



City of Hutto

Agenda

Planning and Zoning Commission Tuesday, January 3, 2023 at 7:00 PM Council Chambers

In accordance with the Texas Open Meetings Act this meeting agenda is posted for public information, continuously, for at least 72 hours prior to the scheduled time of the meeting on the bulletin board located on the exterior wall of the City Hall building at 500 West Live Oak, Hutto, Texas. This meeting agenda is also accessible via the Internet at huttotx.gov

1. CALL SESSION TO ORDER

2. ROLL CALL

3. PUBLIC COMMENT

4. CONSENT AGENDA

- 4.1. Consideration and possible action on the meeting minutes from the regular scheduled Planning and Zoning Commission meeting held on December 6, 2022.
- 4.2. Consideration and possible action on the proposed Wilco Ranch Phase 2 Section 2 Lot 10 Block D Replat, 0.244 acres, more or less, of land, 1 residential lot, located on County Road 119 and Limmer Loop.

5. AGENDA ITEMS

- 5.1. Hold a public hearing and consider a recommendation to City Council for the Revised Planned Unit Development (PUD) zoning ordinance request for the property known as 411, 421, 431 and 441 Ed Schmidt Boulevard Planned Unit Development (PUD), 4.30 acres, more or less, of land, Lots 2, 3, 4 and 5 of the Emory Farms Commercial Subdivision, located on Ed Schmidt Boulevard.
- 5.2. Hold a public hearing and consideration of a recommendation to City Council for the Revised Planned Unit Development (PUD) zoning ordinance request for the property known as NorthTown Commons Planned Unit Development (PUD), 28.449 acres, more or less, of land located along Limmer Loop east of FM1660 North.
- 5.3. Hold a public hearing and consideration of a recommendation to City Council for the Hutto Soar 2040 Comprehensive Plan

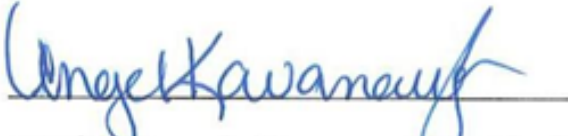
6. DEVELOPMENT SERVICES DIRECTOR REPORT

7. ADJOURNMENT

8. CERTIFICATION

I certify that this notice of the January 3, 2022 Hutto Planning and Zoning Commission meeting was posted on the City of Hutto website and the City Hall bulletin board of the City of Hutto on December 29, 2022 at 5:00 P.M.




Angel Kavanaugh, Management Assistant

The City of Hutto is committed to comply with the Americans Disability Act. The Hutto City Council Chamber is wheelchair accessible. Request for reasonable special accommodations must be made 48 hours prior to the meeting. Please email the City Secretary's office at City.Secretary@huttox.gov or call (512) 759-4033 for assistance.

AGENDA ITEM REPORT

4.1.



To: Planning and Zoning Commission
Subject: Consideration and possible action on the meeting minutes from the regular scheduled Planning and Zoning Commission meeting held on December 6, 2022.
Meeting: Tuesday, January 3, 2023
Department: Development Services
Staff Contact:

BACKGROUND INFORMATION:

SUMMARY OF REQUEST:

STAFF REVIEW:

FISCAL NOTES:

POLICY IMPLICATIONS:

ATTACHMENTS:

1. Planning and Zoning Commission minutes 12.6.2022



City of Hutto

Minutes

Planning and Zoning Commission Tuesday, December 6, 2022 at 7:00 PM City Council Chambers

1. CALL SESSION TO ORDER

The Planning and Zoning Commission Meeting called to order at 7:00 PM.

2. ROLL CALL

Members of the Planning and Zoning Commission in attendance were: Rick Hudson, David Meyer, Jerica Lawyer, Jim Morris and Kurt Schwerdtfeger. Members that were not in attendance: Bryan Lee, Susanna Boyer, and Bart Hutchings is no longer on the board.

Members of the City of Hutto Staff in attendance were: Ashley Bailey, Director of Development Services, John Byrum, Planning Manager, and Angel Kavanaugh, Management Assistant.

3. PUBLIC COMMENT

No public comment

Commissioner David Meyer made a motion to move 4.2 to the end of the agenda items, seconded by Commissioner Kurt Schwerdtfeger. Motion passed 5 Ayes to 0 Nays.

4. AGENDA ITEMS

- 4.1. Consideration and possible action on the meeting minutes from the regular scheduled Planning and Zoning Commission meeting held on October 4, 2022.

Commissioner Jerica Lawyer made a motion to approve the meeting minutes from the regular scheduled Planning and Zoning Commission meeting held on October 4, 2022 as presented, seconded by Commissioner David Meyer, Commissioner Jim Morris recused himself for having not been at the meeting. Motion passed 4 Ayes to 0 Nays and 1 Recusal

- 4.2. Consideration of a public hearing and possible recommendation on the proposed Specific Use Permit for the Hutto Independent School District at 573 Chris Kelley Boulevard (Hutto High School), 76.135 acres, more or less, of land, to allow a reduction in the required landscaping (UDC 10.407.5), required parking (10.405.9) and roof-mounted mechanical equipment (10.406.6.8).

Staff Presented applicants application on the proposed Specific Use Permit for the Hutto Independent School District at 573 Chris Kelley Boulevard (Hutto High School), 76.135 acres, more or less, of land, to allow a reduction in the required landscaping (UDC 10.407.5), required parking (10.405.9) and roof-mounted mechanical equipment

(10.406.6.8).

Discussion ensued between staff, commissioners and applicants.

The public hearing opened at 8:12 PM and Jolio Torres spoke of bike lanes and the need at and around the school. Closed at 8:17 PM.

A motion was made by commissioner Kurt Schwerdtfeger to approve the proposed Specific Use Permit for the Hutto Independent School District at 573 Chris Kelley Boulevard (Hutto High School), 76.135 acres, more or less, of land, to allow a reduction in the required landscaping (UDC 10.407.5), required parking (10.405.9) and roof-mounted mechanical equipment (10.406.6.8). with the following motion:

1. Approve screening on the roof of the new construction only
2. Approve parking lot reduction to 1969 with the Hutto ISD providing a shuttle if necessary
3. Provide 185 5 Gallon shrubs locating 2 per parking stall along Chris Kelly and the remainder on site
 - a. Provide 16 4" caliper trees along Chris Kelly
 - b. The remainder of the trees to meet the reduction to 30% will be 3" caliper trees located on site.

Seconded by Commissioner Jim Morris. Motion passed 5 Ayes to 0 Nays

- 4.3. Conduct a Public Hearing and consider the adoption of an Ordinance amending Sections 10.609.4.1, Land Dedication, 10.609.5.3, Fee instead of Parkland Dedication, 10.609.6.2, Usability, and 10.609.6.5, Access, of the Hutto Unified Development Code to update the minimum standards and fees related to parkland and open space dedication requirements. (Jeff White)

Jeffrey White, Parks and Recreation Superintendant, made a presentation to Commissioners to consider the adoption of an Ordinance amending Sections 10.609.4.1, Land Dedication, 10.609.5.3, Fee instead of Parkland Dedication, 10.609.6.2, Usability, and 10.609.6.5, Access, of the Hutto Unified Development Code to update the minimum standards and fees related to parkland and open space dedication requirements

The public hearing opened at 7:25 PM. Julio Torres spoke about his desire to have a hike and bike trail. Closed at 7:29 PM.

Discussion ensued between the staff, Jeff and the Commissioners.

Commissioner Jerica Lawyer made a motion to approve the adoption of an Ordinance amending Sections 10.609.4.1, Land Dedication, 10.609.5.3, Fee instead of Parkland Dedication, 10.609.6.2, Usability, and 10.609.6.5, Access, of the Hutto Unified Development Code to update the minimum standards and fees related to parkland and

open space dedication requirements as written and recommendation to send to City Council, seconded by Commissioner Kurt Schwerdtfeger. Motion passed 5 Ayes to 0 Nays.

