Notice of Meeting of the Planning and Zoning Commission of the City of Georgetown, Texas November 7, 2023

The Georgetown Planning and Zoning Commission will meet on 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, Georgetown, TX 78626 for additional information; TTY users route through Relay Texas at 711.

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 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 Liaisor 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 October 17, 2023 regular meeting of the Historic and Architectural Review Commission -- Jessica

Lemanski, Associate Planner

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

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

2.C Future Mobility Plan Overview

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

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

2.E Discussion Items

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

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 7, 2023

SUBJECT:
This is a revised agenda. Items were added and corrected for clarification purposes.

SUGGESTED ACTION:

ITEM SUMMARY:

FINANCIAL IMPACT:

SUBMITTED BY:
Erica Metress, Planning Department

ATTACHMENTS:

N/A

City of Georgetown, Texas
Planning and Zoning Commission
November 7, 2023

SUBJECT:
Meeting Minutes

SUGGESTED ACTION:
Consideration and possible action to approve the minutes from the October 17, 2023 regular meeting of the Historic and Architectural Review Commission -- Jessica Lemanski, Associate Planner

ITEM SUMMARY:

FINANCIAL IMPACT:

SUBMITTED BY:
Jessica Lemanski, Planning Department

ATTACHMENTS:
10.17.23 P&Z Minutes Final Draft.pdf

Minutes of the
Planning and Zoning Commission
City of Georgetown, Texas
Tuesday, October 17, 2023

The Georgetown Planning and Zoning Commission met on Tuesday, October 17, 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: Pierce P Macguire, Michael D Charles, Lance A Morgan, Shelley G G Rodocker, Scott A Allen, Chere Heintzmann, Michael L Price, Mike Tiland, Stephen F Dickey

Agenda Notice

Public Wishing to Address an Advisory Board

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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.

Moved by Chere Heintzmann; seconded by Scott A Allen to Approve .
Motion Approved: 7 - 0
Voting For: Scott A Allen, Chere Heintzmann, Michael L Price, Mike Tiland, Stephen F Dickey, Pierce P Macguire, Michael D Charles
Voting Against: None

1.A Meeting Minutes

Consideration and possible action to approve the minutes from the October 3, 2023 regular meeting of the Planning and Zoning Commission -- Jessica Lemanski, Associate Planner

2. Regular Session

2.A 2023-6-ANX - 4706 Leander Road Annexation

Public Hearing and possible action on a request for a Zoning Map Amendment to zone, upon annexation, 29.02 acres in the J. Thompson Survey, Abstract 608, to the Residential Single-Family (RS) zoning district for the property generally located at 4706 Leander Road. (2023-6-ANX) -- Ryan Clark, AICP, Senior Planner

Ryan Clark presented the staff report.

Commissioner Allen asked if there was an access point to the north of the subject property, and noted that he is concerned with access. Clark confirmed that there is no connection to the north of the property.

Discussion on neighboring properties in the Community Center designation and the associated land use ratios for that designation.

Kristal Harris, Applicant with BGE, Inc., approached the podium to address the Commission and noted that the adjacent parcels that front RM 2243 will be a part of the overall development. Harris noted that they are unsure of their desired zoning district at this point, but they are planning to develop the property residentially.

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

Moved by Michael L Price; seconded by Chere Heintzmann to Approve .
Motion Approved: 7- 0
Voting For: Scott A Allen, Chere Heintzmann, Michael L Price, Mike Tiland, Stephen F Dickey, Pierce P Macguire, Michael D Charles
Voting Against: None

2.B 2023-12-REZ - QuickTrip 4172 Rezone

Public Hearing and possible action on a request for a Zoning Map Amendment to rezone a 6.530 acres portion of Lot 2 of the Park Central One, Section I Subdivision, from the Industrial (IN) zoning district to the General commercial (C-3) zoning district, for the property generally located at 701 Westinghouse Road. (2023-12-REZ) -- Ryan Clark, AICP, Senior Planner

Ryan Clark presented the staff report. Clark noted that staff has received 60 written comments in opposition to the request since the time the agenda was posted. Since the letters were not received prior to the agenda posting, they were not able to be included in the item.

Commissioner Allen noted that QT is known for their retail and fuel sales business model. C-3 allows retail uses by right, but would require a Special Use Permit with limitation for fuel sales. Clark explained that if the property were to be rezoned to commercial and they pursued the Special Use Permit for the fuel sales portion, they would be limited to 10 fuel pumps. The Applicant noted in their letter of intent that the current rezone request is to allow the retail portion; The current request would not entitle this property to fuel sales.

Discussion on limitations and requirements for an SUP for fuel sales. Travis Baird noted that the industrial zoning district would not have a limitation on the number of fuel pumps if an SUP for fuel sales were requested and approved. Fuel sales, regardless of zoning district, would require a SUP.

Chair Dickey opened the public hearing.

Jawed Panjwani, 521 Honeybird Ln., approached the podium to address the Commission and commented that he is concerned with the development of Westinghouse Road and the amount of convenience stores along that corridor. Panjwani would like to see more variety in the retail services along Westinghouse, not just convenience stores.

Roman Recheverri, 132 Pecanwood Ct., approached the podium to address the Commission and established that he is in opposition to another gas station in this area. He has lived in the area for 7 years and believes that there is a better use for this property. Recheverri noted that electric cars are becoming more popular and would not require fueling stations such as this in the future.

Freddy Gakon, 1400 Westinghouse Rd., approached the podium to address the Commission and established that he has lived in the area for 6 years and has seen several convenience stores develop in the immediate area. He is concerned with the amount of traffic and cars pulling out onto Westinghouse Road. Gakon noted that this business would make alcohol sales very accessible for a driving-oriented area. He is in opposition to another gas station and would like to see a different land use in this area.

Riyaz Sunesara, 930 Westinghouse Rd., approached the podium to address the Commission and established that he is in opposition to the rezoning of this property. Sunesara noted that the intersection of Westinghouse Road and N Mays Street has 2 out of the 4 corners zoned as commercial, as well as another gas station in construction at the intersection. Sunesara noted that QT relies on the retail portion for their gas stations, and there are already several gas stations in close proximity to this property.

Shakil Presla, 1125 Westinghouse Rd., approached the podium to address the Commission and established that he owns the gas station under construction at the intersection of Blue Ridge Drive and Westinghouse Road. Presla noted that this property is next to a warehouse and distribution center and believes that would be a good use for the area.

Shakeel B., 940 Westinghouse Rd., approached the podium to address the Commission and noted that he is in opposition to the zoning case, specifically their desire to place fuel sales on the property. Shakeel noted that this would conflict with existing commercial uses in the area, and he would like to see more variety of retail. He also commented that there are several other properties on Westinghouse that are zoned C-3.

Samis Maredia, 5510 N Mays St., approached the podium to address the Commission and established that he objects to the proposed rezoning due to their intention to construct a gas station on the property. Maredia noted that the C-3 district is intended to provide commercial and retail activities for the entire community and its visitors and is appropriate along highways. Maredia believes the requested zoning is inappropriate for this property since it is a smaller scale retail business and off of a collector level road. Samis also references several denied requests for fuel sales in the past, including 2022-5-SUP, 2022-6-SUP, as well as a rezone request for Lakeway Commercial (2021-27-REZ).

Chair Dickey closed the public hearing.

Moved by Stephen F Dickey; seconded by Michael L Price to Deny the zoning to C-3.

Commissioner Price commented that he would like to see all the public comments and he would not be comfortable approving something with that many comments in opposition without reading them.

Motion Approved: 7- 0
Voting For: Scott A Allen, Chere Heintzmann, Michael L Price, Mike Tiland, Stephen F Dickey, Pierce P Macguire, Michael D Charles
Voting Against: None

2.C 2023-13- REZ - Antioch Georgetown Church

Public Hearing and possible action on a request for a Zoning Map Amendment to rezone 11.22 acres in the Woodruff Stubblefield Survey, Abstract No. 556, from the Agriculture

(AG) zoning district to the Public Facility (PF) zoning district, for the property generally located along CR 102. (2023-13-REZ) -- Cesar Acosta AICP, Neighborhood & Housing Program Manager

Cesar Acosta presented the staff report.

Alternate Charles noted that a church would be permitted in the C-1 and C-3 zoning districts and asked if there is additional flexibility in the requested PF district that makes it more desirable. Acosta established that the PF district is commonly used for civic uses such as churches and worship centers and accurately captures its use.

Chair Dickey asked if there is access from SH 130 to this site. Acosta explained that there is no exit ramp from SH 130 to access the site, and drivers coming from there would need to exit past the site and U-turn.

Commissioner Allen asked how the applicants plan to use the property when it is not Sunday. Andy Comer and Daio Pascarelli, Owner and Applicant, approached the podium to address the Commission and explained that they hope to offer additional worship opportunities with Grace Bible Church during the work week. Commissioner Allen asked if there will be evening activities offered. Comer established that is a possibility. They previously only had a facility able to rent on Sundays for small group activities, and they hope to have more activities during the work week at this facility.

Commissioner Heintzmann asked if they are building a new church or expanding to this property. Comer established that they are expanding. Commissioner Heintzmann asked if they are planning to have staff on residence at this site. Comer established that there will be no staff living on site.

Commissioner Allen asked if the city would require improvements to Lawhon. Acosta explained that traffic impact fees would be calculated at the time of site development plan.

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

Moved by Michael L Price; seconded by Mike Tiland to Approve .
Motion Approved: 7- 0
Voting For: Scott A Allen, Chere Heintzmann, Michael L Price, Mike Tiland, Stephen F Dickey, Pierce P Macguire, Michael D Charles
Voting Against: None

2.D Discussion Items

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

Travis Baird approached the podium to address the Commission and updated Commissioners on recent cases they have heard that have gone to City Council.

No action was taken by the Commission on this item.

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 7, 2023

SUBJECT:
UDC Executive Text Amendment, Fence Height in Old Town

SUGGESTED ACTION:
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

ITEM SUMMARY:
On August 23, 2022, the City Council directed staff to proceed with drafting an emergency amendment to the UDC to revise the maximum allowable height for residential fences within front yards and street side setback in the Old Town Overlay District to match the allowable height for fences located within the same areas as recommended in the adopted Historic District Design Guidelines. The proposed amendment will create consistency in regulations for fences applicable within the Old Town Historic Overlay District.

FINANCIAL IMPACT:
N/A

SUBMITTED BY:
Courtney Hanson, Planning Department

ATTACHMENTS:
Fence Height in Old Town - UDC Text Amendment Presentation.pdf
Sec._8.07.040. Proposed Amendment.pdf

Emergency UDC Text Amendment – Fence Height in Old Town

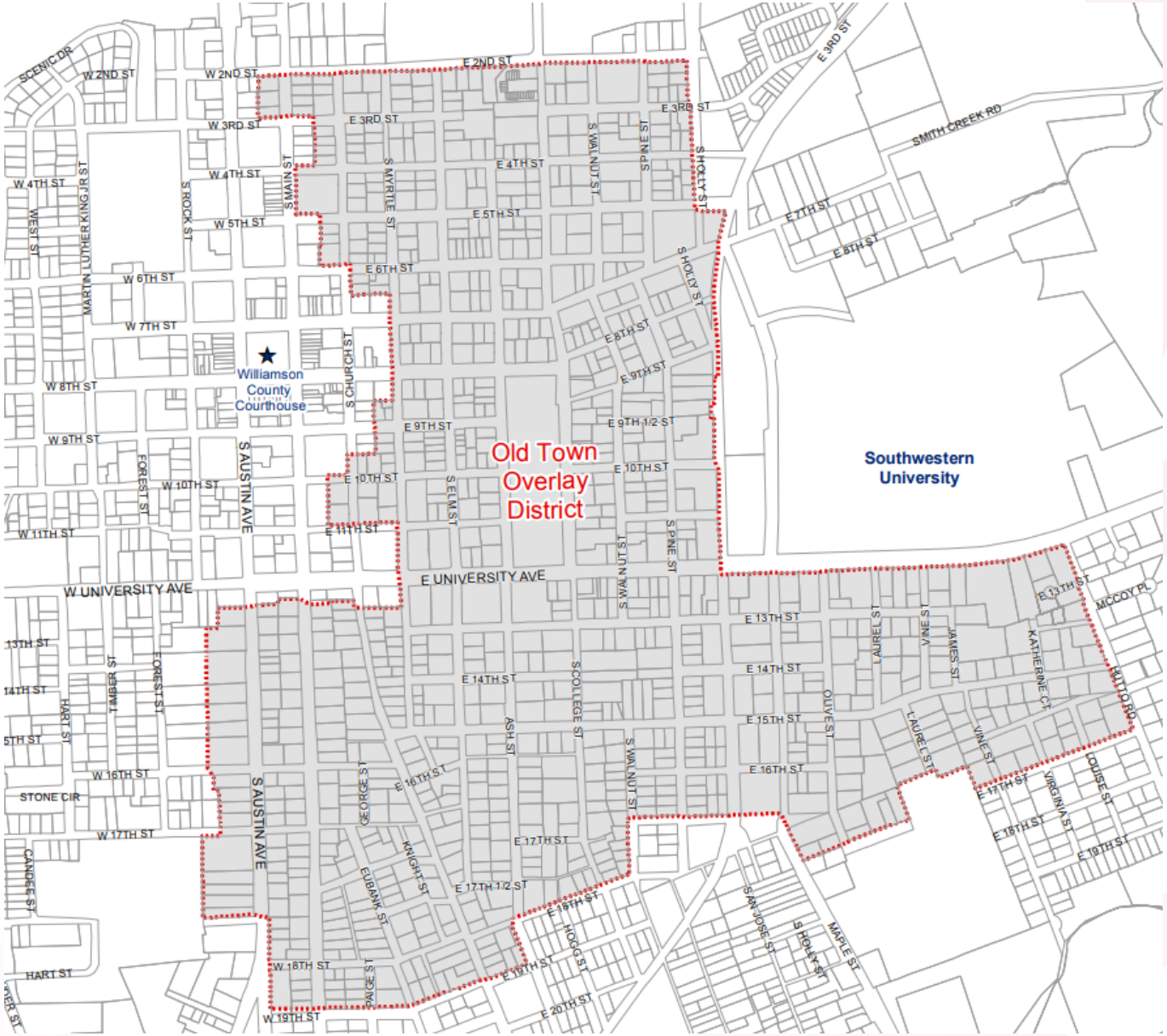
NOVEMBER 7, 2023

GEORGETOWN TEXAS

Item Under Consideration

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 or side setback abutting a local or collector-level street in the Old Town Overlay District

Scope


Old Town
Overlay
District
Southwestern
University
Williamson
County
Courthouse
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W UNIVERSITY AVE
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HART ST
SMITH CREEK RD
E 7TH ST
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MCCOY PL
RAILROAD
S MAIN ST
S ROCK ST
S MYRTLE ST
S WALNUT ST
S PINE ST
S HOLLY ST
S CHURCH ST
S ELM ST
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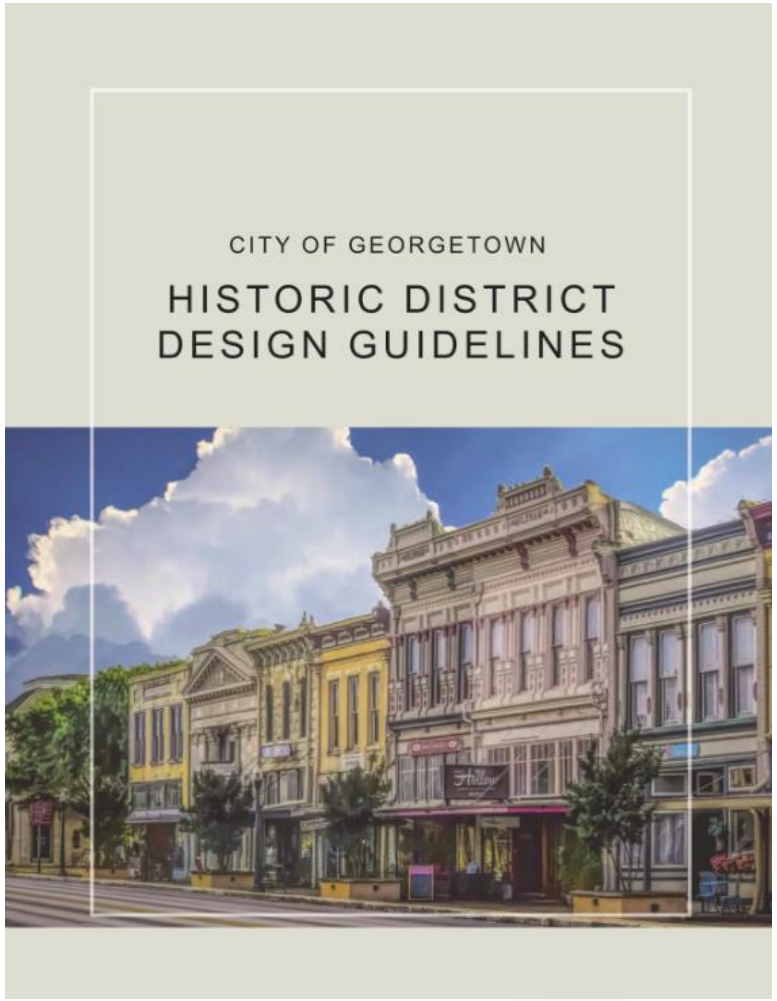
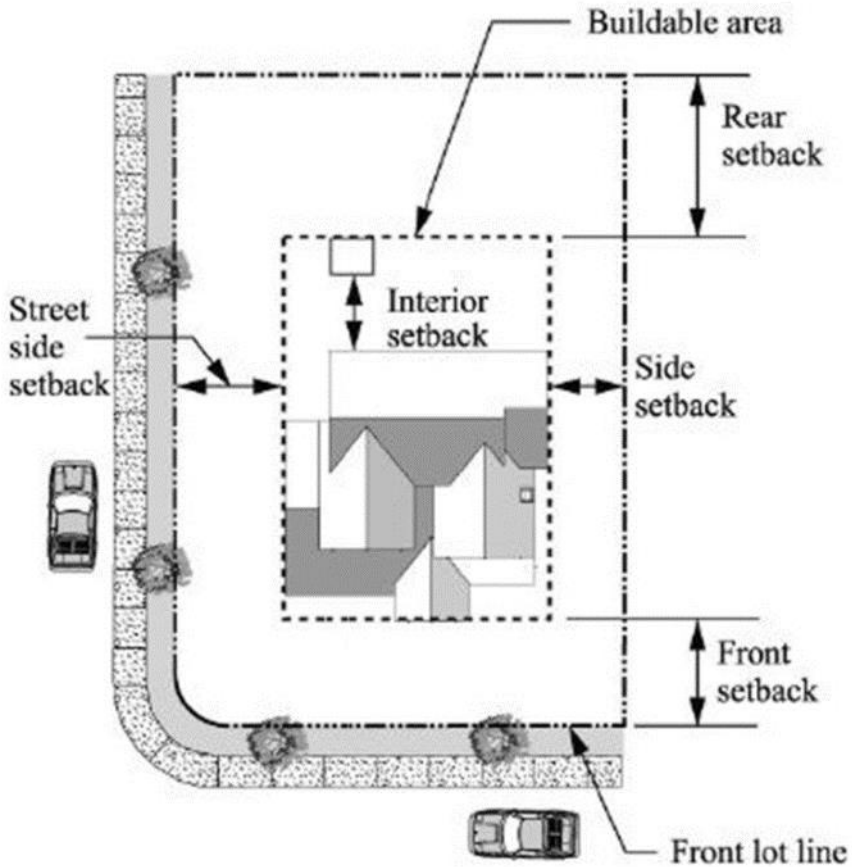
MARTIN LUTHER KING JR ST
WEST ST
FOREST ST
TAMER ST
HART ST
CANDEE ST
GEORGE ST
ASH ST
COLLEGE ST
OLIVE ST
LAUREL ST
VINE ST
JAMES ST
KATHERINE CT
LOUISE ST
VIRGINIA ST
EUBANK ST
KNIGHT ST
HOGG ST
SAN JOSE ST
MAPLE ST
S HOLLY ST

Purpose


CITY OF GEORGETOWN
HISTORIC DISTRICT
DESIGN GUIDELINES






Buildable area
Rear setback
Interior setback
Street side setback
Side setback
Front setback
Front lot line

Purpose

- **UDC Section 8.07.040. Residential Fences**
  - Fences for single-family, two-family and townhome uses are allowed in accordance with the following provisions:

  A. Fences located in a front yard or a side setback abutting a local or collector-level street are allowed with the following limitations:

     1. Fences shall be limited to four feet in height, except in the Old Town Overlay District where height is limited to three feet.
     2. Fences shall be at least 50 percent (50%) transparent. For example, a wrought iron fence or picket fence that has openings the width of the picket.

- **Design Guideline 3.3.G Fences & Retaining Walls**

  a. A fence that defines a front yard should be low to the ground, shall not exceed 4 feet, and be 50% “transparent” in nature.

Amendment

- **UDC Section 8.07.040. Residential Fences**
  - Fences for single-family, two-family and townhome uses are allowed in accordance with the following provisions:

A. Fences located in a front yard or a side setback abutting a local or collector-level street are allowed with the following limitations:

1. Fences shall be limited to four feet in height., ~~except in the Old Town Overlay District where height is limited to three feet.~~
2. Fences shall be at least 50 percent (50%) transparent. For example, a wrought iron fence or picket fence that has openings the width of the picket.

Approval Criteria – UDC Section 3.05.050

Criteria for Code Text Amendment	Complies	Partially Complies	Does Not Comply
The code text amendment promotes the health, safety or general welfare of the City and the safe, orderly, and healthful development of the City;	X		
The code text amendment is consistent with the Comprehensive Plan;	X		
The code text amendment is necessary to address conditions that have changed in the City;	X		

Approval Criteria – UDC Section 3.05.050

Criteria for Code Text Amendment	Complies	Partially Complies	Does Not Comply
The code text amendment would positively or negatively impact the environment or community;	X		
The code text amendment is in conformance with other applicable Sections of the City Code.	X		

UDC Text Amendment Next Steps

✓ 08/23 City Council Meeting

- Resolution for Emergency Amendment to the UDC

✓ 11/07 Planning and Zoning Meeting

- Public Hearing and Recommendation for City Council

❑ 11/28 City Council Meeting

- Public Hearing and First Reading of the Ordinance

❑ 12/12 City Council Meeting

- Second and Final Reading of the Ordinance

Summary

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 or side setback abutting a local or collector-level street in the Old Town Overlay District

Sec. 8.07.040. Residential Fences.

Fences for single-family, two-family and townhome uses are allowed in accordance with the following provisions:

A. Fences located in a front yard or a side setback abutting a local or collector-level street are allowed with the following limitations:

1. Fences shall be limited to four feet in height~~, except in the Old Town Overlay District where height is limited to three feet.~~

2. Fences shall be at least 50 percent (50%) transparent. For example, a wrought iron fence or picket fence that has openings the width of the picket.

3. Chainlink fences are prohibited in these locations.

B. Fences in all other locations are allowed with the following limitations:

1. Fences located in a rear setback abutting a local or collector-level street are allowed with the limitations in this Section, but shall be set back a minimum of ten feet. If seeking to replace an existing fence that would not comply with this setback, the new fence may be constructed in the existing location, unless located in a right-of-way or in conflict with utilities, sight triangle, etc.

2. Fences shall be limited to six feet in height, but may be increased to a maximum of eight feet in height in the following circumstances:

a. If the adjacent use is non-residential, in which case only a fence on the property line abutting the non-residential use may be allowed the increase in height.

b. If the fence is located in the rear yard not adjacent to a street right-of-way and has the consent of both property owners.

c. If the fence is more than fifty percent (50%) transparent overall or one hundred percent (100%) transparent above six feet.

d. If the fence is placed is in a location where the topography of the land dictates the need for additional height for privacy, at the discretion of the Building Official.

e. If the fence is adjacent to a roadway where the right-of-way width is greater than 120 feet.

f. Reserved.

g. For fences that would not meet the above circumstances, the Director may consider a request for an Administrative Exception, as described in Section 8.07.080.

3. Fences directly abutting public alleys shall be limited to five feet in height.

C. Barbed wire fences are not allowed on lots of less than two acres.

D. Sports fencing is allowed only in rear yards and set back from all property lines at a distance that is multiplied by one and one-half times the height of the sports fence. The sports fence shall be a maximum height of 15 feet.

E. For fences that would not meet the above circumstances, the Director or Building Official may consider a request for an Administrative Exception, as described in Section 8.07.080.

(Ord. No. 2015-48, § 2(Exh. A), 9-22-2015)

City of Georgetown, Texas
Planning and Zoning Commission
November 7, 2023

SUBJECT:
2023-10-SUP - Riverplace East Multifamily Development

SUGGESTED ACTION:
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

ITEM SUMMARY:
Overview of Applicant's Request:
The applicant intends to construct an attached multi-family development with landscaped community space on the interior of the lot. A total of 14 units are proposed, of which 11 units will include one bedroom and 3 units will include two bedrooms.

The project will utilize existing driveways; therefore, no additional access is proposed to the site within his application. An additional parking area located within the interior of the lot behind the proposed buildings is proposed with 13 parking spaces as well as three 2-car garages located within Building 5 on the northeast end of the site.

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 4 of the 4 criteria established in UDC Section 3.06.030 for a Special Use Permit and meets 4 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 (*22* notices mailed), a legal notice advertising the public hearing was placed in the Sun Newspaper (October 22, 2023) and 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:
2023-10-SUP Staff Report.pdf
2023-10-SUP Presentation.pdf
Exhibit 1 - Location Map.pdf
Exhibit 2 - Future Land Use Map.pdf
Exhibit 3 - Zoning Map.pdf
Exhibit 4 - Letter of Intent.pdf
Exhibit 5 - Concept Plan.pdf

Planning and Zoning Commission
Planning Department Staff Report

Report Date: November 3, 2023
Case No: 2023-10-SUP
Project Planner: Maddison O'Kelley, Preservation and Redevelopment Manager

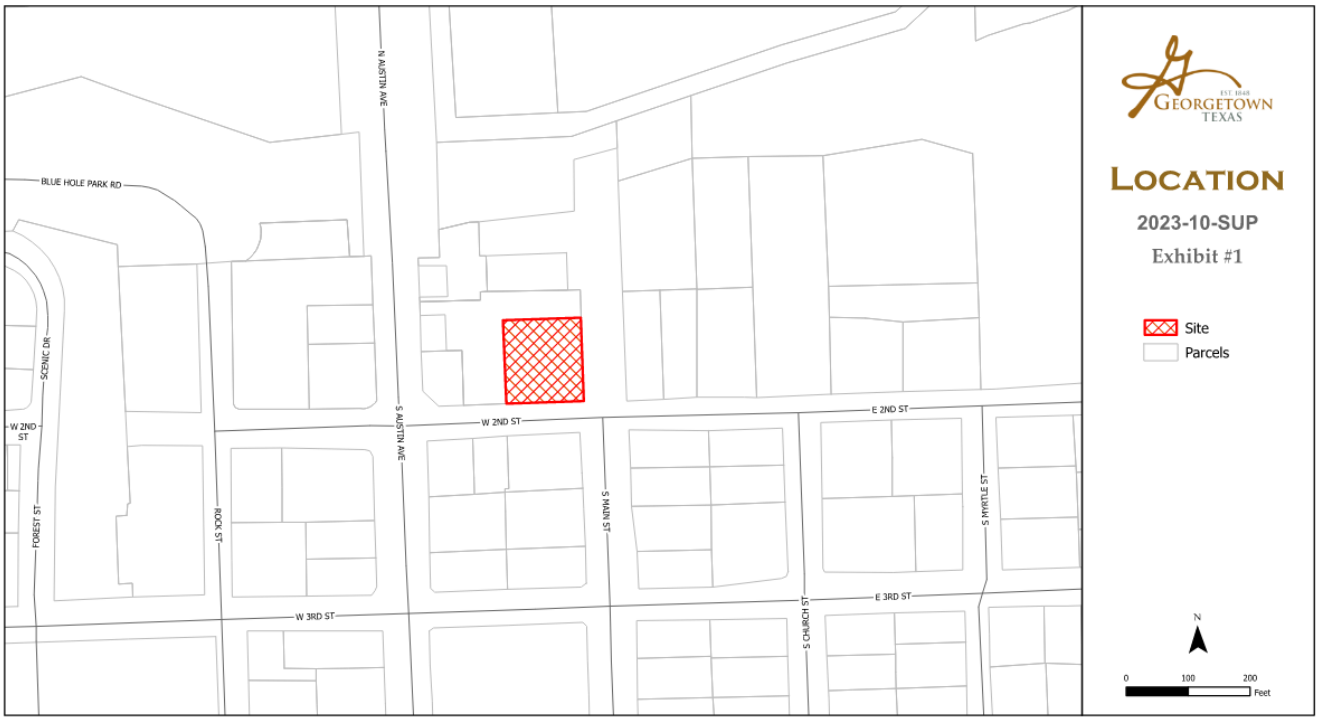
Item Details

Project Name: Riverplace East Multifamily Development
Project Location: 109 W. 2nd Street Unit #4, within City Council district No. 6.
Total Acreage: 1.295 Acres
Legal Description: River Place Condo, Building 1, Unit 4, 31.75% Common Area Interest

Applicant: Bradley Bertrand, c/o Mustard Design
Representative: Bradley Bertrand, c/o Mustard Design
Property Owner: Sam Pfiester, c/o Waapf Properties

Request: Special Use Permit (SUP) for Multifamily, Attached Dwelling Units within the Mixed-Use Downtown (MU-DT) Zoning District.

Case History: This is the first public hearing of this request.



Overview of Applicant's Request

The applicant intends to construct an attached multi-family development with landscaped community space on the interior of the lot. A total of 14 units are proposed, of which 11 units will include one bedroom and 3 units will include two bedrooms.

The project will utilize existing driveways; therefore, no additional access is proposed to the site within his application. An additional parking area located within the interior of the lot behind the proposed buildings is proposed with 13 parking spaces as well as three 2-car garages located within Building 5 on the northeast end of the site.

Site Information

Location:
The property is located at 109 W. 2nd Street within the River Place development, east of the intersection of S. Austin Avenue and W. 2nd Street. The subject property is approximately 250 feet south of the San Gabriel River and approximately 650 west of VFW Park and is located within the Downtown Historic District.

Physical and Natural Features:
The property is currently unimproved with vegetation along W. 2nd Street (trees, shrubs, etc.) The property has multiple existing trees.

Future Land Use and Zoning Designations:
The subject property has a Special Area Future Land Use designation and is currently zoned Mixed-Use Downtown (MU-DT). The property is located within the Downtown Historic Overlay district (Area 2). The property does not fall within any gateway overlay districts.

Surrounding Properties:
The property is located within an established historic district. Several single-family properties improved with historic homes lie to the east and south of the subject property as well as a law office across W. 2nd Street. The property to the north and west of the subject site is a part of the River Place development and is partially improved with parking areas and a mixed-use building.

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	Mixed Use Downtown (MU-DT)	Special Area	Unimproved, surface parking lot
East	Residential Single-Family (RS)	Mixed-Density Neighborhood (MDN)	Unimproved right-of-way
South	Residential Single-Family (RS)	Mixed-Density Neighborhood (MDN)	Single-Family Residential, Office
West	Mixed Use Downtown (MU-DT)	Special Area	Unimproved, surface parking lot



Property History:
The present MU-DT zoning was adopted in 2000 under ordinance 2000-27. The subject property was previously improved with a single-family residence that was demolished in 2014 and has since remained unimproved. The property is a part of a condo development within the Riverplace Georgetown Subdivision. The Riverplace Development has been partially constructed through phasing with a multi-use building and parking areas.

Comprehensive Plan Guidance

Future Land Use Map:
Special Area (SA)
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 Ratio: Development Specific

Primary Use: Mixed-use (high-density residential and retail)

Secondary Uses: Medium-density residential, office, commercial, recreational, and civic uses

LU.5 Identify potential opportunities and selectively target, plan, and promote development/reuse initiatives.

- Redevelopment is the clearing of land and construction of new buildings, the conversion of existing buildings to a different use, or a combination of the two. Redevelopment in target areas

is encouraged in a variety of ways including: small area planning, intentional infrastructure investment, and/ or specialized development standards.
- Reuse is the process of utilizing an existing building for a purpose other than which it was originally built or designed. Opportunities may include areas in need of additional infrastructure improvements, or target areas.
- Development and reuse initiatives may be promoted through:
    - Small area plans;
    - Financial incentives; and/or
    - Public-private partnerships

LU.6 Continue to promote diversification of uses while strengthening the historic character and supporting the existing historic neighborhoods

- Maintaining the small town charm of Georgetown is a theme and desire identified by the public as part of this Update. The historic character of Downtown and Old Town is a key component of preserving and strengthening the small-town charm. Growth and redevelopment in these neighborhoods is compatible with their historic character.
- Uses appropriate in historic neighborhoods may include commercial and other neighborhood supporting development built at a scale and intensity that complements the character of neighborhoods identified as historic resources.
- Implementation of the Downtown Master Plan.
- Utilizing a small area plan approach to the planning of the transition zones identified on the periphery of the downtown overlay district.

Other Master Plans:

Downtown Master Plan Guidance

The property falls within the North Character Area within the Downtown Master Plan. This area is envisioned as a new "urban village," where a mix of moderately higher density single family and multifamily infill housing should be promoted.

The property also falls within the Austin Avenue North Opportunity Area. This area also has a lot of opportunity for infill residential uses that could complement downtown businesses and help activate the downtown core. Residential uses would also help create a transition into the North Old Town residential area.

The Downtown Master Plan Development Strategy also calls for context-sensitive infill projects on the edge of Downtown near the established residential areas, such as the subject property's proximity to the northern Old Town neighborhood. It's recommended that residential functions will be most appropriate in these areas, to serve as a transition into the residential context.

Utilities

The subject property is located within the City's service area for water, wastewater, and 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 Site Development Plan to determine capacity and any necessary utility improvements.

Transportation

W. 2nd Street is considered to be a collector level road. These streets are intended to balance traffic between arterial streets and local streets. Collectors tend to carry a high volume of traffic over shorter distances, providing access and movement between neighborhoods, parks, schools, retail areas and the arterial street system.

Zoning district

Mixed Use Downtown (MU-DT)
The Mixed Use Downtown (MU-DT) zoning district is intended to provide a location for a mix of land uses including general commercial and retail activities, office as well as single-family and multi-family in the downtown area. Developments in the MU-DT District are typically smaller in size and scope although there may be occasionally heavy traffic. The Mixed Use Downtown District is only appropriate in the traditional downtown area of Georgetown. Properties in MU-DT shall meet the design requirements of the Downtown Overlay District, and Downtown and Old Town Design Guidelines.

Permitted uses in this district include, but are not limited to inn, restaurant, personal services, single-family detached, parking lot, and banking and financial services. Other uses such as bed and breakfast, general office, upper-story residential, and daycare are permitted subject to specific design limitations to ensure compatibility with the surrounding properties. Certain land uses including hotel, theatre, medical or dental clinic, assisted living, multi-family attached, and community center uses may be permitted subject to approval of a Special Use Permit (SUP).

Special Use Permits allow for City Council approval of uses with unique or widely varying operating characteristics or unusual site development features, subject to the terms and conditions set forth in this Code. Special Use Permits may be issued only for uses that are generally compatible with other uses permitted in a zoning district, but that require individual review of their location, design, intensity, etc.

The Multifamily, Attached Dwelling Units land use is defined in the UDC as three or more dwelling units located on a single lot or parcel, with each dwelling unit located in a structure containing three or more dwelling units. This term includes, but is not limited to, triplexes, quadraplexes, and apartments.

The Multifamily, Attached Dwelling Units that are authorized by a special use permit in the MU-DT zoning district are subject to the following limitations:

1. The location and context of the attached multifamily development shall be secondary and supportive to established surrounding commercial uses, helping to facilitate an active, pedestrian friendly environment where the mixture of uses enables people to live, work, play, and shop.
2. Front setbacks shall be in conformance with the front setback of the district in which the attached multifamily development is proposed.
3. Building height shall be in conformance with the building height of the district in which the attached multifamily development is proposed.
4. A minimum building separation of 15 feet shall be provided between all buildings on the site.
5. Attached multifamily development in all districts must also meet the building design standards

of Section 7.03, the lighting design standards of Section 7.04, and the non-residential landscape requirements of Section 8.04.

6. Attached multifamily development in all districts must also meet the common amenity area requirements of Section 6.06.020 and the parkland dedication requirements of Section 13.08.

In addition to the requirements referenced above, when reviewing the conceptual site, the City Council may consider and add conditions provided the requirements of the zoning district are not exceeded, to the Special Use Permit, including but not limited to the following:

1. Location of the development;
2. Amount of lot frontage along a commercial corridor;
3. Dwelling units per acre (maximum 24);
4. Maximum building heights;
5. Dwelling units per structure;
6. Type and number of amenities;
7. Accessory structures;
8. Ingress and egress locations; and
9. Landscape buffers.

Intergovernmental and Interdepartmental Review

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

Approval Criteria

Staff has reviewed the request and determined that the proposed request complies with the criteria established in UDC Section 3.07.030.C for a Special Use Permit, as outlined below:

SPECIAL USE PERMIT (SUP) APPROVAL CRITERIA	
1. The proposed special use is not detrimental to the health, welfare, and safety of the surrounding neighborhood or its occupants.	**Complies**
The proposed development does not appear to be detrimental to the health, welfare, or safety of the surrounding neighborhood or its occupants. The site will primarily gain access from the driveway located on W. 2nd Street from traffic travelling on Austin Avenue, a Major Arterial, instead of creating a demand for traffic to travel through the residential areas in Old Town. The overall height of 25'-6" for each building provides a reasonable transition of development intensity between the residential structures in the immediate vicinity and the downtown overlay. The overall character of the development inclusive of height, setbacks, and impervious cover meets the standards of the MU-DT district and allows for the protection of the health, welfare and safety of surrounding properties.	
2. The proposed conceptual site layout, circulation plan, and design are harmonious with the character of the surrounding area.	**Complies**

SPECIAL USE PERMIT (SUP) APPROVAL CRITERIA	
The proposed site layout and concept plan is harmonious with the character of the surrounding area. Each building within the development will not exceed 2 stories (25'-6") which is in keeping with the low-density and historic residential character to the east and south. Adequate circulation and access is provided to the site and the proposed parking is located at the rear of the development within the interior of the lot, allowing for the proposed units to buffer parking areas and the right-of-way, as is recommended in the MU-DT district. Furthermore, the buildings will be subject to review and approval by the Historic and Architectural Review Commission for compatibility with the character of the existing area.	
3. The proposed use does not negatively impact existing uses in the area and in the City through impacts on public infrastructure such as roads, parking facilities, and water and sewer systems and on public services such as police and fire protection and solid waste collection and the ability of existing infrastructure and services to adequately provide services.	**Complies**
The proposed special use will not be detrimental to the health or safety of the area or its occupants. Infill development allows for the use of existing infrastructure and there does not appear to be any indication the proposed use will exceed that capacity available for public infrastructure at the site. Traffic demand generated by the proposed use will generally flow from S. Austin Avenue, the Major Arterial that is closest to the site, to access the property from W. 2nd Street without the need to travel through the adjacent residential neighborhoods to access the site. Furthermore, the development is located in an area with strong pedestrian linkages to the core of downtown and can reasonably allow for its occupants to take some daily trips by walking to nearby businesses.	
4. The proposed use does not negatively impact existing uses in the area and in the City through the creation of noise, glare, fumes, dust, smoke, vibration, fire hazard or other injurious or noxious impact.	**Complies**
The proposed special use does not negatively impact existing uses in the area through the creation of hazardous or noxious impacts and the rest of the property will meet or exceed the standards of the UDC that prevent and mitigate these types of harmful impacts through enforcement of the City's nuisance and safety standards such as the adopted Fire Code, Noise and Light Ordinances, and traffic requirements of UDC section 12.	

