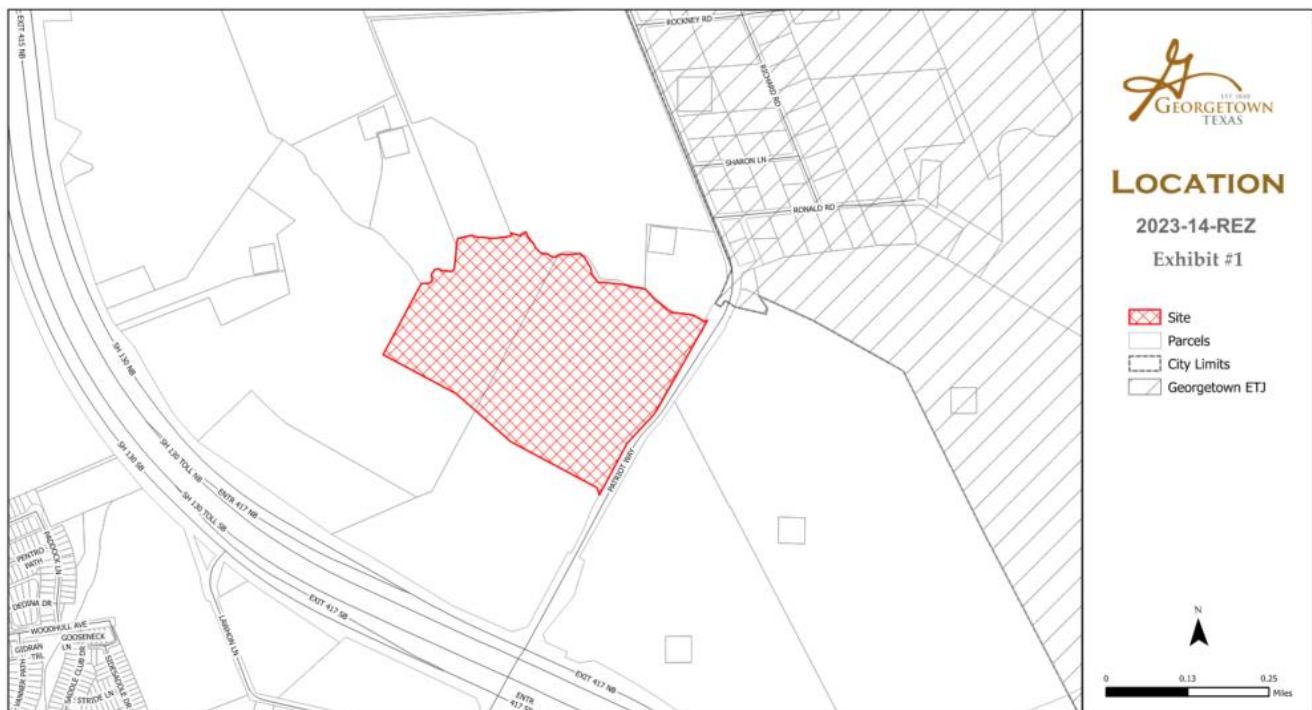


Planning and Zoning Commission Planning Department Staff Report

Report Date: November 17th, 2023
Case No: 2023-14-REZ
Project Planner: Colin Davidson, Planner

Item Details

Project Name: Georgetown ISD Elementary and Middle School
Project Location: Generally located at the intersection of State Highway 130 and Patriot Way, within City Council district No. Seven.
Total Acreage: 64.82 acres
Legal Description: 64.82 acres of land out of the W. Stubbfield Survey No. 2, Abstract No. 556.
Applicant: Vision 360, c/o Brian Birdwell
Property Owner: Eastview Property – Georgetown II, LP, c/o Ed Horne
Request: Zoning Map Amendment to rezone the subject property from **Agriculture (AG)** to **Public Facility (PF)**.
Case History: This is the first public hearing of this request.



Planning Department Staff Report

Overview of Applicant's Request

Georgetown ISD is seeking a rezoning of the subject property from Agriculture (AG) to Public Facility (PF) in order construct both an elementary and middle school.

Site Information

Location:

The subject property is located northeast of the intersection of State Highway 130 and Patriot Way, south of the existing East View High School. The subject site is currently undeveloped.

Physical and Natural Features:

The subject site is currently undeveloped with large clusters of trees occupying the site. A small creek runs along the northeastern boundary of the site contributing to the 100-year floodplain. There is a gradual rise in elevation starting at the creek and working its way to the southwestern boundary, where it continues to increase passed the subject property.

Future Land Use and Zoning Designations:

The subject property has primarily a Mixed Density Neighborhood Future Land Use Designation with a small portion designated as Open Space and is currently zoned Agriculture (AG).

Surrounding Properties:

The area surrounding the subject site is largely undeveloped. East View High School sits north of the subject site with an undeveloped tract separating the two. Northwest of the subject site is another undeveloped tract. Patriot Way borders the subject site on the southeast side, separating it from another undeveloped tract of land. Immediately south of the subject site lies an undeveloped tract of land bordered by State Highway 130 and its intersection with Patriot Way. A mixed-use development featuring both residential property and a commercial center is planned for the area southeast of the intersection of SH 130 and Highway 29. The project has already been rezoned and is now in the platting stage.

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

| DIRECTION | ZONING DISTRICT | FUTURE LAND USE | EXISTING USE |
|-----------|-----------------------|--|--------------------------------------|
| North | Agriculture (AG) | Neighborhood, Open Space | Undeveloped, Residential Subdivision |
| East | Agriculture (AG), ETJ | Employment Center, Regional Center, Open Space | Undeveloped |
| South | Agriculture (AG) | Regional Center | Undeveloped |
| West | Agriculture (AG) | Mixed Density Neighborhood | Undeveloped |



Property History:

The subject property was first annexed into the City of Georgetown in 2006 with a base zoning district of Agriculture (AG). The property has never been developed and this is the first rezoning request.

Comprehensive Plan Guidance

Future Land Use Map:

The property is located in the Mixed Density Neighborhood Future Land Use area. The comprehensive plan calls this area out as a place for a blend of single-family and medium-family housing types with an emphasis on connectivity and access to neighborhood amenities including schools and parks. The target ratio for this Land Use area is 80% residential and 20% non-residential. Primary uses for this future land use designation are a variety of single-family housing types and secondary uses are limited to neighborhood serving retail, office, institutional, and civic uses. The comprehensive plan states that any nonresidential uses in the MDN should be located primarily at arterials and other major roadway intersections and shall include appropriate buffering and pedestrian orientation to support the surrounding residents.

Utilities

The subject property is located within the Johnah SUD for water service. Additionally, it is located within the Oncor service area for electric. It is anticipated that there is adequate capacity to serve the subject property at this time. A Utility Evaluation may be required at time of subdivision plat to determine capacity and any necessary utility improvements.

Transportation

Patriot Way, currently a major collector, will provide access to the subject site. The City's 2035 Transportation Plan classifies Patriot Way as a major arterial. Arterial streets provide traffic movement through and between different areas within the city and access to adjacent land uses. Access is more controllable because driveway spacing requirements are much greater and, if safety dictates, overall access can be limited to specific turning movements. Major Arterials connect major traffic generators and land use concentrations and serve much larger traffic volumes over greater distances.

Traffic Impact Fees (TIF) will be required at time of Site Development Plan for any development that generates more than two thousand (2,000) average daily trips based upon the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual.

Proposed Zoning District

The Public Facilities (PF) zoning district is intended to provide a location for government and other public or quasi-public facility operations. These may include schools, public parks, hospitals, airports, government offices, churches, and other related uses, but would not include industrial facilities or storage yards. Some uses allowed in this district might generate heavy traffic volumes and high-intensity operations. The PF district shall contain uses that are allowed in both residential and non-residential districts and is subject to non-residential design and landscaping standards for compatibility with nearby or adjacent residential uses.

Permitted uses in this district include, but are not limited to, emergency services station, government/post office, library, hospital, and utilities. Other uses such as schools, community centers, churches, restaurants, and event facilities are permitted subject to specific design limitations to ensure compatibility with the surrounding properties. Certain land uses including group homes with more than 16 residents, orphanage, psychiatric hospital, and major event entertainment, may be permitted subject to approval of a Special Use Permit (SUP). Exhibit 4 contains a comprehensive list of PF district permitted uses and development standards.

Intergovernmental and Interdepartmental Review

The proposed rezoning request was reviewed by all applicable City Departments to determine the appropriateness of the requested zoning on the subject property. No comments were issued regarding the zoning request.

Planning Department Staff Report

Approval Criteria

Staff has reviewed the proposed rezoning request and has found that it complies with 5 of the 5 criteria established in UDC Section 3.06.030 for a Zoning Map Amendment, as outlined below:

| ZONING MAP AMENDMENT (REZONING) APPROVAL CRITERIA | |
|---|-----------------|
| 1. The application is complete and the information contained within the application is sufficient and correct enough to allow adequate review and final action. | Complies |
| An application must provide the necessary information to review and make a knowledgeable decision in order for staff to schedule an application for consideration by the Planning and Zoning Commission and City Council. This application was reviewed by staff and deemed to be complete. | |
| 2. The zoning change is consistent with the Comprehensive Plan. | Complies |
| <p>A majority of the subject property is located in a Mixed Density Neighborhood Future Land Use (FLU) area with a small portion along the eastern and southern side of the tract being designating as Open Space. The Comprehensive Plan describes the Mixed Density Neighborhood as an area designated for a blend of single-family and medium-density housing types with an emphasis on connectivity and access to neighborhood amenities such as schools and parks. Civic uses, such as schools, are called out as a secondary use for this area. The target ratio for the Mixed-Density Neighborhood area is 80% residential and 20% nonresidential.</p> <p>The area surrounding the subject site is largely undeveloped. The majority of this MDN area is zoned as Agriculture (AG) with a portion to the north being zoned Two-Family (TF) and General Commercial (C-3). This MDN spans the area between the northeastern boundary of the subject site and SH 130 to the southwest, aside from a strip of Regional Center immediately adjacent to SH 130. Moving from southeast to northwest, the MDN occupies the area between Patriot Way and Rock Dove Lane, east of SH 130. The below chart displays how the proposed rezone would impact the target ratios for the area. Nonresidential uses would increase to 28% past the targeted 20% for the area. However, the area immediately north of the MDN has a mix of housing types providing some additional residential uses for the larger area, outside of the MDN. Further, it is preferential that civic uses be located in the MDN as opposed to the adjacent regional center to the southwest due to the fact that these residential services will be closer to homes and that land in the regional center is preserved for more appropriate uses. This makes the proposed site an ideal location for a school and other civic uses.</p> | |

| ZONING MAP AMENDMENT (REZONING) APPROVAL CRITERIA | | | | | | | | | | | | | | | | | |
|---|-----------------|-------------|-----------------|-------------|---------------|----------------------|-----|-----|----|---------------------|-------|--------|--------|------------------|--------|--------|--------|
| <div><p>Mixed Density Neighborhood</p><table><tr><th>Category</th><th>Non Residential</th><th>Residential</th><th>AG/Unentitled</th></tr><tr><td>2030 Recommendations</td><td>20%</td><td>80%</td><td>0%</td></tr><tr><td>Existing Conditions</td><td>4.00%</td><td>20.50%</td><td>75.50%</td></tr><tr><td>Proposed Request</td><td>28.50%</td><td>20.50%</td><td>51.00%</td></tr></table></div> | | Category | Non Residential | Residential | AG/Unentitled | 2030 Recommendations | 20% | 80% | 0% | Existing Conditions | 4.00% | 20.50% | 75.50% | Proposed Request | 28.50% | 20.50% | 51.00% |
| Category | Non Residential | Residential | AG/Unentitled | | | | | | | | | | | | | | |
| 2030 Recommendations | 20% | 80% | 0% | | | | | | | | | | | | | | |
| Existing Conditions | 4.00% | 20.50% | 75.50% | | | | | | | | | | | | | | |
| Proposed Request | 28.50% | 20.50% | 51.00% | | | | | | | | | | | | | | |
| <p>This rezoning also accomplishes Land Use Policy 13 as it serves the needs of our interlocal government partner, Georgetown ISD. Additionally, this aids goal 7 (High Quality Infrastructure) and goal 8 (Land Use that Enables Partnerships) of the Comprehensive Plan by actively partnering with GISD to leverage resources and provide necessary, high-quality infrastructure and community facilities.</p> | | | | | | | | | | | | | | | | | |
| <p>3. The zoning change promotes the health, safety, or general welfare of the City and the safe orderly, and healthful development of the City.</p> | <p>Complies</p> | | | | | | | | | | | | | | | | |
| <p>The proposed zoning change would promote the health, safety, and general welfare of the City by providing an area for essential services such as hospitals, schools, government facilities and other needed uses that accomplish the goal of healthful development. The area around the subject site is intended to develop with a majority of residential uses. The proximity of schools and other civic uses to residential development is preferred as it allows safer access for pedestrians and provides alternative options aside from cars to reach the school. Schools are allowed by right in the RS zoning district, but often require a slightly more intense zoning district to allow for adjusted standards such as height and increased buffers. The rezoning ensures an area for proper public facilities is set aside to aid in the surrounding neighborhoods development while also ensuring the mix of uses is developed properly.</p> | | | | | | | | | | | | | | | | | |
| <p>4. The zoning change is compatible with the present zoning and conforming uses of nearby property and with the character of the neighborhood.</p> | <p>Complies</p> | | | | | | | | | | | | | | | | |
| <p>Currently, the surrounding area is largely undeveloped. A mix of residential and some commercial uses are planned for the areas north of the property and East View High School is located</p> | | | | | | | | | | | | | | | | | |

Planning Department Staff Report

ZONING MAP AMENDMENT (REZONING) APPROVAL CRITERIA

northwest of the property. The area is made up of the following zoning districts: Single-Family (SF), Townhome (TH), General Commercial (C-3), Public Facility (PF), and Agriculture (AG). Restricting the subject site to the Public Facility (PF) zoning district will ensure that the area is limited to the allowable uses set out in the UDC which are compatible with both residential and commercial uses. The district's height limit of 45' provides a nice intermediate step between the General Commercial district's height limit of 60' and the 35' height maximum found in the Residential Single-Family district.

| | |
|--|-----------------|
| 5. The property to be rezoned is suitable for uses permitted by the District that would be applied by the proposed amendment. | Complies |
|--|-----------------|

Overall, the property is suitable for the uses permitted by the Public Facility (PF) district. Patriot Way will provide significant access to the site for the intended use. Approximately 21% of the subject site is located in Zone A of the FEMA flood zone, commonly referred to as the 100-year flood plain. Water and wastewater lines will need to be extended to the property.

Meetings Schedule

11/14/2023 – Planning and Zoning Commission

12/12/2023 – City Council First Reading of the Ordinance

1/9/2023 – City Council Second Reading of the Ordinance

Public Notification

As required by the Unified Development Code, all property owners and registered neighborhood associations within a 300-foot radius of the subject property were notified of the Zoning Map Amendment request (8 notices), a legal notice advertising the public hearing was placed in the Sun Newspaper (newspaper edition date) and signs were posted on-site. To date, staff has received 0 written comments in favor, and 0 in opposition to the request (Exhibit 6).

Attachments

Exhibit 1 – Location Map

Exhibit 2 – Future Land Use Map

Exhibit 3 – Zoning Map

Exhibit 4 – Design and development standards of the Public Facilities District

Exhibit 5 – Letter of Intent

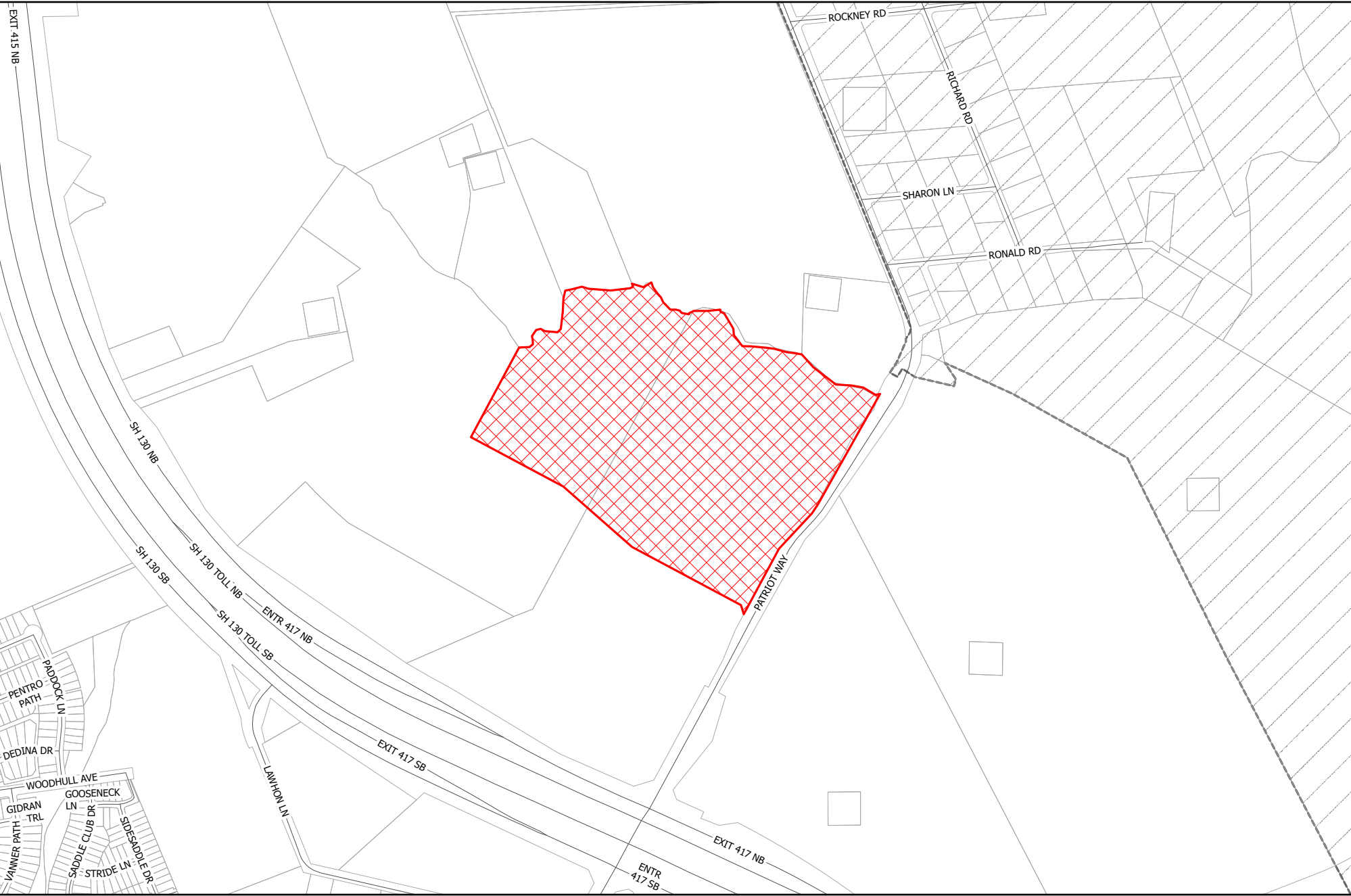
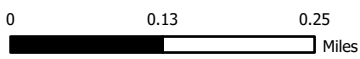


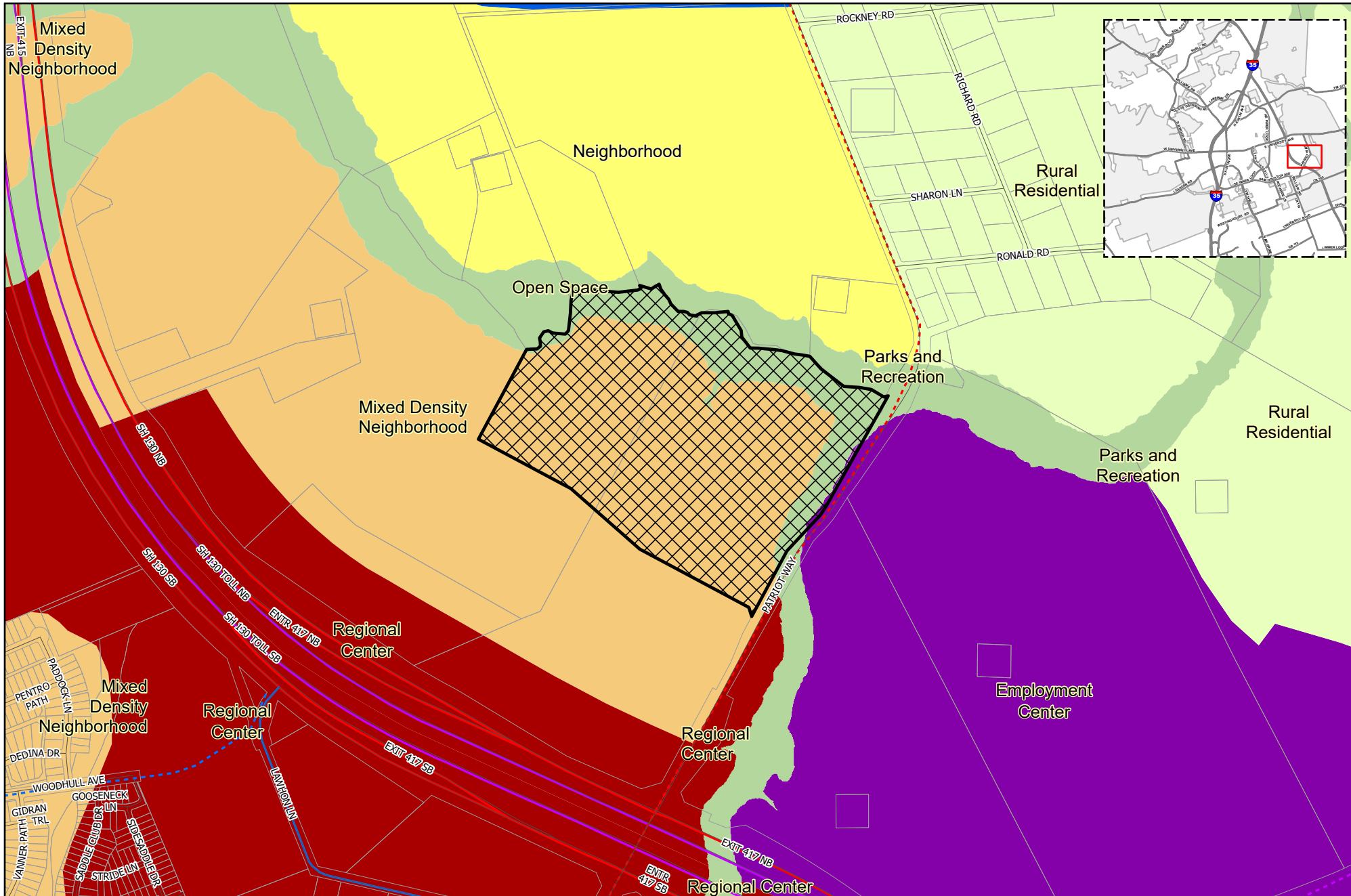
LOCATION

2023-14-REZ

Exhibit #1

-  Site
-  Parcels
-  City Limits
-  Georgetown ETJ



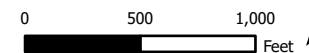


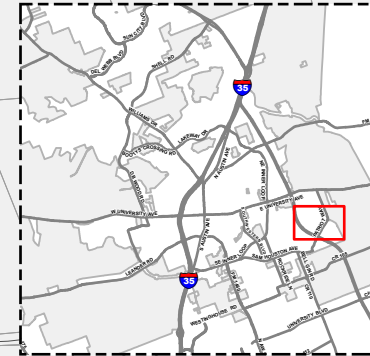
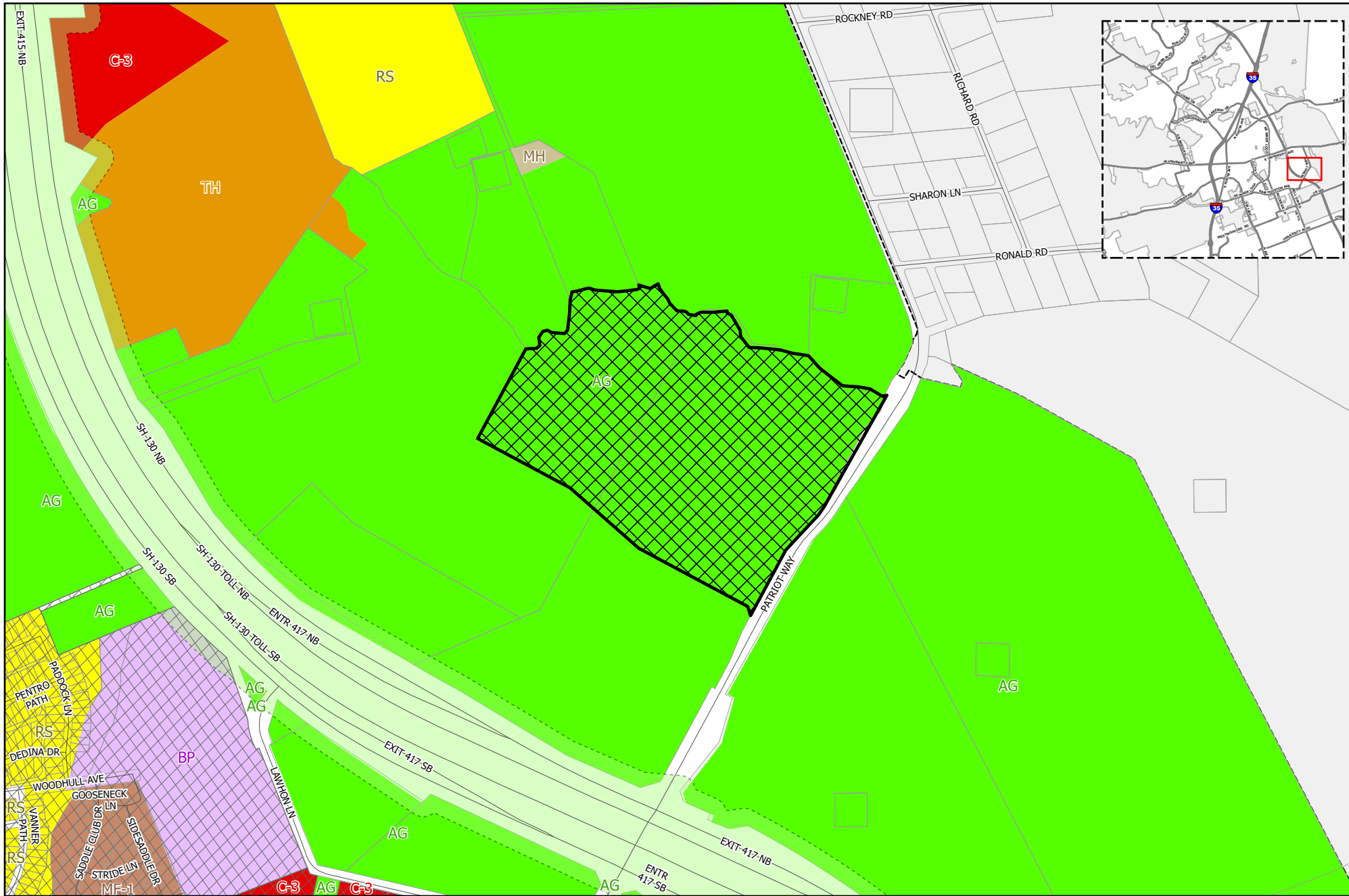
FUTURE LAND USE/ OVERALL TRANSPORTATION PLAN

2023-14-REZ

Exhibit #2

- Site
- Parcels
- City Limits
- Georgetown ETJ
- Future Land Use**
 - Community Center
 - Employment Center
 - Institutional
 - Mining
 - Mixed Density Neighborhood
 - Neighborhood
 - Open Space
 - Parks and Recreation
 - Regional Center
 - Rural Residential
 - Special Area
- Thoroughfare**
 - Existing Freeway
 - Existing Major Arterial
 - Existing Minor Arterial
 - Existing Collector
 - Proposed Freeway
 - Proposed Major Arterial
 - Proposed Minor Arterial
 - Proposed Collector
 - Proposed Rail





ZONING

2023-14-REZ

Exhibit #3

- Site
- PUD
- City Limits
- Courthouse View Overlay
- Old Town Overlay
- Historic Overlay
- Downtown Overlay
- SPO Overlay
- Gateway Overlay
- Parcels
- Georgetown ETJ

Zoning

- AG - Agriculture
- BP - Business Park
- C-1 - Local Commercial
- C-3 - General Commercial
- CN - Neighborhood Commercial
- IN - Industrial
- MF-1 - Low-Density Multi-family
- MF-2 - High-Density Multi-family
- MH - Manufactured Housing
- MU-DT - Mixed-Use Downtown
- OF - Office
- PF - Public Facility
- RE - Residential Estate
- RL - Residential Low-Density
- RS - Residential Single-Family
- TF - Two-Family
- TH - Townhouse





Public Facility



| | |
|-----------------------------|--|
| Residential Uses | Sec. 5.02.010 |
| Special Use Permit Required | Group Home (16 residents or more), Orphanage |

| | |
|-----------------------------|---|
| Civic Uses | Sec. 5.03.010 |
| Permitted by Right | Emergency Services Station, Government or Postal Office, Library or Museum, Social Service Facility, Hospital, Nature Preserve or Community Garden |
| Permitted with Limitations | School (Elementary, Middle, High, College or University, Boarding, Business or Trade), Activity Center (Youth or Senior), Animal Shelter, Community Center, Religious Assembly Facilities (Inc. with Columbaria), Public Park (Neighborhood or Regional), Golf Course |
| Special Use Permit Required | Correctional Facility, Psychiatric Hospital, Substance Abuse Treatment Facility, Cemetery, Columbaria, Mausoleum or Memorial Park, |

| | |
|-----------------------------|---|
| Commercial Uses | Sec. 5.04.010 |
| Permitted with Limitations | Restaurant (General), Event Facility, Athletic Facility (Indoor or Outdoor) |
| Special Use Permit Required | Major Event Entertainment |

| | |
|--|---|
| Transportation & Utility Uses | Sec. 5.05.010 |
| Permitted by Right | Bus Barn, Parking Lot (off-site), Park-n-Ride Facility, Transit Passenger Terminal, Utility Services (Minor, Intermediate, Major) |
| Permitted with Limitations | Heliport, Wireless Transmission Facility (40' or less) |
| Special Use Permit Required | Airport, Wireless Transmission Facility (over 40') |

| | |
|----------------------------|---|
| Temporary Uses | Sec. 5.08.010 |
| Permitted with Limitations | Seasonal Product Sales, Farmer's Market, Temporary and Transient Mobile or Outdoor Food Vendor, Business Offices, Concrete Products, Construction Field Office, Construction Staging (off-site), Parking Lot, Portable Classrooms |

| | |
|--------------------------------------|-------------------------------|
| Outdoor Display & Storage | Sec. 5.09.020 |
| Permitted | Outdoor Storage (Limited) |

***Dimensional Standards on the back**

The full UDC document can be found online at udc.georgetown.org. More information on all uses and any applicable limitations can be found in UDC Chapter 5. Definitions of all uses can be found in UDC Chapter 16.
planning@georgetown.org | (512) 930-3575

| Dimensional Standards: Sec. 7.02.020 | Feet |
|---|-------------|
| Minimum Lot Width | 50 |
| Minimum Lot Size | - |
| Front/street setback | 25 |
| Side Setback | 5 |
| Side setback to residential or an existing SF home in the ETJ that is platted or planned for residential use on the FLU Map | 15 |
| Rear Setback | 0 |
| Rear Setback to residential or an existing SF home in the ETJ that is platted or planned for residential use on the FLU Map | 25 |
| Maximum Building Height | 45 |
| Maximum Impervious Cover - Sec. 11.02 | 70% |
| Dimensional Interpretations and Exceptions – Sec. 7.02.030 | - |
| Bufferyard: UDC Sec. 8.04.06 a) Medium level – 15 ft wide planting area; One shade tree, two evergreen ornamental trees and eight evergreen shrubs per each 50 linear feet | - |
| Landscaping: UDC Sec. 8.01 | - |
| Tree Preservation and Protection – Sec. 8.02 | - |

The full UDC document can be found online at udc.georgetown.org. More information on all uses and any applicable limitations can be found in UDC Chapter 5. Definitions of all uses can be found in UDC Chapter 16.

planning@georgetown.org | (512) 930-3575

Ms. Sofia Nelson
City of Georgetown
Submittal
Planning Department
809 Martin Luther King Jr. Drive Georgetown, TX 78626

Via Electronic

Re: Application for Re-zoning

Dear Ms. Nelson:

As representative of the owner of the Property, we respectfully submit the attached application for re-zoning approximately 64.82 acres of land located on the northwest side of Patriot Way, approximately 1,500 ft east of SH 130. The property is currently zoned Agricultural (AG). We are requesting the property be re-zoned to Public Facility (PF) so an elementary and a middle school can be constructed by Georgetown ISD. An overall map is attached to this letter to outline the proposed zoning.

The Future Land Use Designation for this property is Mixed Density Neighborhood and Open Space (in the floodplain).

The proposed zoning change from AG to PF seems consistent with the Comprehensive Plan because schools will be necessary to serve the Mixed Density Neighborhood land uses in the surrounding areas in the Future Land Use Plan.

The property is well situated to be served by infrastructure. Roadway access will be from a proposed collector road connecting to Patriot Way. The property has approximately 1,400 linear feet of frontage on Patriot Way. Water will be provided by Jonah SUD. Jonah has stated that there is adequate water supply to serve the schools with the developer extending off-site water lines to the site to serve the project. Wastewater service will be provided by the City of Georgetown. GISD has been in communication with the City and all parties are in agreement on a regional wastewater system to serve the property which is currently in design.

This zoning change request meets the following criteria of Section 3.06.030 and Section 3.06.050 of the Georgetown UDC:

- All requested information has been submitted to make the application complete and the information contained within the application is sufficient and correct enough to allow adequate review and final action;
- The zoning change is consistent with the Comprehensive Plan for the reasons outlined above;
- The zoning change promotes the health, safety or general welfare of the City and the safe orderly, and healthful development of the City by providing new schools to serve the growing population of this portion of the City;
- The zoning change is compatible with the present zoning and conforming uses of nearby property and with the character of the neighborhood because it supports residential zoning in the area and adds an elementary and middle school to the region that already has East View High School; and
- The property to be rezoned is suitable for uses permitted by the district that would be applied by the proposed amendment because it is consistent with the Comprehensive Plan.

If you have any questions or would like additional information regarding this re-zoning request, please don't hesitate to contact me.

Best regards,

A handwritten signature in blue ink, appearing to read "B. Birdwell". The signature is stylized with a large, looped "B" and a cursive "Birdwell".

Brian Birdwell

City of Georgetown, Texas
Planning and Zoning Commission
November 21, 2023

SUBJECT:

2023-10-WAV Evangeline Lane

SUGGESTED ACTION:

Public Hearing and possible action on a Subdivision Variance to waive the requirement of minimum lot width and street frontage of 25 feet pursuant to Section 6.02.010.B.2 of the Unified Development Code, for the property generally located north of County Road 107 along a private road called Evangeline Lane, bearing the legal description of 31.32 acres out of the John McQueen Survey, Abstract No 426, conveyed from FAST J-V Inc to James P Baldwin recorded in Vol. 2211 Pg. 201 of the Official Public Records of Williamson County. (2023-10-WAV) --Travis Baird, Assistant Planning Director

ITEM SUMMARY:

Overview of Applicant's Request:

The applicant has created an approximately 20 lot residential subdivision along a private road, named Evangeline Lane, north of CR 107 in the southeast portion of the City of Georgetown's ETJ. This subdivision, consisting of lots between 1 and just over 6 acres in size, has been effected through metes and bounds descriptions only, and no plat has been approved or filed. The applicant is requesting that the requirements to plat the subdivision under the unified development Code be waived so that the lots can be certified as compliant with Code by City staff and septic permits be issued to allow the various lots to be developed with homes.

Staff's Analysis:

Staff's analysis is that the applicant's request for the variance Does Not Comply with 5 of the 5 criteria of the required UDC Section. The granting of the applicant's request undermines the ability of the City and County to effectively manage development within the immediate area and the ETJ, and to ensure the even application of the regulation and necessary aspects of the purpose of their respective Code's including public health, welfare, and safety. Furthermore, the applicant's stated and specific purpose in pursuing the variance, to eliminate the requirement for platting the properties, would not ultimately be achieved through this request. Granting of this variance would eliminate the application of the requirement in Chapter 6.02.010, but platting is ultimately required for any and all properties which do not meet one of the exemptions under UDC 3.08.020. The Evangeline Estates properties, as a whole and as examined thus far, do not meet any of these exemptions.

Within the UDC, and under the Local Government Code, there is no other method to exempt a tract or tract(s) from subdivision.

Public Comments:

As required by the Unified Development Code, all property owners within a 300-foot radius of the subject property were notified of the Subdivision Variance request 38 notices, a legal notice advertising the public hearing was placed in the Sun Newspaper, November 5th, 2023 publication and 1 sign was posted on-site. To date, staff has received 4 written comments in favor, and 1* in opposition to the request (Exhibit 4).

FINANCIAL IMPACT:

SUBMITTED BY:

Courtney Hanson, Planning Department

ATTACHMENTS:

[2010-WAV STAFF REPORT.pdf](#)

[Presentation 2023-10-WAV.pdf](#)

[Exhibit 1- Location Map.pdf](#)

[Exhibit 2-Letter of Intent.pdf](#)

[Exhibit 3-Conceptual Plan.pdf](#)

[Exhibit 4-Wilco Comments.pdf](#)

[Exhibit 5- Public Comment.pdf](#)

Planning and Zoning Commission Planning Department Staff Report

Report Date: November 17, 2023
Case No: 2023-10-WAV
Project Planner: Travis Baird, Assistant Planning Director-Current Planning

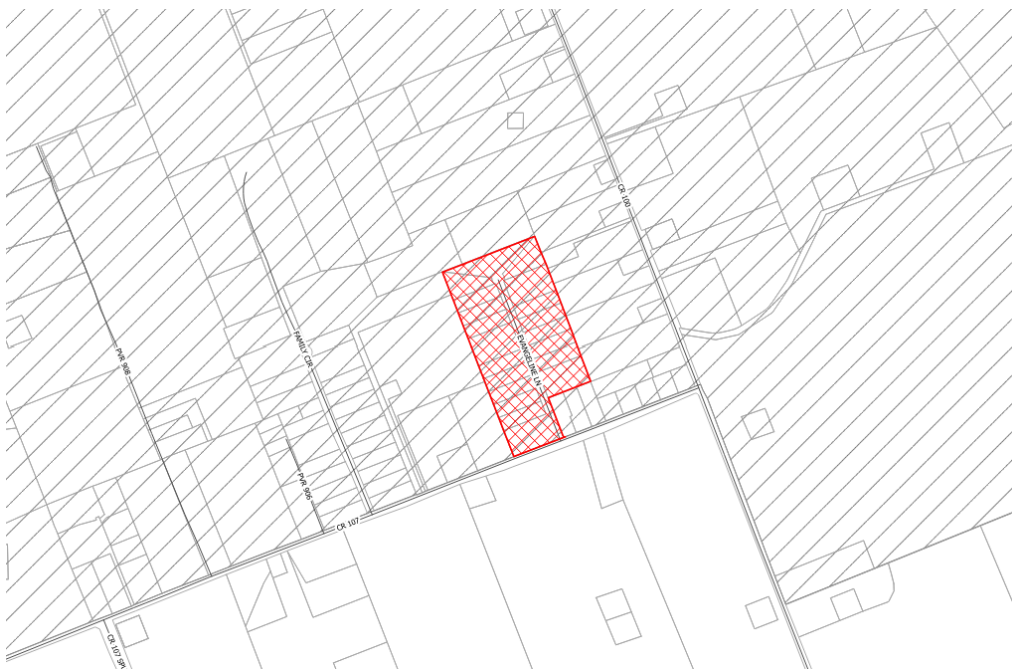
Item Details

Project Name: Evangeline Estates
Project Location: Northline of CR 107 at Evangeline Lane, ETJ.
Total Acreage: 31.32 acres
Legal Description: 31.32 acres out of the John McQueen Survey, Abstract No 426, conveyed from FAST J-V Inc to James P Baldwin recorded in Vol. 2211 Pg. 201

Applicant: Jessica Meadows
Representative: Jessica Meadows
Property Owner: James P. Baldwin, et al

Request: Subdivision Variance to waive the requirement for minimum lot frontage/width per UDC 6.02.010. *"All new lots or tracts shall have a minimum lot width and street frontage along a public street as follows: 2. Within the ETJ the minimum lot width and street frontage shall be 25 feet."*

Case History: This is the first public hearing of this request. (In the event that it is a continued or postponed case, include the date and action that the P&Z commission last took. This section is only intended to document any history associated with this case number)



Planning Department Staff Report

Overview of Applicant's Request

The applicant is requesting a variance to the 6.02.010.B

"B.All new lots or tracts shall have a minimum lot width and street frontage along a public street as follows: 2.Within the ETJ the minimum lot width and street frontage shall be 25 feet."

The applicant notes that the requirement to comply with the City's Unified Development Code caused numerous hardships for the residents of Evangeline Lane. While not identified in the letter, the source of these hardships, as identified in meetings with Staff, is the requirement to plat in order to obtain legal lot status so that permits for on-site sewage facilities (septic facilities) can be obtained for construction of homes on the lots. The applicant is requesting this variance, ultimately, in an attempt to be relieved of the requirement to plat the property in compliance with City of Georgetown and Williamson County Codes, and the Texas Local Government Code. Within the applicant's letter of intent, a disclaimer is noted which states quote "This survey may be in violation of the State of Texas Local Government Code 232, County Regulation of Subdivision."

This survey may be in violation of State of Texas Local Government Code Chapter 232, County Regulation of Subdivisions. Texas Land Surveying, Inc. assumes NO liability of any kind for any misuse (illegal use) of this survey.

Excerpt of statement on Metes and Bounds Exhibit Doc No. 2018079734

Site Information

Location:

This property is located on the north line of CR 107 east of SH 130 and west of CR 100. It is in the far southeast corner of the City's ETJ.

Physical and Natural Features:

The property generally level, with limited tree cover. There is floodplain located on the Northwest quadrant of the tract.



Planning Department Staff Report

Surrounding Properties:

Surrounding properties are rural in nature, being primarily large lot residential with large agricultural tracts to the south.

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

| DIRECTION | ZONING DISTRICT | FUTURE LAND USE | EXISTING USE |
|-----------|-----------------|-------------------|-------------------|
| North | ETJ | Rural Residential | Rural Residential |
| South | ETJ | Rural Residential | CR 107/ Rural Res |
| East | ETJ | Rural Residential | Rural Res |
| West | ETJ | Rural Residential | Rural Res |



Property History:

The property was purchased by James and Evangeline Baldwin ca. 1992 per the deed recorded as Volume 2211, Page 201. During the 1990s, the Baldwins appeared to undertake some efforts to subdivide the property. On January 11, 1994, Mr. Baldwin was granted a subdivision variance by Williamson County Commissioner's Court for a 31.32 acre tract in the John McQueen Survey for sale to family members under the guidance of "Family Grants" in the then adopted Williams County platting guidelines. In the following years, a few of the "lots" within the property were transferred to Mr. Baldwin's family members, including his son. He additionally sold one or more tracts to unrelated parties, one of which became the County Road 107 Estates Subdivision at a much later date.

Planning Department Staff Report

AGENDA ITEM # 9

January 11, 1994

*

Consider granting variance from subdivision regulations for family members only of James P. Baldwin on CR 107.

Commissioner Mehevec explained he had received a letter from James P. Baldwin requesting a variance from subdivision regulations noting the division of 31.32 acres out of the John McQueen Survey Abstract No. 426 is being sold to a family member. Further, that Evangeline Lane is a private road to be maintained by the property owners. Commissioner Mehevec put the purchaser on notice that there will be odors from the dairy across the road.

Moved: Judge Doerfler

Seconded: Commissioner Mehevec

Motion: To approve the letter presented and note that no variance is required from Williamson County as this division of property is provided for under Family Grants in the Williamson County platting guidelines.

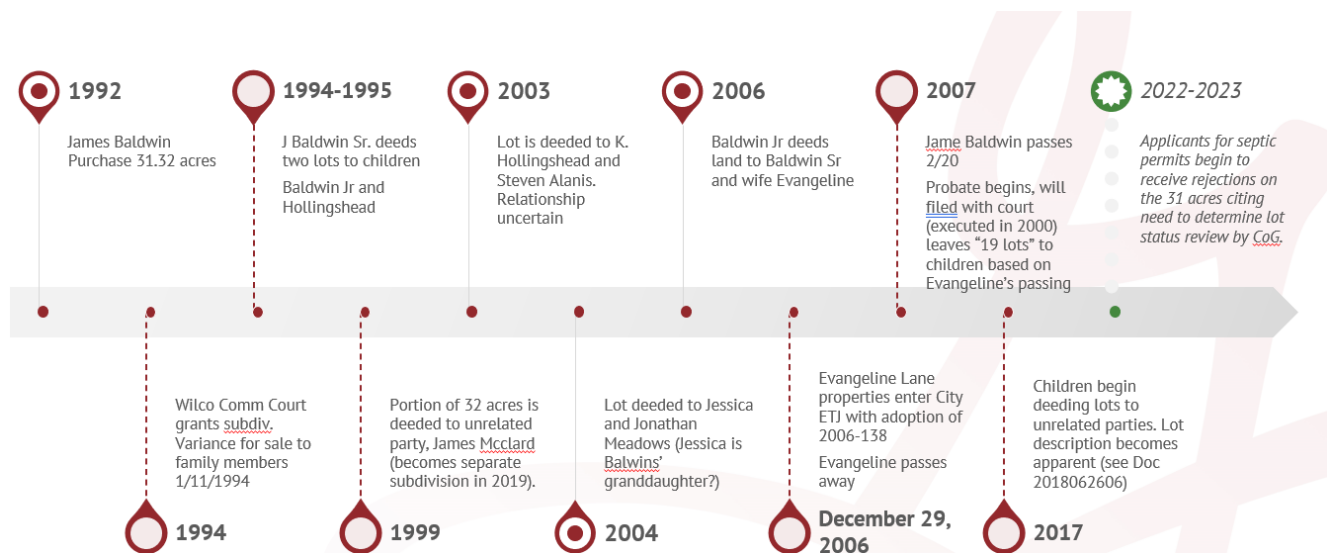
Vote: Motion carried 4 - 1 Commissioner Hays voted no.

< Clerk copy here >

In 2000, Mr. Baldwin signed a will which noted the disposition of 19 remaining lots upon his death. On November 28th, 2006, the City of Georgetown City Council annexed the area now located at the northeast corner of Patriot Way and SH-130 through Ordinance 2006-138. This annexation extended the City's ETJ over Evangeline Estates, thus subject the property in question to City development regulations through the City's 1445 Interlocal with Williamson County, effective December 29, 2006 the same day that Evangeline Baldwin passed. James P. Baldwin would passed away on February 20, 2007. Evangeline and James Baldwin's respective estates were probated under Cases 07-120-CP4 and 07-121-CP4, respectively. It appears that the remaining lots in Evangeline Estates, marking a substantial number.

Probate was closed in 2017, at which time transfers of multiple properties from the heirs of James and Evangeline Baldwin to unrelated parties began. Beginning with these deeds, the property descriptions begin providing Lot designations "to be known as Lots 19, 20, and 21 of Evangeline Estates, a proposed subdivision in Williamson County, Texas" reads the deed recorded in 2018062606. This deed is the first instance in which the use of the lot designations, apparently following a map which does not appear in the County's deed records, can be found. Prior to this document, and property transfers reviewed by staff appear to have described properties solely utilizing an acreage designation and metes and bounds description.

During the period described above, approximately 8 or more septic permits were apparently issued by Williamson County on the property. Beginning in 2022, Williamson County Health District began requiring applicants in Evangeline Estates to provide certification of Legal Lot status under the City's Code, which is a common practice and procedure for residential development within the City's ETJ. Upon examination of numerous requests, it was determine that the majority, if not all, of the properties within Evangeline Estates would not meet the criteria set out for an exemption from platting. In July of this year, the applicant briefly addressed the Planning and Zoning Commission on this matter and submitted their request for a variance in August 2023.



Comprehensive Plan Guidance

Rural Residential (RR)

These large lot, low-density areas preserve the rural atmosphere of Georgetown. Homes are traditional, single-family residences with large front yard setbacks from roadways and large side yard setbacks separating homes to reinforce the rural openness. Supporting nonresidential uses are located along major thoroughfares with large setbacks and natural buffers from neighboring residential. These uses are typically located around the periphery of the planning area and are often not connected to public water/wastewater utilities.

DUA: ≤ 1.0

Target Ratio: 95% residential, 5% nonresidential

Primary Use: Single-family Residential

Secondary Uses: Limited retail and service uses

Under the Future Land Use map currently being considered, this area would become Employment Center.

Employment Center (EC) Centers with employment-generating uses support heightened economic activity through quality architectural design and well-integrated supporting uses such as retail, restaurants. The inclusion of moderate to high density residential is appropriate as a supporting use to these areas of commerce and employment. Because these areas often act as a transition between more intensely developed industrial uses and residential neighborhoods, standards should be developed to ensure that development of these activities is compatible with the character of the surrounding area. Care should be taken to protect adjacent uses from adverse impacts potentially associated with existing industrial uses (commercial traffic, outside storage, etc.), using buffering and/or performance-based development standards.

DUA: 14 or more

Target Ratio: 80% nonresidential, 20% residential

Primary Use: Advanced manufacturing, life sciences, and professional services

Secondary Uses: Flex workspace, environmentally friendly manufacturing, retail, commercial, high-density residential, mixed-use

Planning Department Staff Report

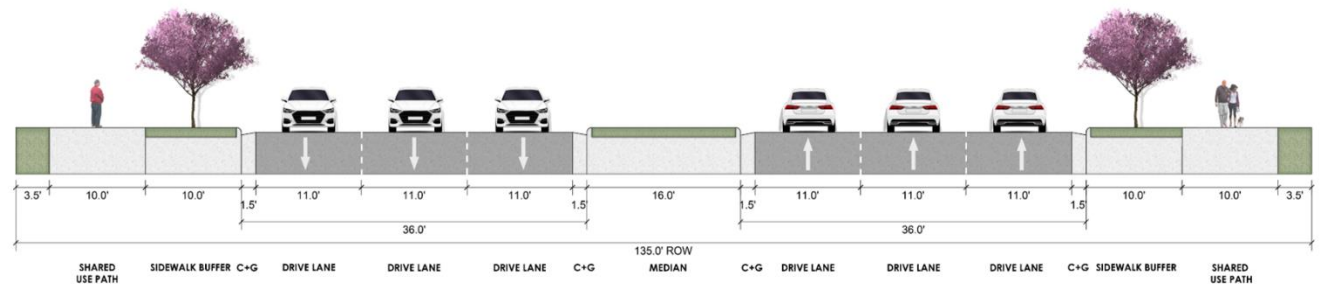
County Road 107 does not show on the City’s Overall Transportation Plan. However, it does appear on the Future Mobility Plan which is currently undergoing review for approval. Please see below for additional information.

Utilities

The subject property is located within the City’s service area for Jonah Water Service Area. It is expected to be on septic. It would be located in the Oncor electrical service area. *No evaluation of capacity for any utilities has been undertaken as this is generally a component of subdivision review.*

Transportation

Evangeline Estates is located along County Road 107, which is a numbered County Road. The City’s Future Mobility Plan, currently under consideration, shows this as an arterial roadway with 135’ right of way width. The current width of the road right of way is approximately 75’ in front of the subject properties. The subject tract includes Evangeline Lane, which is a private roadway created via an access easement.



Intergovernmental and Interdepartmental Review

The proposed request was reviewed by all applicable City Departments to determine the appropriateness of the requested zoning on the subject property. No comments were issued regarding the request. The Systems Engineering Department submitted objections to the applicant’s request which are incorporated herein. Williamson County Development Services also submitted objections, which are incorporated herein and a copy of which is included.

Approval Criteria

In accordance with 3.22.060 of the Unified Development Code (UDC), a subdivision variance may be approved, conditionally approved, or disapproved by the Planning and Zoning Commission. Approval requires a super-majority vote by the Commission. At least four (4) of the following factors are required for approval:

| SUBDIVISION VARIANCE APPROVAL CRITERIA | |
|---|-----------------|
| A. 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 this Code. | Does Not Comply |
| The applicant has requested to be relieved of the requirement to meet a minimum lot size fronting on a road; however, the stated purpose of this request is to be relieved of the requirement to plat | |

| SUBDIVISON VARIANCE APPROVAL CRITERIA | |
|---|------------------------|
| <p>the property altogether. Currently, all lots on the property exceed the minimum lot size required of the code if measured from their frontage on Evangeline Lane, most lots exceeding 100' in width. Each of these properties fronts on a street, Evangeline Lane. As a private street, Evangeline would only recently meet the Code requirement to "front on a street"(after September 1, 2023). However, Evangeline's current state still does not meet the requirement for the construction of a private street, which must match the standards of a public street within the City's Code.</p> <p>Without further information on lot dimensions sought, it is difficult to determine the complete impact of this request and so we must evaluate the request as presented, seeking to provide a complete elimination of the requirement for a minimum lot width and street frontage. Granting of this variance, as presented,would undermine the application of the City's, and County's, regulations to the detriment of the public and surrounding property owners. By eliminating the requirement for the applicant to meet a minimum lot width, the ability to manage density of development in the area would be significantly reduced as the applicant would not longer have to comply with the Ciyt's minimum dimensional standards. This would allow the following possible conditions to exist:</p> <ol style="list-style-type: none">1. Properties with insufficient frontage on a roadway to attain appropriate effective and safe ingress/egress.2. The potential for subdivision of properties to increase the total number of lots on the subject tract than currently exist, increasing the traffic entering County Road 107 from a single access point.3. The create creation of lots on the subject property which would then not comply with City and County regulations for maximum number of lots using a single access point for fire.4. The creation of lots which do not meet the dimensional requirements to allow for permitting of a septic system.5. The inability of the City and County to ensure the design of, and review for, construction of appropriate drainage networks within the development. If built individually, as appears to be the plan, each lot would be exempt from the City's Storm Water Permit requirement. <p>Ultimately, not only could approval of this variance allow for the subdivision of lots to create a greater density that would otherwise be allowed in the area as the minimum lot width is the method within the Code for insuring lot size in areas such as the ETJ which do not have zoning.This would increase the potential for negative impacts to neighboring owners through unmanaged traffic increases, as well as density beyond what would be supported by the available public and private utility infrastructure. Alternatively, this variance would allow for the potential creation of lots which sell into the market in a form that is not then developable, increasing the opportunity and motivation for improperly and totally unpermitted construction and development.</p> | |
| B. That the granting of the variance would not substantially conflict with the Comprehensive Plan and the purposes of this Code. | Does Not Comply |
| The granting of this variance would conflict with the Comprehensive Plan by undermining key components and considerations of the long-range planning concept. By allowing the limitation of lots size in this manner in the attempt to circumvent platting, the size, location, density, and | |

SUBDIVISION VARIANCE APPROVAL CRITERIA

configuration lots would not be effectively accounted for. Without a minimum lot size and in the absence of zoning regulations, these lots could potentially be further subdivided and eventually exceed the planned for density in the area, which is currently Rural Residential greater than 1 dwelling unit per acre. The Future Land Use for the area is currently under consideration for a change to Employment Center. However, that change, if adopted, would not substantially impact the analysis. While the residential secondary uses considered in Employment Center are of a higher density than single family lot, to coinciding regulations on development of multi-family seek to mitigate the impacts of that density in ways that would not be available if the waiver requested here were granted.

This request does not support the planning of infrastructure networks such as utility and transportation considerations as urged, through Code Compliance, by Land Use Policy 12 “Support public safety services and infrastructure to ensure that Georgetown continues to be a safe, welcoming community that serves all residents.” As a City in the ETJ, these properties in their development, should be subject to review by Williamson County as well. However, under the City/County Interlocal Agreement (1445 Agreement) which regulates these activities, all of those requirements are managed through the City’s development review process. Waiver of City development standards would additionally undermine the uniformity of development in this area....surrounding development, even when created only under the County’s regulation alone, would be held to a higher standard than Evangeline Estates. Currently, the lots in question do not meet the below requirements as noted by Williamson County case reviewers in their comments dated September 11, 2023. Therefore, approval of this variance would also undermine Land Use Policy 13, “Promote development decisions that serve the needs of our interlocal government partners” by serving to undercut the County’s ability to enforce applicable regulations appropriately.
:

“Williamson County Subdivision Regulations Appendix B3.5.6 Shared access driveways may be approved provided that a shared access easement is dedicated by plat or separate instrument and does not access more than three (3) residences. Shared driveways exceeding 3 residences is considered a roadway and must meet county roadway standards;” and,

“Williamson County Subdivision Regulations, Appendix A1.1 In accordance with Chapter 232.001, Texas Local Government Code, (or if said section is amended) the owner of a tract of land located outside the limits of a municipality must have a plat of the subdivision prepared if the owner divides the tract into two or more parts to lay out: A1.1.1 a subdivision of the tract, including an addition: A1.1.2 lots: or A1.1.3 streets, alleys, squares, parks, or other parts of the tract intended to be dedicated to public use or for the use of purchasers or owners of lots fronting on or adjacent to the streets, alleys, squares, parks, or other parts.”

Regarding the purpose of the Code, the proposed request does not appear to support the following sections of the UDC

1.01.020.A- “*Lessen congestion in the streets*”. Approval of this variance would undermine

SUBDIVISION VARIANCE APPROVAL CRITERIA

the ability of the City and County to effectively manage roadway standards both within the development and connections to adjacent properties. The appropriateness or compliance of this many lots exiting the property as currently aligned has not been examined.

1.01.020.B-*"Secure safety from fire, panic and other dangers;"*. The Current development has not been reviewed for compliance with public safety standards related to fire access, lot loading related to fire service and egress, and related safety standards.

1.01.020.E- *"Prevent the overcrowding of land;"* review for lot loading related to number of roadway connections and access to numbered County roads. Furthermore, the elimination of the minimum dimensions for the lot would undermine the ability of the City and County to review development to ensure safe and effective spacing exists for the installation of septic systems, spacing of home for protection against fire and neighboring encroachment, and other space related concerns in an area where the protections of land use and zoning do not exist.

1.01.020.J." J.Facilitate adequate provision of transportation, water, sewerage, parks and other public requirements;"-The subdivision as a whole has not been reviewed to ensure the appropriate provision of utility service, including water and the easements required for water service, public utility easement, and organized or on-site sewer service. Several lots have been permitted for septic service in the past. However, Williamson County will no longer provide septic service permits for lots without a certification of legal lot status from the City of Georgetown.

1.01.020.M –*"Establish a process that effectively and fairly applies the regulations and standards of this Code and respects the rights of property owners and the interests of citizens."* The request does not follow the standard process for platting and subdivision by which the impact of the proposed development on the neighboring tracts and the community can be examined, managed, and mitigated.

| | |
|--|------------------------|
| C. That the conditions that create the need for the variance do not generally apply to other property in the vicinity. | Does Not Comply |
| <p>The property in question became subject to the City's Code through annexation Ordinance 2006-138 (effective December 29, 2006). and 1445 Agreement. At that time, most lots had not yet subdivided. Properties were not, at that time, exempt from subdivision requirements. Any property in the area which did not subdivide prior to the area being annexed into the ETJ, is subject to these regulations. Additionally, such properties are subject to the County's regulations which do not appear to exempt the tract per Wilco Staff review. Multiple tracts in the area have, over an extensive period of time, undergone the platting process. To the west, a 28 acre tract of land was platted as Family Acres in 1983, using a very similar alignment. Immediately adjacent to the property, a former portion of the 31 acre parent tract to the subject was subdivided (sold by James Baldwin) in 1999 prior to the extension of the City's ETJ. 3 Lots have been created from that parcel, two of which platted in 2019. In these conditions, not only did the properties plat, but they maintain the minimum lot width as noted in 6.02.010 to ensure that effective access for ingress/egress, visibility, general lot dimensionality, and utilities could be maintained.</p> | |
| D. That application of a provision of this Code will render subdivision of | Does Not Comply |

Planning Department Staff Report

| SUBDIVISION VARIANCE APPROVAL CRITERIA | |
|---|------------------------|
| the land impossible. | |
| The application of this requirement would require the property to be platted, but would not eliminate the opportunity for subdivision in compliance with the code. Each of the properties would be able to achieve the dimensionality required by the code. | |
| E. Where the literal enforcement of these regulations would result in an unnecessary hardship. | Does not Comply |
| The application of this requirement would not require that any of the “lots” along Evangeline Lane be resized or their dimensions be altered from what is represented. Each currently meets the minimum requirements for the per 6.02.010 if the roadway is properly secured as required in Chapter 12. Therefore <i>no</i> hardship is noted in the application of this specific code. However, the ultimate goal is to be released from the ultimate requirement to plat. In that instance, while the cost of time of timing is certainly a hardship, it does not appear to be unnecessary. Platting ensures that proper consideration can be given to the relationship of properties across the community, within the subdivision itself, and between the subdivision and the surrounding land. The requirement for platting of the subject, and adherence to the code, would benefit surrounding tracts in the same manner that the subject tract was benefitted by the platting of the neighboring County Road 107 Estates property which managed density and dimensions of lots, and ensured the dedication of roadway right of way and public utility easements for necessary infrastructure improvements and extensions. Additionally, platting is a requirement not just of the City and County codes, but of Texas State Law. | |

Staff’s analysis is that the applicant’s request for the variance Does Not Comply with 5 of the 5 criteria of the required UDC Section. The granting of the applicant’s request undermines the ability of the City and County to effectively manage development within the immediate area and the ETJ, and to ensure the even application of the regulation and necessary aspects of the purpose of their respective Code’s including public health, welfare, and safety. Furthermore, the applicant’s stated and specific purpose in pursuing the variance, to eliminate the requirement for platting the properties, would not ultimately be achieved through this request. Granting of this variance would eliminate the application of the requirement in Chapter 6.02.010, but platting is ultimately required for any and all properties which do not meet one of the exemptions under UDC 3.08.020. The Evangeline Estates properties, as a whole and as examined thus far, do not meet any of these exemptions. Within the UDC, and under the Local Government Code, there is no other method to exempt a tract or tract(s) from subdivision.