- 4.4. Consideration and possible action on the minor modification application of Pete's Cajun Seafood food truck to be located in the Historic District at 209 Farley Street.

Staff presented applicants' application for consideration and possible action on the minor modification application of Pete's Cajun Seafood food truck to be located in the Historic District at 209 Farley Street.

Discussion ensued between staff and commissioners, a motion was made by commissioner Kurt Schwerdtfeger to approve the minor modification application of Pete's Cajun Seafood food truck to be located in the Historic District at 209 Farley Street as presented, seconded by Commissioner Jim Morris. Motion passed 5 Ayes to 0 Nays.

- 4.5. Consideration and possible action on the minor modification application of 67 Kitchen food truck to be located in the Historic District at 209 Farley Street.

Staff presented applicants' application for consideration and possible action on the minor modification application of 67 kitchen food truck to be located in the Historic District at 209 Farley Street.

Discussion ensued between staff and commissioners.

A motion was made by commissioner Jerica Lawyer to approve the minor modification application of 67 kitchen food truck to be located in the Historic District at 209 Farley Street as presented, seconded by commissioner Jim Morris. Motion passed 5 Ayes to 0 Nays.

- 4.6. Consideration and possible action on the 2023 Planning and Zoning Calendar.

Staff presented the 2023 Planning and Zoning submittal and meeting calendar.

A motion to approve the 2023 Planning and Zoning submittal calendar as written with the possibility of special called meetings as needed was made by commissioner Jerica Lawyer and seconded by commissioner David Meyer. Motion passed

5. DEVELOPMENT SERVICES DIRECTOR REPORT

Ashley Bailey announced that on the January agenda we will be bringing in Concent agenda items.

6. ADJOURNMENT

The meeting was adjourned at 10:12 PM.

7. CERTIFICATION

I certify that this notice of the December 6, 2022 Hutto Planning and Zoning Commission meeting was posted on the City of Hutto website and the City Hall bulletin board of the City of Hutto on December 2, 2022 at 5:00 P.M.

Planning and Zoning Chair

AGENDA ITEM REPORT

4.2.



To: Planning and Zoning Commission
Subject: Consideration and possible action on the proposed Wilco Ranch Phase 2 Section 2 Lot 10 Block D Replat, 0.244 acres, more or less, of land, 1 residential lot, located on County Road 119 and Limmer Loop.
Meeting: Tuesday, January 3, 2023
Department: Development Services
Staff Contact:

BACKGROUND INFORMATION:

The entire Wilco Ranch property is approximately 66.174 acres and includes four phases of 309 residential lots. The entire subdivision is zoned SF-1. Phase 2 Section 2 Lot 10 Block D replat will be approximately 0.244 acres.

SUMMARY OF REQUEST:

STAFF REVIEW:

This is a request for a statutory denial. The applicant did not check the waiver for the alternative process, thus the plat is denied at the first hearing until the applicant responds to comments, and will appear on a subsequent agenda with a public hearing.

FISCAL NOTES:

POLICY IMPLICATIONS:

ATTACHMENTS:

1. WilcoRanchPh2Sec2Lot10BlkDReplat-Init-Plat(12-13-22)

C:\TXC\Projects\Ashton_Woods\6530-00-Wilco_Ranch_Ph2_Sec2\Drawings\6530-00-Wilco_Ranch_Ph2_Sec2_AVEWDED.dwg, 12/02/2022 4:53 PM, mmiskok, 1:100



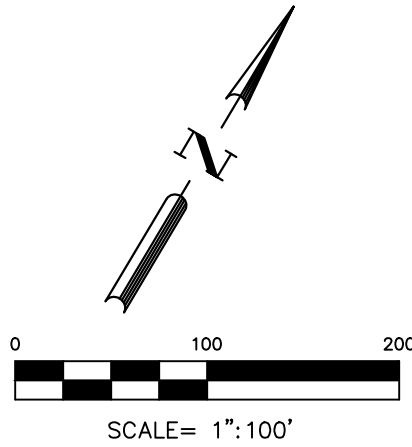
VICINITY MAP
NOT TO SCALE

SHEET INDEX:

- SHEET 1 – PLAT AND LEGAL DESCRIPTION
SHEET 2 – NOTES AND SIGNATURES

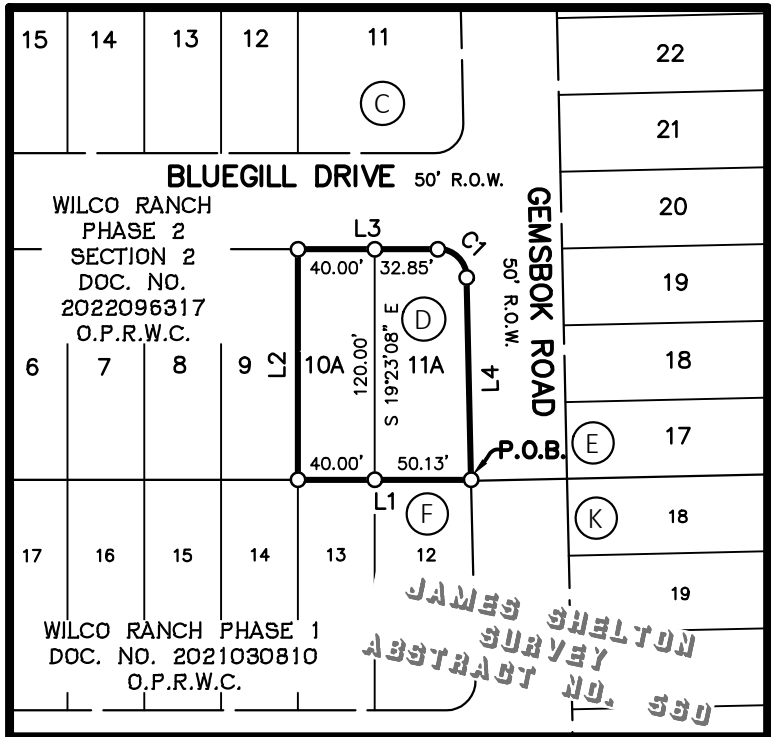
BEARING BASIS NOTE:

BEARING ORIENTATION IS BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE 4203, NAD83. DISTANCES SHOWN HEREON ARE IN SURFACE AND CAN BE CONVERTED TO GRID BY DIVIDING BY THE COMBINED SCALE FACTOR = 0.99988157



REPLAT PLAT OF
LOT 10, BLOCK "D"
WILCO RANCH PHASE 2
SECTION 2

0.244 ACRES OF LAND
LOCATED IN THE
JAMES SHELTON, ABSTRACT NO. 560
WILLIAMSON COUNTY, TEXAS



LEGEND

- | | |
|------------|---|
| DOC. NO. | DOCUMENT NUMBER |
| O.P.R.W.C. | OFFICIAL PUBLIC RECORDS, WILLIAMSON COUNTY |
| O.R.W.C. | OFFICIAL RECORDS, WILLIAMSON COUNTY |
| P.O.B. | POINT OF BEGINNING |
| P.U.E. | PUBLIC UTILITY EASEMENT |
| R.O.W. | RIGHT-OF-WAY |
| ● | FOUND 1/2-INCH IRON ROD |
| ○ | SET 1/2-INCH IRON ROD W/CAP STAMPED "BGE INC" |

METES AND BOUNDS DESCRIPTION

FIELD NOTES FOR A 0.244 OF ONE ACRE (10,613 SQUARE FEET) TRACT OF LAND OUT OF THE JAMES SHELTON SURVEY, ABSTRACT NO. 560, SITUATED IN WILLIAMSON COUNTY TEXAS, BEING LOT 10, BLOCK D, OF WILCO RANCH PHASE 2 SECTION 2, A SUBDIVISION AS RECORDED IN DOCUMENT NUMBER 2022096317 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS; SAID 0.244 OF ONE ACRE OF LAND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING at a 1/2-inch iron rod with a cap stamped "BGE INC" set on the westerly right-of-way line of Gemsbok Road (R.O.W ~ 50') as shown on the said plat of Wilco Ranch Phase 2 Section 2, at the most easterly corner of said Lot 10, at the most northerly corner of Lot 12, Block F, Wilco Ranch Phase 1, as recorded in Document Number 2021030810 of the Official Public Records of Williamson County, Texas, for the most easterly corner and POINT OF BEGINNING of the herein described tract;