Additionally, staff has reviewed the proposed rezoning request and has found that it complies with 1, partially complies with 4 and partially complies with 1 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**

ZONING MAP AMENDMENT (REZONING) APPROVAL CRITERIA	
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**

The proposed Special Use is consistent with the Comprehensive Plan. The subject property is within the Special Area (SA) future land use designation, which encourages high- and medium-density residential construction to support the various retail and service uses in downtown.

The Special Area places emphasis on building design, landscaping and the inclusion of green spaces such as the proposed interior landscaped are for residents. By locating buildings at the property line with parking provided on the interior of the lot, the design reinforces the pedestrian character of the area.

The proposed development is consistent with the following land use policies adopted in the Comprehensive Plan:

LU.6 Continue to promote diversification of uses while strengthening the historic character and supporting the existing historic neighborhoods

- Maintaining the small town charm of Georgetown is a theme and desire identified by the public as part of this Update. The historic character of Downtown and Old Town is a key component of preserving and strengthening the small-town charm. Growth and redevelopment in these neighborhoods is compatible with their historic character.
- Uses appropriate in historic neighborhoods may include commercial and other neighborhood supporting development built at a scale and intensity that complements the character of neighborhoods identified as historic resources.
- Implementation of the Downtown Master Plan.

The proposed development aligns with several recommendations adopted in the Downtown Master Plan development strategy. The north end of the Downtown Overlay, just south of the Austin Avenue Bridge, is encouraged to develop as an "urban village" inclusive of medium-density residential development that can support the nearby businesses and provide a transition between the abutting historic residential neighborhoods and commercial property within downtown.

3. The zoning change promotes the health, safety or general welfare of the City and the safe orderly, and healthful development of the City.	**Complies**

The proposed special use will not be detrimental to the health or safety of the area or its occupants. The proposed buildings will be 2-story in height in keeping with other buildings in the area and the location of the parking areas behind the building allow for maintaining the vibrancy of the existing pedestrian character in the neighborhood.

Furthermore, the UDC outlines additional limitations for multifamily uses approved through the special use permit process, thereby allowing the City Council to place certain conditions on the concept layout to achieve a design that promotes orderly and healthful development on the site.

ZONING MAP AMENDMENT (REZONING) APPROVAL CRITERIA	
4. The zoning change is compatible with the present zoning and conforming uses of nearby property and with the character of the neighborhood.	**Complies**
The proposed Attached Multifamily use will be compatible with the surrounding zoning and conforming uses of the neighborhood as presented. The property is located within a transitional area between the north Old Town residential neighborhoods and the Downtown core. The proposed 2-story multifamily development is appropriate within the context of the adjacent residences and can prevent the proliferation of incompatible commercial uses abutting an established neighborhood. Furthermore, the MU-DT zoning district is intended to provide a location for a mix of land uses including multi-family in the downtown area. The development standards adopted for the MU-DT district are met with the proposed concept layout.	
5. The property to be rezoned is suitable for uses permitted by the District that would be applied by the proposed amendment.	**Partially Complies**
The subject property does not have any unique features that will inhibit the proposed special use. The site has adequate surface area and street frontage to support the proposed special use and is in an established area with existing utilities. The proposed design includes the minimum number of required off-street parking spaces on the site as required by the UDC. The proposed development does not meet UDC Section 5.02.020.E.e related to the Multifamily, Attached land use limitations which states: A minimum building separation of 15 feet shall be provided between all buildings on the site. The buildings on the site vary in terms of separation between approximately 8'-10" to 12'-0". The concept plan indicates the minimum building separation standards as required by the International Building Code will be met. The applicant states their intent to pursue an alternative landscape plan in lieu of planting the required street trees due to the building proximity to the W. 2nd Street property line and the existing sidewalk. The alternative landscape plan will be reviewed administratively, and the applicant must demonstrate the aesthetic, buffering, and environmental intent of the landscape requirements within the UDC have been met for approval.	

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 Special Use Permit request (22 notices), a legal notice advertising the public hearing was placed in the Sun Newspaper (October 22, 2023) and 2 signs were posted on-site. To date, staff has received 0 written comments in favor, and 0 in opposition to the request.

Meetings Schedule

November 7, 2023 – Planning and Zoning Commission

November 14, 2023 – City Council First Reading of the Ordinance
November 28, 2023 – City Council Second Reading of the Ordinance

Attachments

Exhibit 1 – Location Map
Exhibit 2 – Future Land Use Map
Exhibit 3 – Zoning Map
Exhibit 4 – Letter of Intent
Exhibit 5 – Conceptual Plan

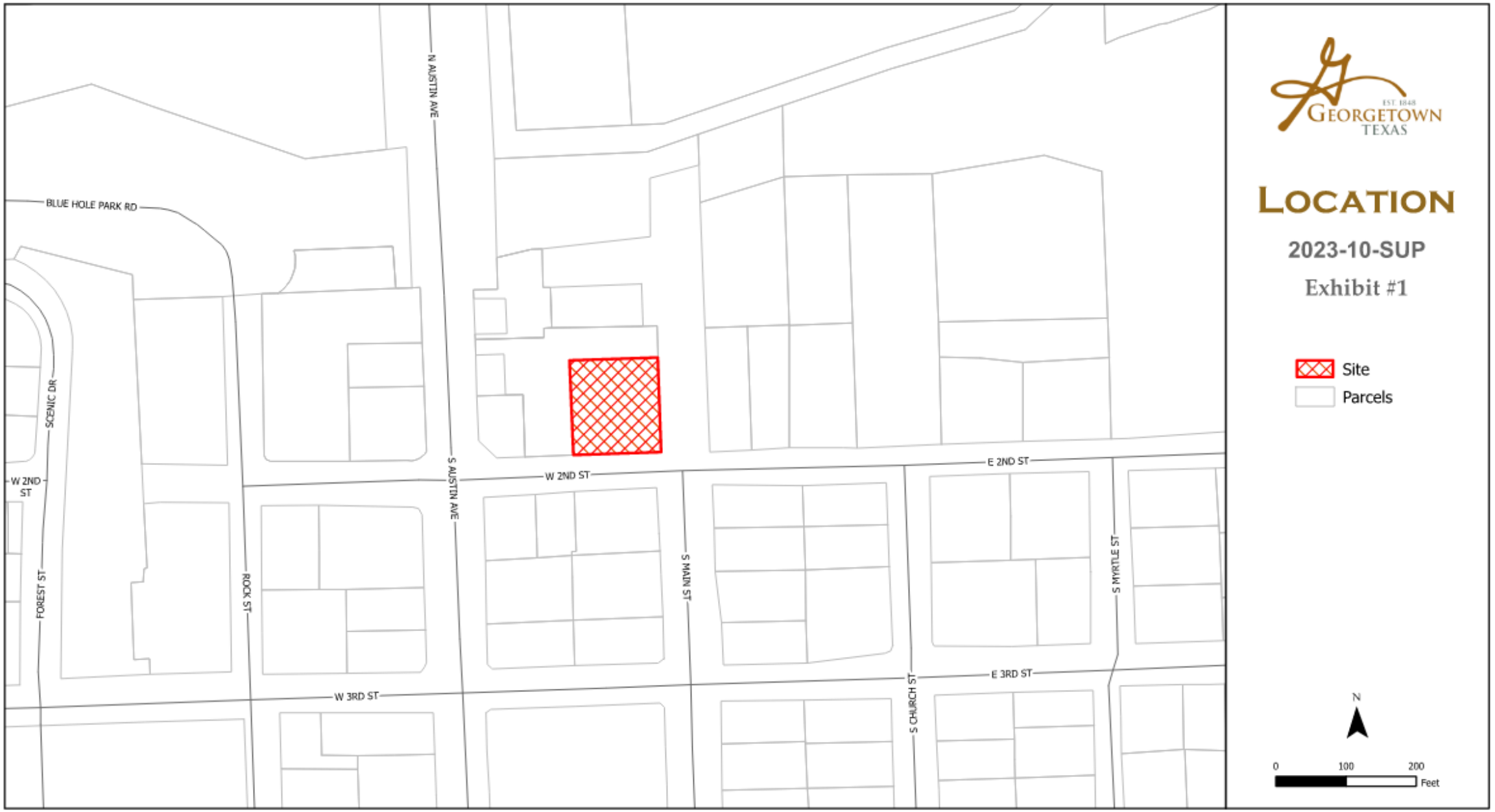
Riverplace East Multi-Family Development 2023-10-SUP

November 7, 2023 | Planning & Zoning Commission

Item Under Consideration

Case 2023-10-SUP

- 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 (2023-10-SUP) - Maddison O'Kelley, Preservation and Redevelopment Manager


N AUSTIN AVE
BLUE HOLE PARK RD
SCENIC DR
W 2ND ST
FOREST ST
ROCK ST
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S MAIN ST
S MYRTLE ST
S CHURCH ST
E 3RD ST
W 3RD ST
EST. 1848
GEORGETOWN
TEXAS
LOCATION
2023-10-SUP
Exhibit #1
Site
Parcels
N
0
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Feet


El Monumento
VFW Park
BLUE HOLE PARK RD
N AUSTIN AVE
S AUSTIN AVE
SCENIC DR
ROCK ST
W 2ND ST
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FOREST ST
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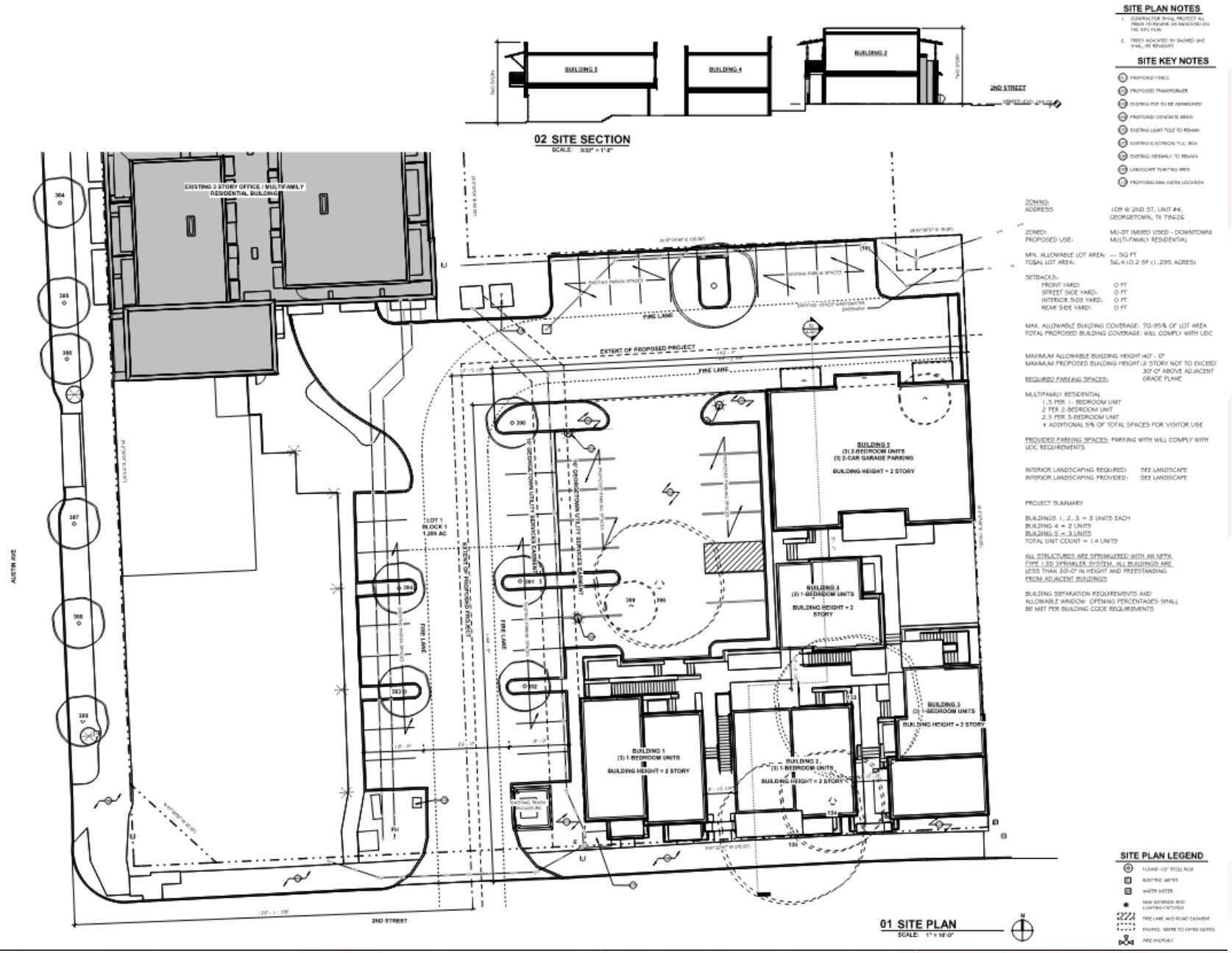
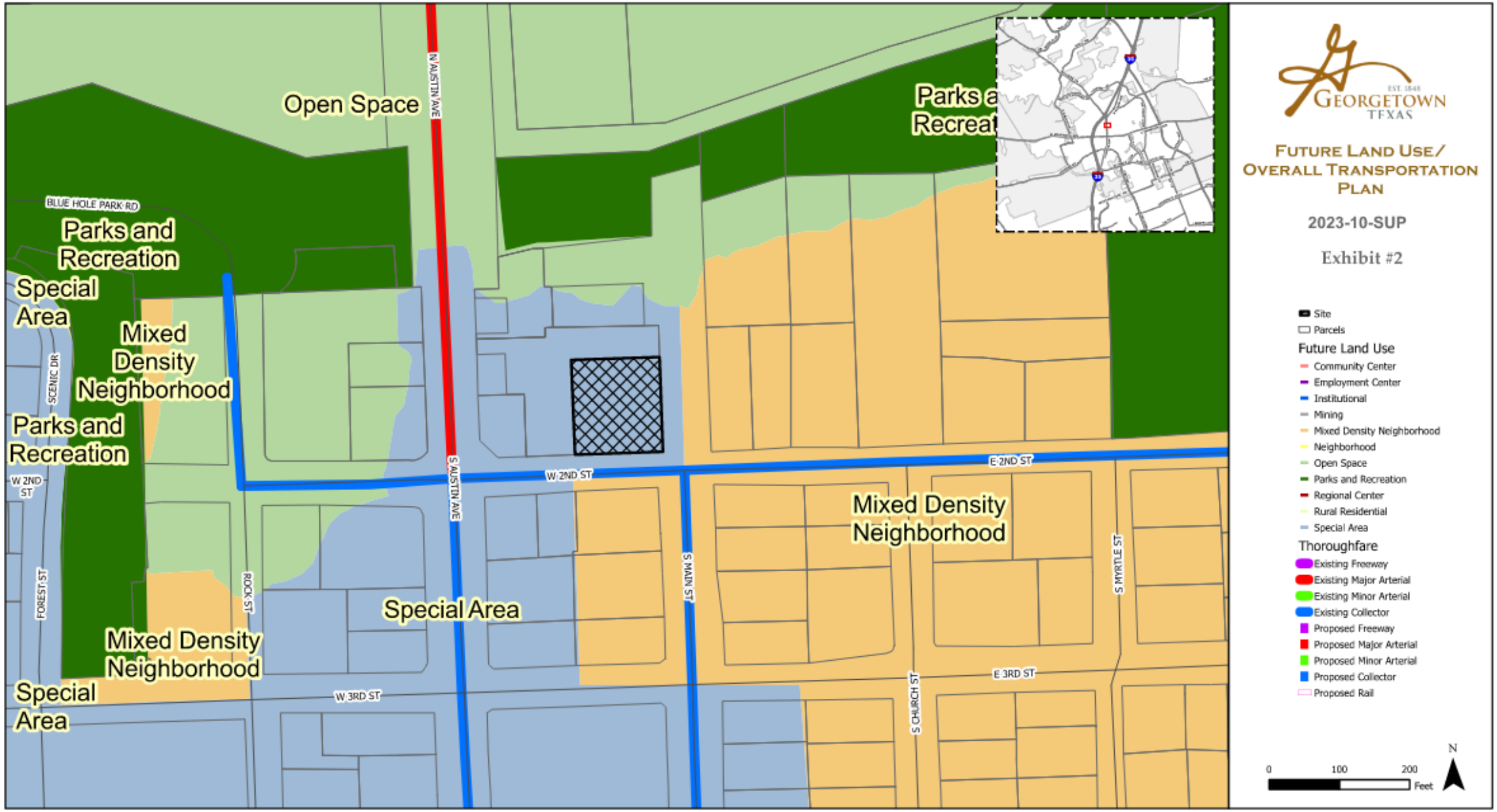

02 SITE SECTION
SCALE: 3/32" = 1'-0"
BUILDING 5
BUILDING 4
BUILDING 2
2ND STREET
SITE PLAN NOTES
SITE KEY NOTES
EXISTING 3 STORY OFFICE / MULTIFAMILY RESIDENTIAL BUILDING
EXTENT OF PROPOSED PROJECT
FIRE LANE
AUSTIN AVE
LOT 1 BLOCK 1 1.295 AC
BUILDING 5
(3) 2-BEDROOM UNITS
(3) 2-CAR GARAGE PARKING
BUILDING HEIGHT = 2 STORY
BUILDING 4
(2) 1-BEDROOM UNITS
BUILDING HEIGHT = 2 STORY
BUILDING 3
(3) 1-BEDROOM UNITS
BUILDING HEIGHT = 2 STORY
BUILDING 1
(3) 1-BEDROOM UNITS
BUILDING HEIGHT = 2 STORY
BUILDING 2
(3) 1-BEDROOM UNITS
BUILDING HEIGHT = 2 STORY
2ND STREET
01 SITE PLAN
SCALE: 1" = 10'-0"
SITE PLAN LEGEND
ZONING:
ADDRESS: 109 W 2ND ST, UNIT #4, GEORGETOWN, TX 78626
ZONED: MU-DT (MIXED USED - DOWNTOWN
PROPOSED USE: MULTI-FAMILY RESIDENTIAL
MIN. ALLOWABLE LOT AREA: --- SQ FT
TOTAL LOT AREA: 56,410.2 SF (1.295 ACRES)
SETBACKS:
FRONT YARD: 0 FT
STREET SIDE YARD: 0 FT
INTERIOR SIDE YARD: 0 FT
REAR SIDE YARD: 0 FT
MAX. ALLOWABLE BUILDING COVERAGE: 70-95% OF LOT AREA
TOTAL PROPOSED BUILDING COVERAGE: WILL COMPLY WITH UDC
MAXIMUM ALLOWABLE BUILDING HEIGHT 40' - 0"
MAXIMUM PROPOSED BUILDING HEIGHT: 2 STORY NOT TO EXCEED 30'-0" ABOVE ADJACENT GRADE PLANE
REQUIRED PARKING SPACES:
MULTIFAMILY RESIDENTIAL
1.5 PER 1- BEDROOM UNIT
2 PER 2-BEDROOM UNIT
2.5 PER 3-BEDROOM UNIT
+ ADDITIONAL 5% OF TOTAL SPACES FOR VISITOR USE
PROVIDED PARKING SPACES: PARKING WITH WILL COMPLY WITH UDC REQUIREMENTS
INTERIOR LANDSCAPING REQUIRED: SEE LANDSCAPE
INTERIOR LANDSCAPING PROVIDED: SEE LANDSCAPE
PROJECT SUMMARY
BUILDINGS 1, 2, 3 = 3 UNITS EACH
BUILDING 4 = 2 UNITS
BUILDING 5 = 3 UNITS
TOTAL UNIT COUNT = 14 UNITS
ALL STRUCTURES ARE SPRINKLERED WITH AN NFPA TYPE 13D SPRINKLER SYSTEM. ALL BUILDINGS ARE LESS THAN 30'-0" IN HEIGHT AND FREESTANDING FROM ADJACENT BUILDINGS
BUILDING SEPARATION REQUIREMENTS AND ALLOWABLE WINDOW OPENING PERCENTAGES SHALL BE MET PER BUILDING CODE REQUIREMENTS


S AUSTIN AVE
W 2ND ST


Open Space
Parks and Recreation
Special Area
Mixed Density Neighborhood
Parks and Recreation
Special Area
Mixed Density Neighborhood
Special Area
Mixed Density Neighborhood
N AUSTIN AVE
S AUSTIN AVE
BLUE HOLE PARK RD
SCENIC DR
FOREST ST
ROCK ST
W 2ND ST
W 3RD ST
E 2ND ST
S MAIN ST
S CHURCH ST
E 3RD ST
S MYRTLE ST
GEORGETOWN TEXAS
FUTURE LAND USE/ OVERALL TRANSPORTATION PLAN
2023-10-SUP
Exhibit #2
Site
Parcels
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
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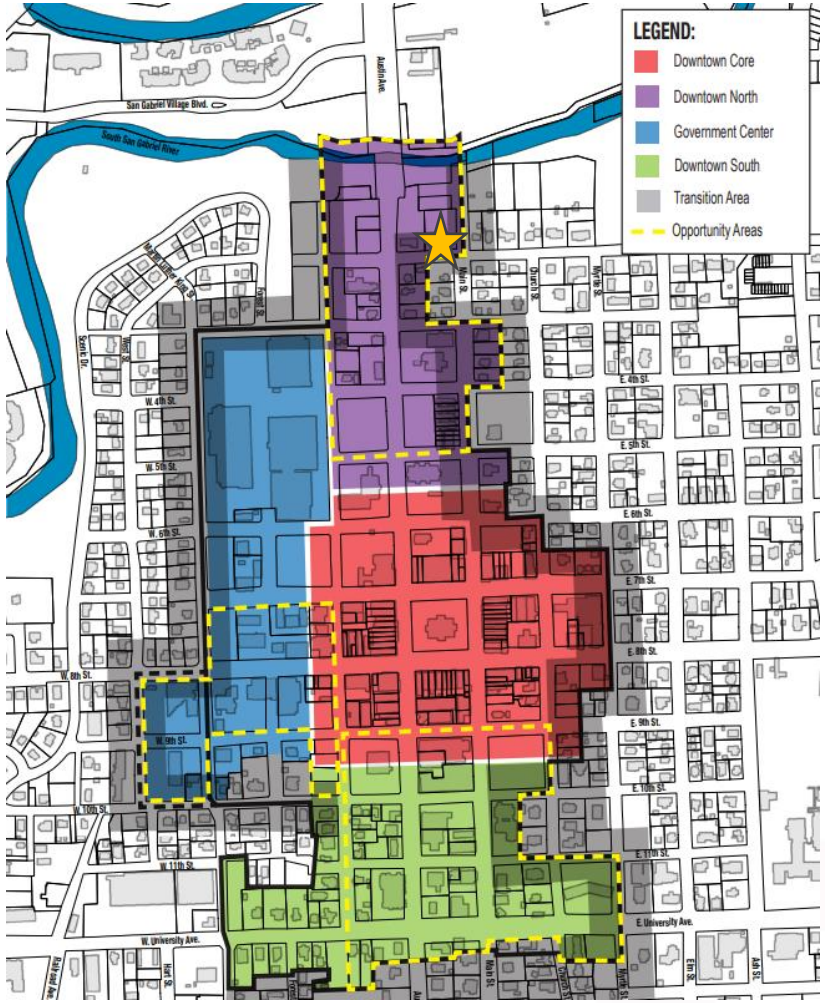
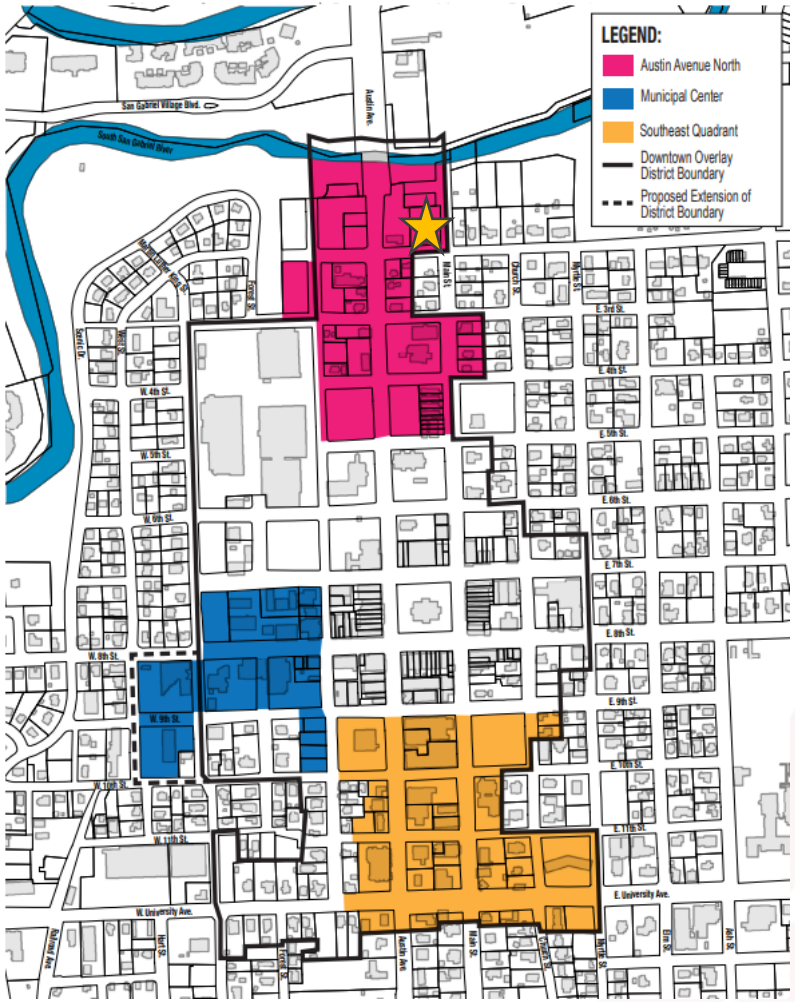
Downtown Master Plan Guidance





Downtown North Character Area

A residentially-focused mixed-use area with housing, offices and other retail venues.

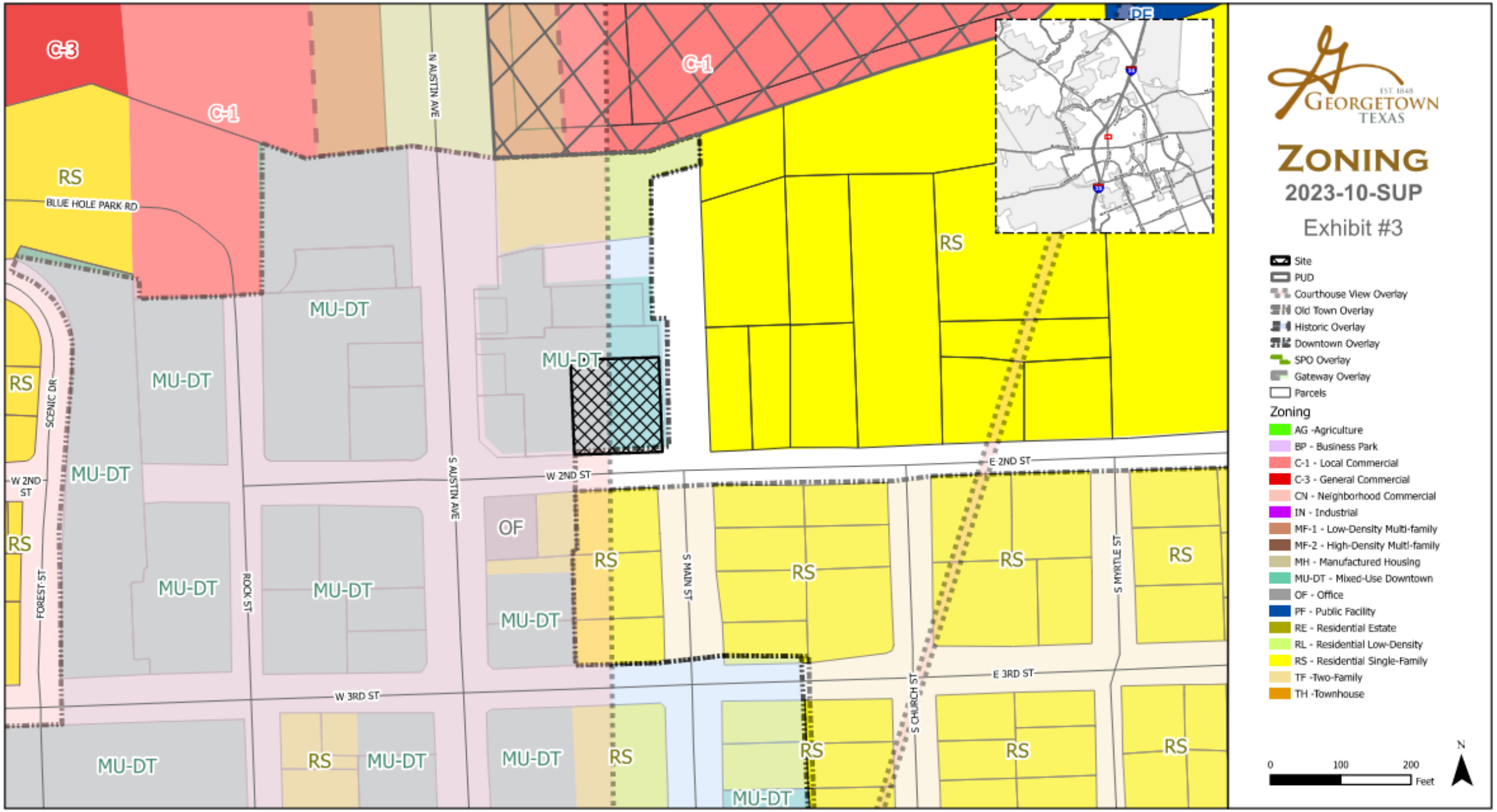
Recommended Projects:

- Multifamily housing
- A mix of moderately higher density single family and multifamily infill housing should be promoted

Austin Avenue North Opportunity Area

Opportunity for infill residential uses that could complement downtown businesses and help activate the downtown core.

Edges to abutting neighborhoods should be considered. Residential functions will be most appropriate, to serve as a transition into the residential context.


C-3
C-1
N AUSTIN AVE
PF
RS
BLUE HOLE PARK RD
MU-DT
SCENIC DR
W 2ND ST
S AUSTIN AVE
E 2ND ST
OF
S MAIN ST
ROCK ST
FOREST ST
S MYRTLE ST
S CHURCH ST
E 3RD ST
W 3RD ST
ZONING
2023-10-SUP
Exhibit #3
Site
PUD
Courthouse View Overlay
Old Town Overlay
Historic Overlay
Downtown Overlay
SPO Overlay
Gateway Overlay
Parcels
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
0
100
200
Feet
N

Special Use Permit (SUP)

- The SUP allows for Planning & Zoning Commission and City Council approval of uses with unique or widely varying operating characteristics or unusual site development features, subject to the terms and conditions set forth in the UDC.
- The SUP also allows for additional restrictions to be placed on the use by the Planning & Zoning Commission and the City Council.
- The **Multifamily, Attached Dwelling Units** land use is defined in the UDC as **three or more dwelling units located on a single lot** or parcel, with each dwelling unit located in a structure containing three or more dwelling units. This term includes, but is not limited to, triplexes, quadraplexes, and apartments.

Approval Criteria – UDC Section 3.07.030

Criteria for SUP	Complies	Partially Complies	Does Not Comply
The proposed special use is not detrimental to the health, welfare, and safety of the surrounding neighborhood or its occupants.	X		
The proposed use does not negatively impact existing uses in the area and in the City through the creation of noise, glare, fumes, dust, smoke, vibration, fire hazard or other injurious or noxious impact.	X		
The proposed use does not negatively impact existing uses in the area and in the City through impacts on public infrastructure such as roads, parking facilities, and water and sewer systems, and on public services such as police and fire protection and solid waste collection and the ability of existing infrastructure and services to adequately provide services.	X		
The proposed conceptual site layout, circulation plan, and design are harmonious with the character of the surrounding area.	X		


BLUE HOLE PARK RD
N AUSTIN AVE
S AUSTIN AVE
SCENIC DR
ROCK ST
W 2ND ST
W 2ND ST
E 2ND ST
FOREST ST
W 3RD ST
S MAIN ST
S CHURCH ST
E 3RD ST
S MYRTLE ST
GEORGETOWN TEXAS
AERIAL
2023-10-SUP
Site
N
0
100
200
Feet

Approval Criteria – UDC Section 3.07.030

Criteria for SUP	Complies	Partially Complies	Does Not Comply
The proposed special use is not detrimental to the health, welfare, and safety of the surrounding neighborhood or its occupants.	X		
The proposed use does not negatively impact existing uses in the area and in the City through the creation of noise, glare, fumes, dust, smoke, vibration, fire hazard or other injurious or noxious impact.	X		
The proposed use does not negatively impact existing uses in the area and in the City through impacts on public infrastructure such as roads, parking facilities, and water and sewer systems, and on public services such as police and fire protection and solid waste collection and the ability of existing infrastructure and services to adequately provide services.	X		
The proposed conceptual site layout, circulation plan, and design are harmonious with the character of the surrounding area.	X		

Approval Criteria – UDC Section 3.06.030

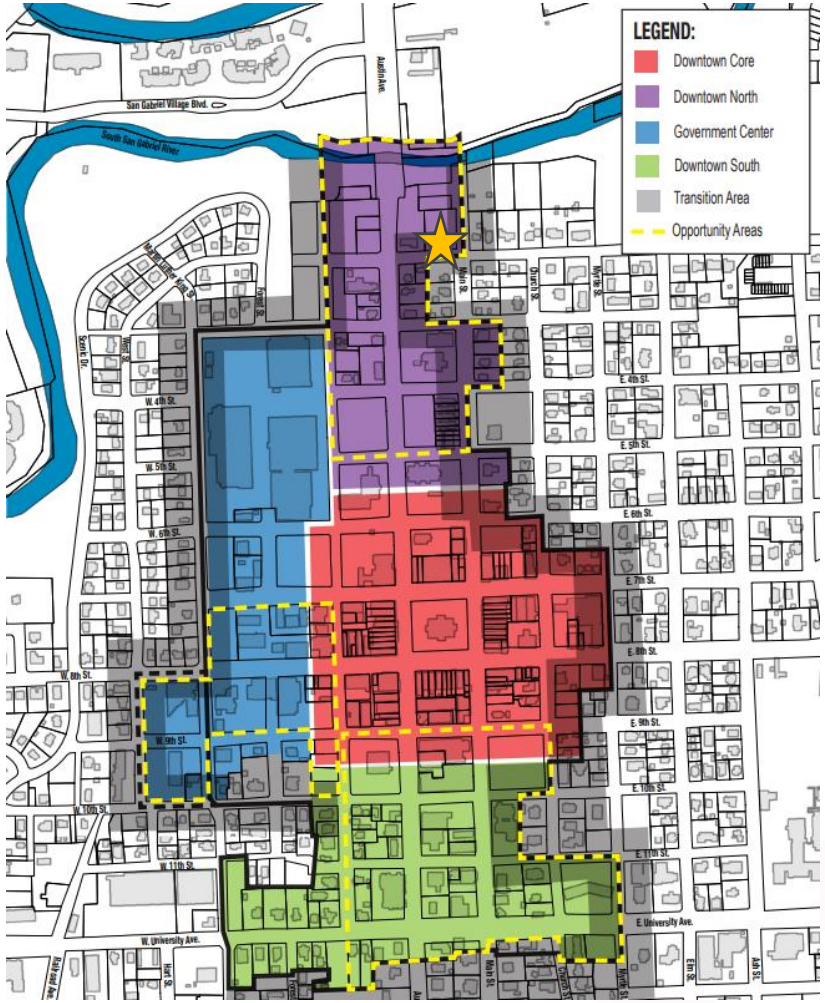
Criteria for Rezoning	Complies	Partially Complies	Does Not Comply
The application is complete and the information contained within the application is sufficient and correct enough to allow adequate review and final action;	X		
The zoning change is consistent with the Comprehensive Plan;	X		
The zoning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

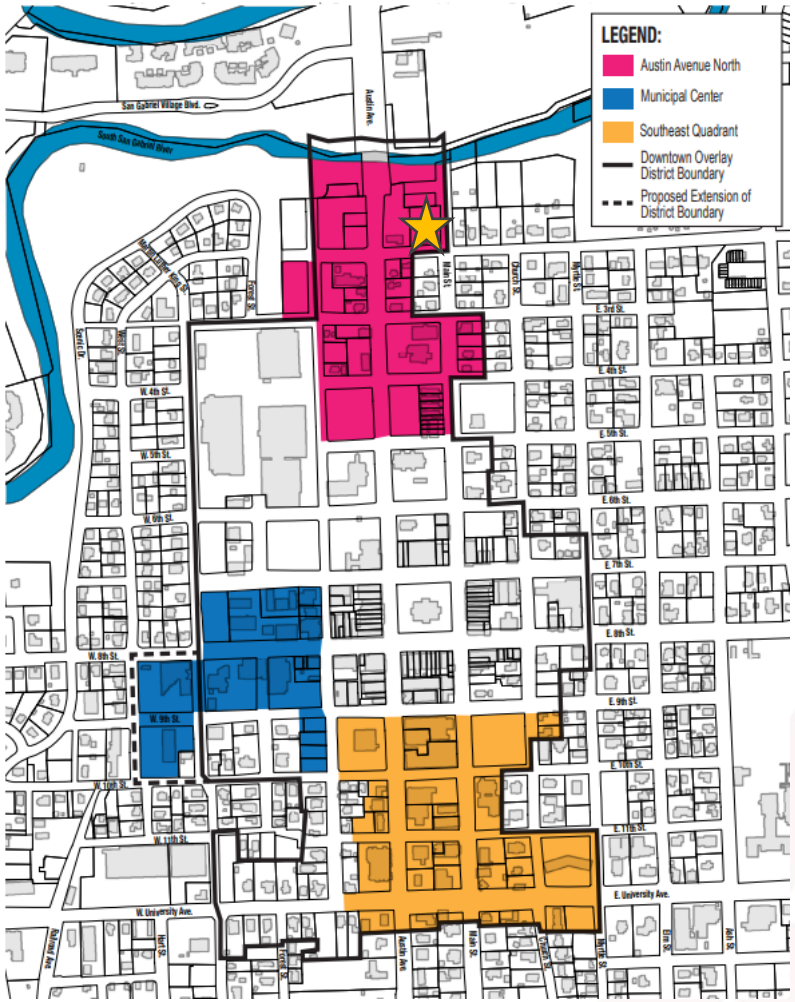
Special Area (SA)

- Unique Destinations that emphasize retail, office, and entertainment uses
- Emphasis on building design, landscaping, public spaces
- Pedestrian oriented places that often include shopping streets, shared parking, and strong links to surrounding areas

- **DUA:** 14 or more
- **Target Ratio:** Development Specific
- **Primary Use:** Mixed-use (high-density residential and retail)
- **Secondary Uses:** Medium-density residential, office, commercial, recreational, and civic uses

Downtown Master Plan Guidance





Downtown North Character Area

A residentially-focused mixed-use area with housing, offices and other retail venues.