Public Notification

As required by the Unified Development Code, all property owners within a 300-foot radius of the subject property were notified of the Subdivision Variance request (XX notices), a legal notice advertising the public hearing was placed in the Sun Newspaper (newspaper edition date) and signs were posted on-site. To date, staff has received 4 written comments in favor, and 1* in opposition to the request (Exhibit 4).

*Written comment noted objection to paving of road, and may not be an objection to this proposal.

Planning Department Staff Report

Attachments

Exhibit 1 – Location Map
Exhibit 2 – Letter of Intent
Exhibit 3 – Conceptual Plan
Exhibit 4- Williamson County Review Comments Email
Exhibit 4 – Public Comments

Evangeline Estates 2023-10-WAV

November 21, 2023 | Planning & Zoning Commission

Item Under Consideration

2023-10-WAV

- Public Hearing and possible action on a Subdivision Variance to waive the requirement of minimum lot width and street frontage of 25 feet pursuant to Section 6.02.010.B.2 of the Unified Development Code, for the property generally located north of County Road 107 along a private road called Evangeline Lane, bearing the legal description of 31.32 acres out of the John McQueen Survey, Abstract No 426, conveyed from FAST J-V Inc to James P Baldwin recorded in Vol. 2211 Pg. 201 of the Official Public Records of Williamson County. (2023-10-WAV) - Travis Baird, Assistant Planning Director.

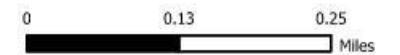


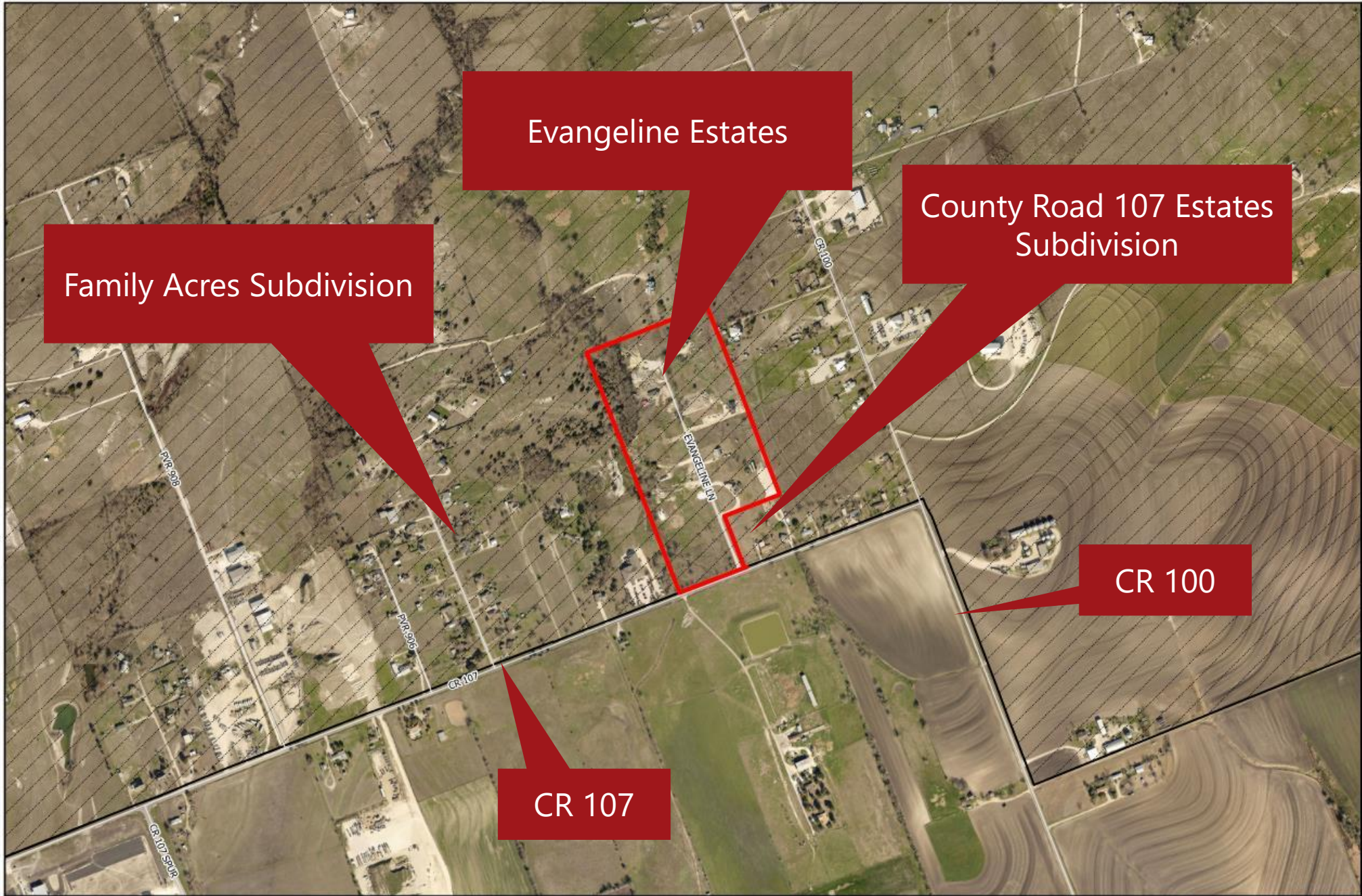
LOCATION

2023-10-WAV

Exhibit #1

-  Site
-  Parcels
-  City Limits
-  Georgetown ETJ



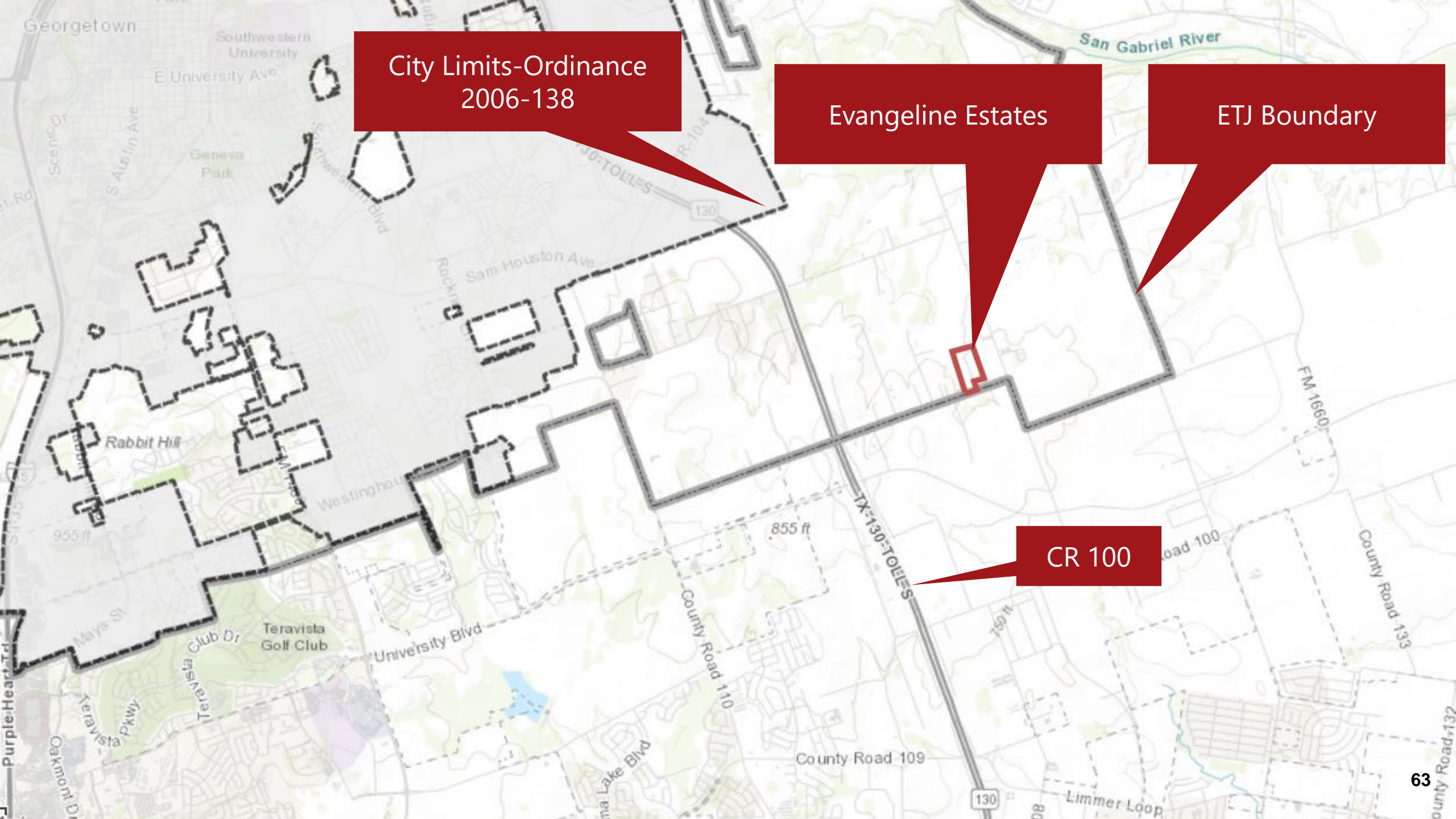


AERIAL

2023-10-WAV

-  Site
-  City Limits
-  Georgetown ETJ





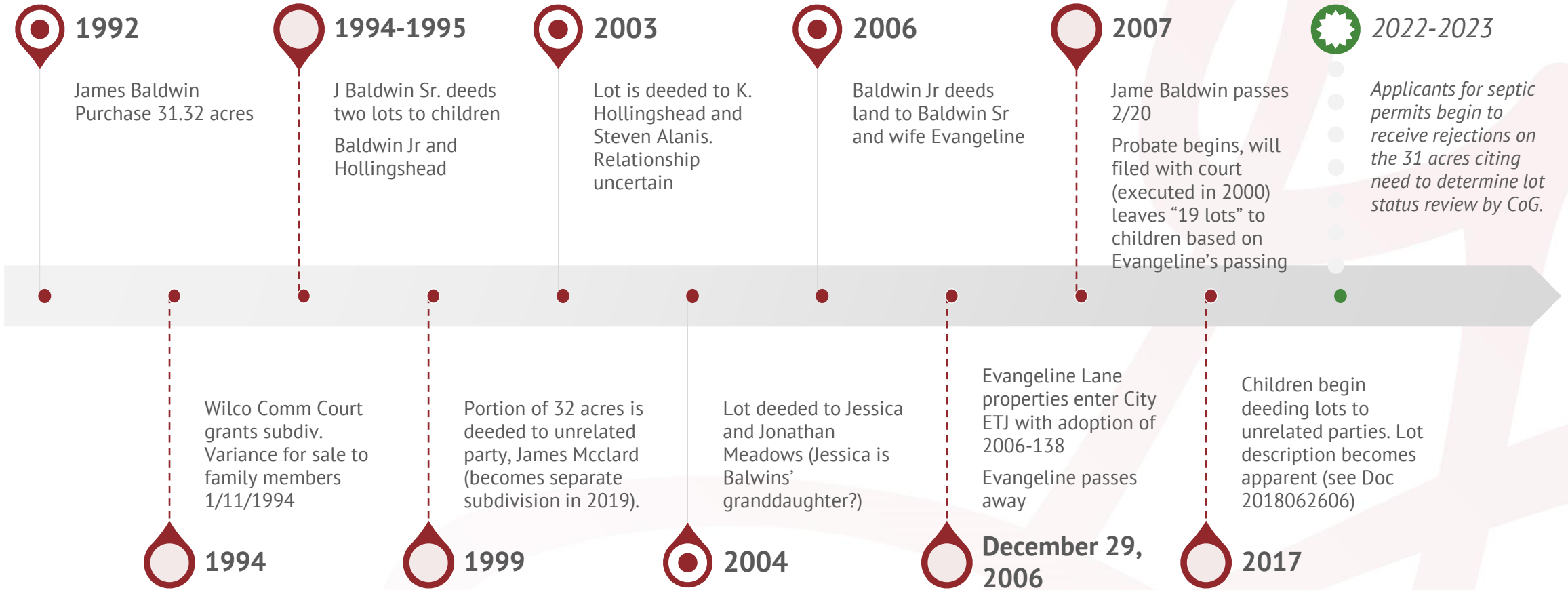
City Limits-Ordinance
2006-138

Evangeline Estates

ETJ Boundary

CR 100

Evangeline Timeline



Approval Criteria – UDC Section 3.22.060

| Criteria for Subdivision Variance | Complies | Partially Complies | Does Not Comply |
|---|----------|--------------------|-----------------|
| 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 this Code. | | | X |
| That the granting of the variance would not substantially conflict with the Comprehensive Plan and the purposes of this Code. | | | X |
| That the conditions that create the need for the variance do not generally apply to other property in the vicinity. | | | X |
| That application of a provision of this Code will render subdivision of the land impossible. | | | X |
| Where literal enforcement of these regulations would result in an unnecessary hardship. | | | X |

Evangeline Lane,
Looking North from
CR 107





CR 107 @ Evangeline
Lane, Looking East

CR 107 @ Evangeline
Lane, Looking West



Consider granting variance from subdivision regulations for family members only of James P. Baldwin on CR 107.

Commissioner Mehevec explained he had received a letter from James P. Baldwin requesting a variance from subdivision regulations noting the division of 31.32 acres out of the **John McQueen Survey** Abstract No. 426 is being sold to a family member. Further, that Evangeline Lane is a private road to be maintained by the property owners. Commissioner Mehevec put the purchaser on notice that there will be odors from the dairy across the road.

Moved: Judge Doerfler

Seconded: Commissioner Mehevec

Motion: To approve the letter presented and note that no variance is required from Williamson County as this division of property is provided for under Family Grants in the Williamson County platting guidelines.

Vote: Motion carried 4 - 1 Commissioner Hays voted no.

< Clerk copy here >

This survey may be in violation of State of Texas Local Government Code Chapter 232, County Regulation of Subdivisions. Texas Land Surveying, Inc. assumes NO liability of any kind for any misuse (illegal use) of this survey.



Plat Exemptions

2023-10-WAV

- A. Land constituting a single tract, lot, site, or parcel for which a legal deed of record describing the boundary of said tract, lot, site, or parcel was filed of record in the deed records of Williamson County, Texas, on or before May 10, 1977, provided that such parcel or tract of land has not thereafter been subdivided into two or more parcels or tracts of land.
- B. A division of land into parts greater than five acres, where each part has at least 25 feet of frontage on a public street and no public improvement, including right-of-way, easement, or physical improvement of any kind intended for public use, is proposed.
- C. A division of land created by order of a court of competent jurisdiction, including the probate of an estate provided, however, that prior to construction of improvements, a plat may be required in accordance with this Chapter.
- D. Construction of additions or alterations to an existing building where no public utility extension or public improvement is required to meet the standards of this Code for such building addition or alterations.
- E. Operation of existing cemeteries complying with all state and local laws and regulations.
- F. Acquisition of land by the City, County, or State for public improvements, as defined in this Code, by dedication, condemnation, or easement.

Public Notifications

- 40 property owners within the 300' buffer
- Notice in Sun News on November 5, 2023
- Signs posted on the property
- To date, staff has received:
 - 4 written comments IN FAVOR
 - 1* written comments OPPOSED (see staff report page 10)



Summary





- Variance request to waive requirement for minimum lot width and street frontage.
- Per UDC Section 3.22.050, a Subdivision Variance may be approved, approved with conditions, or disapproved by the Planning & Zoning Commission.
- A super majority of the Commission is required only to approve the variance. If a motion is made to approve or conditionally approve, but $\frac{3}{4}$ of the Commission does not vote in favor of the motion the request is denied.
- The motion must include findings of how the request either meets/does not meet each of the criteria.

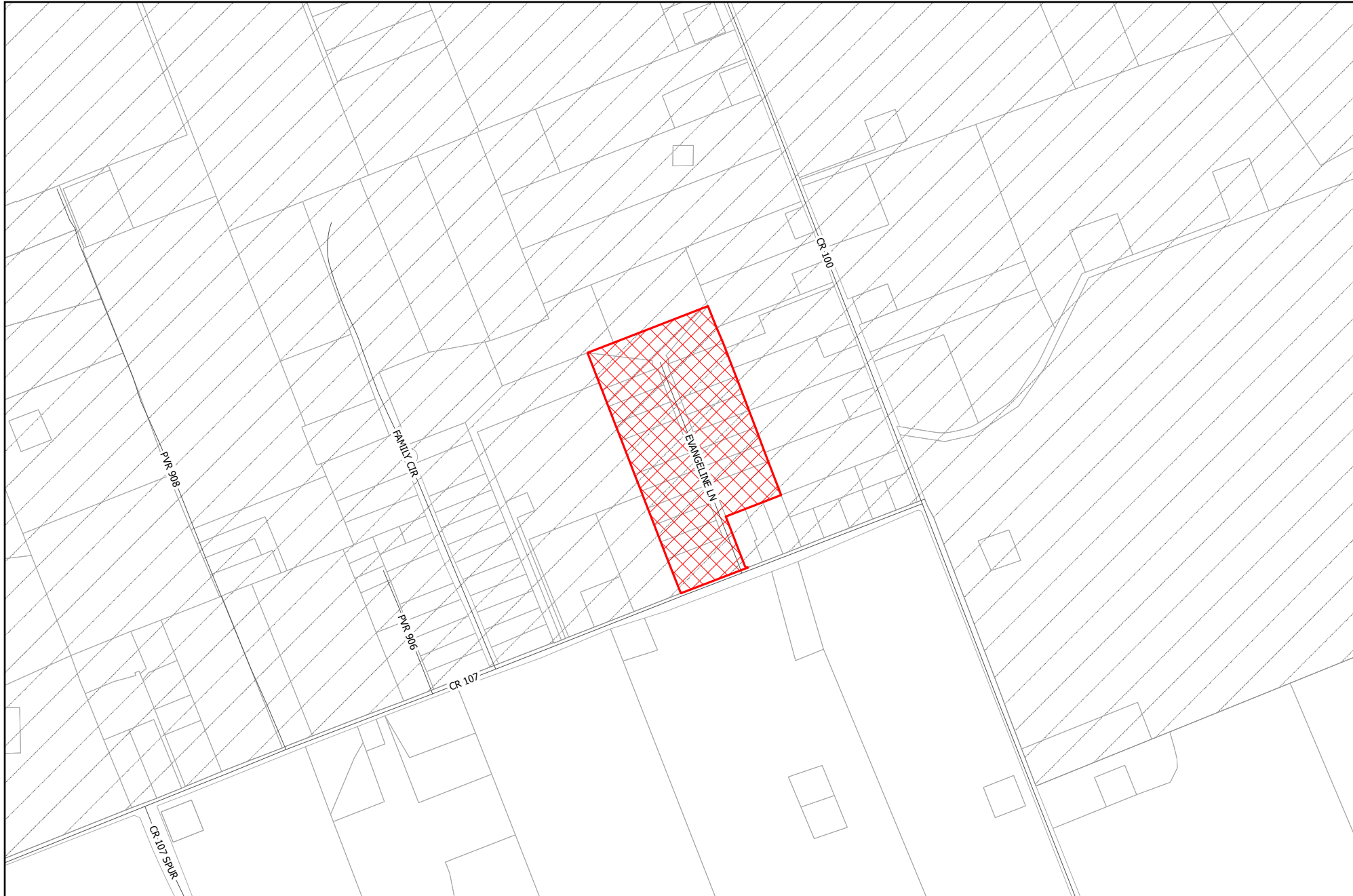
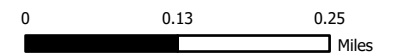


LOCATION

2023-10-WAV

Exhibit #1

-  Site
-  Parcels
-  City Limits
-  Georgetown ETJ



James P Baldwin Jr
230 Evangeline Ln
Hutto, TX 78634

Prepared by Jessica Meadows

Letter of Intent

June 20, 2023

Greetings Georgetown Planning,

I am writing to you to request a subdivision variance outlined in UDC Section 3.22.060. The property herein described as 31.32 acres of John McQueen Survey, Abstract No. 426 conveyed from FAST J-V Inc to James P Baldwin recorded in Volume 2211 Page 201 document 1992036120 called "the property" herein after. Prior to 2018 the property had been surveyed in accordance to Registered Professional Land Surveyors; R.T. Magness Jr No.1433, Don H Bizzell No. 2218 with Kenneth Louis Crider No. 5524 as most recent, referred as Evangeline Estates, a proposed subdivision.

I am visually impaired & I was not aware nor informed prior to any selling; the property was not a recorded subdivision & Georgetown Planning would consider the lots to be "illegal lots". My niece, Jessica Meadows, did find and read some verbiage from a recent 2018 sale; quote "This survey may be in violation of State of Texas Local Government Code Chapter 232, County Regulation of Subdivisions" end quote.

After numerous emails trying to figure out who had "control" of the ETJ where the property is located, calls, confusing virtual meeting, more emails going nowhere; I felt more confused, no more closer to a resolution so I reached out again to get some clarification & requested to address anyone who listen.

Thank you to Jessica Lemanski & Robyn Densmore for reaching out to help me get to today.

By granting a variance would allow residents back on their property, the enforcement of these regulations prior to today's meeting have created numerous hardships especially when the conditions needed for a variance generally do not apply to other property in the immediate area.

I would also add that by granting a variance would not conflict with the Comprehensive Plan and the purposes of this Code.

Lastly, to my knowledge Evangeline Lane has always been a private road with an easement granted to James P Baldwin. Any property that was sold was granted the easement however several people from Georgetown Planning have said otherwise. If needed I will submit a road maintenance agreement to be added to the Deed Records in the near future.

Thank you for allowing me to voice my concerns.

James P Baldwin Jr
230 Evangeline Ln
Hutto, TX 78634

Prepared by Jessica Meadows

Letter of Intent

June 20, 2023

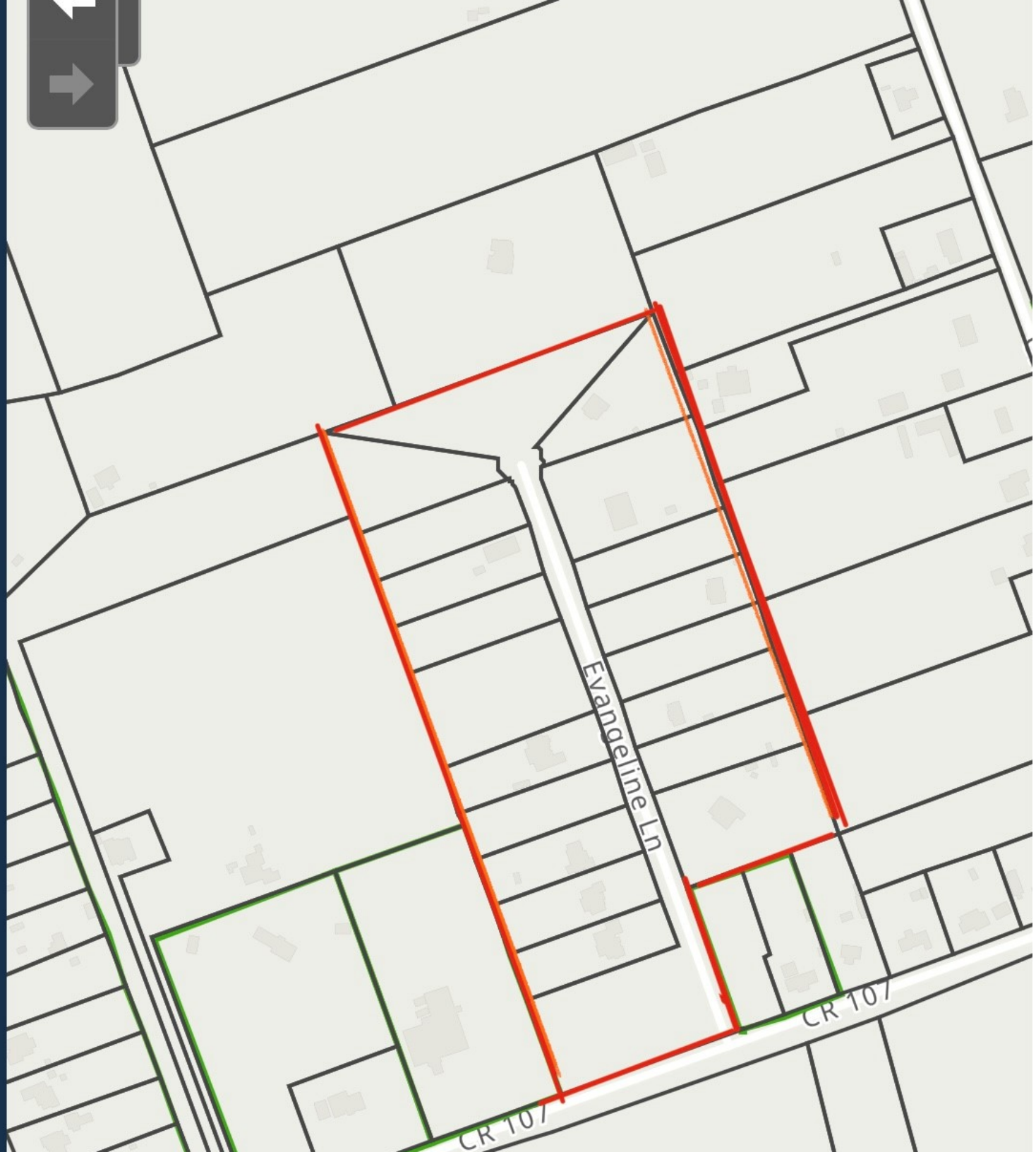
Greetings Georgetown Planning,

I am writing to you to request a subdivision variance outlined in UDC Section 6.02.010 (b2). The property herein described as 31.32 acres of John McQueen Survey, Abstract No. 426 conveyed from FAST J-V Inc to James P Baldwin recorded in Volume 2211 Page 201 document 1992036120 called "the property" herein after. Prior to 2018 the property had been surveyed in accordance to Registered Professional Land Surveyors; R.T. Magness Jr No.1433, Don H Bizzell No. 2218 with Kenneth Louis Crider No. 5524 as most recent, referred as Evangeline Estates, a proposed subdivision.

By granting a variance would allow residents back on their property, the enforcement of these regulations prior to this letter of intent have created numerous hardships especially when the conditions needed for a variance generally do not apply to other property in the immediate area.

I would also add that by granting a variance would not conflict with the Comprehensive Plan and the purposes of this Code.

Thank you for allowing me to voice my concerns.



From: [Georgetown Planning](#)
To: [Courtney Hanson](#)
Subject: FW: [EXTERNAL] Evangeline Estates - 2023-10-WAV
Date: Monday, September 11, 2023 8:45:48 AM

Jessica Lemanski
City of Georgetown | Planning Department

Associate Planner

(o) 512-930-6563

(e) jessica.lemanski@georgetown.org

(w) planning.georgetown.org



From: Kamie Fitzgerald <kamie.fitzgerald@wilco.org>
Sent: Friday, September 8, 2023 5:40 PM
To: Travis Baird <Travis.Baird@georgetown.org>; Georgetown Planning <planning@georgetown.org>
Subject: [EXTERNAL] Evangeline Estates - 2023-10-WAV

[EXTERNAL EMAIL] This email originated from outside of City of Georgetown. DO NOT click links or open attachments unless you recognize and/or trust the sender.

Based on the following, it is recommended that the waiver request be denied:

GUDC Sec. 6.02.010 B.

All new lots or tracts shall have a minimum lot width and street frontage along a public street.

GUDC Sec 3.08.010 B.

The owner of a tract of land located within the City limits or the extraterritorial jurisdiction who divides the tract in two or more parts to lay out a subdivision of the tract or to lay out streets, parks, or other parts of the tract intended to be dedicated to public use shall submit a plat of the subdivision in accordance with this Chapter.

Williamson County Subdivision Regulations Appendix B3.5.6

Shared access driveways may be approved provided that a shared access easement is dedicated by plat or separate instrument and does not access more than three (3) residences. Shared driveways exceeding 3 residences is considered a roadway and must meet county roadway standards.

Williamson County Subdivision Regulations, Appendix A1.1

In accordance with Chapter 232.001, Texas Local Government Code, (or if said section is amended) the owner of a tract of land located outside the limits of a municipality must have a plat of the subdivision prepared if the owner divides the tract into two or more parts to lay out:

A1.1.1 a subdivision of the tract, including an addition:

A1.1.2 lots: or

A1.1.3 streets, alleys, squares, parks, or other parts of the tract intended to be dedicated to public use or for the use of purchasers or owners of lots fronting on or adjacent to the streets, alleys, squares, parks, or other parts



Kamie Fitzgerald

Sr. Planner – Department of Infrastructure

office: 512.943.3330 | direct: 512.943.3375

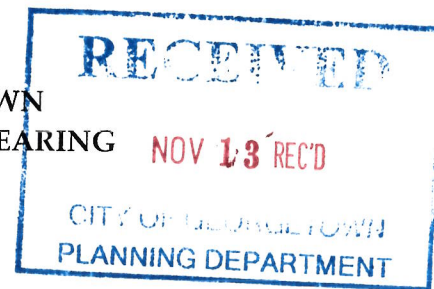
kamie.fitzgerald@wilco.org

3151 SE Inner Lp, Georgetown, TX 78665

www.wilcotx.gov/roads



CITY OF GEORGETOWN
NOTICE OF PUBLIC HEARING



Comments from Neighboring Property Owners

You are being notified as a requirement of the City of Georgetown Code of Ordinances. You are invited to express your views or concerns regarding the – described petition by returning this comment form and/or by attending one or both of the scheduled public hearings on the matter.

Project Name/Address: Evangeline Lane

Project Case #: 2023-10-WAV

P&Z Date: 11/21/2023

Case Manager: Travis Baird

Name of Respondent: ALICIA HERNANDEZ PEREZ
(Please print name)

Signature of Respondent: Alicia Hdez
(Signature required for protest)

Address of Respondent: 101 Evangeline Ln Hutto Tx 78634
(Address required for protest)

I am in FAVOR: ✓ Yes I am

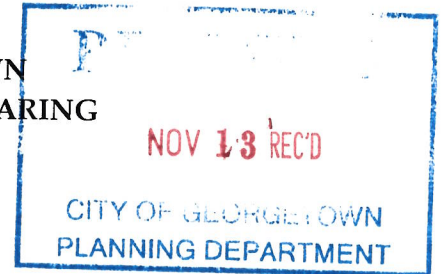
I OBJECT: _____

Additional Comments:

I am in favor of approving this petition, it is a good opportunity to
legalize these lots, in my case I invested my savings to build my house
with a permit from the county and now I can not live in it because I lack
a permit due to this problem and it is very unfair to pay property tax
Written comments may be sent to City of Georgetown Planning Department, P. O. Box 409,
Georgetown, Texas 78627. Emailed comments may be sent to engineering@georgetown.org. Any
such comments may be presented to the Commission. Please note the deadline to submit public
comments is **Thursday, prior to the posted Planning and Zoning meeting, and Tuesday prior to**
the posted Council Meeting, by 5pm. Comments received after this time frame will still be
included in the tally count, however, will not be included in the staff report for this agenda item.
If you have questions or concerns, please contact your case manager directly.
*for a house I can not live in. Thank you



CITY OF GEORGETOWN
NOTICE OF PUBLIC HEARING



Comments from Neighboring Property Owners

You are being notified as a requirement of the City of Georgetown Code of Ordinances. You are invited to express your views or concerns regarding the – described petition by returning this comment form and/or by attending one or both of the scheduled public hearings on the matter.

Project Name/Address: Evangeline Lane

Project Case #: 2023-10-WAV

P&Z Date: 11/21/2023

Case Manager: Travis Baird

Name of Respondent: Esther Hernandez Perez
(Please print name)

Signature of Respondent: Esther Hernandez Perez
(Signature required for protest)

Address of Respondent: 115 Evangeline Ln Hutto TX 78634
(Address required for protest)

I am in FAVOR: ☒ FAV.

I OBJECT: _____

Additional Comments:

I am in 100% favor of this petition b/c we are paying taxes & due to this issue I can't get public services like a septic or EMS to enter the st. If you were in our shoes & didn't have these rights you would fight to. We desire equal rights & basic human services to use the restroom in our own home. Thank you

Written comments may be sent to City of Georgetown Planning Department, P. O. Box 409, Georgetown, Texas 78627. Emailed comments may be sent to engineering@georgetown.org. Any such comments may be presented to the Commission. Please note the deadline to submit public comments is **Thursday, prior to the posted Planning and Zoning meeting, and Tuesday prior to the posted Council Meeting, by 5pm**. Comments received after this time frame will still be included in the tally count, however, will not be included in the staff report for this agenda item. If you have questions or concerns, please contact your case manager directly.



CITY OF GEORGETOWN
NOTICE OF PUBLIC HEARING

RECEIVED

NOV 15 REC'D

CITY OF GEORGETOWN
PLANNING DEPARTMENT

Comments from Neighboring Property Owners

You are being notified as a requirement of the City of Georgetown Code of Ordinances. You are invited to express your views or concerns regarding the – described petition by returning this comment form and/or by attending one or both of the scheduled public hearings on the matter.

Project Name/Address: Evangeline Lane

Project Case #: 2023-10-WAV

P&Z Date: 11/21/2023

Case Manager: Travis Baird

Name of Respondent: Jose sanchez
(Please print name)

Signature of Respondent: JS
(Signature required for protest)

Address of Respondent: Evangeline Ln
(Address required for protest)

I am in FAVOR: ☒

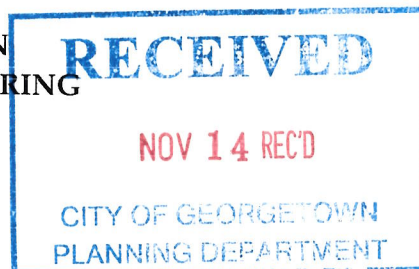
I OBJECT: ☐

Additional Comments:

Written comments may be sent to City of Georgetown Planning Department, P. O. Box 409, Georgetown, Texas 78627. Emailed comments may be sent to engineering@georgetown.org. Any such comments may be presented to the Commission. Please note the deadline to submit public comments is **Thursday, prior to the posted Planning and Zoning meeting, and Tuesday prior to the posted Council Meeting, by 5pm**. Comments received after this time frame will still be included in the tally count, however, will not be included in the staff report for this agenda item. If you have questions or concerns, please contact your case manager directly.



CITY OF GEORGETOWN
NOTICE OF PUBLIC HEARING



Comments from Neighboring Property Owners

You are being notified as a requirement of the City of Georgetown Code of Ordinances. You are invited to express your views or concerns regarding the – described petition by returning this comment form and/or by attending one or both of the scheduled public hearings on the matter.

Project Name/Address: Evangeline Lane

Project Case #: 2023-10-WAV

P&Z Date: 11/21/2023

Case Manager: Travis Baird

Name of Respondent: Beatriz Hernandez Perez

(Please print name)

Signature of Respondent: Beatriz Hdz

(Signature required for protest)

Address of Respondent: 99 Evangeline Ln Hutto TX 78634

(Address required for protest)

I am in FAVOR: ☒

I OBJECT: ☐

Additional Comments:

I am 100% in favor of this petition. I have my home built there but I don't have ANY public services, more specific septic but yet

I have a bill of \$5,700 to pay in taxes. I would like have this issue fixed & all legal issues fixed. I hope this matter be resolved. Thank You

Written comments may be sent to City of Georgetown Planning Department, P. O. Box 409, Georgetown, Texas 78627. Emailed comments may be sent to engineering@georgetown.org. Any such comments may be presented to the Commission. Please note the deadline to submit public comments is **Thursday, prior to the posted Planning and Zoning meeting, and Tuesday prior to the posted Council Meeting, by 5pm**. Comments received after this time frame will still be included in the tally count, however, will not be included in the staff report for this agenda item. If you have questions or concerns, please contact your case manager directly.

PROPERTY DESCRIPTION

AW0426 AW0426 - McQueen, J. Sur., ACRES 1.02, (A/K/A LT 26,
EVANGELINE ESTATES, UNREC SUBD)

99 EVANGELINE LN HUTTO 78634

TAX ASSESSOR-COLLECTOR



QUICK REF ID/ACCOUNT NUMBER

R571330

OWNER NAME

PEREZ, BEATRIZ HERNANDEZ

PROPERTY TAX STATEMENT for 2023

Phone Number: 512-943-1601

| TAXING ENTITY | HOMESTEAD CAP LOSS | TOTAL ASSESSED | EXEMPTIONS | TAXABLE VALUE | TAX RATE PER \$100 | TAX AMOUNT |
|----------------|-----------------------|-------------------|------------|------------------|-----------------------|------------|
| Williamson CO | 0 | 371,555 | 0 | 371,555 | 0.3331160 | 1,237.71 |
| Wmsn CO FM/RD | 0 | 371,555 | 0 | 371,555 | 0.0443290 | 164.71 |
| Georgetown ISD | 0 | 371,555 | 0 | 371,555 | 1.0467000 | 3,889.06 |
| Wmsn Co ESD #8 | 0 | 371,555 | 0 | 371,555 | 0.0940730 | 349.53 |

TOTAL ANNUAL TAXES DUE ON OR BEFORE JANUARY 31

\$5,641.01

To avoid the accrual of penalty and interest, all payments, including metered mail, online bill pay and e-checks, must bear a USPS postmark or be received on or before January 31st.

Depositing payments in a USPS collection box does not guarantee a postmark for that day and could result in the accrual of penalty and interest if done on or near a delinquency date.

By state law, failure to receive a tax bill does not relieve the owner of tax, penalty, or interest liability. If you did not receive a statement for each piece of property you own, you may visit our website to view property taxes, payment history, current statements, payment options and other information at:

tax.willco.tx.gov
Checks and electronic checks that are returned due to insufficient funds, unable to locate account, closed account or for any other reason, will incur a \$30.00 return item fee. Penalty and interest will accrue if proper payment is not received by the delinquency date as mandated by state law.

If your taxes should be paid by your mortgage company, please forward this statement to their office.

Please approve the application it's not fair for me to pay property tax on land I can't live on. I need the permit for my septic Thanks

DETACH AND RETURN ORIGINAL COUPON

MAKE CHECKS PAYABLE TO:

Larry Gaddes PCAC, CTA
904 S. Main St.
Georgetown, TX 78626

QUICK REF ID/ACCOUNT NUMBER

R571330

SITUS ADDRESS

99 EVANGELINE LN HUTTO 78634

Below are taxes plus penalty & interest for the month of payment

| If Paid In | PAY |
|------------|----------|
| Feb 7% | 6,035.88 |
| Mar 9% | 6,148.69 |
| Apr 11% | 6,261.53 |
| May 13% | 6,374.35 |
| June 15% | 6,487.18 |

TOTAL ANNUAL TAXES
IF PAID BY
JANUARY 31,
2024

\$5,641.01

Property ID: R571330

63303 1 AV 0.498*****AUTO**5-DIGIT 78660 5DG 1 FT 222



PEREZ, BEATRIZ HERNANDEZ
13700 LAZYRIDGE DR
PFLUGERVILLE TX 78660-8250

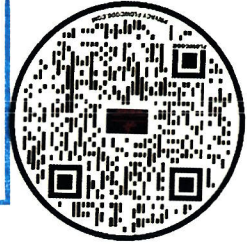
RECEIVED

NOV 14 REC'D

CITY OF GEORGETOWN

20230000R571330000000564101000000000000

01-0140950063307 1/1 82117



**CITY OF GEORGETOWN
NOTICE OF PUBLIC HEARING**

Purpose of Notice:

Notice is hereby given that the City of Georgetown will hold Public Hearings to consider public input and possible action on the proposed:

Public Hearing and possible action on a Subdivision Variance to waive the requirement of minimum lot width and street frontage of 25 feet pursuant to Section 6.02.010.B.2 of the Unified Development Code, for the property generally located north of County Road 107 along a private road called Evangeline Lane, bearing the legal description of 31.32 acres out of the John McQueen Survey, Abstract No 426, conveyed from FAST J-V Inc to James P Baldwin recorded in Vol. 2211 Pg. 201 of the Official Public Records of Williamson County. (2023-10-WAV) -- Travis Baird, Assistant Planning Director

Reason for Notice:

You are being notified as a requirement of the City of Georgetown Code of Ordinances. You are invited to express your views or concerns regarding the above – described petition by returning the attached comment form and/or by attending one or both of the scheduled public hearings on the matter.

Meeting Location and Dates:

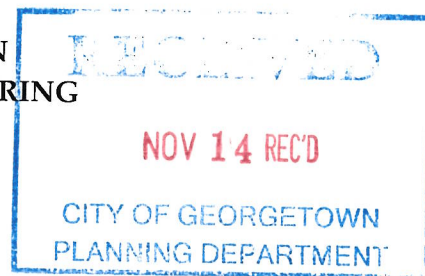
The **Planning and Zoning Commission** hearing on **Tuesday, November 21, 2023, at 6:00 p.m.**, at the **City Council Chambers located at 510 W 9th Street**. This Board is now meeting in-person with a quorum present and public is welcome to attend. If special accommodations are needed, please reach out to the Staff Liaison, Erica Metress at Erica.metress@georgetown.org or 512.930.6563 for assistance.

Location map of the property is provided on the next page.

For further information contact the **Case Manager, Travis Baird, 512.931.7686** or travis.baird@georgetown.org. To comment on the proposal, please visit <https://bit.ly/3flxF7R>. The staff report related to this item will be available online at agendas.georgetown.org after 5:00 p.m. the Friday before the meeting. To send a written response, please fill out the form attached with this letter.



CITY OF GEORGETOWN
NOTICE OF PUBLIC HEARING



Comments from Neighboring Property Owners

You are being notified as a requirement of the City of Georgetown Code of Ordinances. You are invited to express your views or concerns regarding the – described petition by returning this comment form and/or by attending one or both of the scheduled public hearings on the matter.

Project Name/Address: Evangeline Lane

Project Case #: 2023-10-WAV

P&Z Date: 11/21/2023

Case Manager: Travis Baird

Name of Respondent: SUSANA MONTUORI
(Please print name)

Signature of Respondent: [Signature]
(Signature required for protest)

Address of Respondent: 150 Evangeline Lane Hutto 78634
(Address required for protest)

I am in FAVOR: _____

I OBJECT: ☒

Additional Comments: I object to any paving of my quiet dirt road.
I object to any HOA fees or maintenance fees
I respectfully object to anything that
increases my property tax as I cannot
afford an increase. [Signature]

Written comments may be sent to City of Georgetown Planning Department, P. O. Box 409, Georgetown, Texas 78627. Emailed comments may be sent to engineering@georgetown.org. Any such comments may be presented to the Commission. Please note the deadline to submit public comments is **Thursday, prior to the posted Planning and Zoning meeting, and Tuesday prior to the posted Council Meeting, by 5pm**. Comments received after this time frame will still be included in the tally count, however, will not be included in the staff report for this agenda item. If you have questions or concerns, please contact your case manager directly.

City of Georgetown, Texas
Planning and Zoning Commission
November 21, 2023

SUBJECT:

Future Mobility Plan Recommendation

SUGGESTED ACTION:

Public Hearing and possible recommendation on a Comprehensive Plan Amendment to amend Section 1.12.030 of the City Code of Ordinances revising the Functional transportation plan -- Lua Saluone, Transportation Manager

ITEM SUMMARY:

On 11/7, staff and the City Council reviewed the draft FMP. At November 7, 2023 meeting of the Planning and Zoning Commission, city staff provided the Commission and public an overview of updates completed including:

Updates resulting from Council direction

Draft Thoroughfare Plan

Recommended Intersection Improvements and Bottleneck Evaluations

Signal Network and Technology Tools

Recommended Safety Countermeasure

Recommended Roadway Performance Measures and Resulting Recommended Projects

During the meeting, the Commission requested that staff:

- Review safety and general needs of southeast Georgetown
- Consider including Sam Houston Parkway in the recommended projects list

At this meeting, city staff will provide the Commission with a summary of active roadway projects in southeast Georgetown and feedback on the inclusion of Sam Houston Parkway in the recommended projects list.

As required by the Unified Development Code, Sec. 3.04.020, the Planning and Zoning Commission shall hold a public hearing and make a recommendation to the City Council.

Following the recommendation by the Planning and Zoning Commission, the City Council will hold a public hearing and 1st reading of an ordinance on November 28, 2023. The City Council will complete a 2nd reading of an ordinance at their December 12, 2023 meeting.

Staff has reviewed the request and the criteria for approval under Section 3.04.30 of the Unified Development Code and finds:

1. The application is complete and the information contained within the application is sufficient and correct enough to allow adequate review and final action; and
2. The Amendment promotes the health, safety or general welfare of the City and the safe orderly, and healthful development of the City.

In considering Amendments to the Plan, as required, staff finds the following:

1. The need for the proposed change;

Many of the high-priority actions identified in the 2015 Plan have been completed including the completion of portions of the Southwest Bypass, Northwest Boulevard Bridge, the Sidewalk Master Plan and 2019 Bike Master Plan. Since 2015, the city has experienced tremendous growth. Per the United States Census Bureau, for multiple years in the last decade, Georgetown, Texas, has placed among the 15 fastest-growing large cities in the United States. The total population and demographics of the city have changed including car ownership rates, commute patterns and economic development initiatives have changed and have resulted in changing travel patterns.

2. The effect of the proposed change on the need for City services and facilities;

This Plan enables the City to:

- Make proactive decisions to plan for growth and enable interagency coordination
- Preserve rights-of-way that are to be used for future roadway infrastructure, and
- Have a list of prioritized projects for implementation and a plan for staff and CIP projects.

3. The compatibility of the proposed change with the existing uses and development patterns of nearby property and with the character of the neighborhood; and

Given the extensive development activity over the last several years and the concurrent update to the FMP, this was an opportune time to provide an update. Land uses were reevaluated as part of an update to the FLUP. The updated land uses were incorporated into the travel demand modeling efforts for the FMP to depict future travel patterns more accurately.

4. The implications, if any, that the amendment may have for other parts of the Plan.

At the time of the creation of the FMP, there were also updates to the Sidewalk Master Plan and the Future Land Use Plan to ensure that the Future Mobility Plan accounts for all recent and planned development growth, and for the recent updates to the pedestrian infrastructure and future needs. Additionally, there are ongoing efforts such as the Williams Drive Enhancement Project, the Austin Avenue Study, the Downtown Master Plan, and the Unified Development Code (UDC).

The following high priority actions included in this Plan support 2030 Land Use Goals (10) – “Improve and diversify the transportation network”. The Future Mobility Plan supports this goal with the development of

Draft Thoroughfare Plan

Recommended Intersection Improvements and Bottleneck Evaluations

Signal Network and Technology Tools

Recommended Safety Countermeasures

Recommended Roadway Performance Measures and Resulting Recommended Projects

In consideration of the criteria above, staff recommends adoption of the Future Mobility Plan in furtherance of the 2030 Comprehensive Plan.

FINANCIAL IMPACT:

N/A

SUBMITTED BY:

Nathaniel Waggoner, Systems Engineering

ATTACHMENTS:

[Future Mobility Plan](#)

[Thoroughfare Plan](#)

[Presentation](#)

GEORGETOWN

DECEMBER 2023



Future Mobility Plan



Acknowledgements

City Council

Mayor Josh Schroeder
Amanda Parr, District 1
Shawn Hood, District 2
Mike Triggs, District 3
Ron Garland, District 4
Kevin Pitts, District 5
Jake French, District 6
Ben Stewart, District 7

Planning and Zoning Commission

Scott Allen
Stephen Dickey
Timothy Haynie
Chere Heintzmann
Colin Mcgahey
Doug Noble
Travis Perthuis
Michael Price
James Salyer
Christopher Stanley
Mike Tiland



City of Georgetown Staff

Nick Woolery
Lua Saluone
Wesley Wright, P.E.
Mayra Cantú, MPA
Nathaniel Waggoner, PMP, AICP
Jorge Hernandez, P.E.
Aly Van Dyke
Keith Hutchinson
Cindy Medrano

Seth Gipson
Kim McAuliffe
Sofia Nelson
Ryan Clark, AICP
Cesar Acosta AICP
Conchita Gusman
Jessica Clarke
Olivia Beams

Williamson County (WilCo)

Adam Boatright

TxDOT Georgetown/Williamson County Area Office

Kyle Russell
John Peters

Capital Area Metropolitan Planning Organization (CAMPO)

William Lisska
Nicolas Samuel

Capital Metropolitan Transportation Authority (CapMetro)

Kaity Cromwell
Julie Mazur

Kimley-Horn

Jake Gutekunst, P.E., AICP
Josie Ortiz, AICP
Ryan Graves, AICP
Jenny Lai
Andi Vickers, AICP
Jordan Moyer, AICP
Jenny Abrego

Cambridge Systematics

Zeina Wafa
Shaghayegh Shabanian
Kate Dannemiller

Quality Counts

Amanda Lenz



■ How to Use This Document

Agencies

The mobility plan identifies transportation priorities based on existing and future needs. The City of Georgetown may reference this mobility plan when identifying funding. This plan can assist in planning for potential mobility bonds or the City's annual Capital Improvement Plan. Regional entities (adjacent cities, Williamson County, CAMPO, CapMetro, and TxDOT, e.g.) may use this plan to understand Georgetown's long-term priorities to plan more regionally. Additionally, agencies use mobility plans during pre-development meetings to identify any potential requirements of incoming development.

Development Community

The mobility plan is a communication tool between an agency and the development community. It indicates what may be required by an agency for the transportation network. For instance, if a future roadway is showing on the thoroughfare plan in the property, a development may be required to dedicate right-of-way for future construction of the roadway. Depending on the length of roadway that is within a property's boundary, or how much traffic they are projecting to add to the network, a development may be required to construct the roadway. The mobility plan also indicates future plans for the active transportation network that developments may also be required to support.

General Public

The thoroughfare plan references where agencies are planning for future mobility. If you, as a member of the public, have an idea of a future improvement, you can use this plan to identify if that improvement is already being planned by the City of Georgetown and if so, what the potential timeline is. This will help you talk with your elected officials and city representatives about future changes in the transportation network. You can see how certain mobility related concerns are studied, how recommendations are made, and the value of public participation.

■ Content Summary

Chapters 1 and 2 provide background information and summarize public engagement efforts

Chapter 3 presents existing conditions data within Georgetown and in comparison to the surrounding region

Chapter 4 explains how the project team analyzed data found and the methods used to study the results

Chapter 5 describes the recommendations based on the findings discussed in Chapters 2-4

Chapter 6 outlines a summary of how to make the recommendations a reality

■ Table of Contents

Chapter 1 Introduction 1

- + 2015 Overall Transportation Plan
- + Local Agencies Involved
- + Main Goals and Key Objectives

Chapter 2 Public Engagement 9

- + Who We Heard From
- + Big Picture Themes
- + Key Events
- + Online Engagement

Chapter 3 Existing Conditions 17

- + Population Demographics
- + Land Use
- + Environmental Features
- + Major Roadways
- + Active Transportation Network
- + Crash Data by Functional Class
- + Past Plans Summary

Chapter 4 Analysis/Methodology 29

- + Cross-Section Development
- + Travel Demand Model
 - Scenario 1 – Base
 - Scenario 2 – Future No Build
 - Scenario 3 – Future FMP
 - Scenario 4 – FMP + FLUP
 - Safety Needs Assessment

Chapter 5 Recommendations 49

- + Thoroughfare Plan
- + Intersection Improvements
- + Signal Network And Technology Tools
- + Safety Countermeasures
- + Roadway Performance Measures

Chapter 6 Implementation 64

Appendix 68

- + Goals and Objectives of Update Process
- + Public Engagement Summaries
- + Full Map and List of Ongoing Roadway Projects
- + 2015 OTP Cross-Sections
- + Modeling Results
- + Full Sized Thoroughfare Plan
- + Full Safety Analysis and Recommendations
- + Roadway Projects Evaluation Matrix
- + Conceptual Level Project Cost Projections

Chapter 1

INTRODUCTION



Source: City of Georgetown

■ Introduction

What is the Georgetown Future Mobility Plan?

The definition of mobility in the city planning context is the ability to move people and goods from one place to another using a variety of transportation modes. It is measured by the ability to access transportation services and arrive at a destination in a timely manner.

In other words, this living document looks at traffic congestion, transportation safety concerns, and accessibility to non-vehicular transportation. A living document is one that can be updated and tracked.

The Georgetown Future Mobility Plan (FMP) is a document that examines the existing mobility-related conditions of the city and incorporates efforts since its previous plans. This document is the result of a proactive effort from the City, an involved group of stakeholders, and a community that actively participated in engagement opportunities.

The goal is to examine existing mobility in the City of Georgetown and provide recommendations from the feedback and data obtained. During the planning process, the consultant examined past plans adopted by the City to ensure that this FMP will build upon the work accomplished from previous planning documents. The updates recommended in this plan too especial consideration to align with the most recent version of the Williamson County's Long Range Transportation Plan.

Additionally, the Future Land Use Plan and Sidewalk Master Plan are being updated simultaneously. This was a conscious effort by the City to ensure that all three plans have cohesive and supportive recommendations that share the same vision and work together to support the individual plan's goals.

A Future Mobility Plan...

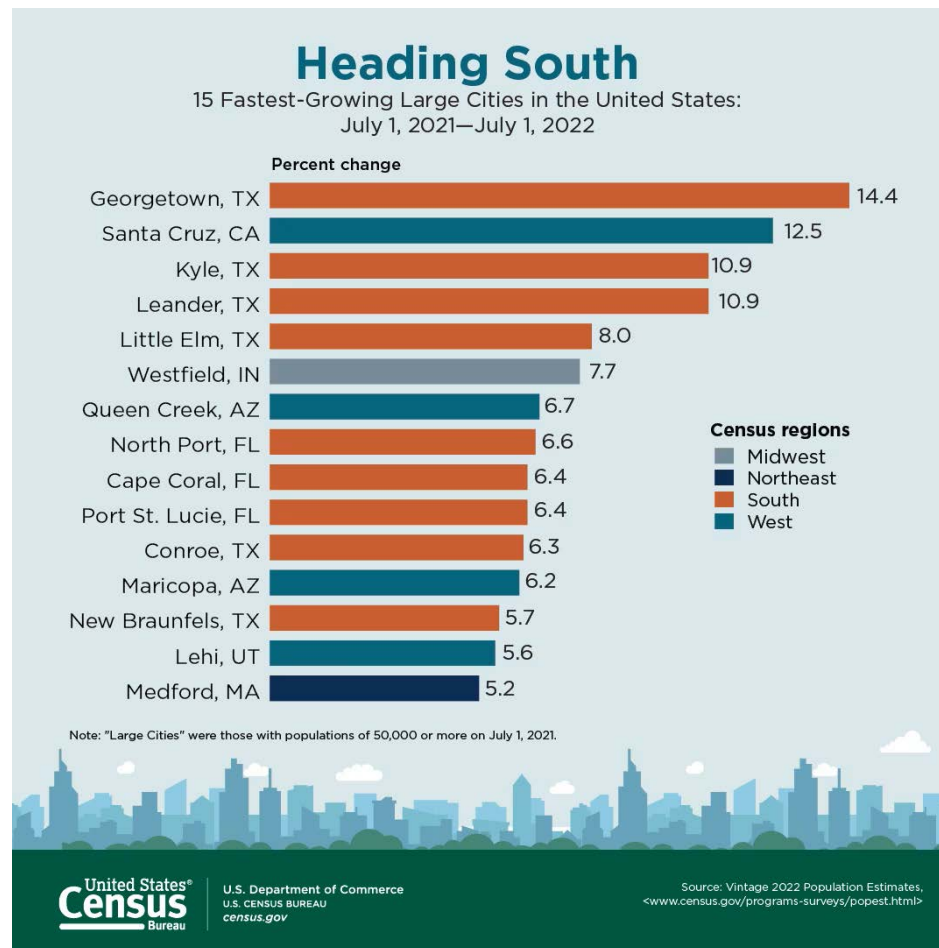
✓ INCLUDES

- + Engagement with the public and feedback obtained on overarching mobility concerns
- + A proposed future thoroughfare map
- + A list of future roadway projects for prioritization
- + Estimates on the cost of construction
- + Implementation plan for the recommendations

✗ DOES NOT

- + Determine the schedule for road construction
- + Change roadway ownership
- + Provide roadway design or schematics
- + Change the zoning of existing land

Ultimately, the purpose of the FMP is to be a guidebook that the City and adjacent municipalities use to plan for the future of Georgetown's transportation needs. Implementation of the FMP affects the overall development of the city, as the FMP outlines the city's transportation goals and guides future roadway improvements and the construction of new facilities. Recommendations in this plan aim to enhance daily commutes, recreational travel, and overall quality of life for everyone choosing to live, work, or play in Georgetown.



Source: Census Bureau

Need for Update

The last transportation plan the City of Georgetown adopted was in 2015 (previously known as the Overall Transportation Plan). Since then, the city has experienced tremendous growth. Per the United States Census Bureau, for multiple years in the last decade, Georgetown, Texas, has placed on the 15 fastest growing large cities in the United States¹. With this projected growth, it is vital that the City:

- + Make proactive decisions to plan for this growth
- + Preserve rights-of-way that are to be used for future roadway infrastructure, and
- + Have a list of prioritized projects for implementation and a plan for staff and CIP projects.

◀ The City's decision to undergo this Future Mobility Plan, in combination with many other plans, will help manage the recent and ongoing growth.

¹<https://www.census.gov/newsroom/press-releases/2023/subcounty-metro-micro-estimates.html>

2015 Overall Transportation Plan

In able to properly plan for the future, it is essential to examine lessons learned from the last Overall Transportation Plan. Some of the high-level recommendations from the 2015 Overall Transportation Plan (OTP) involved the following:

- + Recommendations for roadway design standards
- + Updates to functional classification systems of street cross sections
- + Context sensitive solutions overview
- + Table of recommended roadway improvements, widenings, and extensions

Project recommendations that were included in the 2015 OTP that are also included in this plan update are identified in Chapter 6 of this plan.

Past Plans Summary

Other past planning efforts that were examined during the FMP production include:

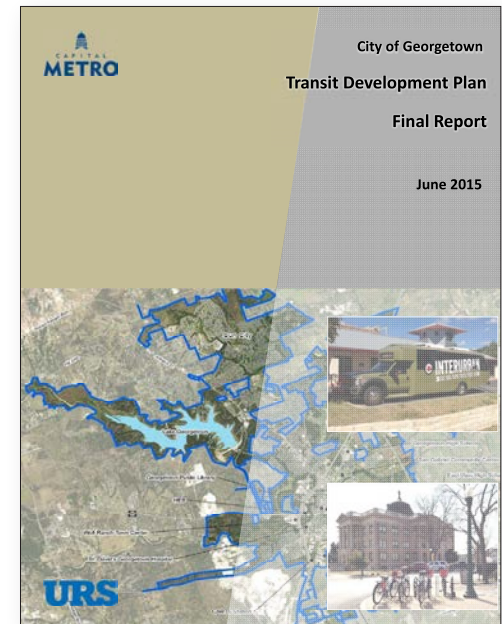
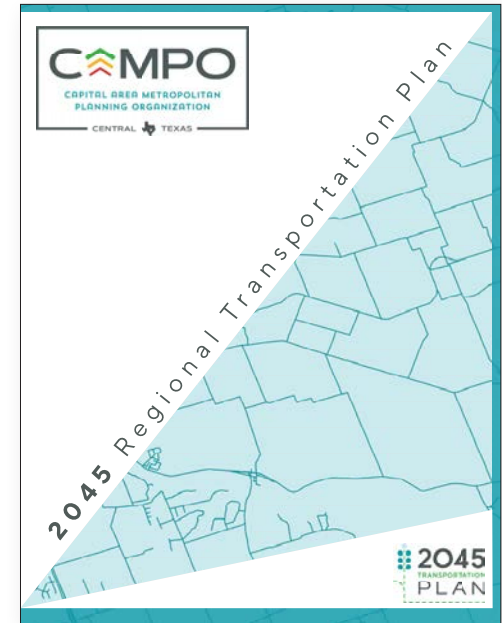
- + Georgetown 2030 Plan
- + 2015 Overall Transportation Plan Update
- + 2014 Sidewalk Master Plan
- + 2019 Bicycle Master Plan
- + 2019 Transportation Impact Fee Study
- + Georgetown Mobility Bond 2021

Chapter 3 includes a brief summary of the content included in the Past Plan Summary, located in the Appendix.

In addition to incorporating recommendations from previous plans, the Future Mobility Plan also incorporated the overarching visions and goals into the guiding vision for this plan, identified later in this chapter.