THENCE, coincident with the common line of Lot 10 and Lots 12 and 13, said Block F, S 70°36'52" W, a distance of 90.13 feet to a 1/2-inch iron rod with cap stamped "BGE INC" set at the common corner of Lot 10 and Lot 9, said Block D, being the most westerly corner of said Lot 13, Block F for the most southerly corner of the herein described tract;

THENCE, departing said common line, coincident with the common line of Lot 10 and said Lot 9, N 19°23'08" W, a distance of 120.00 feet to a 1/2-inch iron rod with cap stamped "BGE INC" set on the southerly right-of-way line of Bluegill Drive (R.O.W. ~ 50') as shown on said plat of Wilco Ranch Phase 2 Section 2, at the common corner of Lot 10 and Lot 9, for the most westerly corner of the herein described tract;

THENCE, coincident with the common line of Lot 10 and said right-of-way, N 70°36'52" E, a distance of 72.85 feet to a 1/2-inch iron rod with cap stamped "BGE INC" set at the west end of a curve return from the aforementioned westerly right-of-way of Gemsbok Road, for a point of curvature of the herein described tract

THENCE, coincident with the common line of Lot 10 and said curve return, along a curve to the right, an arc length of 23.24 feet, having a radius of 15.00 feet, a central angle of 88°45'29", and a chord which bears S 65°00'24" E, a distance of 20.98 feet to a 1/2-inch iron rod with a cap stamped "BGE INC" set at the east end of said curve return for a point of tangency of the herein described tract,

THENCE, coincident with the common line of Lot 10 and the westerly right-of-way of said Gemsbok Road, S 20°37'39" E, a distance of 105.35 feet to the POINT OF BEGINNING and containing 0.244 of one acre (10,613 Sq. Ft.) of land, more or less.

LOT AREA TABLE		
LOT	BLOCK	SQUARE FEET
10A	D	4,800
11A	D	5,813

LINE DATA		
NUMBER	BEARING	DISTANCE
L1	S 70°36'52" W	90.13'
L2	N 19°23'08" W	120.00'
L3	N 70°36'52" E	72.85'
L4	S 20°37'39" E	105.35'

CURVE DATA				
NUMBER	RADIUS	DELTA ANGLE	ARC DISTANCE	CHORD BEARING
C1	15.00'	88°45'29"	23.24'	S 65°00'24" E
				CHORD DISTANCE
				20.98'

OWNER: CW-WILCO LLC
ADDRESS: 8655 SOUTH PRIEST DRIVE,
TEMPE, AZ, 85284
PHONE: 480-820-0977

ACREAGE: 0.244 ACRES
SURVEY(S): JAMES SHELTON SURVEY, ABSTRACT NO. 560

NUMBER & ACREAGE
BY LOT TYPE: RESIDENTIAL: 2 LOTS/0.244 ACRES

SURVEYOR: BGE, INC. (DION P. ALBERTSON, RPLS)
PHONE: (210) 581-3600
ENGINEER: BGE, INC. (TIMOTHY M. HOLLAND, PE)
PHONE: (512) 879-0433

Received 12/13/2022



BGE, Inc.
7330 San Pedro Ave., Suite 202
San Antonio, TX 78216
Tel: 210-581-3600 • www.bgeinc.com
TBPELS Registration No. F-1046
TBPELS Licensed Surveying Firm No. 10194490

STATE OF TEXAS §
COUNTY OF WILLIAMSON §

KNOW ALL MEN BY THESE PRESENTS:

THAT CW-WILCO LLC, BEING THE OWNER OF LOT 10, BLOCK D OF WILCO RANCH PHASE 2 SECTION 2 IN THE JAMES SHELTON SURVEY A-560, WILLIAMSON COUNTY, TEXAS, CONVEYED TO IT BY SPECIAL WARRANTY DEED RECORDED IN DOC. NO. 2020020862 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY; DOES HEREBY REPLAT SAID LOT 10 IN ACCORDANCE WITH THE ATTACHED MAP OR PLAT SHOWN HEREON, PURSUANT TO CHAPTERS 212 AND 232 OF THE TEXAS LOCAL GOVERNMENT CODE, TO BE KNOWN AS:

REPLAT PLAT OF LOT 10, BLOCK "D" WILCO RANCH PHASE 2 SECTION 2

AND DOES HEREBY DEDICATE TO THE PUBLIC THE USE OF THE STREETS AND EASEMENTS SHOWN HEREON, SUBJECT TO ANY EASEMENTS AND/OR RESTRICTIONS HERETOFORE GRANTED AND NOT RELEASED.

WITNESS MY HAND, THIS THE ____ DAY OF _____, 20____, A.D.

CW-WILCO, LLC
8655 S PRIEST DRIVE
TEMPE, ARIZONA 85284

JOHN CORK, PRESIDENT
CW-LT MANAGEMENT, LLC
CW-WILCO, LLC
8655 SOUTH PRIEST DRIVE
TEMPE, ARIZONA 85284

STATE OF TEXAS §
COUNTY OF WILLIAMSON §

BEFORE ME, THE UNDERSIGNED AUTHORITY, PERSONALLY APPEARED JOHN CORK, PRESIDENT, KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME FOR THE PURPOSES AND CONSIDERATION THEREIN EXPRESSED AND IN THE CAPACITY THEREIN STATED.

NOTARY PUBLIC, STATE OF TEXAS

PRINT NOTARY'S NAME

MY COMMISSION EXPIRES _____

NO PORTION OF THIS SUBDIVISION LIES WITHIN THE DESIGNATED 100 YEAR FLOODPLAIN AS DEFINED BY F.E.M.A. MAP NO. 48491C0520F, REVISED DECEMBER 19, 2019.

I, TIMOTHY M. HOLLAND, AM AUTHORIZED UNDER THE LAWS OF THE STATE OF TEXAS, TO PRACTICE THE PROFESSION OF ENGINEERING, AND DO HEREBY CERTIFY THAT THIS PLAT IS FEASIBLE FROM AN ENGINEERING STANDPOINT, AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

FOR REVIEW. THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF REVIEW UNDER THE AUTHORITY OF RICHARD L. RYCHLIK, PROFESSIONAL ENGINEER LICENSE NO. 123927 ON 10/11/2022 IT IS NOT TO BE USED FOR BIDDING, PERMIT, OR CONSTRUCTION

TIMOTHY M. HOLLAND, P.E.
LICENSED PROFESSIONAL ENGINEER NO. 94848
BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744

I, DION P. ALBERTSON, AM AUTHORIZED UNDER THE LAWS OF THE STATE OF TEXAS, TO PRACTICE THE PROFESSION OF LAND SURVEYING, AND DO HEREBY CERTIFY THAT THIS PLAT IS TRUE AND CORRECT, THAT IT WAS PREPARED FROM AN ACTUAL SURVEY OF THE PROPERTY MADE BY EMPLOYEES OF BGE, INC ON THE GROUND, AND THAT ALL NECESSARY SURVEY MONUMENTS ARE FOUND OR CORRECTLY SET UPON COMPLETION OF CONSTRUCTION AS SHOWN HEREON.