Recommended Projects:

- Multifamily housing
- A mix of moderately higher density single family and multifamily infill housing should be promoted

Austin Avenue North Opportunity Area

Opportunity for infill residential uses that could complement downtown businesses and help activate the downtown core.

Edges to abutting neighborhoods should be considered. Residential functions will be most appropriate, to serve as a transition into the residential context.

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		

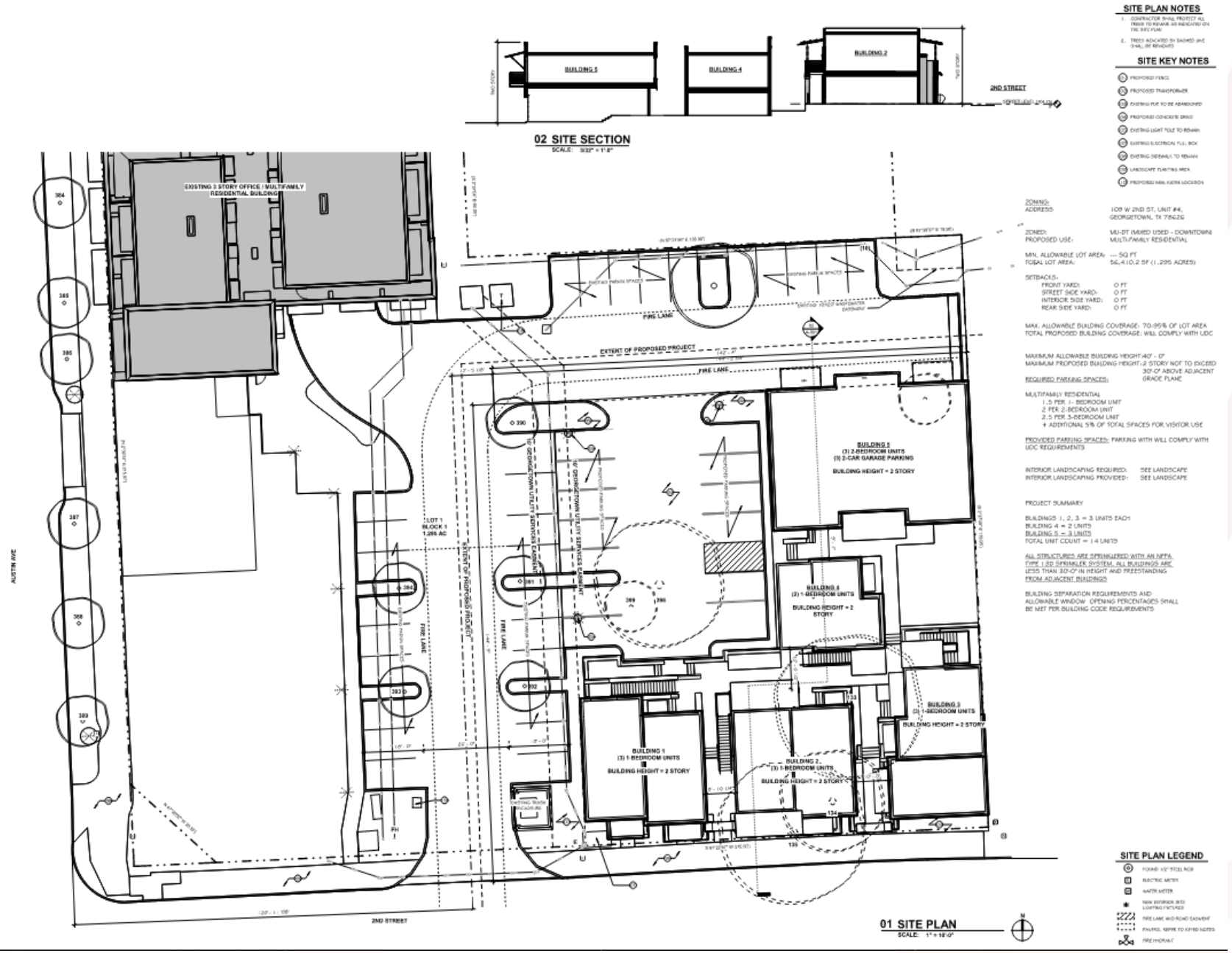
Approval Criteria – UDC Section 3.06.030

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	

Multi-Family Attached Land Use

Limitations

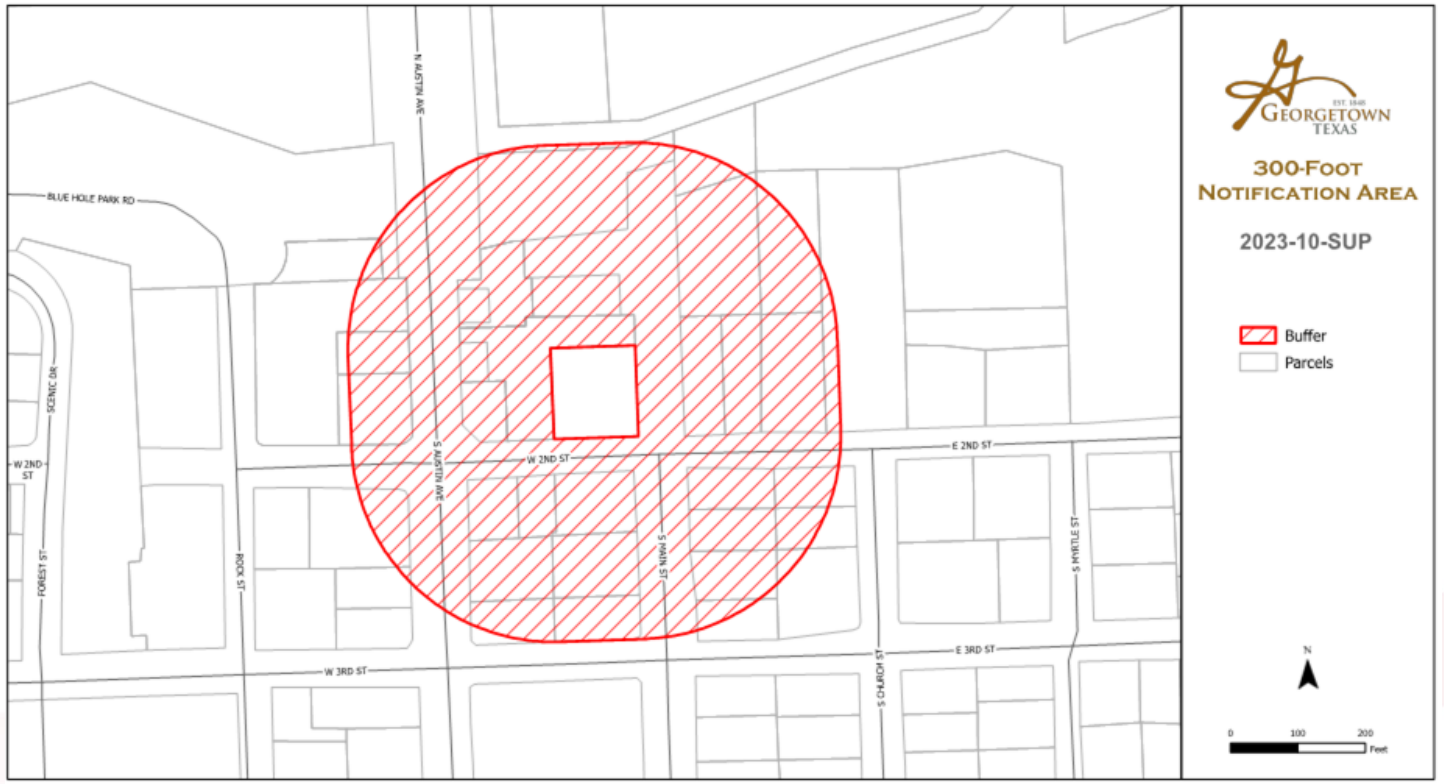
1. The location and context of the attached multifamily development shall be secondary and supportive to established surrounding commercial uses, helping to facilitate an active, pedestrian friendly environment where the mixture of uses enables people to live, work, play, and shop.
2. Front setbacks shall be in conformance with the front setback of the district in which the attached multifamily development is proposed.
3. Building height shall be in conformance with the building height of the district in which the attached multifamily development is proposed.
4. **A minimum building separation of 15 feet shall be provided between all buildings on the site.**
5. Attached multifamily development in all districts must also meet the building design standards of Section 7.03, the lighting design standards of Section 7.04, and the non-residential landscape requirements of Section 8.04.
6. Attached multifamily development in all districts must also meet the common amenity area requirements of Section 6.06.020 and the parkland dedication requirements of Section 13.08.


02 SITE SECTION
SCALE: 3/32" = 1'-0"
BUILDING 5
BUILDING 4
BUILDING 2
2ND STREET
SITE PLAN NOTES
SITE KEY NOTES
EXISTING 3 STORY OFFICE / MULTIFAMILY RESIDENTIAL BUILDING
EXTENT OF PROPOSED PROJECT
FIRE LANE
LOT 1 BLOCK 1 1.295 AC
AUSTIN AVE
2ND STREET
BUILDING 5
(3) 2-BEDROOM UNITS
(3) 2-CAR GARAGE PARKING
BUILDING HEIGHT = 2 STORY
BUILDING 4
(2) 1-BEDROOM UNITS
BUILDING HEIGHT = 2 STORY
BUILDING 3
(3) 1-BEDROOM UNITS
BUILDING HEIGHT = 2 STORY
BUILDING 1
(3) 1-BEDROOM UNITS
BUILDING HEIGHT = 2 STORY
BUILDING 2
(3) 1-BEDROOM UNITS
BUILDING HEIGHT = 2 STORY
ZONING:
ADDRESS: 109 W 2ND ST, UNIT #4, GEORGETOWN, TX 78626
ZONED: MU-DT (MIXED USED - DOWNTOWN
PROPOSED USE: MULTI-FAMILY RESIDENTIAL
MIN. ALLOWABLE LOT AREA: --- SQ FT
TOTAL LOT AREA: 56,410.2 SF (1.295 ACRES)
SETBACKS:
FRONT YARD: 0 FT
STREET SIDE YARD: 0 FT
INTERIOR SIDE YARD: 0 FT
REAR SIDE YARD: 0 FT
MAX. ALLOWABLE BUILDING COVERAGE: 70-95% OF LOT AREA
TOTAL PROPOSED BUILDING COVERAGE: WILL COMPLY WITH UDC
MAXIMUM ALLOWABLE BUILDING HEIGHT 40' - 0"
MAXIMUM PROPOSED BUILDING HEIGHT: 2 STORY NOT TO EXCEED 30'-0" ABOVE ADJACENT GRADE PLANE
REQUIRED PARKING SPACES:
MULTIFAMILY RESIDENTIAL
1.5 PER 1- BEDROOM UNIT
2 PER 2-BEDROOM UNIT
2.5 PER 3-BEDROOM UNIT
+ ADDITIONAL 5% OF TOTAL SPACES FOR VISITOR USE
PROVIDED PARKING SPACES: PARKING WITH WILL COMPLY WITH UDC REQUIREMENTS
INTERIOR LANDSCAPING REQUIRED: SEE LANDSCAPE
INTERIOR LANDSCAPING PROVIDED: SEE LANDSCAPE
PROJECT SUMMARY
BUILDINGS 1, 2, 3 = 3 UNITS EACH
BUILDING 4 = 2 UNITS
BUILDING 5 = 3 UNITS
TOTAL UNIT COUNT = 14 UNITS
ALL STRUCTURES ARE SPRINKLERED WITH AN NFPA TYPE 13D SPRINKLER SYSTEM. ALL BUILDINGS ARE LESS THAN 30'-0" IN HEIGHT AND FREESTANDING FROM ADJACENT BUILDINGS
BUILDING SEPARATION REQUIREMENTS AND ALLOWABLE WINDOW OPENING PERCENTAGES SHALL BE MET PER BUILDING CODE REQUIREMENTS
01 SITE PLAN
SCALE: 1" = 10'-0"
SITE PLAN LEGEND


S AUSTIN AVE
W 2ND ST

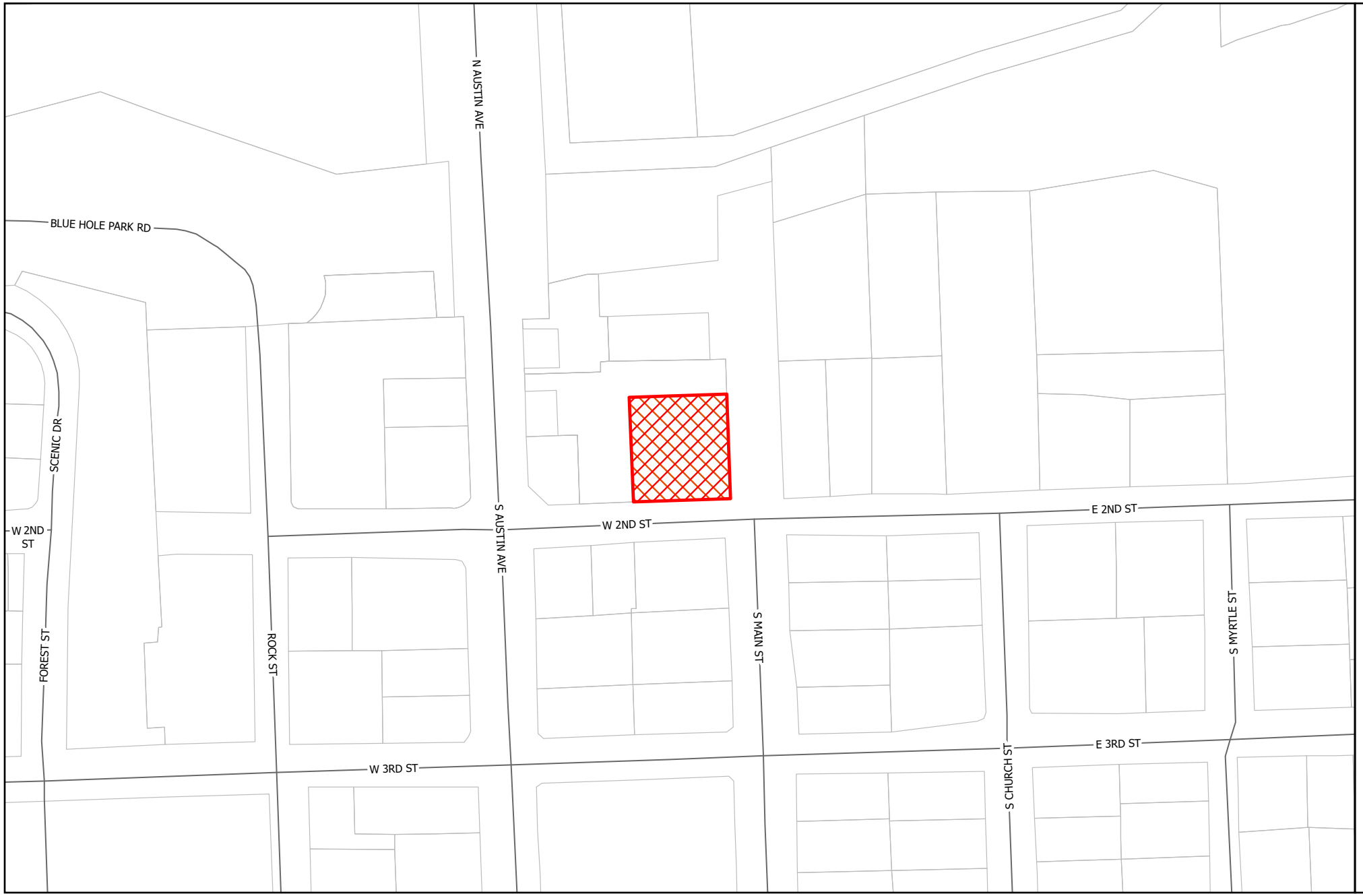
Public Notifications

- 22 property owners within the 300' buffer
- Notice in Sun News on October 22, 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 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
- Per UDC Section 3.07.030, the Planning & Zoning Commission shall hold a Public Hearing and make a recommendation to the City Council.
- The SUP also allows for additional restrictions to be placed on the use by the Planning & Zoning Commission and the City Council.



EST. 1848
GEORGETOWN
TEXAS

LOCATION

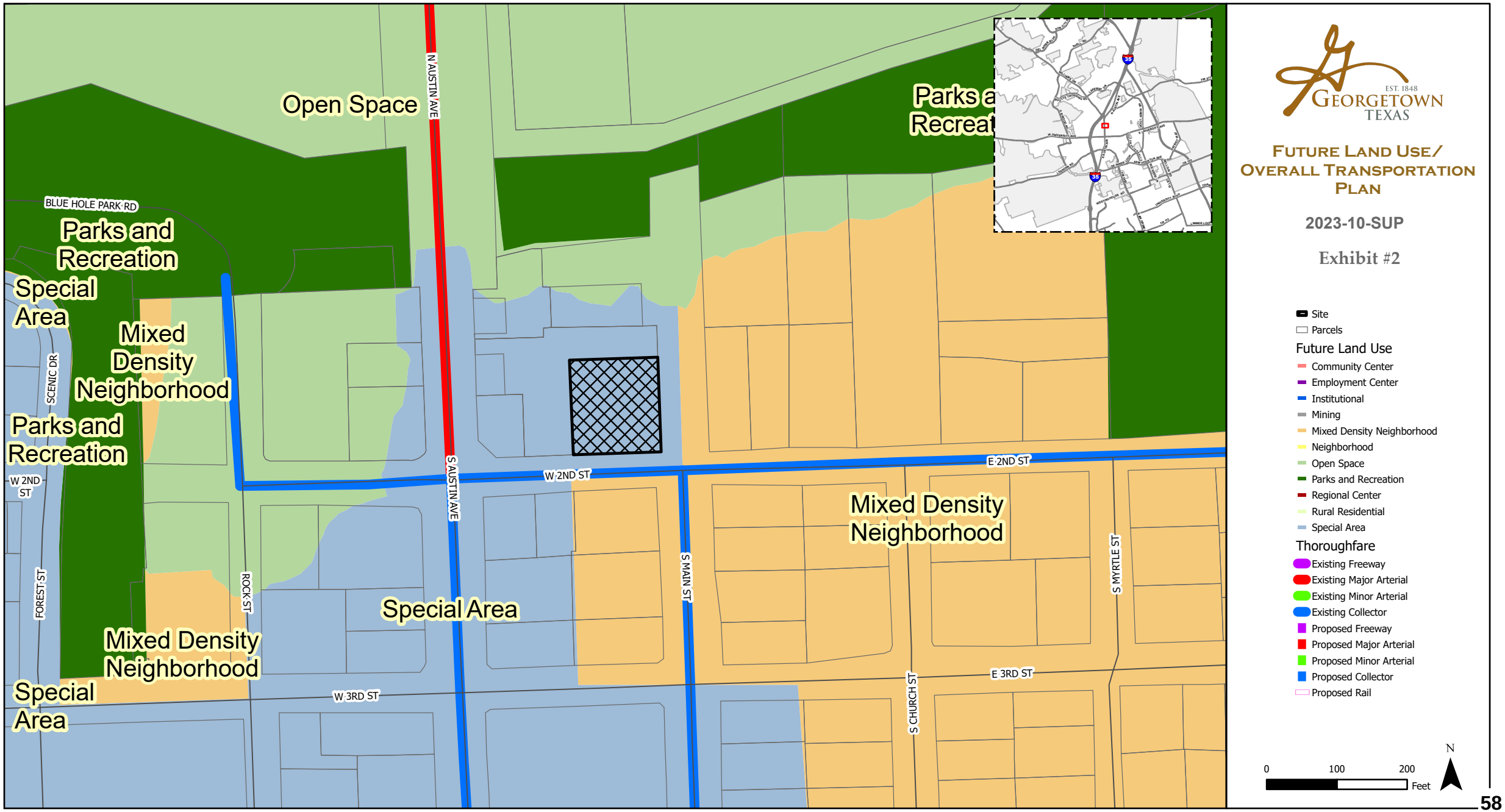
2023-10-SUP

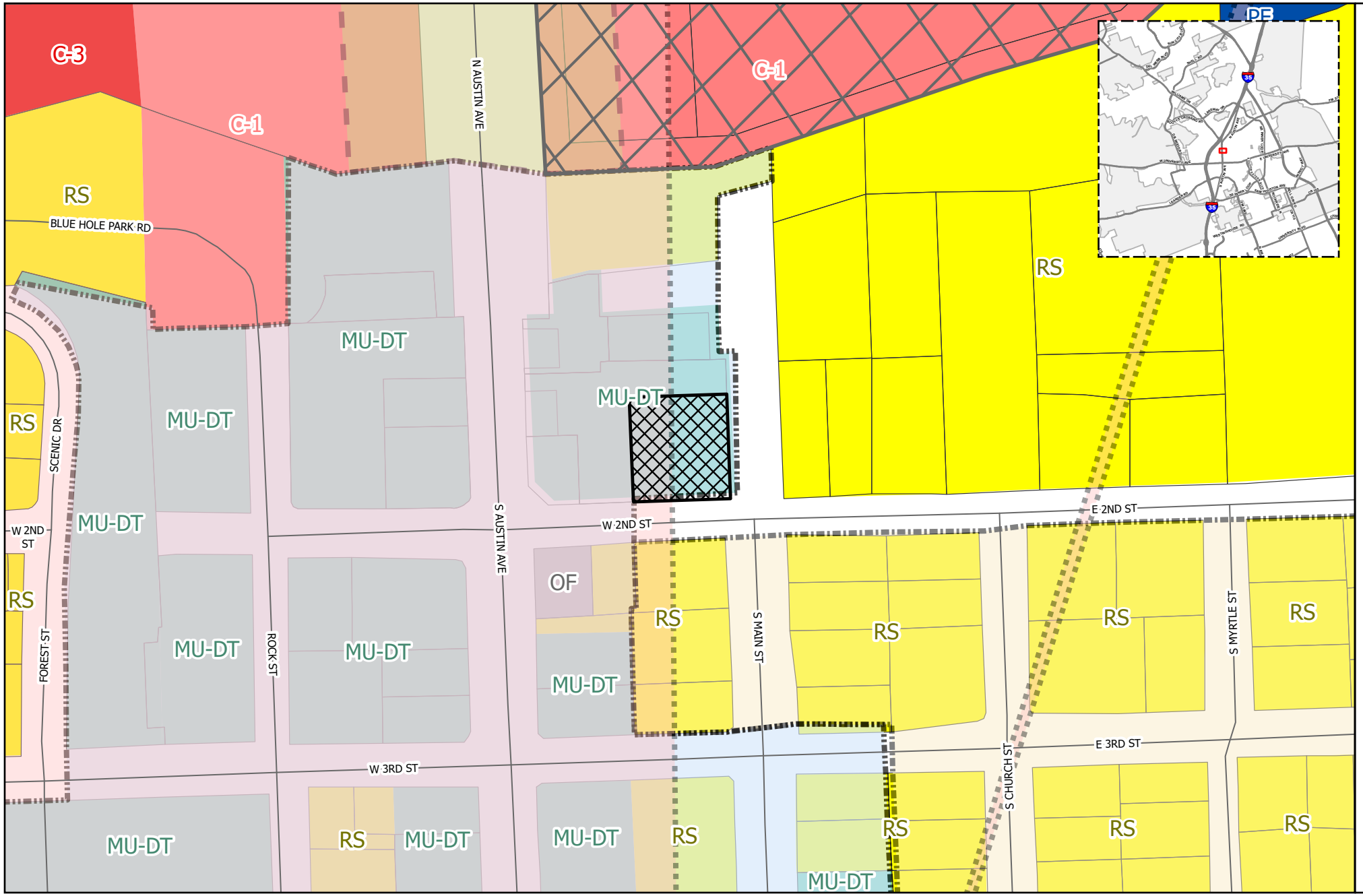
Exhibit #1

Site
Parcels

N

0 100 200
Feet


Open Space
N AUSTIN AVE
Parks a
Recreat
BLUE HOLE PARK RD
Parks and
Recreation
Special
Area
Mixed
Density
Neighborhood
SCENIC DR
Parks and
Recreation
W 2ND
ST
W 2ND ST
S AUSTIN AVE
E 2ND ST
Mixed Density
Neighborhood
S MAIN ST
S MYRTLE ST
FOREST ST
ROCK ST
Special Area
Mixed Density
Neighborhood
Special
Area
W 3RD ST
E 3RD ST
S CHURCH ST
EST. 1848
GEORGETOWN
TEXAS
FUTURE LAND USE/
OVERALL TRANSPORTATION
PLAN
2023-10-SUP
Exhibit #2
Site
Parcels
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
N
0
100
200
Feet



GEORGETOWN TEXAS
EST. 1848

ZONING

2023-10-SUP

Exhibit #3

- Site
- PUD
- Courthouse View Overlay
- Old Town Overlay
- Historic Overlay
- Downtown Overlay
- SPO Overlay
- Gateway Overlay
- Parcels

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

0 100 200 Feet

N

October 06, 2023

City of Georgetown, Planning and Development Services

Regarding:	Riverplace East Multi-Family Development 109 W 2nd St, Unit #4, Georgetown, TX 78626
Owner Information:	WAAPF Properties Sam Pfiester Email: sampfiester@gmail.com

Project Summary:

Statement of Justification:
We are proposing a design for a new multi-family development located on the property at the Southeast corner of 2rd street and Austin Ave. The project site covers a portion of Lot 1, Block 1, known as unit #4. A Special Use Permit is requested to allow Multifamily Residential Dwelling units at grade level on a site that is zoned MU-DT. The lot is partially undeveloped and is covered by brush and existing trees. The property is bordered by the South San Gabriel River Trail to the north, an existing 3 story office building to the Northwest, an undeveloped Main Street to the East and city retention pond to the Northeast and a residential area to the East. The development has 5 buildings and a total of 14 leasable units intended for long term occupation.

Statement of Justification of how the proposal meets the intent of the City of Georgetown's 2030 Comprehensive Plan:
The Riverplace East Development is an effort to create a sense of community within an urban setting. Through the careful siting of the buildings, the development provides residential housing on an infill lot, promoting a developed urban neighborhood as outlined in the city's comprehensive plan for the "Austin Avenue North" Area.

Explanation as to how the request meets the approval criteria outlined in UDC Section 3.07.030:

- *The proposed special use is not detrimental to the health, welfare, and safety of the surrounding neighborhood or its occupants:*

  The Riverplace East Development is an effort to create a sense of community within an urban setting. Through the careful siting of the buildings, the development provides residential housing on an infill lot, promoting a developed urban neighborhood as outlined in the city's comprehensive plan for the "Austin Avenue North" Area. The design, use, and scale of the units will be compatible with the existing residential neighborhood and surrounding urban fabric. The project contributes to the downtown corridor by providing a comfortable mix of modern and traditional aesthetic while creating a link to downtown.

- *The proposed conceptual site layout, circulation plan, and design are harmonious with the character of the surrounding area*

  The Warehouse Style units are two-story wood framed structures. The exteriors utilize a combination of warehouse brick and metal siding to match the existing office building to the Northwest. The building footprints are moderate in size, ranging from 3,000 to 6,000 square feet. Each unit will have balconies or patios to encourage community interaction.

The design vision for the Riverplace East development is to create a residential scale grouping of attached apartment buildings with shared community space at the interior of the site. The site has moderate grade change from North to South. Units are sited among existing trees, coordinated with views from the units and carefully placed to provide a sense of communal space. The project will utilize existing driveways to access the site

- *The proposed use does not negatively impact existing uses in the area and in the city through impacts of public infrastructure such as roads, parking facilities, water, and sewer systems, and on public services such as police and fire protection and solid waste collection and the ability of existing infrastructure and services to adequately provide services*

  The proposed development will utilize existing driveways to access the site and will utilize existing drainage infrastructure planned for in the previous development of this site. Necessary Utilities are present in 2nd street and will be utilized. An alternative parking plan will be submitted per UDC guidelines. The alternative parking plan will help promote available housing in the downtown area.

- *The proposed use does not negatively impact existing uses in the area and in the City through the creation of noise, glare, fumes, dust, smoke, vibration, fire hazard or other injurious or noxious impact*

  The proposed development is multi-family residential and is of similar use to the surrounding area. It is not anticipated that the proposed project will generate excess noise, glare, fumes, dust, smoke, vibrations, fire hazard or other injurious or noxious impact. The proposed project will have fire protection as required by local / state codes.

Thank you for the opportunity to present our project for your review.



Bradley Bertrand, Registered Architect
Texas Registered Architect #27634

Property Owner's Consent Form

Property Owner's Consent is required for each Development Application. A completed and signed copy of this form is required to be included with every application packet. For property with more than one owner, each owner must sign a copy of this form. In the event that the owner of property is an organization/entity, proof of signature authority on behalf of the organization/entity must be attached to this form.

Authorization by Property Owner(s)

I, Sam L. Pfiester, Manager of WAAPF Properties, LLC, swear and affirm that I am
(property owner's printed legal name; include signatory name and title if signing for a company)

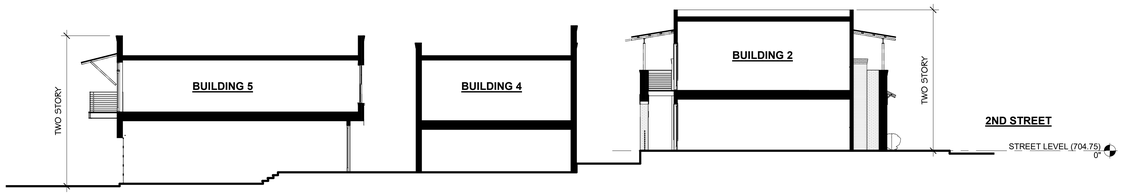
the owner of property at Lot 1, Block 1, Replat of the Riverplace Georgetown Subdivision Doc no 2020091195, as shown in the records
(property address or legal description)

of Williamson County, Texas, which is the subject of this Application. I further affirm that I am fully aware of the City's application, fee(s) and procedural requirements, and consent to this Application.

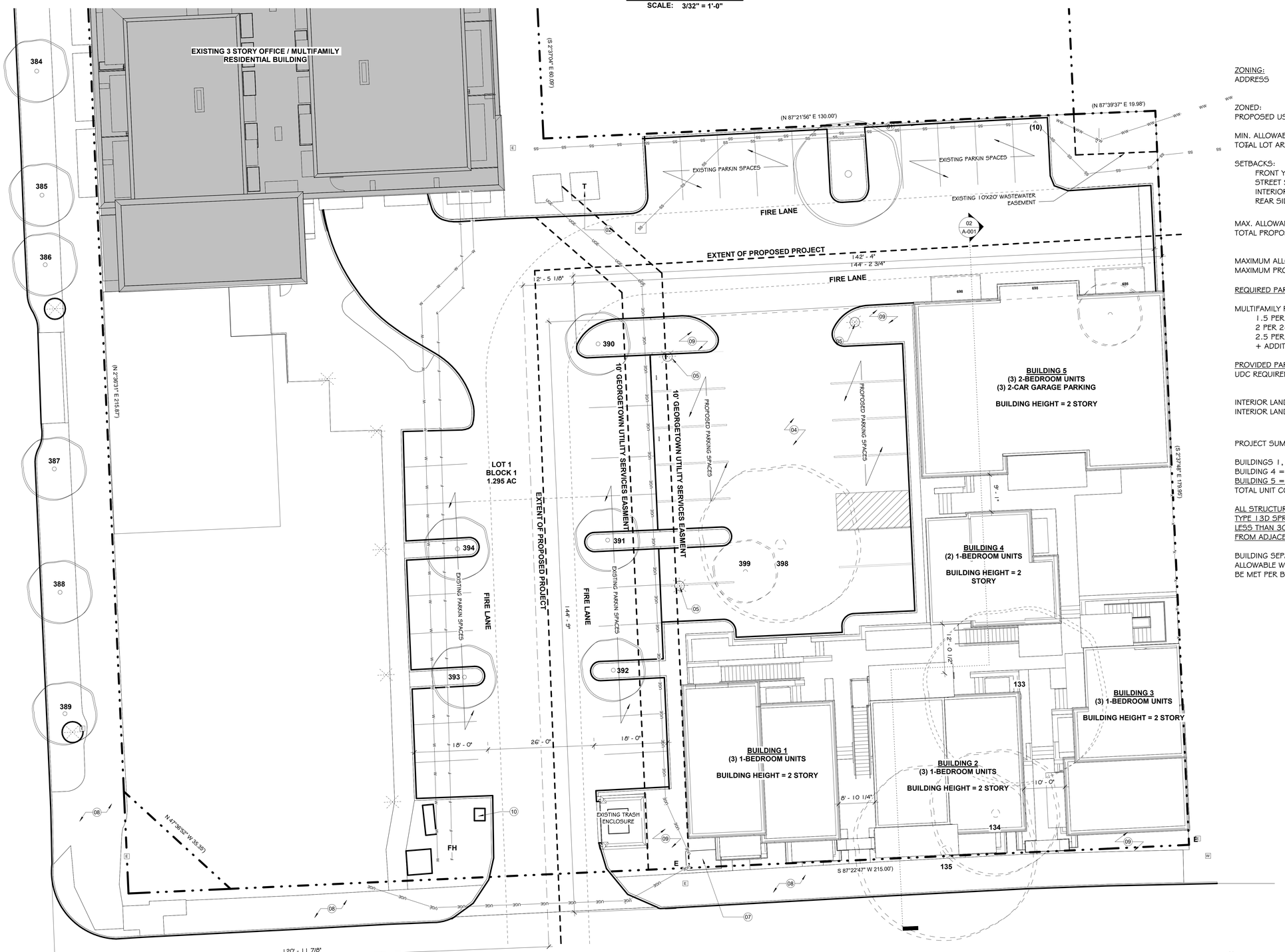
I authorize Brad Bertrand and Mustard Design to submit this application and serve
(applicant's printed name if different from property owner)

as my representative for this request.