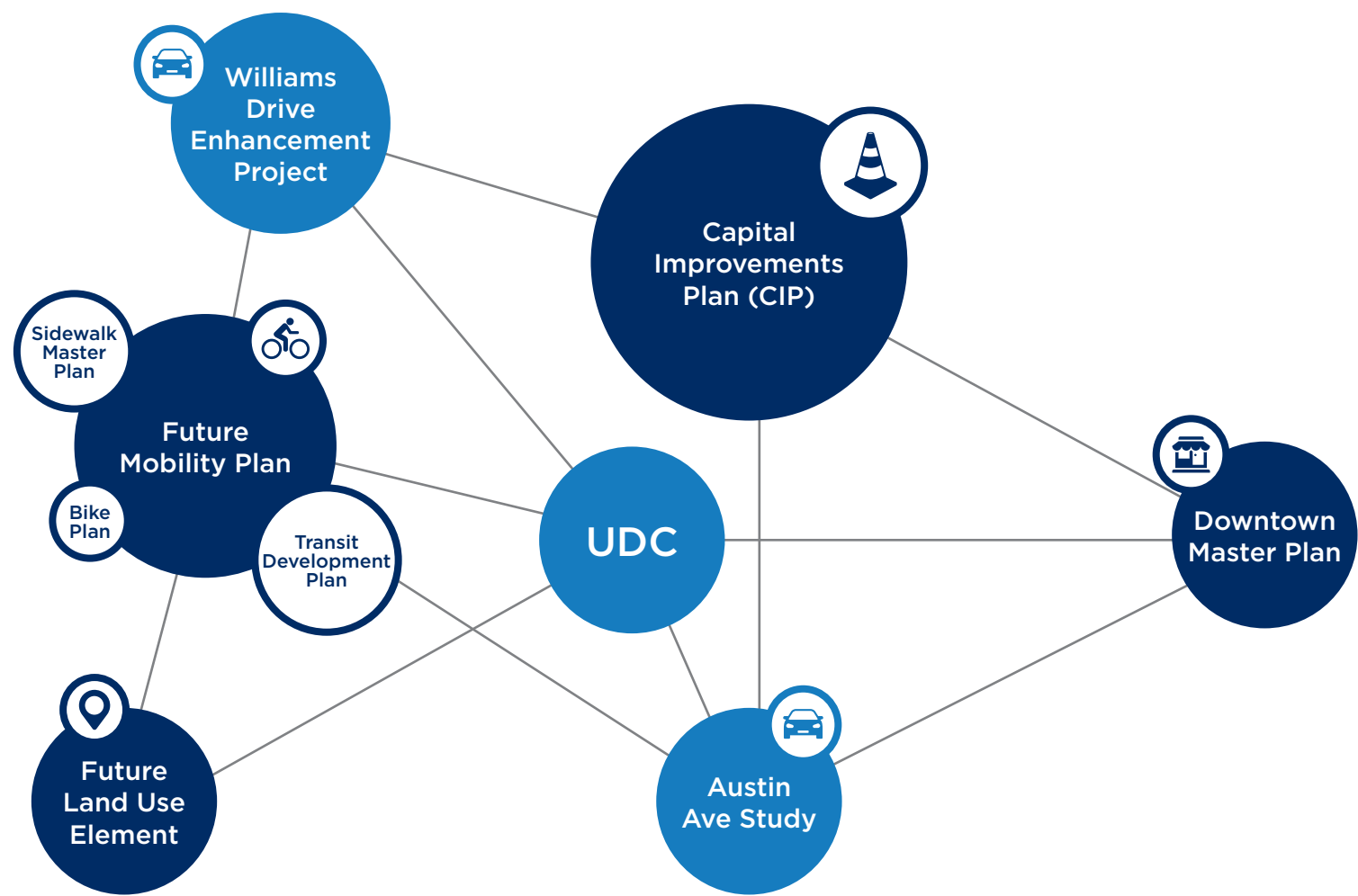
Source: City of Georgetown



How the plans work together

The City of Georgetown has been proactive in balancing the needs of the residents with the growth of the City by staying up to date on all planning efforts. At the time of the creation of the FMP, there were also updates to the Sidewalk Master Plan and the Future Land Use Plan to ensure that the Future Mobility Plan accounts for all recent and planned development growth, and for the recent updates to the pedestrian infrastructure and future needs. Additionally, there are ongoing efforts such as the Williams Drive Enhancement Project, the Austin Avenue Study, the Downtown Master Plan, and the Unified Development Code (UDC).

PLAN SYNERGY



Source: City of Georgetown

Local Agencies Involved

Representatives from each of the organizations below participated in the creation of this plan as primary stakeholders. Additionally, the project team met with multiple members of City staff as part of the Interdepartmental Working Group (IWG), the Planning and Zoning Commission, City Council, and members of the public who interact with Georgetown on a daily basis. More detailed information on the public engagement process can be found in Chapter 2 and the Appendix.



CITY OF GEORGETOWN

The technical client for this project. This organization is the government entity that oversees the day-to-day operations of all that goes on in Georgetown. For this plan, an Interdepartmental Working Group consisted of members from the Planning and Public Works departments of the organization, to provide guidance to the consultants along the way.



CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO)

Is the federally mandated metropolitan planning organization (MPO) responsible coordinating regional transportation planning with counties, cities, and other government agencies that are involved in the Transportation operations. Georgetown is within the service area.



TXDOT GEORGETOWN/WILLIAMSON COUNTY AREA OFFICE

The Georgetown/Williamson County Area Office is a division within the TxDOT Austin District. The employees in this office work together to plan and maintain the state transportation system.



CAPMETRO

This organization provides public transportation services, including buses, rail, and paratransit to the Austin metro area, Travis County, and parts of Williamson County



WILLIAMSON COUNTY

This organization is the government entity that is the functional arm of state government and acts as the governing body for unincorporated cities within the County.

Project Timeline



The FMP process began in August 2022.
The plan involved several rounds of in-person and online public engagement, stakeholder meetings, and agency meetings.

Main Goals and Key Objectives

The list below includes the goals and objectives of the Future Mobility Plan, as presented in the UDC. Section 12.02 states the goals as:

- A. Improve the local street system, including new thoroughfare linkages to enhance connectivity, improved and coordinated traffic signalization, and access management standards.**
- B. Provide a functional, integrated, multi-modal transportation system with a variety of choices.**
- C. Reduce reliance on single-occupant automobile traffic and enhance bicycle and pedestrian mobility and accessibility by encouraging compact land use development.**
- D. Provide for a high degree of safety for motorists, transit users, pedestrians and bicyclists.**
- E. Discourage primary traffic routing through local streets.**
- F. Preserve right-of-way for future roadway development and expansion.**

Through the planning process, goals and objectives were established for the update process. Those can be found in the Appendix.

Chapter 2

PUBLIC ENGAGEMENT



Source: City of Georgetown

Public Engagement

The planning process began with the creation of the Public Engagement Plan (PEP). This was done in large part through coordination with the Communications and Public Engagement (CAPE) team at the City of Georgetown. CAPE used their existing methods of engagement to effectively spread the word about the ongoing planning process, ensuring high levels of participation and incorporation of the public's priorities into the final recommendations.

Major Milestones

Engagement was requested during major milestones of the project: at the beginning, to understand what the community enjoyed about the Georgetown transportation system and where there were issues; in the middle of the process, to hear which categories of transportation were most important to them; and near the end, to have them prioritize potential projects.

Throughout the course of this plan, there were three main components to the public engagement strategy: planned project meetings, pop-up events, and online activities. The project team also had a website available with activities that mirrored the engagement activities at the in-person events, allowing people to engage when and where they were able. In total, there were **two** public meetings, three pop-up events, and five online activities. Summaries of all feedback received can be found in the Appendix.

Engagement Site Live
October 2022



Pop Up Meeting 1
Art Stroll
October 2022



Standalone Public Meeting
November 2022




Pop Up Meeting 2
Red Poppy Festival
April 2023



Public Meeting 2
Gather 'round Georgetown Expo
August 2023

ENGAGEMENT PROCESS

 The FMP was represented during these events

Who We Heard From

Throughout the planning process, there were five (5) core groups that provided feedback for the plan:

INTERDEPARTMENTAL WORKING GROUP (IWG)

The IWG was composed of representatives from multiple City departments to ensure an accurate reflection of City operations and needs

LOCAL AGENCIES

Regional agency partners to discuss regional plan alignment, potential future service, and existing plans or recommendations from other agencies within the Georgetown City Limits and ETJ

STAKEHOLDERS

Stakeholder representatives from both public and private organizations have a vested interest in the production of this FMP. The Stakeholders include organizations such as WilCo, CAMPO, CapMetro, and TxDOT

GENERAL PUBLIC

The general public consists of anyone that is potentially impacted daily by the recommendations from the FMP, including residents, business owners, visitors, and commuters

ELECTED OFFICIALS

The Planning and Zoning Commission and the City Council were both involved as key decision makers and priority setters. Both groups were instrumental in the adoption of this plan.



▲ Attendees at the Gather 'round Georgetown Expo



Big Picture Themes

ENGAGED PUBLIC

Through the multiple rounds of public outreach, one characteristic is clear: the residents of the City of Georgetown are engaged and are ready to provide input on their mobility priorities.

MULTI-MODAL TRANSPORTATION

Most Georgetown residents and commuters utilize cars as the main form of transportation, and the majority prioritize automobile facilities over other modes. There was also consistent feedback that residents showed an interest in public transit and would like to see an expansion of the bike trail system and more sidewalk connections.

INFRASTRUCTURE

Additionally, respondents value the quality of infrastructure within their community. Specifically, comments received prioritized infrastructure upgrades such as additional traffic lights, turn lanes, streetlights, paved trails, pedestrian amenities, signage, and well-maintained roadways/sidewalks.

SAFETY AND CONGESTION CONCERNS

There are concerns about ongoing congestion issues and overall safety on the transportation network. Many respondents would like to see targeted improvements at busy intersections and safer bicycle facilities throughout the city.



▲ Attendees at Gather 'round Georgetown Expo



▲ Red Poppy Festival Parade

Key Events



OCTOBER 20, 2022

Art Stroll held on Main Street

(An annual event put on by the City)

This pop-up meeting provided a chance for the project team to set up a small booth and spread the word about the project, the website, and upcoming events.

KEY TAKEAWAYS

- + Residents stated interest in the expansion of the existing bike trails, and more advertising when future bike plans and comprehensive plans are being developed.
- + Traffic priorities include the expansion of Shell Road as traffic has significantly increased from Williams Drive to SH 195



NOVEMBER 10, 2022

Public meeting held at the Georgetown Public Library

During the public meeting, participants were given two mapping exercises. On one map, participants were asked to place dots that were color-coded to reflect their frequent destinations in Georgetown. On the other, participants were asked to identify transportation elements that were either working well or that needed some attention.



▲ Engagement activities from the 1st public meeting

Key Events

APRIL 29, 2023

Red Poppy Festival Pop-up Event

The project team hosted a booth at the Red Poppy Festival on Saturday, April 29th, from 11am-4pm that welcomed 83 total participants.

Participants were provided \$10,000 of fictional money and were asked to allocate it according to their priorities among 6 categories:

- + Automobile facilities
- + Transportation technologies
- + Pedestrian facilities
- + Public transit
- + Bicycle facilities
- + Micromobility

The online version of the budget activity was also available to participants between April 27th and May 8th.

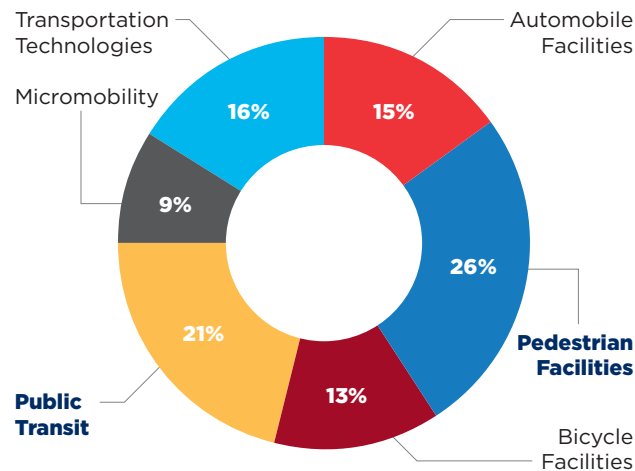
In total, there were 459 participants between the in-person and online engagement.

Some participants did not use all funds allotted. Therefore, these results only add to 99%.



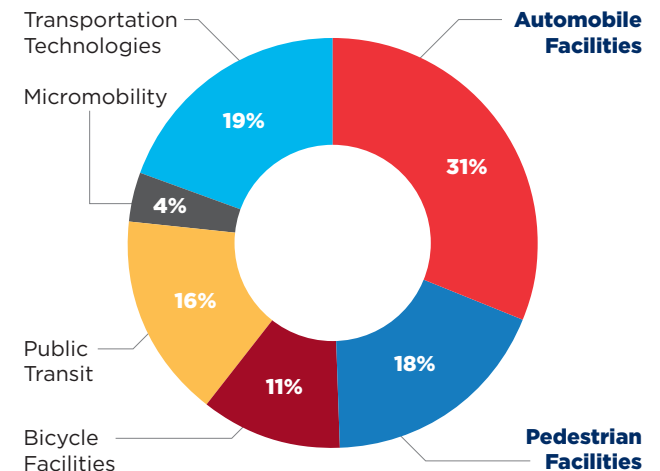
Attendees at the Red Poppy Festival

RED POPPY FESTIVAL RESULTS (83 participants)



Participants at the Red Poppy Festival prioritized **Pedestrian Facilities and Public Transit**

WEB RESULTS (376 participants)



Online participants prioritized **Automobile Facilities and Transportation Technology**

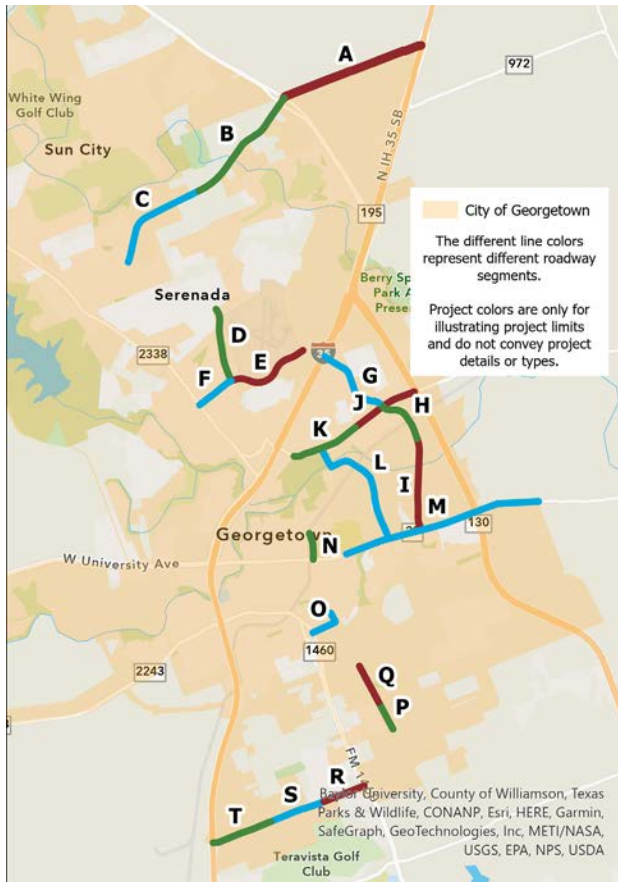
**Some participants did not use all funds allotted. Therefore, these results only add to 99%*

Key Events

AUGUST 3, 2023

Gather 'round Georgetown Expo Pop-up Event

The project team hosted a booth at the Gather 'round Georgetown Expo on Thursday, August 3rd between 6-8 pm and had a total of 70 total participants.




◀ Results of engagement activity

Participants were asked to use the stickers given and vote on the top 6 projects they wanted to see prioritized out of a list of 20 projects.

TOP 6 PROJECTS WITH THE MOST NUMBER OF VOTES


| Segment | Starting Location | Ending Location | Votes |
|------------------------------------|------------------------------|--------------------------|-------|
| M – Widen State Highway 29 | Patriot Way | Taylor Road / Haven Lane | 34 |
| B – Widen Shell Road | SH 195 | Shell Spur | 33 |
| C – Widen Shell Road | Shell Spur | Bellaire Drive | 30 |
| E – Widen Lakeway Drive | Northwest Boulevard | Airport Road | 26 |
| T – Widen Westinghouse Road | Rabbit Hill Road / Mays Road | I 35 | 23 |
| G – Widen NE Inner Loop | I 35 | FM 971 / Weir Road | 22 |

◀ This overall map to the left shows the general locations of all 20 projects from the list. The online version was open on the project website between July 28th and August 18th and received 115 total participants.



[Home](#)
[FMP](#)
[FLUP](#)
[SLUP](#)

Para ver este sitio web en español, haga clic en el botón Google Translate en la parte superior derecha de esta página.



Georgetown Future Mobility Plan (FMP)

Welcome and thank you for your interest in the Georgetown FMP! The Georgetown FMP, previously known as the Overall Transportation Plan, will help establish transportation projects, policies, and standards to realize the envisioned transportation network.

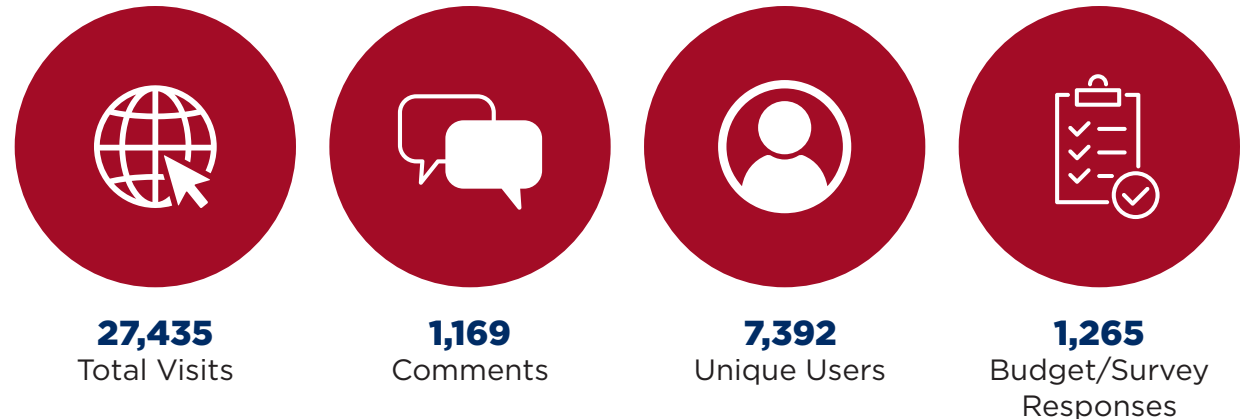
As part of the FMP update, Georgetown is also updating its Future Land Use Plan (FLUP) and Sidewalk Master Plan (SMP). Completing these plans simultaneously provides a more comprehensive update to each. More information on each plan is provided in the linked tab at the top of this page.

Over the next several months as we work to update the previous plan of our transportation network (linked on FMP pages), please continue to return to this page for updates and new opportunities.

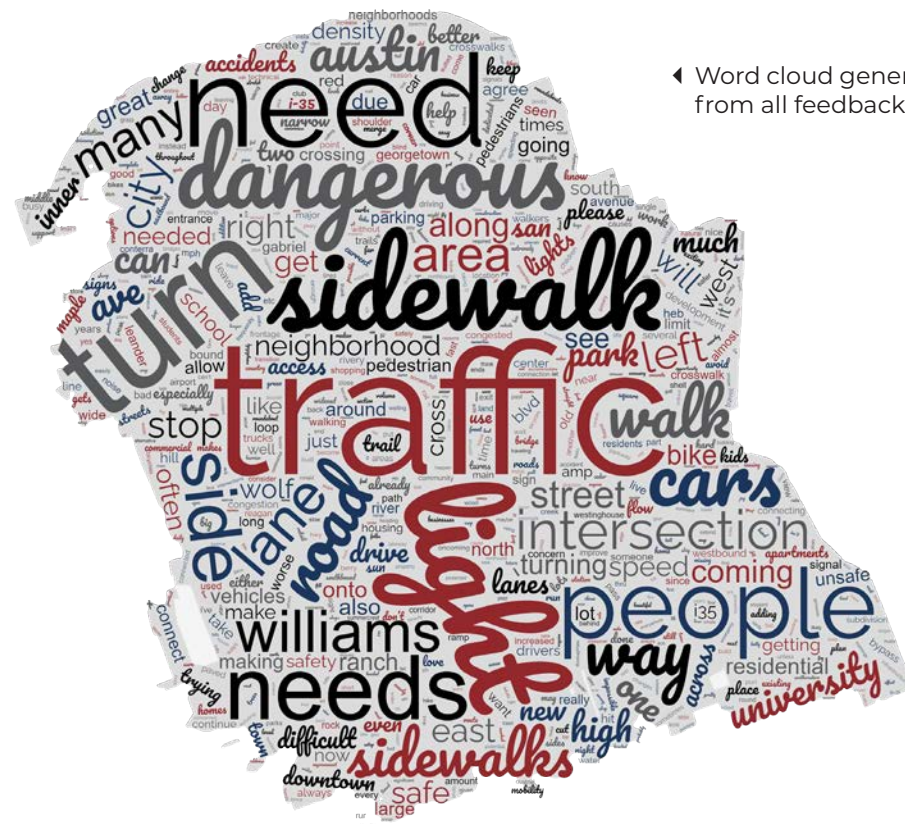
[FMP](#)
[FLUP](#)
[SMP](#)

Along with the public/pop events, the corresponding online activities were published within the same time frame to widen the reach of the published. Specifically the following dates:

- + Round 1 Engagement: October 18 – December 1, 2022
- + Red Poppy Festival Engagement: April 27 – May 8, 2023
- + Gather 'round Georgetown Engagement: July 28 – August 18, 2023



▲ The numbers shown here are representative of all online participation received for the Future Mobility Plan, Sidewalk Master Plan, and Future Land Use Plan combined by August 28, 2023.



◀ Word cloud generated from all feedback

Chapter 3

EXISTING CONDITIONS



Source: City of Georgetown

Existing Conditions

Regional Context

The City of Georgetown is 25 miles north of the City of Austin via I-35, and is situated north of other Austin Metropolitan Area suburbs, including the cities of Leander, Cedar Park, and Round Rock. The study area, made up of Georgetown city limits (60 square miles) and the extraterritorial jurisdiction (61 square miles), covers a total of 121 square miles.

Georgetown is the county seat for Williamson County and is currently the most populated city entirely located in the county. The City of Round Rock has a bigger population overall, but a small part of its boundary is located in Travis County. Georgetown, as part of Williamson County, falls under the jurisdiction of the Capital Area Metropolitan Planning Organization (CAMPO).

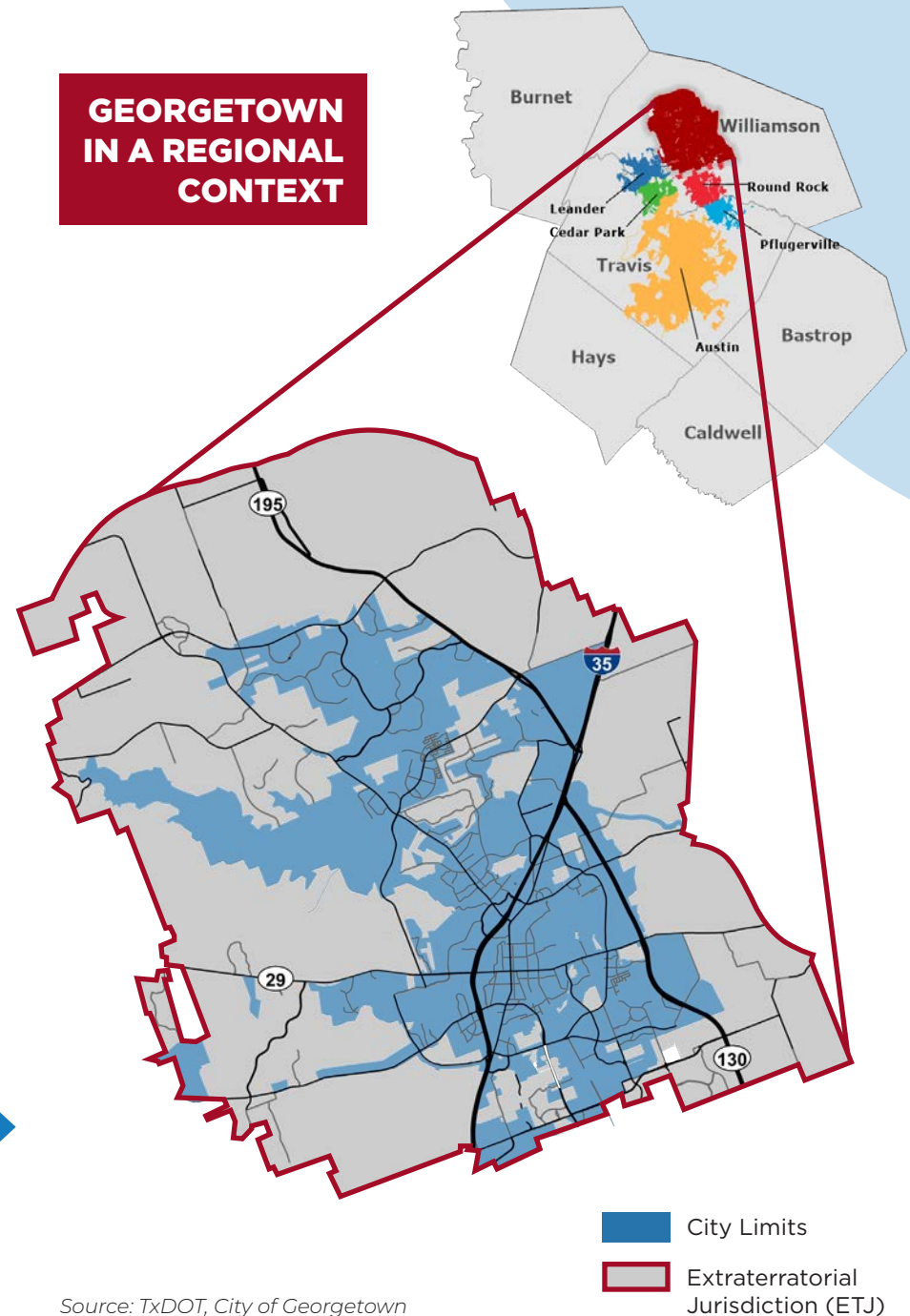
Entering Georgetown

The Census Bureau OnTheMap data application shows that more than 20,000 people commute into Georgetown for work. A similar number of residents commute outside of Georgetown for work. Approximately 5,000 people live and work in Georgetown.

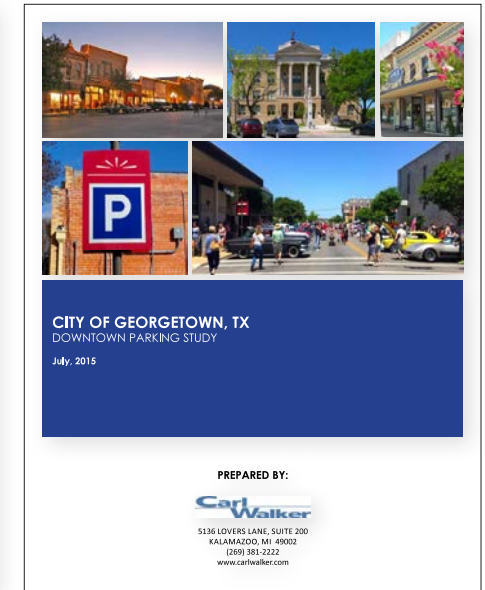
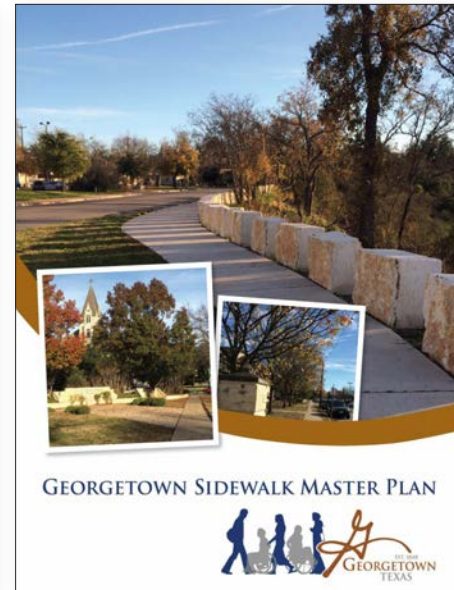
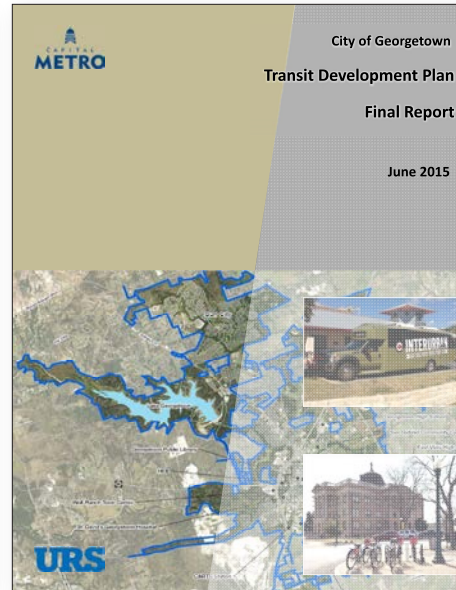
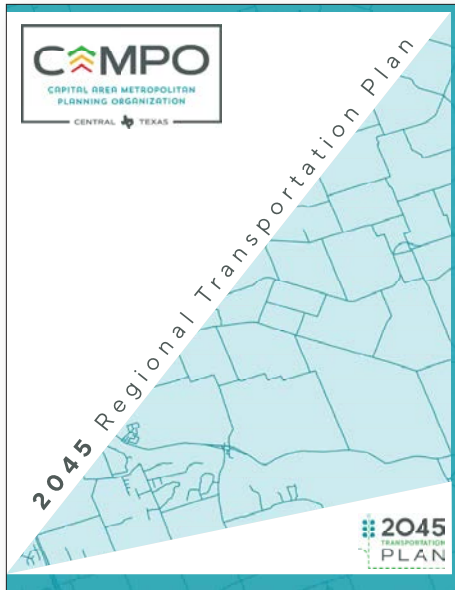


Source: TxDOT, Census Bureau

GEORGETOWN IN A REGIONAL CONTEXT



Source: TxDOT, City of Georgetown



Past Plans Summary

In the process of writing the FMP, a review of the past plans adopted by the City of Georgetown was performed to ensure that the updated FMP will make recommendations that has a holistic approach and is coordinated with the goals and objectives of other elements of the City.

The complete Past Plans Summary can be found in Appendix X. In this document, the project team summarized each of the past plan's general synopsis, vision/goals, and recommendations.

While all of these plans were examined, not all were pertinent to the recommendations in this plan. In particular, many of the recommendations made from this FMP build upon the key recommendations from the plans in red below.

GEORGETOWN 2030 PLAN

- + Future Land Use Plan
- + Utility Master Plan
- + 2020 Williams Drive Gateway Plan
- + 2015 Overall Transportation Plan (OTP) Update
- + 2022 Parks and Recreation Master Plan
- + Gateways and Image Corridors

2015 DOWNTOWN PARKING STUDY

2015 TRANSIT DEVELOPMENT PLAN

2014 SIDEWALK MASTER PLAN

2019 BICYCLE MASTER PLAN

2021 TRANSPORTATION IMPACT FEE STUDY

CAMPO 2045 REGIONAL TRANSPORTATION PLAN



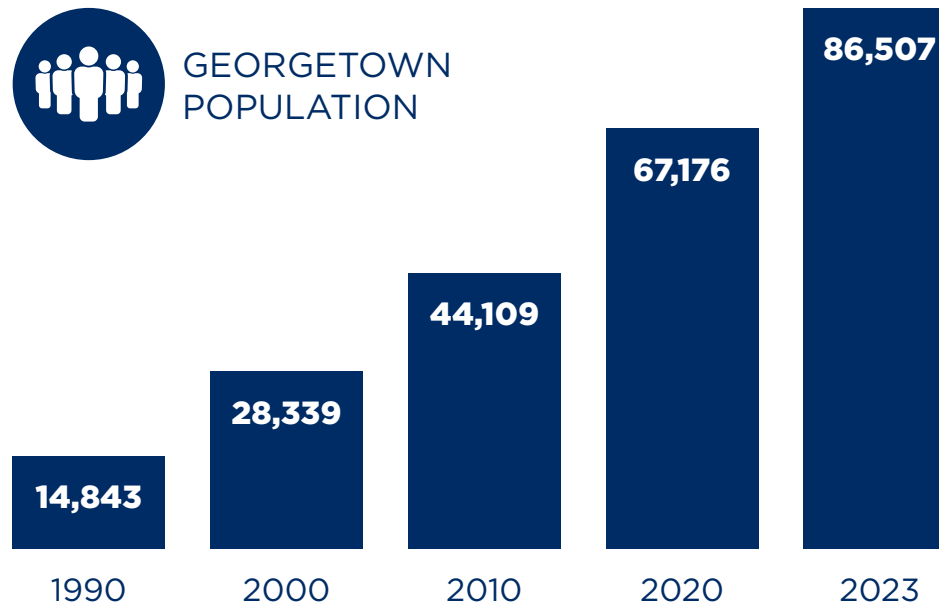


Existing Conditions

The City of Georgetown has experienced tremendous growth in the last two decades. To make sound recommendations that will guide future decisions for mobility, it is essential to examine the existing conditions of the city. This chapter provides an analysis of the current state of Georgetown regarding demographics, environment, and transportation.

Population Changes

Georgetown added an estimated 19,331 residents from 2020 - 2023. Since the early 2000s, this city has experienced major growth every decade. In 2022, there were nearly 2,500 housing construction starts for the 4th year in a row. The influx of new residents, housing, commercial and office spaces, will change the demand on the existing roadway infrastructure and commute patterns.



¹<https://georgetown.org/2023/05/18/census-georgetown-is-again-fastest-growing-city-in-u-s/#:~:text=Georgetown's%20growth%20rate%20was%2014.4,estimate%20from%20a%20year%20ago.>

Source: Decennial Census and American Community Survey 2023: 1-Year Estimates

Population Demographics

Since the last comprehensive plan update in 2020, Georgetown’s median age has decreased from 45.8 to 41 years. Compared to the Austin-Round Rock Metropolitan Service Area and Williamson County, Georgetown has an older population. The data on this page shows that in comparison to the greater Austin-Round Rock Metropolitan Service Area, some trends that make Georgetown unique are that there are more people 65-85 years old and fewer people who are 30-64 years old.

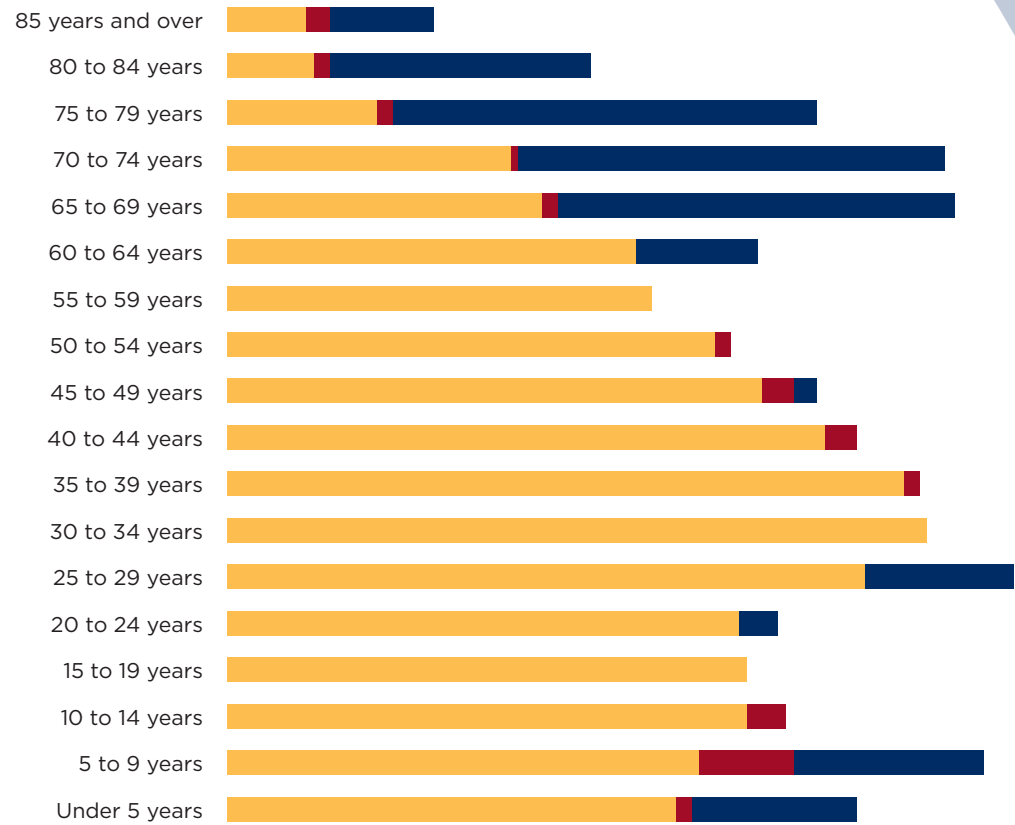


MEDIAN AGE

- 35.9** Austin-Round Rock Metropolitan Service Area
- 35.9** Williamson County
- 35.9** Georgetown

AGE DISTRIBUTION

Austin-Round Rock MSA Williamson County City of Georgetown



Source: American Community Survey 2021: 1-Year Estimates for Age and Sex

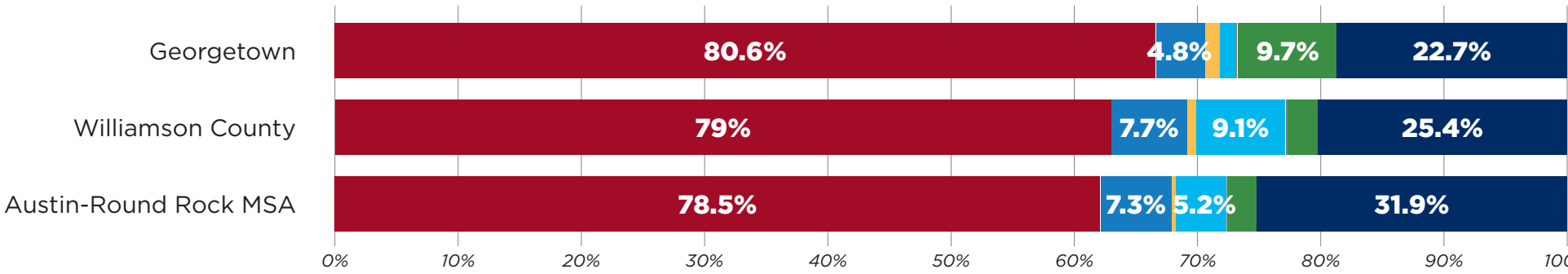
Racial Demographics

Georgetown's overall racial demographics reflect a similar trend to that of the overall Williamson County and the Austin – Round Rock Metropolitan Statistical Area (MSA). In comparison, Georgetown has a slightly higher representation of white people and a notably higher representation of people of two or more races. Georgetown has a smaller representation of the Hispanic / Latino, Asian, and black races compared to its regional counterparts.



POPULATION BY RACE

- White Alone
- Black or African American Alone
- American Indian and Alaskan Native Alone
- Asian Alone
- Native Hawaiian and Other Pacific Islander
- Two or More Races
- Hispanic or Latino



Source: American Community Survey 2021: Race

Employment Industries

Within Georgetown, 57.4% of people 16 years or older are in the workforce. The employment industries with the highest share of total employment are service, sales, and office occupations.

Daily Commute

The median commute time is 23.3 minutes. In comparison to the Williamson County and Austin – Round Rock MSA, Georgetown's median commute is roughly 3 minutes shorter, which is slightly above a 10% reduction from the overall travel commute.



MEDIAN COMMUTE TIMES



Source: American Community Survey 2021: Education Attainment, Means of Transportation to Work

Environmental Features

The City of Georgetown is landlocked and has over 2.13 square miles of wetlands. Of its 121 square miles, 8.46 square miles of Georgetown are located in the FEMA 100-year flood plain.

Floodplains and water features can be barriers to future roadway implementation and limit options for alternative mobility. In Georgetown, the land surrounding these features should be well planned to provide relief to the areas that have more restricted mobility.

Main Bodies of Water

There are two large bodies of water within the city limits, Lake Georgetown and the San Gabriel River. Lake Georgetown is a 1200-acre lake that includes areas for camping, fishing, and boating. Along the lake, there is also a wildlife preserve and 16 miles of hiking trails. San Gabriel River flows northeast through various cities of Central Texas, 50 miles through Williamson and Milam Counties where it joins the Little River. Additionally, the Edwards Aquifer, an artesian well, is a ground water source.

Parks

Within the City and ETJ limits, there are 10 parks managed by the City, including:

- + Stillwater Park
- + Summers Green Park
- + University Park
- + Raintree Park
- + Golden Bear Park
- + Woodlake Park
- + Summercrest Park
- + La Conterra North Park
- + Windridge Village Park
- + Rowan Park



▲ San Gabriel River



▲ The Blue Hole Park, a lagoon located along the south fork of the San Gabriel River

Future Land Use Plan Update

The last update to the FLUP occurred in 2020. The purpose of the FLUP is to determine appropriate locations for future uses and activities while establishing a set of development characteristics for distinct areas within the city. As land uses change, the FLUP should be updated to accurately account for existing conditions and future needs.

Given the extensive development activity over the last several years and the concurrent update to the FMP, this was an opportune time to provide an update. Land uses were reevaluated as part of an update to the FLUP. The updated land uses were incorporated into the travel demand modeling efforts for the FMP to more accurately depict future travel patterns.

Land Use and Demand

There is a causal relationship between trip generation and density of associated land use. Whether the land use is residential or commercial, higher density corresponds to an increased demand on the transportation system. Increased capacity, increased efficiencies, and / or a significant shift in modes (driving to biking, e.g.) will be required in able to serve higher density. There are some recommendations in this plan for improving efficiency and accommodating active transportation, but because trips in Georgetown are predominantly completed using cars (90% of survey respondents indicated they drive as a primary mode of travel to work or school), this plan focuses on increasing capacity. In transportation planning, it is best practice to proactively plan for a transportation system that will have regular spacing between arterials and a supportive system of collector streets, while also accounting for natural and man made barriers and topography for feasible alignments.



Transportation Impact Fee Study

The City adopted a Transportation Impact Fee study (TIF) in March 2021, which approximated future growth while examining the components of the city's impact fees.

Coordination with Corridors

Williamson County has identified major planning corridors in the area that will have a future impact on Georgetown. By design, these arterial and access controlled facilities are meant to prioritize and improve long-distance mobility. The trade-off is that they can create barriers to mobility and limit connectivity within or around the city.

As the planning for these corridors proceeds, the City should be intentional to coordinate with Williamson County on where crossings will be designed, to ensure Georgetown's local mobility needs are accommodated.

It will be pertinent to provide an update to the TIF once the FLUP and FMP have been updated with the results of city's projected transportation demand and vehicle-miles traveled. For a more detailed analysis, please refer to the modeling section in Chapter 4.

Major Roadways

There are several high-capacity roadways that enter the City of Georgetown from various directions. These highways are also part of the Texas Highway Freight network.

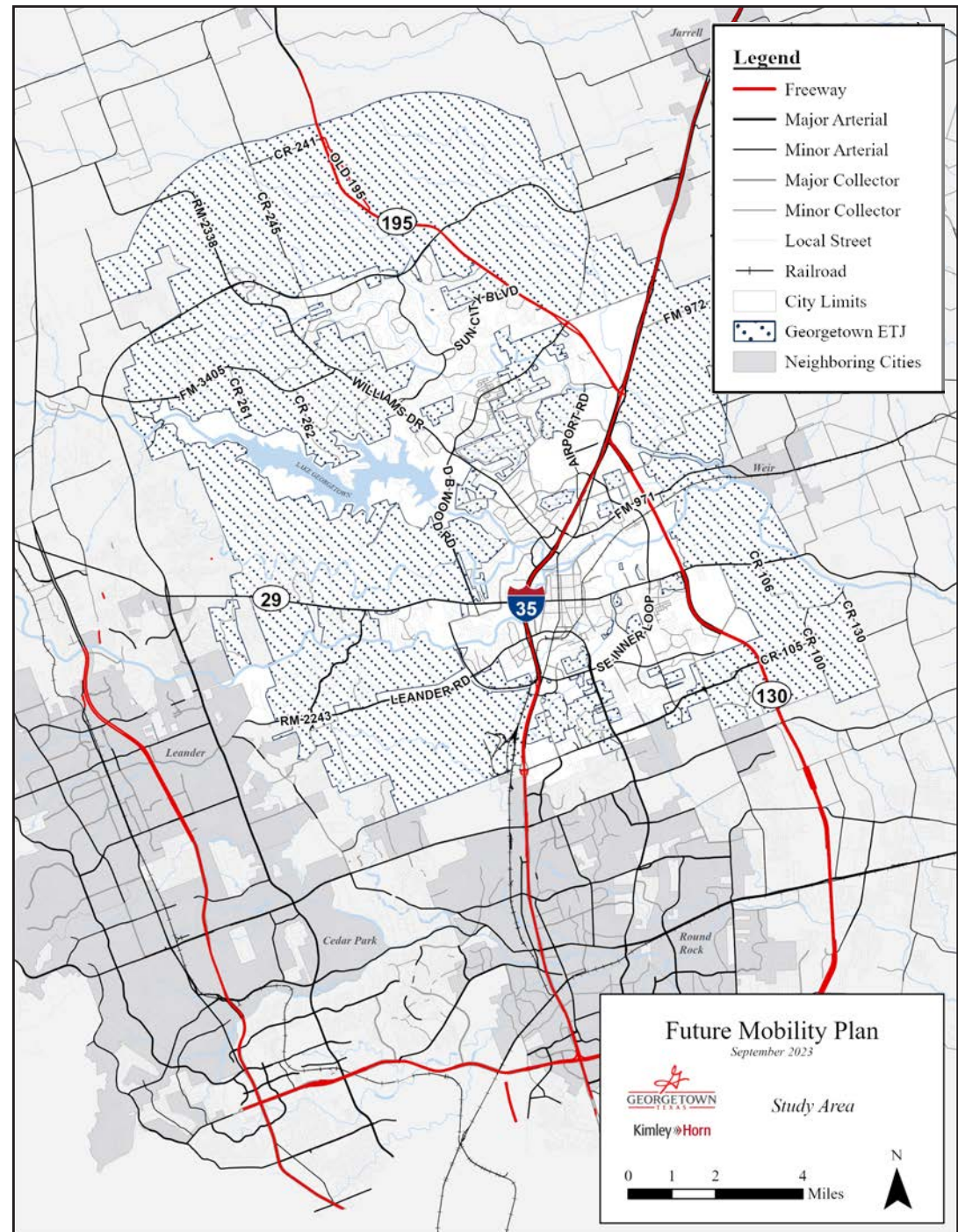
- + **Interstate Highway 35** is the main north-to-south connection to the City; this is also the largest carrying capacity freeway in Georgetown
- + **State Highway 29** is the main east-west connection through the city; the part of the roadway that runs through the heart of the city is also known as University Avenue
- + **State Highway 130**, also known as Pickle Parkway, is an express tollway road that connects to IH 35 and SH 29 coming from outside the southeastern borders of the City
- + **State Highway 195** is another north-south highway that comes from the northwest and connects to IH 35

Railroads

There is only one railway within Georgetown. The Georgetown Railroad (GRR), is a 10-mile railroad that runs from the City of Round Rock and ends at the City of Granger. This train is not available to the general public and is utilized specifically for commercial transportation.

► Study Area

Source: TxDOT, City of Georgetown



Projects Underway

In the City of Georgetown, many transportation projects are currently underway or have received funding for varying phases. These projects received funding through the 2015 and 2021 City Bond Programs, the 2019 Williamson County Road Bond Program, the Georgetown Transportation Enhancement Corporation, and TxDOT. Below is a list of general projects currently in the construction, design, and future planning phases. For a detailed table regarding ongoing roadway projects, please refer to the Appendix.

CONSTRUCTION

- + Southwest Bypass extension
- + I-35 frontage road lane addition
- + Westinghouse Road partial reconstruction

DESIGN

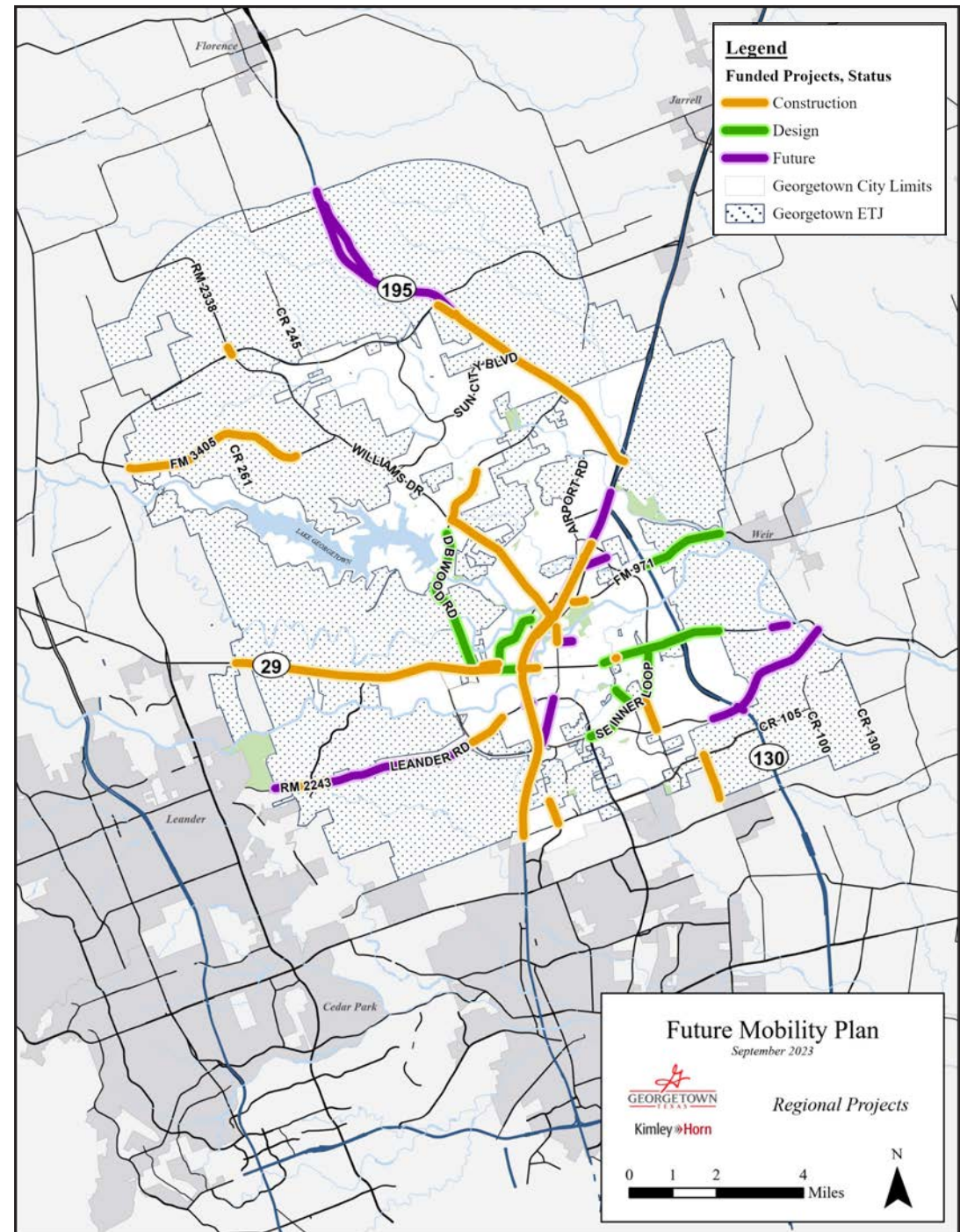
- + DB Wood Road widening (various sections)
- + Shell Road widening (various sections)
- + Southwestern Boulevard reconstruction
- + Austin Avenue Bridge rehabilitation
- + Southeast Inner Loop widening

FUTURE

- + Sam Houston Avenue Extension
- + Leander Road widening (various sections)
- + Leander Road Bridge reconstruction
- + Stadium Drive Reconstruction
- + University Avenue reconstruction
- + Williams Drive turn lane reconfiguration

► Regional Projects

Source: TxDOT, City of Georgetown



Active Transportation Network

Active transportation consists of pedestrian and bicycle infrastructure, including sidewalks, bicycle facilities, and trails.

As of November 2022, Georgetown has:

- + 523 miles of sidewalk
- + 17 miles of existing bike lanes
- + 98 miles of existing off-street paths / trails

The 2019 Georgetown Bicycle Master Plan has more detailed information about all of the existing and planned facilities.

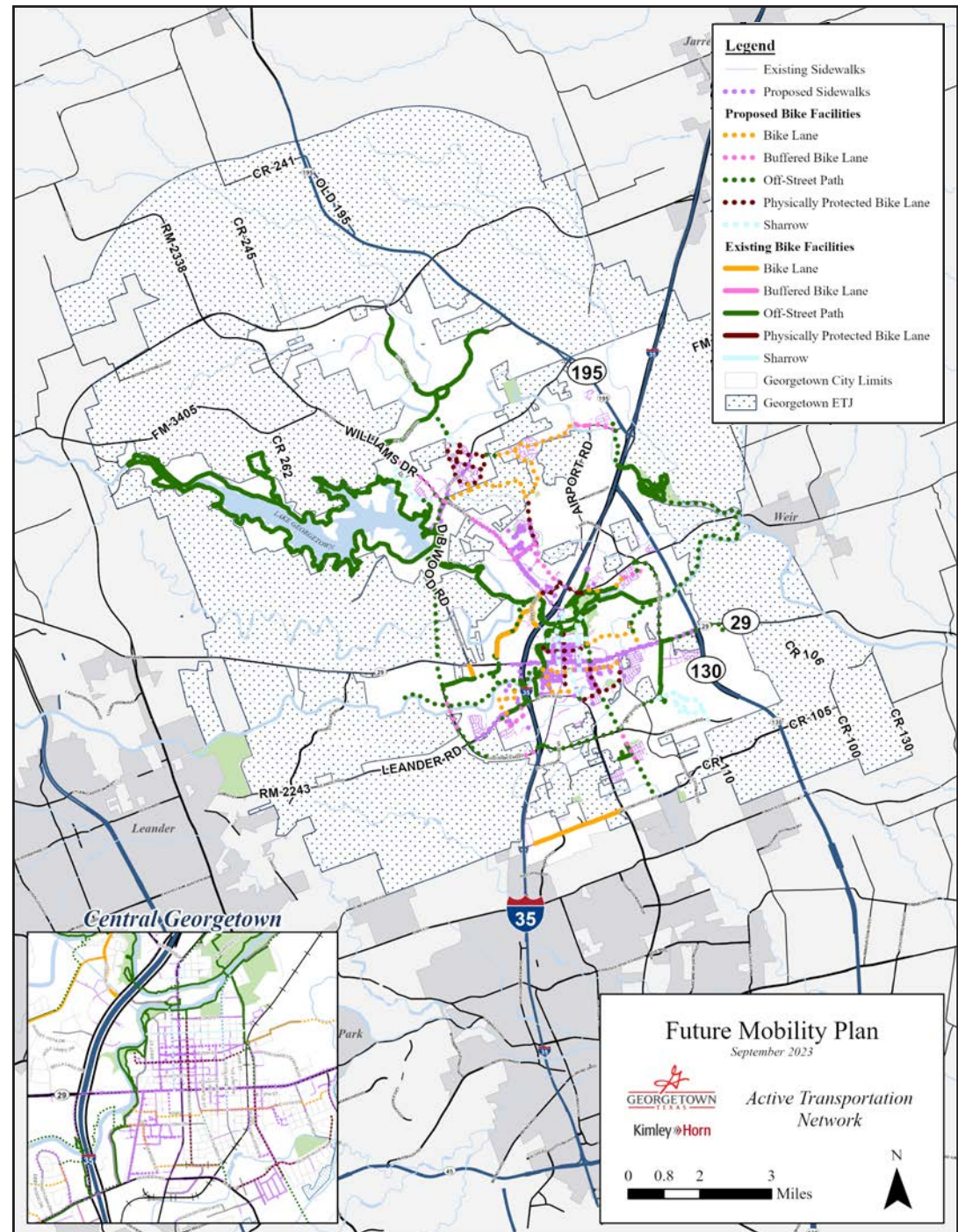
Through the public engagement process, many comments were received regarding the active transportation network. In general, people would like to see an expansion of pedestrian and bicycle facilities throughout the city and enhancement of existing facilities. Specifically, comments were received regarding the need for more paved pathways, wayfinding signage to help navigate the network, and the need for additional amenities. Amenities could include lighting, trash cans, shade respites, benches, and bicycle parking, among others.

Based on this feedback, the proposed street cross-sections include sidepaths. As these street cross-sections are implemented, the active transportation network will be more connected.

The map on this page shows the future connected network that will allow residents and visitors to explore the city on foot or by bike.

► Active Transportation Network

Source: TxDOT, City of Georgetown



Crash Data by Functional Classification

Crash data within Georgetown and its ETJ was collected using the TxDOT Crash Record Information System (CRIS). Data includes crashes within a five-year period from 2017 – 2021.

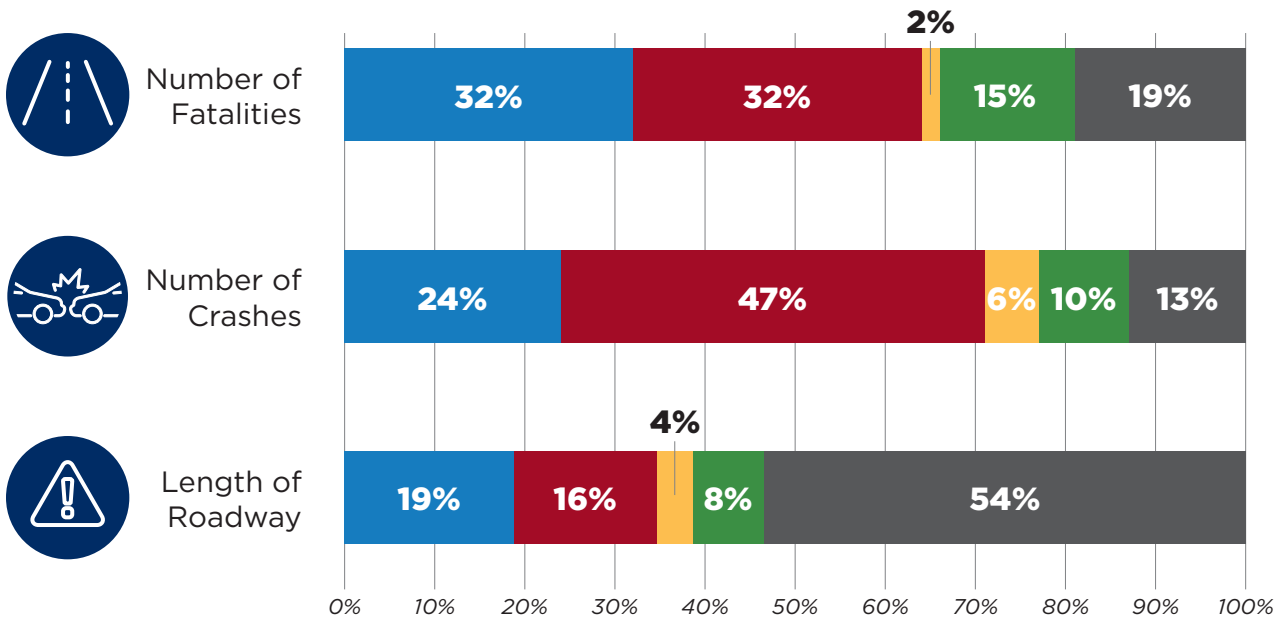
The data to the right indicates that while major arterials make up only 16% of total miles of roadway in Georgetown, they account for almost half of total crashes and are tied for the with Freeways for the highest percent share of the total number of fatalities.

Alternatively, local roadways account for more than half of the roadways in Georgetown, but account for only 13% of all crashes. Local and collector roadways account for a disproportionately large number of fatalities, when compared to total number of crashes on those facilities. In this graphic, the data was analyzed by the length of the roadway.

This analysis did not account for traffic volume or lane miles. There is a direct correlation between volume of traffic, number of lanes, and number of accidents. Larger capacity roadways (freeways, e.g.) have more cars and more lanes on them than local roadways, and therefore experience higher crash rates. This analysis solely examines the length of the roadway, it's classification, and number of accidents.

ROADWAY CLASSIFICATION SAFETY CATEGORIES (As Percent of Total)

ROADWAY TYPE



Source: TxDOT CRIS Data (2017 – 2021), City of Georgetown

Chapter 4

ANALYSIS/METHODOLOGY



Source: Josie Ortiz

■ Cross-Section Development

The process for updating the street cross sections began with a review of the current standards contained in the 2015 Overall Transportation Plan and the Unified Development Code. Documentation of these is included in this chapter. Recommendations contained in this chapter should be incorporated into the concurrent update of the Unified Development Code to remain consistent. When development applications are being considered, they should adhere to the requirements of the Thoroughfare Plan. In addition, the City of Georgetown should coordinate with Williamson County regarding street cross sections in the Extraterritorial Jurisdiction (ETJ).

The Thoroughfare Plan identifies two areas that do not use the proposed street cross sections. Those areas are:

The City of Georgetown Downtown District Overlay

- + Street cross sections for this overlay district are identified in the Downtown Master Plan

Williamson County Corridors

- + These corridors are intended to be access-controlled facilities with approved schematics defining typical sections and right-of-way (ROW) footprints. ROW should be required for dedication by development to accommodate these larger regional facilities. Approved schematics may be through either Williamson County or TxDOT.