PRELIMINARY PENDING FINAL REVIEW

DION P. ALBERTSON, R.P.L.S.
REGISTERED PROFESSIONAL LAND SURVEYOR NO. 4963
BGE, INC.
7330 SAN PEDRO AVE, SUITE 202
SAN ANTONIO, TEXAS 78216

REPLAT PLAT OF LOT 10, BLOCK "D" WILCO RANCH PHASE 2 SECTION 2

0.244 ACRES OF LAND
LOCATED IN THE
JAMES SHELTON, ABSTRACT NO. 560
WILLIAMSON COUNTY, TEXAS

CITY DEVELOPMENT SERVICES SIGNATURES:

THIS SUBDIVISION IS LOCATED WITHIN THE CITY LIMITS OF THE CITY OF HUTTO, THIS THE ____DAY OF

_____, 20____, A.D

ASHLEY BAILEY, DEVELOPMENT SERVICES DIRECTOR

DATE

THIS PLAT WAS APPROVED FOR RECORDING BY THE HUTTO PLANNING AND ZONING COMMISSION ON THE ON ____ DAY OF _____, 20____.

RICHARD HUDSON, CHAIR

DATE

GENERAL NOTES:

1. BEARING ORIENTATION IS BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE 4203, NAD83. COMBINED SCALE FACTOR = 0.99988157
2. NO BUILDING, FENCING, LANDSCAPING OR STRUCTURES ARE ALLOWED WITHIN ANY DRAINAGE OR WASTEWATER EASEMENT UNLESS EXPRESSLY PERMITTED BY THE CITY OF HUTTO.
3. BUILDING SETBACKS SHALL CONFORM TO THE DEVELOPMENT AGREEMENT BETWEEN STARLIGHT HOMES TEXAS, LLC, WMV LIMMER LOOP 23, LLC AND THE CITY OF HUTTO EXECUTED FEBRUARY 24, 2020.
4. A TEN (10) FOOT PUBLIC UTILITY EASEMENT (PUE) IS HEREBY DEDICATED ALONG AND ADJACENT TO ALL STREET SIDE PROPERTY LINES.
5. A FIVE (5) FOOT PUBLIC UTILITY EASEMENT (PUE) IS HEREBY DEDICATED ON EACH SIDE OF ALL REAR LOT LINES.
6. A THREE (3) FOOT PUBLIC UTILITY EASEMENT (PUE) IS HEREBY DEDICATED ON EACH SIDE OF ALL SIDE LOT LINES.
7. IF PARKING IS DESIRED ON BOTH SIDES OF THE STREET THEN THE STREETS MUST BE A MINIMUM OF 33 FEET WIDE. IF THE STREETS ARE LESS THAN 33 FEET IN WIDTH FIRE LANE SIGNAGE IS REQUIRED. (2018 IFC APPENDIX D SEC. 103.6 - D103.6.2)
8. NO LOT IN THIS SUBDIVISION SHALL BE OCCUPIED UNTIL CONNECTION IS MADE TO PUBLIC WATER AND WASTEWATER UTILITIES.
9. SIDEWALKS AND TREES SHALL BE PROVIDED ON BOTH SIDES OF ALL STREETS WITHIN THIS SUBDIVISION.
10. SIDEWALKS AND TREES SHALL BE PROVIDED ALONG ALL STREETS BOUNDING THIS SUBDIVISION.
11. ALL FENCING THAT IS NOT ON A PRIVATE LOT TO BE MAINTAINED BY THE HOA.
12. STREET LIGHTING SHALL BE PROVIDED BY THE DEVELOPER IN CONFORMANCE WITH THE UDC REQUIREMENTS, AS AMENDED.
13. THIS TRACT IS WITHIN WATER CCN SERVICE AREA 10970 AND WASTEWATER CCN SERVICE AREA 21053. WATER AND WASTEWATER WILL BE AVAILABLE THROUGH JONAH WATER SPECIAL UTILITY DISTRICT AFTER THE APPROPRIATE WATER AND WASTEWATER SYSTEMS ARE INSTALLED TO THIS SITE. JONAH WATER SPECIAL UTILITY DISTRICT ASSUMES NO OBLIGATIONS FOR INSTALLING ANY WATER AND WASTEWATER IMPROVEMENTS REQUIRED TO SERVE THIS SITE.
14. NO PORTION OF THIS TRACT IS ENCROACHED BY THE ULTIMATE 1% ANNUAL CHANCE FLOODPLAIN.
15. THE PROPERTY LIES IN UNSHADED ZONE "X" (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR WILLIAMSON COUNTY, TEXAS AND INCORPORATED AREAS, MAP NUMBER 48491C0520F, REVISED DECEMBER 19, 2019.
16. IN ORDER TO PROMOTE DRAINAGE AWAY FROM A STRUCTURE, THE SLAB ELEVATIONS SHALL BE BUILT AT LEAST ONE (1) FOOT ABOVE THE SURROUNDING GROUND AND SHOULD BE GRADED AWAY FROM THE STRUCTURE AT A SLOPE OF 1/2" PER FOOT FOR A DISTANCE OF AT LEAST TEN (10) FEET.
17. ALL SUBDIVISION CONSTRUCTION SHALL CONFORM TO THE CITY OF HUTTO UNIFIED DEVELOPMENT CODE AS AMENDED, CONSTRUCTION STANDARDS, AND GENERALLY ACCEPTED ENGINEERING PRACTICES.
18. ON-SITE STORMWATER DETENTION FACILITIES WILL BE PROVIDED TO REDUCE POST-DEVELOPMENT PEAK RATES OF DISCHARGE OF THE 2, 10, 25 AND 100-YEAR STORM EVENTS.
19. ALL EASEMENTS ON PRIVATE PROPERTY SHALL BE MAINTAINED BY THE PROPERTY OWNER OR HIS OR HER ASSIGNS.
20. ALL DRAINAGE LOTS SHALL BE OWNED AND MAINTAINED BY THE HOMEOWNER'S ASSOCIATION.
21. MAXIMUM IMPERVIOUS COVER PER RESIDENTIAL LOT SHALL BE BASED ON THE DRAINAGE REPORT.

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

THAT I, NANCY RISTER, CLERK OF THE COUNTY COURT OF SAID COUNTY, DO HEREBY CERTIFY THAT THE FOREGOING INSTRUMENT IN WRITING, WITH ITS CERTIFICATION OF AUTHENTICATION, WAS FILED FOR RECORD IN MY OFFICE ON THE ____DAY OF _____, 20____ A.D., AT _____ O'CLOCK ____M. AND DULY RECORDED ON THE ____DAY OF _____, 20____ A.D., AT _____ O'CLOCK ____M. IN THE PLAT RECORDS OF SAID COUNTY, IN DOCUMENT NO. _____

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

NANCY RISTER, CLERK, COUNTY COURT
WILLIAMSON COUNTY, TEXAS

BY: _____
DEPUTY



Received 12/13/2022



BGE, Inc.
7330 San Pedro Ave., Suite 202
San Antonio, TX 78216
Tel: 210-581-3600 • www.bgeinc.com
TBPELS Registration No. F-1046
TBPELS Licensed Surveying Firm No. 10194490

Emory Farms Commercial

**City of Hutto, Texas
Planned Unit Development (PUD)**

Development Plan

~~March 7th, 2022~~ **October 3rd, 2022**

Applicant:

Jack Zanger

Applicant Representative:

None

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1.6	Definitions.....

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2.2	Use Descriptions and Standards.....

3. DEVELOPMENT STANDARDS

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3.4	Common Open Space.....
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4. Exhibits

Legal Description - Exhibit A
Survey - Exhibit B
Site Plan - Exhibit C
Elevations - Exhibit D

1. GENERAL PROVISIONS

1.1 Title

This ordinance is known as the “Emory Farms Commercial District” Planned Unit Development Ordinance and may be cited as “Emory Farms Commercial” PUD.

1.2 Purpose and Intent

The purpose of this Plan is to ensure a PUD that creates a mixed use development that is: 1) is equal to, superior than and/or more consistent than that which would occur under the standard ordinance requirements, 2) does not have an undue adverse effect upon adjacent property, the character of the neighborhood, traffic conditions, parking, utilities or any other matters affecting the public health, safety and welfare, 3) is adequately provisioned by essential public facilities and services, and 4) will be developed and maintained so as not to dominate, by scale or massing of structures, the immediate neighboring properties or interfere with their development or use.