Property Owner's Signature: _____ Date: 6/23/23
(property owner's signature)



02 SITE SECTION
SCALE: 3/32" = 1'-0"



01 SITE PLAN
SCALE: 1" = 10'-0"

SITE PLAN NOTES

1. CONTRACTOR SHALL PROTECT ALL TREES TO REMAIN AS INDICATED ON THE SITE PLAN
2. TREES INDICATED BY DASHED LINE SHALL BE REMOVED

SITE KEY NOTES

01 PROPOSED FENCE
02 PROPOSED TRANSFORMER
03 EXISTING PUE TO BE ABANDONED
04 PROPOSED CONCRETE DRIVE
05 EXISTING LIGHT POLE TO REMAIN
07 EXISTING ELECTRICAL PULL BOX
08 EXISTING SIDEWALK TO REMAIN
09 LANDSCAPE PLANTING AREA
10 PROPOSED MAIL KIOSK LOCATION

ZONING:
ADDRESS: 109 W 2ND ST, UNIT #4, GEORGETOWN, TX 78626

ZONED: MU-DT (MIXED USED - DOWNTOWN)
PROPOSED USE: MULTI-FAMILY RESIDENTIAL

MIN. ALLOWABLE LOT AREA: --- SQ FT
TOTAL LOT AREA: 56,410.2 SF (1.295 ACRES)

SETBACKS:
FRONT YARD: 0 FT
STREET SIDE YARD: 0 FT
INTERIOR SIDE YARD: 0 FT
REAR SIDE YARD: 0 FT

MAX. ALLOWABLE BUILDING COVERAGE: 70-95% OF LOT AREA
TOTAL PROPOSED BUILDING COVERAGE: WILL COMPLY WITH UDC

MAXIMUM ALLOWABLE BUILDING HEIGHT: 40' - 0"
MAXIMUM PROPOSED BUILDING HEIGHT: 2 STORY NOT TO EXCEED 30'-0" ABOVE ADJACENT GRADE PLANE

REQUIRED PARKING SPACES:

MULTIFAMILY RESIDENTIAL
1.5 PER 1- BEDROOM UNIT
2 PER 2-BEDROOM UNIT
2.5 PER 3-BEDROOM UNIT
+ ADDITIONAL 5% OF TOTAL SPACES FOR VISITOR USE

PROVIDED PARKING SPACES: PARKING WITH WILL COMPLY WITH UDC REQUIREMENTS

INTERIOR LANDSCAPING REQUIRED: SEE LANDSCAPE
INTERIOR LANDSCAPING PROVIDED: SEE LANDSCAPE

PROJECT SUMMARY

BUILDINGS 1, 2, 3 = 3 UNITS EACH
BUILDING 4 = 2 UNITS
BUILDING 5 = 3 UNITS
TOTAL UNIT COUNT = 14 UNITS

ALL STRUCTURES ARE SPRINKLERED WITH AN NFPA TYPE 13D SPRINKLER SYSTEM, ALL BUILDINGS ARE LESS THAN 30'-0" IN HEIGHT AND FREESTANDING FROM ADJACENT BUILDINGS

BUILDING SEPARATION REQUIREMENTS AND ALLOWABLE WINDOW OPENING PERCENTAGES SHALL BE MET PER BUILDING CODE REQUIREMENTS

SITE PLAN LEGEND

FOUND 1/2" STEEL ROD
E ELECTRIC METER
W WATER METER
NEW EXTERIOR SITE LIGHTING FIXTURES
FIRE LANE AND ROAD EASMENT
PAVERS, REFER TO KEYED NOTES
FIRE HYDRANT

© 2023 MUSTARD DESIGN

mustard DESIGN
209 S Llano Street, Suite B
Fredericksburg, Texas 78624
830.997.7024

Riverplace East
109 W 2ND ST, UNIT #4,
GEORGETOWN, TX 78626

REVISIONS
NO. DATE DESCRIPTION

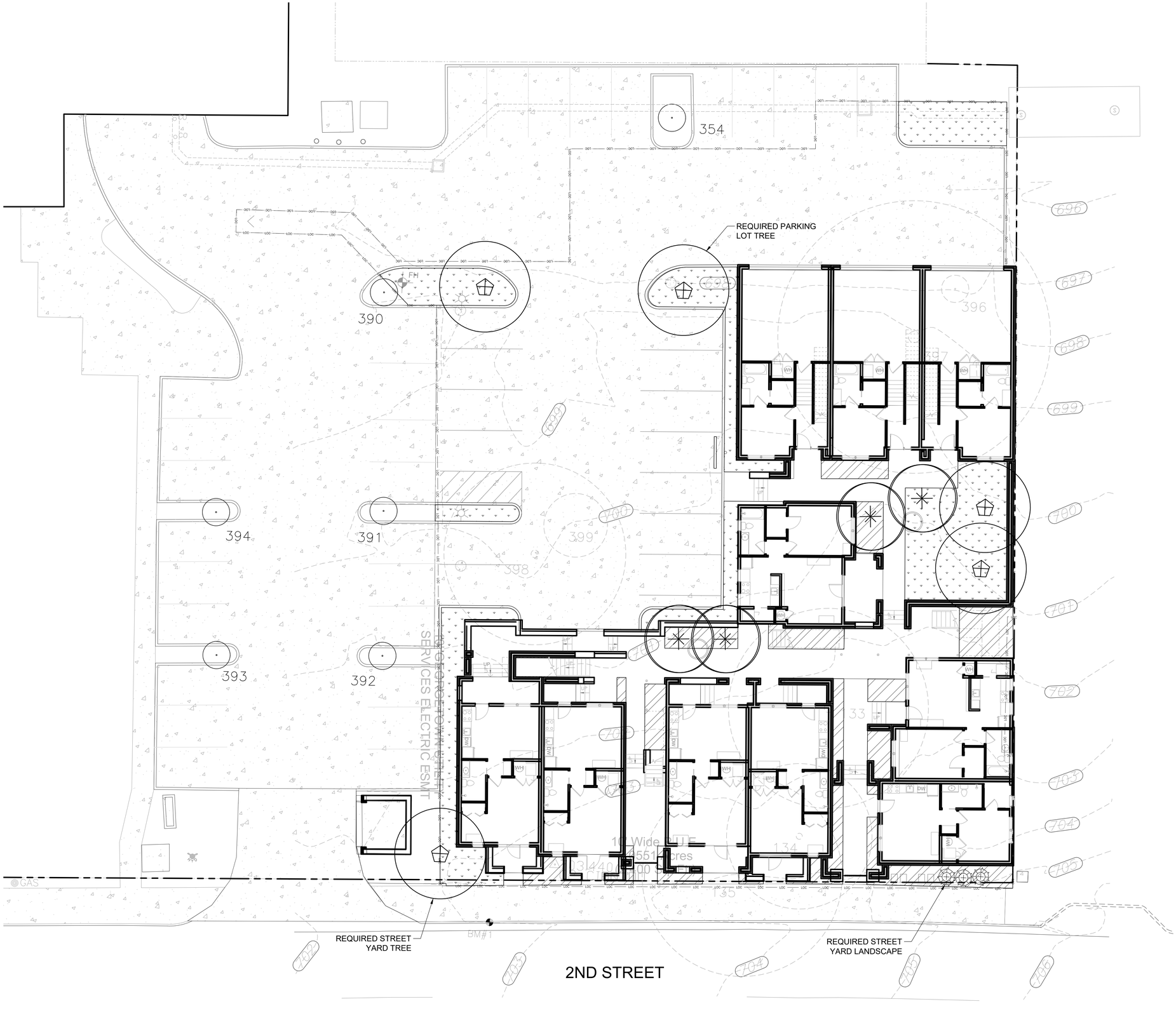
REGISTERED ARCHITECT BRADLEY G. BERTRAND 27634 STATE OF TEXAS
10.06.23

SITE PLAN

Drawn By:	BGB
Checked By:	BGB
Approved By:	BGB
Project No.	2304
Original Issue Date:	00.00.00

A-001

\\NAS\current projects file\Current Projects File\2023\2304 - Riverplace East\02 - Drawings\04 - DD\SITE MODEL\2002 - Riverplace - R22 - SITE MODEL - DD 07.rvt



KEY LEGEND

NOTE: ITEMS LISTED BELOW REFERENCE ALL LANDSCAPE SHEETS.

TREES	COMMON / BOTANICAL NAME
	PROPOSED SHADE TREE FROM CITY PREFERRED PLANT LIST
ORNAMENTAL TREES	**COMMON / BOTANICAL NAME**
	PROPOSED ORNAMENTAL TREE FROM CITY PREFERRED PLANT LIST
SHRUBS	**COMMON / BOTANICAL NAME**
	PROPOSED SHRUB
MATERIALS	**COMMON / BOTANICAL NAME**
	LANDSCAPE BED AREA
	TURF GRASS AREA

EXISTING TREE LIST

KEY	TREE #	SIZE (in inches)	Species
R	133	22	Pecan
R	134	16	Pecan
R	135	22	Pecan
NP	396	2	Elm
R	398	20	Pecan
NP	399	7	Pecan

Totals:					
P	0	ea.	/	0	in.
R	4	ea.	/	80	in.
HT	0	ea.	/	0	in.
R-HT	0	ea.	/	0	in.
C	0	ea.	/	0	in.

Key Legend:	
P	Protected Trees Preserved (12"+)
NP	Not a Protected Tree (Removed)
R	Protected Trees Removed
HT	Heritage Tree Preserved (26"+)
R-HT	Removal of Heritage Tree (3:1 replacement ratio)
C	Credit Trees Preserved (6"-11.5")
D	Tree is Dead, Diseased

NOTES:

1. ALL LANDSCAPE SHALL COMPLY WITH THE CITY OF GEORGETOWN UDC SECTION 8.04.
2. ALL PROPOSED PLANT MATERIALS WILL BE FROM THE CITY PREFERRED PLANT LIST.
3. TREE MITIGATION WILL COMPLY WITH THE CITY OF GEORGETOWN UDC SECTION 8.02.040.

24x36
10'
SCALE: 1"=10'-0"
12x18
20'
SCALE: 1"=20'-0"
0 5 10 20 30

SUBMISSIONS | REVISIONS::

07.03.2023	SPECIFIC USE PERMIT PLAN
09.01.2023	SPECIFIC USE PERMIT PLAN
10.06.2023	SPECIFIC USE PERMIT PLAN

NOT FOR CONSTRUCTION

The Texas Board of Architectural Examiners, P.O. Box 12337, Austin, Texas 78701-2337 or 333 Guadalupe, Suite 2-330, Austin, Texas 78701-3942, (512)305-9000, has jurisdiction over individuals licensed under the Landscape Architects Registration Law, Texas Civil Statutes, Article 249c.

studio 16:19
design • collaborate • solve • impact
305 w liberty ave, suite100 round rock, texas 78664
p: 512.534.8680 studio1619.com

REGISTERED LANDSCAPE ARCHITECT BRENT A. BAKER 2098 STATE OF TEXAS
10-06-23

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brad bertrand
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e:: bbertrand@mustarddesign.net

civil engineer ::
waeltz & prete, inc.
tony prete
211 n. a.w. grimes blvd.
round rock, tx 78665
p:: 512.423.8730
e:: tony@w-pinc.com

owner ::
WAAPF Properties
austin pfiester
e:: austinp@lostherd.com

RIVERPLACE EAST

2ND STREET AND AUSTIN AVENUE
GEORGETOWN, TEXAS

sheet information ::

project #::	23.973
date ::	10.06.2023
designed ::	rk, mf, jw
drawn ::	rk, sr, mf, jw
checked ::	jw
approved ::	bab

LA1.01
LANDSCAPE PLAN

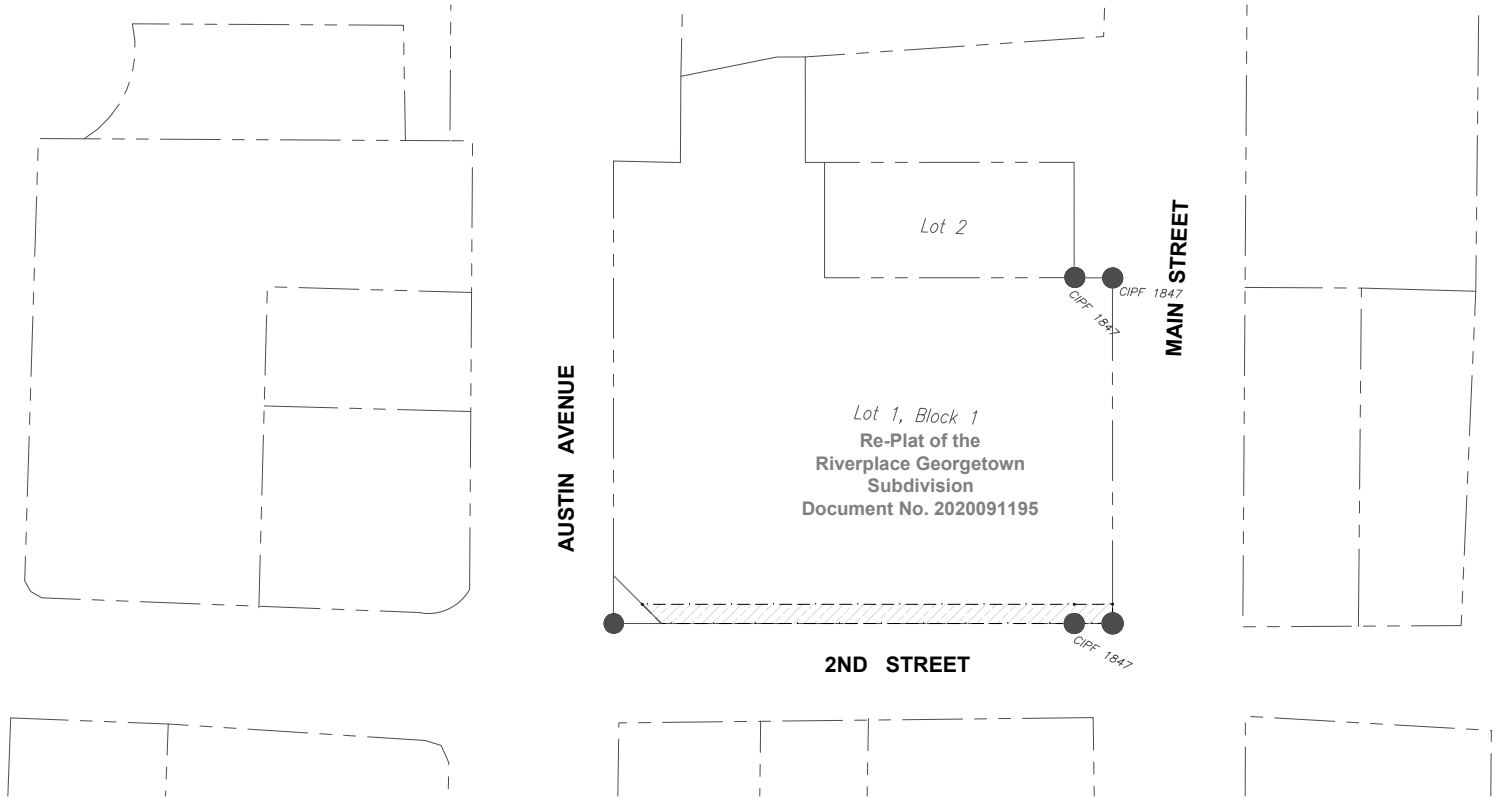
PUBLIC UTILITY EASEMENT

10 Foot Wide Utility Easement
0.0551 Acres (2,400 Sq. Ft.)
a portion out of Lot 1, Block 1
Re-Plat of the Riverplace Georgetown Subdivision
Document No. 2020091195
Georgetown, Texas

Note:
The bearing basis for this survey is the State Plane Coordinate System
NAD83, Texas Central Zone, (4203)
GEOID: 18
DATUM: NAVD88
CONVERGENCE: 1°22'04.45"

SCALE: 1" = 100'

LOCATION MAP



UTILITY EASEMENT

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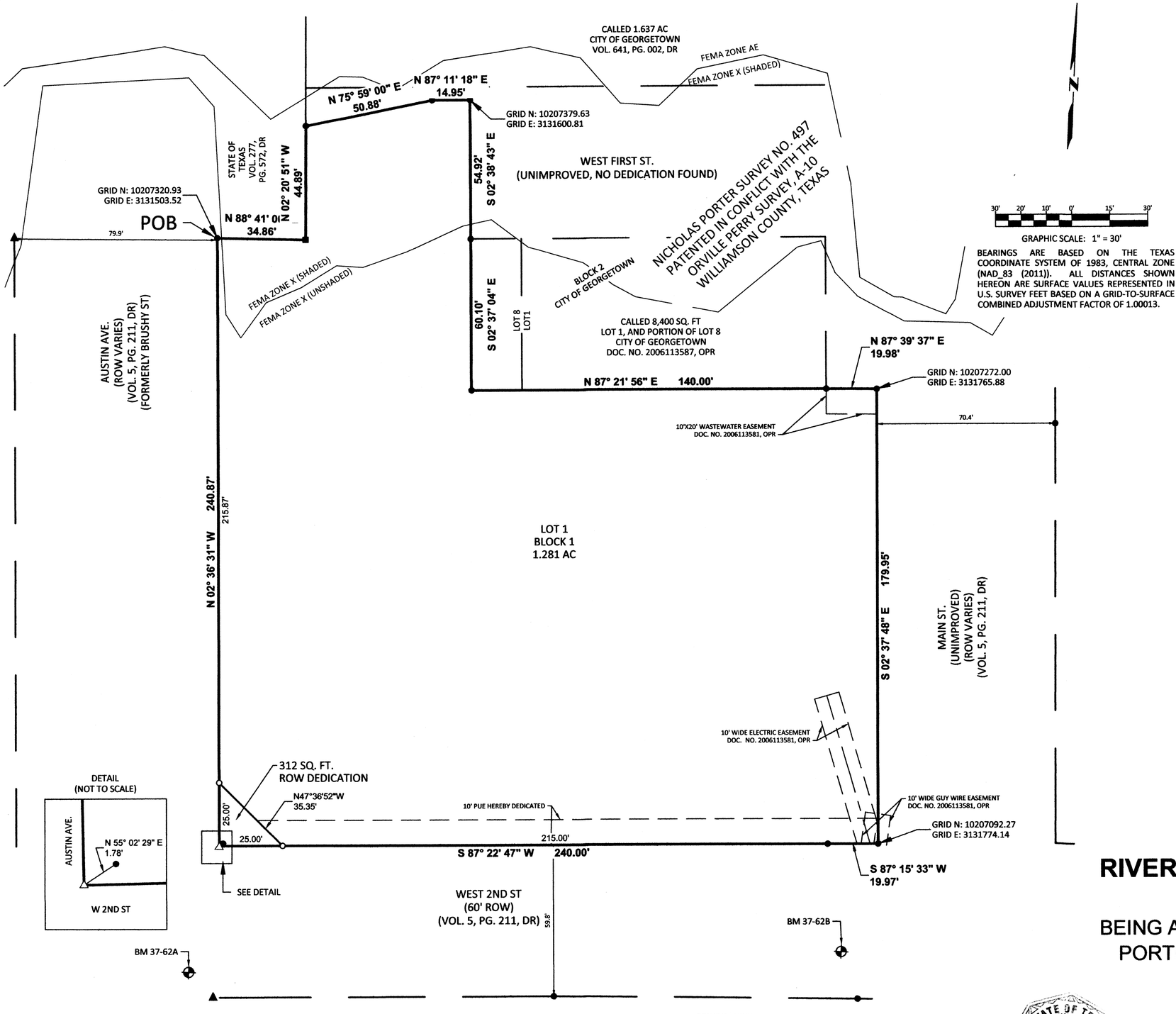
Forest Surveying & Mapping Company
1002 Ash St. Georgetown, Texas
phone: 512-930-5927
www.forestsurveying.com
T.B.P.L.S. FIRM#10002000

Surveying Services are regulated by the Texas Board of Professional Engineers and Land Surveyors
1917 S Interstate 35 Austin, TX 78741, US (512) 440-7723

DATE: June 16, 2023
PP: P:\RIVERPLACE
DWG: RIVERPLACE EXHIBIT.dwg
LO: SHEET 1

Doc # 2019024920



GRAPHIC SCALE: 1" = 30'

BEARINGS ARE BASED ON THE TEXAS COORDINATE SYSTEM OF 1983, CENTRAL ZONE (NAD_83 (2011)). ALL DISTANCES SHOWN HEREON ARE SURFACE VALUES REPRESENTED IN U.S. SURVEY FEET BASED ON A GRID-TO-SURFACE COMBINED ADJUSTMENT FACTOR OF 1.00013.

PLAT NOTES:

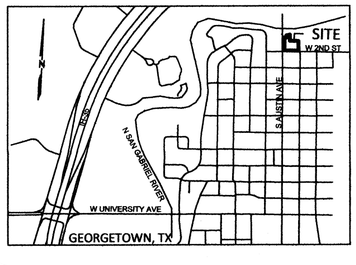
1. UTILITY PROVIDERS FOR THIS DEVELOPMENT ARE:
   WATER: CITY OF GEORGETOWN
   WASTEWATER: CITY OF GEORGETOWN
   ELECTRIC: CITY OF GEORGETOWN
2. THERE ARE NO AREAS WITHIN THE BOUNDARIES OF THIS SUBDIVISION IN THE 100-YEAR FLOODPLAIN AS DEFINED BY FIRM MAP NUMBER 48491C0295E, EFFECTIVE DATE OF SEPTEMBER 26, 2008, AND LOMAR 13-06-1572P, EFFECTIVE DATE FEBRUARY 26, 2015.
3. IN ORDER TO PROMOTE DRAINAGE AWAY FROM A STRUCTURE, THE SLAB ELEVATION SHOULD BE BUILT AT LEAST ONE-FOOT ABOVE THE SURROUNDING GROUND, AND THE GROUND SHOULD BE GRADED AWAY FROM THE STRUCTURE AT A SLOPE OF 1/2 INCH PER FOOT FOR A DISTANCE OF AT LEAST 10 FEET.
4. PARKLAND DEDICATION REQUIREMENTS ARE BEING MET BY FEE-IN-LIEU.
5. THERE ARE NO HERITAGE TREES PER THE STANDARDS SET FORTH BY THE CITY OF GEORGETOWN ON THE SUBJECT TRACT.
6. A 10-FOOT PUBLIC UTILITY EASEMENT IS RESERVED ALONG W 2ND STREET FRONTAGE.
7. THE MONUMENTS OF THIS PLAT HAVE BEEN ROTATED TO THE NAD 83/93 HARN - TEXAS CENTRAL ZONE AND NAVD 88.
8. THE MAXIMUM IMPERVIOUS COVERAGE PER NON-RESIDENTIAL LOT SHALL BE PURSUANT TO THE UDC AT THE TIME OF SITE PLAN APPLICATION BASED ON THE ZONING DESIGNATION OF THE PROPERTY.
9. THE LANDOWNER ASSUMES ALL RISKS ASSOCIATED WITH IMPROVEMENTS LOCATED IN TH RIGHT-OFWAY, OR ROAD WIDENING EASEMENTS. BY PLACING ANYTHING IN THE RIGHT-OF-WAY OR ROAD WIDENING EASEMENTS, THE LANDOWNER INDEMNIFIES AND HOLDS THE CITY OF GEORGETOWN, WILLIAMSON COUNTY, THEIR OFFICERS, AGENTS AND EMPLOYEES HARMLESS FROM ANY LIABILITY OWING TO PROPERTY DEFECTS OR NEGLIGENCE NOT ATTRIBUTABLE TO THEM AND ACKNOWLEDGES THAT THE IMPROVEMENTS MAY BE REMOVED BY THE CITY AND/OR COUNTY AND THAT THE OWNER OF THE IMPROVEMENTS WILL BE RESPONSIBLE FOR THE RELOCATION AND/OR REPLACEMENT OF THE IMPROVEMENTS.
10. THE BUILDING OF ALL STREETS, ROADS, AND OTHER PUBLIC THOROUGHFARES AND ANY BRIDGES OR CULVERTS NECESSARY TO BE CONSTRUCTED OR PLACED IS THE RESPONSIBILITY OF THE OWNERS OF THE TRACT OF LAND COVERED BY THIS PLAT IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS PRESCRIBED BY THE CITY OF GEORGETOWN AND/OR WILLIAMSON COUNTY, TEXAS. NEITHER THE CITY OF GEORGETOWN NOR WILLIAMSON COUNTY ASSUMES ANY OBLIGATION TO BUILD ANY OF THE STREETS, ROADS, OR OTHER PUBLIC THOROUGHFARES SHOWN ON THIS PLAT OR OF CONSTRUCTING ANY OF THE BRIDGES OR DRAINAGE IMPROVEMENTS IN CONNECTION THEREWITH. NEITHER THE CITY OF GEORGETOWN NOR WILLIAMSON COUNTY ASSUMES ANY RESPONSIBILITY FOR DRAINAGE WAYS OR EASEMENTS IN THE SUBDIVISION, OTHER THAN THOSE DRAINING OR PROTECTING THE ROAD SYSTEM AND STREETS IN THEIR RESPECTIVE JURISDICTIONS.
11. NEITHER THE CITY OF GEORGETOWN NOR WILLIAMSON COUNTY ASSUMES ANY RESPONSIBILITY FOR THE ACCURACY OF REPRESENTATIONS BY OTHER PARTIES IN THIS PLAT. FLOODPLAIN DATA, IN PARTICULAR, MAY CHANGE DEPENDING ON SUBSEQUENT DEVELOPMENT. IT IS FURTHER UNDERSTOOD THAT THE OWNERS OF THE TRACT OF LAND COVERED BY THIS PLAT MUST INSTALL AT THEIR OWN EXPENSE ALL TRAFFIC CONTROL DEVICES AND SIGNAGE THAT MAY BE REQUIRED BEFORE THE STREETS IN THE SUBDIVISION HAVE FINALLY BEEN ACCEPTED FOR MAINTENANCE BY THE CITY AND / OR COUNTY.
12. RIGHT-OF-WAY EASEMENTS FOR WIDENING ROADWAYS OR IMPROVING DRAINAGE SHALL BE MAINTAINED BY THE LANDOWNER UNTIL ROAD OR DRAINAGE IMPROVEMENTS ARE ACTUALLY CONSTRUCTED ON THE PROPERTY. THE CITY AND/OR COUNTY HAVE THE RIGHT AT ANY TIME TO TAKE POSSESSION OF ANY ROAD WIDENING EASEMENT FOR CONSTRUCTION, IMPROVEMENT, OR MAINTENANCE OF THE ADJACENT ROAD.
13. THIS PLAT IS SUBJECT TO THE PROVISIONS OF THE CITY OF GEORGETOWN WATER CONSERVATION ORDINANCE.
14. THE SUBDIVISION SUBJECT TO THIS APPLICATION IS SUBJECT TO THE WATER QUALITY REGULATIONS OF THE CITY OF GEORGETOWN.
15. A GEOLOGIC ASSESSMENT, IN ACCORDANCE WITH THE CITY OF GEORGETOWN WATER QUALITY REGULATIONS, WAS COMPLETED ON 07/10/2018 . ANY SPRINGS AND STREAMS AS IDENTIFIED IN THE GEOLOGIC ASSESSMENT ARE SHOWN HEREIN.

FINAL PLAT OF THE RIVERPLACE GEORGETOWN SUBDIVISION LOT 1, BLOCK 1

BEING A RE-PLAT OF LOTS 2-7, PART OF LOT 8, AND A PORTION OF FIRST STREET, OF BLOCK 2, CITY OF GEORGETOWN

A 1.289 Acre Subdivision situated in the
Nicholas Porter Survey No. 497,
Patented in conflict with the Orville Perry Survey No. 10
Williamson County, Texas

LOCATION MAP SCALE 1" = 2000'



OWNER:

WAAPF PROPERTIES, LLC
P.O. BOX 688
GEORGETOWN, TX 78627

ENGINEER/SURVEYOR:

STEGER BIZZELL
1978 S. AUSTIN AVE.
GEORGETOWN, TEXAS 78626
512-930-9412

TOTAL ACREAGE: 1.289 ACRES
TOTAL No. OF BLOCKS: 1
TOTAL No. OF LOTS: 1
LINEAR FEET OF STREETS: N/A

LEGEND

■	CONCRETE MONUMENT
●	IRON ROD FOUND (1/2", OR AS NOTED)
△	CALCULATED POINT NOT SET
OPR	OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS
DR	DEED RECORDS OF WILLIAMSON COUNTY, TEXAS
ROW	RIGHT-OF-WAY
PUE	PUBLIC UTILITY EASEMENT
POB	POINT OF BEGINNING

BENCHMARKS:

BM 37-62A - MAG NAIL WITH WASHER STAMPED "CONTROL POINT", SET IN EDGE OF PAVEMENT AT THE INTERSECTION OF SOUTH AUSTIN AVENUE AND WEST SECOND STREET . APPROXIMATELY 26 FEET EAST OF CENTERLINE OF SOUTH AUSTIN AVENUE, AND APPROXIMATELY 30 FEET SOUTH OF CENTERLINE OF WEST SECOND STREET.
GRID NORTHING: 10207029.89
GRID EASTING: 3131504.50
ELEV: 701.11' (NAVD 88. GEOID 09)

BM 37-62B - MAG NAIL WITH WASHER STAMPED "CONTROL POINT", SET IN EDGE OF PAVEMENT AT THE INTERSECTION OF WEST SECOND STREET AND SOUTH MAIN STREET. APPROXIMATELY 20 FEET SOUTH OF CENTERLINE OF WEST SECOND STREET, AND APPROXIMATELY 46 FEET WEST OF CENTERLINE OF SOUTH MAIN STREET.
GRID NORTHING: 10207048.98
GRID EASTING: 3131761.33
ELEV: 705.30' (NAVD 88, GEOID 09)

STATE OF TEXAS
REGISTERED
MIGUEL ANGEL ESCOBAR
5630
PROFESSIONAL
LAND SURVEYOR
02/21/2019

FP-2018-042

STEGER BIZZELL

ADDRESS	1978 S. AUSTIN AVENUE	GEORGETOWN, TX 78626	
METRO	512.930.9412	TEXAS REGISTERED ENGINEERING FIRM F-181 TBPLS FIRM No.10003700	WEB STEGERBIZZELL.COM
SERVICES	>>ENGINEERS >>PLANNERS >>SURVEYORS		

JOB No. 22629 DATE: 02/14/2019 SHEET 1 of 2 DRAWN BY: SF REVIEWED BY: AR APPROVED BY: ME

These drawings are the sole property of STEGER BIZZELL. The use of these drawings is hereby restricted to the original site for which they were prepared. Reproduction or reuse of these drawings in whole or in part without written permission of STEGER BIZZELL is strictly prohibited.

Doc # 201902692O

These drawings are the sole property of STEGER BIZZELL. The use of these drawings is hereby restricted to the original site for which they were prepared. Reproduction or reuse of these drawings in whole or in part without written permission of STEGER BIZZELL is strictly prohibited.

PERIMETER DESCRIPTION

DESCRIPTION OF A 1.289 ACRE TRACT OF LAND LOCATED IN THE NICHOLAS PORTER SURVEY, ABSTRACT NO. 497, PATENTED IN CONFLICT WITH THE ORVILLE PERRY SURVEY, ABSTRACT NO. 10, WILLIAMSON COUNTY, TEXAS, BEING OUT OF BLOCK 2, CITY OF GEORGETOWN, SAID 1.289 ACRE TRACT BEING CONVEYED TO WAAPF PROPERTIES, LLC AND REBECCA SHEPPERD KAUFFMAN PFIESTER, TRUSTEE OF REBECCA SHEPPERD KAUFFMAN PFIESTER 2006 TRUST BY GENERAL WARRANTY DEED OF RECORD IN DOCUMENT NO. 2014007300, OFFICIAL PUBLIC RECORDS, WILLIAMSON COUNTY, TEXAS, SAID 1.289 ACRE TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING, at a 1/2-inch iron rod with cap stamped "CCC 4835", found in the east right-of-way line of Austin Avenue, formerly known as Brushy Street, a variable width right-of-way, of record in the MAP OF GEORGETOWN, in Volume 5, Page 211, Deed Records, Williamson County, Texas, at its intersection with the south line of a tract of land conveyed to the State of Texas in a Right-of-Way Deed of record in Volume 277, Page 572, Deed Records, Williamson County, Texas, for the northwest corner of the herein described tract;

THENCE, North 88°41'00" East, with the south line of said State of Texas tract, a distance of 34.86 feet, to a concrete monument found broken;

THENCE, North 02°20'51" West, with the east line of said State of Texas tract, a distance of 44.89 feet, to a 1/2-inch iron rod found;

THENCE, crossing a portion of First Street, an unimproved roadway, with no dedication found to date, the following three (3) courses and distances:

1. North 75°59'00" East, a distance of 50.88 feet, to a 1/2-inch iron rod with cap stamped "COALTER 1481" found;
2. North 87°11'18" East, a distance of 14.95 feet, to a 1/2-inch iron rod with cap stamped "COALTER 1481" found;
3. South 02°38'43" East, a distance of 54.92 feet, to a 1/2-inch iron rod with illegible cap found;

THENCE, crossing said Block 2, the following two (2) courses and distances:

1. South 02°37'04" East, a distance of 60.10 feet, to a 1/2-inch iron rod found;
2. North 87°21'56" East, a distance of 140.00 feet, to a 1/2-inch iron rod with cap stamped "FOREST 1847", found;

THENCE, crossing a portion of Main Street, an unimproved, variable width roadway, of record in said MAP OF GEORGETOWN, the following two (2) courses and distances:

1. North 87°39'37" East, a distance of 19.98 feet, to a 1/2-inch iron rod with cap stamped "FOREST 1847", found;
2. South 02°37'48" East, a distance of 179.95 feet, to a 1/2-inch iron rod with cap stamped "COALTER 1481", found in the north line of West 2nd Street, a 60-foot wide roadway of record in said MAP OF GEORGETOWN;

THENCE, with the north line of said West 2nd Street, the following two (2) courses and distances:

1. South 87°15'33" West, a distance of 19.97 feet, to a 1/2-inch iron rod with cap stamped "FOREST 1847", found;
2. South 87°22'47" West, a distance of 240.00 feet, to a point, from which a 1/2-inch iron rod found bears North 55°02'29" East, a distance of 1.78 feet;

THENCE, North 02°36'31" West, with the east right-of-way line of said Austin Avenue, a distance of 240.87 feet, to the **POINT OF BEGINNING**, and containing 1.289 acres of land, more or less, within these metes and bounds.

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

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

TO CERTIFY WHICH, WITNESS MY HAND AND SEAL AT GEORGETOWN, WILLIAMSON COUNTY, TEXAS,

THIS 21 DAY OF FEBRUARY, 2019.

MIGUEL A. ESCOBAR, LSLS, RPLS
STATE OF TEXAS NO. 5630

STATE OF TEXAS REGISTERED MIGUEL ANGEL ESCOBAR 5630 PROFESSIONAL LAND SURVEYOR

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

I, WAAPF PROPERTIES LLC, OWNER OF THE CERTAIN 1.289 AC TRACT OF LAND SHOWN HEREON AND DESCRIBED IN A DEED RECORDED IN DOCUMENT NO. 2018109083, OF THE OFFICIAL RECORDS OF WILLIAMSON COUNTY, TEXAS, AND DO HEREBY STATE THAT THERE ARE NO LIEN HOLDERS OF THE CERTAIN TRACT OF LAND, AND DO HEREBY RESUBDIVIDE, AMEND, ETC. SAID TRACT AS SHOWN HEREON, AND DO HEREBY CONSENT TO ALL PLAT NOTE REQUIREMENTS SHOWN HEREON, AND DO HEREBY DEDICATE TO THE CITY OF GEORGETOWN THE STREETS, ALLEYS, RIGHTS-OF-WAY, EASEMENTS AND PUBLIC PLACES SHOWN HEREON FOR SUCH PUBLIC PURPOSES AS THE CITY OF GEORGETOWN MAY DEEM APPROPRIATE. THIS SUBDIVISION IS TO BE KNOWN AS:

"RIVERPLACE GEORGETOWN SUBDIVISION"

TO CERTIFY WHICH, WITNESS BY MY HAND THIS 27TH DAY OF February, 2019.

WAAPF PROPERTIES, LLC

BY: AUSTIN PFIESTER
GENERAL PARTNER

2/27/19
DATE

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

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

GIVEN UNDER MY HAND AND SEAL OF OFFICE THIS 27TH DAY OF February, 2019.

Jennifer Sparks

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS

Jennifer Sparks
State of Texas
Notary Public
Commission No. 128451183
My Commission Expires 11/22/2022

MY COMMISSION EXPIRES ON: 11/22/2022

I, JAMES M. CUMMINS , REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF TEXAS, DO HEREBY CERTIFY THAT THIS SUBDIVISION IS IN THE EDWARDS AQUIFER RECHARGE ZONE AND IS NOT ENCROACHED BY ZONE A FLOOD AREA, AS DENOTED HEREIN, AND AS DEFINED BY FEDERAL EMERGENCY MANAGEMENT ADMINISTRATION FLOOD HAZARD BOUNDARY MAP, COMMUNITY PANEL NUMBER 48491C0295E, EFFECTIVE DATE SEPTEMBER 26, 2008, AND LOMAR 13-06-1572P, EFFECTIVE DATE FEBRUARY 26, 2015, AND THAT EACH LOT CONFORMS TO THE CITY OF GEORGETOWN REGULATIONS. THE FULLY DEVELOPED, CONCENTRATED STORMWATER RUNOFF RESULTING FROM THE ONE HUNDRED (100) YEAR FREQUENCY STORM IS CONTAINED WITHIN THE DRAINAGE EASEMENTS SHOWN AND/OR PUBLIC RIGHTS-OF-WAY DEDICATED BY THIS PLAT.

TO CERTIFY WHICH, WITNESS MY HAND AND SEAL AT GEORGETOWN, WILLIAMSON COUNTY, TEXAS,

THIS 26TH DAY OF FEBRUARY, 2019.

JAMES M. CUMMINS
REGISTERED PROFESSIONAL ENGINEER
STATE OF TEXAS NO. 105952

STATE OF TEXAS JAMES M. CUMMINS 105952 LICENSED PROFESSIONAL ENGINEER

BASED UPON THE ABOVE REPRESENTATIONS OF THE ENGINEER OR SURVEYOR WHOSE SEAL IS AFFIXED HERETO, AND AFTER REVIEW OF THE PLAT AS REPRESENTED BY THE SAID ENGINEER OR SURVEYOR, I FIND THAT THIS PLAT COMPLIES THE REQUIREMENTS OF CHAPTER 15.44, FLOOD DAMAGE PREVENTION, OF THE CITY OF GEORGETOWN MUNICIPAL CODE. THIS CERTIFICATION IS MADE SOLELY UPON SUCH REPRESENTATION AND SHOULD NOT RELIED UPON FOR VERIFICATIONS OF THE FACTS ALLEGED. THE CITY OF GEORGETOWN DISCLAIMS ANY RESPONSIBILITY TO ANY MEMBER OF THE PUBLIC OR INDEPENDENT VERIFICATIONS OF THE REPRESENTATIONS, FACTUAL OR OTHERWISE, CONTAINED IN THIS PLAT AND THE DOCUMENTS ASSOCIATED WITH IT.

GLEN HOLCOMB
CHIEF BUILDING OFFICIAL AND ~~FLOODPLAIN COORDINATOR~~
CITY OF GEORGETOWN

03-21-2019
DATE

GEORGETOWN, TEXAS 78627

THIS SUBDIVISION TO BE KNOWN AS "RIVERPLACE GEORGETOWN" HAS BEEN ACCEPTED AND APPROVED FOR FILING OF RECORD WITH THE COUNTY OF WILLIAMSON, TEXAS, ACCORDING TO THE MINUTES OF THE MEETING OF THE GEORGETOWN PLANNING

AND ZONING COMMISSION ON THIS 3 DAY OF March, 2019, A.D.

~~JOSH SCHROEDER~~, CHAIRMAN 02/19 — DATE 3/6/19

TIM BARGAINER, SECRETARY 02/18 — DATE 3/5/19

I, SOFIA NELSON, PLANNING DIRECTOR OF THE CITY OF GEORGETOWN, TEXAS, DO HEREBY CERTIFY THIS PLAT IS APPROVED FOR FILING OF RECORD WITH THE COUNTY CLERK OF WILLIAMSON COUNTY, TEXAS.