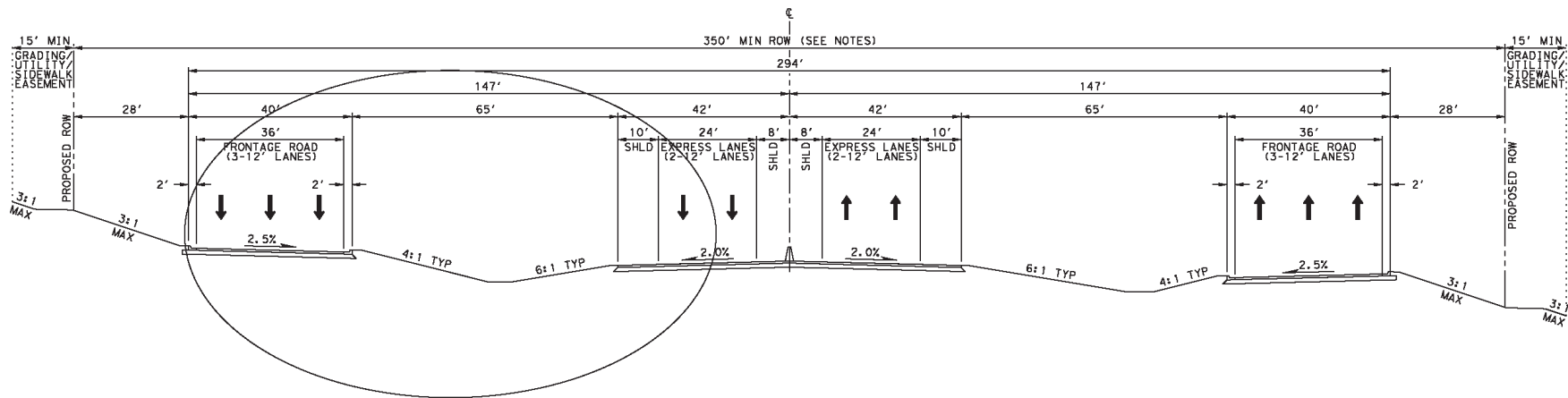
The development of the street cross sections primarily involved the following changes to the previous standards:

- + Removed on-street bike lanes
- + Established 10' sidepath as the preferred bicycle facility on arterial and collector streets
- + Narrowed lanes from 12' to 11' on arterial and collector streets, excluding the gutter pan (identified separately on the street cross sections)
- + Identified the appropriate location of street trees between the curbs and ROW
- + Included details on curbs and sidewalk buffer areas
- + Included sidewalk or sidepath widths

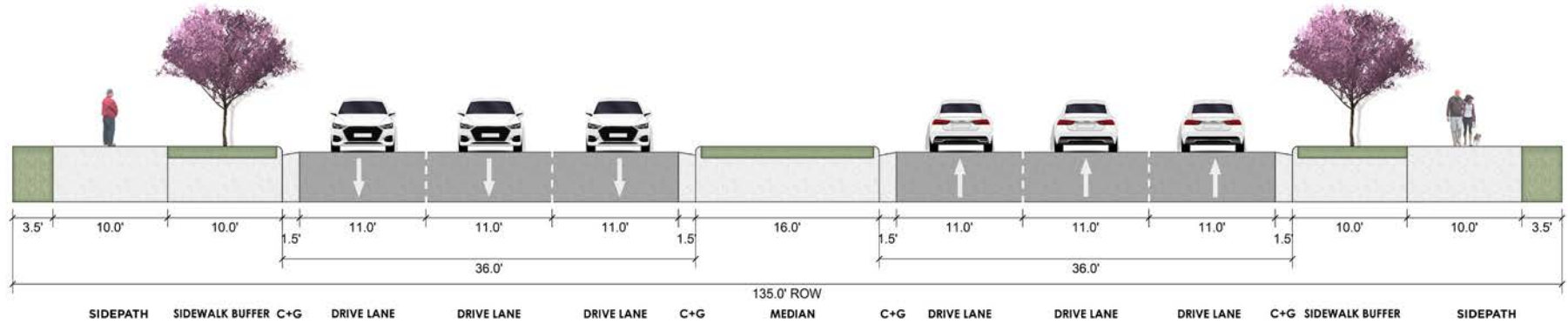
Freeway Cross Sections

The original version of the Williamson County Long Range Transportation Plan (LRTP) was created in 2009 and subsequently updated in 2016 and 2021, primarily with changes to the arterial network. The cross section presented on this page illustrates a Freeway cross-section, as required by the UDC. Substantial coordination occurred during FMP development with Williamson County to ensure this proposed cross-section matches the County's requirements.

350' RIGHT-OF-WAY FOR CORRIDORS (AS SHOWN IN THOROUGHFARE PLAN)

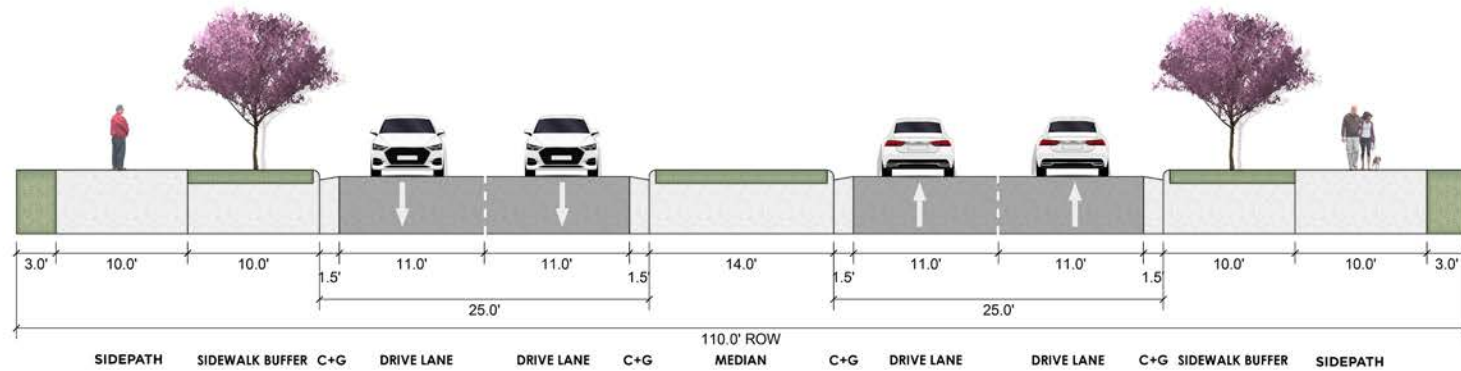


2023 CROSS-SECTIONS



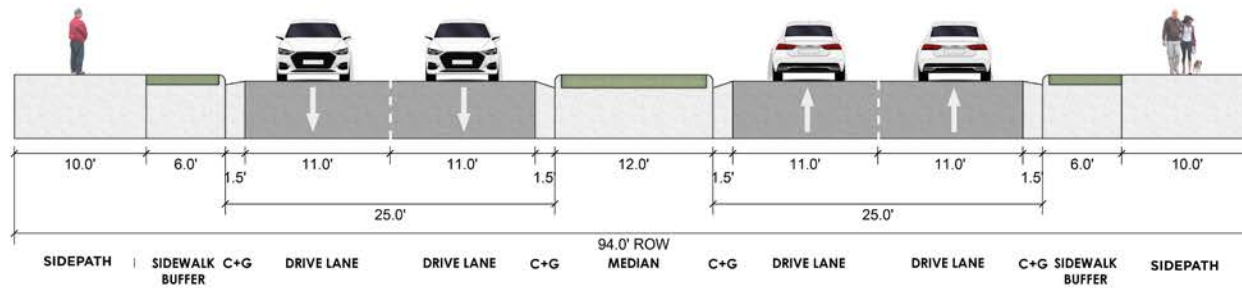
6-LANE MAJOR ARTERIAL

MEDIAN SURFACE TYPE TO BE DETERMINED BY DIRECTOR
CURB AND GUTTER IS 1.5' AND SHOWN IN CROSS SECTIONS FOR CLARITY



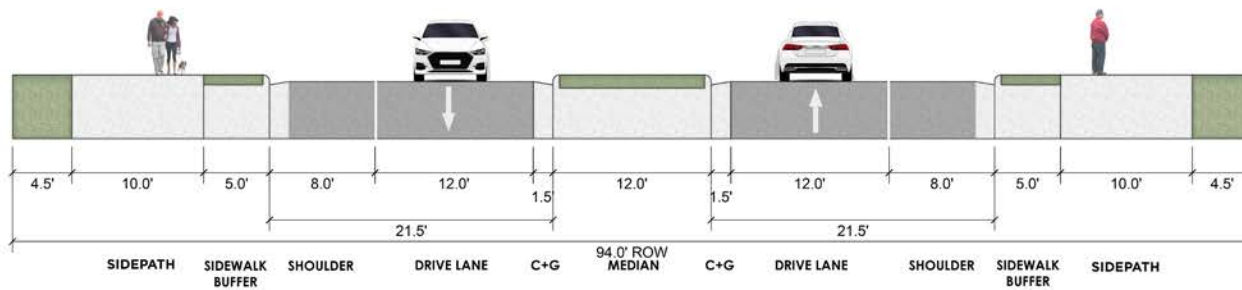
4-LANE MINOR ARTERIAL

MEDIAN SURFACE TYPE TO BE DETERMINED BY DIRECTOR
CURB AND GUTTER IS 1.5' AND SHOWN IN CROSS SECTIONS FOR CLARITY



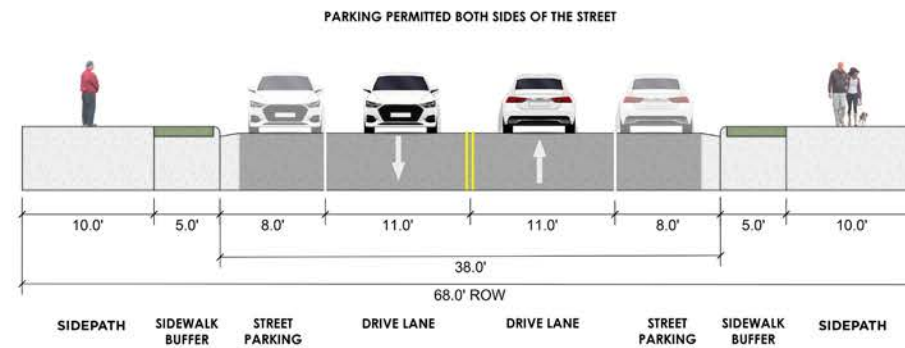
4-LANE MAJOR COLLECTOR

MEDIAN SURFACE TYPE TO BE DETERMINED BY DIRECTOR
CURB AND GUTTER IS 1.5' AND SHOWN IN CROSS SECTIONS FOR CLARITY

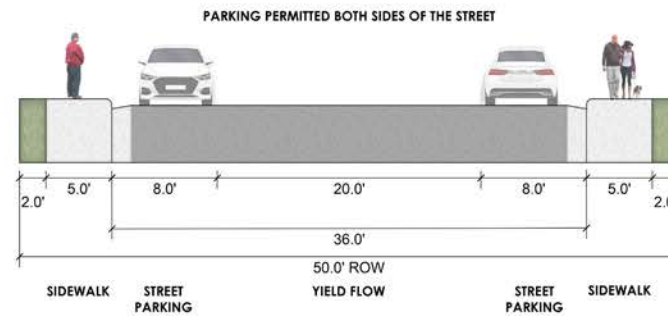


2-LANE MAJOR COLLECTOR

ALTERNATIVE FOR TERRAIN AND DRAINAGE ISSUES
MEDIAN SURFACE TYPE TO BE DETERMINED BY DIRECTOR
CURB AND GUTTER IS 1.5' AND SHOWN IN CROSS SECTIONS



2-LANE NEIGHBORHOOD/RESIDENTIAL COLLECTOR



2-LANE RESIDENTIAL LOCAL STREET

■ Travel Demand Model

The purpose of this analysis is to determine which roadways have the greatest need for improvement, such that projects can be proposed and prioritized as part of the Future Mobility Plan (FMP).

To better understand future demand on the city's roadway network, a travel demand model (TDM) analyzes how people move throughout the City. This analysis includes segmenting the city into smaller areas, called Traffic Analysis Zones (TAZs), that are connected by links that generally match the city's roadway system. Demographics, including number of households and number of employees, are collected within each TAZ to better understand how many people will be driving on the roadways. The output from a TDM shows whether the roadway network can handle the number of people traveling along it.

The project team produced TDMs for this analysis using the Capital Area Metropolitan Planning Organization's (CAMPO) publicly available base TDM. The output of a TDM is Average Daily Traffic volumes (ADTs) for each roadway in the study area. The project team then modified CAMPO's base TDM, using demographic projections produced by the project team, to represent four unique scenarios. The four scenarios are explained in the following page.

Generally, the process of analyzing the roadway capacities and performance was as follows:

- 1. Approximate demographics for each TAZ**
- 2. Verify demographics with City Staff**
- 3. Run the TDM with final demographics and receive output**
- 4. Associate TDM outputs with the roadway network such that each TDM link has an associated functional classification and / or cross-section attributes (number of lanes and median type)**
- 5. Calculate capacity and volume-to-capacity ratio for each link in the TDM**
- 6. Analyze where future changes in the roadway network will be required based on the final outputs**

Travel Demand Model Scenarios

SCENARIO 1

Base

Represents:

The City of Georgetown and its ETJ as they exist in year 2023.

Roadway Assumptions:

Existing roadway cross-section characteristics were used to compute the capacity of roadways.

Land Use Assumptions:

Existing parcel data from the Williamson Central Appraisal District was used to approximate demographics.

SCENARIO 2

Future No Build

Represents:

The City of Georgetown and its ETJ as they would be in year 2035, with no additional construction.

Roadway Assumptions:

The most current 2035 Thoroughfare Plan provided by the City of Georgetown was used to compute roadway capacities.

Land Use Assumptions:

The most current FLUP provided by the City of Georgetown was used to approximate demographics.

SCENARIO 3

Future FMP

Represents:

The City of Georgetown and its ETJ as they would be in year 2035, if the Thoroughfare Plan was updated and some land uses from the most current FLUP were realized.

Roadway Assumptions:

The Thoroughfare Plan created and proposed by Kimley-Horn was used to compute roadway capacities.

Land Use Assumptions:

A combination of existing parcel data and the most current FLUP was used to approximate demographics.

SCENARIO 4

Future FMP + FLUP

Represents:

The City of Georgetown and its ETJ as they are predicted to be in year 2045, with the new proposed thoroughfare plan and future land use fully realized.

Roadway Assumptions:

The Thoroughfare Plan created and proposed for this plan update was used to compute roadway capacities.

Land Use Assumptions:

The FLUP created and proposed for this plan update was used to approximate demographics.

ETJ - Extraterritorial Jurisdiction

FLUP - Future Land Use Plan

Scenario 1

Base

The **Base Scenario** represents the City of Georgetown and its Extraterritorial Jurisdiction (ETJ) as they exist in 2023.

DEMOGRAPHICS

Demographic data for the Base Scenario was approximated using existing parcel data acquired from the Williamson Central Appraisal District (WCAD). WCAD designates each parcel in the County with a Land Use Code for property tax purposes. Consultant Kimley-Horn translated these codes into categories that enabled the estimation of dwelling units and employees in the study area, which the sub-consultant, Cambridge could input into their modeling software. Dwelling units and residents are factors in the calculation of sources and sinks of travel demand in the study area. TxDOT's Traffic Data and Analysis Manual provides a detailed explanation of the land use categories and the travel demand modeling process overall, but in sum, the land use categories used in the modeling are as follows:

- + **Basic** – mining, construction, manufacturing, wholesale trade, transportation, communication, and public utility groups.
- + **Service** – service industry groups such as financial, insurance, real estate, and government entities. Parcels used for education or religious use are typically considered a subcategory of service, however the number of employees at these parcels was computed in a slightly different way.
- + **Retail** – establishments selling consumer goods.
- + **Residential** (single-family & multi-family) – parcels exclusively where people live.

The following table presents the translation between land use codes and categories.

Table 1 – Land Use Code to Category Translation

| Land Use Code | Code Description | Land Use Category |
|---------------|--|-----------------------------|
| A1 | Residential, single-family | Residential – Single-Family |
| A2 | Residential, mobile homes | Residential – Single-Family |
| A3 | Residential, miscellaneous | Residential – Single-Family |
| A5 | Residential, condominiums (details) | Residential – Single-Family |
| A7 | Residential, community property | Residential – Single-Family |
| A8 | Residential, condominiums | Residential – Single-Family |
| A9 | Residential, duplexes | Residential - Multi-Family |
| A10 | Vacant, residential | Undeveloped |
| B1 | Residential, multi-family | Residential - Multi-Family |
| B2 | Residential, duplexes | Residential - Multi-Family |
| B4 | Residential, multi-family | Residential - Multi-Family |
| C1 | Vacant | Undeveloped |
| C5 | Vacant, commercial | Undeveloped |
| C7 | Commonly Owned Area or Greenbelts | Undeveloped |
| D1 | Qualified Open Space Land | Undeveloped |
| D2 | Farm and Ranch Improvements on Qualified Open Space Land | Undeveloped |
| D3 | Dry Crop or Farmland | Undeveloped |
| E1 | Rural Land, not qualified for Open Space Land appraisal | Residential – Single-Family |
| E2 | Farm and Ranch Improvements, mobile home | Residential – Single-Family |
| E3 | Farm Buildings, excluding homestead | Basic |
| E4 | Vacant, agricultural | Undeveloped |
| E5 | Mobile Home attached to agricultural property | Residential – Single-Family |
| F1 | Commercial | Retail |
| F2 | Industrial | Basic |
| F3 | Commercial (details) | Retail |
| G3 | Mines and Quarries | Basic |
| J1 | Utility Water System | Basic |
| J2 | Gas Distribution System | Basic |
| J3 | Electric Companies | Service |
| J4 | Telephone Companies | Service |
| O1 | Residential, Inventory | Residential – Single-Family |
| XD | Improving Property for Housing w/ Volunteer Labor | Residential – Single-Family |
| XE | Community Housing Development Organizations | Residential - Multi-Family |
| XI | Youth Spiritual, Mental and Physical Development | Service |
| XJ | Private Schools | Service |
| XV | Other Exempt (Incl Public, Religious, Charitable) | Service |

To compute number of dwelling units in the study area, different assumptions were made for single-family and multi-family parcels. Each single-family parcel would have one single-family home; each multi-family parcel assumes one dwelling unit per 1,200 square feet of building on the parcel. Building footprint data was provided by the City of Georgetown.

Additionally, average household size was assumed to estimate the population of the study area, such that the City could verify the demographic analysis. The average household size was assumed to be 2.8 for a single-family home and 2.3 for a multi-family dwelling unit. Under these assumptions, the residential population of the City of Georgetown and its ETJ was estimated to be 124,954 for the Base Scenario, which the City verified.

The following table was used to compute number of employees in the remaining land use categories:

| Land Use Category | Square Feet per Employee |
|---------------------|--------------------------|
| Basic | 1,093 |
| Service | 301 |
| Retail | 500 |
| Education/Religious | 1,500 |

Under these assumptions, the number of employees within the City of Georgetown and its ETJ was estimated to be 31,550 for the Base Scenario, which the City verified.

In addition to land use code, WCAD provided an evaluation of any “improvements” on the parcel, which could be any built structure on the property. In combination with land use code and gross building footprint, this was used to determine which parcels were developed, underdeveloped, and undeveloped; this information factors into the Future FMP Scenario. If the improvement value is zero, the parcel would be considered undeveloped. If the floor-to-area ratio is greater than zero and less than 10%, the parcel would be considered underdeveloped. If the land use category is “undeveloped,” the parcel would be considered undeveloped. Otherwise, the parcel would be considered developed.

ROADWAY CAPACITY

The capacity of roadways in the Base Scenario was determined using an inventory of existing roadways in the City of Georgetown and its ETJ. Kimley-Horn verified cross-section attributes for collectors and arterials identified in the 2015 Overall Transportation Plan (OTP) using the latest high-definition aerial imagery provided by NearMap and limited field observations. After entering these attributes into the inventory, capacities for each roadway were calculated using the following table:

Table 3 – Base Scenario Roadway Capacity Calculations

| | | | | | Number of Lanes (Daily Capacity measured by Vehicles Per Day) | | | | | | | |
|---------------------------|-----------------|--------------------------------|------------|---------------------------------|--|--------|--------|---------|---------|---------|---------|---------|
| Functional Classification | Median Type | Capacity (vehicle/ lane/ hour) | K-Factor** | Daily Capacity (vehicles/ lane) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Freeway | - | 2,152 | 1/12 | 25,800 | 25,800 | 51,600 | 77,400 | 103,200 | 129,000 | 154,800 | 180,600 | 206,400 |
| Frontage Road/Ramp | - | 720 | 1/12 | 8,640 | 8,640 | 17,280 | 25,920 | 34,560 | 43,200 | 51,840 | 60,480 | 69,120 |
| Major Arterial | Divided/ TWLTL* | 840 | 1/12 | 10,080 | 10,808 | 20,160 | 30,240 | 40,320 | 50,400 | 60,480 | 70,560 | 80,640 |
| Major Arterial | Undivided | 720 | 1/12 | 8,640 | 8,640 | 17,280 | 25,920 | 34,560 | 43,200 | 51,840 | 60,480 | 69,120 |
| Minor Arterial | Divided/ TWLTL* | 760 | 1/12 | 9,120 | 9,120 | 18,240 | 27,360 | 36,480 | 45,600 | 54,720 | 63,840 | 72,960 |
| Minor Arterial | Undivided | 660 | 1/12 | 7,920 | 7,920 | 15,840 | 23,760 | 31,680 | 39,600 | 47,520 | 55,440 | 63,360 |
| Collector | - | 640 | 1/12 | 7,680 | 7,680 | 15,360 | 23,040 | 30,720 | 38,400 | 46,080 | 53,760 | 61,440 |
| Local | - | 330 | 1/12 | 3,960 | 3,960 | 7,920 | 11,880 | 15,840 | 19,800 | 23,760 | 27,720 | 31,680 |

*TWLTL – Two way left turn lane

**Conversion factor from peak hour to daily volumes

Scenario 2

Future No Build

The **Future No Build Scenario** represents the City of Georgetown and its ETJ as they would have been in year 2035, under the City's most current thoroughfare plan and existing land use.

DEMOGRAPHICS

All demographic assumptions made in the Base Scenario apply to the Future No Build Scenario.

ROADWAY CAPACITY

The capacity of roadways in the Future No Build Scenario was determined using the functional classifications and cross-section attributes defined in the 2015 OTP, which have been summarized in the following table.

Table 4 - Future No Build Roadway Capacity Calculations

| Functional Class | Capacity (vehicles/lane/hour) | K-Factor* | Daily Capacity (vehicles/lane) | Number of Lanes | Number of Lanes |
|-------------------|----------------------------------|-----------|-----------------------------------|-----------------|-----------------|
| Freeway Main Lane | 2,150 | 1/12 | 25,800 | 3 | 3 |
| Frontage Road | 720 | 1/12 | 8,640 | 2 | 2 |
| Ramp | 720 | 1/12 | 8,640 | 1 | 1 |
| Major Arterial | 840 | 1/12 | 10,080 | 6 | 6 |
| Minor Arterial | 760 | 1/12 | 9,120 | 4 | 4 |
| Collector | 640 | 1/12 | 7,680 | 4 | 4 |

*Conversion factor from peak hour to daily volumes

Scenario 3

Future FMP

The **Future FMP Scenario** represents the City of Georgetown and its ETJ as they would have been in year 2035, if the thoroughfare plan was updated and the land use is in transition from its existing state to the most current FLUP.

DEMOGRAPHICS

Recall how development status was determined in the Base Scenario. If the parcel was identified as developed, the land use from the Base Scenario was applied there. If the parcel was identified as undeveloped or underdeveloped, the land use from the City's most current Future Land Use Plan was applied. This is supposed to represent the study area in transition.

In the most current FLUP, the following assumptions were made for each proposed land use. The same employee and dwelling unit per land area assumptions were maintained from the Base Scenario.

Table 5 – Land Use Assumptions for the Future FMP Scenario

| Land Use | FAR* | HH** per Acre | % Residential | % Education | % Basic | % Service | % Retail |
|----------------------------|-------|---------------|---------------|-------------|---------|-----------|----------|
| Community Center | 0.15 | 24 | 20% | | | 40% | 40% |
| Employment Center | 0.15 | 24 | 20% | | 60% | | 20% |
| Regional Center | 0.2 | 24 | 25% | | | 25% | 50% |
| Institutional | 0.15 | | 0% | 10% | | 90% | |
| Mining | 0.005 | | 0% | | 100% | | |
| Open Space | | | 0% | | | | |
| Parks and Recreation | | | 0% | | | | |
| Special Area | 0.3 | 14 | 40% | | | 20% | 40% |
| Mixed Density Neighborhood | 0.2 | 14 | 80% | | | 10% | 10% |
| Neighborhood | 0.2 | 5 | 90% | 5% | | | 5% |
| Rural Residential | 0.05 | 0.1 | 95% | | | | 5% |

*FAR – Floor-to-Area Ratio

**HH – Households

Roadway Capacity

The capacity of roadways in the Future FMP Scenario was determined using the functional classifications and cross-section attributes defined in the thoroughfare plan currently under development by Kimley-Horn, which have been summarized in the table below.

Table 6 – Future FMP Roadway Capacity Calculations

| Functional Classification | Median Type | Capacity (vehicle/lane/hour) | K-Factor* | Daily Capacity (vehicle/lane) | Number of Lanes | Capacity (Vehicles Per Day) |
|---------------------------|-------------|------------------------------|-----------|-------------------------------|-----------------|-----------------------------|
| Freeway | - | 2150 | 1/12 | 25,800 | 3 | 77,400 |
| Frontage Road | - | 720 | 1/12 | 8,640 | 2 | 17,280 |
| Frontage Road Ramp | - | 720 | 1/12 | 8,640 | 1 | 8,640 |
| Major Arterial | Divided | 840 | 1/12 | 10,080 | 6 | 60,480 |
| Minor Arterial | Divided | 760 | 1/12 | 9,120 | 4 | 36,480 |
| Collector | Divided | 640 | 1/12 | 7,680 | 4 | 30,720 |

*Conversion factor from peak hour to daily volumes

Scenario 4

Future FMP + FLUP

The **Future FMP+FLUP Scenario** represents the City of Georgetown and its ETJ as they are predicted to be in year 2045, with the new proposed thoroughfare plan and future land use fully realized.

DEMOGRAPHICS

The same methodology used in the Future Scenario was applied to the Future FMP + FLUP Scenario. If the parcel was identified as developed, the land use from the Base Scenario was applied there. If the parcel was identified as undeveloped or underdeveloped, the land use from the currently proposed Future Land Use Plan was applied. This is supposed to represent the study area at full build out.

The same land use assumptions in Table 5 were utilized in this scenario.

ROADWAY CAPACITY

The same roadway capacity assumptions as shown in Table 6 were utilized in this scenario.

Safety Needs Assessment

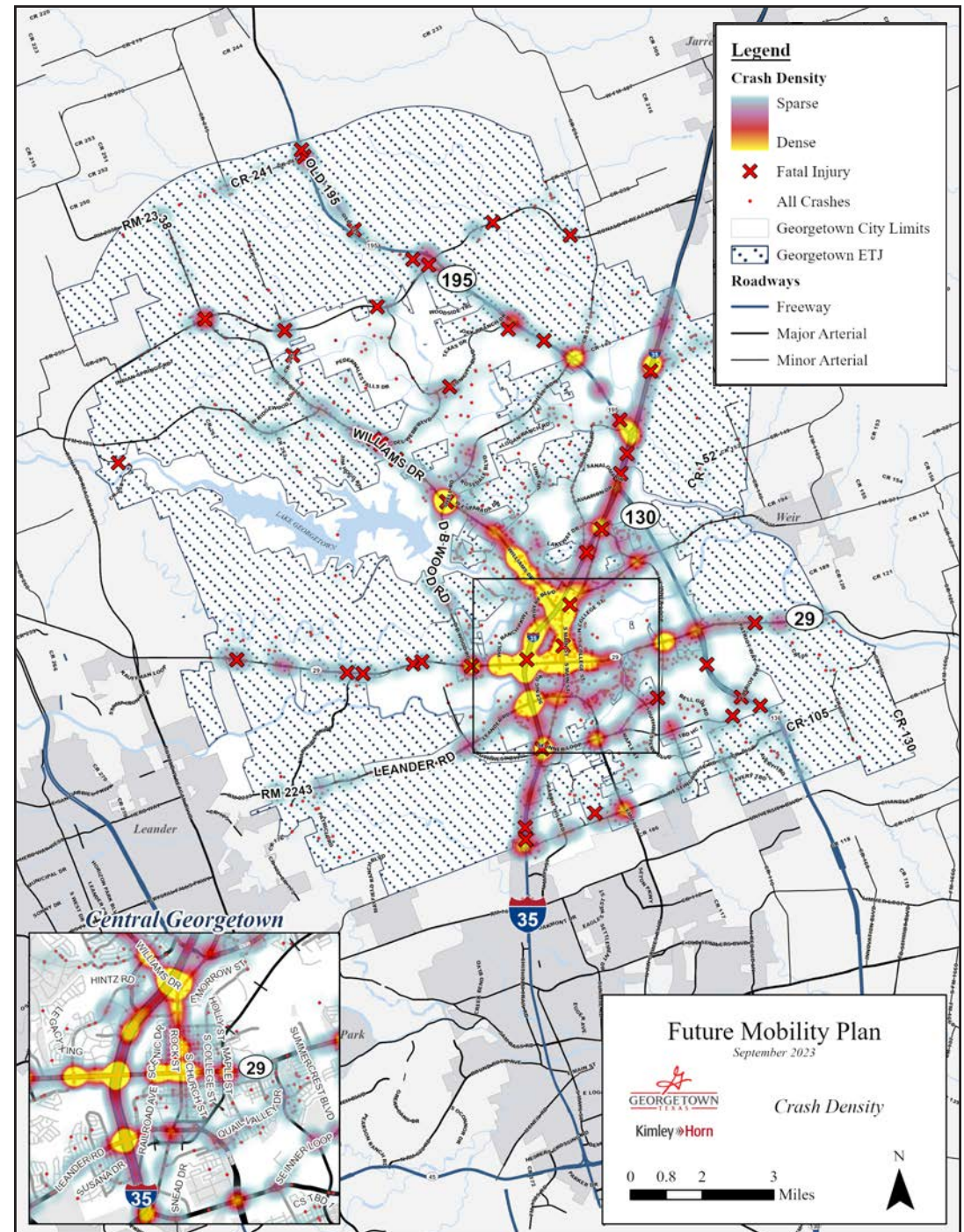
A safety analysis was conducted to determine safety improvements at priority locations within City of Georgetown, alongside other aspects of the Georgetown Future Mobility Plan. The safety analysis was conducted in accordance with Highway Safety Manual (HSM) procedures to diagnose safety issues and recommend improvements which reduce fatal and injury crashes. Details of observations and improvements are included, alongside an estimate of project cost and benefits, in the Appendix.

A network screening was conducted using TxDOT's Crash Record Information System (CRIS) data for the recent five-year period (2017-2021). Twelve study locations were identified based on City input, crash severity, crash frequency, crash rate, and vulnerable road user crashes. A heat map of crashes within City of Georgetown is provided on this page.

Williams Drive was identified as a high-crash corridor and a separate study (Williams Drive Mobility Enhancement Study) is in progress to identify improvements. There is also a study currently being evaluated along Austin Avenue (Austin Avenue Corridor Study). High-crash locations that were undergoing separate study or were not prioritized due to jurisdiction are identified in the Appendix.

► Crash Heat Map (2017 – 2021)

Source: TxDOT CRIS Data, City of Georgetown



Twelve study locations were determined as a result of network screening: nine intersections, two roadway segments, and one small area. Six of the nine study intersections are within TxDOT rights-of-way (ROW). As of June 15, 2023, the City of Georgetown now has ownership of signals within TxDOT ROW as well as some County ROW.

In total, 353 total crashes are reported within the five-year period from 2017-2021. 34 crashes are duplicated some locations overlap. Four fatal (K-type) crashes, 14 incapacitating injury (A-type) crashes, and 32 non-incapacitating injury (B-type) crashes are reported at study locations. Of study intersections, SH 29 and NE Inner Loop reported the highest crash frequency. A summary of crash history is provided as Table 0-1 and an overview map is provided as Figure 0-2. Crash history details for each study location and a map of high injury locations are provided as Attachments.

Table 0-1 – Crash History at Study Locations

| Type | Name | K | A | B | C | N | U | Total |
|-----------------------------|--|----------|-----------|-----------|-----------|------------|----------|------------------|
| Intersection | 1. SH 29 @ Jack Nicklaus Boulevard (TxDOT) | 1 | | 2 | | 11 | | 14 |
| Intersection | 2. SH 29 @ Cedar Hallow Road (TxDOT) | | 1 | 1 | 1 | 5 | 1 | 9 |
| Intersection | 3. SH 29 @ NE Inner Loop (TxDOT) | | 2 | 7 | 8 | 45 | | 62 |
| Intersection | 4. NE Inner Loop @ Stadium Drive | | 1 | | 2 | 19 | | 22 |
| Intersection | 5. Wolf Ranch Pkwy @ Rivery Boulevard | | | 1 | | 6 | | 7 |
| Intersection | 6. Sun City Boulevard @ SH 195 (TxDOT) | | 2 | 1 | 4 | 22 | | 29 |
| Intersection | 7. Ronald Reagan Boulevard @ CR 245 (TxDOT) | 1 | 2 | 4 | 6 | 4 | | 17 |
| Segment | 8. NE Inner Loop: Airport Road to FM 971 | 1 | 4 | 9 | 14 | 72 | | 100 ¹ |
| Area | 9. Sun City Area | 1 | 1 | 2 | 5 | 16 | | 25 ² |
| Intersection | 10. High Tech Drive at FM 1460 (TxDOT) | | | 1 | 2 | 7 | | 10 |
| Intersection | 11. Lakeway Drive at Northwest Boulevard | | | 1 | 4 | 10 | | 15 |
| Segment | 12. Del Webb Boulevard: Sun City Boulevard to Williams Drive | | 1 | 3 | 5 | 34 | | 43 |
| Total ^{1,2} | | 4 | 14 | 32 | 51 | 251 | 1 | 353 |

¹ 22 crashes duplicated from #4. NE Inner Loop @ Stadium Drive

² 12 crashes duplicated from #8. NE Inner Loop: Airport Road to FM 971

Crash Types:

K – Fatal injury

A – Suspected serious injury

B – Suspected minor injury

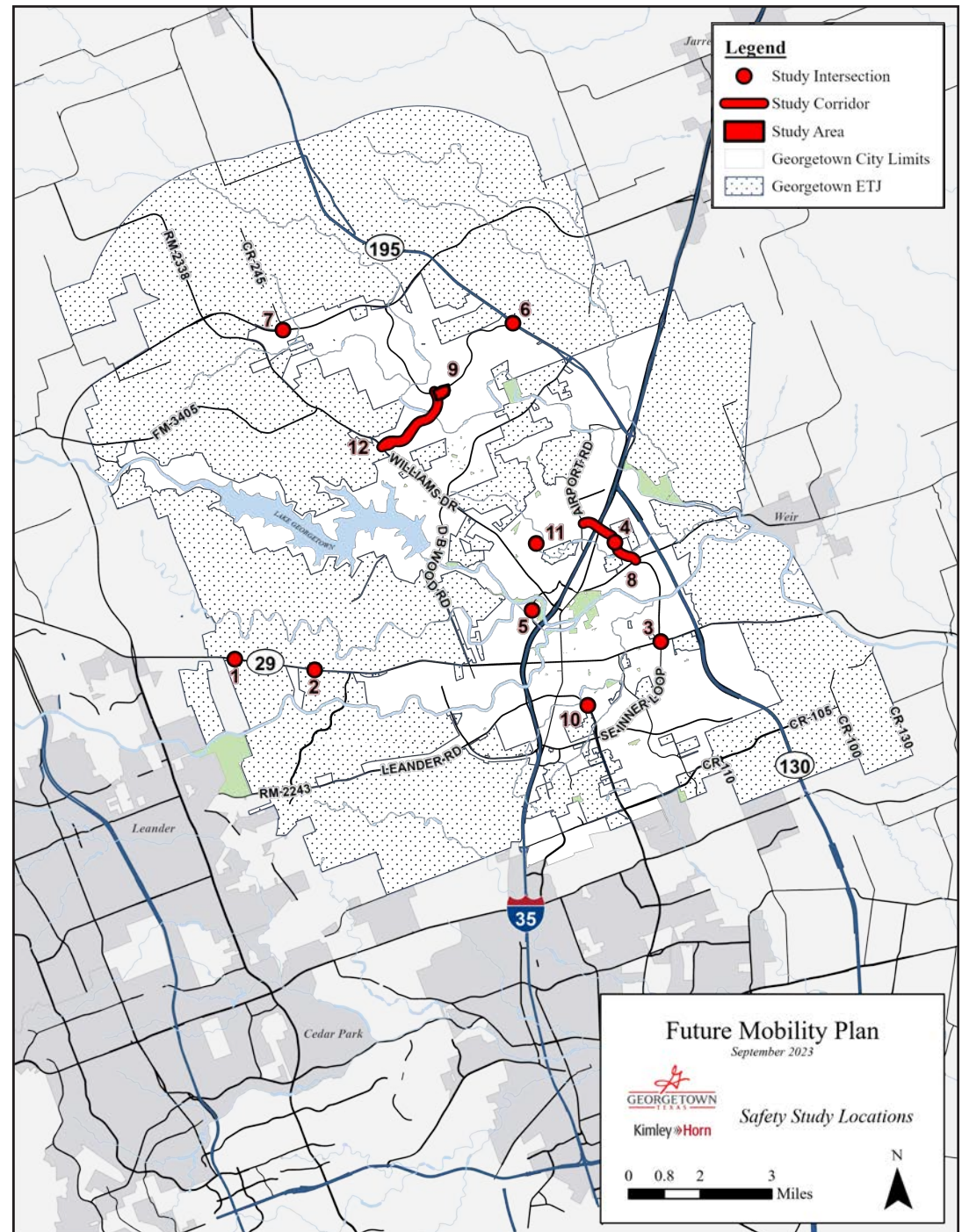
C – Possible Injury

N – No injury

U – Unknown

► Safety Analysis Study Locations

Source: TxDOT, City of Georgetown



Chapter 5

RECOMMENDATIONS



Source: City of Georgetown

Thoroughfare Plan

A thoroughfare plan is a long-range planning tool that designates a system of major roadways throughout the region intended to provide adequate access and mobility.

The advantage of a thoroughfare plan is that it indicates where roadway right-of-way (ROW) should be preserved so that as development occurs or traffic increases, there is sufficient space to develop appropriate transportation facilities.

Thoroughfare plans are often created at the city and county level. To ensure coordination across jurisdictional boundaries, the first step of the thoroughfare planning process was to confer with stakeholders.

Process

The thoroughfare plan from the Georgetown 2015 Overall Transportation Plan was used as the starting point for the planning process.

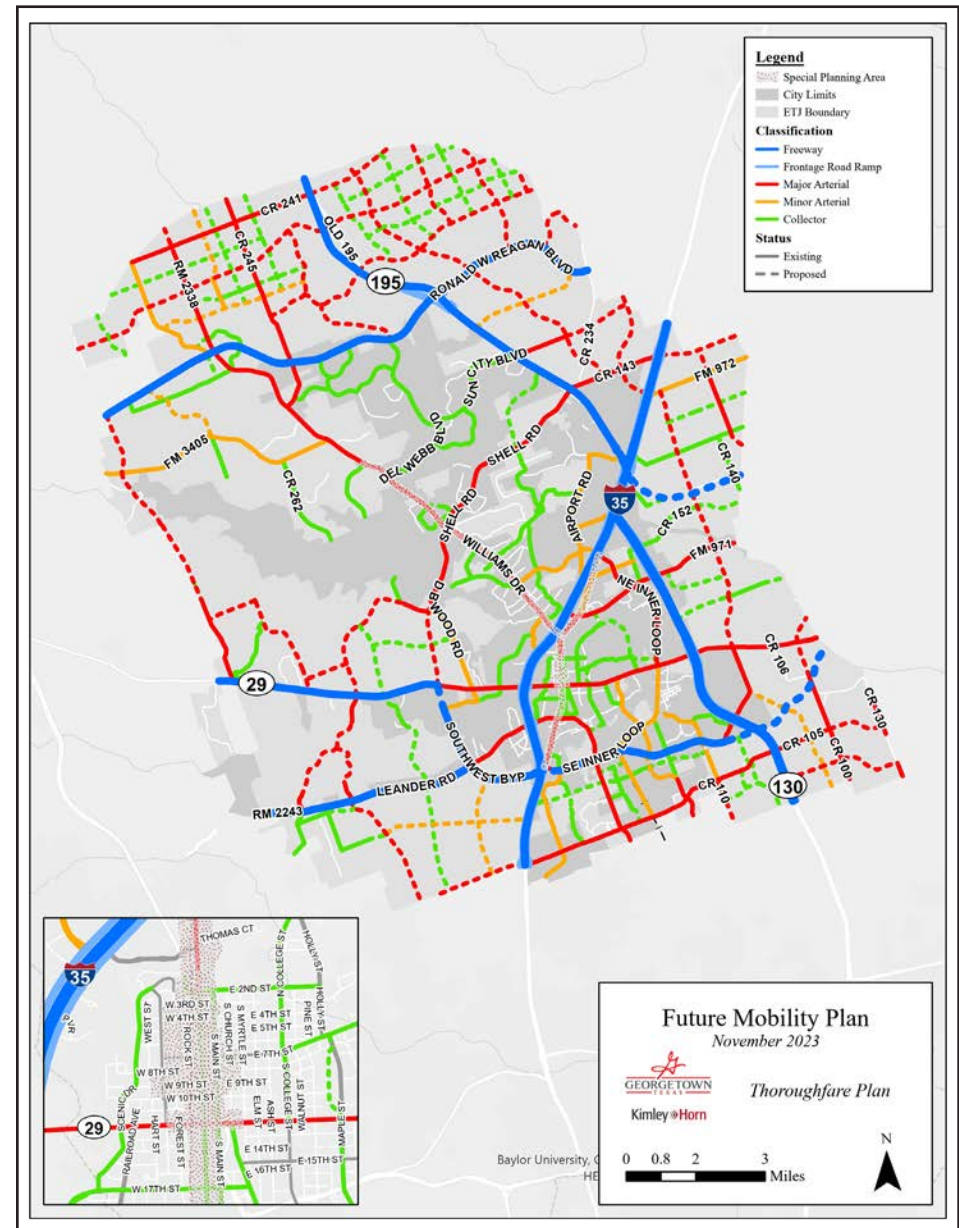
City staff and the project team coordinated with Williamson County, TxDOT, and the City of Round Rock to find where any existing proposed alignments or classifications in the thoroughfare plan were in major conflict with other agency's thoroughfare plans.

Incoming development was also accounted for to ensure any proposed alignments did not conflict with any development that was undergoing construction or that had recently been approved.

Additionally, the plan was updated to account for changes made to existing roadways since the last plan (roadway construction, realignment, etc.).

Finally, changes were made based on capacity needs determined by modeling outputs, need for additional connectivity, and general map clean up.

Special planning areas are identified on the map, including the study areas for the Williams Drive Enhancement Project, the Austin Avenue Corridor Study, and the Downtown Master Plan. Recommendations from these studies will inform the cross-sections of the roadways within the planning areas identified.



▲ Thoroughfare Plan

Source: TxDOT, City of Georgetown

This map represents the resulting thoroughfare plan. This should be used as development and planning decisions are made to ensure that land is saved for future mobility purposes.

Types of Changes

REALIGNMENTS

Changes to alignments are made to align with other agency plans, account for changes made to existing roadways since the last plan, or to plan for better roadway spacing.

CLASSIFICATION CHANGES

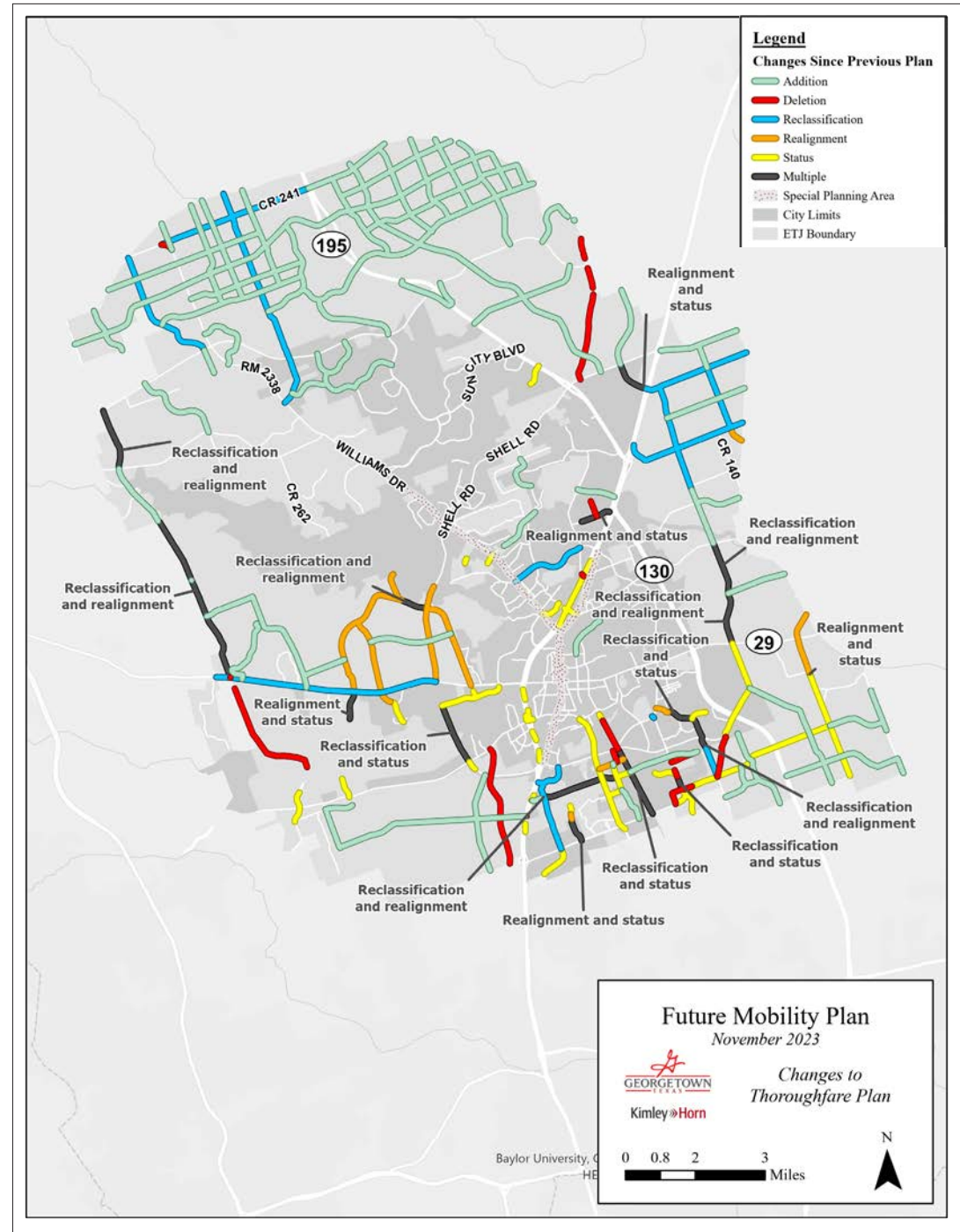
If modeling outputs indicated that a roadway would be over / under capacity in future scenarios, generally roadway classifications were changed to “right-size” the roadway. Roadway classifications used in this plan are further defined in this section.

ADDITIONS

Additional roadways are proposed in areas where existing there is limited connectivity. This was found typically in the currently underdeveloped areas.

REMOVALS

In limited instances, alignments were removed from the thoroughfare plan, generally to plan for better roadway spacing. This does not indicate the roadway itself will be removed, but rather it will not exist on the long-range planning document.



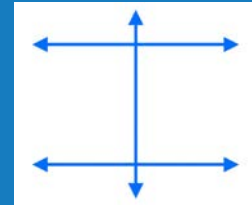
Roadway Classifications

Georgetown's roadway network is comprised of several roadway types, or classifications. Roadways are assigned a hierarchy classification to better regulate uses and make travel safer and more efficient.

INCREASING ACCESS

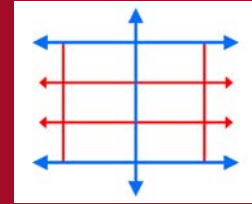
FREEWAY

These are the highest capacity roadways in Georgetown and span the longest distances, serving to allow people to travel great distances in the least amount of time. Not meant to directly serve the adjacent land uses.



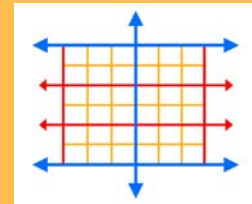
MAJOR ARTERIAL

High capacity, high speed roadways that have at-grade crossings and directly serve some adjacent land uses, although access is still more limited than lesser classifications. Major Arterials typically connect cities and major communities to one another.



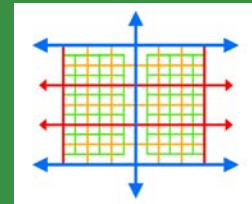
MINOR ARTERIAL

Major roadways that provide connectivity within communities. Minor Arterials connect Collectors to Major Arterials.



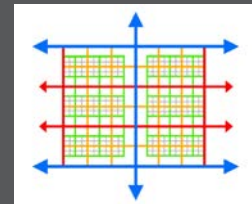
COLLECTOR

Moderate capacity roadways providing connections from local roadways to Minor Arterials.



LOCAL

Low-capacity roadways that provide access between homes and local businesses and to larger capacity roadways.



INCREASING SPEED AND CAPACITY

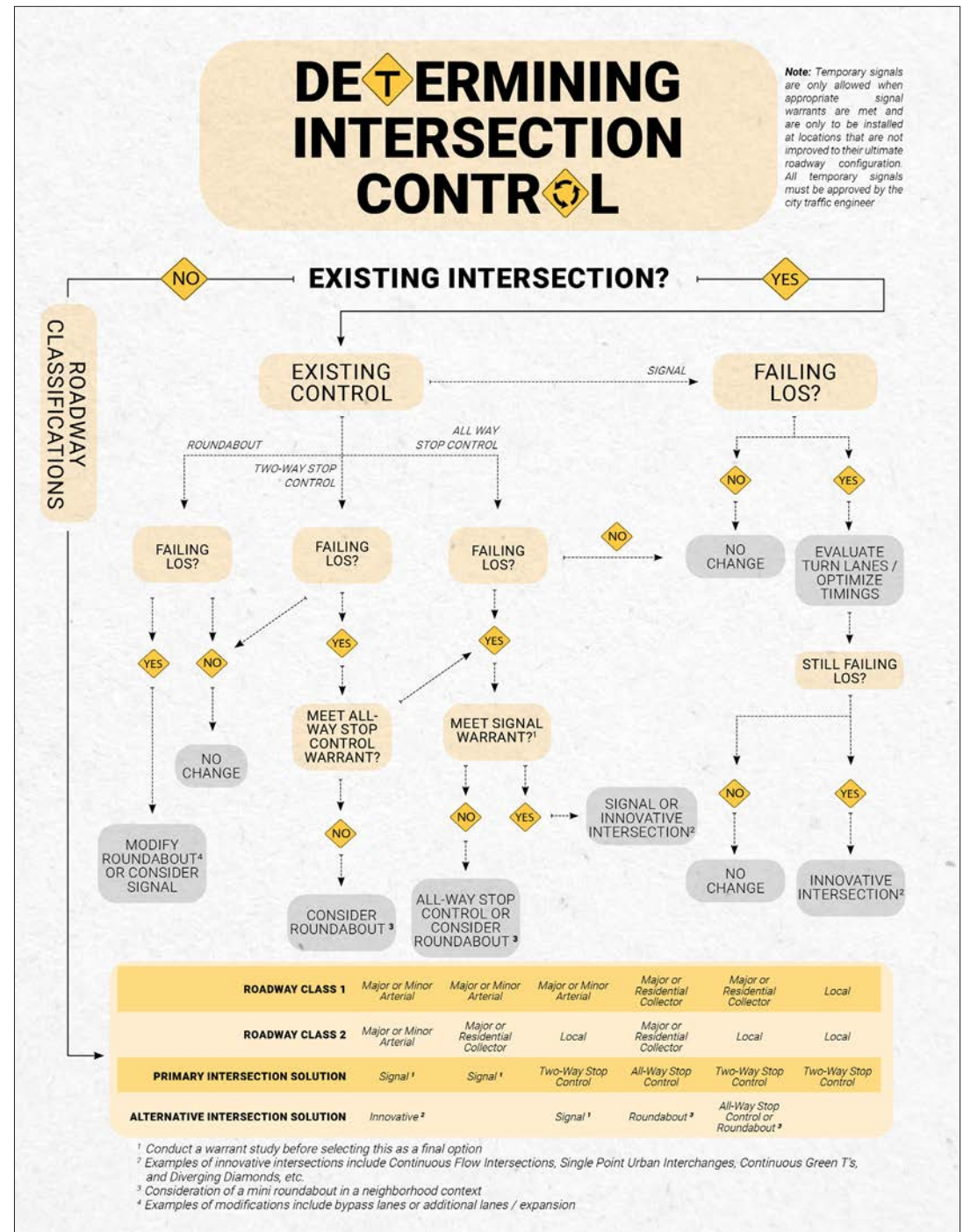
Intersection Improvements

The recommendations in the section include guidance on selection of traffic control devices at intersections to supplement requirements of the Texas Manual on Uniform Traffic Control Devices (TMUTCD) and engineering judgement. This section also provides an analysis of bottleneck intersections in the city as identified by staff during plan development. Recommendations for short and long-term improvements are also included at bottleneck intersections studied.

Intersection Control Selection

When evaluating intersection improvements in Georgetown, it is important to consider the appropriate type of intersection control within the context of the ultimate function of streets that are intersecting. The Intersection Control Flowchart on this page illustrates considerations based on the ultimate street classification from the thoroughfare plan and other characteristics. The purpose of the flowchart is to determine appropriate control types, including two-way stops, all-way stops, roundabouts, traffic signals, and innovative intersections. Highway interchanges or crossings of Corridors and other grade separated facilities identified in the thoroughfare plan require detailed design and traffic analysis and are not intended to be determined from this flowchart.

► Intersection Control Flowchart



Bottleneck Evaluations

Working with staff, seven intersections were evaluated for bottleneck analysis in the city and the following were analyzed based on traffic anticipated in 2045 based on travel demand model growth rates shown below from analysis. From the intersections shown in the table on this page, many were determined to have capacity expansion projects ongoing with TxDOT or Williamson County or were covered elsewhere in this plan for safety improvement evaluations. Lakeway Drive at Northwest Boulevard was evaluated for alternatives for improvements in an “Intersection Control Evaluation” to look at potential improvements. A scorecard is provided on the next page, summarizing how alternatives compared. A traffic signal is recommended as the long term solution at this intersection, pending a signal warrant study.

Intersection Bottleneck Evaluations

| Control Type | Intersection | 2045 Worst AM/PM Delay | 2045 Worst AM/PM LOS |
|--------------|---|------------------------|----------------------|
| Signalized | Westinghouse Rd at FM 1460 | 778 | F |
| | University Ave at Main St | 684 | F |
| | SH 29 at 800 ft east of IH 35 | 81 | F |
| Unsignalized | FM 1460 at Industrial Ave | 3.3 | A |
| | Lakeway Dr at Northwest Blvd | 576 | F |
| | Ronald Reagan Blvd at Silver Spur Blvd ¹ | 2 | A |
| | Ronald Reagan Blvd at Sun City Blvd ¹ | 57 | C |

¹Ronald Reagan Blvd to be an access-controlled facility. For Ronald Reagan Blvd at Silver Spur and Sun City Blvd this is modeled as a frontage road with an estimated 10% of total through volumes

Intersection Control Evaluation: Lakeway Drive at Northwest Blvd

| Lakeway Dr at Northwest Blvd | | | | | |
|---------------------------------|-------------------------------|---------------------------|--------------|--------|--|
| Criteria | No Build (2045 Volumes) | Single Lane Roundabout | Signal | Weight | Notes |
| Intersection Delay (Worst Peak) | 587.7 | 81.6 | 34.3 | | |
| Intersection LOS (Worst Peak) | F | F | C | 15 | |
| Average Turn Lane Queues (FT) | 40 | 681 | 182 | 5 | |
| Collision Index Score | 29 | 29 | 29 | 10 | 1,000 for K, 100 for A, 10 for B, 1 for all others |
| Collision Cost (\$) | \$950,000 | \$950,000 | \$950,000 | | TxDOT |
| ROW Impact Score | 5 | 2 | 2 | 5 | Scale 0-5; 5 is no impacts, 0 is high impacts |
| Utility Impact Score | 5 | 3 | 3 | 5 | |
| Other Impact Score | 5 | 5 | 5 | 5 | Railroads and bridges combined |
| Drainage Impact Score | 5 | 3 | 3 | 5 | |
| Cost | \$1 | \$2,500,000 | \$2,000,000 | | |
| Delay Savings Benefit (\$) | - | \$66,300,000 | \$84,734,000 | | |
| Collision Savings Benefit (\$) | \$0 | \$95,000 | \$95,000 | | 10% to 50% of collision costs only |
| Benefit Cost Ratio | 0.0 | 26.6 | 42.4 | 50 | theoretical max is 10:1 |
| Composite Score | 21 | 70 | 74 | | 100 max |

■ Signal Network and Technology Tools

During the development of the Future Mobility Plan, the City of Georgetown was in the process of taking over all the traffic signals historically operated by the TxDOT due to the City surpassing 50,000 residents in the 2020 Census. Per state law, the City is required to take over the maintenance and operations of signals within the city limits after reaching this population milestone. Due to the substantial amount of increase in cost and staff time to carry out this requirement, the focus of the next several years will be integrating and modernizing the signals turned over by TxDOT and operating the new systems.

In discussions with public works staff, the following were determined to be priorities over the next 5-10 years for the signal network and technology systems in Georgetown:

- + Have communications up and connected to central control systems to all traffic signals
- + Develop standards for communications and signal infrastructure for consistency in the City
- + Establish a dedicated traffic management center facility for central control and communications, but only to be staffed during peak traffic times and not a 24/7 operation
- + Convert existing span wire signals to mast arm signals within City limits

■ Safety Countermeasures

The safety analysis in Chapter 4 outlines the process used to determine safety issues throughout the City of Georgetown. Using the results from this analysis, recommended improvements were determined that are directly related to the existing safety issues. The goal is to improve safety conditions at the determined locations.

Locations Selected

The twelve study locations were identified based on the following sources: City input, crash severity, crash frequency, crash rate, and vulnerable road user crashes.

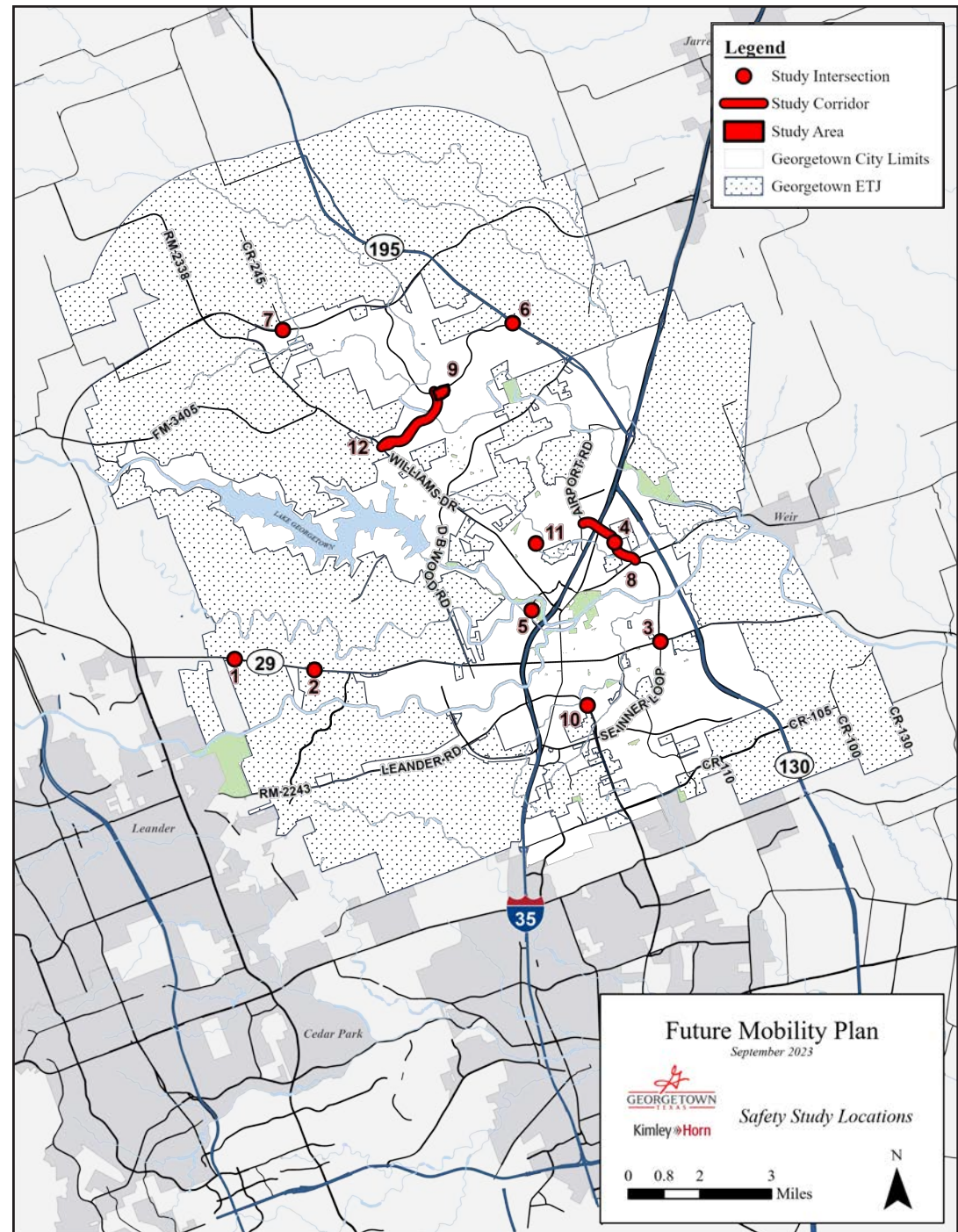
After examining the roadway network, the twelve study locations included:

- + Nine intersections
- + Two roadway segments
- + One small area

For a detailed analysis of the issues and recommended improvements at each location, refer to the full report in the Appendix.