1.3 Applicability of City Ordinances

The Property shall be regulated for purposes of zoning and subdivision by this PUD Plan. All aspects not specifically covered by this Plan shall be regulated by the UDC “Unified Development Code of the City of Hutto, Texas” (“UDC”) in effect on the date of adoption of this ordinance. In those cases where in conflict, this PUD shall take precedence over the UDC.

1.4 Severability

In case one or more provisions contained of this Plan are deemed invalid, illegal or unenforceable in any respect such invalidity, illegality or unenforceability shall not affect any other provisions of this Plan and in such event, this Plan shall be construed as if such invalid, illegal or unenforceable provision had never been contained in this Plan.

1.5 Amendments to Ordinance

Technical, site planning or engineering considerations that meet the intent of this PUD may call for minor modifications from the approved PUD. The Development Services Director may approve minor modifications if they promote flexibility in design and are consistent with the intent of the original PUD approval.

Modifications to the PUD shall be administered as follows:

Modifications of the Concept Plan pertaining to (a) roadway and trail alignments; (b) changes in the density of specific sections or phases shown on the Concept Plan that do not increase the overall density of development on the Land, and (c) changes of less than twenty percent (20%) in the size of any section or phase shown on the Concept Plan, shall be considered “Minor Modifications” over which the City’s Development Services Director has final review and decision-making authority. In addition, the City may request modifications to the Concept Plan relating to roadway and trail alignments if necessary due to topography, terrain, floodplains and floodways, alignment with connections to adjoining portions of roadways, trails, or utilities on adjacent properties, and similar situations, all of which shall be considered Minor Modifications over which the City’s Development Services Director has final review and decision-making authority.

All other changes to the Concept Plan that are not Minor Modifications shall be considered “Major Modifications.” Major Modifications to the Concept Plan must be approved as an amendment to this PUD Ordinance by the City Council. After approval by the City in accordance with these requirements, all Minor Modifications and Major Modifications to the Concept Plan shall be recorded by the City at the Property owner’s expense in the Official Records of Williamson County, and thereafter, all references in this Development Plan to the Concept Plan shall mean and refer to the then most current approved and recorded Concept Plan.

Minor Modifications to the Concept Plan allowed by this Development Plan shall not be deemed to be changes to the Project under Chapter 245 of the Texas Local Government Code. All Major Modifications to the Concept Plan shall be deemed to be changes to the Project under Chapter 245 of the Texas Local Government Code, and the provisions of the UDC and all other applicable laws and regulations in effect at the time of such Major Modifications shall apply unless the City agrees otherwise.

Approval of this Development Plan does not constitute plat or site plan approval, and all development related approvals required by the UDC are still required. The request for an amendment to the PUD Ordinance shall not subject the entire application to public hearing, but only that portion necessary to rule on the specific issue requiring the relief.

1.6 Definitions

Definitions set forth in the UDC, including general abbreviations, terms definitions and conditions for use indicated throughout this ordinance shall apply to this PUD.

2. DEVELOPMENT PLAN and LAND USES

2.1 Permitted Uses in the PUD

The purpose of the Plan is to provide a high-quality hotel development. **Exhibit C**, illustrates the site plan.

For the purpose of addressing any development regulation not modified within this PUD, the following City of Hutto UDC base zoning districts shall be utilized for the following uses:

Non Residential: B-1

Permitted uses within the boundaries of the PUD are as listed in the below land use table:

PERMITTED USES

Use	Conditions
Multi-Family	
Government Facilities	
Park	
Amenity/Recreation Center	
Restaurant/Bar	1
Food Catering (accessory or secondary to restaurant or bakery)	
Library	
Live/Work Units	
Lodging Establishment	
Office: Professional	
Office: Medical	
Veterinary Clinic	
Personal and business service shop	
Print Shop	
Retail Sales and Service (other than the uses listed below)	
Bakery	
Bank	
Convenience Store	
Day Care: Child (1-6 children)	
Day Care: Child (greater than 6 children)	1

Bed and Breakfast	
Bus Stops	

Accessory Uses

Accessory uses	
Drive through facility	
Satellite dish	
ATM machines – stand alone	

(1) Permitted by Specific Use Permit

2.2 Use Descriptions and Standards

Unless otherwise modified within this PUD, refer to the UDC for definitions of uses and standards for residential uses, commercial and retail uses, industrial uses, institutional and civic uses, temporary uses and accessory uses.

Prohibited Uses

Uses not listed in the “Permitted Use” table in section 2.1 shall be deemed prohibited unless determined to be appropriate under the conditions outlined for “New and Undefined Uses”.

New and Undefined Uses

As commerce and technology evolve, new types of land uses will develop and forms of land use not anticipated may seek locations in the Emory Farms Commercial PUD. To provide for contingencies, the Development Services Director will consider the appropriateness of an undefined use within the PUD area. Approval criteria include:

- Impacts of the use, including externalities and use of public services and infrastructure,
- The use is similar in nature and impact to a use listed and defined as a permitted use in the PUD.
- The use is consistent with the intent of the PUD district.
- The use conforms to the intent of the PUD, UDC and applicable plans
- The interpretation does not lower the protection given to the public by the PUD and UDC.
- The use does not have the potential to create a dynamic that would harm the vitality or future development potential of surrounding commercial, industrial and

residential areas.

3. DEVELOPMENT STANDARDS

3.1 General Standards

3.1.1 Lot dimensions and area

	Commercial/ retail/office/
Lot area (min)	20,000 sq. ft
Lot width at building line (min)	100 ft.
Front yard setback	20 ft.
Side yard (min)	0 ft. for common walls or 10 ft. (c)
Rear yard (min)	25 ft.
Side and rear yard for accessory building (min)	Same as main building (a)
Spacing between buildings (min)	10 ft.
Building height (min/max)	Lots 4&5 = 50.18 ft. and up to 62.18 ft for aesthetic parapets as shown on the building elevation (d). Lots 2&3 = 35 ft.(d)
Building height, accessory (max)	15 ft.
Lot Coverage	95% (b)
Sidewalks (min width along streets)	8 ft.

(a) Accessory buildings are not permitted between the front building line of the primary building and the public right of way.

(b) The buildable density on a lot shall be governed by the height, setback and lot coverage requirements only.

(c) Side setback of 0 feet is allowed only for internal attached buildings

- with a common wall.
- (d) For each One (1) foot of building height, the building must be set back One (1) foot from the rear property line.

3.1.2 Setback encroachment exceptions

Type of structure or use	Non-residential uses
Air conditioning equipment	n/a
Arbors and trellises	Any yard, at least 5 ft. from neighboring PL
Awnings / Galleries	8 feet of vertical clearance required.
Bay windows, entry vestibules, overhanging eaves	No more than 3 ft. into any setback
Ramps and other access devices required by the ADA	Any yard on the site as long as they do not impede pedestrian flow
Retaining walls	Any yard on the site

3.1.3 Buffer Yards

3.13.1 Landscape buffer yard shall be provided along the eastern boundary of The PUD along CR 119 (Ed Schmidt Boulevard).

- 20 ft. from CR119 (Ed Schmidt Boulevard) right-of-way
- Landscape for the buffer yard shall be planted per the requirements of Section 3.2.2.1 of this PUD

3.13.2 Landscape buffer yard shall be provided along the western boundary of Lots 4&5

- 25 ft. from the property line
- Landscape for the buffer yard shall be planted per the requirements of UDC Sec 10.403.6.3 High level buffer yard "c"

3.1.4.1 Loading area screening

Off-street loading areas must be fully screened from view from public streets and open spaces. Wing walls, landscape screens, changes in building orientation and/or other architectural elements must be used to buffer loading docks.

Refer to Landscape, section 3.4 of this PUD for planting requirements.

3.1.4.2 Dumpster screening

Dumpster enclosures within the PUD must be located at least 25 ft. from a single-family residential use. Dumpsters must be screened from public

streets and pedestrian gathering areas with masonry walls and enclosure gates that are compatible with the architectural theme of the adjacent building(s).