SOFIA NELSON, PLANNING DIRECTOR — DATE 3/26/19

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

I, NANCY RISTER, CLERK OF THE COUNTY COURT OF SAID COUNTY, DO HEREBY CERTIFY THAT THE FOREGOING INSTRUMENT IN WRITING, WITH ITS CERTIFICATE OF AUTHENTICATION WAS FILED FOR RECORD IN MY OFFICE ON THE 1ST DAY OF April, 2019, A.D., AT 2:50 O'CLOCK, P.M., AND DULY RECORDED THIS THE 1ST DAY OF April, 2019, A.D., AT 3:03 O'CLOCK, P.M., IN THE OFFICIAL PUBLIC RECORDS OF SAID COUNTY IN DOCUMENT NO. 201902692O

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

NANCY RISTER, CLERK
COUNTY COURT OF WILLIAMSON COUNTY, TEXAS

BY: Brenda McKenzie, DEPUTY
Brenda McKenzie

COUNTY COURT WILLIAMSON COUNTY, TEXAS

FINAL PLAT OF THE RIVERPLACE GEORGETOWN SUBDIVISION LOT 1, BLOCK 1

BEING A RE-PLAT OF LOTS 2-7, PART OF LOT 8, AND A PORTION OF FIRST STREET, OF BLOCK 2, CITY OF GEORGETOWN

A 1.289 Acre Subdivision situated in the
Nicholas Porter Survey No. 497,
Patented in conflict with the Orville Perry Survey No. 10
Williamson County, Texas

STEGER BIZZELL

FP-2018-042

ADDRESS 1978 S. AUSTIN AVENUE | GEORGETOWN, TX 78626
METRO 512.930.9412 | TEXAS REGISTERED ENGINEERING FIRM F-181 TBPLS FIRM No.10003700 | WEB STEGERBIZZELL.COM
SERVICES >>ENGINEERS >>PLANNERS >>SURVEYORS

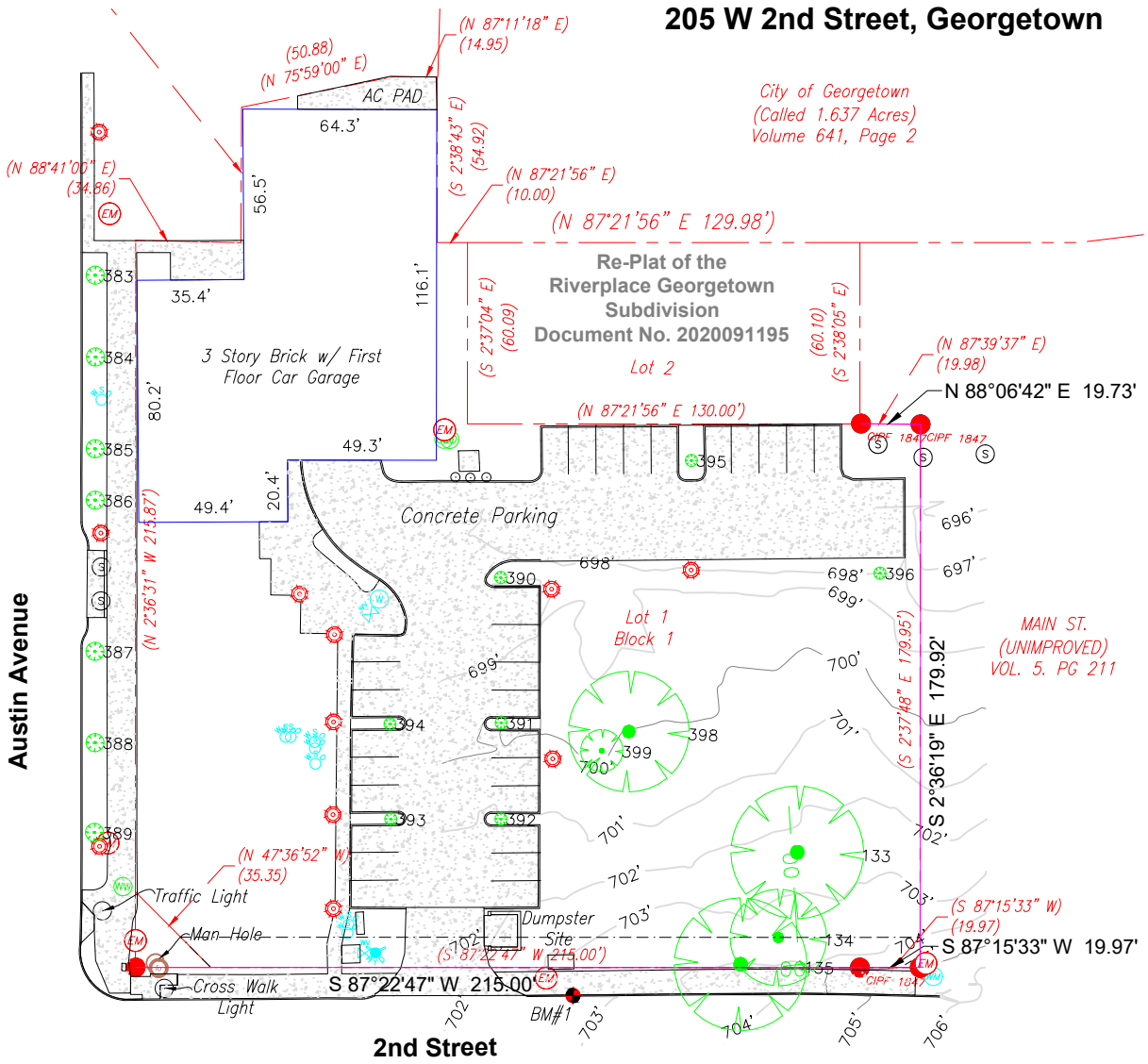
JOB No. 22629 | DATE: 02/14/2019 | SHEET 2 of 2 | DRAWN BY: SF | REVIEWED BY: AR | APPROVED BY: ME

TOPOGRAPHICAL SURVEY FOR
WAAPF Investments LLC
Southeast Portion of Lot 1, Block 1,
Re-Plat of the Riverplace Georgetown Subdivision
Document No. 2020091195
Williamson County, Texas
205 W 2nd Street, Georgetown

Note:
The bearing basis for this survey is the State Plane Coordinate System
NAD83, Texas Central Zone, (4203)
GEOID: 18
DATUM: NAVD88
CONVERGENCE: 1°22'04.45"

SCALE: 1" = 60'

0 60 120 Feet



BENCHMARK #1
CHISELED SQUARE
ELEVATION: 703.10'

LEGEND

- 1/2" IRON PIN FOUND (STEEL PIN)
- CAPPED IRON PIN SET "FOREST RPLS 1847" — CIPS 1847
- CAPPED IRON PIN FOUND "FOREST RPLS 1847" — CIPF 1847
- NAIL SET/WASHER "FOREST RPLS 1847"
- CAPPED IRON PIN FOUND
- BENCHMARK MONUMENT (COTTON SPINDLE SET)
- STORMWATER MANHOLE
- CABLE TV PEDESTAL
- FIBER OPTIC MARKER
- TELEPHONE PEDESTAL
- ELECTRIC POWER POLE
- TELEPHONE POLE
- GUY WIRE
- MAILBOX
- LIGHT STANDARD
- WASTEWATER CLEANOUT
- WASTEWATER MANHOLE
- SEPTIC TANK
- ELECTRIC BOX
- WATER VALVE
- ICV WATER VALVE
- WATER METER
- OVERHEAD ELECTRIC
- OVERHEAD ELECTRIC TRANSMISSION
- TELEPHONE LINE
- CABLE TV
- FIBER OPTIC CABLE
- TRACT LINES
- BOUNDARY LINES

( ) Denotes Record Information

All document references are in Williamson County, Texas
O.P.R.W.C.T. Official Public Records of Williamson County, Texas
P.R.W.C.T. Plat Records of Williamson County, Texas
D.R.W.C.T. Deed Records of Williamson County, Texas

TREE SCHEDULE				
KEY	TREE TAG	CALIPER (MULTI TRUNK)	HALF CRITICAL ROOT ZONE (IN FEET)	SPECIES
C	383	3"	1.5'	SYCAMORE
C	384	3"	1.5'	SYCAMORE
C	385	3"	1.5'	SYCAMORE
C	386	3"	1.5'	SYCAMORE
C	387	3"	1.5'	SYCAMORE
C	388	3"	1.5'	SYCAMORE
C	389	3"	1.5'	SYCAMORE
C	390	2"	1'	ELM
C	391	2"	1'	ELM
C	392	2"	1'	ELM
C	393	2"	1'	ELM
C	394	2"	1'	ELM
C	395	2"	1'	ELM
C	396	2"	1'	ELM
P	133	22"	11'	PECAN
P	135	22"	11'	PECAN
P	134	16"	8'	PECAN
P	398	20"	10'	PECAN
C	399	7"	3.5'	PECAN

Legend
P= Protected — D= Dead or Diseased
HT=Heritage Tree — NP=Not Protected
R=Removal of Protected Tree — C= Credit Tree
R-HT=Removal of Heritage Tree — X=Prohibited Species

Total Number of Protected Trees: 4
Total Number of Protected Trees to Remain: 1

Protected Tree Preservation Calculation (UDC Section 8.02.030.E.2):
Total # of Protected Trees÷Total Acreage= Tree Density
Tree Density x 0.3= Total # of Protected Trees to Remain on Site

I, The undersigned does hereby certify that this survey was made on the ground of the property legally described hereon, under my supervision. This plat is correct to the best of my knowledge and belief and identifies any evidence of utilities, boundary line conflicts, shortages in area, protrusions, intrusions, and overlapping of significant improvements. This property abuts a public roadway, except as shown hereon.

Survey Date August 15, 2022
TOPO of Southeast portion of Lot 1, added JUNE 17, 2023

William F. Forest, Jr. R.P.L.S. 1847

STATE OF TEXAS
REGISTERED
WILLIAM F. FOREST, JR.
1847
PROFESSIONAL
LAND SURVEYOR

Standard Survey Note:
This survey has been completed without the benefit of an abstracted title. A current title commitment has not been provided to identify additional record easements which may be applicable. Restrictive covenants and other matters have not been researched as a part of this survey. See applicable restrictive covenants and local codes for applicable development limitations. Nothing in this survey is intended to express an opinion regarding ownership or title.

Forest Surveying & Mapping Co.
Copyright © 2023

Forest Surveying & Mapping Company
1002 Ash St. Georgetown, Texas
phone: 512-930-5927
www.forestsurveying.com
TBPLS FIRM NO.10002000
Surveying Services are regulated by the
Texas Board of Professional Engineers and Land Surveyors
1917 S Interstate 35 Austin, TX 78741, US (512) 440-7723

DATE: June 20, 2023
FB/PG: 156/67-68
PP: P:\Riverplace
DWG: Riverplace
LO: Riverplace Tree
Technician: JL

City of Georgetown, Texas
Planning and Zoning Commission
November 7, 2023

SUBJECT:
Future Mobility Plan Overview

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

ITEM SUMMARY:
The Future Mobility Plan (FMP), formally known as the Overall Transportation Plan, identifies transportation priorities based on existing and future needs. The City of Georgetown may reference this mobility plan when identifying funding. This FMP can also 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. 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.

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 among the 15 fastest-growing large cities in the United States. 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 process for updating the 2015 Overall Transportation Plan (OTP), included coordination with Williamson County, TxDOT, City of Round Rock, and other stakeholders including the City's Planning department. 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. Proposed roadway locations were identified based on incoming development and environmental/topographic (floodplains, quarries, water features). Updates to roadway cross sections in Chapter 5 include the removal of on-street bike facilities, reduced lane widths as strategies for speed management, and reduction in acquisition and maintenance costs as well as enhanced programming details outside of curb lines.

Attached is the draft FMP and Thoroughfare map as presented to City Council.

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.

On 10/24, staff and the City Council reviewed the draft FMP. During the workshop, City Council recommended staff do the following before returning for adoption:

- Review the recommended project list in Chapter 6 for cost and priorities
- Consider adding a center strip to shared-use paths and
- Evaluate the feasibility of a new roadway between SH 195, IH 35 and County Road 143.

At this meeting, staff will provide the Commission and public an overview of updates completed including:

- 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

From the Commission, the project team is the following feedback:
- Are there any roadway projects missing from the list of Roadway Improvement Projects?
- Is there any additional information the Commission needs before considering adoption at their 11/21 meeting?

FINANCIAL IMPACT:
N/A

SUBMITTED BY:
Nathaniel Waggoner, Systems Engineering

ATTACHMENTS:
Presentation
Georgetown Future Mobility Plan - Draft
Thoroughfare Map - Draft

City of Georgetown Future Mobility Plan*

November 7, 2023 | Planning and Zoning Commission

*Previously the Overall Transportation Plan (OTP)

GEORGETOWN TEXAS

Agenda

- Purpose of the FMP
- Feedback to date from P&Z, City Council
- Thoroughfare Plan review
- Cross-sections review
- Project scoring overview and results
- Next steps
- Council feedback

Recap of Joint Session with City Council – 6/27/2023

- Review included:
  - Thoroughfare Plan
  - Cross-sections
  - Travel Demand Modeling
  - Performance measures
- Updates since last meeting
  - Minor edits to Thoroughfare Plan
  - Reduction in right-of-way width for local streets
  - Project scoring

Council Feedback – 10/24/2023

- Review recommended project list, confirm costs
- Consider adding a center stripe to shared-use paths
- Evaluate the feasibility of a new roadway between SH 195, IH 35 and CR143

Thoroughfare Plan

Purpose of the FMP

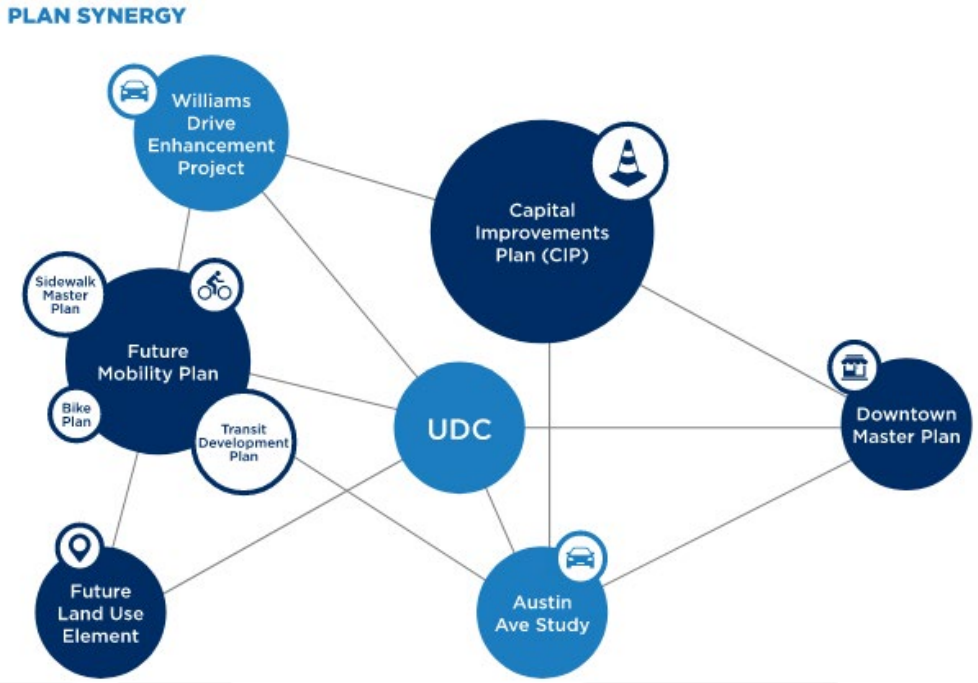
A Future Mobility Plan...

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



Process

- Coordination with Williamson County, TxDOT, City of Round Rock, other stakeholders
- Consideration:
  - Incoming development
  - Environmental/topographic (floodplains, quarries, water features)
- Changes made to existing roadways since the last plan
- Capacity and connectivity needs
- Special planning areas such as Downtown, Williams Drive

Development Considerations



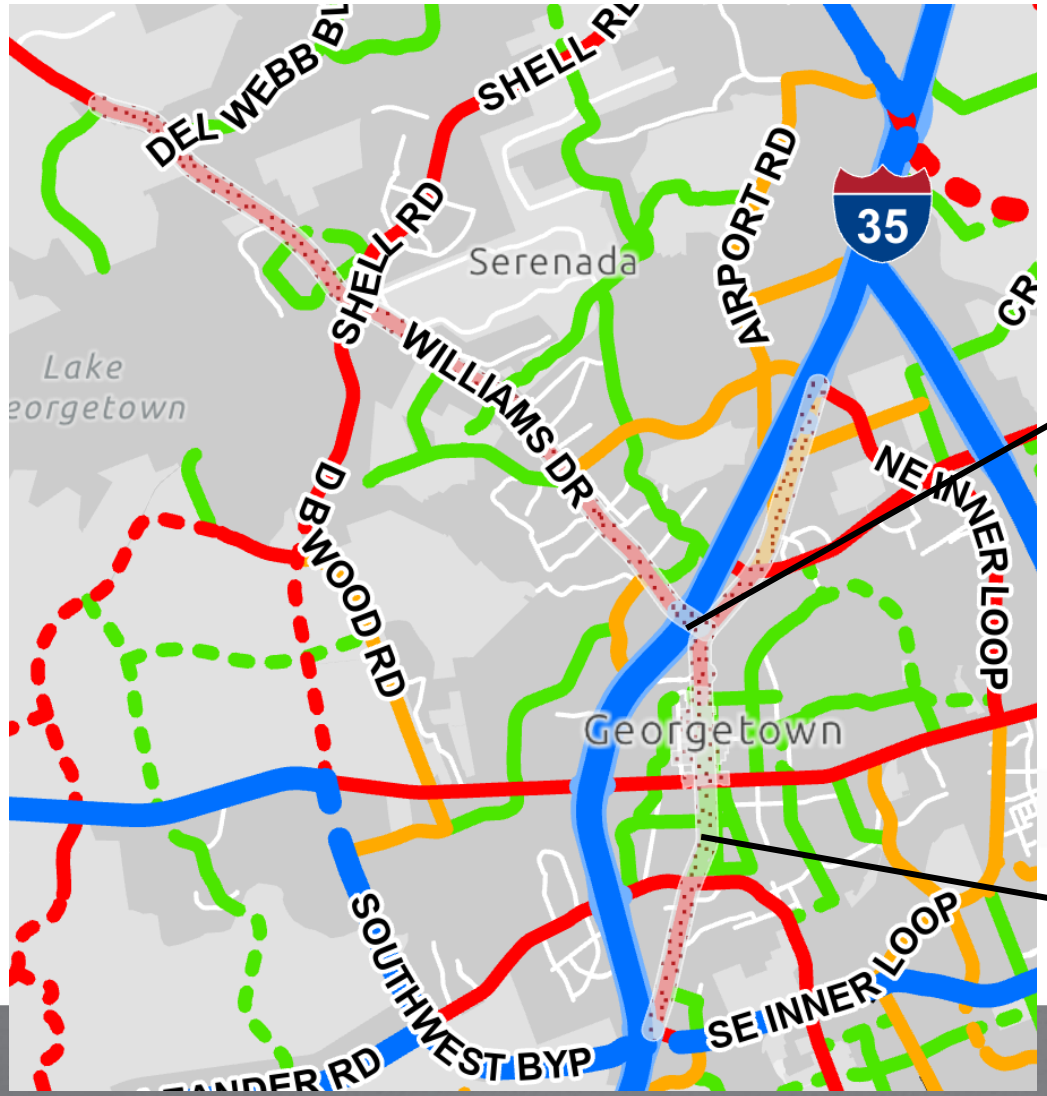
Incoming Development

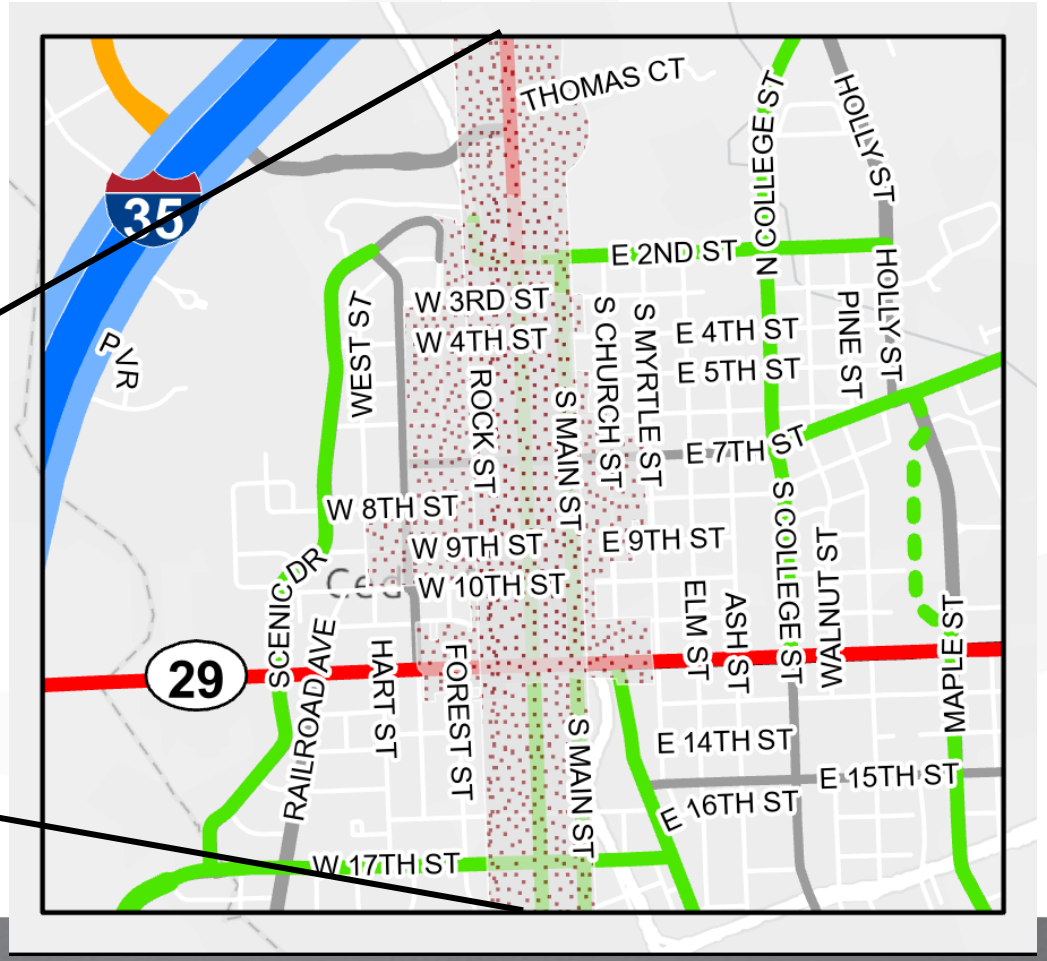


Environmental Considerations



Special Planning Areas Considerations





Types of Changes

- Additions – new connections
- Deletions – removal of line on map
- Reclassifications – upgrade or downgrade
- Realignments – changes to the path of the future connection
- Status – changed from proposed to existing due to construction

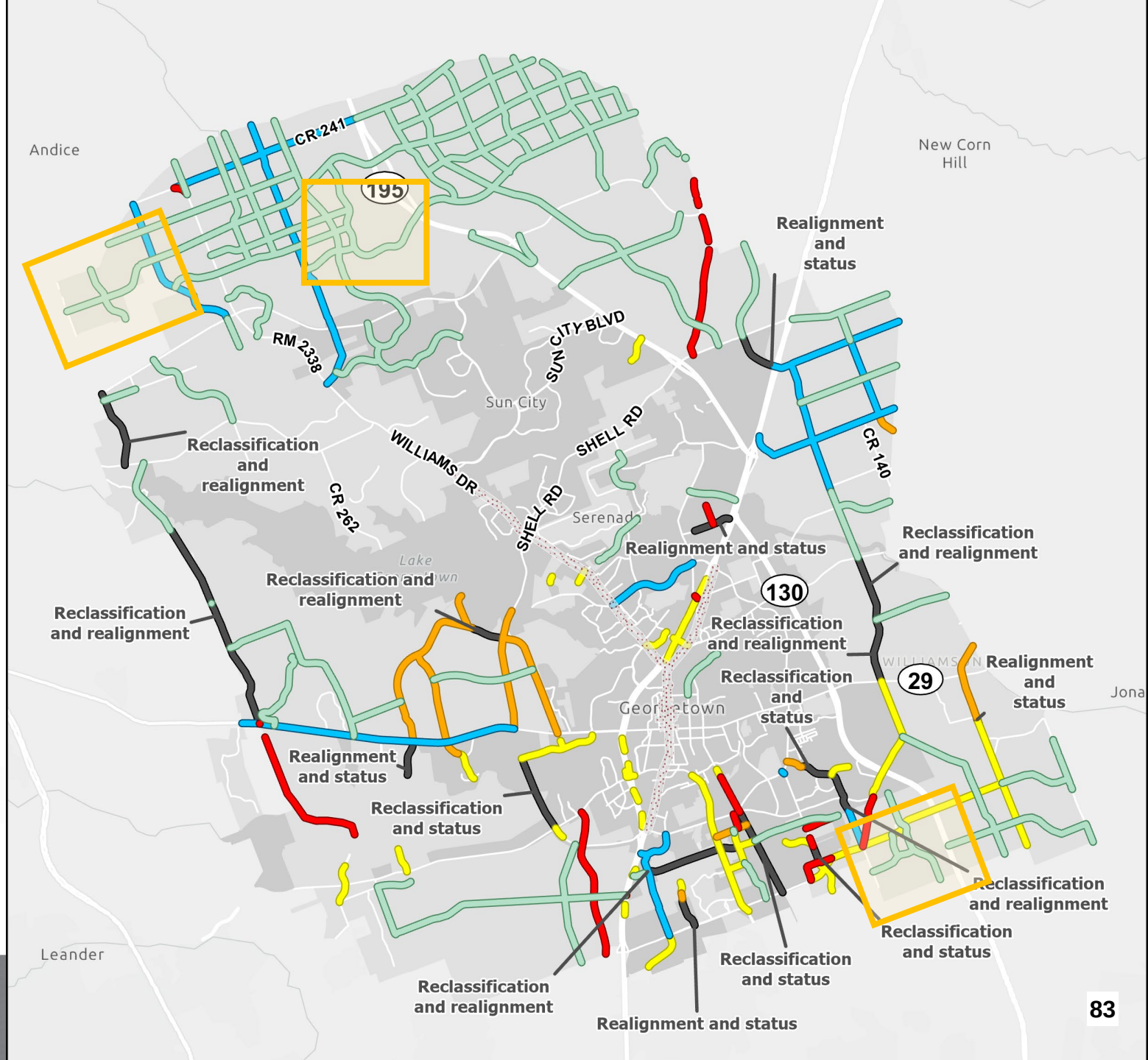
Thoroughfare Plan Changes

Development alignments incorporated

Legend

Changes Since Previous Plan

- Addition
- Deletion
- Reclassification
- Realignment
- Status
- Multiple
- City Limits
- ETJ Boundary



Thoroughfare Plan

Legend

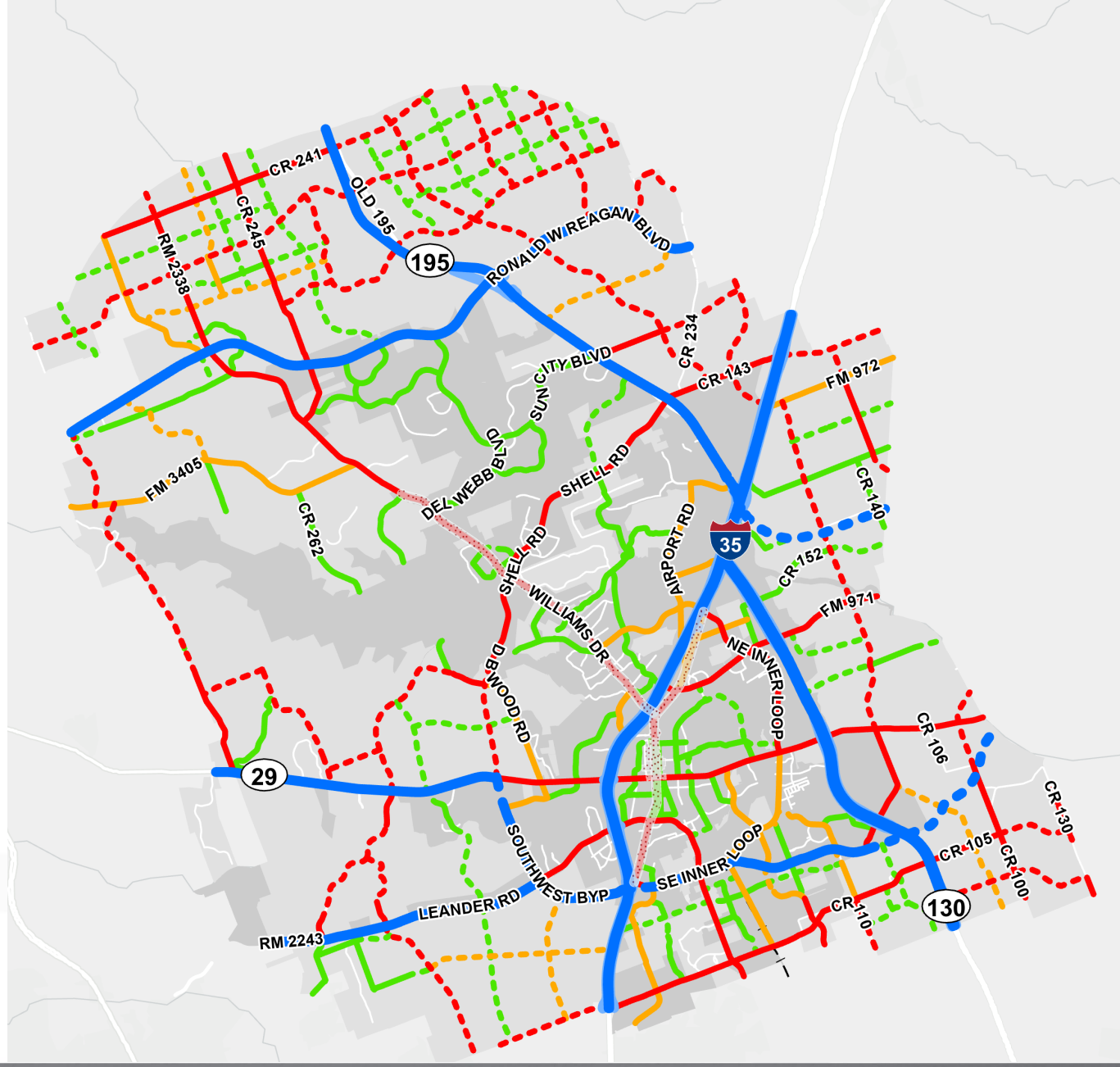
- Special Planning Area
- City Limits
- ETJ Boundary

Classification

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

Status

- Existing
- Proposed

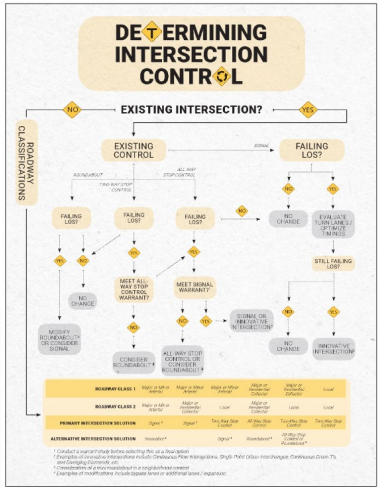


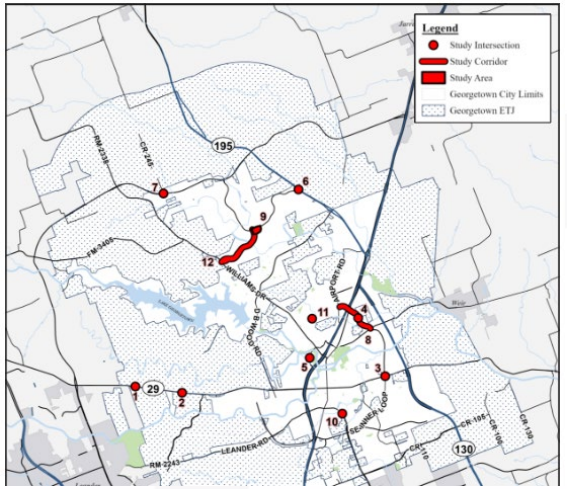
New Tools

- Recommended Intersection Improvements and Bottleneck Evaluations
- Signal Network and Technology Tools
- Recommended Safety Countermeasures
- Recommended Roadway Performance Measures and Resulting Recommended Projects

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

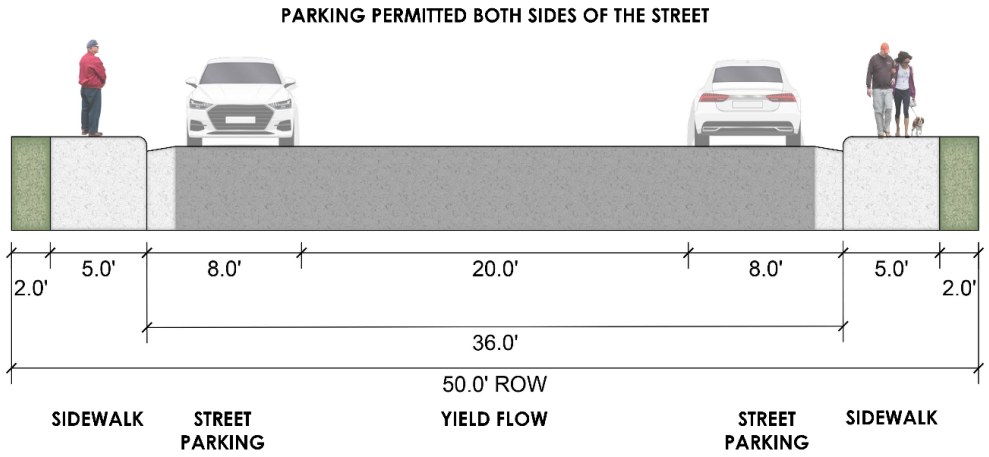




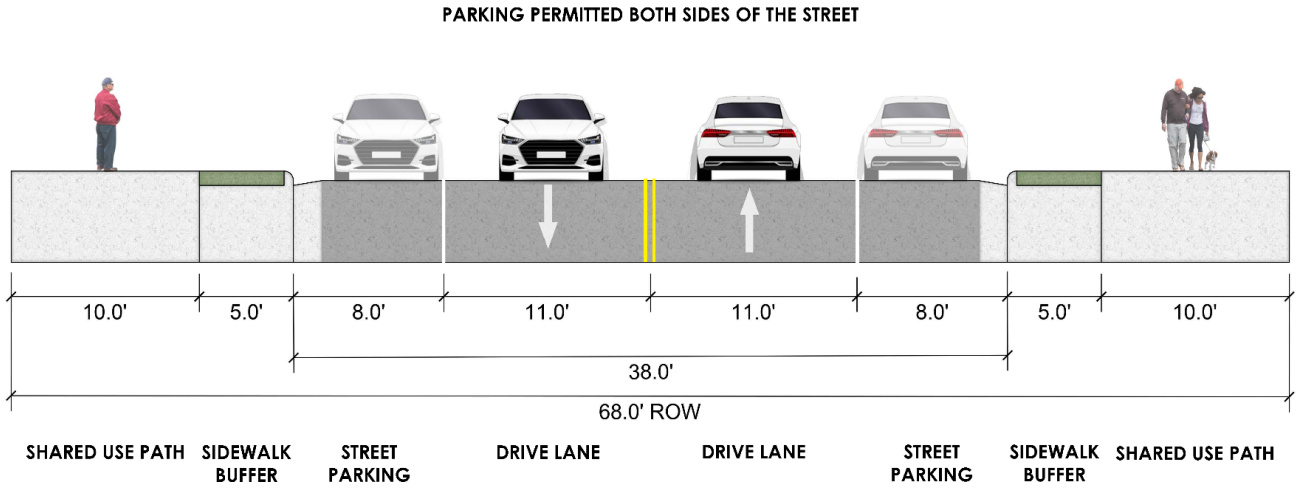
Cross-Sections

Cross-Sections

2-lane Residential Local Street



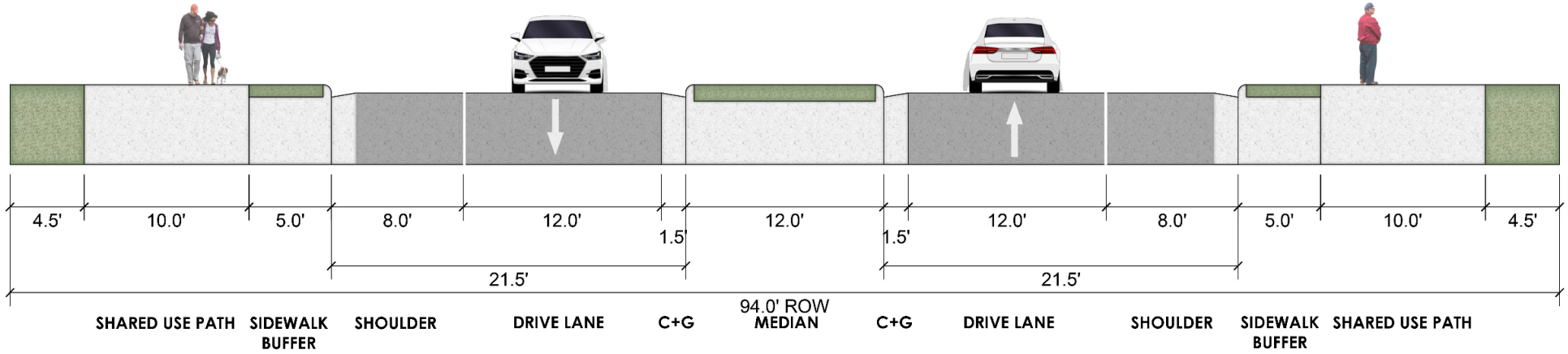
2-lane Residential Collector



Cross-Sections

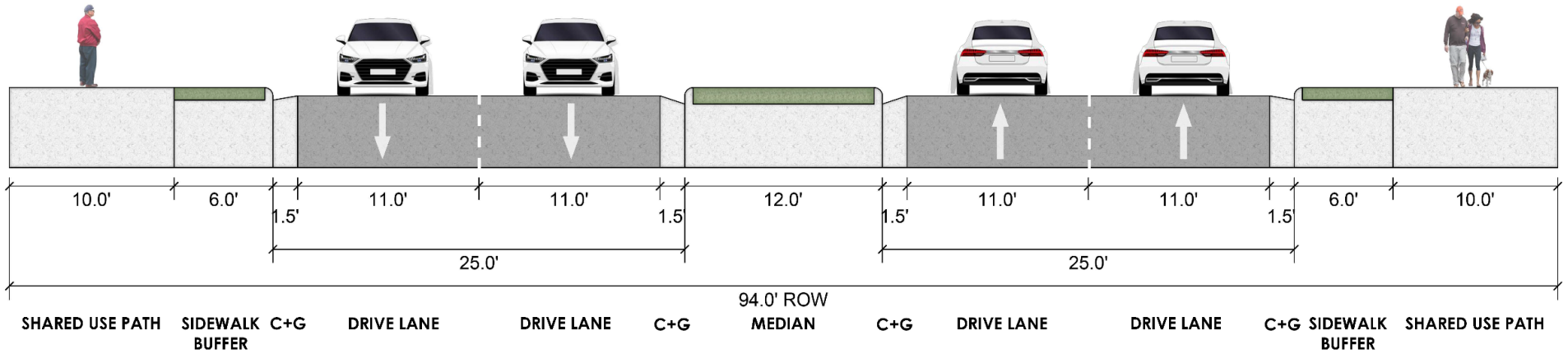
2-lane Major Collector

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



4-lane Major Collector

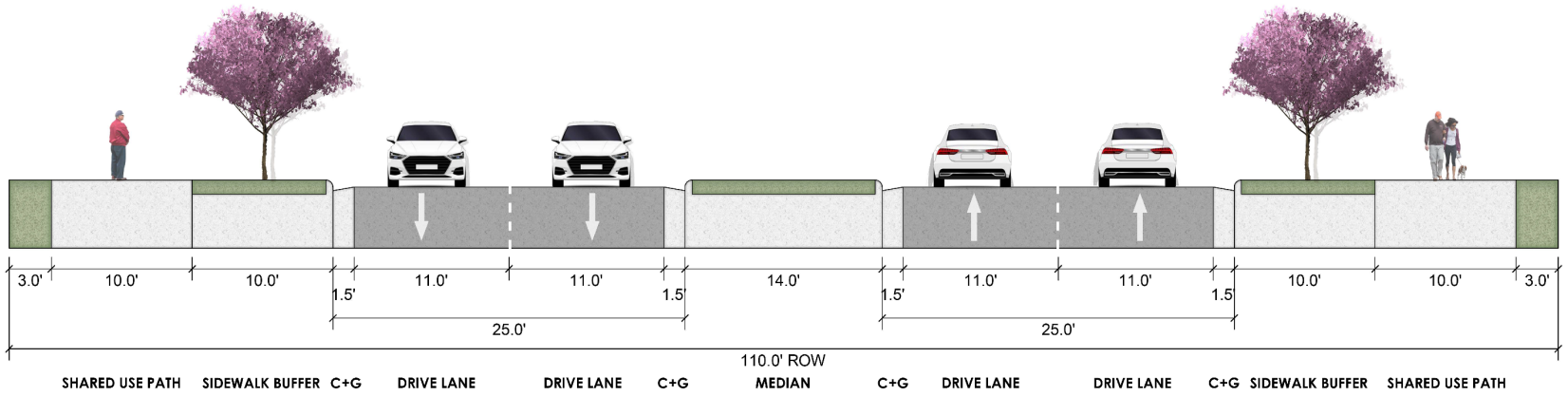
MEDIAN SURFACE TYPE TO BE DETERMINED BY DIRECTOR
CURB AND GUTTER IS 1.5' AND SHOWN IN CROSS SECTIONS



Cross-Sections

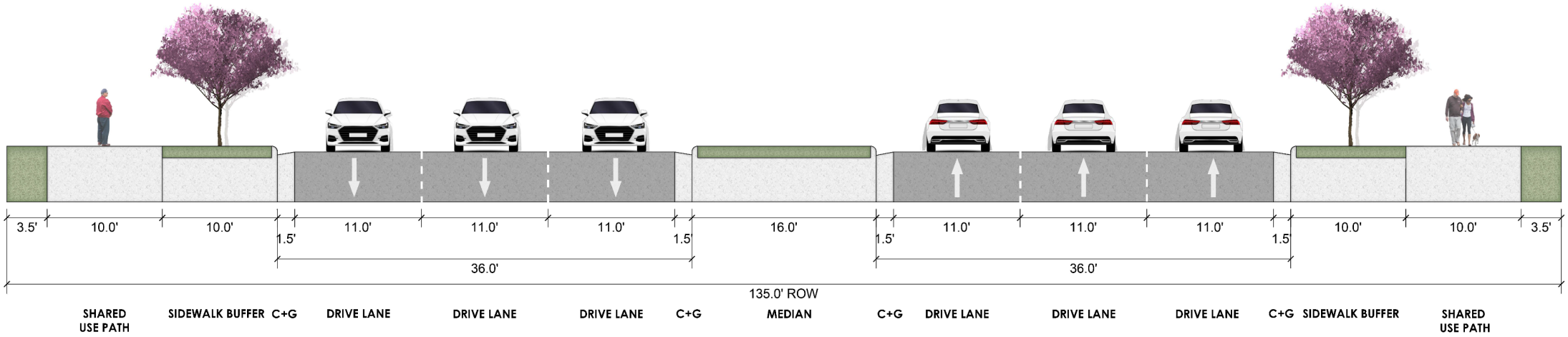
4-lane Minor Arterial

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



Cross-Section Feedback

Differences from existing – are these changes acceptable?