► Safety Analysis Study Locations

Source: TxDOT, City of Georgetown



Roadway Performance Measures

Criteria for prioritizing roadway enhancement projects were divided into six categories, which included Readiness, Congestion, Meet Community Needs (Funding Opportunities), Connectivity (Local Focus), Feasibility, Enhance Connectivity, and Enhance User Safety. These categories directly correspond to the goals established for the Future Mobility Plan and the weights assigned to each category were informed by community input during community engagement events. Performance measures were then established within each category to further separate projects that best meet the needs and goals of the community. These performance measures were used to rank the project list presented in Chapter 6. The full scoring report is in the Appendix.

The first category scores projects based on their current state of design and if it has funding allocated. Projects that are in design or have secured funding are determined to be closer to a state of construction and receive more points.

■ Project Scoring Objectives: Readiness

| Objective | Weight | Points Available | Objective Category | Performance Measure | Points |
|---------------------------|--------|------------------|--------------------|--|--------|
| Readiness | 20% | 10 | Design and Funding | Project is in design or has secured funding (federal, state, or local) | 10 |
| | | | | Project is not in design or has not secured funding (federal, state, or local) | 0 |
| Maximum Points Available: | | | | 10 | |

The second category scores projects based on their proposed improvements in relation to alleviating congestion by increasing roadway capacity, constructing a new alignment, and the growth potential surrounding the extent of the project.

■ Project Scoring Objectives: Congestion

| Objective | Weight | Points Available | Objective Category | Performance Measure | Points |
|---------------------------|--------|------------------|---|--|--------|
| Congestion | 15% | 45 | Functional Classification | Arterial | 10 |
| | | | | Collector | 5 |
| | | | | Local | 0 |
| | | | FMP Future Model Volume to Capacity Ratio | > 0.8 (LOS E/F) | 15 |
| | | | | > 0.65 and < 0.80 (LOS D) | 10 |
| | | | | < 0.65 (LOS A-C) | 5 |
| | | | | Not Assessed | 0 |
| | | | Vehicular Capacity | Widening | 10 |
| | | | | New Alignment | 5 |
| | | | | No Additional Throughput | 0 |
| | | | Growth Potential for Existing Corridor | High (Minimally Developed) | 10 |
| | | | | Medium (Moderately Developed) | 5 |
| | | | | Low (Mostly Developed) or Not An Existing Corridor | 0 |
| Maximum Points Available: | | | | 45 | |

The third category scores projects based on their ability to meet the needs of the local community, through supporting local goals. It also takes into account feedback at community engagement events that showed support of the specific project.

■ Project Scoring Objectives: Community Needs

| Objective | Weight | Points Available | Objective Category | Performance Measure | Points |
|--|--------|------------------|---------------------------|-----------------------------------|--------|
| Meets Community Needs (Funding Opportunities) | 15% | 20 | Meets Local Goals | Meets 3+ goals in 2030 Comp Plan | 10 |
| | | | | Meets 1-2 goals in 2030 Comp Plan | 5 |
| | | | | Meets no goals in 2030 Comp Plan | 0 |
| | | | Community Support | 3 or More Supporting Comments | 10 |
| | | | | 1 to 2 Supporting Comments | 5 |
| | | | | No Supporting Comments | 0 |
| | | | Maximum Points Available: | | |

The fourth category scores projects based on their ability improve connectivity within the transportation network, whether that means providing a new route to popular destinations or constructing active transportation infrastructure (such as a sidepath) to utilize an alternative mode of transportation, such as biking or walking.

■ Project Scoring Objectives: Connectivity

| Objective | Weight | Points Available | Objective Category | Performance Measure | Points |
|-------------------------------|--------|------------------|---------------------------------|---|--------|
| Connectivity (Local Focus) | 10% | 45 | Local Destinations | Enhances Connectivity to Local Destinations (Schools, parks and recreation, grocery stores, shopping) | 10 |
| | | | | Does Not Enhance Connectivity to Local Destinations | 0 |
| | | | Gap Closures | Connects to access control facility | 15 |
| | | | | Connects two or more arterials | 10 |
| | | | | Feeds into an arterial at an endpoint | 5 |
| | | | | No enhancement to connectivity | 0 |
| | | | Local Connectivity | Provides a connection where there are only 1 or 0 alternate routes E-W / N-S within ½ mile of the project | 10 |
| | | | | Does not provide a connection | 0 |
| | | | Bicycle and Pedestrian Mobility | Enhances Bicycle or Pedestrian Mobility | 10 |
| | | | | Does Not Enhance Bicycle or Pedestrian Mobility | 0 |
| Maximum Points Available: | | | | 45 | |

The fifth category scores projects based on their feasibility given the surrounding physical environment characteristics, such as floodplains and right-of-way limitations.

■ Project Scoring Objectives: Feasibility

| Objective | Weight | Points Available | Objective Category | Performance Measure | Points |
|---------------------------|--------|------------------|-------------------------|--|--------|
| Feasibility | 20% | 40 | Floodplain | No Floodplains Present | 10 |
| | | | | Floodplains Present | 0 |
| | | | Karst Features | No Karst Features | 10 |
| | | | | Karst Features | 0 |
| | | | ROW Concerns | ROW appears to be present, has been identified, or is currently being acquired | 10 |
| | | | | ROW appears to be acquirable | 5 |
| | | | | ROW constrained | 0 |
| | | | Environmental Clearance | Environmental clearance has been obtained | 10 |
| | | | | Environmental clearance has not been obtained | 0 |
| Maximum Points Available: | | | | 30 | |

The sixth category scores projects based on their ability to enhance connectivity purely at a roadway level. This category looks at the transportation network and judges how well a project will help improve the connectivity of the overall roadway network.

■ Project Scoring Objectives: Enhance Connectivity

| Objective | Weight | Points Available | Objective Category | Performance Measure | Points |
|---------------------------|--------|------------------|--------------------|--|--------|
| Enhance Connectivity | 10% | 35 | Connected Network | Connectivity to I-35, Inner Loop, SH 130, SH 195, or SH 29 | 15 |
| | | | | Connectivity to an Arterial | 10 |
| | | | | Connectivity to a Collector or Local Street | 5 |
| | | | | No Connectivity Enhancements | 0 |
| | | | Alternative Routes | Parallel to I-35, Inner Loop, SH 130, SH 195, or SH 29 | 10 |
| | | | | Parallel to an Arterial | 5 |
| | | | | Does not Run Parallel to I-35, Inner Loop, SH 130, SH 195, or SH 29 or an Arterial | 0 |
| | | | Alignments | Gap Closure or New Alignment | 10 |
| | | | | No Gap Closure or New Alignment | 0 |
| Maximum Points Available: | | | | 35 | |

The seventh category scores projects based on their ability to enhance user safety based on historical safety issues related to the extent of the project, such as high collision rates or sight distance issues.

■ Project Scoring Objectives: Enhance User Safety

| Objective | Weight | Points Available | Objective Category | Performance Measure | Points |
|---------------------------|--------|------------------|--------------------------|---|--------|
| Enhance User Safety | 10% | 40 | Five-Year Collision Rate | More than 10 Collisions Per Mile Per Lane | 15 |
| | | | | Between 5 and 10 Collisions Per Mile Per Lane | 10 |
| | | | | Between 2 and 5 Collisions Per Mile Per Lane | 5 |
| | | | | <2 Collisions Per Mile Per Lane or a New Roadway | 0 |
| | | | Five-Year Crash Severity | Fatal Collisions Along Corridor | 10 |
| | | | | Serious Injury Collisions Along Corridor | 5 |
| | | | | No Fatal or Serious Injury Collisions Along Corridor | 0 |
| | | | Safety Issues | Extreme Safety Issues (Low water crossing, sight distance, poor pavement, lack of turn lanes) | 15 |
| | | | | Moderate Safety Issues (Vertical or Horizontal Curvature, Vulnerable Road Users) | 10 |
| | | | | Minor Safety Issues (Lighting) | 5 |
| | | | | No Safety Concerns | 0 |
| Maximum Points Available: | | | | 40 | |

Chapter 6

IMPLEMENTATION



■ Funding

Process

The first step to implementation is documenting the recommendations in a planning document. This Future Mobility Plan will help communicate Georgetown's mobility priorities at all funding levels to help secure future funding.

Any facilities that lie within multiple jurisdictions or that are maintained by another agency require ongoing coordination. As previously mentioned, coordination with those agencies was done as part of the planning process, but that coordination should not end at the culmination of the plan.

Implementation of all recommendations will differ according to the complexity of the project, typically depending on size, right-of-way required, and the required coordination between implementing agencies, among other factors. While this plan has prioritized the recommended projects according to the six different factors outlined in Chapter 5, other factors influence the timing of implementation. Perhaps the most influential factor to a project's timeline is cost and available funding.

The cost of constructing and maintaining mobility improvements can be significant, particularly for communities that are also responsible for a myriad of other roadways and services. The following are different methods for financing construction and maintenance of improvements under local control.

Funding Sources

No revenue stream is more locally controlled than those directly available to the community as a result of local taxes and fees. Traditionally, local funds are only used on roads and rights-of-way where the local government is responsible for maintenance, unless the City's interests are furthered by providing a matching portion of funding. The methods most commonly used for funding local mobility improvements include:

- + **General Fund** – includes revenues available through the annual collection of taxes and fees
- + **City General Obligation Bonds** – allow communities to issue debt for the purposes of public works, including recommendations made by this plan. The last bond completed for the City of Georgetown was done in 2021. It is recommended that the City undertake another bond to implement some of the recommendations from this plan.
- + **Williamson County Bond** – similar to the City Bond Program, the County Bond Program allows to poll the voters to levy tax dollars for roadway improvements.
- + **Sales and Use Taxes** – Georgetown issues a special sales tax for purposes of economic development, including right-of-way improvements. The Georgetown Transportation Enhancement Corporation (GTEC) is the authorizing agency for dispersal of this funding.

Additional funds may be available through the following tools, agencies, and programs:

- + Development partnerships – Chapter 380 of the Local Government Code allows counties to provide incentives encouraging developers to build in their jurisdictions, including loans, grants, and tax abatement.
- + Tax Increment Reinvestment Zone (TIRZ) – is the creation of a municipality or county; a TIRZ is established within a defined area and collects taxes for the purpose of using the funds in increments to provide capital improvements within that area.
- + CAMPO – As the Capital Area Metropolitan Planning Organization for the Austin region, CAMPO provides transportation funding through the following:
 - Transportation Improvement Program (TIP)
 - Carbon Reduction Plan (CRP)
 - Safe Streets for All (SS4A)
 - Regional Transportation Plan (RTP)
- + Community Development Block Grants (CDBG) – funds are available through the US Department of Housing and Urban Development for the purposes of including benefit to people with low- and moderate-income , preventing or eliminating slums or blight, and meeting urgent needs
- + TxDOT – The Texas Department of Transportation also provides grants available for mobility projects including:
 - Transportation Alternatives Program (TAP) – smaller-scale projects; bicycle and pedestrian
 - Safe Routes to School (SRTS) – funds to make improvements that promote walking and biking to school
 - Highway Safety Improvement Program (HSIP) – formulaic funds for safety related projects based on crash history

Partnerships with other entities that have the same end goal can also help secure funding for mutually beneficial results. For instance, partnerships with the Georgetown Independent School District (GISD) may lend themselves to a shared funding responsibility. It is recommended that the City work with GISD to identify connectivity improvements to schools for shared funding of projects. This may help reduce the dependency on bussing, saving GISD more money in the long run.

The following table includes the cumulative list of all roadway projects programmed during the FMP planning process, including projects from the 2021 Mobility Bond, Williamson County, and TxDOT. The projects represent roughly \$420 million in transportation infrastructure programmed for Georgetown and the surrounding area. This list was prioritized using the scoring criteria discussed in Chapter 5.

■ Roadway Improvement Projects

Planning Level Cost Estimates

| Project ID | Ranking | Functional Classification | Roadway | From | To | Project Cost |
|------------|---------|---------------------------|--|--------------------------|--------------------------|--------------|
| A | 1 | 6 Lane Major Arterial | FM 971 | SH 130 | Gann Street | \$28,400,000 |
| B | 3 | 6 Lane Major Arterial | SH 29 | Haven Lane | Patriot Way | \$45,900,000 |
| C | 10 | 6 Lane Major Arterial | Westinghouse Rd | Teravista Crossing | Rabbit Hill Rd / Mays St | \$14,600,000 |
| D | 14 | 6 Lane Major Arterial | Westinghouse Rd | Rabbit Hill Rd / Mays St | I-35 | \$15,700,000 |
| E | 12 | 6 Lane Major Arterial | Westinghouse Rd | FM 1460 | Teravista Crossing | \$12,100,000 |
| F | 13 | 4 Lane Minor Arterial | Maple St* | Ridge Line Blvd | Sam Houston Ave | \$8,000,000 |
| G | 4 | 6 Lane Major Arterial | NE Inner Loop* | Weir Rd / FM 971 | South of Coldwater Ave | \$14,200,000 |
| H | 6 | 6 Lane Major Arterial | NE Inner Loop* | I-35 | Weir Rd / FM 971 | \$27,500,000 |
| I | 11 | 4 Lane Minor Arterial | Lakeway Dr | Northwest Blvd | Airport Rd | \$16,400,000 |
| J | 23 | 4 Lane Minor Arterial | Northwest Blvd | Serenada Dr | Lakeway Dr | \$1,024,000 |
| K | 20 | 4 Lane Minor Arterial | Rabbit Hill Rd | S Clearview Dr | Blue Springs Blvd | \$11,900,000 |
| L | 15 | 4 Lane Minor Arterial | Lakeway Dr | Northwest Blvd | Williams Dr | \$7,900,000 |
| M | 7 | 6 Lane Major Arterial | NE Inner Loop* | South of Coldwater Ave | SH 29 / University Ave | \$37,900,000 |
| N | 25 | 4 Lane Collector | New Roadway (Southwestern Property) | Weir Rd / FM 971 | Smith Creek / CR 158 | \$39,800,000 |
| O | 27 | 6 Lane Major Arterial | CR 143 | SH 195 | I-35 | \$47,100,000 |
| P | 17 | 6 Lane Major Arterial | Shell Rd* | Sycamore | SH 195 | \$52,900,000 |
| Q | 26 | 4 Lane Minor Arterial | Maple St* | Westinghouse Rd | Ridge Line Blvd | \$8,000,000 |
| R | 24 | 4 Lane Collector | Maple St* | 7th St | SH 29 / University Ave | \$7,000,000 |

| | | | | | | |
|-----------|----|-----------------------|---------------------|-------------------|-------------------|--------------|
| S | 30 | 4 Lane Minor Arterial | New Roadway | Maple St | FM 1460 | \$11,800,000 |
| T | 5 | 4 Lane Collector | Wolf Ranch Parkway | SH29 | Rivery Blvd | \$9,000,000 |
| U | 9 | 4 Lane Collector | CR 152 | FM 971 | CR 140 | \$45,600,000 |
| V | 28 | 4 Lane Collector | Blue Ridge Drive | Thru Newland Park | Thru Newland Park | \$2,800,000 |
| W | 8 | 4 Lane Collector | West Ridgeline Blvd | Naturita | FM 1460 | \$4,600,000 |
| X | 29 | 4 Lane Collector | West Ridgeline Blvd | FM1460 | IH 35 | \$11,300,000 |
| Y | 21 | 6 Lane Major Arterial | SW Bypass | SH 29 | DB Wood | \$33,400,000 |
| Z | 22 | 4 Lane Minor Arterial | Airport Road | Lakeway Drive | Berry Creek Drive | \$29,200,000 |
| AA | 19 | 4 Lane Minor Arterial | Stadium Drive | Austin Ave | NE Inner Loop | \$14,200,000 |
| AB | 16 | 4 Lane Minor Arterial | Bell Gin Rd | Sam Houston | ETJ | \$8,000,000 |
| AC | 2 | 6 Lane Major Arterial | Williams Drive | DB Wood | Jim Hogg Rd | \$39,600,000 |
| AD | 18 | 4 Lane Minor Arterial | Rivery Blvd | Williams Drive | IH 35 | \$10,700,000 |

** Was identified in 2015 OTP as a roadway needing improvement*

Appendix



Georgetown Thoroughfare Plan
October 2023



Kimley»Horn



Legend

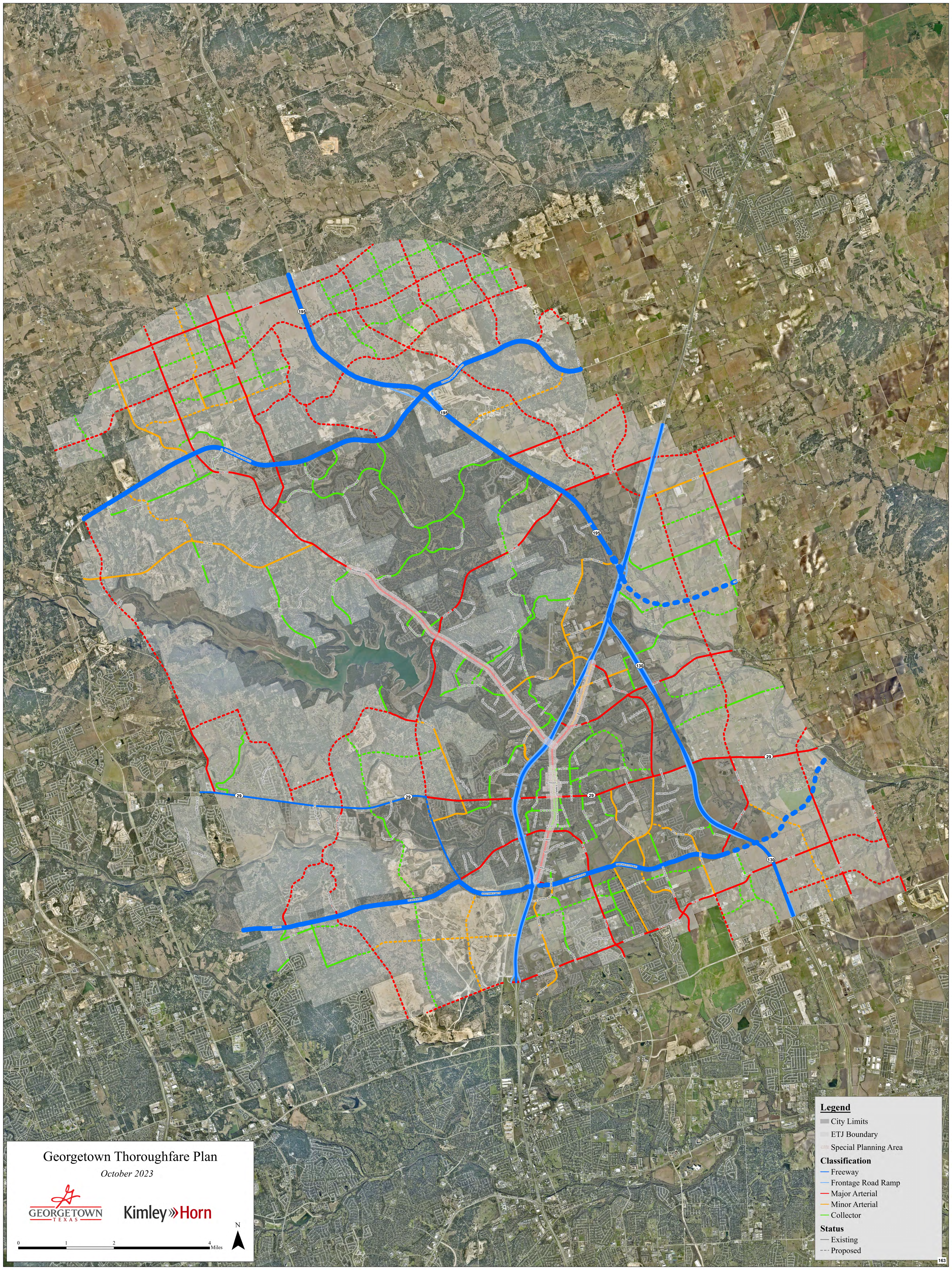
City Limits
ETJ Boundary
Special Planning Area

Classification

- Freeway
- Frontage Road Ramp
- Major Arterial
- Minor Arterial
- Collector

Status

- Existing
- Proposed



Future Mobility Plan 2023-2-CPA

Planning & Zoning Commission

November 21, 2023

Item Under Consideration

2023-2-CPA

- Public Hearing and possible recommendation on a Comprehensive Plan Amendment to amend Section 1.12.030 of the City Code of Ordinances revising the Functional transportation plan – Lua Saluone, Transportation Manager

Recap and follow up from 11.7.23

Southeast Georgetown

- Rockride (SE Inner Loop to Sam Houston Blvd)
- Westinghouse Road (Wilco)
- SE Inner Loop (FM 1460 – SH 29)
- Sam Houston Ave/Corridor C (WilCo)
- Southwestern Boulevard

Sam Houston Parkway as Project

- Parallel facility to the south (Westinghouse)
- LOS D in Future No Build

Revised Recommended Project List

Planning Level Cost Estimates

| Ranking | Functional Classification | Roadway | From | To | Estimated Cost |
|---------|---------------------------|-------------------|-------------------------|-------------------------|----------------|
| 1 | 6 Lane Major Arterial | FM 971 | Gann St | SH 130 | \$28,400,000 |
| 2 | 6 Lane Major Arterial | Williams Dr | Jim Hogg Rd | DB Wood | \$39,600,000 |
| 3 | 6 Lane Major Arterial | SH 29 | Haven Ln | Patriot Way | \$45,900,000 |
| 4 | 6 Lane Major Arterial | NE Inner Loop | FM 971 | South of Coldwater Ave | \$14,200,000 |
| 5 | 4 Lane Collector | Wolf Ranch Pkwy | SH 29 | Rivery Blvd | \$9,000,000 |
| 6 | 6 Lane Major Arterial | NE Inner Loop | I-35 | FM 971 | 27,500,000 |
| 7 | 6 Lane Major Arterial | NE Inner Loop | South of Coldwater Ave | Williams Dr | \$37,900,000 |
| 8 | 4 Lane Collector | W Ridge Line Blvd | Naturita | FM 1460 | \$4,600,000 |
| 9 | 4 Lane Collector | CR 152 | FM 971 | CR 140 | \$45,600,000 |
| 10 | 6 Lane Major Arterial | Westinghouse Rd | Teravista Crossing | Rabbit Hill Rd/ Mays St | \$14,600,000 |
| 11 | 4 Lane Minor Arterial | Lakeway Dr | Northwest Blvd | Airport Rd | \$16,400,000 |
| 12 | 6 Lane Major Arterial | Westinghouse Rd | Rabbit Hill Rd/ Mays St | I-35 | \$15,700,000 |
| 13 | 4 Lane Collector | Maple St | Ridge Line Blvd | Sam Houston Ave | \$8,000,000 |
| 14 | 6 Lane Major Arterial | Westinghouse Rd | FM 1460 | Teravista Crossing | \$12,100,000 |
| 15 | 4 Lane Minor Arterial | Lakeway Dr | Northwest Blvd | Williams Dr | \$7,900,000 |




Revised Recommended Project List

Planning Level Cost Estimates

| Ranking | Functional Classification | Roadway | From | To | Estimated Cost |
|---------|---------------------------|-------------------|----------------------|-------------------|----------------|
| 16 | 4 Lane Minor Arterial | Bell Gin Rd | Sam Houston | ETJ | \$8,000,000 |
| 17 | 6 Lane Major Arterial | Shell Rd | Sycamore | SH 195 | \$52,900,000 |
| 18 | 4 Lane Minor Arterial | Rivery Blvd | Williams Dr | I-35 | \$10,700,000 |
| 19 | 4 Lane Minor Arterial | Stadium Dr | Austin Ave | NE Inner Loop | \$14,200,000 |
| 20 | 4 Lane Minor Arterial | Rabbit Hill Rd | S Clearview Dr | Blue Springs Blvd | \$11,900,000 |
| 21 | 6 Lane Major Arterial | SW Bypass | SH 29 | DB Wood | \$33,400,000 |
| 22 | 4 Lane Minor Arterial | Airport Rd | Lakeway Dr | Berry Creek Dr | \$29,200,000 |
| 23 | 4 Lane Minor Arterial | Northwest Blvd | Serenada Dr | Lakeway Dr | \$1,024,000 |
| 24 | 4 Lane Collector | Maple St | 7th St | SH 29 | \$7,000,000 |
| 25 | 4 Lane Collector | Smith Creek Rd | SH 29 | FM 971 | \$39,800,000 |
| 26 | 4 Lane Collector | Maple St | Westinghouse Rd | Ridge Line Blvd | \$8,000,000 |
| 27 | 6 Lane Major Arterial | CR 143 | SH195 | I-35 | \$47,100,000 |
| 28 | 4 Lane Collector | Blue Ridge Dr | Thru Newland Park | | \$2,800,000 |
| 29 | 4 Lane Collector | W Ridge Line Blvd | FM 1460 | I-35 | \$11,300,000 |
| 30 | 4 Lane Collector | Maple St | Extension to FM 1460 | | \$11,800,000 |

Thoroughfare Plan



Legend

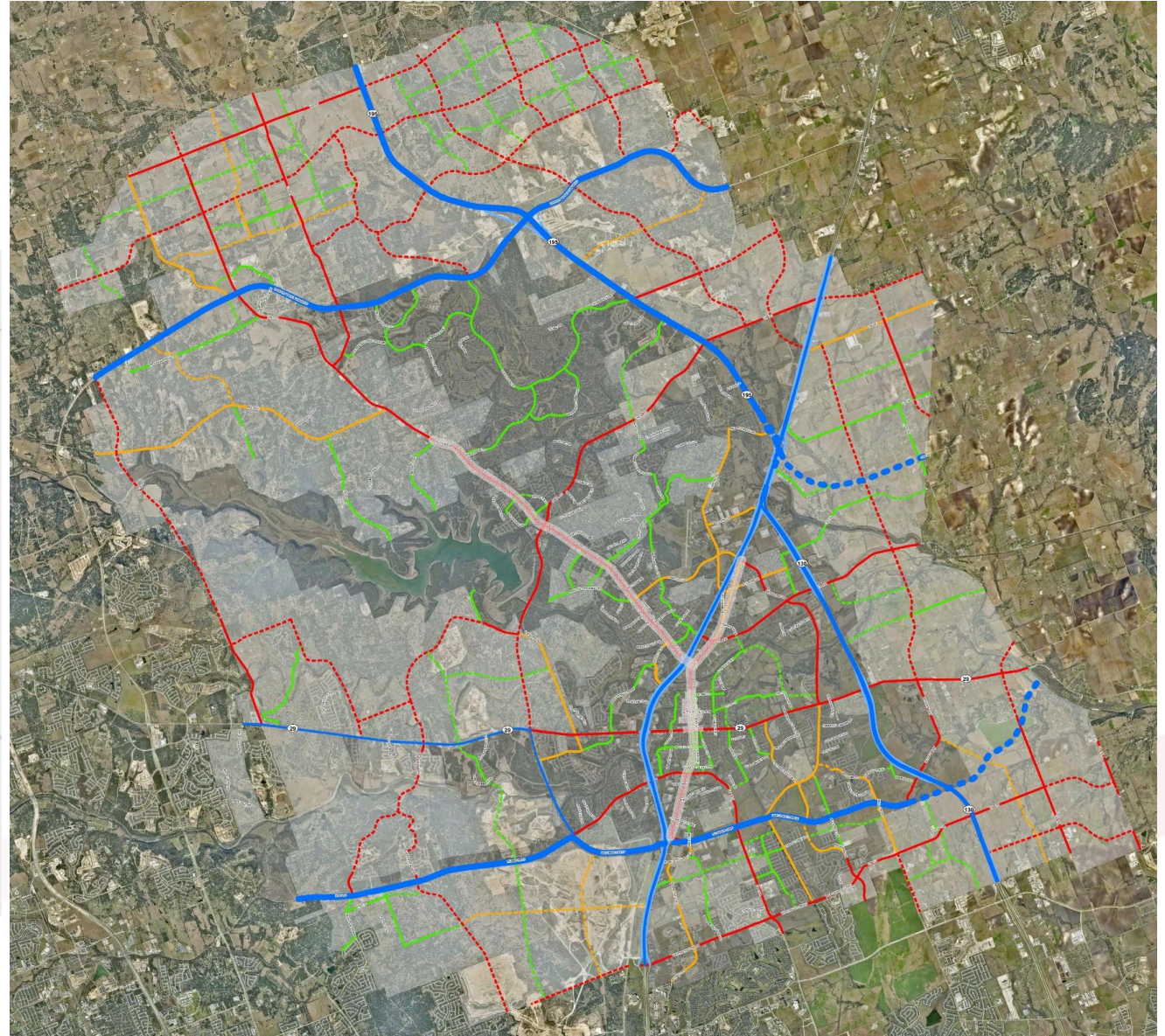
-  Special Planning Area
-  City Limits
-  ETJ Boundary

Classification

-  Freeway
-  Frontage Road Ramp
-  Major Arterial
-  Minor Arterial
-  Collector

Status

-  Existing
-  Proposed



Approval Guidelines – UDC Section 3.04.030.B

Criteria for a Comp Plan Amendment

The effect of the proposed change on the need for City services and facilities;

The compatibility of the proposed change with the existing uses and development patterns of nearby property and with the character of the neighborhood;

The implications, if any, that the amendment may have for other parts of the plan; and

The need for the proposed change.

Public Notifications

- Newspaper notice on 11/5/2023
- To date, staff has received:
 - 0 written comments IN FAVOR
 - 0 written comments OPPOSED

Summary

- Public Hearing and possible recommendation on a Comprehensive Plan Amendment to amend Section 1.12.030 of the City Code of Ordinances revising the Functional transportation plan
- Per UDC Section 3.06.020.E, the Planning and Zoning Commission shall hold a Public Hearing... and make a recommendation to the City Council

City of Georgetown, Texas
Planning and Zoning Commission
November 21, 2023

SUBJECT:

2023-3-CPA Future Land Use Update

SUGGESTED ACTION:

Public Hearing and possible action on a Comprehensive Plan Amendment to amend Section 1.12.010 of the City Code of Ordinances revising the Future Land Use section of the Comprehensive Plan (2023-3-CPA) -- Ryan Clark, AICP, Senior Planner

ITEM SUMMARY:

Overview of Applicant's Request:

Georgetown is seeking to update its Future Land Use Map and descriptions of Future Land Use categories in order to better anticipate growth in key areas of town and provide clearer guidance on land use decisions.

Public Comments:

As required by the Unified Development Code (UDC), all property owners and registered neighborhood associations within the affected areas were notified of the request (2,021 notices mailed) and a legal notice advertising the public hearing was placed in the Sun Newspaper (Sunday, November 5, 2023).

FINANCIAL IMPACT:

SUBMITTED BY:

Courtney Hanson, Planning Department

ATTACHMENTS:

[Exhibit 1 - Updated Future Land Use Categories.pdf](#)

[Exhibit 2 - Updated Future Land Use Map.pdf](#)

[Exhibit 3 - Public Comments.pdf](#)

[2023-3-CPA Presentation.pdf](#)

(AR)

AGRICULTURE /RANCHING

Agricultural areas are characterized by very large tracts of undeveloped land utilized for agricultural production, wildlife management, or ranching, including livestock raising. There are opportunities for additional uses that support agriculture's character and economic viability.

DUA:

None – The intent is to preserve the undeveloped land and promote agricultural uses

Target Ratios:

85% agriculture

15% large lot residential (2 acres or more)

Primary Use:

Farming, ranching, wildlife management, and tourism related agricultural uses

Secondary Use:

Single-family detached homes, supporting structures, agriculture-related tourism, local food production, and distributed energy generation.

(RR)

RURAL RESIDENTIAL

These large lot, low-density areas preserve the rural atmosphere of Georgetown. Homes are traditional single-family residences with large front yard setbacks from roadways and large side yard setbacks separating homes to reinforce the rural openness. These homes may include accessory dwelling units. Non-residential uses are recommended along major thoroughfares with large setbacks and natural buffers from neighboring residential properties to preserve a rural feel to these areas. These secondary uses will primarily serve the neighborhood. Rural Residential areas are characterized by very large lots, abundant open space, pastoral views, and vast separation between buildings. Lots are typically 2 acres or larger in size, and residential home sites are located randomly throughout the undeveloped and surrounding area. Supporting nonresidential uses are similar in scale to the residential properties, including appropriate landscaping and buffering standards.

DUA:

<2

Target Ratios:

70% large residential lots (2 acres or more)

25% detached residential (5 units or less per acre)

5% nonresidential

Primary Use:

Single-family detached residential

Secondary Use:

Limited retail and service uses, agriculture / civic / institutional / parks and open space

(NH)

NEIGHBORHOODS

Neighborhood character maintains a suburban atmosphere. Conservation subdivisions (also referred to as “clustering”) are encouraged to preserve open space and environmentally sensitive areas. Development standards should ensure adequate open space and efficient roadway and pedestrian connectivity to schools, neighborhood amenities, and parks (see Objective 2.3 of the Parks and Recreation Master Plan). When the overall density of a master planned neighborhood is less than 5 units per acre, a variety of lot sizes should be supported. Supporting nonresidential uses are similar in scale to the residential properties, including appropriate landscaping and buffering standards. Nonresidential uses are located along major thoroughfares bordering neighborhoods or on collector roads leading into neighborhoods.

DUA:

Less than 5

Target Ratios:

90% residential

10% nonresidential

Primary Use:

Single-family detached residential

Secondary Use:

Limited neighborhood-serving retail and service uses, civic / institutional / parks and open space

MIXED-DENSITY NEIGHBORHOODS

This category includes a range of single-family and medium-density housing types. Medium-density housing options are consistent with and complementary to the traditional single-family neighborhood with an emphasis on connectivity. This future land use area supports a variety of different housing types in a compact network of complete, walkable streets that are easy to navigate by car, bike or on foot with access to neighborhood amenities including schools and parks (see Objective 2.3 of the Parks and Recreation Master Plan). Development standards for medium-density housing and any nonresidential uses are in place to ensure compatibility through increased setbacks for taller buildings, architectural designs that are consistent with the neighborhood, location of more intense uses and development nearer to the edge of developments, and enhanced landscaping. Additionally, any nonresidential uses are located primarily at arterials and other major roadway intersections and include appropriate buffering and pedestrian elements to support the surrounding residents.

DUA:

5.0 minimum

Target Ratios:

25% detached residential (5 -7 units)

45% moderate density residential (townhomes, duplexes, cottage court)

30% nonresidential

Primary Use:

Variety of single-family home types (detached, duplex, townhome), small lot, single-family detached homes, townhomes, and duplexes

Secondary Use:

Limited neighborhood-serving retail and service uses, office, civic, institutional, parks and open space

COMMUNITY CENTER

These areas are typically configured as “nodes” or “corridors” of smaller scale at the intersection of arterial roads and other major thoroughfares. Community Centers are often located near single-family detached residential areas. Unlike larger shopping centers that may attract regional customers, Community Center developments primarily provide services for residents of surrounding neighborhoods. These developments provide local retail, professional office, and service-oriented businesses that serve the residents of Georgetown in one area. These centers should provide a vertical mixed-use environment, blending multiple uses into one building or space that are functionally integrated, rather than a mix of standalone uses. Any rezoning requests should be reviewed for compatibility of uses and built form; where uses differ, a careful transition between uses should be provided. Residential uses in these areas should be provided at a minimum density of 14 units per acre and should be integrated as part of a vertical mixed-use design. Standalone multifamily residential is generally not a supported use in this land use district. Development should be oriented to include common spaces and outdoor amenities such as promenades, outdoor seating, and playscapes. While driveways, drive aisles, and parking facilities are provided to accommodate vehicular travel, Community Centers should provide prominent pedestrian connections and pathways that encourage the interaction of residents and businesses. To further promote the interaction of integrated and adjacent residential development, these areas should emphasize quality building and site design such as architectural features and landscaping.

DUA:

14 or more

Target Ratios:

80% nonresidential

20% vertical mixed-use multifamily

Primary Use:

Small to mid-size retailers, restaurants, hair and nail salons, barber shops, pharmacies, and recreation and fitness businesses (privately run gyms, arcades, pilates, children’s indoor play areas)

Secondary Use:

Medium and high density residential, small scale live entertainment in shared green space, specialty retailers, professional office, civic uses, and parks and open space

(RC)

REGIONAL CENTER

Developments may be configured as major shopping centers, standalone big-box retailers, or large-scale mixed-use developments, as well as supporting flex office space and office/warehouse development. They are typically located at high-volume intersections and sometimes along both sides of a highway or arterial. These developments are typically automobile-oriented with convenient access from major transportation routes and highway interchanges; however, internal pedestrian connectivity is maximized and includes opportunities for pedestrian activity. Well-integrated residential developments, which encourage the interaction of residents and businesses, are appropriate, and vertical mixed-use is encouraged. Residential uses in these areas should be provided at a minimum density of 18 units per acre and should be integrated as part of a vertical mixed-use design. Standalone multifamily residential is generally not a supported use in this land use district.

DUA:

18 or more

Target Ratios:

75% nonresidential

25% vertical mixed-use multifamily

Primary Use:

Large retailers, urban residential, hotels, corporate office, restaurants, multi-tenant commercial, big box commercial, live/work/shop units

Secondary Use:

Mixed-use, high-density residential, specialty retailers, professional office, civic & institutional uses

EMPLOYMENT CENTER

Centers with employment-generating uses support heightened economic activity through quality architectural design and well-integrated supporting uses such as retail and restaurants. Employment Centers are typically located near transportation corridors and logistic hubs. Employment Centers are encouraged to both support the primary and secondary uses, while retaining flexibility in building design and land planning to accommodate a change in use over time and for future employment uses. The inclusion of moderate to high-density residential is appropriate as a supporting use to these areas of commerce and employment. When incorporating residential uses, a minimum density of 14 units or more is encouraged. Transitions between uses should be carefully planned so that residential uses are not located near incompatible uses such as manufacturing, warehouses, or uses that handle and/or dispose of a range of toxins. Office space, landscaping, buffers, and increased setbacks should be utilized when planning for effective transitions in land use. Where higher intensity manufacturing or employment uses generating loud noise, smell, or activity levels, these uses should be located away from residential areas and environmentally sensitive areas.

Primary uses within Employment Centers require access to major thoroughfares. In circumstances where they are located in key community gateways, building heights, setbacks, widths and architectural design should fit the intended character of the gateways, and site design should incorporate the necessary landscaping and pedestrian infrastructure. Uses that require outdoor storage should be avoided.

DUA:

14 or more

Target Ratios:

100% nonresidential
(A minimum residential % is not required in Employment Center. Should residential uses be incorporated, location and density requirements for employment center should be followed)

Primary Use:

Manufacturing, life sciences, professional services, office, retail, technology / data centers, flex office, warehouses, and business parks

Secondary Use:

Commercial, high-density residential, restaurants, hospitals, training and logistics facilities, and civic & institutional uses

(SA)

SPECIAL AREA

Special Areas are planned areas that integrate a variety of complementary uses, with an emphasis on retail, offices, and entertainment activities. These centers are unique destinations with emphasis on building design, landscaping and the inclusion of public plazas, green spaces and areas for the public to gather. Special Areas are designed in a pattern of pedestrian-oriented, storefront-style shopping streets, with shared parking and strong pedestrian linkages to the surrounding areas.

DUA:

14 or more

Target Ratios:

Development specific

Primary Use:

Mixed use (high-density residential and retail)

Secondary Use:

Medium-density residential, office, commercial, recreational, and civic uses

INSTITUTIONAL

The institutional category refers to individual or concentrations of government operations and uses, including government administrative offices, libraries, police, fire and EMS services, airports, correctional facilities, and infrastructure. Schools, university and college campuses, and similar educational uses and centers are also a part of this designation, as are community institutions that are privately or semi-private owned, such as churches and major medical and health care facilities. These facilities project a positive image of the community and are located to provide ample public access.

(PR)

PARKS AND RECREATION

Public parks and recreational areas are integrated into and easily accessible from residential neighborhoods and developments. Regional parks are accessible from major thoroughfares and can provide a variety of recreational opportunities. Any additional parkland or recreational facilities should further the goals of the Parks and Recreation Master Plan.

DUA:
N/A

Target Ratios:
100% nonresidential

Primary Use:
Parkland, trails, and other recreational amenities

Secondary Use:
N/A

(OS)

OPEN SPACE

Floodplains and other natural or environmentally sensitive areas are preserved as open space. No development is anticipated in these areas

DUA:

N/A

Target Ratios:

100% nonresidential

Primary Use:

Floodplains and other natural or environmentally sensitive areas are preserved as open space. No development is anticipated in these areas

Secondary Use:

N/A

(M)

MINING

This use designation includes current mining operations. Care should be taken to protect adjacent uses from adverse impacts associated with these activities.

DUA:

N/A

Target Ratios:

100% nonresidential

Primary Use:

Mining

Secondary Use:

N/A

Future Land Use Update Map: East of IH 35 and FM 972

October 2023

Land Use

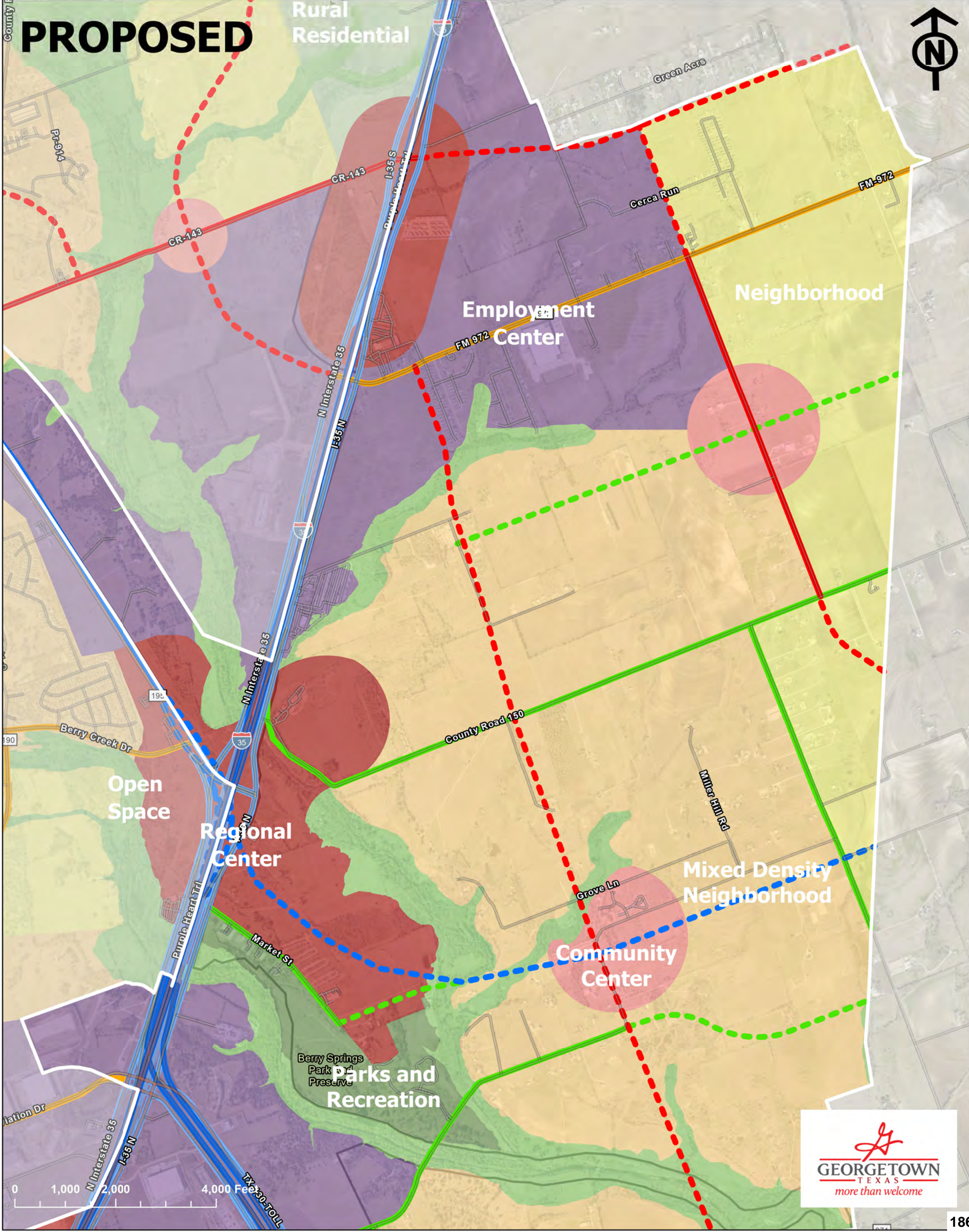
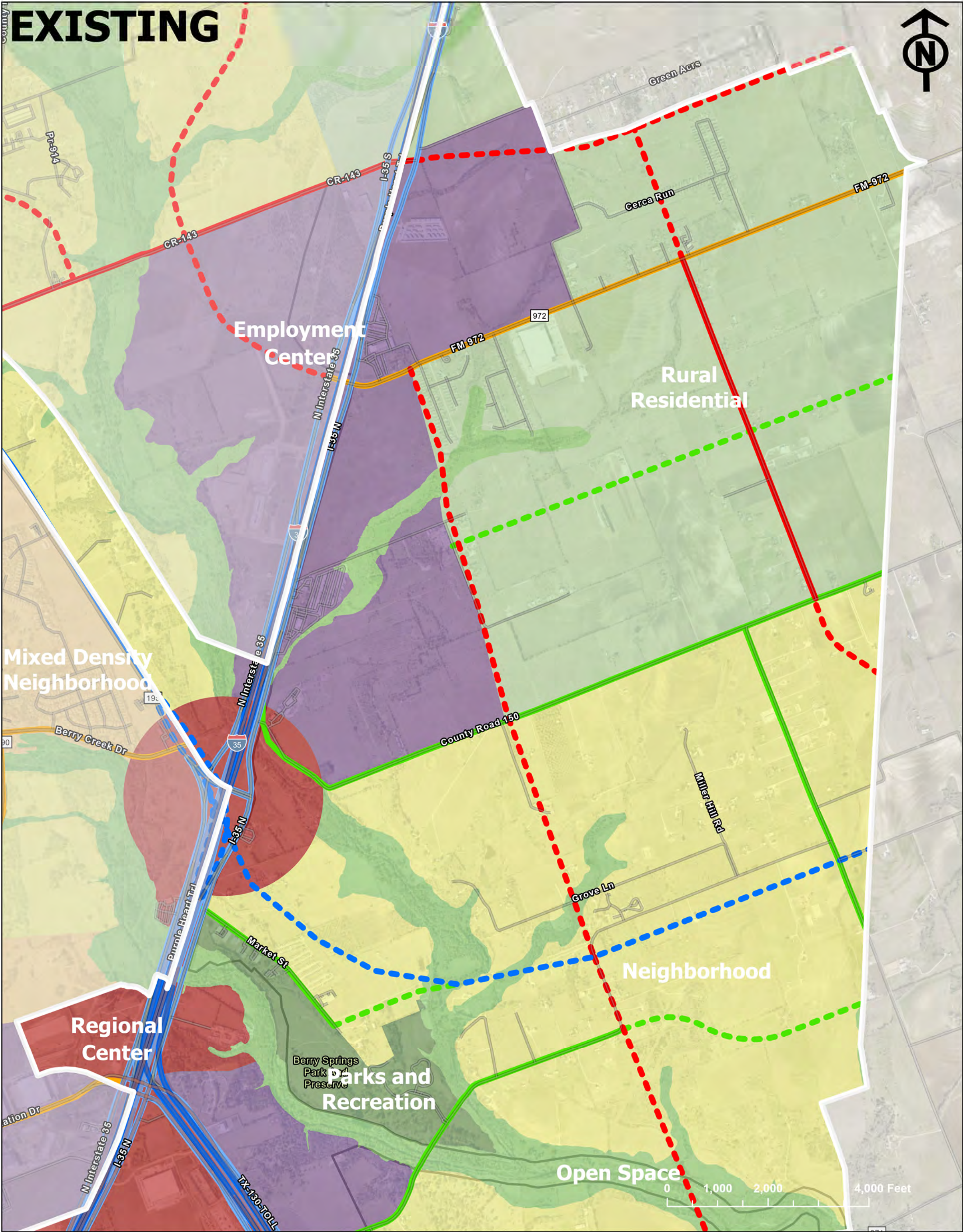
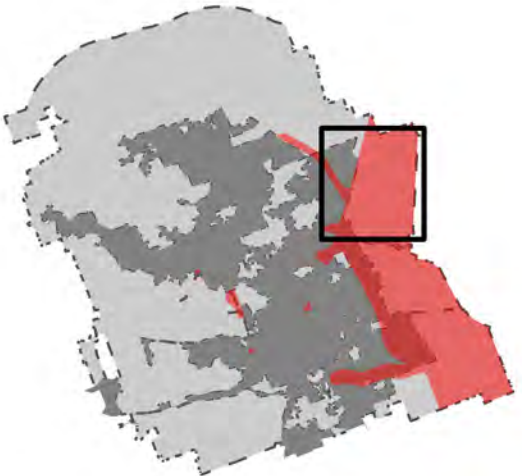
- Community Center
- Employment Center
- Institutional
- Mining
- Mixed Density Neighborhood
- Neighborhood
- Open Space
- Parks and Recreation
- Regional Center
- Rural Residential
- Special Area

Thoroughfare Plan Classification

- Freeway
- Frontage Road Ramp
- Major Arterial
- Minor Arterial
- Collector

Roadway Status

- Existing
- Proposed
- Links



Future Land Use Update Map: East of SH 130

October 2023

Land Use

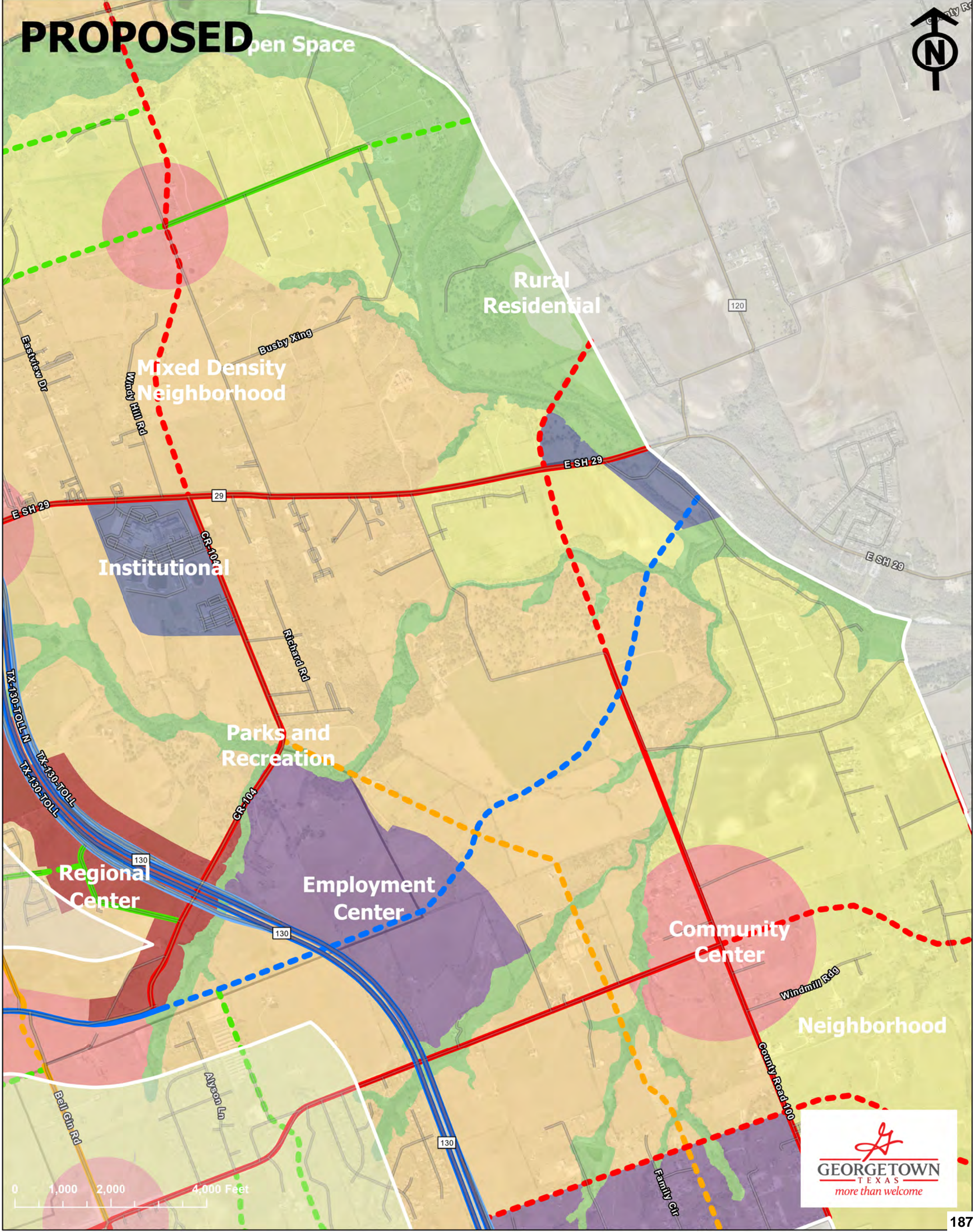
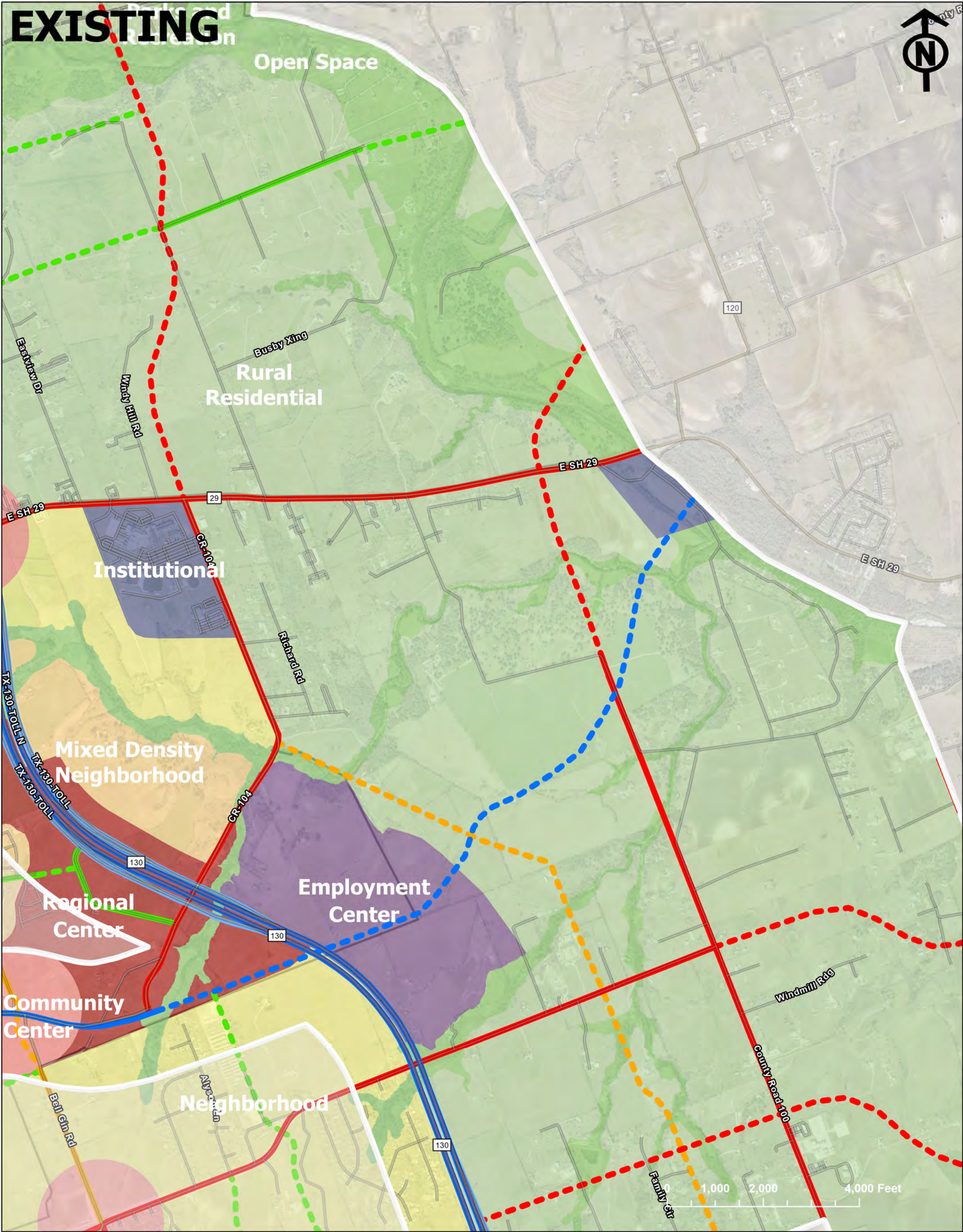
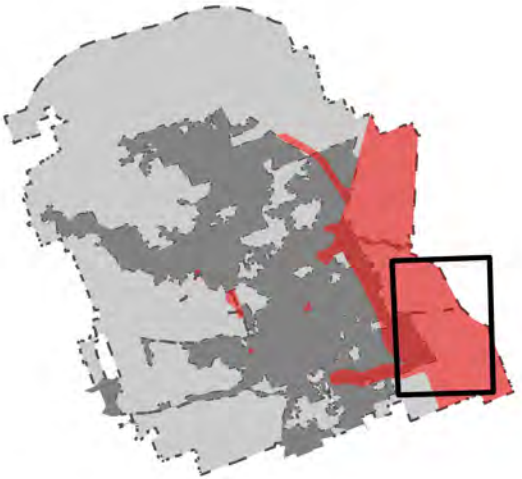
- Community Center
- Employment Center
- Institutional
- Mining
- Mixed Density Neighborhood
- Neighborhood
- Open Space
- Parks and Recreation
- Regional Center
- Rural Residential
- Special Area