Refer to Landscape, section 3.4 of this PUD for planting requirements.

3.1.4.3 Parking lot screening

Parking lots that are visible from a public street must be screened from the adjacent street and walkway by a minimum 6-foot-wide landscape area. Three-and-a-half-foot tall screen wall, shrubs, trees or a combination of the above may be placed in the 6-foot landscape screening area.

Refer to Landscape, section 3.4 of this PUD for planting requirements.

3.1.4.4 Mechanical equipment screening

Rooftop mechanical equipment must be hidden or screened with architecturally integral elements at least as high as the equipment to be screened.

Ground mounted mechanical equipment must be hidden or screened with architecturally integral wing walls and/or landscaping.

Solar panels are exempt from mechanical equipment screening standards.

Refer to Landscape, section 3.4 of this PUD for planting requirements.

3.1.4.5 Utility equipment screening

Electric meters, switch boxes, panels, conduit and related utility equipment must be placed in the most inconspicuous location possible. Where allowed by utility provider, paint all utility equipment to match adjacent building or landscape.

Utility equipment located in an area that may be frequently seen by the general public must be screened with a wing wall architecturally integrated into the host structure or painted to match the primary building color.

3.1.5 Parking and Loading Space Bulk Standards

3.1.5.1 Parking space dimensions

Parking spaces must have the following minimum dimensions:

- Standard parking space (perpendicular or angled to the aisle): 9 ft. x 18 ft.
- Compact parking space: 7.5 ft x 16.5 ft.
- Standard parking space (parallel to the aisle): 8 ft. x 23 ft.
- Handicapped parking space: 9 ft. x 18 ft., plus a clear 5 ft. x 18 ft. loading area to the side. Two handicapped spaces may share one loading area.
- Motorcycle space: 4.5 ft. x 9 ft.
- Off-street loading space: 12 ft. x 25 ft.
- Bicycle space: a stationary object where a user can secure both wheels and the frame of the bicycle with a 6 ft. cable and lock. The stationary object may be a freestanding bicycle rack, a wall-mounted bracket, an enclosed bicycle locker, a three-point bicycle rack or a fenced, covered, locked or guarded bicycle storage area.

3.1.6 Parking Requirements

3.1.6.1 Required parking spaces

Uses shall provide the amount of parking that is necessary to meet anticipated normal demand. Up to 15% of the total provided parking spaces for each individual site plan within the overall development may be Compact Parking Spaces: The minimum number of required parking spaces for a use is as follows:

Commercial use classification	Required specs (minimum)
Multi-tenant retail buildings;	1 per 400 sq. ft. GFA
Restaurant	1 per 150 sq. ft. GFA

Retail uses including: performing art studio, bank, bakery, retail, convenience store, gas station, instructional facility, personal and business service shop, print shop, retail store	1 per 400 sq. ft. GFA
Office uses, including medical office, professional office, civic uses	1 per 400 sq. ft. GFA
Child day care facility	1 per employee + 3
Lodging Establishment	1 per room

3.1.6.2 Bicycle parking

One or more bicycle parking spaces must be provided for every 20 vehicle parking spaces required as a minimum for non-residential uses.

3.1.6.3 Space computation and fractions

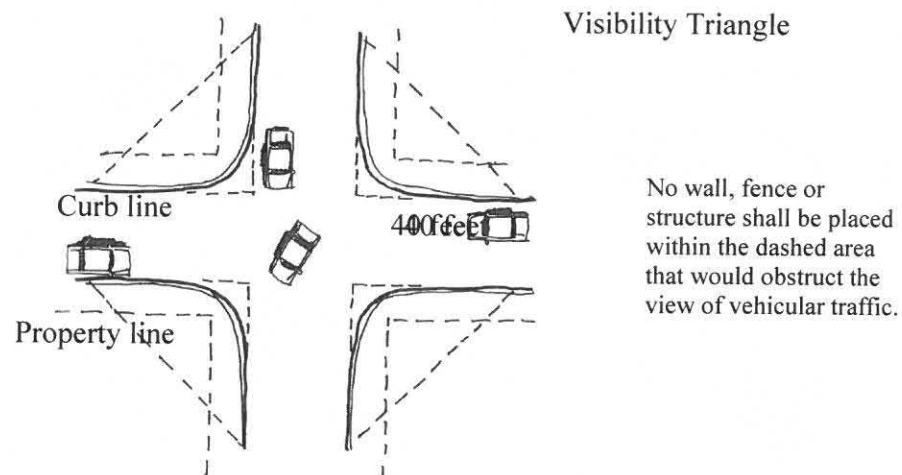
Fractional results will be rounded up when computing the number of required parking spaces.

3.2 Landscaping

3.2.1 General Standards

3.2.1.1 Visibility

Shrubs growing over 3 ft. tall at maturity must be placed at least 10 ft. from curb cuts. This is to maintain clear driver sight distance at driveway-street intersections. Visibility triangles shall be measured from the face of the curb to the face of the curb at intersections and driveways, measuring forty (40) feet along the sides of the triangle that face the intersection.



3.2.1.2 Utilities

Trees must be placed at least 10 ft. from streetlights, 5 ft. from wet utilities and 4 ft. from gas lines, unless otherwise approved by a City Development Services designee.

3.2.2 Required Landscaping:

3.2.2.1 Landscaping areas

Area	Native tall trees (minimum)	Native small trees (minimum)	Native shrubs (minimum)
Landscape buffer CR 119	1 per 40 ft. of linear buffer	1 per 40 ft. of linear buffer	1 per 5 ft. of linear buffer
Street frontage along internal, public streets – “Street Trees”	1 per 40 ft. of street frontage unless interruption is needed for utility conflict	Optional	Optional
Parking lots: landscape islands in rows and at row ends	1 per island if terminating or interrupting one row; 2 per island if terminating or interrupting two rows	Optional	2 per island if terminating one row; 4 per island if terminating or interrupting two rows. Shall not impede visibility.
Parking lots: landscape buffers between parking lot and public street or pedestrian area.	1 per 40 ft. of linear landscape area	1 per 30 ft. of linear landscape area	1 per 5 ft. of linear landscape area
Interior Parking: 10 ft. landscape median between every other parking bay	1 per 60 ft of linear landscape area	1 per 25 ft of landscape area	
Dumpster Screening (*does not apply when the enclosure is an architectural extension of a principal building)		1 on each of the three sides of the enclosure, except the side where the gate is located.	1 per 4 linear ft of wall constructed
Ground Mounted Equipment			1 per 3 ft of linear landscape around boundary, except the side where access is located.
Medians	1 per 50 ft. of linear median	Optional	Optional
Other areas (retention and detention basins, open space, etc.)	1 per 2,500 sq. ft. of landscape area	1 per 5,000 sq. ft. of landscape area	2 per 1,000 sq.ft. of landscape buffer

3.2.3 Tree and shrub size

Native tall trees must have a caliper of at least 3 in. and 10-12 ft. ht.
Native small trees must have a caliper of at least 1.5 in. and 8-10 ft. ht.
Planted shrubs must have a minimum 3-gallon container or be at least 18 in. tall.

3.2.4 Street Trees

- (1) Planted a maximum of 40' on center except when an interruption is needed for a utility or desired view into a park or open space.
- (2) Trees shall be located a minimum of ten feet (10') from a building.
- (3) Located within a minimum six-foot (6') wide planting strip or within an 6'x6' tree grate.
- (4) Sized at a minimum of three (3") caliper;
- (5) All trees should be pruned of branches that overlap into pedestrian walkways, parking spaces or drive aisles up to 9 feet high to allow for safe passage.
- (6) The following tree species are recommended for Street Trees. The same species shall be used along a contiguous street frontage for a visual consistency.