- No on-street bike lanes
- Reduced lane widths
  - Speed management
  - Less space required
- Enhanced detail outside of curbs

Roadway Improvement Projects

Roadway	From	To
FM 971	SH 130	Gann Street
SH 29	Haven Lane	Patriot Way
Westinghouse Rd	Teravista Crossing	Rabbit Hill Rd / Mays St
Westinghouse Rd	Rabbit Hill Rd / Mays St	I-35
Westinghouse Rd	FM 1460	Teravista Crossing
Maple St*	Ridge Line Blvd	Sam Houston Ave
NE Inner Loop*	Weir Rd / FM 971	South of Coldwater Ave
NE Inner Loop*	I-35	Weir Rd / FM 971
Lakeway Dr	Northwest Blvd	Airport Rd
Northwest Blvd	Serenada Dr	Lakeway Dr
Rabbit Hill Rd	S Clearview Dr	Blue Springs Blvd
Lakeway Dr	Northwest Blvd	Williams Dr
NE Inner Loop*	South of Coldwater Ave	SH 29 / University Ave
New Roadway (Southwestern Property)	Weir Rd / FM 971	Smith Creek / CR 158
CR 143*	SH 195	I-35
Shell Rd*	Sycamore	SH 195
Maple St*	Westinghouse Rd	Ridge Line Blvd
Maple St*	7th St	SH 29 / University Ave
New Roadway	Maple St	FM 1460
Wolf Ranch Parkway	SH29	Rivery Blvd
CR 152	FM 971	CR 140
Blue Ridge Drive*	Thru Newland Park	Thru Newland Park
West Ridgeline Blvd	Naturita	FM 1460
West Ridgeline Blvd	FM1460	IH 35
SW Bypass*	SH 29	DB Wood
Airport Road*	Lakeway Drive	Berry Creek Drive
Stadium Drive*	Austin Ave	NE Inner Loop
Bell Gin Rd	Sam Houston	ETJ
Williams Drive	DB Wood	Jim Hogg Rd
Rivery Blvd*	Williams Drive	IH 35

Project in grey have been added since the review by City Council on 10/24/23

* Was identified in 2015 OTP as a roadway needing improvement

Next Steps

- Refine elements based on feedback
- Planning and Zoning recommendation to Council (11/21/23)
- Council adoption (11/28/23 and 12/12/23)

Questions or Comments?

GEORGETOWN

DECEMBER 2023

Future Mobility Plan

GEORGETOWN
TEXAS
more than welcome



Acknowledgements

City Council

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GEORGETOWN TEXAS
more than welcome

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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...

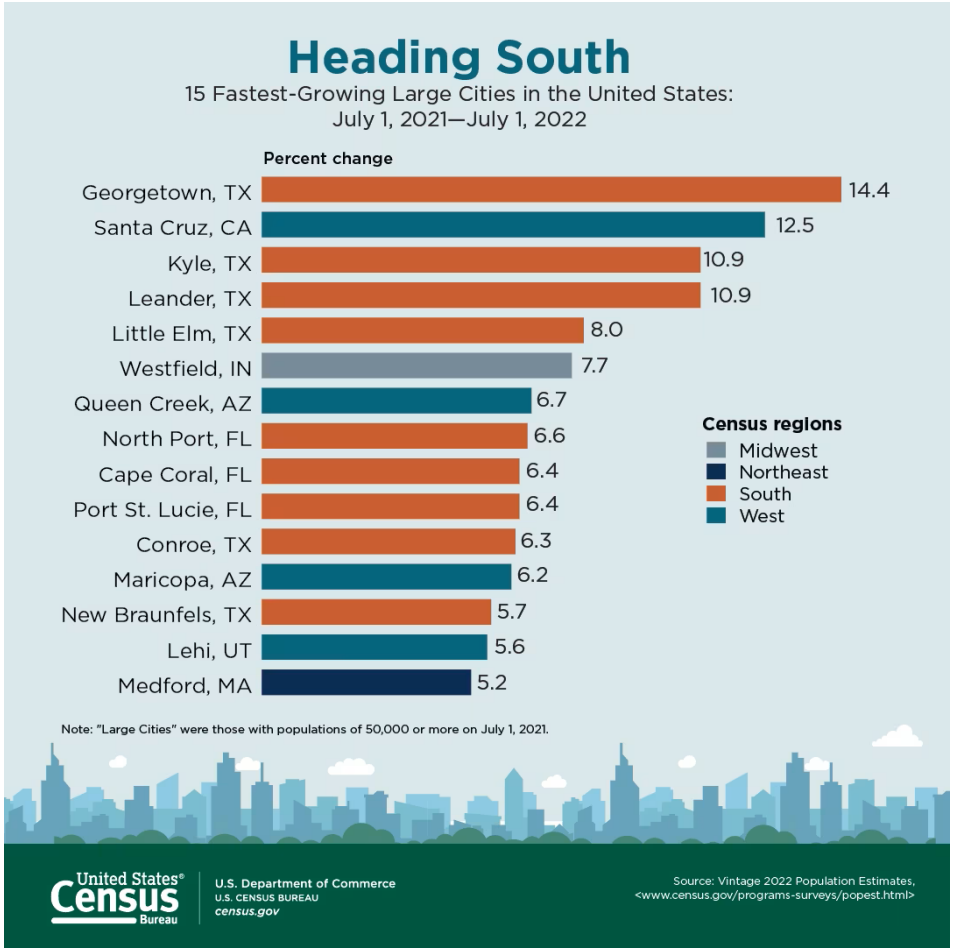
INCLUDES

- 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

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

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 States[1] . 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.

[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.

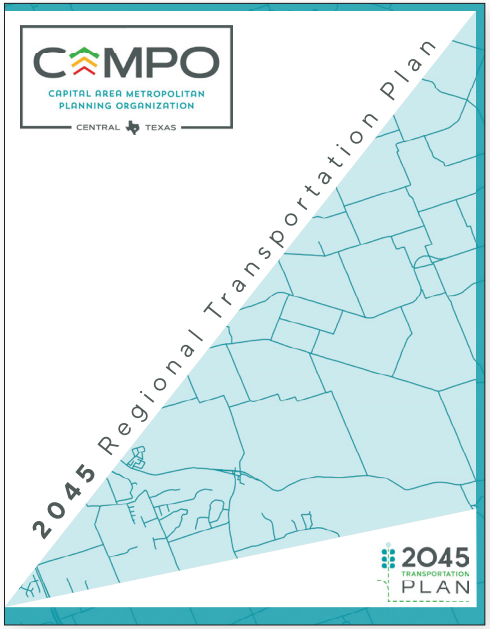
Past Plans Summary

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.





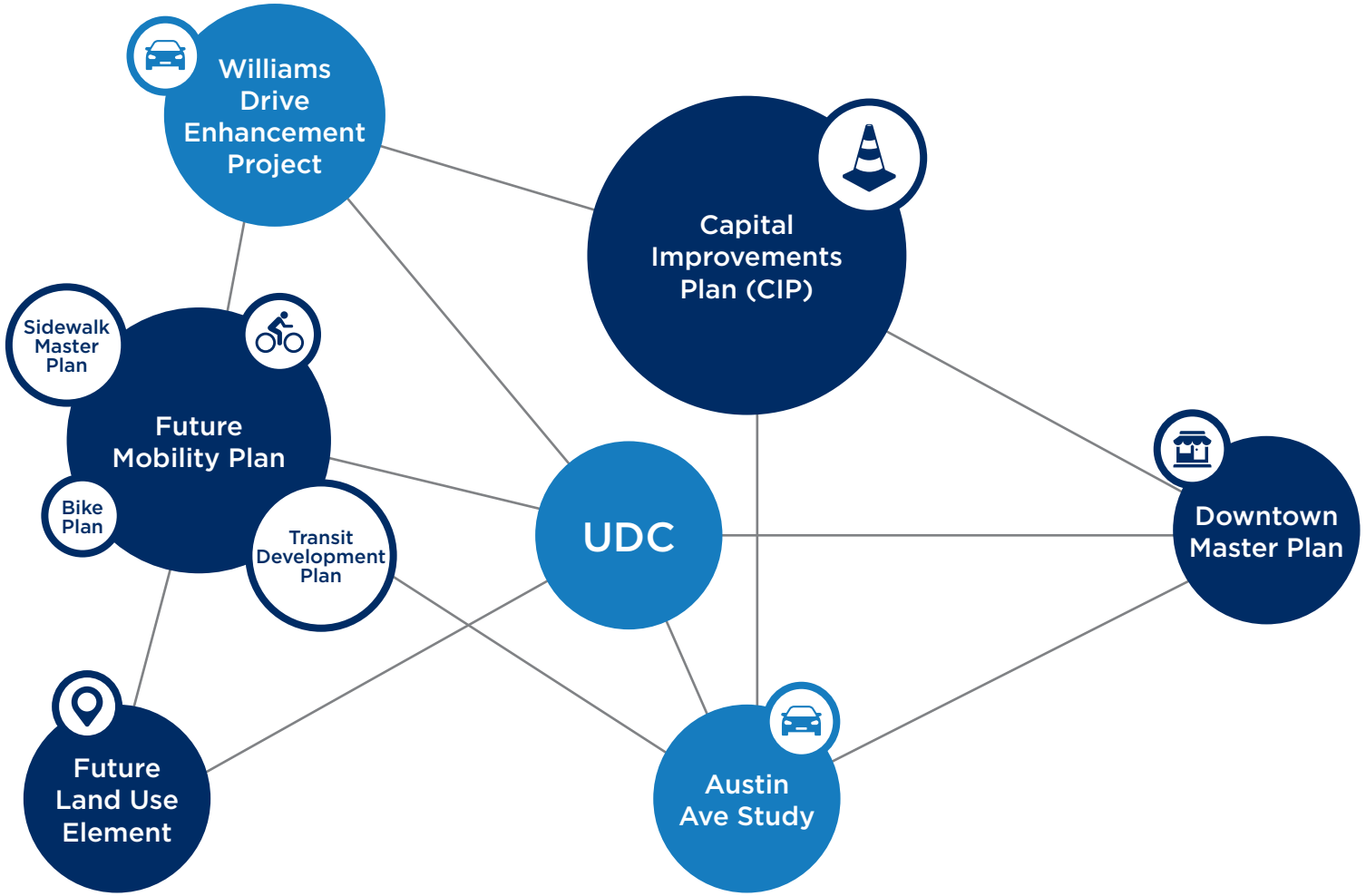


Source: City of Georgetown

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

2022

JUL

AUG
Project Kick-Off
August 2022

SEP

OCT
Stakeholder Meeting
October 2022

Planning & Zoning Commission Meeting
October 2022

Pop-Up Event #1
Art Stroll
October 2022

NOV
Public Meeting
Georgetown Public Library
November 2022

DEC

2023

JAN

FEB
Sun City Neighborhood Representative Organization Meeting
February 2023

Georgetown Neighborhood Roundtable
February 2023

MAR

APR
UDC and Downtown Master Plan Coordination
April 2023

Pop-Up Event #2
Red Poppy Festival
April 2023

MAY

JUN
Joint Planning & Zoning and City Council Meeting
June 2023

JUL

AUG
Pop-Up Event #3
Gather 'round Georgetown Expo
August 2023

SEP

OCT
City Council Workshop
October 2023

Potential Public Meeting
October 2023

NOV
Planning & Zoning Commission and City Council Public Hearings
November 2023

DEC
Adoption
December 2023

2024

JAN

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

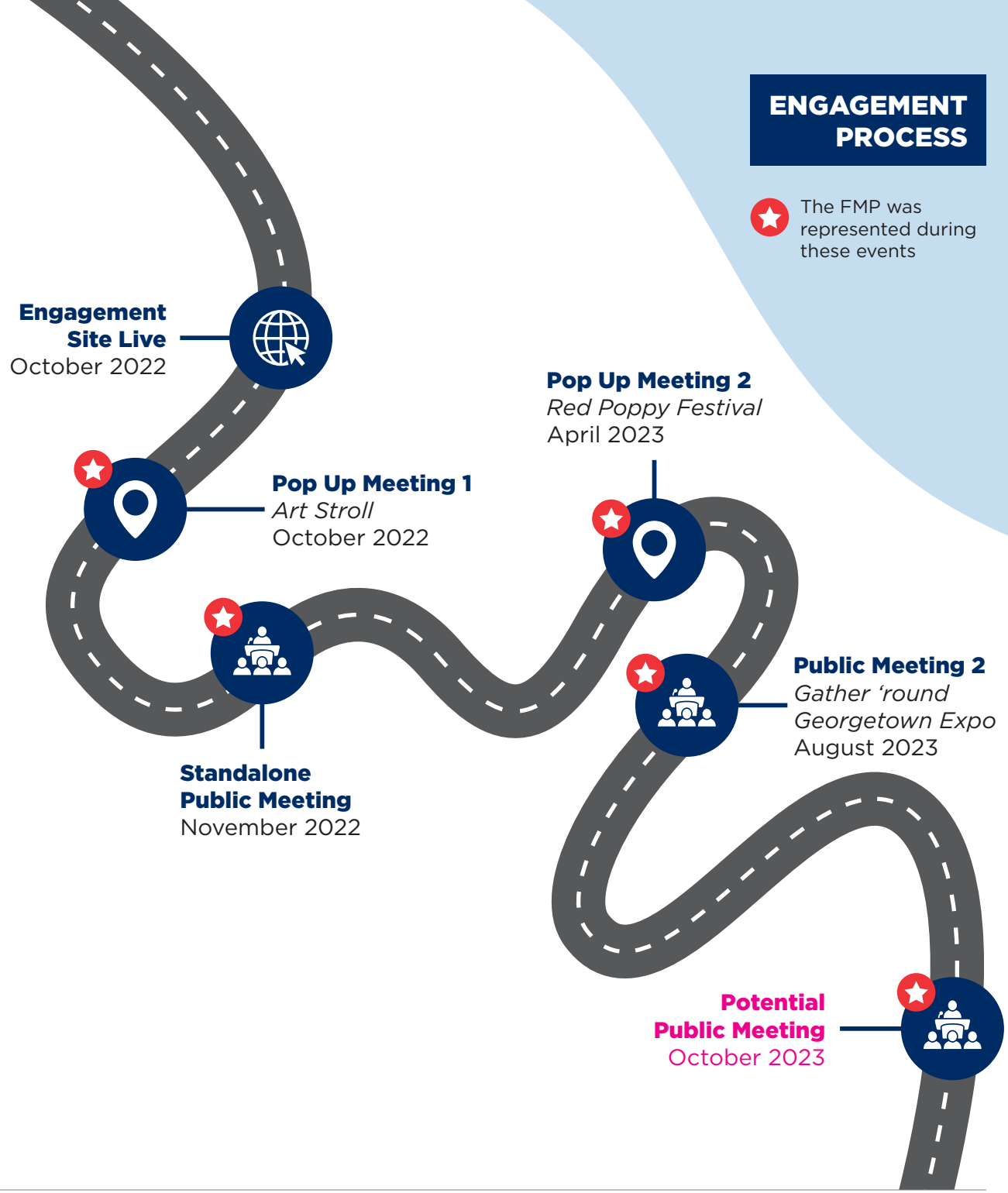
Public Engagement

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.



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%.

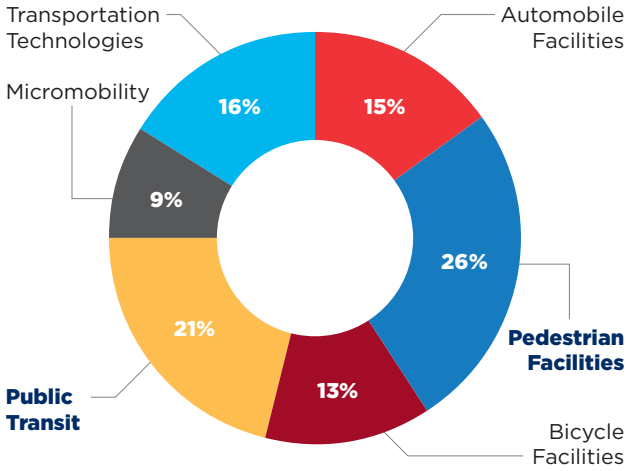




◂ Attendees at the Red Poppy Festival

RED POPPY FESTIVAL RESULTS

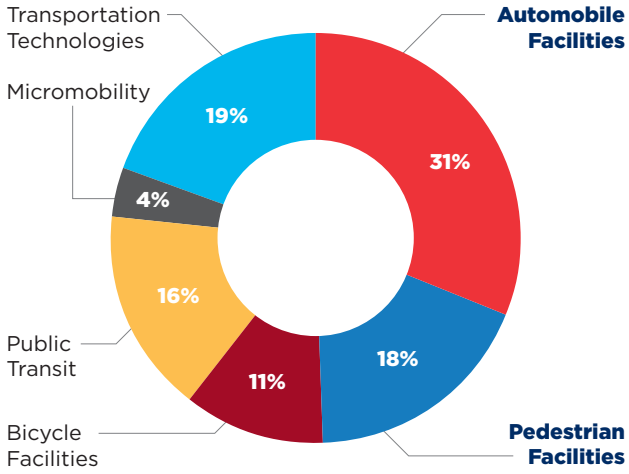
(83 participants)



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

WEB RESULTS

(376 participants)



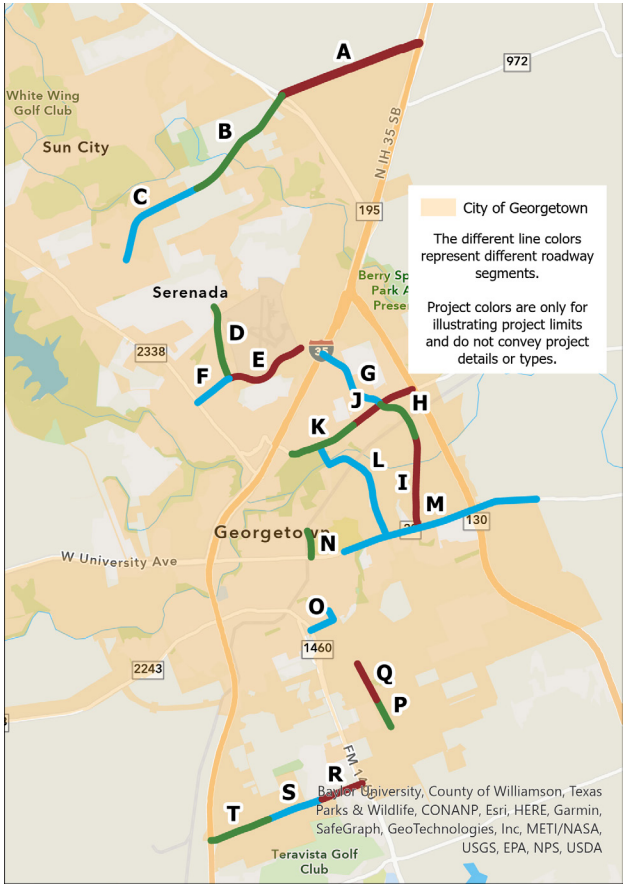
Online participants prioritized **Automobile Facilities and Transportation Technology**

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

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

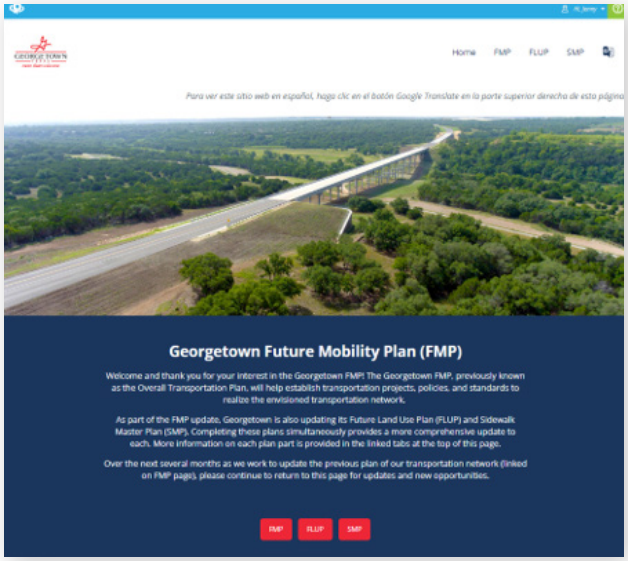
Participants were asked to use the stickers given and vote on the top 6 projects they wanted to see prioritized out of a list of 20 projects.

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.

Online Engagement



For the production of this plan, the online platform, “Social Pinpoint” was used for feedback collection. Additionally, seen in the figure to the left, there is a landing page created for the general public to stay updated/informed on the project. The interested parties were able to provide their email to be included in the mailing list of this project.

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

27,435
Total Visits

1,169
Comments

7,392
Unique Users

1,265
Budget/Survey Responses

▲ 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

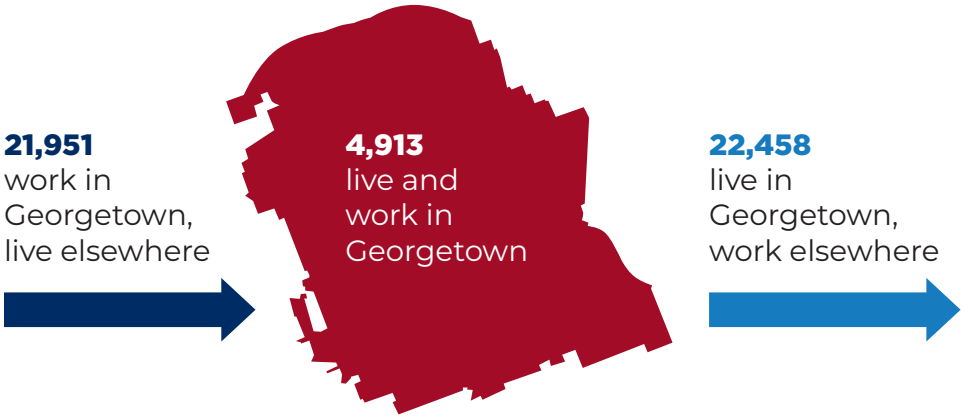
Regional Context

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 extraterrestrial jurisdiction (61 square miles), covers a total of 121 square miles.

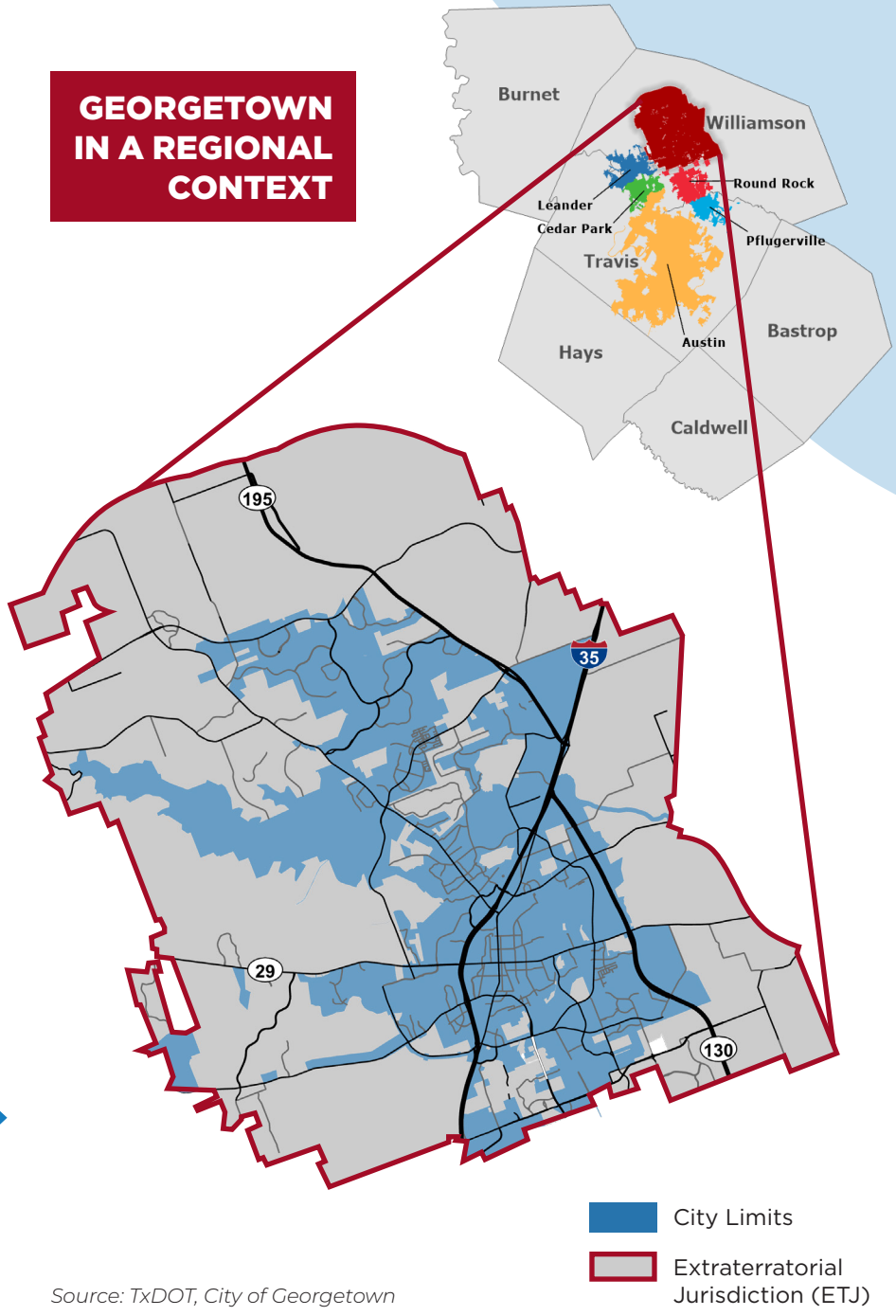
Georgetown is the county seat for Williamson County and is currently the most populated city entirely located in the county. The City of Round Rock has a bigger population overall, but a small part of its boundary is located in Travis County. Georgetown, as part of Williamson County, falls under the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

Entering Georgetown

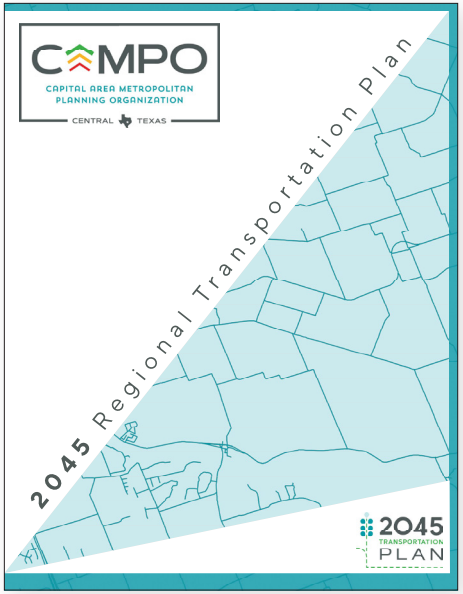
The Census Bureau OnTheMap data application shows that more than 20,000 people commute into Georgetown for work. A similar number of residents commute outside of Georgetown for work. Approximately 5,000 people live and work in Georgetown.



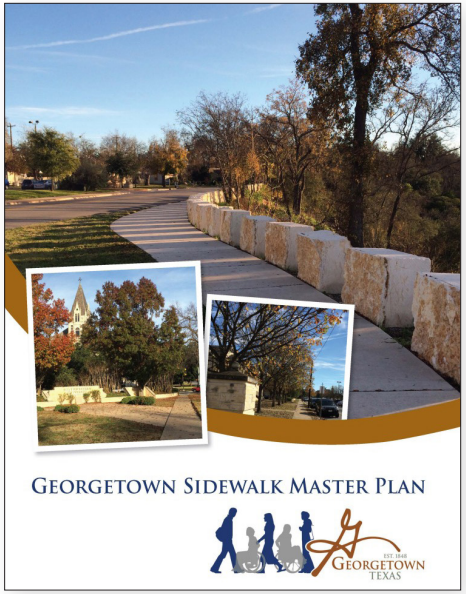
Source: TxDOT, Census Bureau

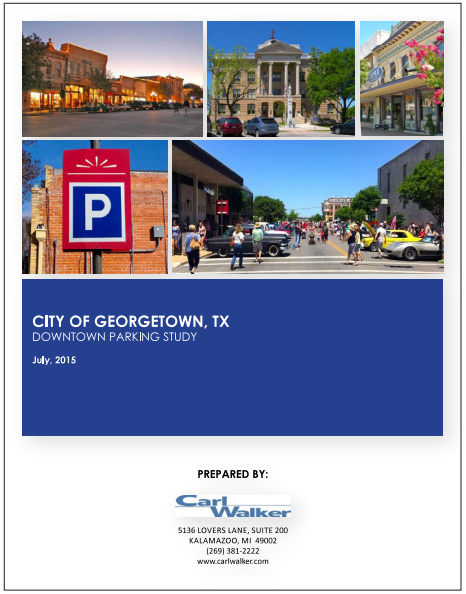


Source: TxDOT, City of Georgetown









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

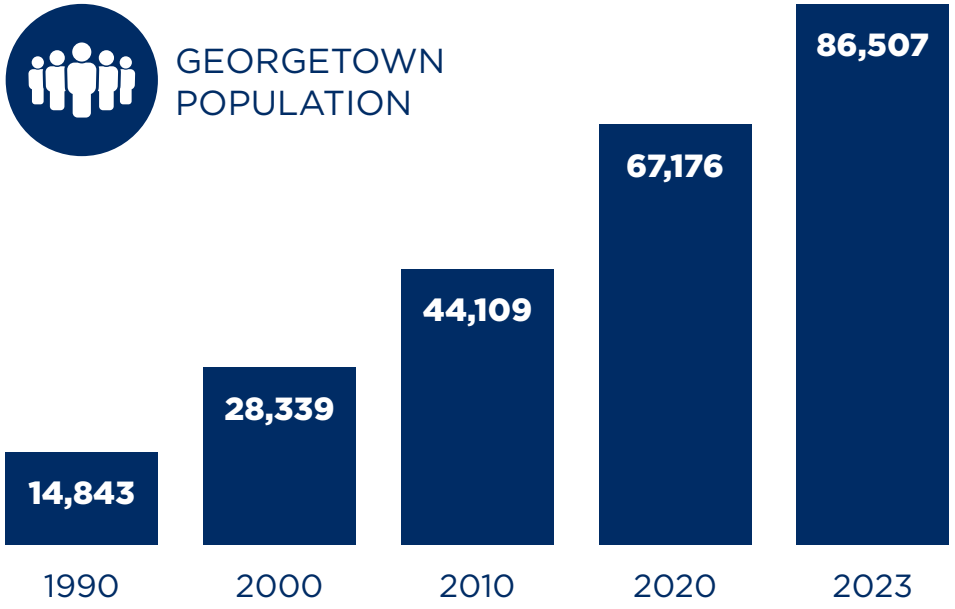


Existing Conditions

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.



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

[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.

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.

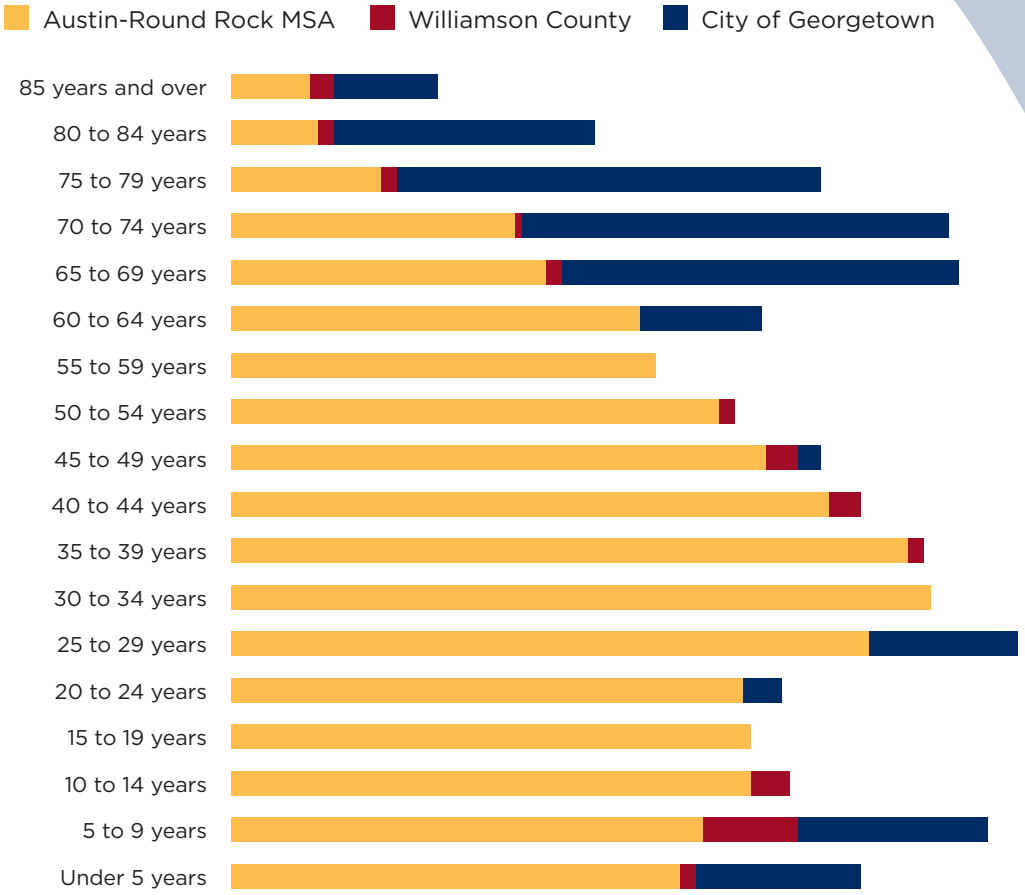
MEDIAN AGE

35.9 Austin-Round Rock Metropolitan Service Area

35.9 Williamson County

35.9 Georgetown

AGE DISTRIBUTION

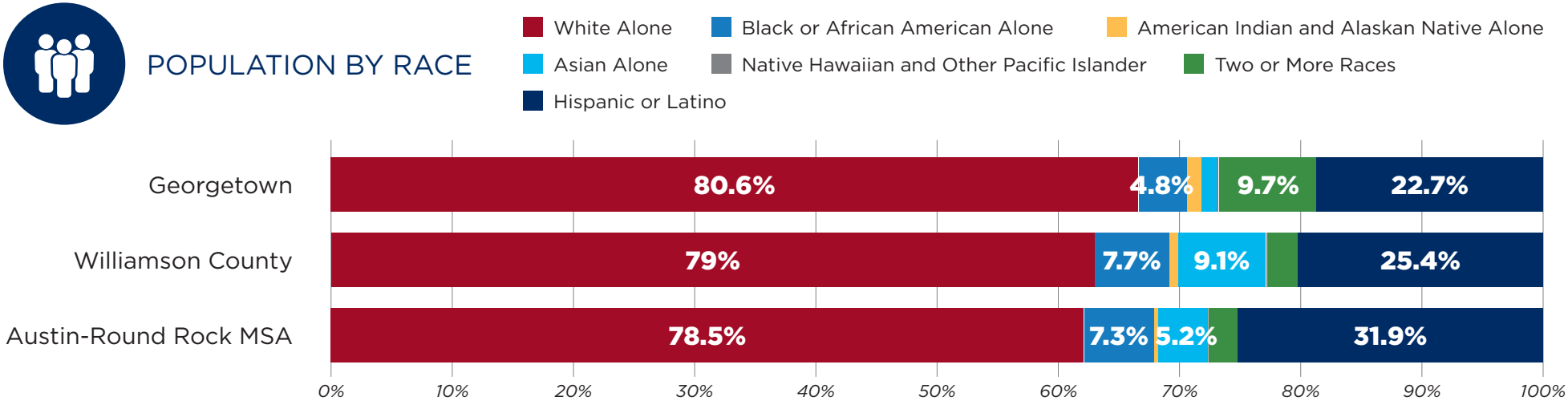


Source: American Community Survey 2021: 1-Year Estimates for Age and Sex

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



Source: American Community Survey 2021: Race

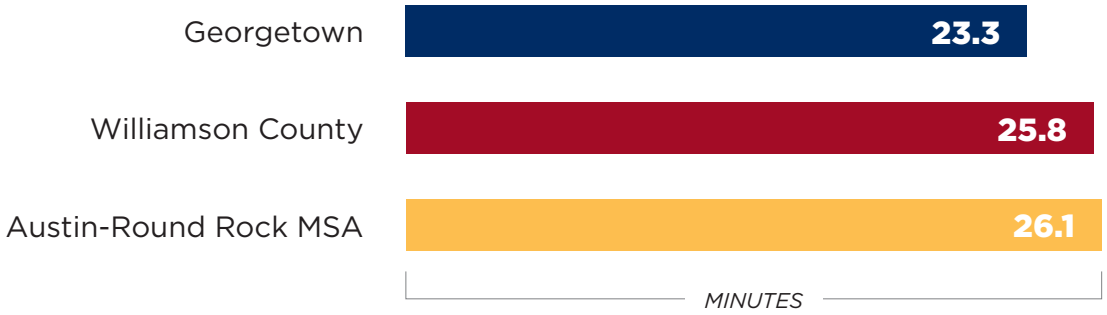
Employment Industries

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.