Thoroughfare Plan Classification

- Freeway
- Frontage Road Ramp
- Major Arterial
- Minor Arterial
- Collector

Roadway Status

- Existing
- Proposed
- Links

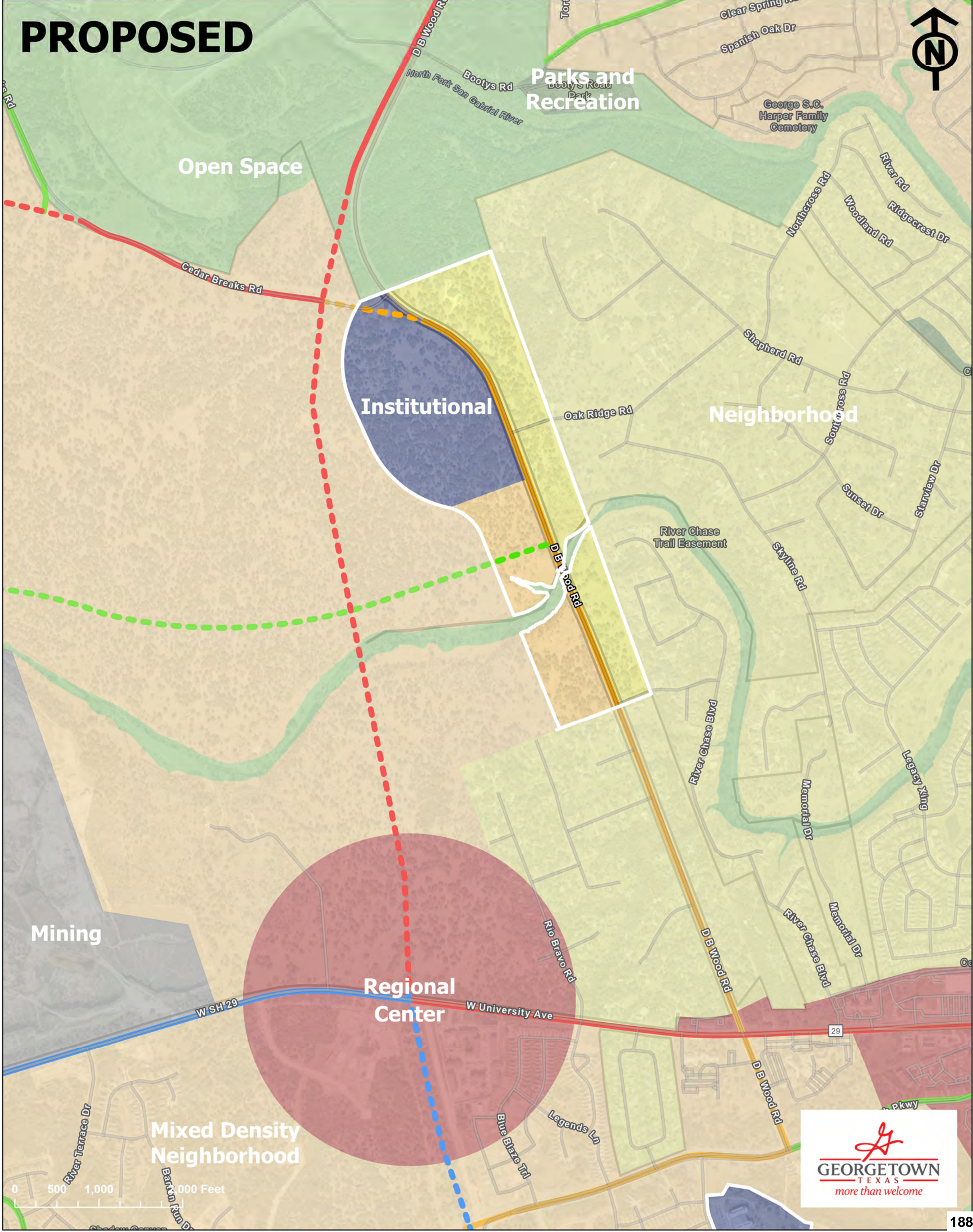
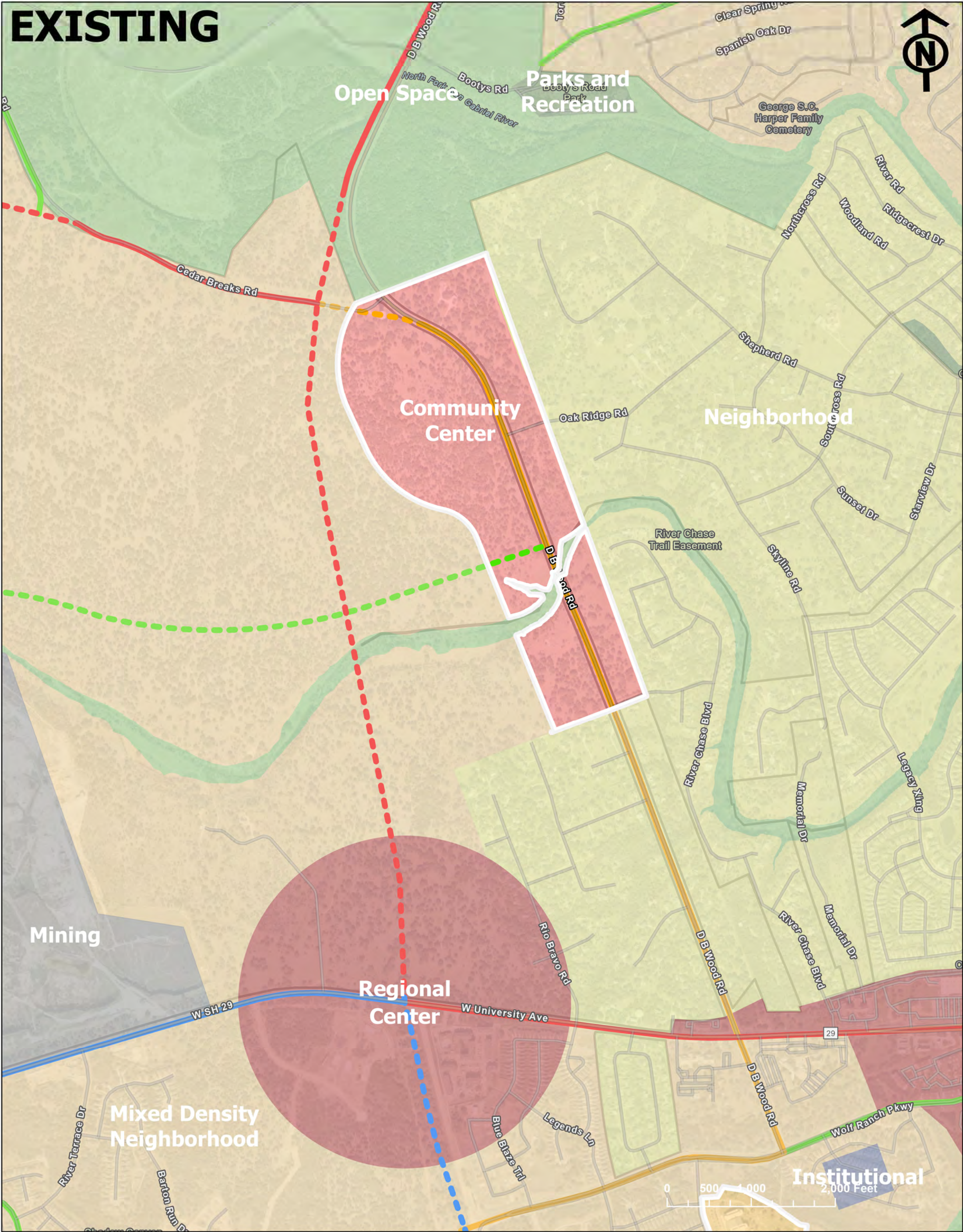
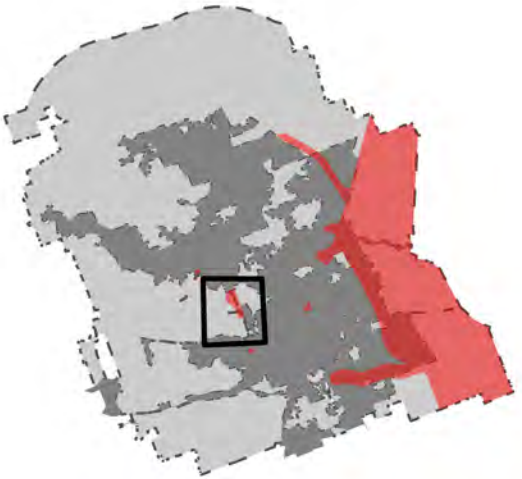


Future Land Use Update Map: Future GISD Site

October 2023

- Land Use**
 - Community Center
 - Employment Center
 - Institutional
 - Mining
 - Mixed Density Neighborhood
 - Neighborhood
 - Open Space
 - Parks and Recreation
 - Regional Center
 - Rural Residential
 - Special Area
- Thoroughfare Plan Classification**
 - Freeway

- Roadway Status**
 - Existing
 - Proposed
 - Links
- Frontage Road Ramp**
 - Major Arterial
 - Minor Arterial
 - Collector



Future Land Use Update Map: Sam Houston Avenue

October 2023

Land Use

- Community Center
- Employment Center
- Institutional
- Mining
- Mixed Density Neighborhood
- Neighborhood
- Open Space
- Parks and Recreation
- Regional Center
- Rural Residential
- Special Area

Thoroughfare Plan Classification

- Freeway

Roadway Status

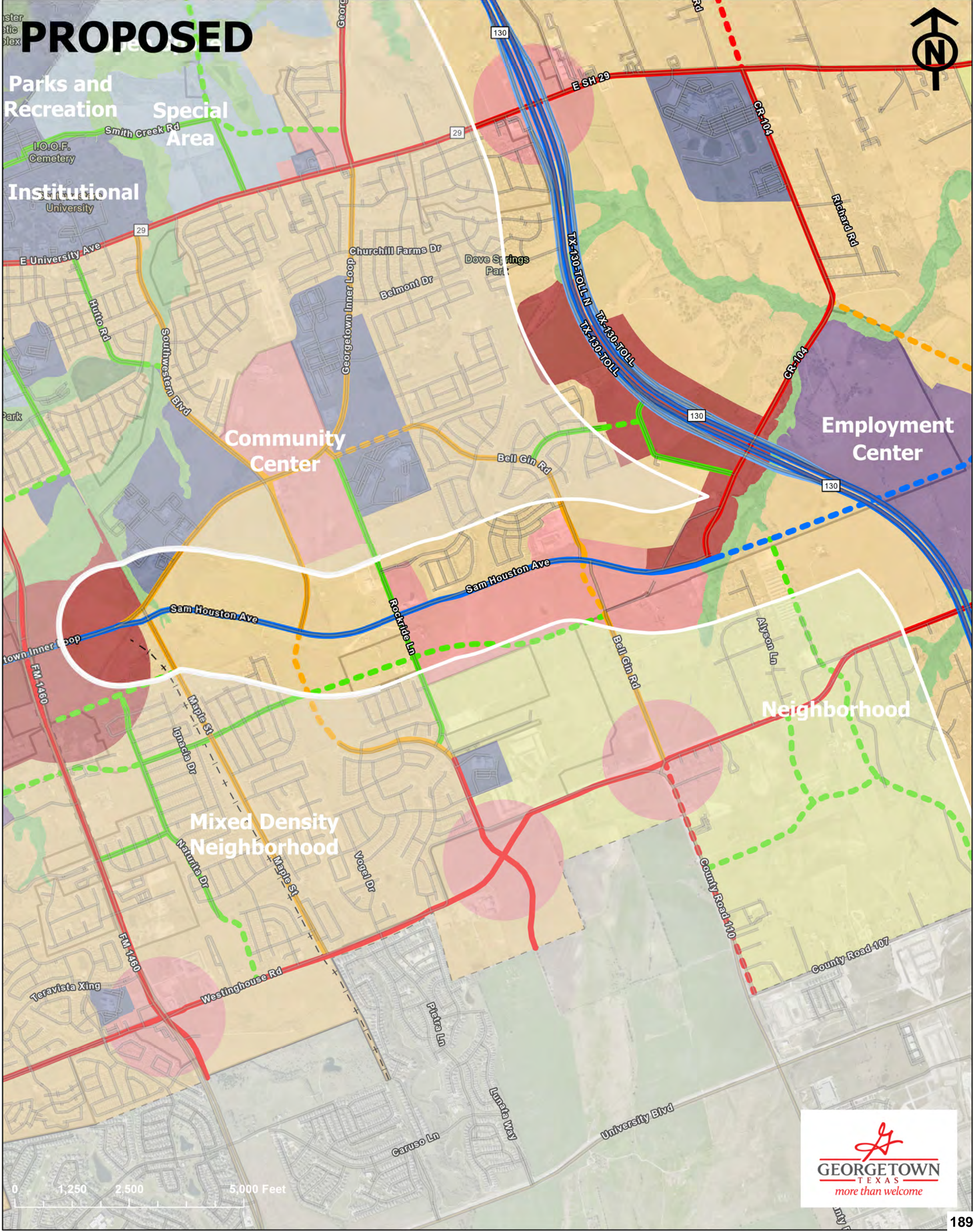
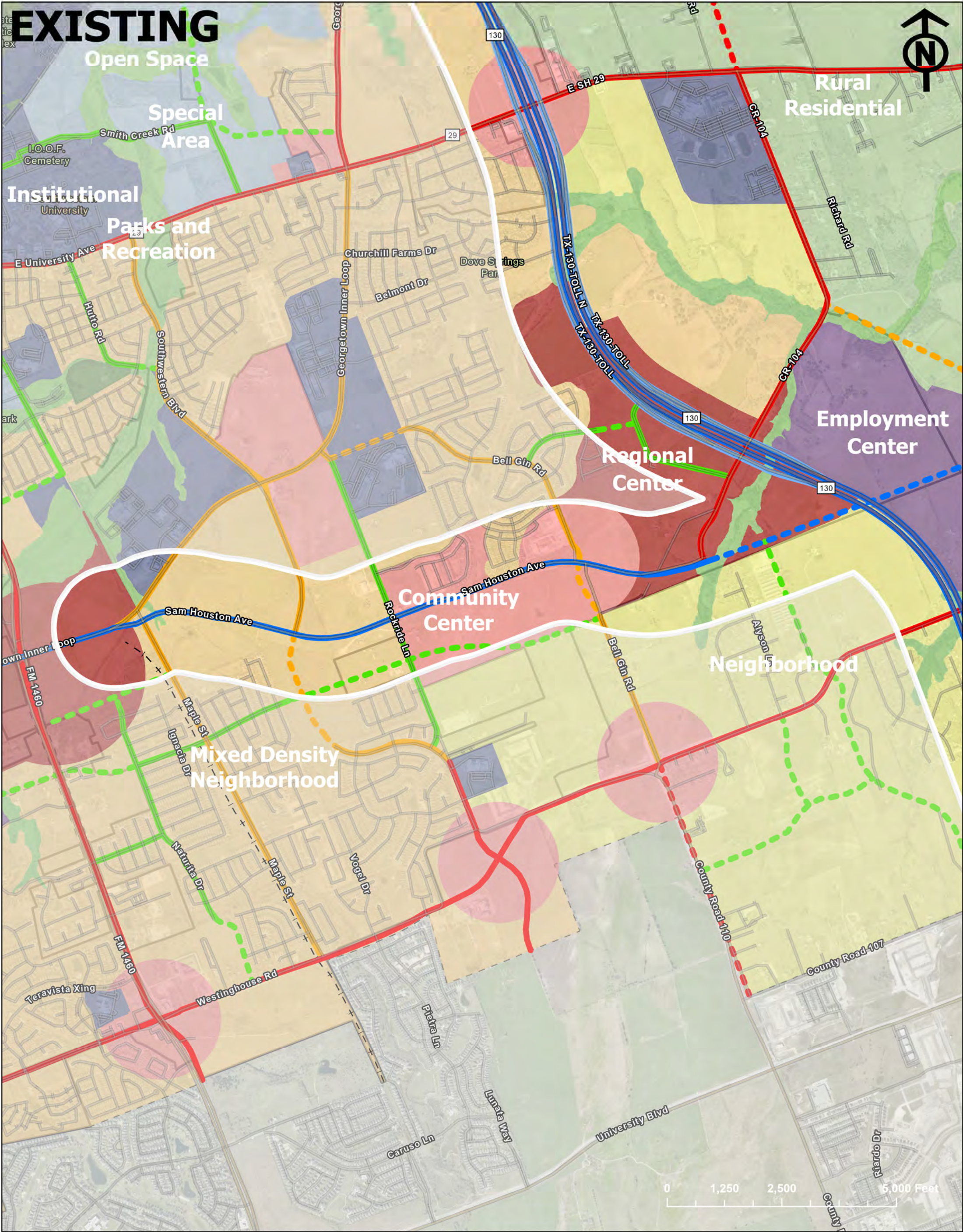
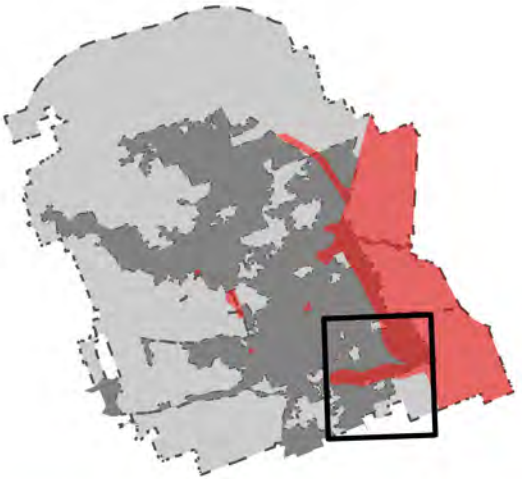
- Existing
- Proposed
- Links

Frontage Road Ramp

Major Arterial

Minor Arterial

Collector

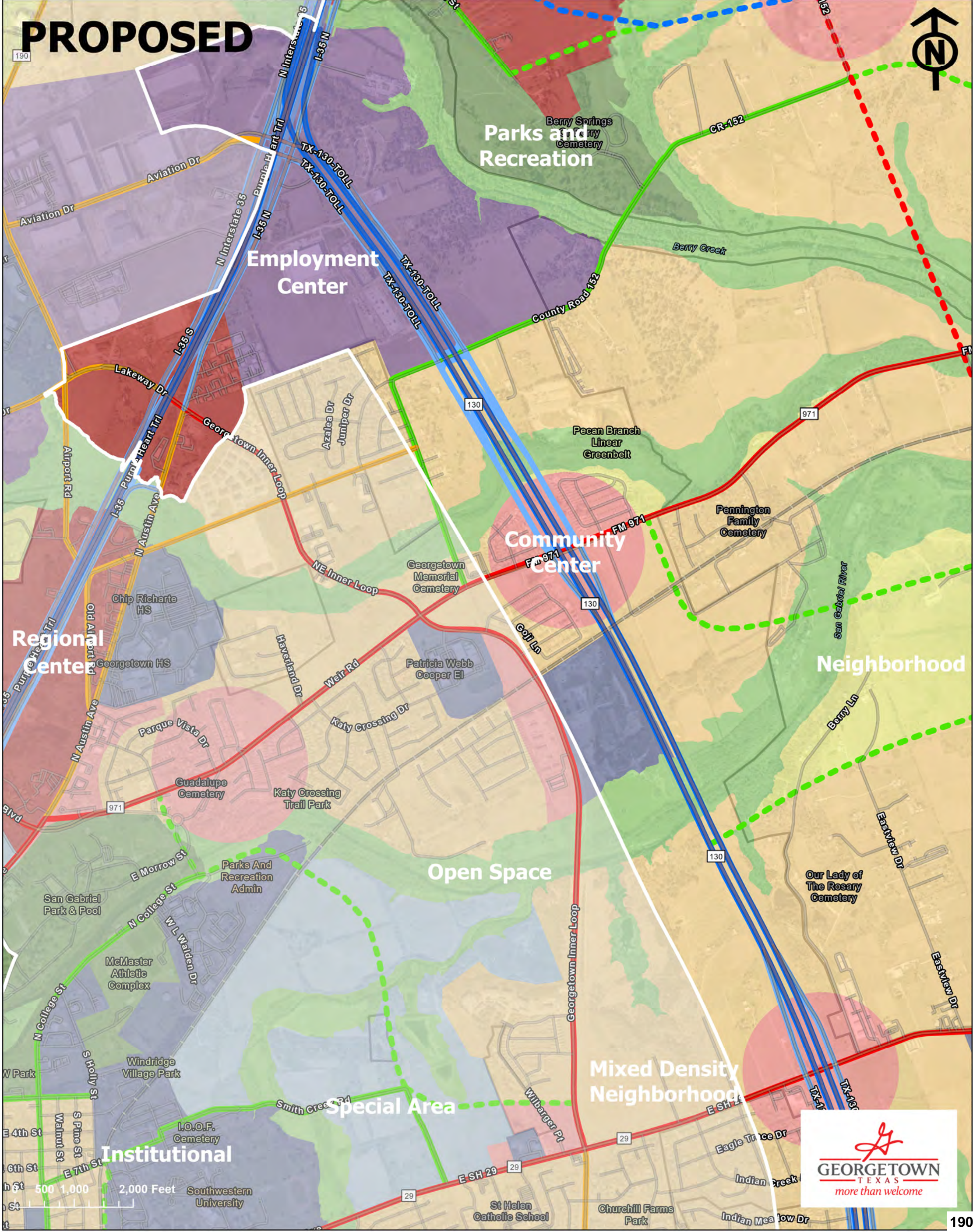
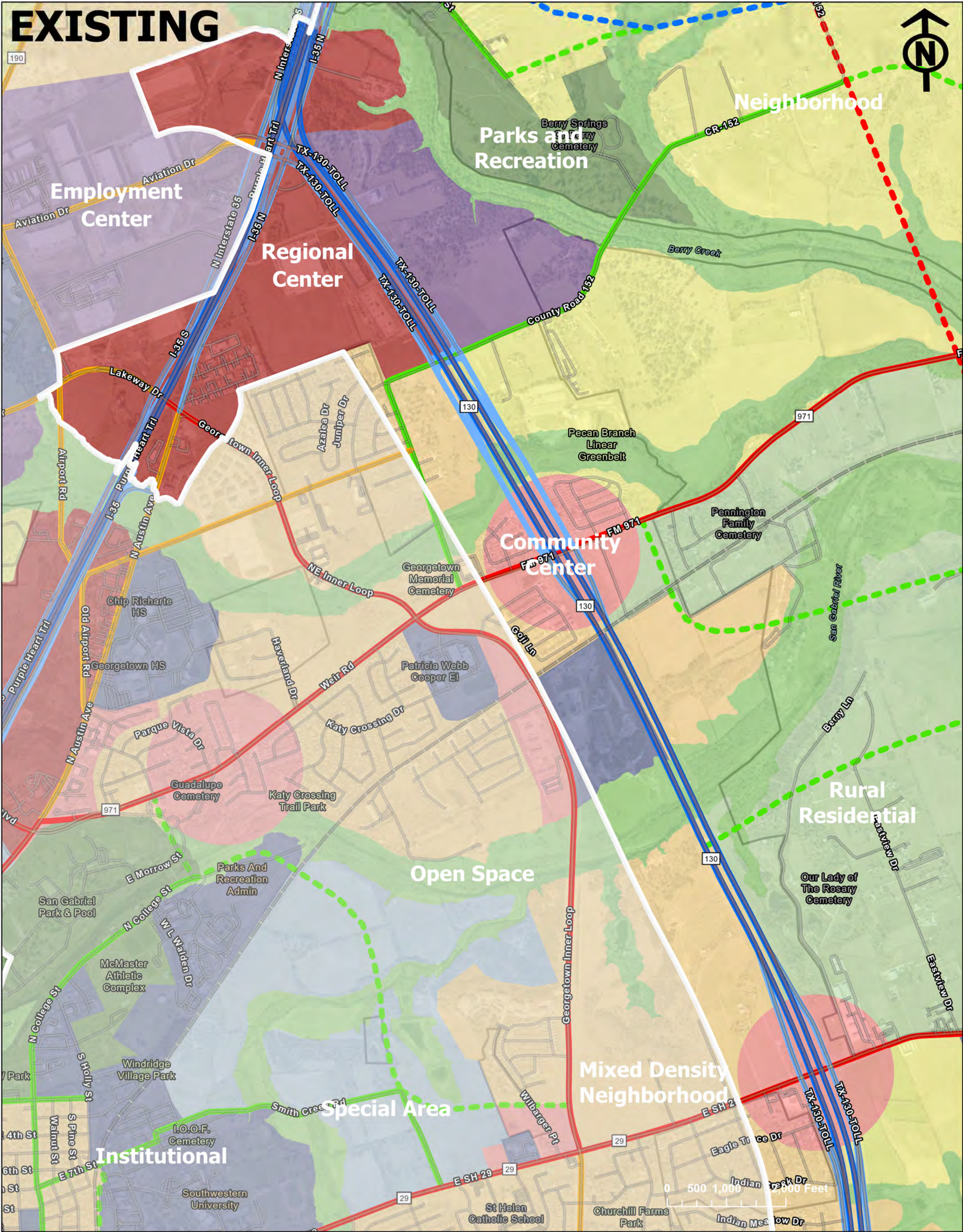
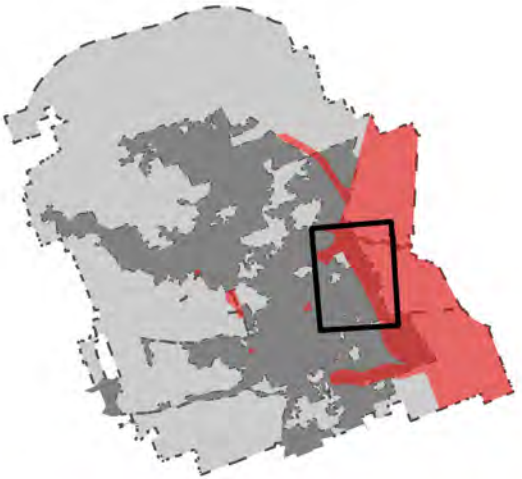


Future Land Use Update Map: SH 130

October 2023

- Land Use**
 - Community Center
 - Employment Center
 - Institutional
 - Mining
 - Mixed Density Neighborhood
 - Neighborhood
 - Open Space
 - Parks and Recreation
 - Regional Center
 - Rural Residential
 - Special Area
- Thoroughfare Plan Classification**
 - Freeway

- Roadway Status**
 - Existing
 - Proposed
 - Links
- Frontage Road Ramp**
 - Major Arterial
 - Minor Arterial
 - Collector



Future Land Use Update Map: South Lake WTP

October 2023

Land Use

- Community Center
- Employment Center

Institutional

- Mining
- Mixed Density Neighborhood

Neighborhood

- Open Space
- Parks and Recreation

Legend

- Regional Center
- Rural Residential
- Special Area

Thoroughfare Plan Classification

- Freeway

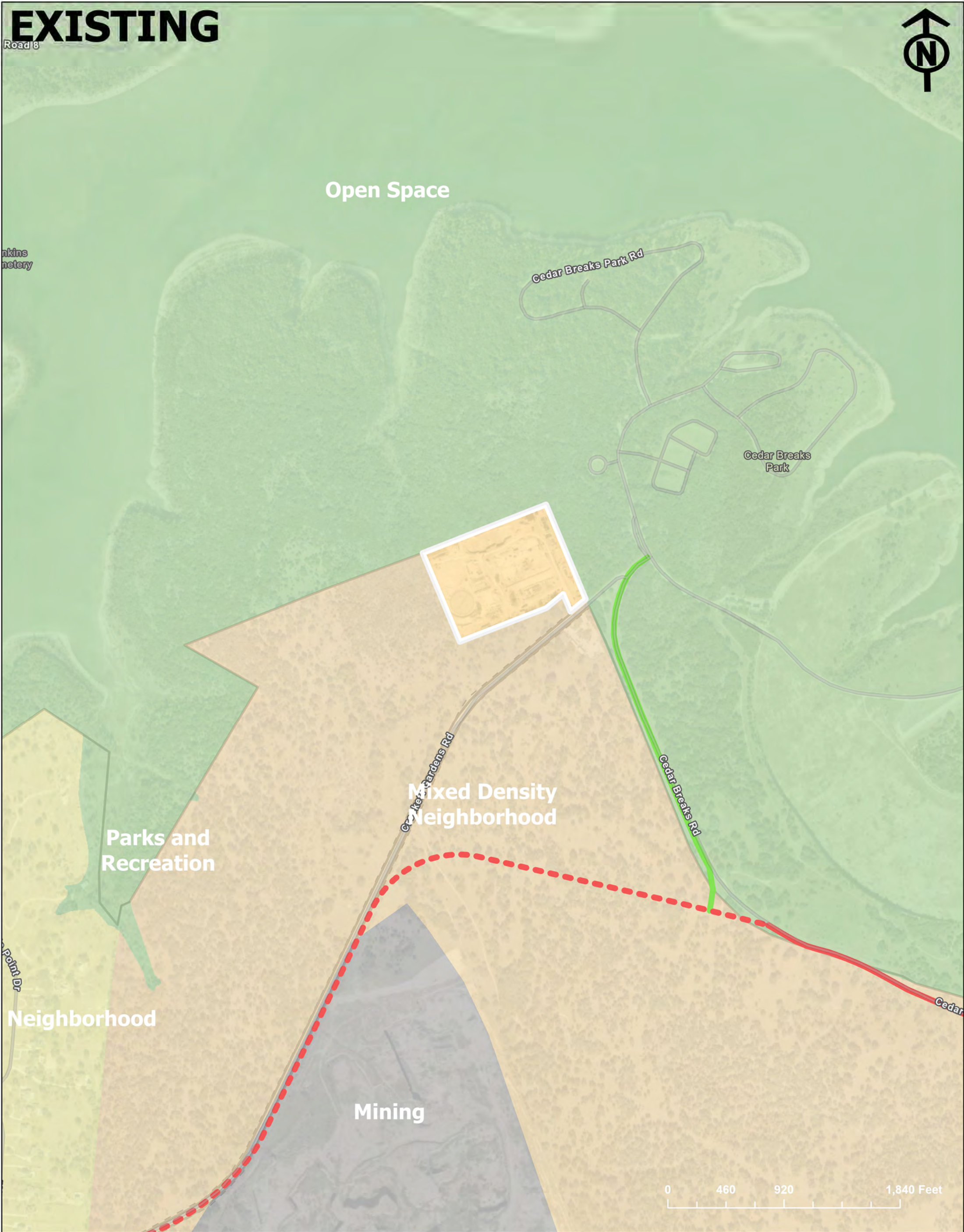
- Frontage Road Ramp
- Major Arterial
- Minor Arterial
- Collector

Roadway Status

- Existing
- Proposed
- Links



EXISTING



PROPOSED



Future Land Use Update Map: Wolf Ranch Elementary

October 2023

Land Use

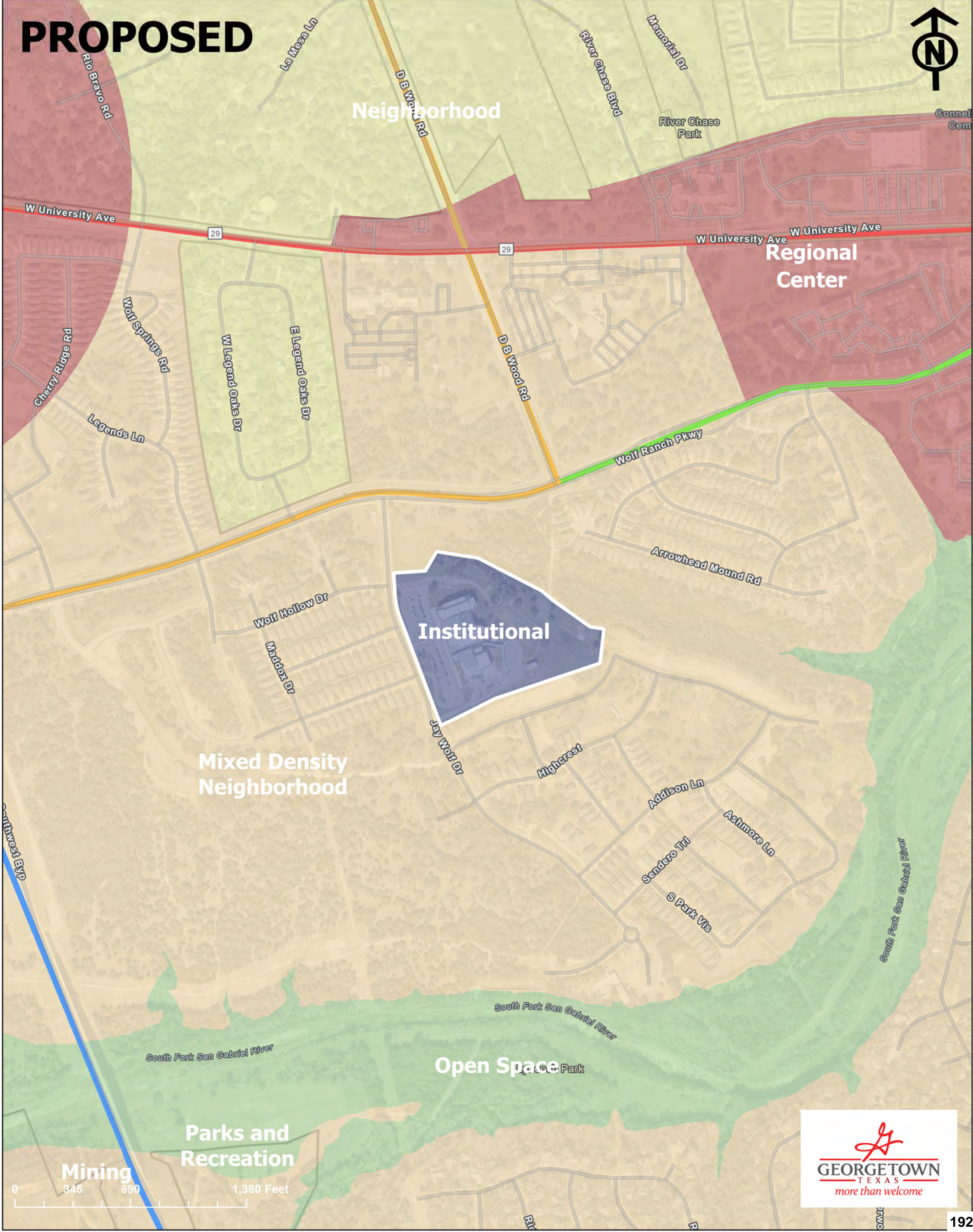
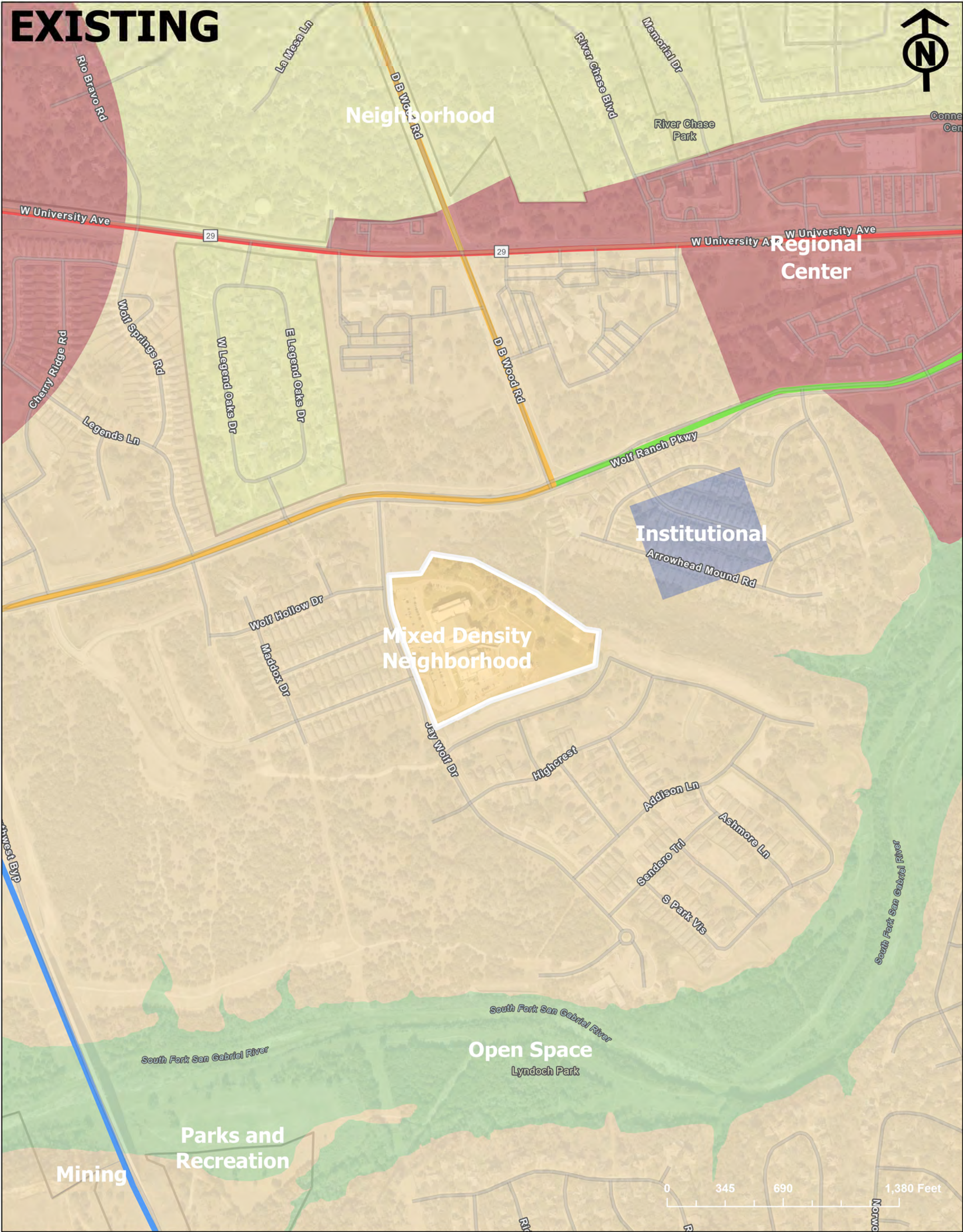
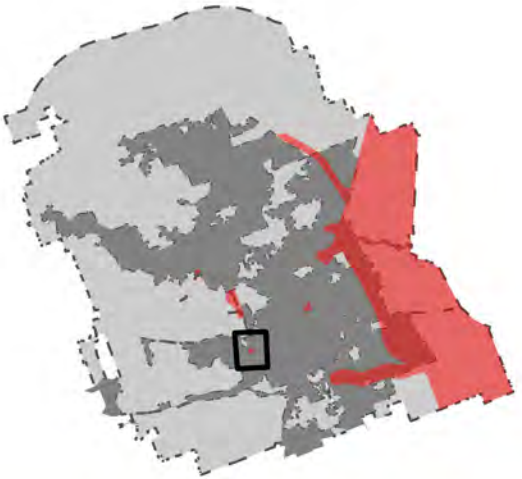
- Community Center
- Employment Center
- Institutional
- Mining
- Mixed Density Neighborhood
- Neighborhood
- Open Space
- Parks and Recreation
- Regional Center
- Rural Residential
- Special Area

Thoroughfare Plan Classification

- Freeway

Roadway Status

- Existing
- Proposed
- Links



| Respondent | Area | Comment | Primary Category | Secondary Category | Additional Category |
|-----------------------|-------------------------------|--|-------------------|--------------------|---------------------|
| Rita Snyder | not identified | need commercial on east side, smart growth to protect and preserve environment, no schools on east side | Conservation | Commercial | Institutional |
| Cross Country Estates | Mid-East- near bend in CR 130 | lower height uses due to FAA Airspace | N/A | | |
| FLU Map Sticky | Inner Loop | need commercial and mixed use along inner loop | Commercial | Mixed-Use | |
| FLU Map Sticky | NE of CR 105 and SH 130 | commercial / light industrial, no residential | Commercial | Employment Center | |
| FLU Map Sticky | NE of CR 105 and SH 130 | No residential, commercial, light industrial, hotel, gas stations, grocery store, library, PD | Commercial | Employment Center | Institutional |
| FLU Map Sticky | Sam Houston and Southwestern | More like Wolf Ranch on East Side | Commercial | | |
| FLU Map Sticky | East Georgetown General | Please stop putting density only on one corner of GT | Residential | Conservation | |
| FLU Map Sticky | Sam Houston Avenue Corridor | townhomes and medium density are amenable | Residential | | |
| FLU Map Sticky | Southeast Georgetown | Development will make the area hotter | Conservation | | |
| FLU Map Sticky | Southeast Georgetown | more commercial along major roads | Commercial | | |
| FLU Map Sticky | East Georgetown General | Preserve Open Space/ increased heat / strain on resources | Conservation | | |
| FLU Map Sticky | Sam Houston Avenue Corridor | Less rental development / not drive-thrus / less car-oriented business | Mixed-Use | Homeownership | |
| FLU Map Sticky | Southeast Georgetown | less industrial "Soviet Georgetown" | Employment Center | | |
| FLU Map Sticky | East Georgetown General | Too low tree canopy | Conservation | | |
| FLU Map Sticky | East Georgetown General | There is no balanced development. Send Industrial and Community Centers West of Georgetown | Employment Center | Commercial | |
| FLU Map Sticky | Southeast Georgetown | Our houses will devalue w/ mixed-density neighborhood. Send them elsewhere | Residential | | |
| FLU Map Sticky | 1280 CR 100 | Keep conservation area no residential | Conservation | residential | |
| FLU Map Sticky | East Georgetown, CR103 and 29 | keep rural residential | Residential | | |
| FLU Map Sticky | Cr 105 and SH 130 | prefer neighborhood | Residential | | |
| FLU Map Sticky | 5505 E SH29 | keep rural | Conservation | | |
| FLU Map Sticky | East Georgetown | keep rural | Conservation | | |
| FLU Map Sticky | East Georgetown | Keep residential | Residential | | |
| FLU Map Sticky | East Georgetown | Land Conservation to increase wildlife habitat and improve plant and animal biodiversity | Conservation | | |
| FLU Map Sticky | CR 150 | Rural Residential | Residential | | |
| John B Saragusa | 3520 IH 35 | Regional Center for the area between Dry Berry and Berry Creek east of SH 195. Want to resubmit MF request. | Commercial | Multi-Family | |
| Dale Illig | CR 152 | maintain employment Center north of CR152 along SH 130 | Employment Center | | |
| Dutton Family | CR 152 | Residential; keep rural | rural residential | | |
| Jeneke Lesak | 430 CR 150 | Keep Rural, preserve farmland | Conservation | Rural Residential | |
| Marc Truslow | Market Street | Keep light industrial or single-family | Employment Center | residential | |
| Michael DelGiudice | Saddlecreek | Urban heat island, loss of wildlife, multi-family reflecting heat onto residential, too low of trees required to help regulate heat, low buffering, commercial, dust and atmospheric impacts of construction | Conservation | residential | commercial |

| What area of Georgetown do you live in? | What do you like about your area? | What do you think is missing from your area? | What do you like about your area? Are there any noteworthy historic or natural landmarks or features you want us to be aware of? | What do you think is missing from your area?2 | What types of development do you not want in your area? | Please share any additional thoughts that you would like to share with us that wasn't covered in the above questions. |
|--|---|--|---|---|---|---|
| East Georgetown ETJ Bell Gin Road area | | | Easy to get around in this area, Private on our property but close in to Georgetown. | Shopping, Grocery, Dentist, Drug store, entertainment, Movies, automotive shops | Commercial residential restaurants, some industrial would be great a good heavy mix of uses would be wonderful. | I like development, I have always been involved with the land development industry. I like what I see being built in Georgetown right now. |
| Southeast of town | | | Still rural with a touch of the City. Still can see the stars at night. No, not necessarily. | Regional center, such as an HEB, or some type grocery store, with supporting businesses. Similar to the HEB in Round Rock at University Commons. | Residential or multi-family; waster water treatment | I would like to see commercial or light industrial; maybe something of a destination center, maybe like a mixed use/ Domain type of development. Just no strictly residential or multi-family |
| I live in Austin, but own 40 acres along CR 105 near SH 130. | | | I like the proximity to SH 130 and the residential developments nearby. | Wastewater services and a more nicely developed road on CR 105 | We're open to any type of development on our lot. However, we're concerned that residential might not work as well since our lot is close to SH 130 which produces a lot of road noise. | None. Thanks for hosting this meeting. |
| Along Sam Houston | | | We like the beauty of the area & the current density. | Commercial development. Safe & adequate transportation. | >4 story multifamily | Please expedite the expansion of Sam Houston. The plan has been discussed for WAY too long (seems to have started in 2009). Please stop talking about the expansion & finalize the design & begin constrc |
| Daisy Cutter Lane, Saddlecreek area. | | | Peaceful, little traffic, friendly. Children around. Beautiful neighborhood (with the exception of construction). Like rural area, the horse farm. Believe value will increase. Noteworthy landmarks: Horse farm, and beautiful home on Rockride. Great family feel. Small creeks near Patriot Way, provide habitat for creatures, birds, etc. Worried about development driving away wildlife prevalent in the area. | Trees in the subdivison and in the neighborhood park. Trees throughout southeast Georgetown. | Park, trees. Noise reducing walls along SH-130 and from the future Sam Houston. Public Amenities, like a museum, library. No fast food, but finer dining. Medical Services (doctor's clinics, etc. like), neighborhood services. Stores that a similar to the Rivery Development near Sheraton. | Prefer houses rather than apartments, or condos. Prefer purchase options over rental options. Push quality of development. Prefer 2 story maximums for any type of development in the area. Need better roadways....better quality and wider. The apartment entrance on Daisy Cutter is going to be a real issue. Don't want it to be very very quiet, or very very noisy. Want a happy median. |
| Marvin Lewis Lane | | | We liked living in the country and the privacy. We bought the property as an investment. | Shopping, grocery stores, movies, entertainment. From3 5 east there is nothing, we shop in Taylor a lot. | Single-family residential, low-density development. | More commercial development and more services would be helpful |
| Market Street | | | This area is transitioning to more industrial and commercial | XX | Industrial | |
| 5505 E. STATE HIGHWAY 29 | | | SAN GABRIEL RIVER, RURAL | THERE NEEDS TO BE A LIGHT AT 5505 E. STATE HIGHWAY 29 AT THE EXONN STATION AND THE DOMINICAN SISTERS. IT IS A DANGEROUS AREA WITH LOTS OF TRAFFIC FROM THE EXONN STATION AND 25+ SISTERS DRIVING OUT OF THE DRIVEWAY | NO APARTMENTS, COMMERCIAL DEVELOPMENTS; KEEP IT RURAL AS WE BOUGHT IT | PLEASE LISTEN TO THE PUBLIC REGARDING DEVELOPMENT; BE AWARE OF HAVING ENOUGH WATER FOR ALL THE NEW RESIDENTS. |
| 1981 CR 105 Hutto (Georgetown ETJ) | Open land, horse farms, ranches | Properly paved and maintained roads, high speed internet (both cable and fiber) | My house is on the Georgetown historic homes registry. It was built in 1912. | Properly paved and maintained roads, High speed internet (both cable and fiber) | Light industrial, industrial, apartment complexes | This meeting was not communicated well. The letter made it sound like there would be a townhall style meeting with a presentation and time for audience feedback. Instead, we found a small room with some maps on easels that we walk past and somehow provide comments. There was also poor communication at the door. Initially, no one was directing crowd traffic and there was a lot of confusion. Many people left before signing in or making comments. The digital map indicated by the letter did not have any of the planned future use indicated. This is a missed opportunity to communicate clearly to folks the intended uses. There are many people here that had the same impression, so I know this won't be the only feedback in this regard. I highly recommend you hold a townhall style meeting that was indicated by the letter. |
| Hutto 78634 | We like the rural farmland environment and the wild life. The dark sky, and the country living lifestyle. | Regulations on property used as industrialized type businesses, such as septic/waste companies, construction etc. | Low crime rate, peace and quiet, country roads, no noise pollution, minimal traffic, farmland with free range animals, spacious lots, neighborhood isn't densely populated. There is a water way that flows behind us that feeds into the San Gabriel and any large developments could disrupt the natural habitat. | Regulation on light pollution, and law enforcement presence for speeders, and dumping. | NO APARTEMNT COMPLEXES. NO SECTION 8 HOUSING. No waste management facilities, no retail, or heavy equipment facilities, no storage facilities, no new school development. | We want to stay rural as possible, no outrageous zone changes. Some kind of regulations on heavy commercial equipment companies. |
| I'm in the Georgetown ETJ on CR 105, Hutto, TX 78634 | Farmland, wetlands, creek through to San Gabriel, Rural - most properties are 10-20+ acres - we want to keep it that way. | Someone limiting industrial companies buying homes and converting them into industrial/commercial that does not fit the area at all and is causing increased erosion, flooding, traffic that is dangerous as well as destroying the roads that are not conducive to such use | There are multiple historic farm homes that are 100-120+ years old, Tributary 17 and Mankins Crossing/Mankins Branch waterways that flows into the San Gabriel River, and many rural-residential farmlands | Sheriff presence to stop people driving 70mph down narrow 2 lane country roads. Though we do like the unrestricted land designation, we do not like that the county has not stopped conversion of residential rural into major industrial and commercial usage - literally houses are now major commercial properties. NOT home-based businesses, this is a situation where no one is using it for residential use at all, just commercial and TONS of 18 wheelers parked all over the place. | NO MORE CONCRETE, NO MORE INDUSTRIAL, NO MORE COMMERCIAL. Home based businesses are ok when it is a residential home and someone works out of their home or property, but all of this conversion of properties to full industrial or full commercial must stop! | What can be done to undo all of the conversion to industrial so far?? The county roads cannot handle it - the driving is becoming dangerous, flooding is becoming more of a problem, wildlife is now endangered, water contamination is now a major concern to those of us with well, animals/wildlife that live off the land, water sources for Jonah water as the waterways flow into the San Gabriel and eventually Granger Lake that is a major source for Jonah Water and the city of Granger. |
| 1429 County Road 103 | Pastoral, beautiful, quiet. I can manage my land without an HOA breathing down my neck. | We could use a grocery store and maybe a small walkable downtown style area with shops and restaurants on the NE side. Really lacking recreational areas for both adults and kids. A big splash adjacent to some food vendors would be amazing. | I love that it is largely undeveloped, and we very, very much want it to stay that way. That little low bridge over the San Gabriel (off of CR 100) where people often fish is serene | Walkable casual areas and recreation facilities (splash pads, parks, field sports). Restaurants, groceries | Noooo industrial. No dense neighborhoods. | Our greatest fear is expansion/extension of CR 103. That would basically ruin everything. We are almost done building our little family farm, and the absolute last thing we want is a high traffic, multi-lane road running 100 yards from what we've worked so hard to create. The area could use some minor development, but with a light touch. Industrial facilities would be a huge detriment to the area. |
| 2031 FM 971 San Gabriel River 78626 | river, fish, deer, quiet, no light pollution | better roads | yes, Pennington Cemetery river and wildlife! | trails connecting city parks | dense subdivisions (NO LENAR!!!) bridges and feeder roads | we want to see the annex plan that was approved for Lenar |
| In the ETJ at 2001 CR 152 | Living in a rural setting where it is quiet, private. Provides habitat for wildlife | Nothing other than CR 152 is unsafe | Being out of neighborhoods. We have some beautiful large oak trees | Same question as #3 | Absolutely none. We purchased it so we can be in the country. | The development in Georgetown is irresponsible. It's already starting to look like Round Rock. |

Georgetown 2030 Comprehensive Plan Future Land Use Update

November 21, 2023 | Planning and Zoning Commission

Project Background

Project Background

- Georgetown's current Future Land Use Map was adopted as part of a Comprehensive Plan update in March of 2020
- In 2021 and 2022 Georgetown was the fastest growing town in America by percentage of growth for towns over 50,000 people
- Growth reached areas of town that were not anticipated for development in the 2020 update- particularly Sam Houston Avenue, State Highway 195, and the areas east of State Highway 130

Project Timeline

Spring 2023-
Project Start
and Diagnostic

June 27- Joint
Workshop

August 23- Sam
Houston Open
House

August 30- SH
195 and East
Georgetown
Open House

September 12-
Council
Workshop

October 3- P&Z
Discussion

November 21-
P&Z Action

November 28-
City Council

Joint Workshop

- On June 27, 2023, the Planning and Zoning Commission and City Council convened a joint workshop to provide feedback on ETJ priority areas and future land use districts. The joint workshop yielded the following land use direction that staff has worked on in preparation for this presentation:
- Review of density allowance for the Mixed Density Neighborhood district.
- Desire to incorporate direction from June 6, 2023 City Council work session on Multi-Family development into future land use map and districts.
- Prioritize outreach with property owners in areas where the future land use districts may change

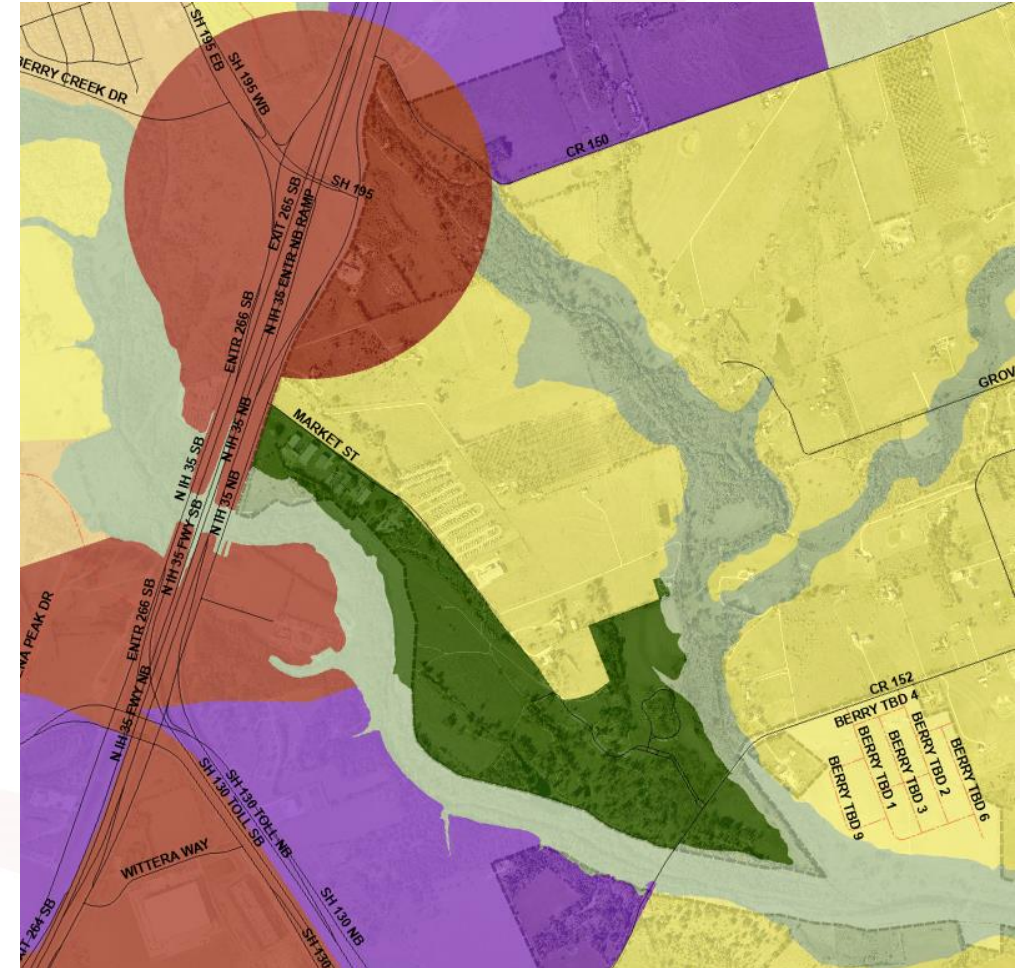
Public Notification and Feedback

- **2,021** Notices mailed to property owners
- **2** Outreach Meetings held in the City Hall Community Room
- **250** Approximate number of household that attended an outreach meeting
- **15** Individual Meetings Pre & Post Outreach meetings with landowners
- **2,021** Letters were mailed to the same residents on October 24, 2023
- Notice in Sun News on November 5, 2023



P&Z Discussion- October 3

- P&Z discussed the proposed changes on October 3
- Discussion focused on potential impact of changes to open space areas and rural settings



Future Land Use Categories Updates

Future Land Use Categories

11 existing Future Land Use Categories

- Open Space
- Parks and Recreation
- Rural Residential
- Neighborhood
- Mixed-Density Neighborhood
- Community Center
- Regional Center
- Employment Center
- Special Area
- Institutional
- Mining

Future Land Use Categories

12 proposed Future Land Use Categories (1 new, 6 modified)

- Open Space
- Parks and Recreation
- **Agriculture (NEW)**
- **Rural Residential**
- **Neighborhood**
- **Mixed-Density Neighborhood**
- **Community Center**
- **Regional Center**
- **Employment Center**
- Special Area
- Institutional
- Mining

Agriculture/Ranching

Agricultural areas are characterized by very large tracts of undeveloped land utilized for agricultural production, wildlife management, or ranching, including livestock raising. There are opportunities for additional uses that support agriculture's character and economic viability.

DUA:

None – The intent is to preserve the undeveloped land and promote agricultural uses

Target Ratios:

85% agriculture

15% large lot residential (2 acres or more)

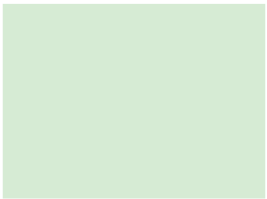
Primary Use:

Farming, ranching, wildlife management, and tourism related agricultural uses

Secondary Use:

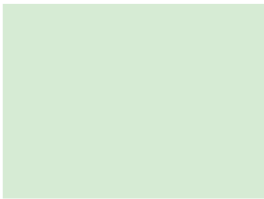
Single-family detached homes, supporting structures, agriculture-related tourism, local food production, and distributed energy generation.