<u>Common Name</u>	<u>Scientific Name</u>
Carolina Cherry Laurel	<i>Prunus caroliniana</i>
Chinquapin Oak	<i>Quercus muehlenbergii</i>
Texas Red Oak	<i>Quercus buckleyi</i>
Cedar Elm	<i>Ulmus crassifolia</i>
Lacebark Elm	<i>Ulmus parvifolia</i>
Live Oak	<i>Quercus virginiana</i>
Mexican Sycamore	<i>Platanus mexicana</i>

3.2.5 Materials, maintenance and replacement

3.2.5.1 Plant materials

Plant choice must be based on the Central Texas ecological setting and site microclimate conditions.

3.2.5.1.1 Maintenance

Trees and vegetation, irrigation systems, fences, walls and other landscape elements are considered elements of the project in the same way as parking, building materials and other site details. The applicant, landowner or successors must be jointly and severally responsible for regular maintenance of all landscaping elements in good condition. Landscaping must be maintained free from disease, pests, weeds and litter.

A master community association will be established for the maintenance of landscape and irrigation areas located between the roadways and the building lines for internal projects as well as for all community signage, walls, medians, common open spaces, greenbelts, parks and detention areas. Sub associations may be formed for individual tracts as defined on **Exhibit C** of the PUD.

3.2.5.1.2 License Agreement

A License Agreement(s) shall be required for the installation and maintenance of any landscaping, signage or other similar facilities within the City right-of-way. Such facilities may include: Project entry signage at major intersections; directional signage; Street signs; Lighting, including enhanced street lights and landscape lighting; Intersection and crosswalk enhancements, consisting of pavers, stamped and/or integrated color concrete; Sidewalks; Landscaping, including plant beds and street trees; Site furnishings, such as benches, planters, trash receptacles; Irrigation; and Decorative Walls

The Owner shall make application for a License Agreement(s) at the time of Site Plan or construction plan submittal.

3.2.6 Irrigation

3.2.6.1 Automatic irrigation required

All plants on newly developed parcels must be irrigated with underground or drip irrigation.

3.3 Streets

3.3.1 Street Alignment

The precise alignment of the streets included in the Plan may be varied with City approval. **Exhibit C** illustrates the primary circulation pattern and the below street designations describe the planned streets within the PUD boundary.

3.3.2 Street Cross Sections

Local Street: 50-foot right-of-way. 33 feet of pavement face of curb to face of curb. 5-foot sidewalks on each side.

Collector Roadway: 60-foot right-of-way. 36 feet of pavement face of curb to face of curb. 5-foot sidewalks on each side.

3.3.3 Alleys

An alley (residential or commercial) is a public street designed to provide access to the rear or side of a lot including garage access, solid waste access, fire access and utility easements.

- Alleys may be required in non-residential areas where it is necessary to provide for adequate access for service vehicles, off-street loading or unloading, access for emergency vehicles or similar reasons consistent with the intent of this PUD.
- Alleys may not access arterial streets.
- All alleys shall have at least two direct access points to public streets
- Alleys shall be 20 feet of right of way with 14 feet of pavement

3.5 Walls and Fencing

3.5.1 Required walls

The following fence and wall types are required:

Required fence Area/purpose	Height		Acceptable types/materials
Dumpster and utility area	6 ft. – 8 ft.		Masonry (stone, brick, similar materials)
	Must include the same materials, finishes and detailing as the host structure. Gates must be visually and structurally solid; must be metal. Dumpsters and compactors cannot be unscreened unless they are used for a construction or demolition project on the site.		
Utility substation or facility	6 ft. – 12 ft. or sufficient to conceal the substation		Masonry (stone, brick, similar materials)
Single Family or Multi Family lot that backs up to park or open space	6 ft.		Decorative iron fence

3.6 Outdoor Lighting

3.6.1 General Standards

3.6.1.1 Display levels and light pollution

- Lighting must be designed to minimize light pollution and spillage on adjacent properties.
- Ornamental street lights shall be allowed along the internal collector and local streets.
- Illumination spillover onto adjacent residential zoned properties must be no more than 5 lux. Streetlights are exempted.

3.6.1.2 Design

- Light poles should have a base, middle and top.
- Light pole design must be consistent with the style, character and theme used throughout the PUD area.
- Light poles must be placed in landscape areas wherever possible.
- Light poles must not obstruct sidewalks or bicycle paths.

4. Exhibits

Legal Description – Exhibit A

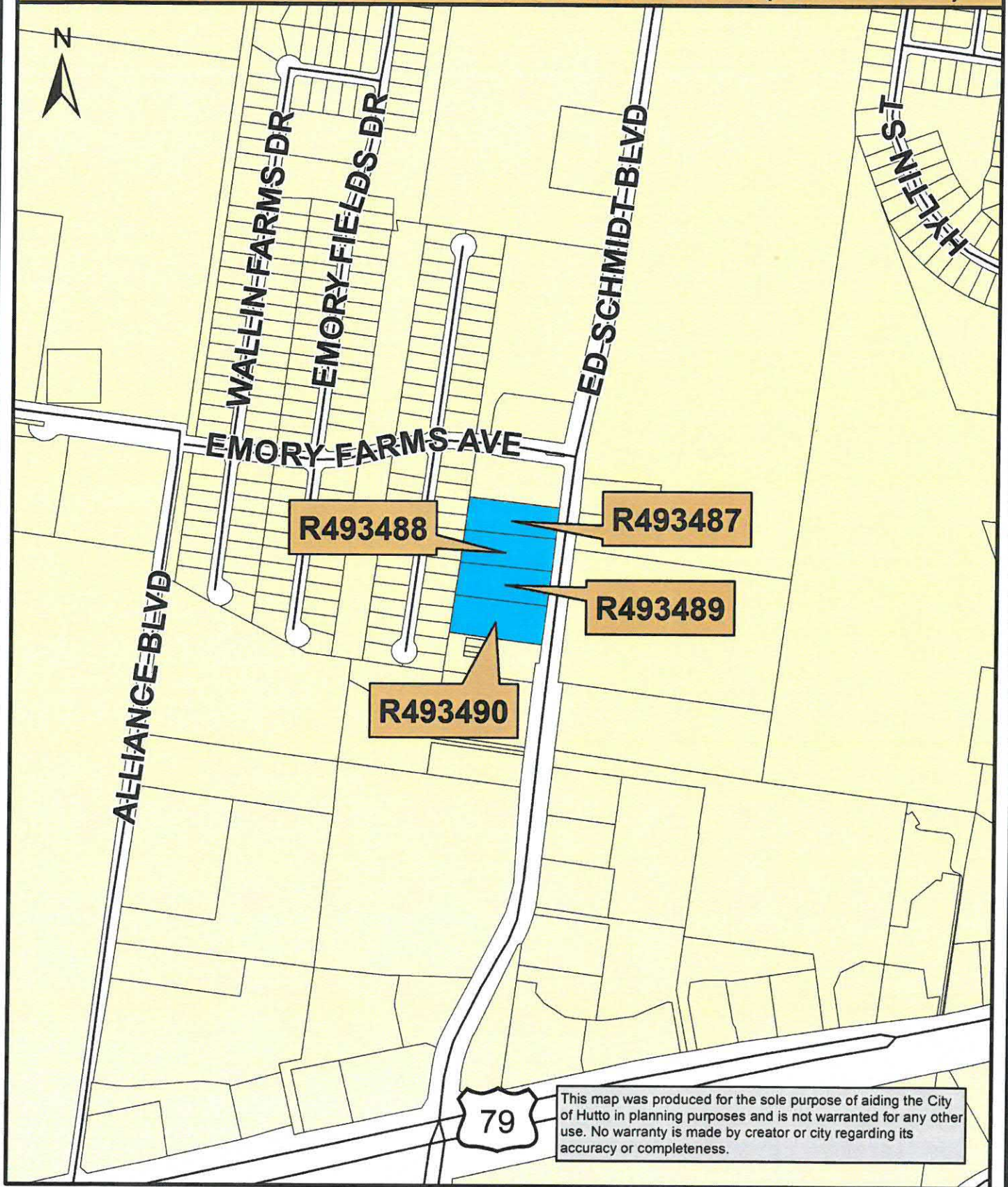
Survey – Exhibit B

Site Plan - Exhibit C

Elevations – Exhibit D

Exhibit A – Legal Description

411, 421, 431, 441 Ed Schmidt Boulevard (4.30 Acres)