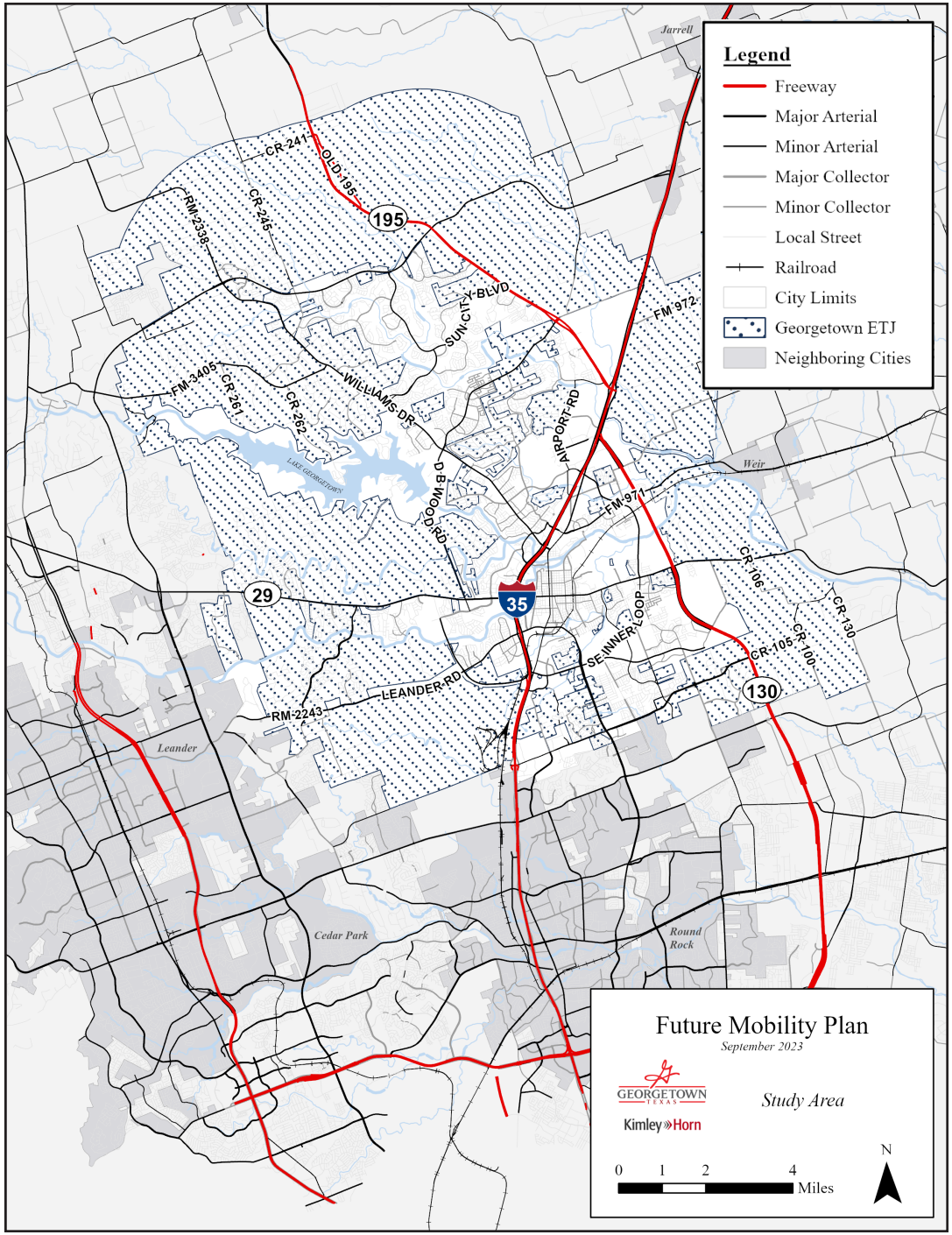
Major Roadways

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 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

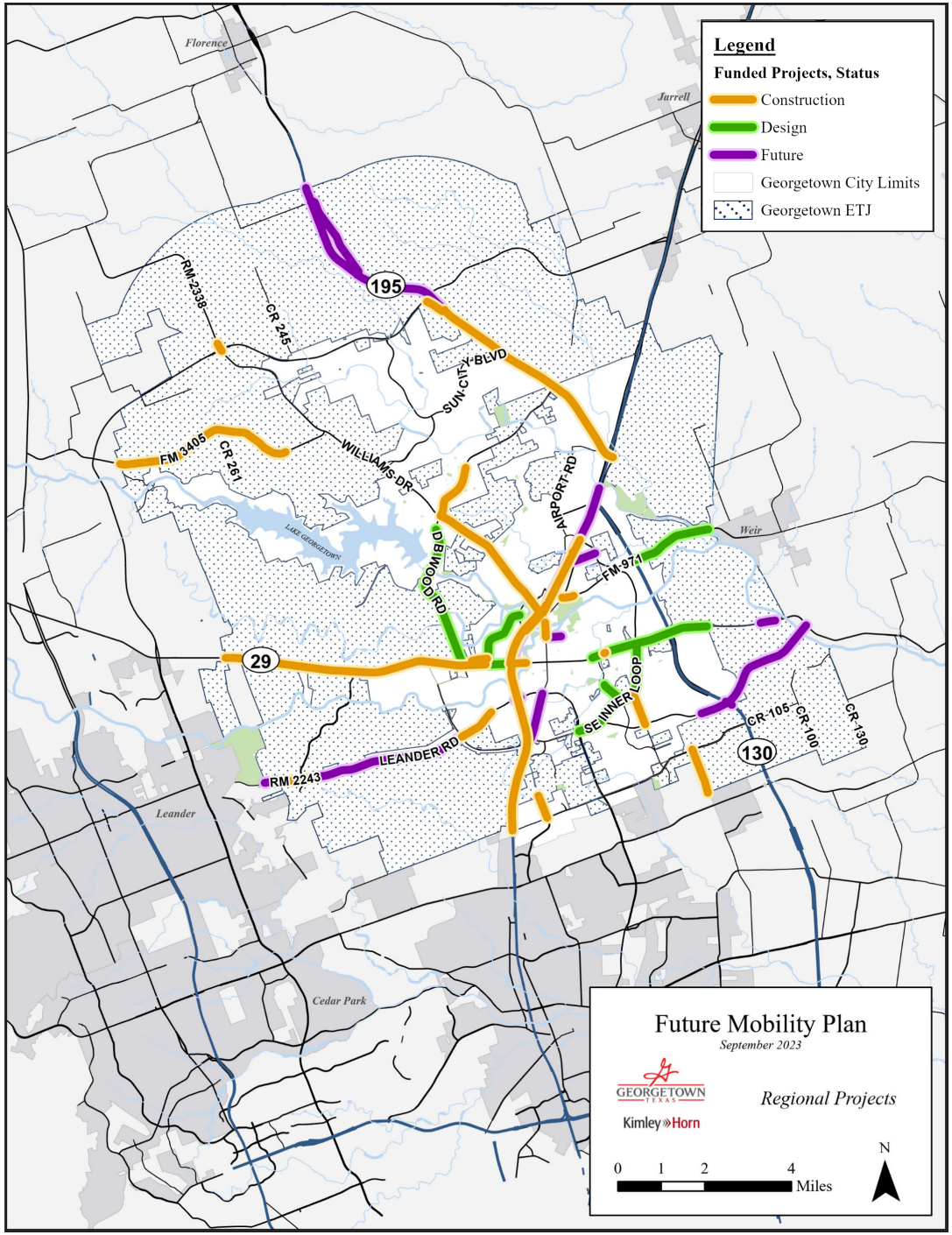
+ DB Wood Road widening (various sections)
+ Shell Road widening (various sections)
+ Southwestern Boulevard reconstruction
+ Austin Avenue Bridge rehabilitation
+ Southeast Inner Loop widening

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:

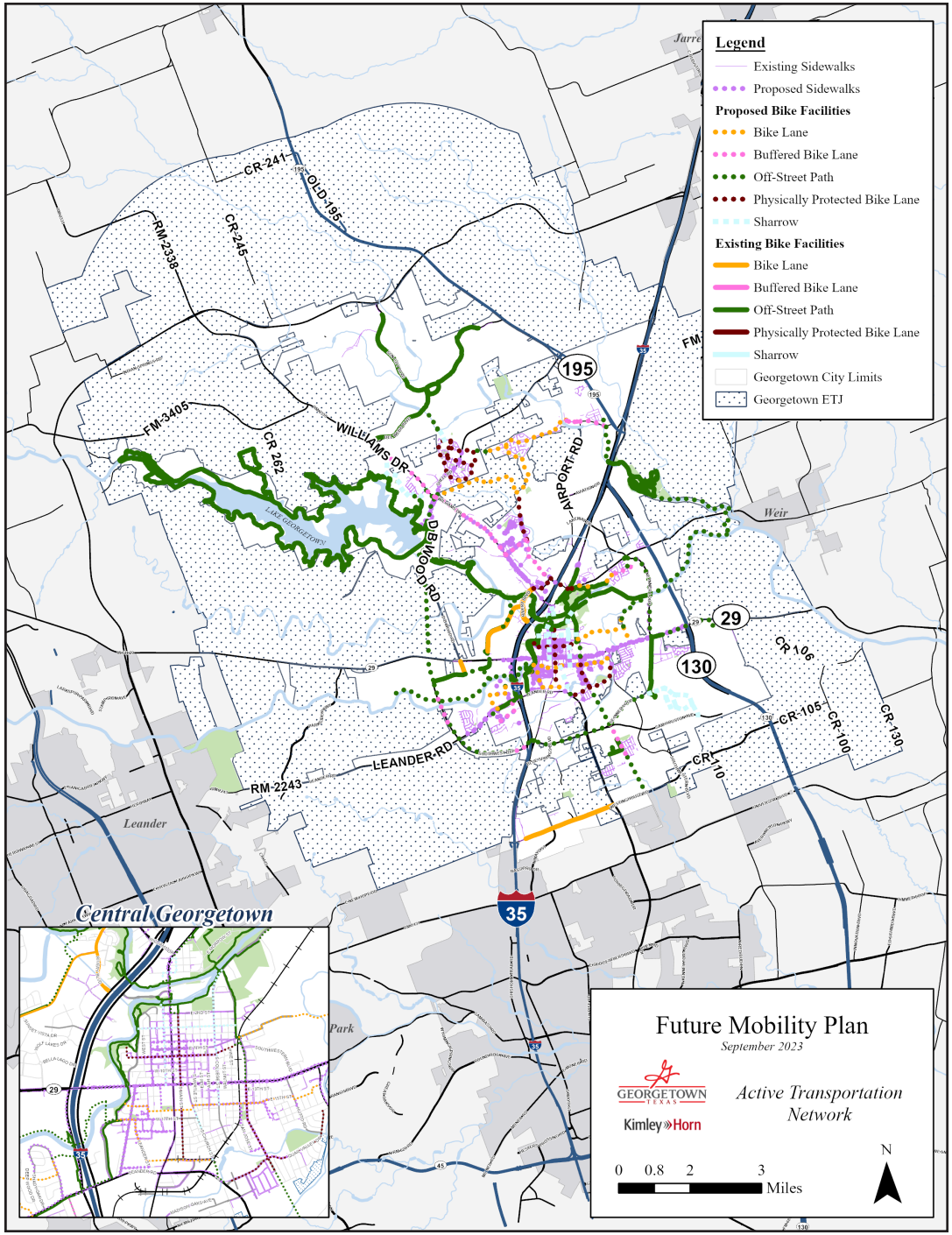
+ 523 miles of sidewalk
+ 17 miles of existing bike lanes
+ 98 miles of existing off-street paths / trails

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 shared-use paths. 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.

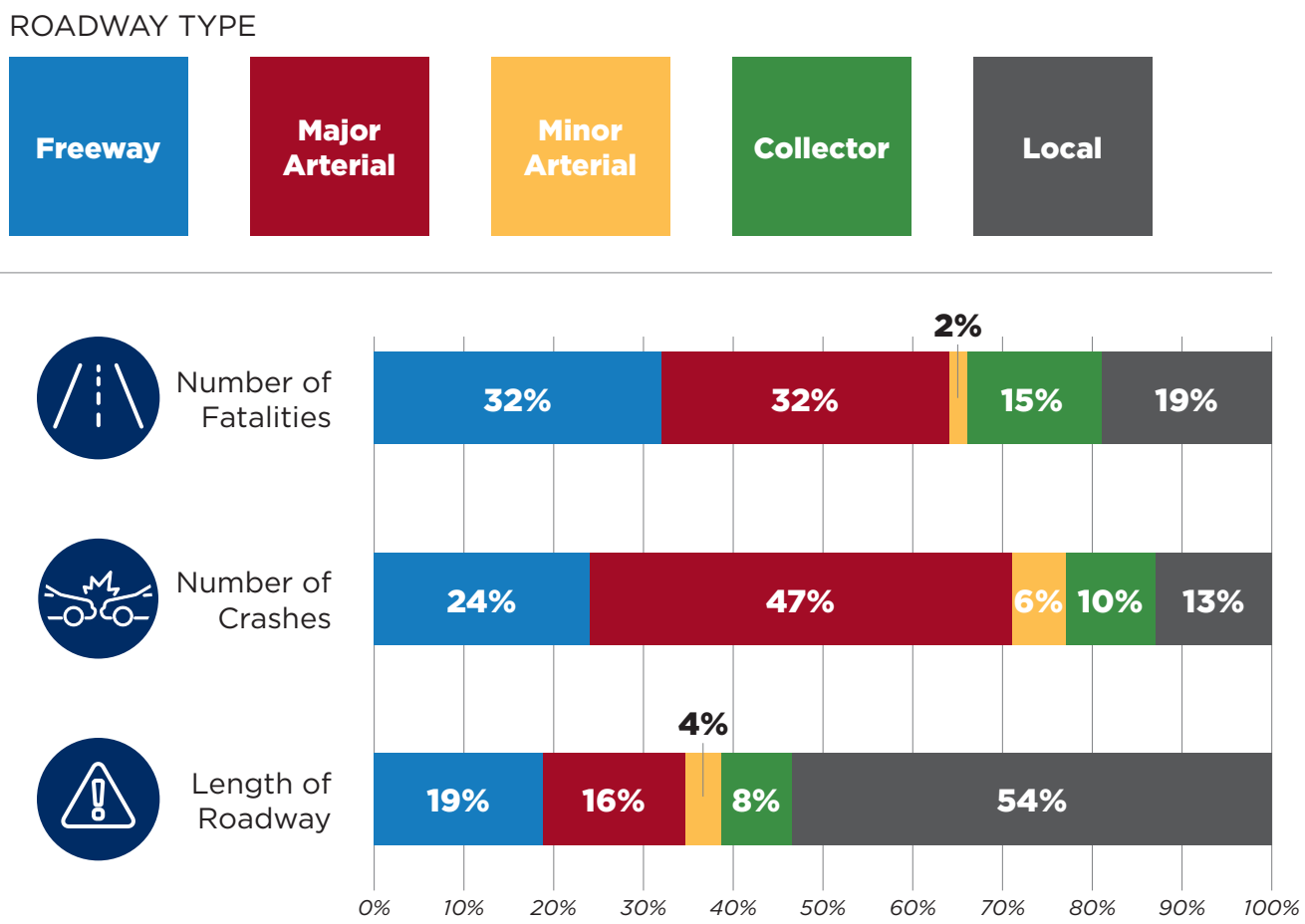
The data to the right indicates that while major arterials make up only 16% of total miles of roadway in Georgetown, they account for almost half of total crashes and are tied for the with Freeways for the highest percent share of the total number of fatalities.

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)



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.

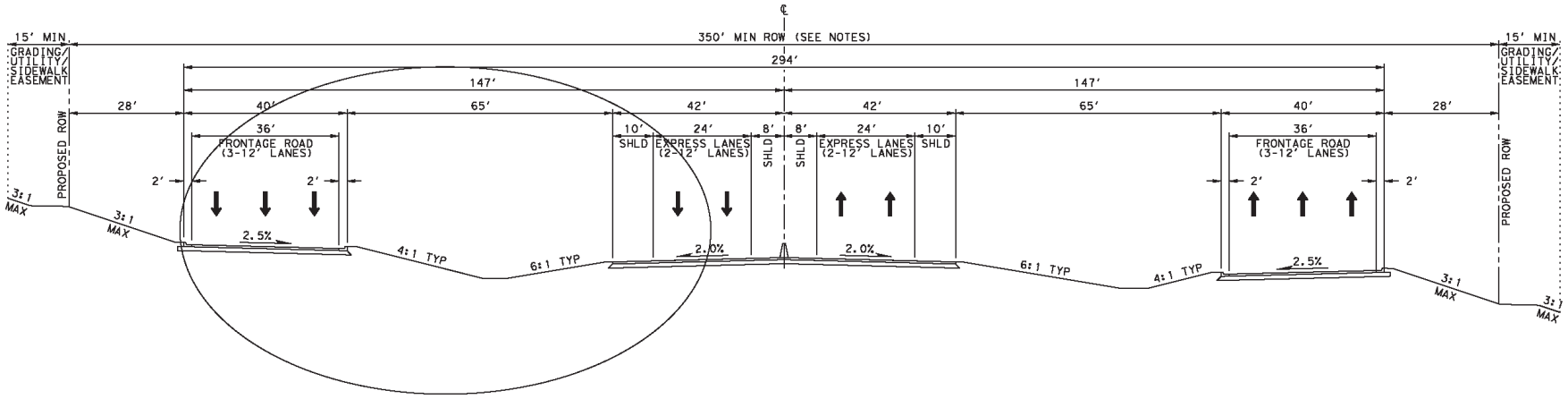
The development of the street cross sections primarily involved the following changes to the previous standards:

+ Removed on-street bike lanes
+ Established 10' shared-use path 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 shared-use path widths

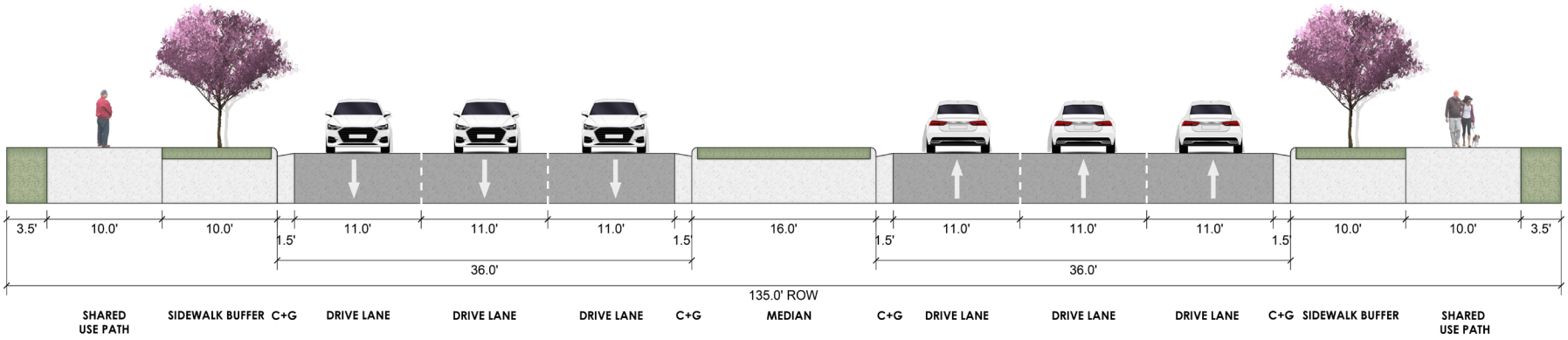
Freeway Cross Sections

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)

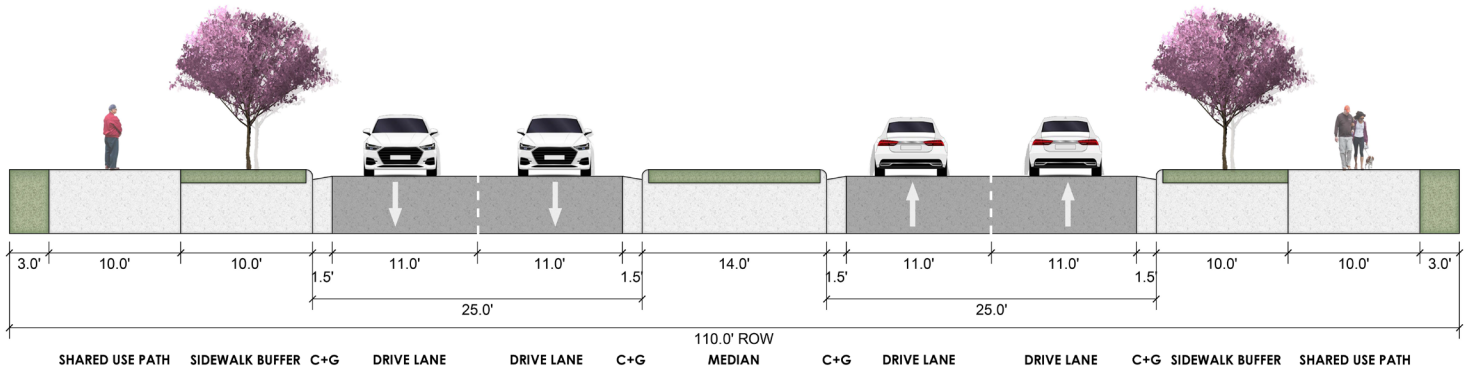


2023 CROSS-SECTIONS



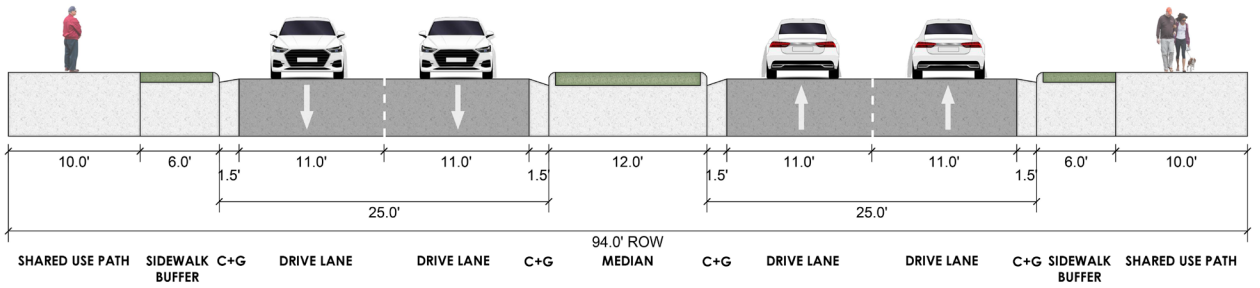
6-LANE MAJOR ARTERIAL

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



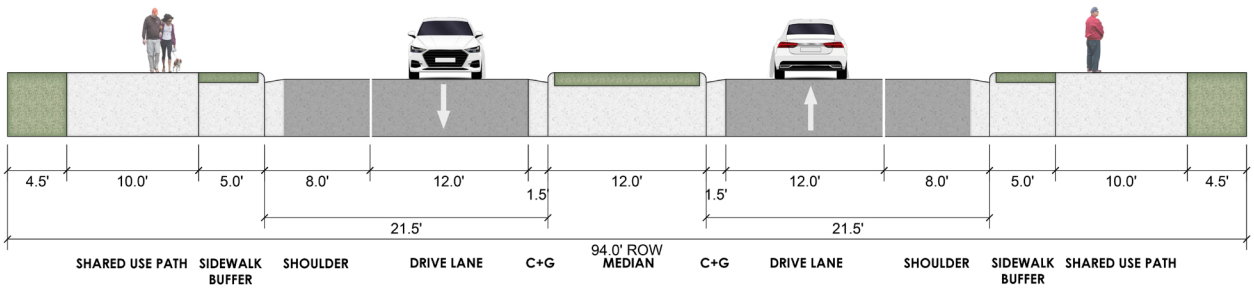
4-LANE MINOR ARTERIAL

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



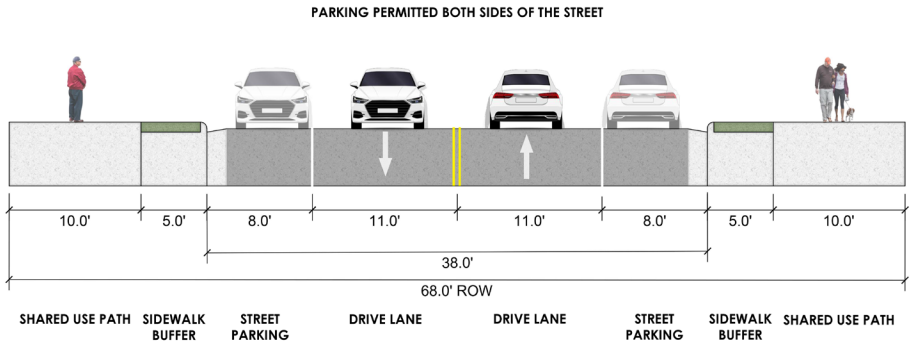
4-LANE MAJOR COLLECTOR

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

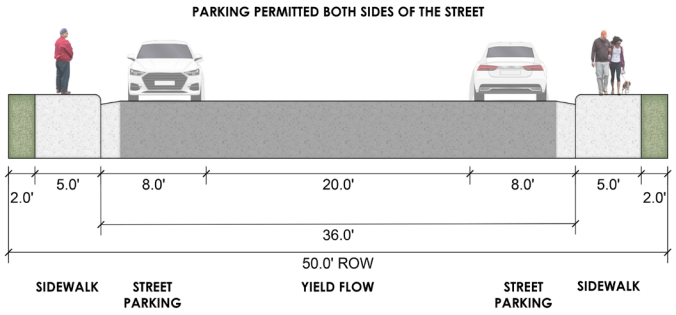


2-LANE MAJOR COLLECTOR

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 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

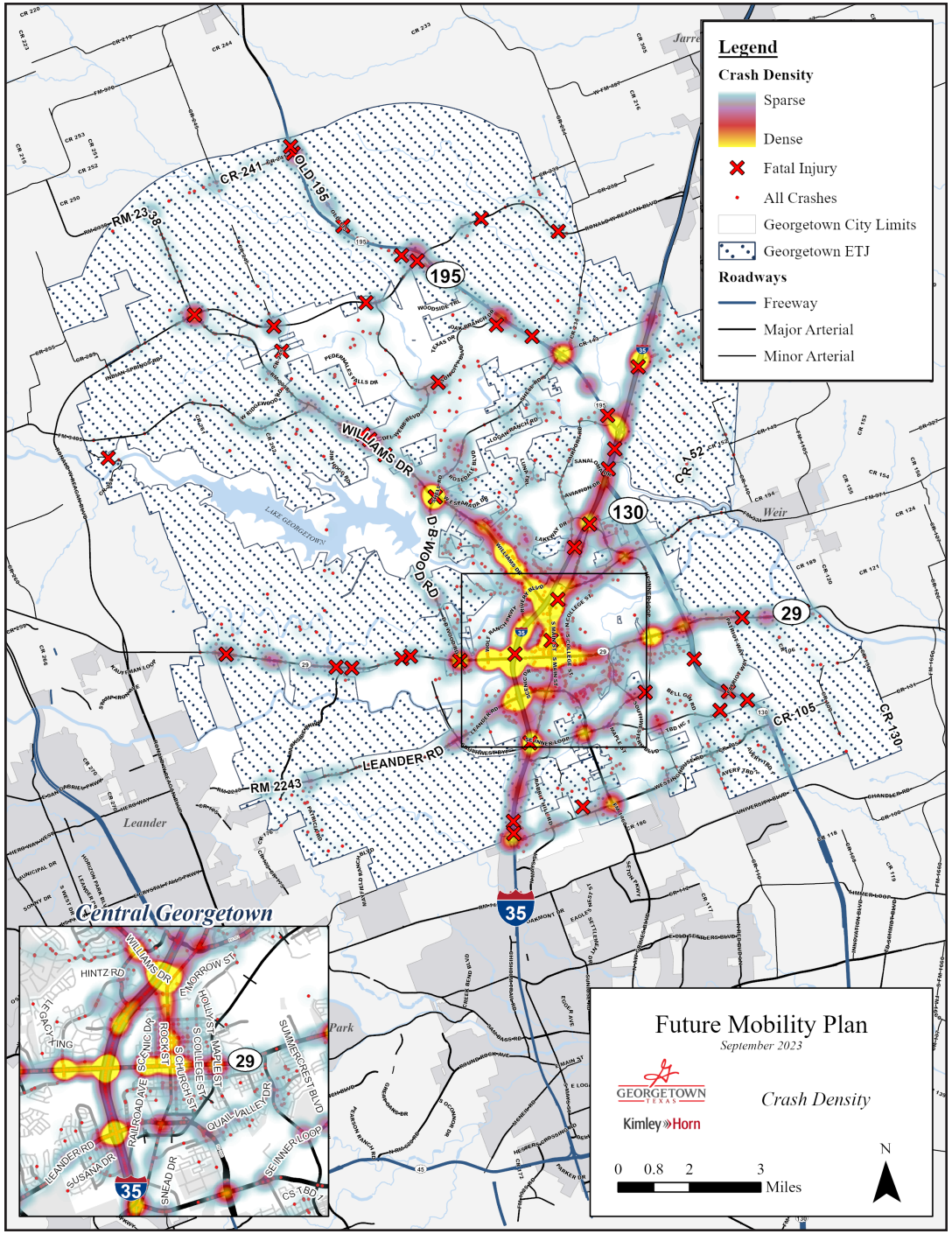
The same roadway capacity assumptions as shown in Table 6 were utilized in this scenario.

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**

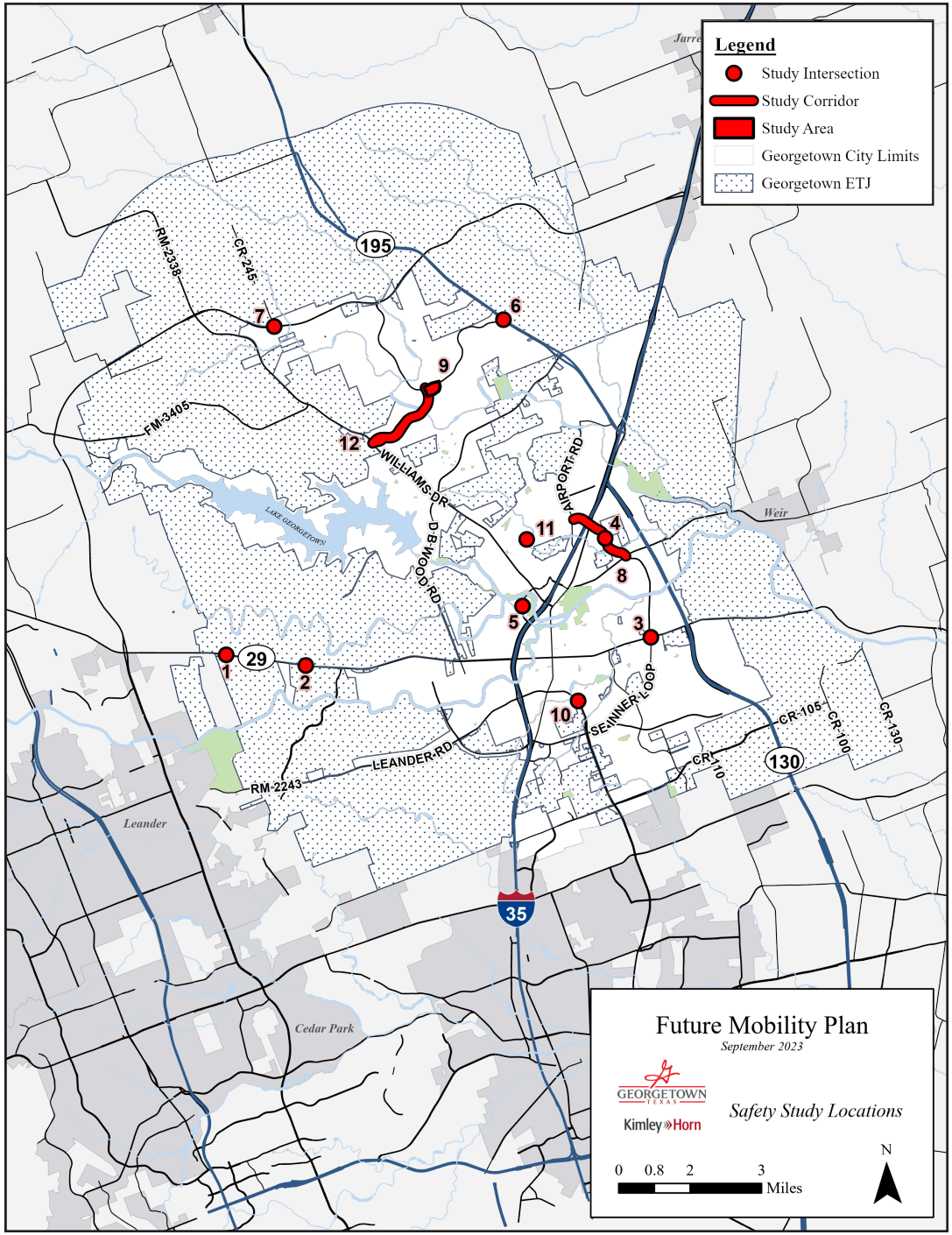
[1] 22 crashes duplicated from #4. NE Inner Loop @ Stadium Drive
[2] 12 crashes duplicated from #8. NE Inner Loop: Airport Road to FM 971

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.

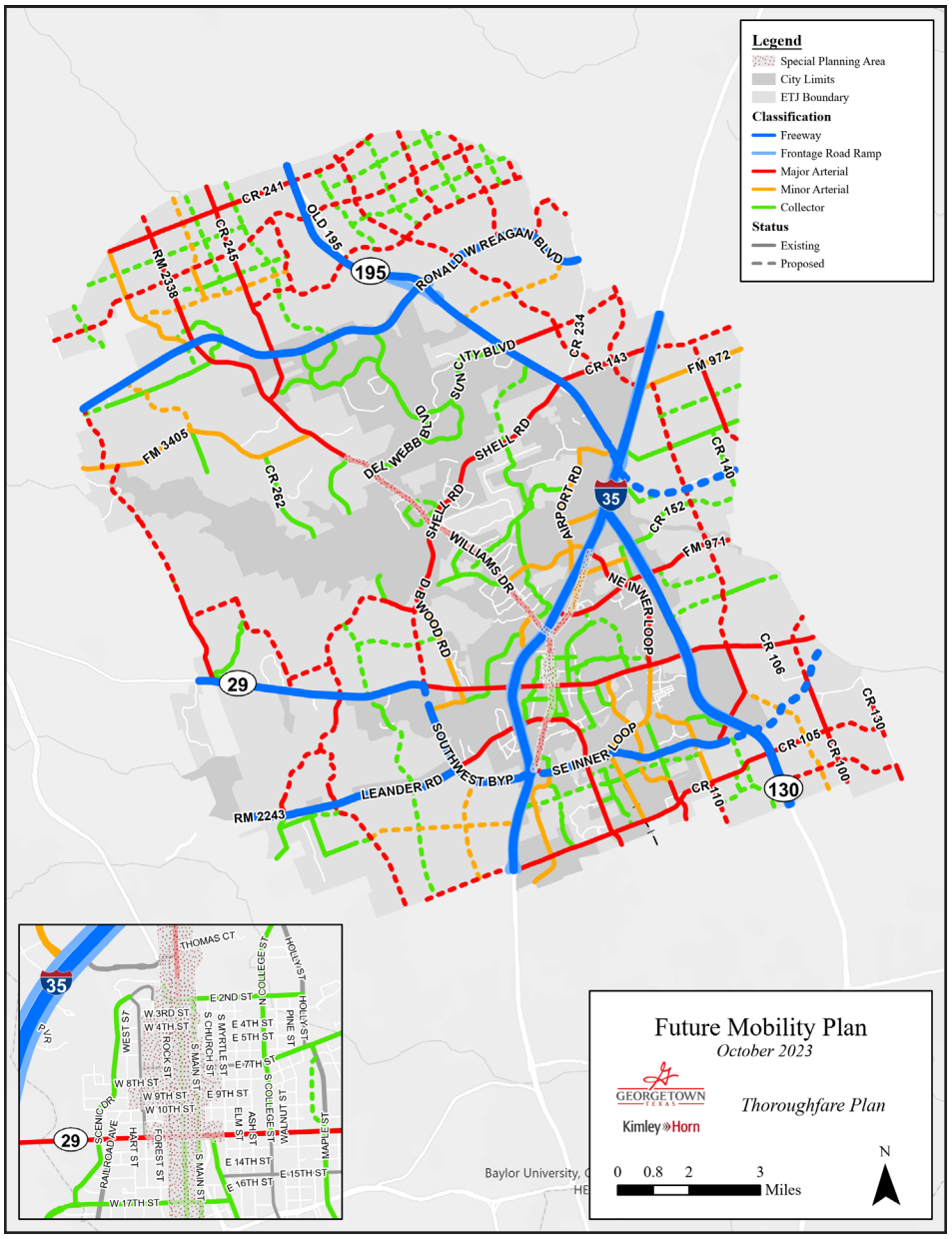
City staff and the project team coordinated with Williamson County, TxDOT, and the City of Round Rock to find where any existing proposed alignments or classifications in the thoroughfare plan were in major conflict with other agency's thoroughfare plans.