Rural Residential



| | Current | Proposed |
|-------------------|---|--|
| Description | These large lot, low-density areas preserve the rural atmosphere of Georgetown. Homes are traditional, single-family residences with large front yard setbacks from roadways and large side yard setbacks separating homes to reinforce the rural openness. Supporting nonresidential uses are located along major thoroughfares with large setbacks and natural buffers from neighboring residential. These uses are typically located around the periphery of the planning area and are often not connected to public water/wastewater utilities. | No substantive changes |
| Recommend Density | Less than our equal to 1 unit per acre | No change |
| Target Ratios | 95% residential 5% non-residential | <ul style="list-style-type: none">• 70% large residential lots (1 unit or less per acre)• 25% detached residential (5 units or less per acre)• 5% nonresidential |

Rural Residential



| | Current | Proposed |
|----------------|----------------------------------|---|
| Primary Uses | Single Family Residential | Single Family Residential |
| Secondary Uses | Limited Retail and Services Uses | Limited retail and service uses, agriculture / civic / institutional / parks and open space |

Neighborhood Residential



| | Current | Proposed |
|--------------------------|---|---|
| Description | Neighborhood character maintains a suburban atmosphere. Conservation subdivisions (also referred to as “clustering”) encourage the preservation of open space and environmentally sensitive areas. Development standards ensure adequate open space and efficient roadway and pedestrian connectivity to schools, neighborhood amenities and parks. Supporting nonresidential uses are similar in scale to the residential properties, include appropriate landscaping and buffering standards. Nonresidential uses are located along major thoroughfare bordering neighborhoods or on collector roads leading into neighborhoods | The following statement was added to encourage a variety of lot sizes: “When the overall density of a master planned neighborhood is less than 5 units per acre, a variety of lot sizes should be supported.” |
| Recommend Density | Less than or equal to 5 units per acre. | No change |
| Target Ratios | <ul style="list-style-type: none">• 90% residential• 10% nonresidential | No change |

Mixed Density Residential



| | Current | Proposed |
|--------------------------|---|---|
| Description | <p>This category includes a blend of single-family and medium-density housing types. Medium density housing options are consistent with and complementary to the traditional single-family neighborhood with emphasis on connectivity and access to neighborhood amenities including schools and parks. Development standards for medium density housing and any nonresidential uses are in place to ensure compatibility through increased setbacks for taller buildings, architectural designs that are consistent with the neighborhood, location of more intense uses and development nearer to the edge of developments, and enhanced landscaping. Additionally, any nonresidential uses are located primarily at arterials and other major roadway intersections and include appropriate buffering and pedestrian orientation to support the surrounding residents.</p> | <p>The following statement was added to the existing description:</p> <p>This future land use area supports a variety of different housing types in a compact network of complete, walkable streets that are easy to navigate by car, bike or on foot with access to neighborhood amenities including schools and parks</p> |
| Recommend Density | DUA: 5.1-14.0 | Minimum of 5 units per acre |

Mixed Density Residential



| | Current | Proposed |
|-----------------------|---|--|
| Target Ratios | <ul style="list-style-type: none">• 80% residential,• 20% nonresidential | <ul style="list-style-type: none">• 25% detached residential (5 -7 units)• 45% moderate density residential (townhomes, duplexes, cottage court)• 30% nonresidential |
| Primary Uses | Variety of single-family home types (detached, duplex, townhome) | Add the following to the existing primary uses: small lot single- family detached homes, townhomes, and duplexes |
| Secondary Uses | Limited neighborhood-serving retail, office, institutional, and civic uses | The following uses were added in addition the existing secondary uses: institutional / parks and open space |

Community Center

| | Current | Proposed |
|-------------|--|---|
| Description | <p>These areas are typically configured as “nodes” of smaller scale at the intersection of arterial roads and other major thoroughfares. These developments provide local retail, professional office, and service-oriented businesses that serve the residents of Georgetown. While typically auto-oriented, pedestrian connections to the surrounding neighborhoods are provided. Well integrated residential developments, which encourage the interaction of residents and businesses, are appropriate and vertical mixed use encouraged. To promote the interaction of integrated and adjacent residential development, these areas emphasize quality building and site design, such as enhanced architectural features, landscaping, and prominent pedestrian facilities</p> | <p>Updated to allow for the following:</p> <ul style="list-style-type: none">• community centers to be allowed along corridors in addition to major intersections• Added language to emphasize uses should support surrounding neighborhoods.• Added language to emphasize the incorporation of mixed-use development.<ul style="list-style-type: none">• These centers should provide a vertical mixed-use environment, blending multiple uses into one building or space that are functionally integrated, rather than a mix of standalone uses.• Standalone multifamily residential is generally not a supported use in this land use district. |

Community Center

| | Current | Proposed |
|--------------------------|--|---|
| Recommend Density | 14 or more | No change |
| Target Ratios | <ul style="list-style-type: none"> • 80% nonresidential • 20% residential | <ul style="list-style-type: none"> • 80% nonresidential • 20% vertical mixed use multi-family |
| Primary Uses | <ul style="list-style-type: none"> • Small to mid-size retailers | <ul style="list-style-type: none"> • Small to mid-size retailers, restaurants, hair and nail salons, barber shops, pharmacies, and recreation and fitness businesses |
| Secondary Uses | <ul style="list-style-type: none"> • Medium and high density residential, local restaurants, specialty retailers, professional office, and civic uses | <ul style="list-style-type: none"> • Medium and high density residential, professional office, civic uses, and parks and open space |

Regional Center

| | Current | Proposed |
|-------------|---|--|
| Description | Developments may be configured as major shopping centers, stand-alone big-box retailers, or large-scale mixed-use developments, as well as supporting flex office space and office/warehouse development. These developments are typically automobile- oriented with convenient access from major transportation routes and highway interchanges, however internal pedestrian connectivity is maximized and includes opportunities for pedestrian activity. Well integrated residential developments, which encourage the interaction of residents and businesses, are appropriate and vertical mixed use encouraged. | <p>The following statement was added to emphasize the type of multi-family that is desired in a regional center:</p> <ul style="list-style-type: none">• Residential uses in these areas should be provided at a <u>minimum</u> density of 18 units per acre and should be integrated as part of a vertical mixed-use design.• Standalone multifamily residential is generally not a supported use in this land use district. |

Regional Center



| | Current | Proposed |
|--------------------------|--|--|
| Recommend Density | 18 dwelling units per acre | No change |
| Target Ratios | <ul style="list-style-type: none">• 75% non-residential• 25% residential | <ul style="list-style-type: none">• 75% non-residential• 25% vertical mixed use multi-family |
| Primary Uses | <ul style="list-style-type: none">• Large retailers | <ul style="list-style-type: none">• Large retailers, urban residential, hotels, corporate office, restaurants, multi-tenant commercial, big box commercial, live/work/shop units |
| Secondary Uses | <ul style="list-style-type: none">• Mixed use, high density residential, chain restaurants, specialty retailers, professional office, and civic uses | <ul style="list-style-type: none">• Specialty retailers, professional office, civic & institutional uses |

Employment Center



| | Current | Proposed |
|--------------------|---|---|
| Description | <p>Centers with employment-generating uses support heightened economic activity through quality architectural design and well-integrated supporting uses such as retail, restaurants. The inclusion of moderate to high density residential is appropriate as a supporting use to these areas of commerce and employment. Because these areas often act as a transition between more intensely developed industrial uses and residential neighborhoods, standards should be developed to ensure that development of these activities is compatible with the character of the surrounding area. Care should be taken to protect adjacent uses from adverse impacts potentially associated with existing industrial uses (commercial traffic, outside storage, etc.), using buffering and/or performance-based development standards.</p> | <p>The following language was added to emphasize density when residential development is incorporated, transition in uses, & the location of EC's in key community gateways.</p> <ul style="list-style-type: none">• Employment Centers are encouraged to both support the primary & secondary uses, while retaining flexibility in building design and land planning to accommodate a change in use over time and for future employment uses.• When incorporating residential uses, a minimum density of 14 units or more is encouraged.• Office space, landscaping, buffers, & increased setbacks should be utilized when planning for effective transitions in land use.• In key community gateways, building and site design should be prioritized and uses that require outdoor storage should be avoided |

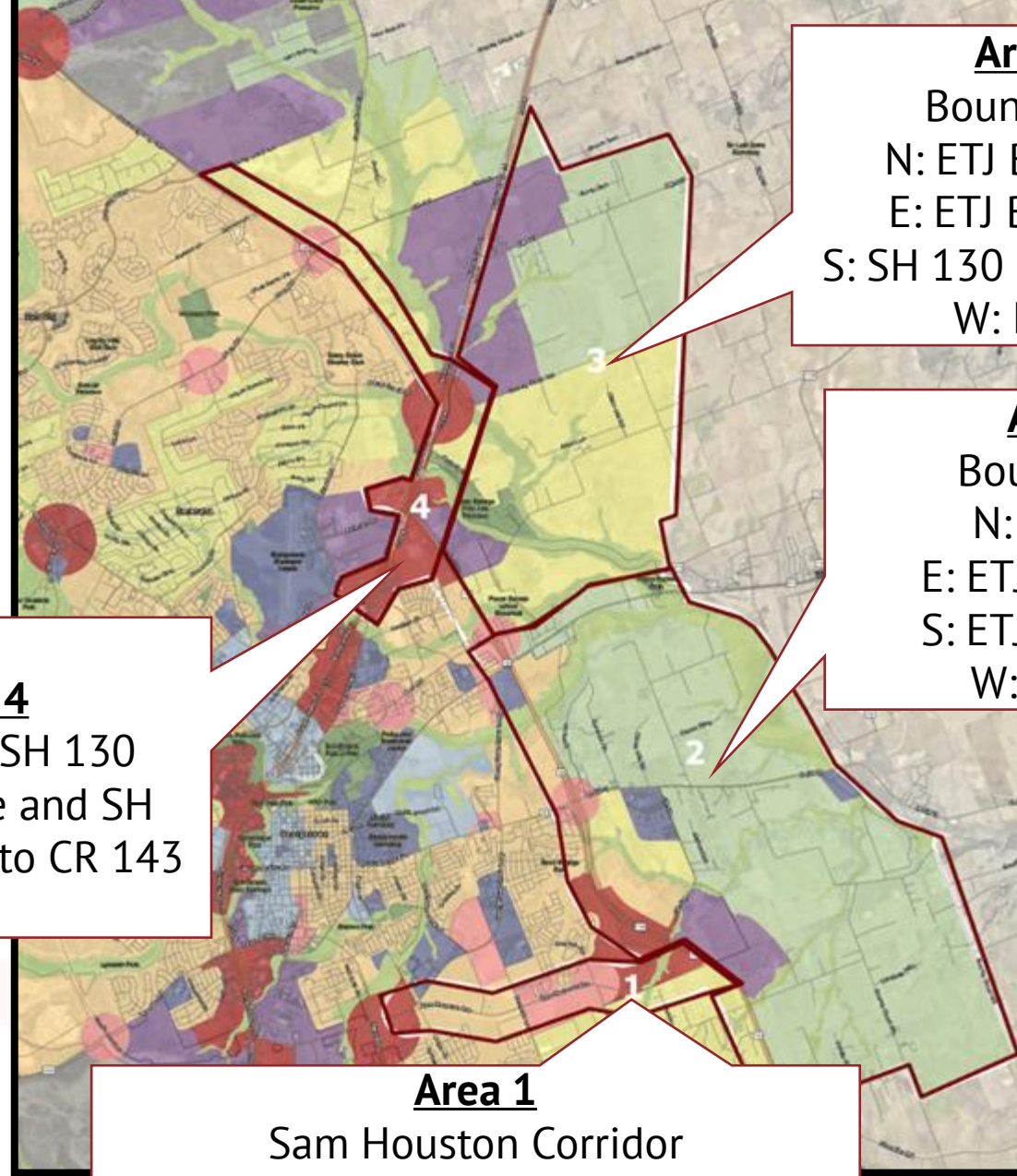
Employment Center



| | Current | Proposed |
|--------------------------|---|---|
| Recommend Density | 14 dwelling units per acre | No change |
| Target Ratios | <ul style="list-style-type: none"> • 80% non-residential • 20% residential | <ul style="list-style-type: none"> • 100% non-residential |
| Primary Uses | <ul style="list-style-type: none"> • Advanced manufacturing, life sciences, and professional services | <ul style="list-style-type: none"> • Manufacturing, life sciences, professional services, office, retail, technology / data centers, flex office, and business parks |
| Secondary Uses | <ul style="list-style-type: none"> • Flex workspace, environmentally friendly manufacturing, retail, commercial, high-density residential, and mixed use | <ul style="list-style-type: none"> • Residential (see min. density), restaurants, hospitals, training and logistics facilities, and civic & institutional uses, warehouses |

Future Land Use Map Changes

Future Land Use Plan Update Areas



Area 3

Bounded by
N: ETJ Boundary
E: ETJ Boundary
S: SH 130 and FM 971
W: IH-35

Area 2

Bounded by
N: Hwy 29
E: ETJ Boundary
S: ETJ Boundary
W: SH 130

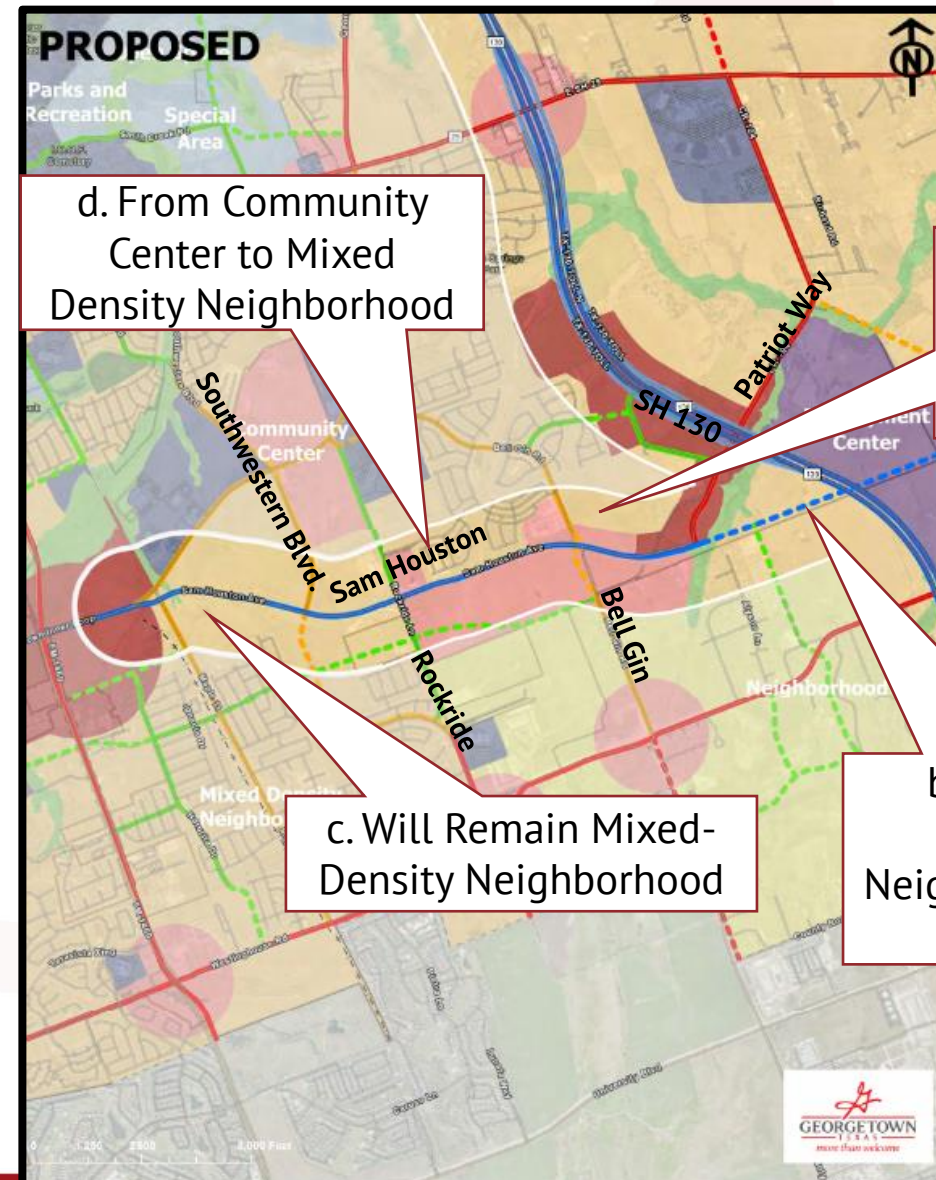
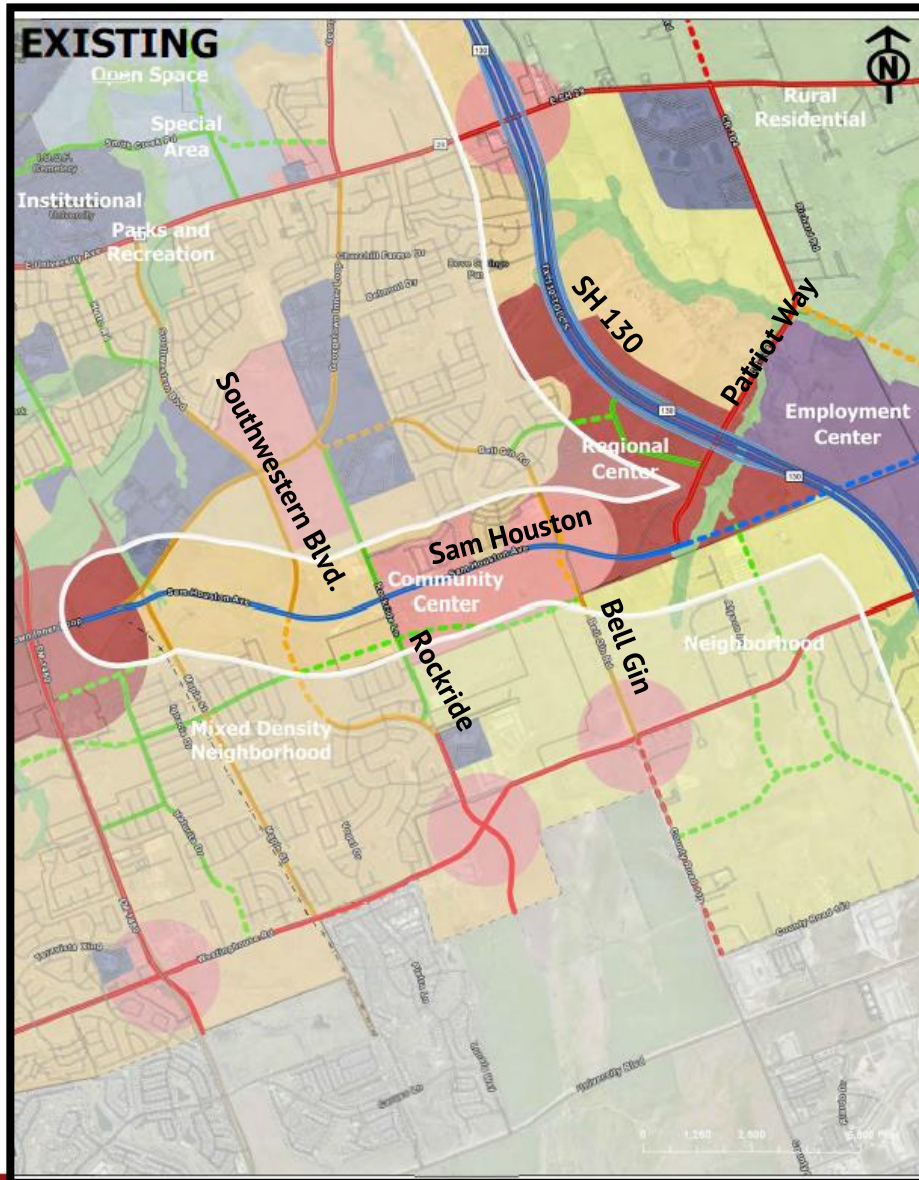
Area 4

IH-35 and SH 130
Interchange and SH
195 Corridor to CR 143

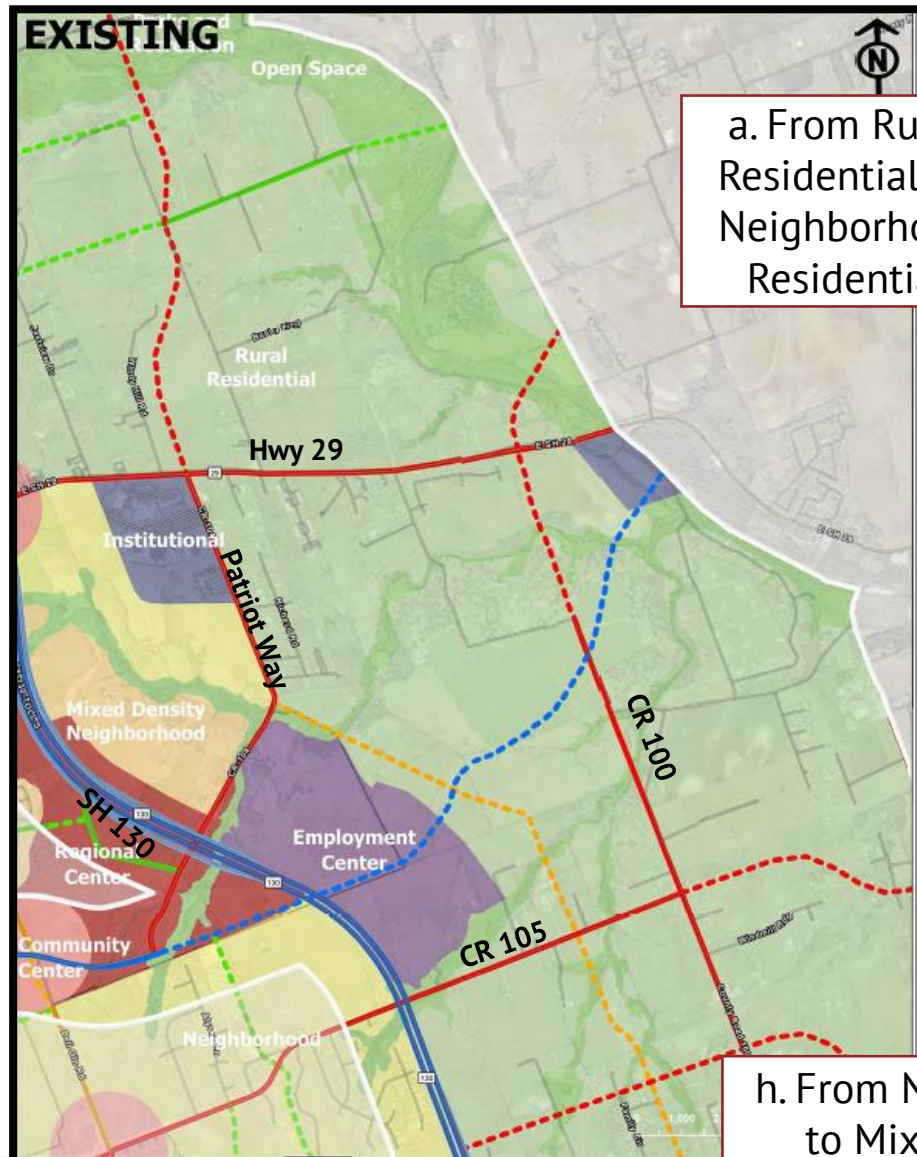
Area 1

Sam Houston Corridor
Bounded on the east by SH 130 and
on the west by Maple Street

Area 1

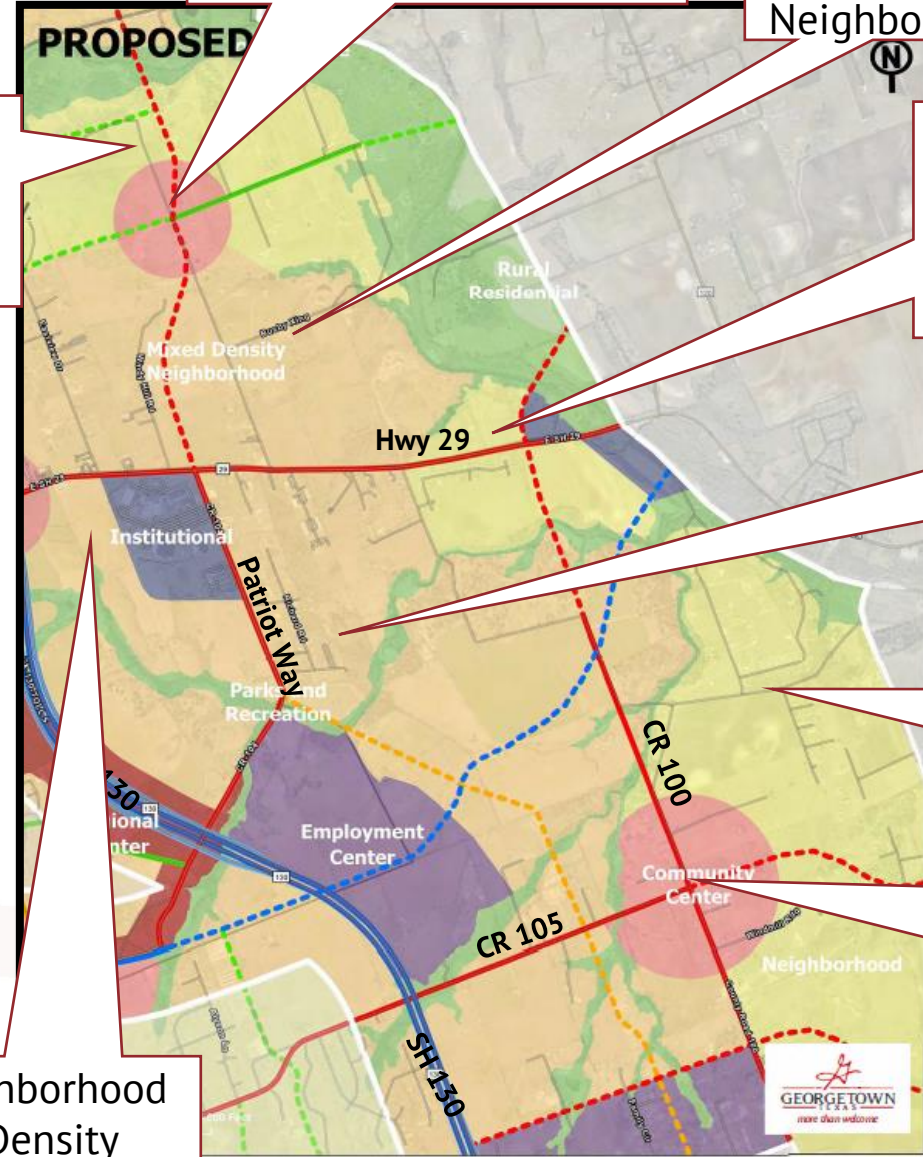


Area 2



a. From Rural Residential to Neighborhood Residential

h. From Neighborhood to Mixed Density



b. Addition of a Community Center Node

c. From Rural Residential to Mixed Density Neighborhood

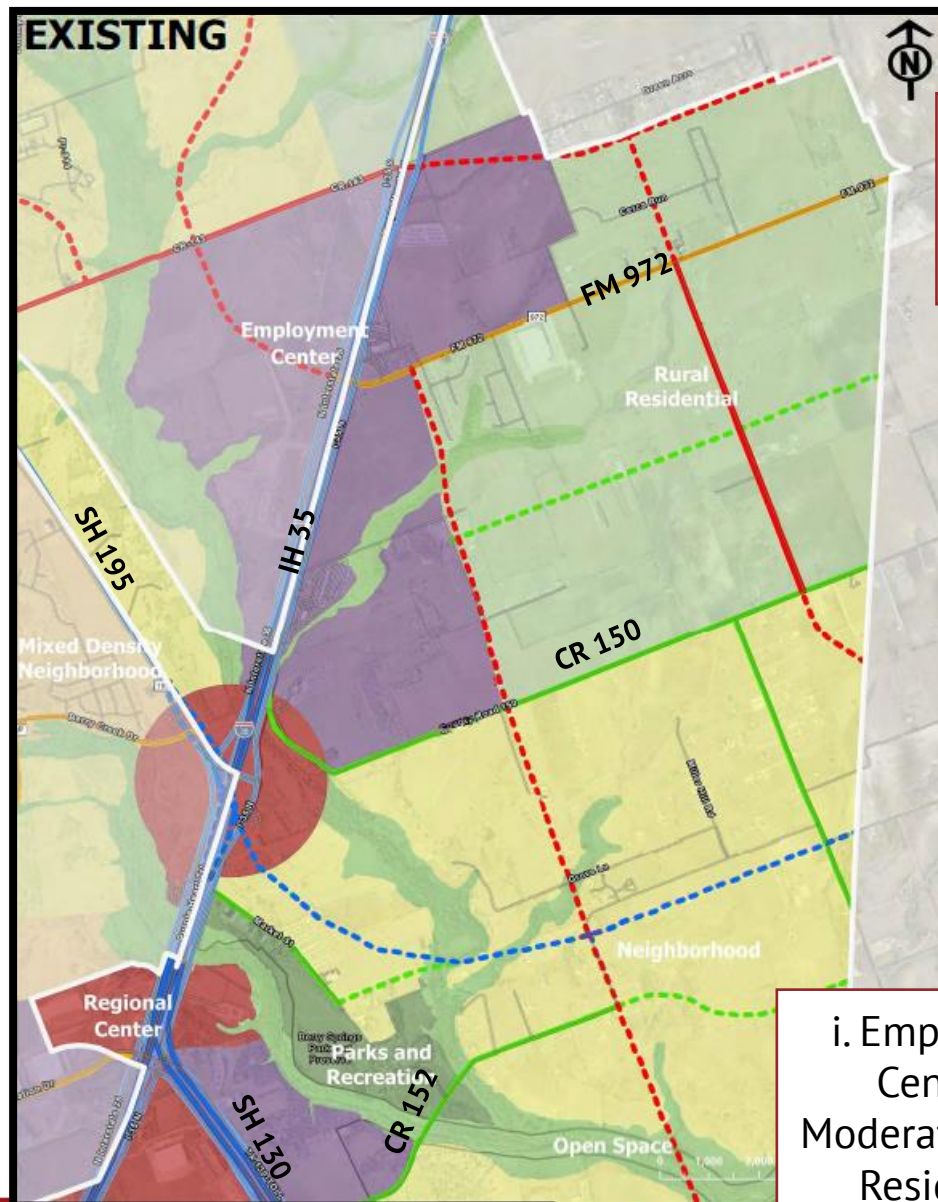
d. From Rural Res. To Neighborhood

e. From Rural Residential to Mixed Density Neighborhood

f. From Rural Residential to Neighborhood

g. Addition of a Community Center Node

Area 3



PROPOSED

a. From Neighborhood to Employment Center

b. Addition of a Regional Node @ CR 143 and IH 35 south towards FM 972

c. Expansion of Employment Center

d. From Rural Res. To Neighborhood

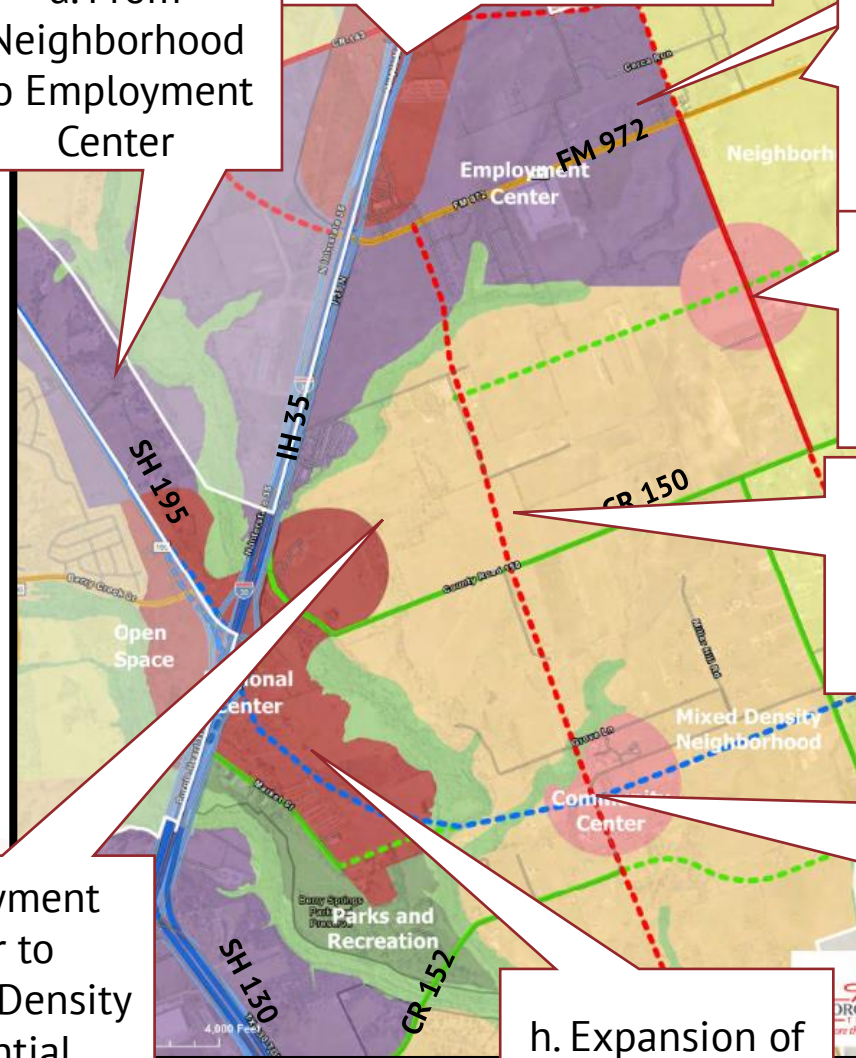
e. Addition of a Community Center Node

f. From Neighborhood to Mixed Density

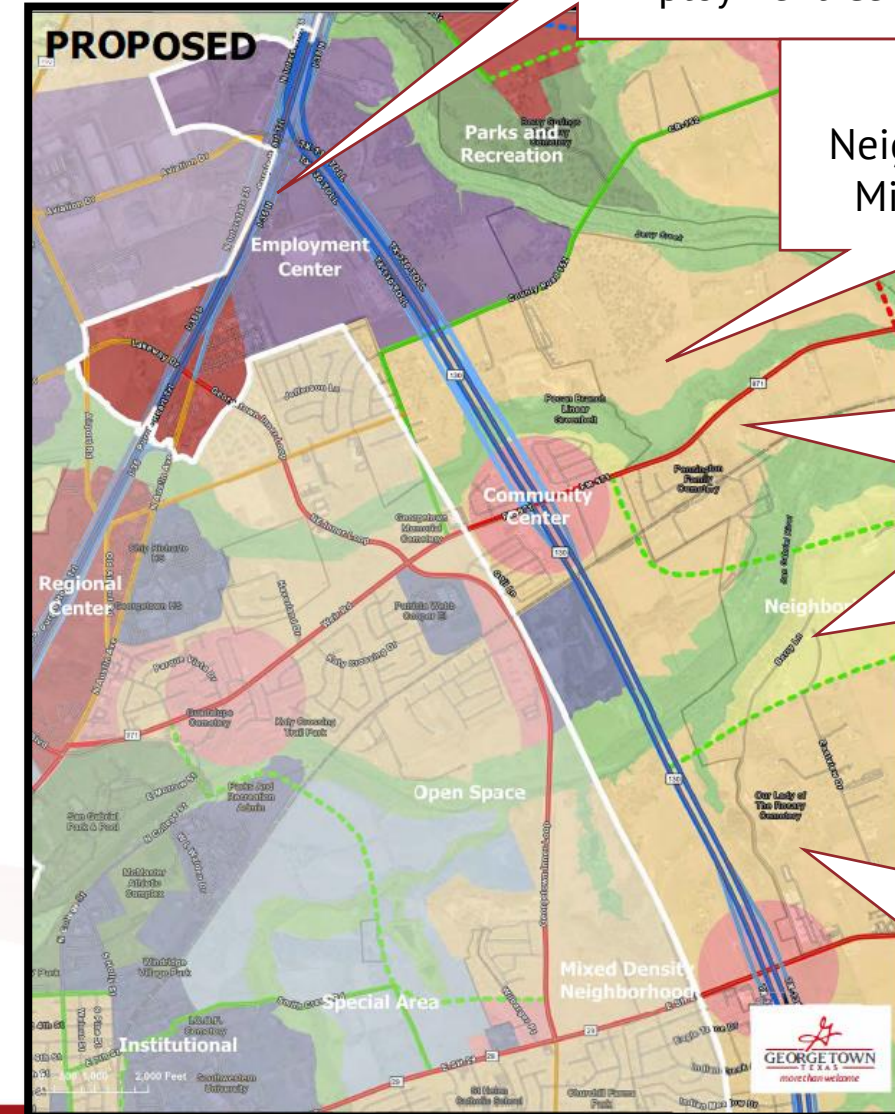
g. Addition of a Community Center Node

h. Expansion of the Regional Center Node

i. Employment Center to Moderate Density Residential



Area 3 & 4



a. From Regional Center to Employment Center

b. From Neighborhood to Mixed Density

c. From Rural Residential to Mixed Density

d. From Rural Residential to Neighborhood

e. From Rural Residential to Mixed Density

Approval Guidelines – UDC Section 3.04.030.B

Criteria for a Comp Plan Amendment

The effect of the proposed change on the need for City services and facilities;

The compatibility of the proposed change with the existing uses and development patterns of nearby property and with the character of the neighborhood;

The implications, if any, that the amendment may have for other parts of the plan; and

The need for the proposed change.

Summary

- Public Hearing and possible action on a Comprehensive Plan Amendment to amend Section 1.12.010 and 1.12.060 of the City Code of Ordinances revising the Future Land Use section of the Comprehensive Plan -- Ryan Clark, AICP, Senior Planner
- Per UDC Section 3.04.020.D, the Planning and Zoning Commission shall hold a Public Hearing... and make a recommendation to the City Council

City of Georgetown, Texas
Planning and Zoning Commission
November 21, 2023

SUBJECT:

2023 Sidewalk Master Plan Recommendation

SUGGESTED ACTION:

Presentation, discussion, and possible recommendation to Council of adoption of the Sidewalk Master Plan -- Lua Saluone, Transportation Manager

ITEM SUMMARY:

In October 2022, the City Council authorized funds for an update to the City's Sidewalk Master, which was last completed in 2014. Since that time, the City has constructed nearly \$10M of priority 1 sidewalks and has begun design of priority two sidewalks of the 2014 Sidewalk Master Plan.

This purpose of this update is to:

- Inventory existing pedestrian infrastructure
- Identify design deficiencies
- Develop an implementation plan for all priority pedestrian facilities within the City of Georgetown city limits

Work on the update began in November of 2022 and major achievements include:

- Two Rounds of Public Engagement
- Sidewalk inventory
- Planning level cost estimating
- Project prioritization

The project team provided updates and received direction from the City Council in April and October of this year. In April, the City Council reviewed public input, the sidewalk inventory, approved the scoring criteria and cost estimating methodology. During the meeting, the City Council provided the project team direction on project screening and prioritization, specifically:

- Get one side of street done first
- Fill in gaps in connectivity
- Support GISD specific requests
- Finish downtown

In October 2023, the City Council reviewed the draft recommendations including the screened and prioritized project list and provided the project team with the following additional project request:

- Church Street, 17th Street south to 21st
- 16th Street from Church to Main
- Main Street from 18th to 21st
- Hutto Road from SH 29 to Quail Valley
- Country Club Rd

At this meeting of the Planning and Zoning Commission, staff will provide the Commission an overview of the update process, recap of the Council direction and an overview of the

recommended projects list.

Given the Planning and Zoning Commission's advisory role to Council for transportation initiatives, staff is seeking a recommendation of Plan adoption for the City Council at their December 12, 2023 meeting.

FINANCIAL IMPACT:

SUBMITTED BY:

Nathaniel Waggoner, Systems Engineering

ATTACHMENTS:

[Georgetown Sidewalk Master Plan
Presentation](#)

GEORGETOWN SIDEWALK MASTER PLAN

November 2023 - DRAFT



Acknowledgments

City Council

Josh Schroeder, Mayor
Amanda Parr, District 1
Shawn Hood, District 2
Mike Triggs, District 3
Ron Garland, District 4
Kevin Pitts, District 5
Jake French, District 6
Ben Stewart, District 7

City Staff

Anthony Aquilino
Mayra Cantú, MPA
Jackson Daly
Jorge Hernandez, P.E.
Keith Hutchinson
Chris Pousson
Molly Ritter
Lua Saluone
Nathaniel Waggoner, PMP, AICP
Wesley Wright, P.E.

Prepared by

Kimley-Horn
10814 Jollyville Road,
Campus IV, Suite 200,
Austin, TX 78759



Table of Contents

| | |
|--------------------------------------|----|
| Executive Summary..... | 4 |
| 1. Existing Conditions Analysis..... | 6 |
| 2. Public Engagement | 9 |
| 3. Sidewalk Prioritization | 13 |
| 4. Implementation Strategies..... | 25 |
| Appendix | 30 |

EXECUTIVE SUMMARY

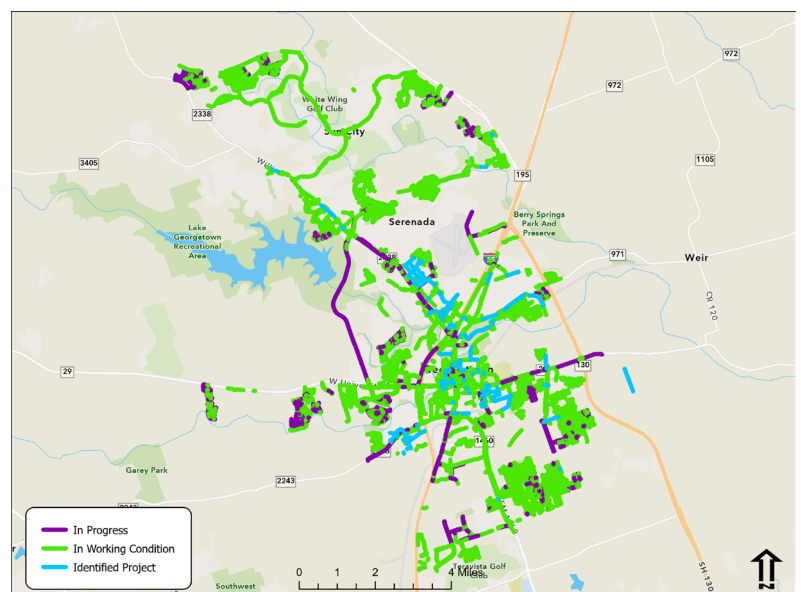


~759,112 LF OF EXISTING
INFRASTRUCTURE IN 2014

~2,188,333 LF OF EXISTING
INFRASTRUCTURE IN 2023

The city's growth rate was 14.4% from July 1, 2021, through July 1, 2022, resulting in a population estimate of 86,507, according to census data. Mirroring the overall growth trend, the number of pedestrians, roadway network and mobility needs within the City have also grown. This increase in pedestrian activity, combined with the aging pedestrian infrastructure, has created a demand for a Sidewalk Master Plan Update. The original Sidewalk Master Plan was created in 2014, identifying both capital and maintenance needs as well as priority projects for implementation.

The 2023 Update serves to revisit the priority projects, update the sidewalk system inventory, and make projected costs current for sidewalk programming in the City of Georgetown. This plan also serves to complete implementation strategy LU.15.c in the 2030 Plan to "Re-evaluate and confirm priority of segments identified in the Sidewalk Master Plan through an update to the plan and secure potential funding for future years."



Plan Vision

The City of Georgetown will repair, improve and integrate its pedestrian network; ensuring the condition, design and location of all facilities promotes a safe, walkable city which accommodates all users. This plan identifies a framework for fulfilling the goals of the 2030 Plan, including high quality infrastructure and to maintain high quality services as Georgetown grows by improving and diversifying the transportation network.

Plan Purpose

The City of Georgetown initiated the Sidewalk Master Plan as an update to the 2014 City of Georgetown Sidewalk Master Plan (2014 Plan). **The purpose of the City of Georgetown Sidewalk Master Plan, from this point on referred to as the Master Plan, is to inventory existing pedestrian infrastructure, identify design deficiencies, and develop an implementation plan for all priority pedestrian facilities within the City of Georgetown city limits.** The implementation plan will also be utilized by City staff to assist in the prioritization of future pedestrian infrastructure improvements. The Master Plan will be a stand-alone document, serving as the primary sidewalk facility management plan. The 2023 Update did not include any updates to the project list for ADA-compliance improvements within the City, which was last completed in 2014.

Plan Boundary

The Master Plan includes all sidewalks within right-of-way within the Georgetown city limits as of April 2023, excluding the extra-territorial jurisdiction. The plan is intended to include an evaluation of all City maintained sidewalks and potential future City maintained sidewalks, but may include some sidewalks that are maintained by other entities.

Progress since 2014 Sidewalk Master Plan

Since completion of the 2014 Sidewalk Master Plan, the City has made strides to implement nearly all of the Priority 1 Sidewalk Projects in the 2014 Plan. As of November 2022, 60% of the Priority 1 projects in the 2014 Plan have been completed and the remaining 40% are in progress (under construction or in design). Additionally, all new neighborhoods since the previous plan are building sidewalks on both sides of the street and contributing along frontage for major streets, which is helping to avoid lack of infrastructure in new development, but increasing long-term maintenance at a high rate.

The Planning Process

The Master Plan process includes several key steps to provide a comprehensive assessment of the current state of sidewalk planning within the City of Georgetown.

- Existing Conditions Analysis
- Public Engagement
- Sidewalk Prioritization
- Implementation Plan



1. Existing Conditions Analysis

The process of evaluating existing sidewalk infrastructure conditions provided crucial insight into the current state of Georgetown's pedestrian network. Existing design deficiencies and infrastructure gaps compromise connectivity, pedestrian safety and ultimately mobility. The comprehensive evaluation process set a baseline to determine where resources should be focused for improvements and new facilities.



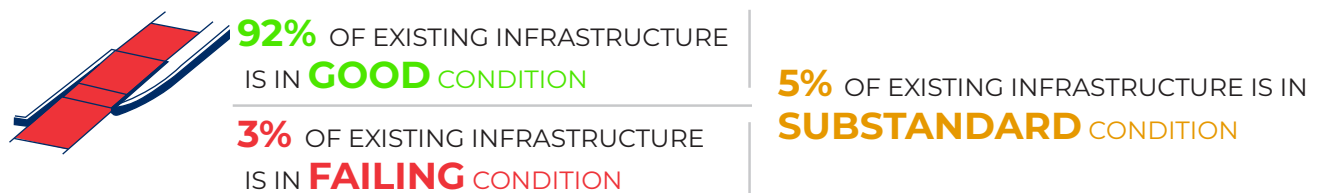
Data Collection Process

To develop a complete sidewalk inventory, the project team initially used NearMap Aerial Imagery current as of November 2022, existing City GIS data, and 311 reports of pedestrian infrastructure related issues. The sidewalk inventory included a review of existing sidewalk segments, segments along streets without sidewalks (referred to as “no sidewalk present” segments), curb ramps (which included reviewing intersection crosswalks for adequate curb ramps), and Audible Pedestrian Signals (APS). Conditions were confirmed during a field review in January 2023, where pedestrian elements were assessed using established evaluation criteria. Evaluation criteria included sidewalk conditions, types of sidewalk failures (i.e. faulting, distortion, etc.), sidewalk obstructions, curb ramp conditions, and presence of pedestrian push buttons and corresponding tone emitted. **It should be noted that the evaluations did not include detailed information and analysis of slopes and failures for ADA compliance that were done previously in the 2014 Plan for the**

Downtown overlay district. The City has policies in place to annually update the ADA Transition Plan. The City will include the information collected in this Sidewalk Master Plan to update the Public Right-of-Way sections of the City of Georgetown ADA Transition Plan.

Existing Conditions

This evaluation inventoried the conditions of approximately 10,500 sidewalk segments totaling 905 miles (this includes existing and not present segments). Additionally, the characteristics of 1,122 curb ramps and 272 APS units were documented. The 2014 Sidewalk Master Plan rated sidewalk condition based on 5 categories, including Excellent for newer sidewalk, Good for functional sidewalk, Passable for sidewalk with no noticeable of failures that may be insufficient width, Limited Failures for functional with spot failures, and Failing for nonfunctional sidewalk that cannot be used by wheelchairs. The 2023 update included a consolidation of categories in Good, Substandard, and Failing. Significant results of the sidewalk assessment include (Table 1-1 and Figure 1-1):

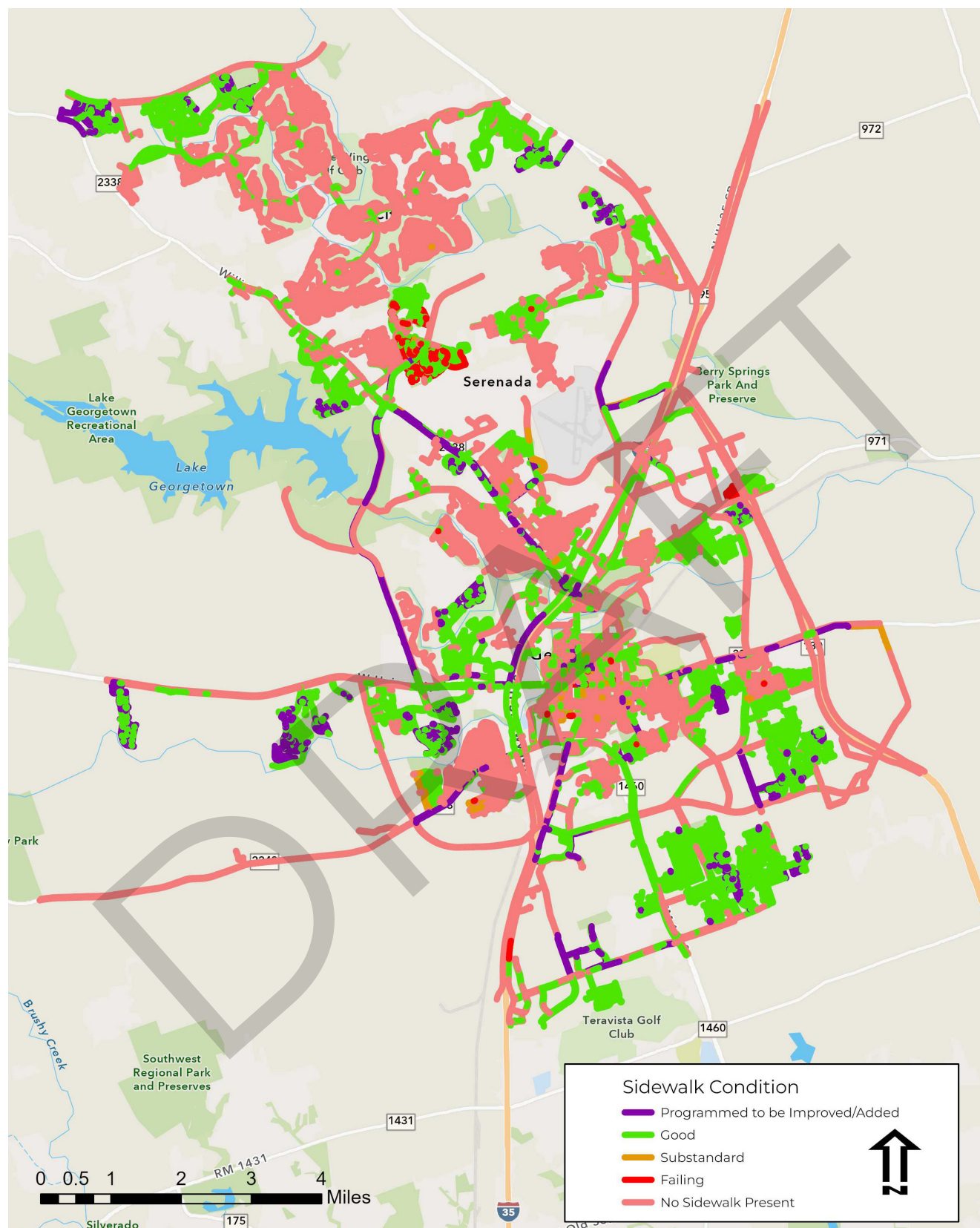


This inventory of existing sidewalk infrastructure was used to develop an implementation plan for sidewalk maintenance and construction of new sidewalks within the Georgetown city limits.

Table 1-1. Existing Sidewalk Conditions

| Sidewalk Condition | Description | Sidewalk Condition | Description |
|--|--|----------------------------|---|
| Good | Functional sidewalk, good condition | Failing | Nonfunctional, cannot be used by wheelchairs, difficult for pedestrians |
| Substandard | Functional sidewalk of insufficient width or spot failures | No Sidewalk Present | No sidewalk exists or a gap in the sidewalk segment is present |
| Programmed to be Improved/Added | Programmed or in a stage of design or construction as of late 2023 | | |

Figure 1-1. Sidewalk Inventory, 2023



2. Public Engagement

The people who live, work, and play in Georgetown use the transportation system daily. A critical piece of the Sidewalk Master Plan was receiving feedback from stakeholders, elected officials, and residents, to better understand the existing system and local priorities. As part of the public engagement process, there was a series of meetings, online surveys, and a project website with interactive engagement tools to collect feedback. **All comments and engagement tool outputs were tabulated and incorporated into the prioritization process as weighted criteria**, which are detailed in Chapter 3.

Interdepartmental Working Group

An Interdepartmental Working Group (IWG) was established with staff from multiple City departments, including Planning, Public Works, Engineering, Economic Development, and Communications and Public Engagement (CAPE). The purpose of the IWG was to garner technical focus with an emphasis on identifying conflicts in recommendations or solutions on implementation of projects or policies. The IWG met monthly throughout the process to provide feedback regarding sidewalk priorities, facilitated the development of a process to address challenges and increased support for the Master Plan.

Stakeholder Groups

Stakeholder meetings were conducted in order to introduce the plan and engage

representatives in discussions about sidewalk infrastructure challenges within the City. These meetings were held as part of the Future Mobility Plan, but sidewalk needs were discussed. The meetings solicited feedback regarding sidewalk priorities and increased support for the Master Plan.

- Sun City Neighborhood Representative Organization
- Planning and Zoning Commission (P&Z)
- Georgetown Neighborhoods Roundtable
- Georgetown Independent School District (GISD)
- City Council

Staff and Council Workshops

The project team met with City staff and City Council throughout the process to

introduce the project and ensure project scoring and prioritization and align with the City's goals and priorities. The following workshops were held throughout the planning process:

- Fall 2022 Project Overview with Council
- 3 Staff workshops on prioritization of projects in spring and summer 2023
- Council workshop in spring 2023 on prioritization goal weights
- Council workshop in summer and fall 2023 to review priority projects

Phase I Public Feedback – General Feedback

The first public open house was conducted in November 2022, in combination with the Future Mobility Plan. The public meeting solicited feedback regarding all modes of transportation, including sidewalks.

Exhibits displayed existing sidewalks and other modes of transportation, City land uses, City facilities, GISD schools, park and trail locations, and recent pedestrian-automobile crashes. Attendees were encouraged to provide comments regarding safety and where current gaps or issues existed.

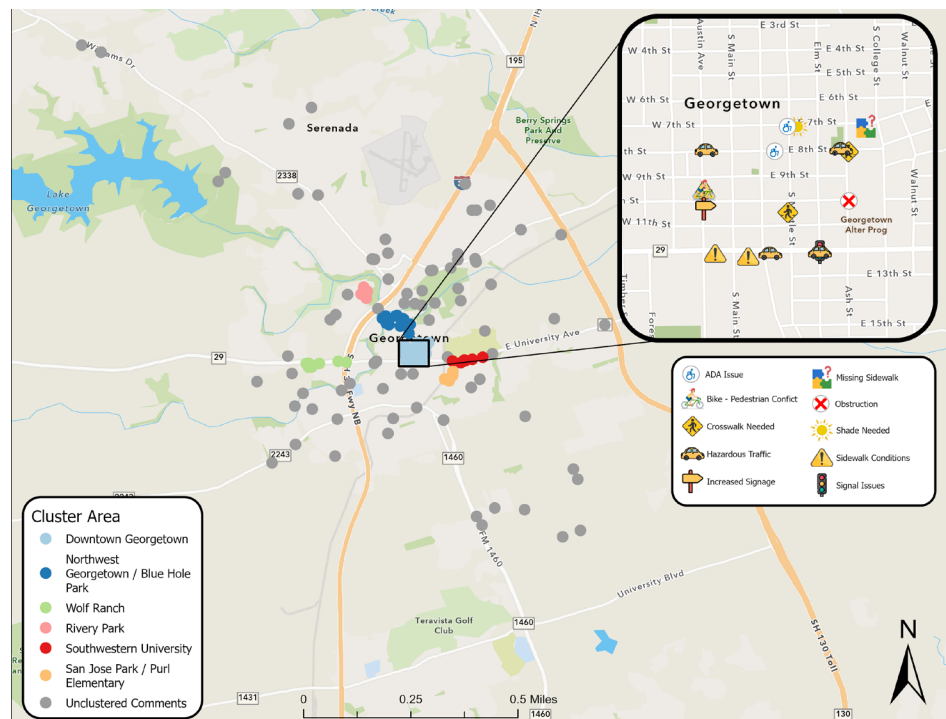
An online engagement tool (Figure 2-1) was created using Social Pinpoint, which was available to the public

from October to December, 2022 and was used to mimic the in-person version of the comment map. Overall, 167 comments were received that were related to sidewalks.

These comments covered topics such as ADA issues, bike-pedestrian conflicts, the need for crosswalks, hazardous traffic, the need for increased signage, missing sidewalks, sidewalk obstructions, the need for shade, poor sidewalk conditions, and traffic signal issues.

Areas that received multiple sidewalk related comments included downtown, University Avenue, Blue Hole Park, and Rivery Park. All sidewalk-specific data collected during this open house and in the online tool were incorporated into the Master Plan.

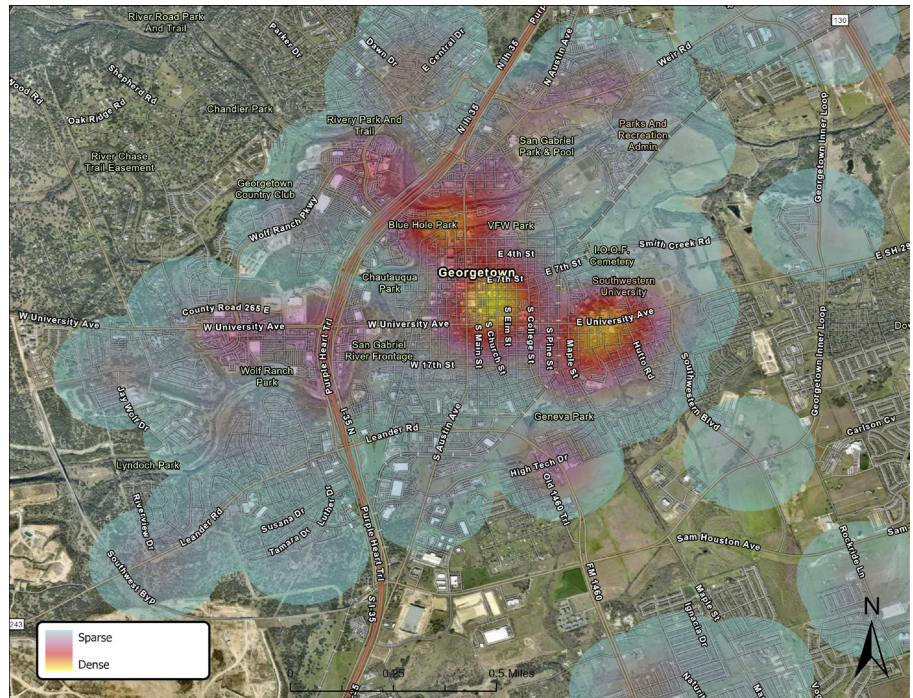
Figure 2-1. Online Engagement Tool Summary
See Appendix for further detail



Phase II Public Feedback

An interactive map was published online on the project website that asked participants to leave sidewalk-specific comments. The map received 115 comments, 84% identifying missing segments, 12% identifying needed repair, and 4% identifying safety concerns. Figure 2-2 is a heat map that shows where comments were placed, with areas with the deepest red color indicating a higher number of comments received.

Figure 2-2. Sidewalk Comment Heat Map
See Appendix for further detail



THE MAP RECEIVED **115** COMMENTS, **84%** IDENTIFYING MISSING SEGMENTS, **12%** IDENTIFYING NEEDED REPAIR AND **4%** IDENTIFYING SAFETY CONCERNS.

On March 7, a survey was sent to City of Georgetown FlashVote subscribers. It was open for comment until March 9. The survey asked about residents' walking and biking habits, availability of sidewalks in their neighborhoods, and their priorities for sidewalk improvements. Results from the survey included data collected from 454 local participants (see Appendix for further detail). Results showed that:

- **Do you regularly walk or bike on Georgetown's local streets?** Most respondents do walk and bike locally and do not have sidewalks in their neighborhoods
- **Where would you prioritize sidewalk improvements in Georgetown, if anywhere?** Respondents would generally prefer for sidewalk improvements be prioritized near schools and downtown
- **Which improvements to the trail and sidewalk systems would be most important to you, if any?** Connecting gaps and repairing cracks in sidewalks were the preferred type of future improvements



The Sidewalk Master Plan project team also solicited feedback at the Red Poppy Festival in April 2023. The in-person activity at the Red Poppy Festival received feedback from 83 participants. The same activity was available online on the project website from April 27 to May 8 and received feedback from 376 participants. Participants were asked to allocate a fictional budget of \$10,000 to different categories of transportation. The feedback from this activity helped prioritize modes of travel, including automobile facilities, transportation technologies, pedestrian facilities, public transit, bicycle facilities, and micromobility. While the participants from Red Poppy Festival prioritized pedestrian facilities and public transit, the final responses when combined with the online participation showed a prioritization of automobile facilities and transportation technologies. This activity helped to prioritize sidewalk facilities in the larger transportation network as a whole.

Red Poppy Festival: 83 Participants

| Category | Amount in \$ (In descending order) |
|-----------------------------|---------------------------------------|
| Pedestrian Facilities | \$ 2,614 |
| Public Transit | \$ 2,072 |
| Transportation Technologies | \$ 1,627 |
| Automobile Facilities | \$ 1,530 |
| Bicycle Facilities | \$ 1,277 |
| Micromobility | \$ 880 |
| Unused | \$ - |
| TOTAL | \$ 10,000 |

Social Pinpoint: 376 Participants

| Category | Amount in \$ (In descending order) |
|-----------------------------|---------------------------------------|
| Automobile Facilities | \$ 3,480 |
| Transportation Technologies | \$ 1,938 |
| Pedestrian Facilities | \$ 1,631 |
| Public Transit | \$ 1,503 |
| Bicycle Facilities | \$ 1,060 |
| Micromobility | \$ 340 |
| Unused | \$ 48 |
| TOTAL | \$ 10,000 |

Combined Total: 459 Participants

| Category | Amount in \$ (In descending order) |
|-----------------------------|---------------------------------------|
| Automobile Facilities | \$ 3,128 |
| Transportation Technologies | \$ 1,880 |
| Pedestrian Facilities | \$ 1,809 |
| Public Transit | \$ 1,606 |
| Bicycle Facilities | \$ 1,100 |
| Micromobility | \$ 438 |
| Unused | \$ 39 |
| TOTAL | \$ 10,000 |

***The individual category amounts are calculated based on the averages per participant.

3. Sidewalk Prioritization

The prioritization process was initiated to answer three primary questions asked in the original Sidewalk Study:

- **What factors most dramatically affect pedestrian movement in the City?**
- **What land uses or pedestrian attractors generate the most pedestrian traffic?**
- **What improvements would most impact pedestrian safety and connectivity in the City, specifically addressing gaps in the existing network?**

Council Input

These three questions were posed to City Council during a workshop in April of 2023. City Council supported the following:

- **The proposed prioritization considerations for scoring projects**
- **Prioritize segments of roadway that had no sidewalks on either side, and to de-prioritize segments where sidewalk currently exists on at least one side of the road (excluding downtown)**
- **Increase the weight of Pedestrian Safety to 30% from 25% and decrease Demographics from 10% to 5% (see p. 14)**

Prioritization Methodology

A prioritization methodology was developed based on the 2014 methodology with updates for current priorities, such as filling gaps along major corridors and improving connectivity on the existing network. The Georgetown sidewalk prioritization methodology evaluated five major categories:

- Special Considerations
- Pedestrian Attractors
- Pedestrian Safety
- Public Feedback
- Demographics

Prioritization Considerations

Among the major considerations for the prioritization of sidewalk facilities were stakeholder input, public input, connectivity to existing facilities, residential demographics, pedestrian safety, project readiness and existing sidewalk conditions. Government and stakeholder meetings were conducted to obtain a list of key sidewalk projects considered important to the functionality of that agency. In general, stakeholders identified critical routes, missing sidewalk segments and safety concerns. Virtual engagement through surveys and online comment maps facilitated similar input from the public on key sidewalk projects as well as preferred pedestrian attractors. Results from this public outreach were included in the prioritization process. This qualitative data was combined with a quantitative analysis of varying performance measures within the City of Georgetown.

Performance measures were established for each major consideration and points were allowed to projects based on whether that project met the criteria for that performance measure, or in some cases met the range of eligibility of that specific performance measure (i.e., within a 1/4 mile of a trail = 10 points, within 1/8 mile of a trail = 10 points, and not within a 1/4 mile of a trail = 0 points).



Sidewalk Project Priority Weighting

The prioritization tool assigned a score to each sidewalk segment within the City of Georgetown based on their relation to each element described above. The five major categories were each weighted as follows:

Special Considerations - 20%

Special Considerations include internal and external agency requests and sidewalk projects prioritized in the 2014 Sidewalk Master Plan. Each special consideration was documented to ensure input from stakeholders and previous City planning efforts were equally considered.

Pedestrian Attractors - 30%

Sidewalks were assigned points based on their proximity to pedestrian attractors (see p. 16) (within 1/4 and 1/8 mile). A distance of 1/4 mile is commonly considered an acceptable walking distance to a pedestrian attractor. Sidewalk segments were then weighted between the various attractors based on the public input received during open houses and online surveys and City Council feedback.

Pedestrian Safety - 30%

Points were assigned to sidewalks on arterials and collectors based on higher volumes and speeds of vehicles experienced on these roadways. The final pedestrian safety score was based on both the functional classification of adjacent streets, pedestrian-automobile crash history, and whether the project supported the creation of a safe route to a school.

Public Feedback - 15%

Sidewalks were assigned points if they received a high amount of attention from public engagement activities or 311 requests.

Demographics - 5%

The Demographics category gave points to sidewalks within areas with high population density and areas with lower incomes, low car ownership, areas where residents travel to work by walking and workforce housing is located. The proximity of affordable housing developments was also considered for a final demographics score.

Special Considerations

Special considerations were included in the sidewalk prioritization methodology to capture unique factors impacting sidewalk prioritization that fall outside the categories defined above. This category allows inclusion of recommendations identified in previous City of Georgetown studies. It also incorporates feedback received through government and stakeholder meetings and feedback received in the public comment period.

AGENCY REQUEST

Agency requests included both internal agencies requests (City departments), as well as external agency requests (such as the GISD).

GISD PRIORITIES

The planning team met with GISD Construction and Facilities throughout the project. GISD identified critical sidewalk needs adjacent to school facilities within the City of Georgetown, as well as along known walking and biking routes.

2014 SIDEWALK MASTER PLAN

The 2014 Sidewalk Study identified Priority 1, 2, and 3 sidewalk projects. Several of these projects have been completed since 2014. Sidewalk facilities recommended, but not installed, since the initial study were given additional weight for consideration.

Pedestrian Attractors

This criterion prioritizes projects that have close proximity to land uses that generate a large number of pedestrian trips.

DOWNTOWN OVERLAY DISTRICT

Downtown Georgetown is a vibrant district with places to work and play. The Downtown Overlay District has the highest concentration of pedestrian activity in the City. It is important that the sidewalks in the Downtown Overlay District are complete and accessible.

GEORGETOWN INDEPENDENT SCHOOL DISTRICT

Georgetown Independent School District (GISD) will have 23 facilities within the city limits by 2024. Providing safe routes to schools provides a better quality of life for families in the City. Sidewalk facilities near GISD facilities were prioritized based on need for safe routes to schools, with elementary schools presenting the highest need, followed by middle and high schools.