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

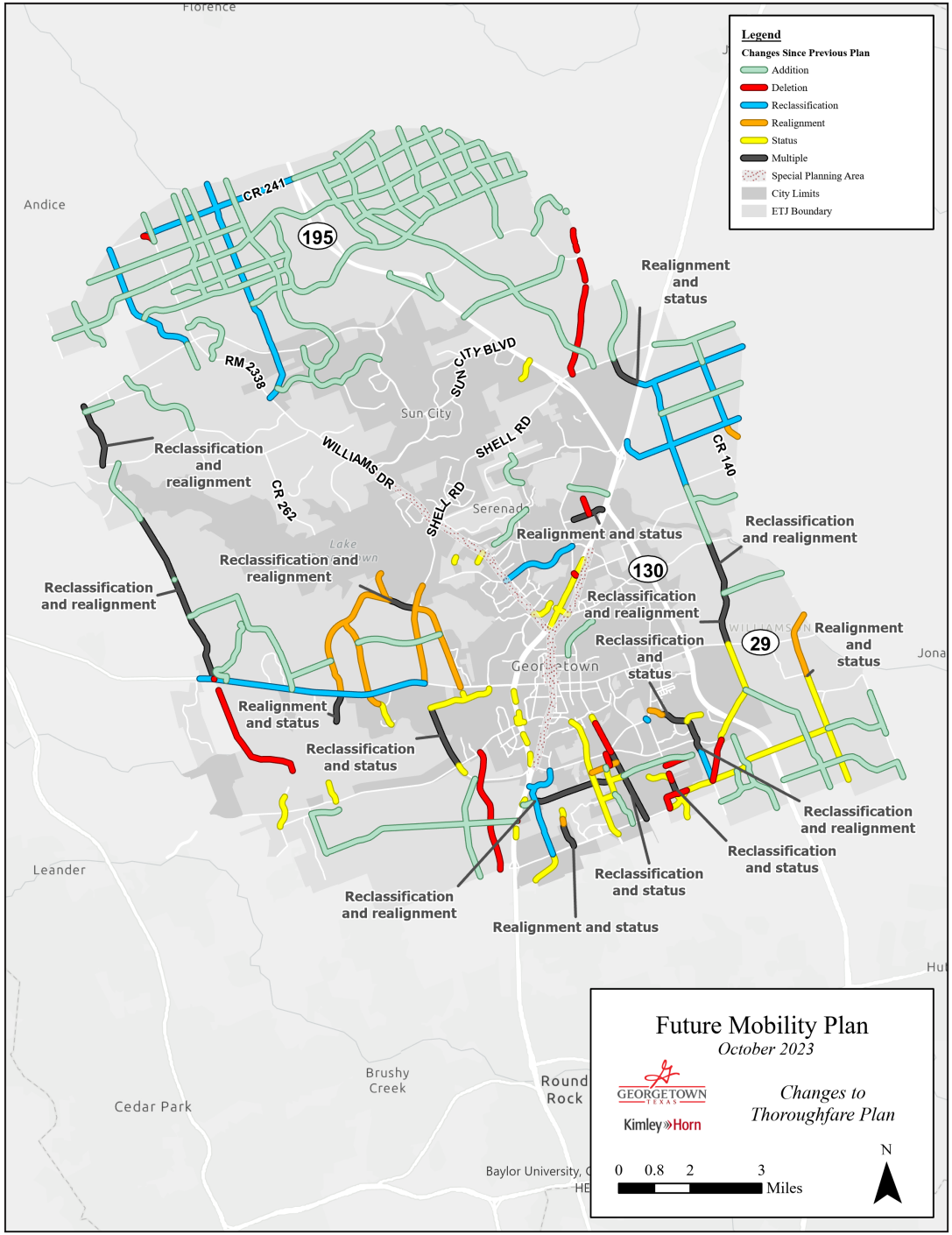
If modeling outputs indicated that a roadway would be over / under capacity in future scenarios, generally roadway classifications were changed to "right-size" the roadway. Roadway classifications used in this plan are further defined in this section.

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.



Changes to Thoroughfare Plan

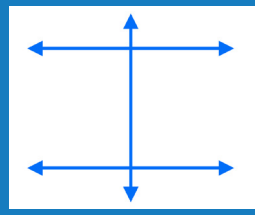
Roadway Classifications

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

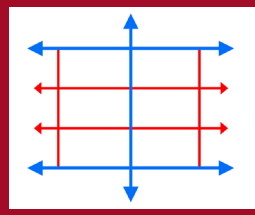
FREEWAY

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.



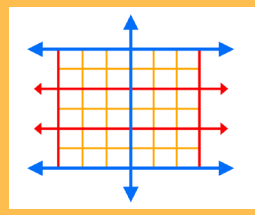
MAJOR ARTERIAL

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.



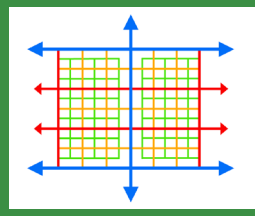
MINOR ARTERIAL

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



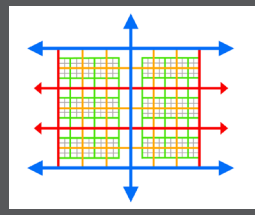
COLLECTOR

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.



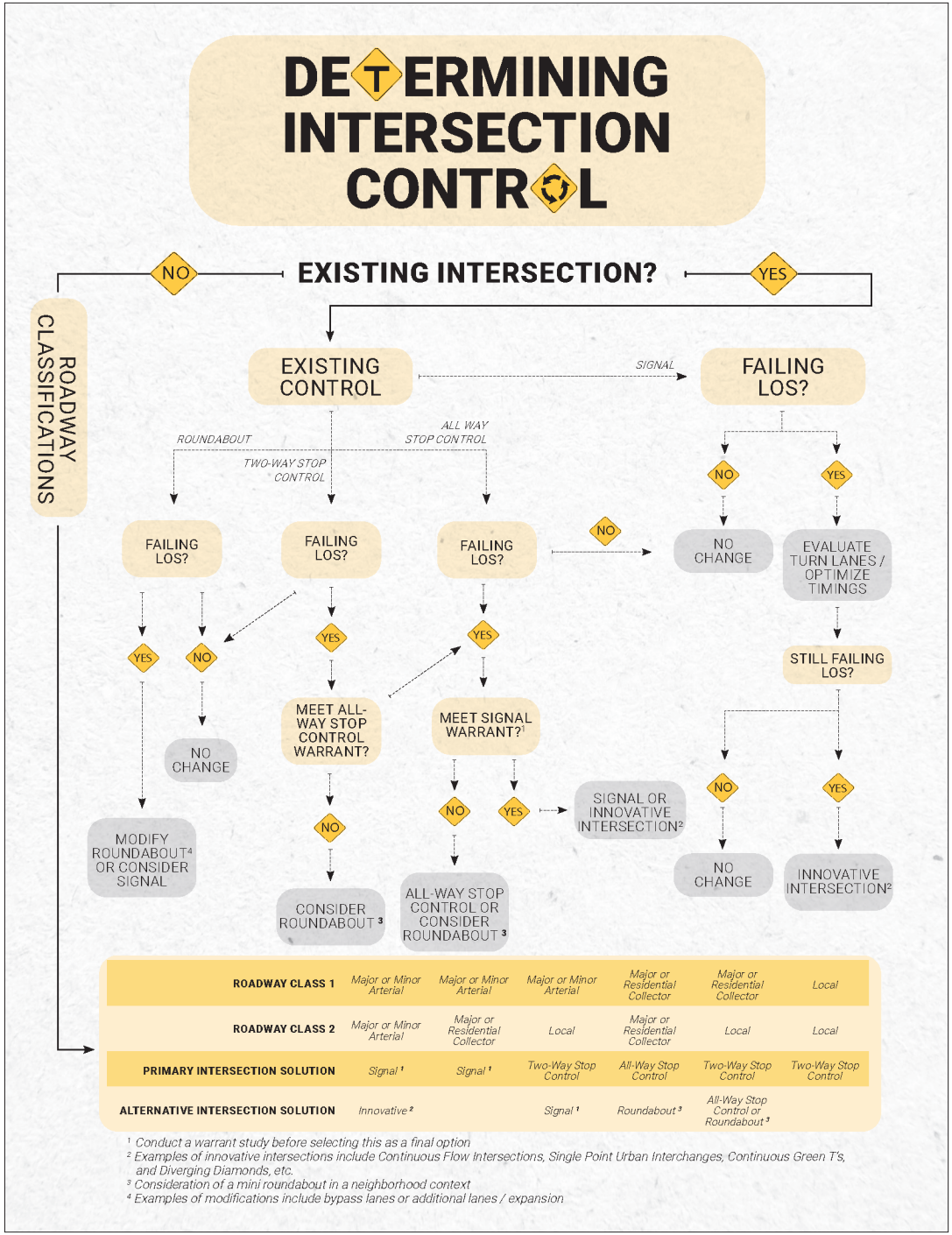
INCREASING ACCESS

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

[1]Ronald 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.

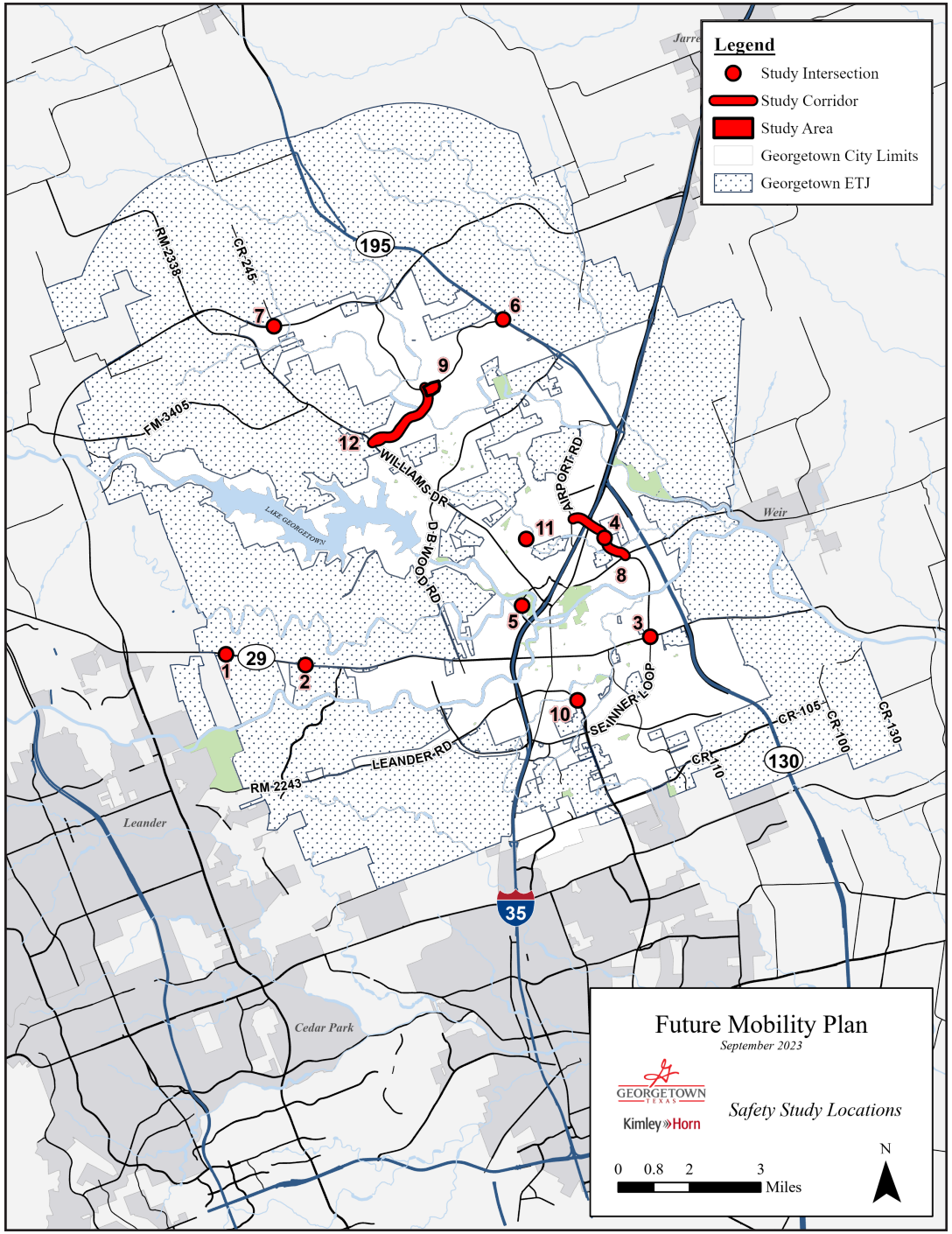
Locations Selected

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 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 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	Objective Category	Performance Measure	Points
Congestion	20%	Functional Classification	Arterial	10
			Collector	5
			Local	0
		FMP Future Model Volume to Capacity Ratio	> 0.80 (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
Total Points for Objective:				**45**

The second 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	Objective Category	Performance Measure	Points
Meets Community Needs (Funding Opportunities)	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
	Total Points for Objective:			**20**

The third 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 Shared Use Path) to utilize an alternative mode of transportation, such as biking or walking.

Project Scoring Objectives: Connectivity

Objective	Weight	Objective Category	Performance Measure	Points
Connectivity (Local Focus)	20%	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
		Growth Potential for Existing Corridor	High (Minimally Developed)	10
			Medium (Moderately Developed)	5
			Low (Mostly Developed) or Not An Existing Corridor	0
Total Points for Objective:				**45**

The fourth 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	Objective Category	Performance Measure	Points
Feasibility	15%	Floodplain	No Floodplains Present	10
			Floodplains Present	0
		Karst Features	No Karst Features	10
			Karst Features	0
		ROW Concerns	ROW appears to be present	10
			ROW appears to be acquirable	5
			ROW constrained	0
Total Points for Objective:				**30**

The fifth 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	Objective Category	Performance Measure	Points
Enhance Connectivity	15%	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
			Low (Mostly Developed) or Not An Existing Corridor	0
	Total Points for Objective:			**35**

The sixth 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	Objective Category	Performance Measure	Points
Enhance User Safety	10%	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
			Medium (Moderately Developed)	5
			Low (Mostly Developed) or Not An Existing Corridor	0
Total Points for Objective:				**40**

Chapter 6

IMPLEMENTATION



Source: City of Georgetown

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
M	1	6 Lane Major Arterial	SH 29*	Patriot Way	Taylor Rd / Haven Lane	$52,900,000
J	2	6 Lane Major Arterial	Weir Rd / FM 971*	SH 130	Haverland Dr	$17,400,000
S	3	6 Lane Major Arterial	Westinghouse Rd	Teravista Crossing	Rabbit Hill Rd / Mays St	$14,600,000
T	4	6 Lane Major Arterial	Westinghouse Rd	Rabbit Hill Rd / Mays St	I-35	$15,700,000
K	5	6 Lane Major Arterial	Weir Rd / FM 971*	Haverland Dr	Austin Ave	$17,200,000
R	6	6 Lane Major Arterial	Westinghouse Rd	FM 1460	Teravista Crossing	$11,600,000
Q	7	4 Lane Minor Arterial	Maple St*	Ridge Line Blvd	Sam Houston Ave	$8,000,000
H	8	6 Lane Major Arterial	NE Inner Loop*	Weir Rd / FM 971	South of Coldwater Ave	$14,200,000
G	9	6 Lane Major Arterial	NE Inner Loop*	I-35	Weir Rd / FM 971	$56,000,000
C	10	6 Lane Major Arterial	Shell Rd*	Shell Spur	Sycamore St	$22,500,000
E	11	4 Lane Minor Arterial	Lakeway Dr	Northwest Blvd	Airport Rd	$16,500,000
D	12	2 Lane Major Collector	Northwest Blvd	Serenada Dr	Lakeway Dr	$1,024,000
U	13	4 Lane Minor Arterial	Rabbit Hill Rd	S Clearview Dr	Blue Springs Blvd	$11,900,000
F	14	4 Lane Minor Arterial	Lakeway Dr	Northwest Blvd	Williams Dr	$3,900,000
I	15	6 Lane Major Arterial	NE Inner Loop*	South of Coldwater Ave	SH 29 / University Ave	$37,400,000
L	16	2 Lane Major Collector	New Roadway	Weir Rd / FM 971	Smith Creek / CR 158	$42,900,000
A	17	6 Lane Major Arterial	CR 143	SH 195	I-35	$47,300,000
B	18	6 Lane Major Arterial	Shell Rd*	Shell Spur	SH 195	$32,400,000
P	19	4 Lane Minor Arterial	Maple St*	Westinghouse Rd	Ridge Line Blvd	$6,500,000
N	20	4 Lane Major Collector	Maple St*	7th St	SH 29 / University Ave	$5,000,000
O	21	4 Lane Major Collector	New Roadway	Maple St	FM 1460	$7,700,000

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

Appendix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BAKERY
QUALITY AND SERVICE
A. Ramsell, Prop.
Pizzeria

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.

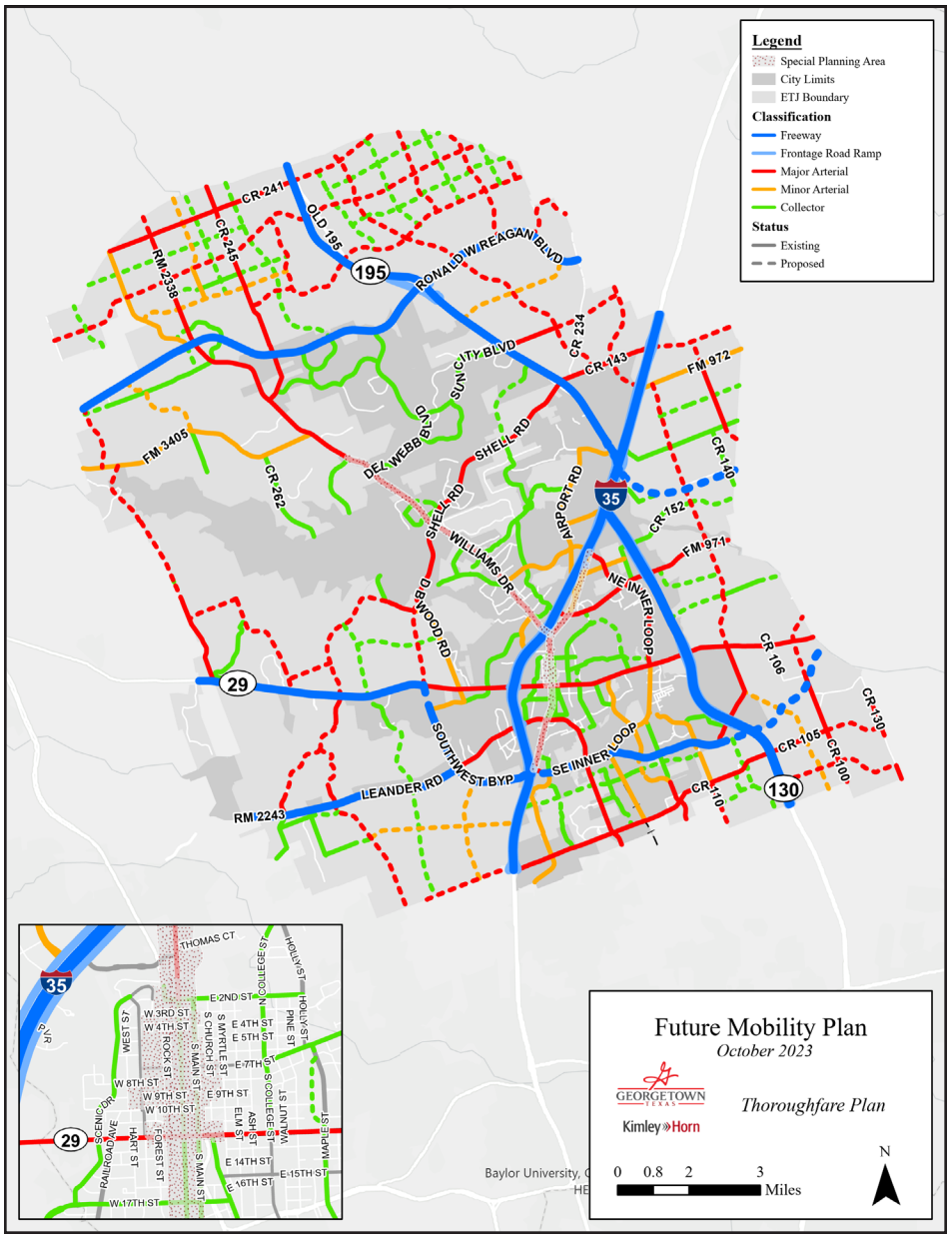
City staff and the project team coordinated with Williamson County, TxDOT, and the City of Round Rock to find where any existing proposed alignments or classifications in the thoroughfare plan were in major conflict with other agency's thoroughfare plans.

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

City of Georgetown, Texas
Planning and Zoning Commission
November 7, 2023

SUBJECT:
2023-11-WAV Monument Oaks

SUGGESTED ACTION:
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

ITEM SUMMARY:
The applicant is requesting a variance from the UDC requirement of dedicating 94’ of right-of-way as required by the current City’s overall transportation plan (OTP) for collector roadways. The City is actively working on a comprehensive update to the OTP to be adopted in early 2024. This variance request is to not dedicate the 94' of right-of-way through the Monument Oaks property. This variance will not decide the location of that thoroughfare - as the location will be decided through the formal OTP adoption process. The current OTP draft proposes to fully relocate the alignment of the collector thoroughfare in question to the west (away from Monument Oaks) and upgrade the thoroughfare to an arterial roadway and ultimately connect Ronald Reagan Blvd to FM 3405.

FINANCIAL IMPACT:
N/A

SUBMITTED BY:
Caleb Fuhrer, Systems Engineering

ATTACHMENTS:
2023-11-WAV Staff Report ENG.pdf
2023-11-WAV Presentation ENG.pdf
Exhibit 1 - Location Map.pdf
Exhibit 2 - Letter of Intent.pdf

Planning and Zoning Commission
Systems Engineering Staff Report

Report Date: November 7, 2023
Case No: 2023-11-WAV
Project Planner: Caleb Fuhrer, Assistant Systems Engineering Director

Item Details

Project Name: Monument Oaks
Project Location: County Road 289, Georgetown, TX 78633
Total Acreage: 10.07 acre and a 26.22 acre tract
Legal Description: 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

Applicant: Dan Addante
Property Owner: Monument Oaks Developers, LLC; Dan Addante

Request: Subdivision Variance from the current alignment of a thoroughfare included in the Overall Transportation Plan pursuant to Section 12.02.020.A and Section 12.02.010 of the Unified Development Code.

Case History: This is the first public hearing of this request.



Overview of Applicant's Request
The applicant is requesting a variance from UDC requirement of dedicating the full 94' of right-of-way required of the current City's overall transportation plan (OTP) for collector roadways. The City is actively working on a comprehensive update to the OTP and currently is not planning to keep the extension of CR289 as shown. Likely this shown collector roadway will be shifted to the west in coordination with the alignment of the proposed Ragsdale Ranch Blvd and increased in classification to an arterial roadway. Please refer to the presentation for additional graphic and information.

Site Information

Location:
The property is located within the ETJ of Georgetown between Ronald Reagan Blvd and FM 3405. It can be found on WCAD maps as Parcel ID No. R620664 and R620665.

Comprehensive Plan Guidance and Transportation

The current Overall Transportation Plan is in effect, but the City is actively work to move the future connecting thoroughfare between Ronald Reagan Blvd and FM 3405 to the west of its current alignment. Removing the full collector roadway dedication requirement for this parcel mentioned would match with the current draft of the OTP update.

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.

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:

SUBDIVISON 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.	**Complies**
The granting of the variance of not dedicating the full 94' collector right-of-way for this property within the property's development will not be detrimental to public health, safety, or welfare or injurious to other property in the area or to the City in administering this Code and would allow for the property to comply with the City's upcoming future OTP as currently drafted.	
B. That the granting of the variance would not substantially conflict with the Comprehensive Plan and the purposes of this Code.	**Complies**
The City is planning adoption of a comprehensive Overall Transportation Plan in the first half of 2024. If the Monument Oaks developer were to wait until the new OTP is adopted as currently drafted, the development likely would not require a variance dedicating this collector's right-of-way.	
C. That the conditions that create the need for the variance do not generally apply to other property in the vicinity.	**Partially Complies**
There are other properties that will be affected by the change in alignment of the future arterial connecting Ronald Reagan Blvd and 3405. The future (not yet adopted) alignment will allow for Ragsdale Ranch Blvd to serve as the connecting arterial between these two major roadways. The alignment of the roadway is not being confirmed or decided with this variance request – that will be through the formal OTP adoption process. This variance is for not dedicating the right-of-way for the 94' collector.	
D. That application of a provision of this Code will render subdivision of the land impossible.	**Does Not Comply**
The application of this code will not render subdivision of the land impossible. The developer could dedicate the right-of-way required with the current code and still develop.	
E. Where the literal enforcement of these regulations would result in an unnecessary hardship.	**Partially Complies**
The dedication of the 94' of right-of-way for the CR289 extension per the current plan would require the developer to dedicate right-of-way for a collector roadway that the City is planning on relocating to the west in its OTP update and upgrading to an arterial. The developer will still need to ensure they have adequate access per the Georgetown UDC.	

The proposed subdivision waiver complies or partially complies with 4 of the 5 subdivision variance approval criteria. City staff does not object to the applicant's request for not dedicating the full 94' of collector right-of-way through its property as required by the current Overall Transportation Plan. The OTP update that is underway is proposing to

relocate this roadway to the west and upgrade the road classification to an arterial roadway.

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 (19 notices), a legal notice advertising the public hearing was placed in the Sun Newspaper on October 22, 2023, and signs were posted on-site. To date, staff has received 0 written comments in favor, and 0 written comments in opposition to the request (Exhibit 4).

Planning & Zoning Commission (P&Z) Motion

When making a motion to approve, approve with conditions, or disapprove the variance request, the P&Z must identify and recite each factor that the Commission has found to have been met, or not met (in the event of a disapproval).

Attachments

Exhibit 1 – Location Map
Exhibit 2 – Letter of Intent
~~Exhibit 3 – Conceptual Plan~~
~~Exhibit 4 – Public Comments (if applicable)~~ No written public comments were received.
Presentation

Monument Oaks
2023-11-WAV

November 7, 2023 | Planning & Zoning Commission

GEORGETOWN TEXAS

Item Under Consideration

Case #2023-11-WAV

- Public Hearing and possible action on a S, 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

Location Map

- Red box is developer's property
- White line is City's currently adopted Overall Transportation Plan collector roadway with 94' of right-of-way
- City is in process of updating its Overall Transportation Plan



OTP Update Draft

- Red dashed line is current draft of Overall Transportation Plan arterial roadway alignment
  - Connecting Ronald Reagan Blvd and FM 3405
  - Lines up with proposed Ragsdale Ranch Blvd
  - New OTP is not yet adopted
  - Variance will not set the alignment of this roadway – it will be up for discussion later throughout the OTP update process
- Pink line is Williamson County's Long Range Transportation Plan

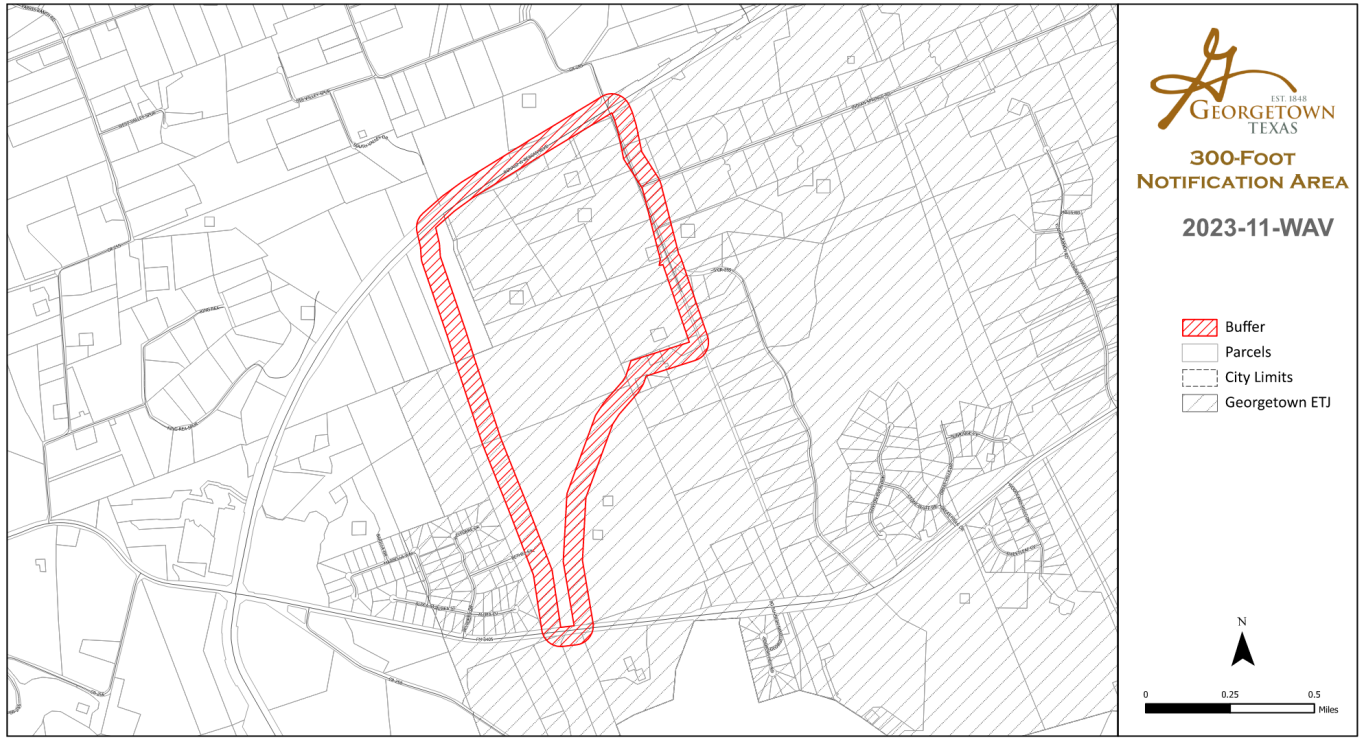


Approval Criteria – UDC Section 3.22.060

Criteria for SUP	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	

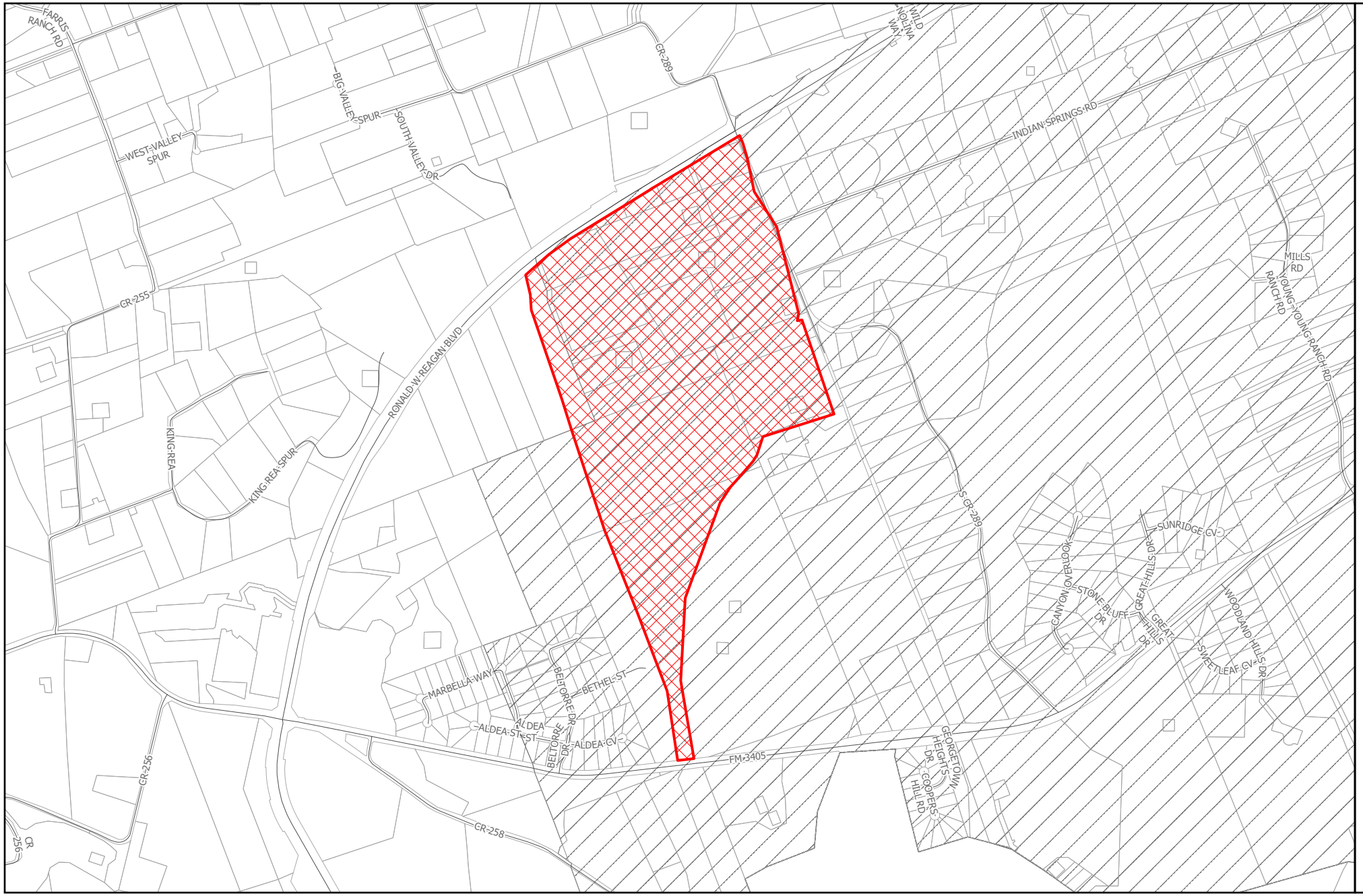
Public Notifications

- 19 property owners within the 300' buffer / zone
- Notice in Sun News on October 22, 2023
- 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 S, 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
- 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 ¾ 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.



EST. 1848
GEORGETOWN
TEXAS

LOCATION

2023-11-WAV

Exhibit #1

- Site
- Parcels
- City Limits
- Georgetown ETJ

N

0 0.25 0.5 Miles

Monument Oaks LLC
145 Amandas Way
Buda, TX 78610
(847) 338-6050
dan.addante@gmail.com

20th July 2023

City of Georgetown
Planning & Zoning Department
809 Martin Luther King St
Georgetown, TX 78626

To Whom it May Concern,

The intent of this variance is to request that the City of Georgetown's currently shown proposed collector road at Ronald Reagan and County Road 289 not be built. Instead, it is being requested that the city adopt the location that Williamson County has proposed, which will ultimately be the actual location of the proposed road.

- Project Description

Distillery/Outdoor Venue and RV Resort.

- 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.

The granting of this variance will in no way be detrimental to the public health, safety or welfare. The omission of this thoroughfare is the omission of a redundant roadway. The primary roadway that this thoroughfare would have been an integral part of has been moved by the county approximately 3000 feet to the west. Originally county road 289 was to serve as a north south thoroughfare in this area, however, the county has opted to create this extension at a location that is 3000 feet west of this location and it shall serve the same purpose and create connectivity and increase traffic volume for the same service area. Likewise, the removal of this thoroughfare is not injurious to other properties or the city and its plans for mobility in the area.

- That the granting of the variance would not substantially conflict with the Comprehensive Plan and the purposes of this Code.

For the same reasons stated above in item 1, no conflict will be created by removing this thoroughfare. In fact this action will serve as part of a larger solution to de-conflict the differences between the county and the city thoroughfare plans. The City of Georgetown staff have stated for the record that they are in the process of revising the City's master thoroughfare plan to reflect the moving of this route, 3000 feet to the east as stated above and as shown on Exhibit 1 and 2 attached herein. The county has already taken action by measure of county ordinance to halt future crossing traffic over Ronald Reagan at the existing intersection with County Road 289, thereby making the existing city thoroughfare plan as it pertains to county road 289, impossible in concept and principle. Consequently, the cities requirement for a thoroughfare at this location conflicts directly with the counties requirement, therefore it is not possible to abide by the cities code as it conflicts with the counties. Hence the need to change the City plan as only right hand turn movements will be allowed in the future at this intersection. Therefore, the removal of this thoroughfare is in full compliance with the city's existing and future codes/plans.

- That the conditions that create the need for the variance do not generally apply to other property in the vicinity.

These conditions are only applicable to properties along the route of the proposed thoroughfare. The properties where the thoroughfare is being moved to (3000 feet to the west) have already made plans for this route and their values are greatly increased by the presence of the new route.

- That application of a provision of this Code will render subdivision of the land impossible.

The application of this code drastically reduces the value of the subject property by approximately 75 percent or more. See exhibit 1 and note that the application of this thoroughfare through the subject property creates a massively damaging condition over the property. The diagonal crossing of the property results in awkward alignments and narrow areas that are unusable as property. The future best uses for the property receive significant devaluation and become at best tracts that would need to be sold to an adjacent property owner and be placed at their mercy to establish whatever value that owner might be willing to assess.

- Where the literal enforcement of these regulations would result in an unnecessary hardship.

As stated above. The application of this code drastically reduces the value of the subject property by approximately 75 percent or more. See exhibit 1 and note that the application of this thoroughfare through the subject property creates a massively damaging condition over the property. The diagonal crossing of the property results in awkward alignments and narrow areas that are unusable as property. The future best uses for the property receive significant devaluation and become at best tracts that would need to be sold to an adjacent property owner and be placed at their mercy to establish whatever value that owner might be willing to assess.

Additionally the cost to construct the roadway is placed on the subject tract and is a significantly burdensome cost making an already reduced use and situation all but impossible. The tract simply put is undevelopable if the condition remains.

Please reach out with any further questions or concerns.

Sincerely,

Dan Addante

City of Georgetown, Texas
Planning and Zoning Commission
November 7, 2023

SUBJECT:
Discussion Items

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

ITEM SUMMARY:

FINANCIAL IMPACT:

SUBMITTED BY:
Erica Metress, Planning Department

ATTACHMENTS:

N/A