SOUTHWESTERN UNIVERSITY

The Southwestern University campus serves more than 1,500 students in the heart of the City. Students and faculty often walk between the University and Downtown Georgetown. A safe sidewalk system will facilitate these routes.

PARKS & TRAILS

The City of Georgetown has nearly 83 miles of trails and 53 park facilities. The City of Georgetown Parks Master Plan calls for equitable access to the City parks, indicating they should be readily accessible, no matter where residents live.

Ten minutes on foot in dense areas and ten minutes apart by bicycle in suburban areas is recommended. A complete sidewalk network to trail heads will help facilitate this goal. City parks vary in size from neighborhood “pocket” parks to the San Gabriel River Park, following the existing trail system.

RETAIL

Approximately 3% of Georgetown is zoned for retail use. While not all retail developments are conducive to walking, some are enhanced by quick trips from adjacent residential developments. For example, complete sidewalks between restaurants and adjacent offices enhance the convenience of employees. For the purposes of this study, restaurants are categorized as retail due to a common zoning.

Pedestrian Safety

The safety of existing pedestrian facilities is paramount to providing a walkable City. Sidewalks should not only be provided, but well-maintained and accessible for all citizens. To better evaluate the existing sidewalk network, the following categories were evaluated.

ROADWAY CLASSIFICATIONS

Traffic volumes and vehicle speeds increase correspondingly with the roadway classification. Vehicle speeds can be correlated to the severity of pedestrian injuries in pedestrian-automobile crashes.

PEDESTRIAN/AUTOMOBILE CRASHES

A history of pedestrian-automobile crashes can be an indicator of an existing safety concern. Texas Department of Public Safety crash records were reviewed to determine hot-spots and focus pedestrian infrastructure upgrades. 23 pedestrian related crashes were reported between 2018 and 2022. 18% of these crashes occurred on I-35, 13% occurred on University Avenue (SH 29) and 13% occurred on Austin Ave.

The Georgetown Future Mobility Plan includes the following classifications for roadway facilities in the City:

- **Local Streets**
- **Collectors**
- **Minor Arterials**
- **Major Arterials**
- **Freeways/Expressways**



SAFE ROUTES TO SCHOOLS

Safe Routes to School appearing in both the pedestrian attractors category and the pedestrian safety category emphasize Georgetown's desire to provide safe walking conditions for students, with a prioritization on elementary schools, followed by middle schools and high schools. Ensuring elementary schools are prioritized helps create a safe walking environment for younger students who may be navigating to school facilities for the first time. This also helps ensure younger students who rely on bus transportation more heavily have a safe route to the nearest bus stop for pickup and drop-off procedures.

Public Feedback

This criterion seeks to prioritize projects that received a high amount of attention from public engagement activities. This is separate from 311 or agency requests and was purely based off engagement activities that supported common anecdotes highlighted throughout the planning process.

INTERACTIVE MAP UPVOTES

During the public engagement activities, residents were able to pinpoint segments on the map and make comments about sidewalk related issues. Residents could also upvote that comment to indicate a feeling of agreement on this issue, indicating that the specific issue was not only the feelings of one individual, but more so the feelings of multiple individuals throughout the community.

PUBLIC INPUT

The residents of Georgetown are most familiar with the conditions of the existing network and pedestrian needs. Public input received through Open House I, FlashVote Survey, Red Poppy Festival pop-up, 311 requests, email and the project website were incorporated into the prioritization process.

Demographics

MEDIAN HOUSEHOLD INCOME AND WORKFORCE HOUSING

Recent studies have shown that lower income neighborhoods experience higher pedestrian crashes. These increased pedestrian safety concerns can be linked to an increase in pedestrian activity and lacking pedestrian infrastructure. Median household income and location of workforce housing developments were reviewed as a metric.

CAR OWNERSHIP

Where the car ownership rates are lower, pedestrian trips will increase.

MODE OF TRAVEL TO WORK

Pedestrian trips increase in areas where the primary mode of travel to work is walking.

SINGLE FAMILY RESIDENTIAL

With a population of 67,176, 18% of the City of Georgetown is zoned single family residential. A significant portion of walking trips will generate from the residences in the City. Older parts of the City of Georgetown severely lack sidewalk facilities. It is necessary to consider the single-family residences in the study, as they will serve as a frequent origin.

MULTI-FAMILY RESIDENTIAL

Multi-family residential areas can generate more pedestrian trips than single-family residential neighborhoods, as the population density is much greater. Multi-family units were considered as a unique attractor.

Project Readiness

Once segments were scored using the above criteria, segments were then screened for other factors that may make constructing certain sidewalk projects more difficult, such as limited right-of-way, drainage issues, or steep slopes. It was also noted whether segments were eligible for alternative funding programs. These factors were grouped into the following category of Project Readiness.

Ease of Project

Sidewalk projects that would not require a complicated design process and could be easily constructed in the field without intense engineering oversight.

Alternative Funding Sources

This criterion reviewed sidewalk segments for the inclusion of a larger transportation project or the ability to be funded with some alternative source of funding.

Once ranked projects were then categorized into each tier of need, a screened prioritized project list was established.

Needs Assessment

Based on Council and City staff feedback, “tiers” or themes of projects were identified. These tiers include **Downtown, Schools, Gaps, and Small Capital Improvement Program (CIP) projects**. These tiers were first established as priorities by residents through public engagement efforts, as residents indicated that these areas were the most important in terms of sidewalk connectivity and safety. The tiers also help to support momentum to implement prioritized projects by directly connecting to community priorities identified through public engagement events. These tiers were later endorsed through City staff and City Council workshops.

Public Schools

Sidewalk segments that provided direct routes or access to schools were considered a priority tier.

Gaps

Connectivity gaps in the sidewalk network identified along arterial roadways or those that could provide trail access.

Downtown

This tier of projects focused on completing the downtown sidewalk network for Priority 1 projects not yet complete from 2014 Plan.

Small CIP

A subset of CIP projects that doesn't require professional engineering or right-of-way acquisition and are less than 200' in length.

Maintenance Considerations

In addition to the 4 tiers presented here for capital improvement projects, maintenance considerations were evaluated and included separately in Chapter 4 of the Master Plan.

Prioritization Results

Ultimately, each of the five major categories were weighted and a final ranking was assigned to each segment. A detailed prioritization matrix is provided in the appendix. The prioritization tool assigned a score to each sidewalk segment within the City of Georgetown based on their relation to each element. Sidewalk segment priority rankings ranged from 0 to 65 points, with a possible maximum score of 85.

In addressing the three questions, mentioned at the beginning of the chapter, a screened project list was developed for the Master Plan by scoring the City's sidewalk inventory. The complete list of sidewalk projects and estimated costs can be found in the Appendix.

The screened project list captures the public's three main priorities: trail access, along arterials, and connectivity to schools facilities.

- 75% of projects are supportive to trail access
- 36% of projects are recommended within 1/4 mile of a school
- 12% of projects are recommended adjacent to an arterial roadway

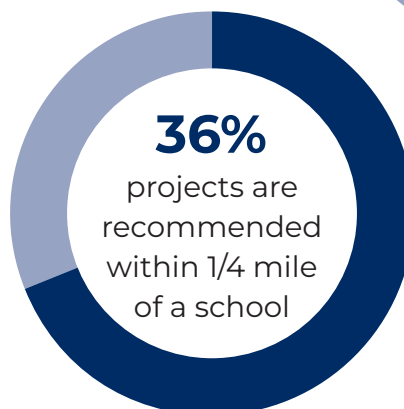
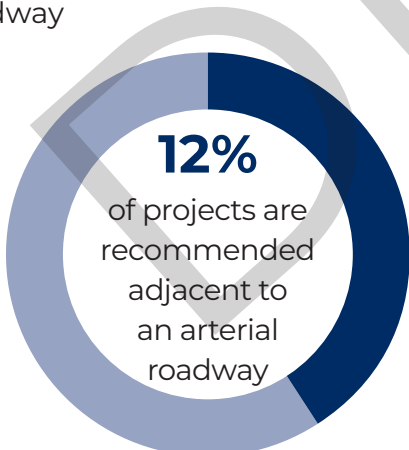
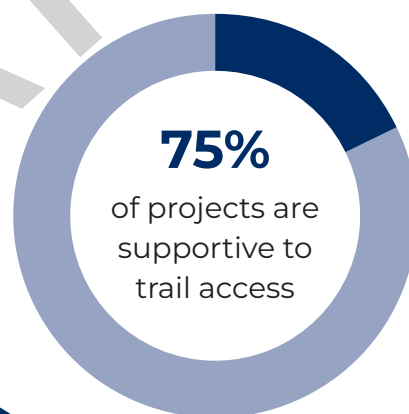
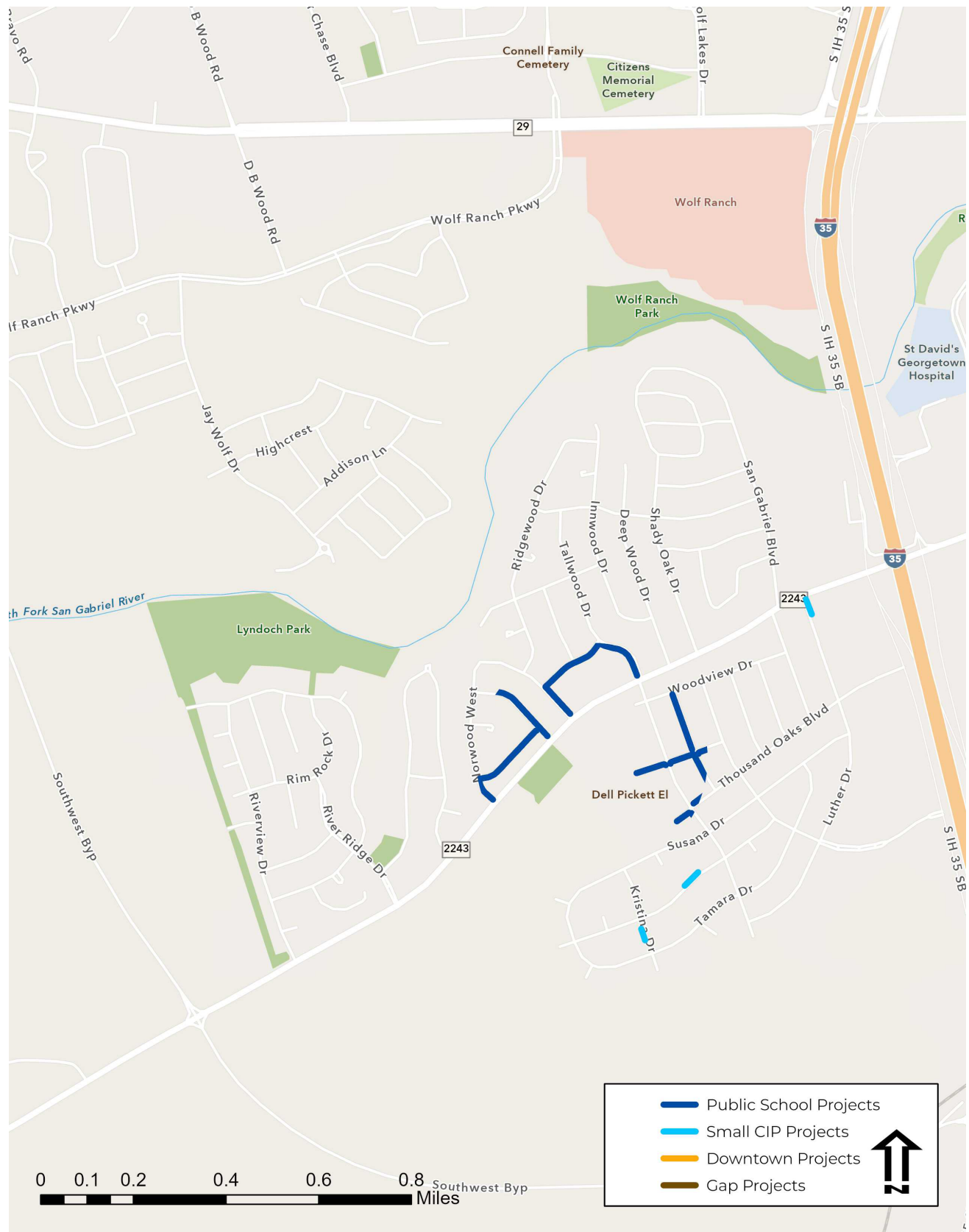


Figure 3-1. Priority Projects - Northwest



Click the following link to review the online version of the Sidewalk Inventory, 2023 Map ([Online Map](#))

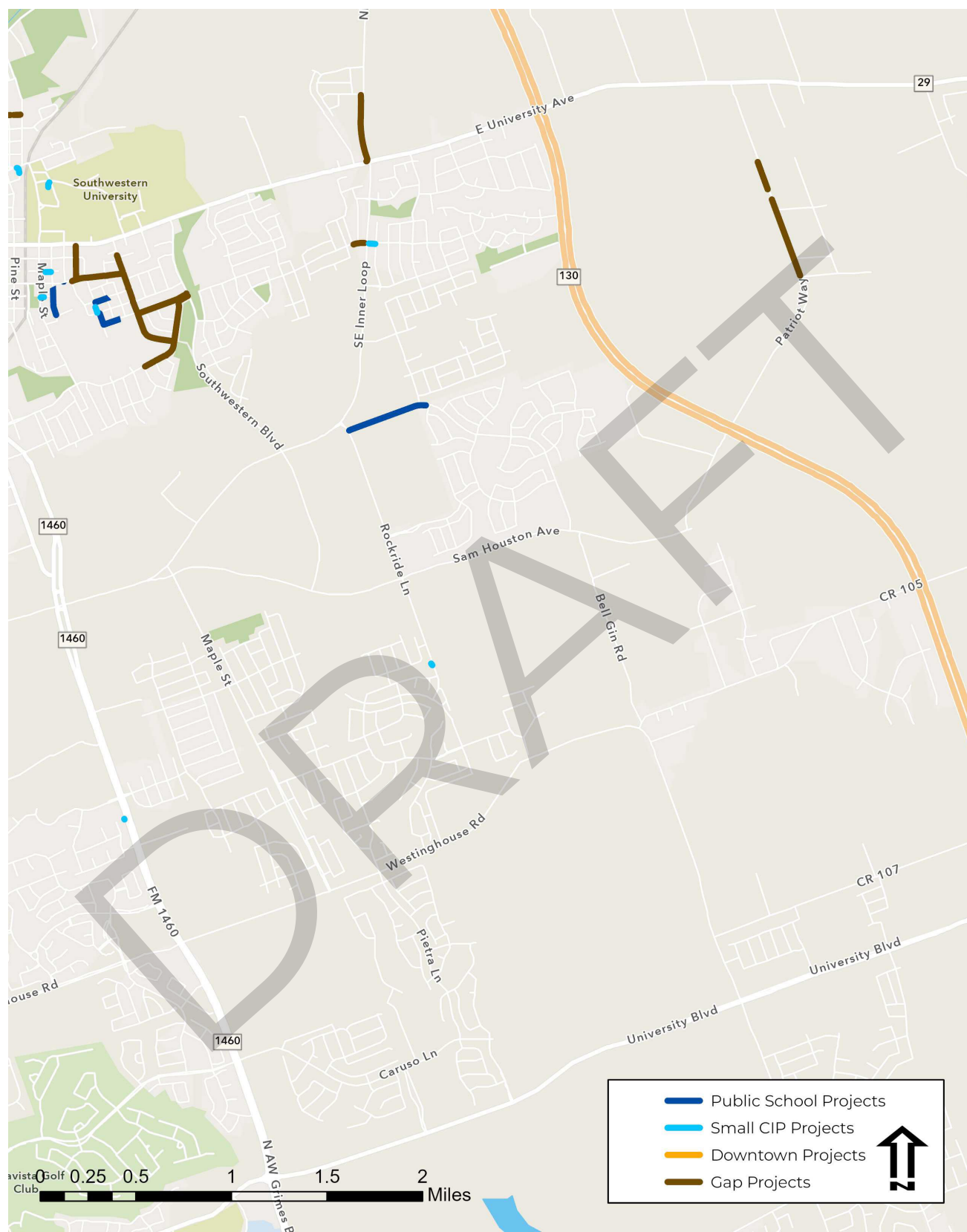
Figure 3-3. Priority Projects - Southwest



Click the following link to review the online version of the Sidewalk Inventory, 2023 Map ([Online Map](#))



Figure 3-4. Priority Projects - Southeast



4. Implementation Strategies

The pedestrian network within public right-of-way, within the city limits of Georgetown, presents a long-term asset management challenge in part because of its long useful life cycle, steady growth and cost of repair. It is appropriate that the asset management and financing strategies for the network account for Capital Improvement Plan (CIP) projects, ongoing operations and maintenance costs and accommodation of future network needs.

Summary of Approximate Costs

Preliminary construction cost estimates were developed for the sidewalk projects identified in the Master Plan. Many sidewalk projects were not included in screened priority list (the complete screen priority project list can be found in the Appendix on p. 30-33). If all sidewalks were built where missing segments exist based on inventory in Chapter 1, the total cost would be close to \$1 billion. A breakdown of potential sidewalk construction costs, in present dollars, is as follows:

Table 4-1. Preliminary Plan Costs

| Description | Estimated Fee |
|------------------------|---------------------|
| Public School Projects | \$7,000,000 |
| Downtown Projects | \$775,000 |
| Gap Projects | \$22,815,000 |
| Small CIP Projects | \$1,051,000 |
| Total | \$31,641,000 |

Maintenance and Life-Cycle Programming

The planning cycle for operations and maintenance will follow the same 10-year cycle proposed for prioritized projects. In determining life cycle costs, the 2014 Plan reviewed industry literature and adopted best management practice life cycles for sidewalks.

Assumptions

According to that literature, a new sidewalk has an expected useful life of up to 50 years; sidewalks in fair condition have an expected useful life of 10 years. It is recommended that retirement and replacement programming and maintenance budgeting be tied to the staffing levels programmed through the annual budgeting process and materials be determined based on current costs with approximate amounts of construction possible at staffing levels.

This methodology assumes 16 curb ramps will need to be installed for about every mile of sidewalk network. Estimates for sidewalk and curb ramps maintenance assume that it would take 100 years to replace the entire system at current staffing levels; estimates for intersection improvements assume that the current system will require replacement every 20 years for Audible Pedestrian Signals (APS) and do not include labor estimates.

Accessible Pedestrian Signals (APS)

Accessible Pedestrian Signal (APS) units are audible push units with speech message capability and audible locator tones. These units are required by federal law when traffic signals are modified or upgraded. Where appropriate, it is recommended that upgrades to existing pedestrian signal equipment should be considered a priority maintenance project. Otherwise, upgrades or installations should take place on a standalone basis (see Table A-2 in the Appendix for prioritized crossing projects).

Cost per linear foot are based on recent sidewalk project bids provided by the City of Georgetown as a 20% increase for soft costs. These costs will increase annually based on inflation and are in today's dollars only. The methodology does not consider an increase in system size to maintain (based on CIP infrastructure built by City or by development that the City inherits); this would increase the total need estimated.

Table 4-2 illustrates the maintenance projects estimated to be completed on annual (or 1% of total maintenance needed) and 20-year basis. In addition to maintenance of sidewalks and ramps, this table represents a 20-year replacement cycle for crosswalks and APS equipment at all signalized intersections in the City.

Table 4-2. Maintenance Item Estimates

| | 1 Year of Work | 20 Years of Work |
|------------------------------------|----------------|------------------|
| Sidewalk Repairs | \$4,135,000 | \$82,670,000 |
| Curb Ramp Replacement/Installation | \$363,000 | \$7,250,000 |
| Intersection Improvements | \$278,000 | \$5,550,000 |



In coordination with the Public Works Department, maintenance funding and efforts are addressing the following project types within current budgets, which often includes small CIP projects like the ones identified in Chapter 3 in the project tiers:

- *Construction of new sidewalk projects that don't require professional engineering or right-of-way acquisition and are less than 200' in length.*
- *Repairs to failing existing sidewalks segments of 200' or less*
- *Rebuilding curb ramps that are non-functional*
- *Minor sidewalk adjustments due to conflicts*
- *APS unit upgrades during existing intersection or signal maintenance projects*

Potential Funding Sources

Outside of the City's general fund, there are four areas, which could be harnessed to support the maintenance and operations of the City's pedestrian network.

1. Subsequent to the adoption of the 2014 Master Plan, the City passed bond referendums in 2015 and 2021 focused on transportation improvements. These bonds included dollars that helped make significant progress on the 2014 Plans' Priority 1 projects in the 2015 Bond. The 2021 bond included an allocation for additional projects that may arise out of the 2023 Update to the Sidewalk Master Plan.
2. Special revenue districts are appropriate sources of funding because excess revenues generated by that district above and beyond an established assessed value bring about additional reinvestment in that district through infrastructure improvements. Infrastructure within the Downtown, Rivery and Williams Drive Gateway Tax Increment Reinvestment Zones (TIRZ) are designed to serve pedestrian needs. Maintenance expenses within those districts should be supported by a dedicated source of funding directly related to the value it creates.
3. Like TIRZs, the City administratively supports Public Improvement Districts (PIDs), which through additional tax increments, manage infrastructure enhanced beyond minimal City requirements. Although the City cannot directly harness the additional taxes raised by PIDs, it could partner with PIDs to improve and maintain the pedestrian network.

Annual Review Process

An annual review process is paramount to the execution of the Master Plan. City staff and management have made a concerted effort to include pedestrian infrastructure within the same asset management schema as other capital items in the City's inventory. The pedestrian network serves the community in the public right-of-way which conveys liability and requires public expenditure.

The project team recommends that the Master Plan be reviewed annually in coordination with CIP efforts. Every effort should be made to synchronize roadway and pedestrian improvements to minimize impact to public and staff. Initial project prioritization and recommended scheduling are included in this Master Plan; however, additional project selection criteria will be included that allows staff to respond to public partners and elected official requests in a transparent and predictable manner. The annual review should include three components:

1

An audit of projects completed in the prior year in terms of costs, scheduling and scope.

2

Analysis of current needs compared to the prioritized project list.

3

Funding request through the CIP process, informed by expected revenues, community partnerships and grants.

Appendix

Table A-1. Screened Priority Projects and Preliminary Costs

| Location | Tier | Description | Estimated Fee | Cumulative Fee |
|--|-----------|------------------------------|---------------|----------------|
| Olive St from 15th St to 17th St | Schools | New Sidewalks and Curb Ramps | \$250,000 | \$250,000 |
| Vine St & 19th St from Hutto Rd to Purl El | Schools | New Sidewalks and Curb Ramps | \$330,000 | \$580,000 |
| Georgetown Inner Loop between Forbes MS and SH 29 | Gaps | New Sidewalks and Curb Ramps | \$1,320,000 | \$1,900,000 |
| 17th St from Hutto Rd to Vine St. | Schools | New Sidewalks and Curb Ramps | \$260,000 | \$2,160,000 |
| South side of Weir from San Gabriel Rd to Inner Loop | Schools | New Sidewalks and Curb Ramps | \$1,760,000 | \$3,920,000 |
| 1002 E 16th St | Small CIP | New Sidewalks and Curb Ramps | \$27,000 | \$3,947,000 |
| West side of Vine St at 18th St | Small CIP | New Sidewalks and Curb Ramps | \$47,000 | \$3,994,000 |
| Williams Dr. from Olde Oak Dr. to 275' south of Woodlake Dr. | Gaps | New Sidewalks and Curb Ramps | \$900,000 | \$4,894,000 |
| Carlson Cv from Rockride Ln to Bell Gin Rd | Schools | New Sidewalks and Curb Ramps | \$655,000 | \$5,549,000 |
| Stagecoach Dr from Bluebonnet Trl to Cactus Trl; Cactus Trl from Stagecoach Dr to Arrowhead Ln | Schools | New Sidewalks and Curb Ramps | \$140,000 | \$5,689,000 |
| Wagon Wheel Trl from Williams Dr to sidewalk connection between Old Mill Rd and Bluebonnet Trl | Gaps | New Sidewalks and Curb Ramps | \$635,000 | \$6,324,000 |
| River Bow Dr from Norwood St W to Leander Rd | Schools | New Sidewalks and Curb Ramps | \$300,000 | \$6,624,000 |
| Green Lee Dr from Tippit MS to Rockmoor Dr | Schools | New Sidewalks and Curb Ramps | \$280,000 | \$6,904,000 |
| Thousand Oaks Blvd from Rockcrest Dr to SB I-35 FR | Schools | New Sidewalks and Curb Ramps | \$730,000 | \$7,634,000 |
| 3rd St. from Austin Ave. to Main St. | Downtown | New Sidewalks and Curb Ramps | \$205,000 | \$7,839,000 |
| Rockcrest Dr from Thousand Oaks Blvd to Tamara Dr | Schools | New Sidewalks and Curb Ramps | \$235,000 | \$8,074,000 |
| River Wood Dr from Leander Rd to River Bow Dr | Schools | New Sidewalks and Curb Ramps | \$340,000 | \$8,414,000 |
| Norwood Dr to Friendswood Dr to Talwood Dr | Schools | New Sidewalks and Curb Ramps | \$535,000 | \$8,949,000 |
| 802 Wagon Wheel Trl | Small CIP | New Sidewalks and Curb Ramps | \$64,000 | \$9,013,000 |
| Whisper Oaks Ln from Northwest Blvd to Lakeway Dr | Gaps | New Sidewalks and Curb Ramps | \$375,000 | \$9,388,000 |
| Wood Stone Dr from Woodview Dr to Thousand Oaks Blvd | Schools | New Sidewalks and Curb Ramps | \$320,000 | \$9,708,000 |
| Lonesome Trl from Wagon Wheel Trl to Lakeway Dr | Gaps | New Sidewalks and Curb Ramps | \$790,000 | \$10,498,000 |
| 605 E 8th St | Small CIP | New Sidewalks and Curb Ramps | \$20,000 | \$10,518,000 |
| Buffalo Springs Rd from Western Trl to Lakeway Dr | Gaps | New Sidewalks and Curb Ramps | \$330,000 | \$10,848,000 |
| 4th St. between Austin Ave & Rock St. | Downtown | New Sidewalks and Curb Ramps | \$195,000 | \$11,043,000 |
| Rock St from 10th St to 11th St | Downtown | New Sidewalks and Curb Ramps | \$110,000 | \$11,153,000 |
| 401 W 6th St | Downtown | New Sidewalks and Curb Ramps | \$55,000 | \$11,208,000 |
| 15th St from Laurel St to Hutto Rd | Gaps | New Sidewalks and Curb Ramps | \$395,000 | \$11,603,000 |

**Based on 2023 dollars, for budgeting purposes assume 4% annual inflation for programming of projects*

GEORGETOWN SIDEWALK MASTER PLAN

Table A-1. Screened Priority Projects and Preliminary Costs (Continued)

| Location | Tier | Description | Estimated Fee | Cumulative Fee |
|--|-----------|------------------------------|---------------|----------------|
| Country Club Rd from Chandler Park trail to Rivery Blvd | Gaps | New Sidewalks and Curb Ramps | \$970,000 | \$12,573,000 |
| Broken Spoke Trl from Wagon Wheel Trl to sidewalk connection north of Lakeway Dr | Gaps | New Sidewalks and Curb Ramps | \$480,000 | \$13,053,000 |
| Park Ln between McCoy Ln and Clay St. | Gaps | New Sidewalks and Curb Ramps | \$185,000 | \$13,238,000 |
| Church St. from 3rd St. to 2nd St. | Gaps | New Sidewalks and Curb Ramps | \$90,000 | \$13,328,000 |
| North side of 2nd St. from College St. to Holly St. | Gaps | New Sidewalks and Curb Ramps | \$265,000 | \$13,593,000 |
| Buffalo Springs Trl from Hedgewood Dr to Wagon Wheel Trl | Gaps | New Sidewalks and Curb Ramps | \$330,000 | \$13,923,000 |
| Northwest Blvd from I-35 to 300' south along Apple Creek Dr from Northwest Blvd | Gaps | New Sidewalks and Curb Ramps | \$190,000 | \$14,113,000 |
| 808 E 7th St | Small CIP | New Sidewalks and Curb Ramps | \$48,000 | \$14,161,000 |
| Austin Ave from Stadium Dr to I-35 FR | Schools | New Sidewalks and Curb Ramps | \$595,000 | \$14,756,000 |
| Stadium Dr from Inner Loop to Crystal Knoll Blvd | Gaps | New Sidewalks and Curb Ramps | \$750,000 | \$15,506,000 |
| SW Corner of Rock St and 11th St | Downtown | New Sidewalks and Curb Ramps | \$85,000 | \$15,591,000 |
| South side of 11th St. from Railroad St. to Rock St. | Gaps | New Sidewalks and Curb Ramps | \$440,000 | \$16,031,000 |
| 6th St. from Myrtle St. to Elm St. (north side) | Gaps | New Sidewalks and Curb Ramps | \$90,000 | \$16,121,000 |
| CR 104 from East View HS sidewalk connection to Ronald Rd | Gaps | New Sidewalks and Curb Ramps | \$1,455,000 | \$17,576,000 |
| Church St between 17th St and 21st St | Gaps | New Sidewalks and Curb Ramps | \$590,000 | \$18,166,000 |
| 16th St from Main St to Church St | Gaps | New Sidewalks and Curb Ramps | \$160,000 | \$18,326,000 |
| 6th St. from Church St. to Myrtle St. | Gaps | New Sidewalks and Curb Ramps | \$90,000 | \$18,416,000 |
| 6th St. from Myrtle St. to Elm St. (south side) | Gaps | New Sidewalks and Curb Ramps | \$85,000 | \$18,501,000 |
| Northwest Blvd from sidewalk connection north of Northwood Dr to sidewalk connection south of Janis Dr | Gaps | New Sidewalks and Curb Ramps | \$745,000 | \$19,246,000 |
| Rocky Hollow Trl from sidewalk connection north of Lakeway Dr to Lakeway Dr | Gaps | New Sidewalks and Curb Ramps | \$80,000 | \$19,326,000 |
| Primose Trl from Wagon Wheel Trl to Lakeway Dr | Gaps | New Sidewalks and Curb Ramps | \$610,000 | \$19,936,000 |
| Laurel St. from University to 15th St. | Schools | New Sidewalks and Curb Ramps | \$270,000 | \$20,206,000 |
| Janis Dr. between Shannon Ln and 525' East of Northwest Blvd | Gaps | New Sidewalks and Curb Ramps | \$745,000 | \$20,951,000 |
| North side of 10th St between Myrtle St and Elm St | Small CIP | New Sidewalks and Curb Ramps | \$57,000 | \$21,008,000 |
| West St. between 6th St. to 8th St. | Gaps | New Sidewalks and Curb Ramps | \$200,000 | \$21,208,000 |
| 13th St. between Railroad St. and Hart St. | Gaps | New Sidewalks and Curb Ramps | \$105,000 | \$21,313,000 |
| Railroad St. between 10th St. and University Ave. | Gaps | New Sidewalks and Curb Ramps | \$105,000 | \$21,418,000 |
| Vine St. from University Ave. to 15th St. | Gaps | New Sidewalks and Curb Ramps | \$235,000 | \$21,653,000 |
| 1904 S Austin Ave | Small CIP | New Sidewalks and Curb Ramps | \$46,000 | \$21,699,000 |

*Based on 2023 dollars, for budgeting purposes assume 4% annual inflation for programming of projects

Table A-1. Screened Priority Projects and Preliminary Costs (Continued)

| Location | Tier | Description | Estimated Fee | Cumulative Fee |
|---|-----------|------------------------------|---------------|----------------|
| Quail Valley Dr. from Trails End Dr. to Southwestern Blvd | Gaps | New Sidewalks and Curb Ramps | \$710,000 | \$22,409,000 |
| Morrow St from Saguaro Trl sidewalk connection to trail connection on Morrow St | Gaps | New Sidewalks and Curb Ramps | \$180,000 | \$22,589,000 |
| Main St from 18th St to 21st St | Gaps | New Sidewalks and Curb Ramps | \$285,000 | \$22,874,000 |
| 2202 Williams Dr | Small CIP | New Sidewalks and Curb Ramps | \$50,000 | \$22,924,000 |
| 10th St. between Scenic Dr. and West St. | Gaps | New Sidewalks and Curb Ramps | \$175,000 | \$23,099,000 |
| 906 S Rock St | Downtown | New Sidewalks and Curb Ramps | \$25,000 | \$23,124,000 |
| 21st St. between Austin Ave. and Church St. | Gaps | New Sidewalks and Curb Ramps | \$430,000 | \$23,554,000 |
| Park Ln/Clay St. from I-35 to Park Ln and from Central Dr to Park Ln dead end | Gaps | New Sidewalks and Curb Ramps | \$420,000 | \$23,974,000 |
| Chamber Way from Austin Ave. to Morrow St. trail | Gaps | New Sidewalks and Curb Ramps | \$1,130,000 | \$25,104,000 |
| College St. from 2nd St. to Holly St. | Gaps | New Sidewalks and Curb Ramps | \$495,000 | \$25,599,000 |
| 5th St from Rock St to Austin Ave | Downtown | New Sidewalks and Curb Ramps | \$100,000 | \$25,699,000 |
| 4th St. & 3rd St. & Church St. | Gaps | New Sidewalks and Curb Ramps | \$275,000 | \$25,974,000 |
| Central Dr. from Williams Dr. to Golden Vista Dr. | Gaps | New Sidewalks and Curb Ramps | \$900,000 | \$26,874,000 |
| Weir Rd between River Haven Dr. to Morrow St. | Gaps | New Sidewalks and Curb Ramps | \$1,005,000 | \$27,879,000 |
| Hutto Rd from sidewalk connection north of McCoy Pl to 17th St | Gaps | New Sidewalks and Curb Ramps | \$250,000 | \$28,129,000 |
| Hedgewood Dr from sidewalk connection north of Foust Trl to Rocky Hollow Trl | Gaps | New Sidewalks and Curb Ramps | \$460,000 | \$28,589,000 |
| 19th St from Hutto Rd to Southwestern Blvd | Gaps | New Sidewalks and Curb Ramps | \$415,000 | \$29,004,000 |
| San Gabriel Village Blvd from I-35 N to Austin Ave. | Gaps | New Sidewalks and Curb Ramps | \$420,000 | \$29,424,000 |
| 4th St. & Church | Gaps | New Sidewalks and Curb Ramps | \$180,000 | \$29,604,000 |
| Rocky Hollow Trl from Hedgewood Dr to Wagon Wheel Trl | Gaps | New Sidewalks and Curb Ramps | \$350,000 | \$29,954,000 |
| 1402 Olive St | Small CIP | New Sidewalks and Curb Ramps | \$43,000 | \$29,997,000 |
| Churchill Farms Dr from sidewalk connection east of Moulins Ln to Inner Loop | Gaps | New Sidewalks and Curb Ramps | \$90,000 | \$30,087,000 |
| Inner Loop from Rio Frio Ln to SH 29 | Gaps | New Sidewalks and Curb Ramps | \$905,000 | \$30,992,000 |
| 905 N Church St (Northeast Side) | Small CIP | New Sidewalks and Curb Ramps | \$40,000 | \$31,032,000 |
| Southeast corner of Riverbend Dr & Dawn Dr | Small CIP | New Sidewalks and Curb Ramps | \$41,000 | \$31,073,000 |
| 1015 Leander Rd | Small CIP | New Sidewalks and Curb Ramps | \$53,000 | \$31,126,000 |
| 5485-5515 RR-2338 | Small CIP | New Sidewalks and Curb Ramps | \$34,000 | \$31,160,000 |
| North side of 13th St between Elm and Ash | Small CIP | New Sidewalks and Curb Ramps | \$50,000 | \$31,210,000 |
| 30301 Berry Creek Dr | Small CIP | New Sidewalks and Curb Ramps | \$41,000 | \$31,251,000 |
| 30321 Berry Creek Dr | Small CIP | New Sidewalks and Curb Ramps | \$46,000 | \$31,297,000 |
| 410 Ranch Rd | Small CIP | New Sidewalks and Curb Ramps | \$49,000 | \$31,346,000 |

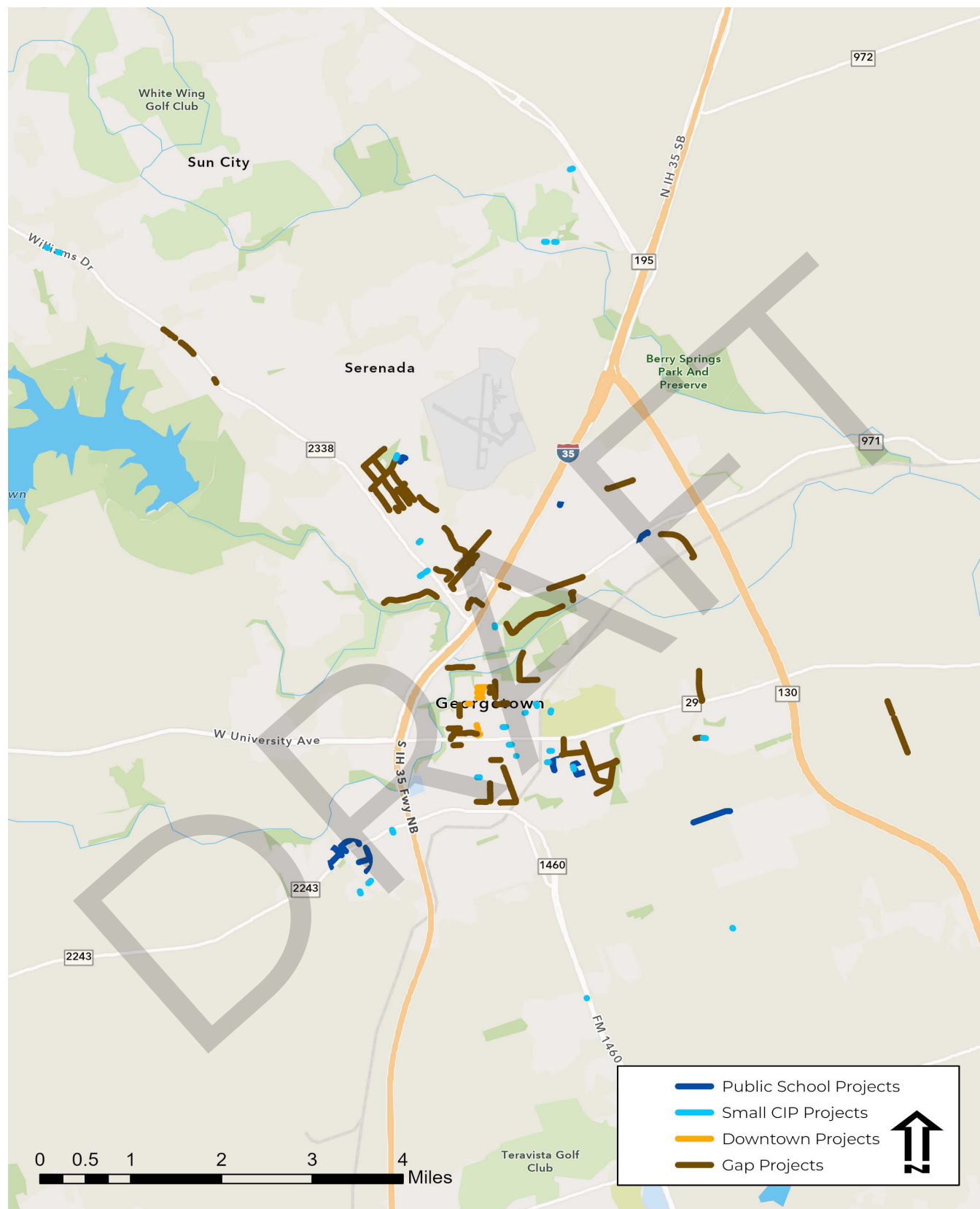
*Based on 2023 dollars, for budgeting purposes assume 4% annual inflation for programming of projects

Table A-1. Screened Priority Projects and Preliminary Costs (Continued)

| Location | Tier | Description | Estimated Fee | Cumulative Fee |
|---|-----------|------------------------------|---------------|---------------------|
| 1001 E University Ave | Small CIP | New Sidewalks and Curb Ramps | \$40,000 | \$31,416,000 |
| South side of Churchill Farm Dr between Inner Loop and Keenland Dr | Small CIP | New Sidewalks and Curb Ramps | \$50,000 | \$31,466,000 |
| Rockride Ln to connect missing piece between Fairhaven Gtwy and Arrowpoint Rd | Small CIP | New Sidewalks and Curb Ramps | \$16,000 | \$31,482,000 |
| West side of FM 1460, 570' south of La Conterra Blvd | Small CIP | New Sidewalks and Curb Ramps | \$5,000 | \$31,487,000 |
| 501 Debora Dr | Small CIP | New Sidewalks and Curb Ramps | \$40,000 | \$31,527,000 |
| 406 Debora Dr | Small CIP | New Sidewalks and Curb Ramps | \$63,000 | \$31,590,000 |
| 30709 Chi Chi Dr | Small CIP | New Sidewalks and Curb Ramps | \$51,000 | \$31,641,000 |

**Based on 2023 dollars, for budgeting purposes assume 4% annual inflation for programming of projects*

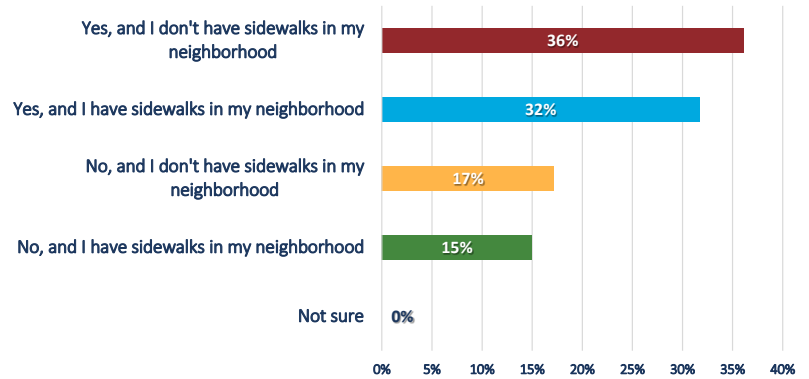
Figure A-1. Priority Group Sidewalk Projects



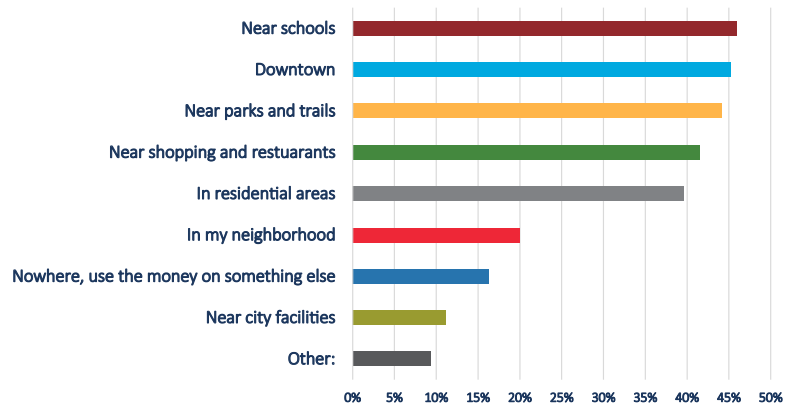
Click the following link to review the online version of the Sidewalk Inventory, 2023 Map ([Online Map](#))

Figure A-2. FlashVote Survey Results

Do you regularly walk or bike on Georgetown's local streets?

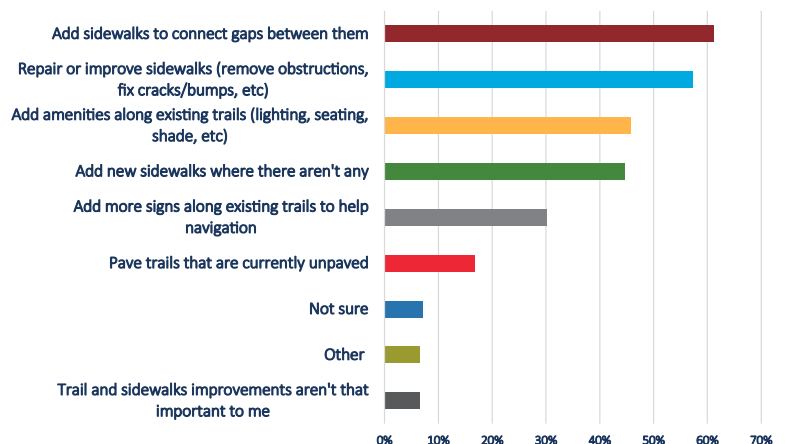


Where would you prioritize sidewalk improvements in Georgetown, if anywhere?



*Participants could choose up to four options

Which improvements to the trail and sidewalk systems would be most important to you, if any?



*Participants could choose up to four options



February 2023 - Engagement Summary

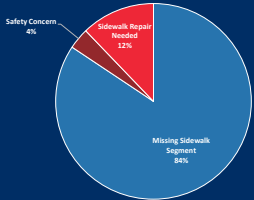
Sidewalk Master Plan Engagement Summary



115
MAP
COMMENTS

- ▶ The online map was open for comments from February 14th- February 28th, 2023.
- ▶ The website was open to the public, and residents were able to place a pin on locations and draw in areas they had feedback for.

Map Comment Breakdown



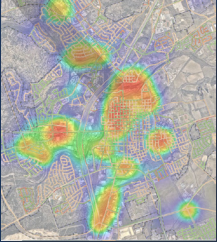
115 Total Responses

Comments with the most Upvotes

- ▶ "The missed connection between two nearby trails." – Located by the corner between the Wolf Ranch Park and San Gabriel River trails.
- ▶ "Completing this sidewalk would let people walk all the way from university avenue to quail valley. This is a heavily used path." – On the perimeter of San Jose Park, along Maple Street.
- ▶ "No connection to the pawed [sic] trail from the community." – At the end of Arrowhead Mound Road, a distance between the trail along San Gabriel River and the master-planned community.
- ▶ "These sidewalks are not connected." – Along Wolf Ranch Parkway, between River Vista Road and Carroll at Rivery Ranch Apartments.

Map Comment Heat Map

- ▶ The areas with the deepest red concentrations indicate a higher number of comments received.



Locations that received multiple comments

- ▶ Along Country Club Road west of Rivery Boulevard
- ▶ 6 comments requesting sidewalks along the southern half of Country Club Road, neighboring towards the border of Middle Fork San Gabriel River.



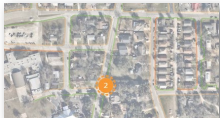
Locations that received multiple comments

- ▶ Intersection of W 11th Street & Forest Street
- ▶ This block received 4 comments requesting sidewalks and curbs



Locations that received Sidewalk Repair requests

- ▶ Intersection of Railroad Avenue and W. 19th Street
- ▶ 2 comments requested repair; identified existing sidewalks as a tripping hazard



Downtown Georgetown

- ▶ 15 out of the 97 comments for the missing sidewalk segments were from downtown
- ▶ Most missing sidewalk segments were identified north of University Avenue



November 2022 - Engagement Summary

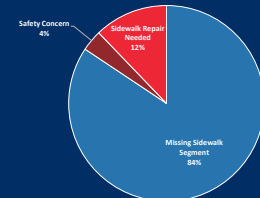
Sidewalk Master Plan Engagement Summary



115
MAP
COMMENTS

- ▶ The online map was open for comments from February 14th- February 28th, 2023.
- ▶ The website was open to the public, and residents were able to place a pin on locations and draw in areas they had feedback for.

Map Comment Breakdown



115 Total Responses

Comments with the most Upvotes

- ▶ "The missed connection between two nearby trails." – Located by the corner between the Wolf Ranch Park and San Gabriel River trails.
- ▶ "Completing this sidewalk would let people walk all the way from university avenue to quail valley. This is a heavily used path." – On the perimeter of San Jose Park, along Maple Street.
- ▶ "No connection to the paved [sic] trail from the community." – At the end of Arrowhead Mound Road, a distance between the trail along San Gabriel River and the master-planned community.
- ▶ "These sidewalks are not connected." – Along Wolf Ranch Parkway, between River Vista Road and Carroll at Rivery Ranch Apartments.

Map Comment Heat Map

- ▶ The areas with the deepest red concentrations indicate a higher number of comments received.



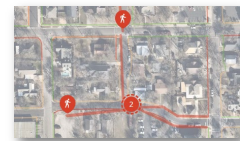
Locations that received multiple comments

- ▶ Along Country Club Road west of Rivery Boulevard
- ▶ 6 comments requesting sidewalks along the southern half of Country Club Road, neighboring towards the border of Middle Fork San Gabriel River.



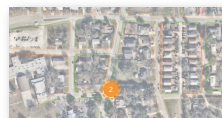
Locations that received multiple comments

- ▶ Intersection of W 11th Street & Forest Street
- ▶ This block received 4 comments requesting sidewalks and curbs



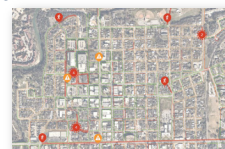
Locations that received Sidewalk Repair requests

- ▶ Intersection of Railroad Avenue and W. 19th Street
- ▶ 2 comments requested repair; identified existing sidewalks as a tripping hazard



Downtown Georgetown

- ▶ 15 out of the 97 comments for the missing sidewalk segments were from downtown
- ▶ Most missing sidewalk segments were identified north of University Avenue



GEORGETOWN SIDEWALK MASTER PLAN

NOVEMBER 21, 2023 | PLANNING AND ZONING

- Presentation, discussion and possible recommendation to Council of adoption of the Sidewalk Master Plan – Lua Saluone, Transportation Manager

Agenda

- Plan purpose
- Public Engagement Summary
- Recap of Council direction
- Priority projects and tiers of need
- Planning level cost estimate
- P&Z Recommendation to Council

Plan Purpose

- Inventory existing pedestrian infrastructure
- Identify design deficiencies
- Develop an implementation plan for all priority pedestrian facilities within the City of Georgetown city limits

Plan Process

- Existing conditions analysis
- Public engagement
- Sidewalk prioritization
- Implementation plan development

Public Engagement Summary

Oct – Nov 2022

- 892 Online Map Comments
- 160 Sidewalk Related Comments

Feb 14 – 28th

- 115 Online Map Comment

FlashVote

- 616 Responses

Council Direction

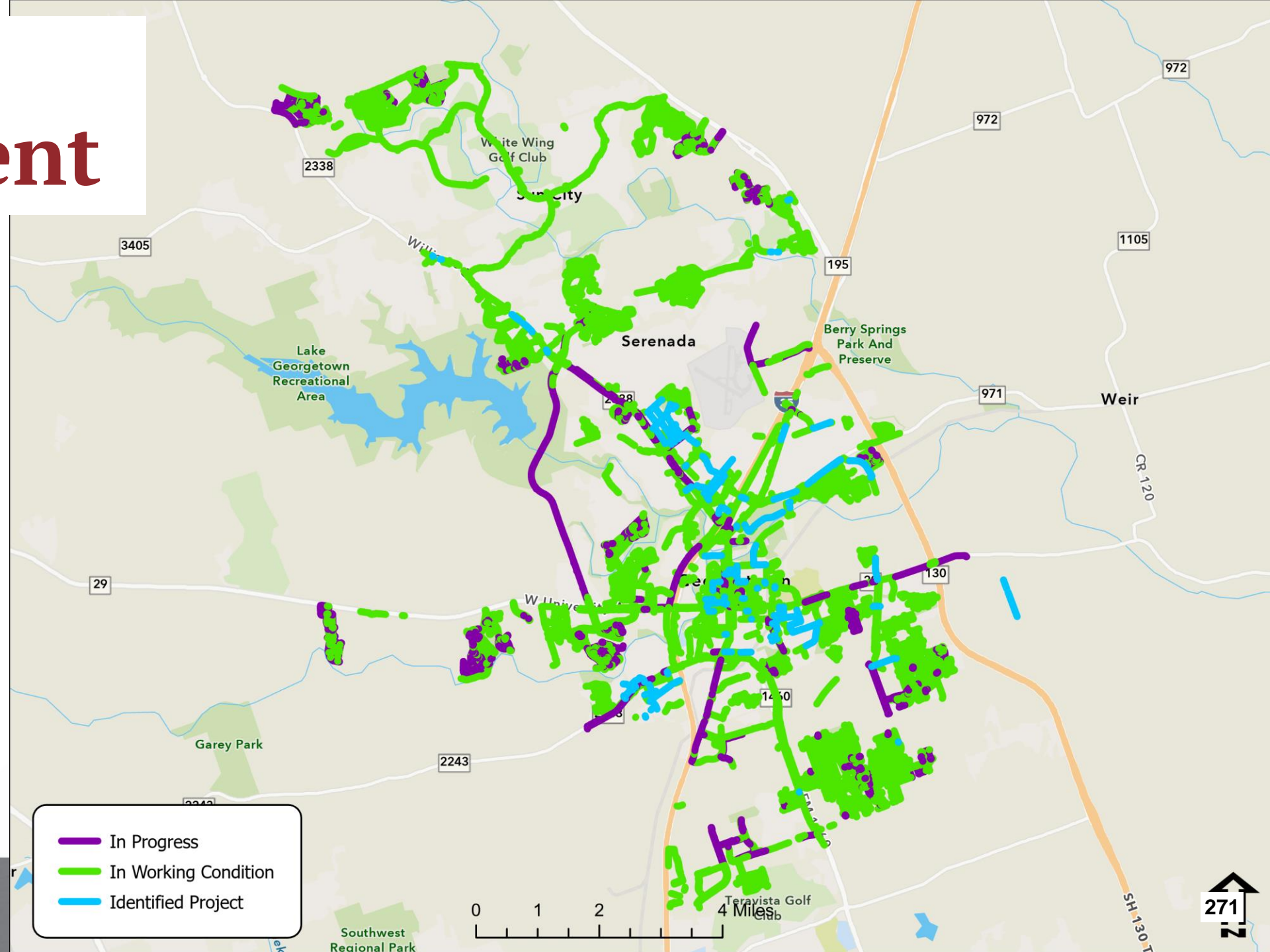
- Get one side of street done first
- Fill in gaps in connectivity
- Support GLSD specific requests
- Finish downtown
- Support for public engagement, project tiers and scoring
- Council-directed projects:
 - Church Street, 17th Street south to 21st
 - 16th Street from Church to Main
 - Main Street from 18th to 21st
 - Hutto Road from SH 29 to Quail Valley
 - Country Club Rd

Needs Assessment

92% of existing network is in good working condition

55% of overall sidewalk network is completed or in progress, which is a substantial increase from 27% of network completion during the 2014 study

Maintenance is on-going and is a yearly budget item for Public Works



Project Tiers

| Tier | Description |
|----------------|---|
| Public Schools | Sidewalk segments that provided direct routes/access to public schools were considered a priority tier. |
| Downtown | This tier of projects focuses on completing the downtown sidewalk network for Priority 1 projects not yet complete from 2014 SMP. |
| Gaps | Connectivity gaps in the sidewalk network identified along arterial roadways or those that could provide trail access were considered as the third priority tier. |
| Small CIP | Subset of CIP projects that don't require engineering and are less than 200' in length. |

**Maintenance/repair projects are handled and funded separately*

Prioritized Projects

| Tier | Linear Feet | Number of Projects | Cost Estimate |
|----------------|-------------|--------------------|---------------|
| Public Schools | ~18,570 | 15 | \$7M |
| Downtown | ~4,360 | 7 | \$775K |
| Small CIP | ~3,120 | 26 | \$1M |
| Gaps | ~50,210 | 45 | \$22.8M |

- *Roughly \$32 Million in projects in screened needs as “Priority”*
- *Represents 97 individual projects in total*

- Screened projects based on Council Priorities:
 - Get one side of street done first
 - Fill in gaps in connectivity
 - Public schools – looked at projects within ¼ mile (best practice)
 - GISD specific requests
 - Finish downtown

Screened Project List – Top 40

| Rank | Project Group Name | Tier | Cost | Cumulative Cost |
|------|--|-----------|--------------|-----------------|
| 1 | Olive St from 15th St to 17th St | Schools | \$ 250,000 | \$ 250,000 |
| 2 | Vine St & 19th St from Hutto Rd to Purl El | Schools | \$ 330,000 | \$ 580,000 |
| 3 | Georgetown Inner Loop between Forbes MS and SH 29 | Gaps | \$ 1,320,000 | \$ 1,900,000 |
| 4 | 17th St from Hutto Rd to Vine St. | Schools | \$ 260,000 | \$ 2,160,000 |
| 4 | South side of Weir from San Gabrel Rd to Inner Loop | Schools | \$ 1,760,000 | \$ 3,920,000 |
| 6 | 1002 E 16th St | Small CIP | \$ 27,000 | \$ 3,947,000 |
| 7 | West side of Vine St at 18th St | Small CIP | \$ 47,000 | \$ 3,994,000 |
| 8 | Williams Dr. from Olde Oak Dr. to 275' south of Woodlake Dr. | Gaps | \$ 900,000 | \$ 4,894,000 |
| 9 | Carlson Cv from Rockride Ln to Bell Gin Rd | Schools | \$ 655,000 | \$ 5,549,000 |
| 10 | Stagecoach Dr from Bluebonnet Trl to Cactus Trl; Cactus Trl from Stagecoach Dr to Arrowhead Ln | Schools | \$ 140,000 | \$ 5,689,000 |
| 11 | Wagon Wheel Trl from Williams Dr to sidewalk connection between Old Mill Rd and Bluebonnet Trl | Gaps | \$ 635,000 | \$ 6,324,000 |
| 12 | River Bow Dr from Norwood St W to Leander Rd | Schools | \$ 300,000 | \$ 6,624,000 |
| 13 | Green Lee Dr from Tippet MS to Rockmoor Dr | Schools | \$ 280,000 | \$ 6,904,000 |
| 14 | Thousand Oaks Blvd from Rockcrest Dr to SB I-35 FR | Schools | \$ 730,000 | \$ 7,634,000 |
| 15 | 3rd St. from Austin Ave. to Main St. | Downtown | \$ 205,000 | \$ 7,839,000 |
| 16 | Rockcrest Dr from Thousand Oaks Blvd to Tamara Dr | Schools | \$ 235,000 | \$ 8,074,000 |
| 17 | River Wood Dr from Leander Rd to River Bow Dr | Schools | \$ 340,000 | \$ 8,414,000 |
| 18 | Norwood Dr to Friendswood Dr to Talwood Dr | Schools | \$ 535,000 | \$ 8,949,000 |
| 19 | 802 Wagon Wheel Trl | Small CIP | \$ 64,000 | \$ 9,013,000 |
| 20 | Whisper Oaks Ln from Northwest Blvd to Lakeway Dr | Gaps | \$ 375,000 | \$ 9,388,000 |

Screened Project List – Top 40

| Rank | Project Group Name | Tier | Cost | Cumulative Cost |
|------|--|-----------|--------------|-----------------|
| 21 | Wood Stone Dr from Woodview Dr to Thousand Oaks Blvd | Schools | \$ 320,000 | \$ 9,708,000 |
| 22 | Lonesome Trl from Wagon Wheel Trl to Lakeway Dr | Gaps | \$ 790,000 | \$ 10,498,000 |
| 23 | 605 E 8th St | Small CIP | \$ 20,000 | \$ 10,518,000 |
| 24 | Buffalo Springs Rd from Western Trl to Lakeway Dr | Gaps | \$ 330,000 | \$ 10,848,000 |
| 25 | 4th St. between Austin Ave & Rock St. | Downtown | \$ 195,000 | \$ 11,043,000 |
| 26 | Rock St from 10th St to 11th St | Downtown | \$ 110,000 | \$ 11,153,000 |
| 27 | 401 W 6th St | Downtown | \$ 55,000 | \$ 11,208,000 |
| 28 | 15th St from Laurel St to Hutto Rd | Gaps | \$ 395,000 | \$ 11,603,000 |
| 29 | Country Club Rd from Chandler Park trail to Rivery Blvd | Gaps | \$ 1,243,000 | \$ 12,846,000 |
| 30 | Broken Spoke Trl from Wagon Wheel Trl to sidewalk connection north of Lakeway Dr | Gaps | \$ 480,000 | \$ 13,326,000 |
| 31 | Park Ln between McCoy Ln and Clay St. | Gaps | \$ 185,000 | \$ 13,511,000 |
| 32 | Church St. from 3rd St. to 2nd St. | Gaps | \$ 90,000 | \$ 13,601,000 |
| 33 | North side of 2nd St. from College St. to Holly St. | Gaps | \$ 265,000 | \$ 13,866,000 |
| 34 | Buffalo Springs Trl from Hedgewood Dr to Wagon Wheel Trl | Gaps | \$ 330,000 | \$ 14,196,000 |
| 35 | 808 E 7th St | Small CIP | \$ 48,000 | \$ 14,244,000 |
| 36 | Austin Ave from Stadium Dr to I-35 FR | Schools | \$ 595,000 | \$ 14,839,000 |
| 37 | SW Corner of Rock St and 11th St | Downtown | \$ 85,000 | \$ 14,924,000 |
| 38 | Laurel St. from University to 15th St. | Schools | \$ 270,000 | \$ 15,194,000 |
| 39 | North side of 10th St between Myrtle St and Elm St | Small CIP | \$ 57,000 | \$ 15,251,000 |
| 40 | 1904 S Austin Ave | Small CIP | \$ 46,000 | \$ 15,297,000 |

Recommendation to City Council

Given the Planning and Zoning Commission's advisory role to Council for transportation initiatives, staff is seeking a recommendation of Plan adoption for the City Council at their December 12, 2023 meeting.

City of Georgetown, Texas
Planning and Zoning Commission
November 21, 2023

SUBJECT:

Discussion Items

SUGGESTED ACTION:

Updates, Commissioner questions, and announcements -- Travis Baird, Assistant Planning Director-
Current Planning

ITEM SUMMARY:

FINANCIAL IMPACT:

SUBMITTED BY:

Erica Metress, Planning Department

ATTACHMENTS:

N/A