Map Document: (K:\SITE LOCATION MAPS\2019 Site Location

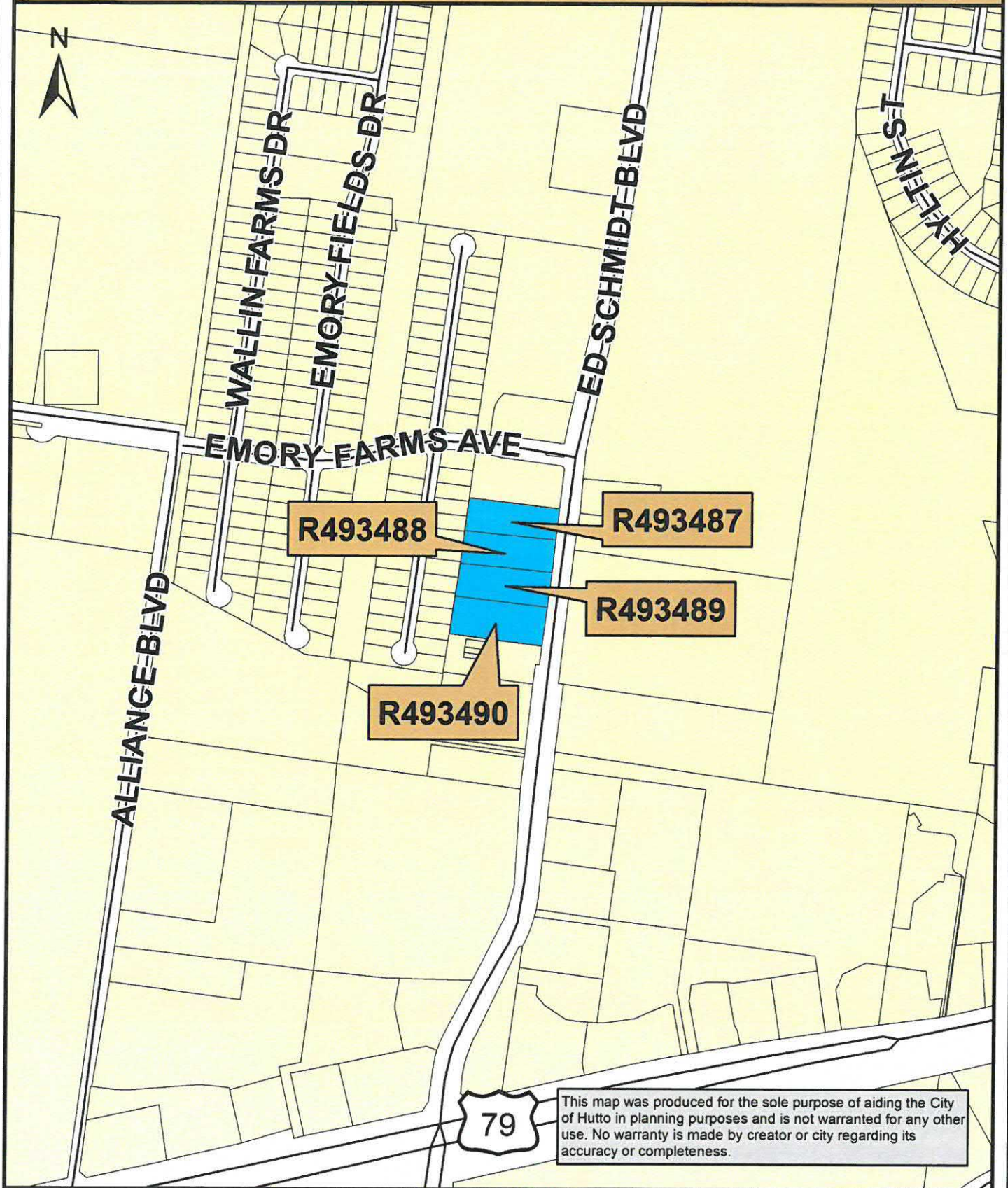
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0 250 500 1,000
Feet

411, 421, 431, 441 Ed Schmidt Boulevard (4.30 Acres)



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0 250 500 1,000
Feet

Exhibit B – Survey

CABINET DD



SCALE IN FEET



- 1/2" REBAR FOUND
- 1/2" REBAR WITH CAP SET
- CALCULATED POINT

W/W.W.E. WATER & WASTEWATER EASMT.

J.A.E. JOINT ACCESS EASMT.

D.E. DRAINAGE EASMT.

P.U.E. PUBLIC UTILITY EASMT.

COMMUNITY DEVELOPMENT
DEPARTMENT

PROJECT NO.:
420-001
DRAWING NO.:
420-001-PL4
PLOT DATE:
09/04/07
PLOT SCALE:
1"=100'
DRAWN BY:
COD
SHEET
01 OF 02

CURVE TABLE						
NO.	DELTA	RADIUS	TAN	ARC	CHORD	BEARING
C1	90°26'04"	15.00'	15.11'	23.68'	21.29'	S37°06'25"E
C2	2°16'36"	3205.00'	63.68'	127.35'	127.34'	S07°22'15"W
C3	2°07'30"	3205.00'	59.44'	118.87'	118.86'	S09°34'18"W

STATE OF TEXAS

KNOW ALL MEN BY THESE PRESENTS

THAT CDR CR 119, L.P., ACTING HEREIN BY AND THROUGH ROBERT M. CASTLE, MANAGING PARTNER, BEING THE OWNER OF A PORTION OF 7.005 ACRES IN THE NATHANIEL EDWARDS SURVEY, ABSTRACT NO. 225, WILLIAMSON COUNTY, TEXAS, CONVEYED BY SPECIAL WARRANTY DEED, DATED SEPTEMBER 20, 2004, OF RECORD IN DOCUMENT NO. 2004073888 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS.

DO HEREBY SUBDIVIDE 6.940 ACRES OUT OF SAID TRACT, IN ACCORDANCE WITH CHAPTER 212 OF THE TEXAS LOCAL GOVERNMENT CODE ACTS, HERETOFORE TO BE CALLED "EMORY FARMS COMMERCIAL" AND DO HEREBY DEDICATE TO THE PUBLIC ALL STREETS AND EASEMENTS SHOWN HEREON UNLESS OTHERWISE INDICATED, AND SUBJECT TO ANY EASEMENTS OR RESTRICTIONS HERETOFORE GRANTED AND NOT RELEASED.

Robert M. Castle
ROBERT M. CASTLE, MANAGING PARTNER
CDR CR 119, L.P.
519 TRADESMEN'S PARK DRIVE
HUTTO, TX 78654
512-759-2753

09/05/07
DATE

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED ROBERT M. CASTLE, KNOWN BY ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, IT HAS BEEN ACKNOWLEDGED TO ME THAT HE EXECUTED THE FOREGOING INSTRUMENT AS THE OWNER OF THE PROPERTY DESCRIBED HEREON.

Robert M. Castle
ROBERT M. CASTLE, MANAGING PARTNER
CDR CR 119, L.P.
519 TRADESMEN'S PARK DRIVE
HUTTO, TX 78654
512-759-2753

PRINTED NAME OF NOTARY AND NOTARY STAMP
DATE NOTARY COMMISSION EXPIRES



STATE OF TEXAS

KNOW ALL MEN BY THESE PRESENTS

I, CLARK O. DANIEL, JR., REGISTERED PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT THIS PLAT ACCURATELY REPRESENTS THE RESULTS OF AN ON-THE-GROUND SURVEY MADE UNDER MY SUPERVISION DURING THE MONTH OF DECEMBER 2003, THAT ALL CORNER MONUMENTS WERE RECOVERED OR SET IN THE SUBDIVISION IN COMPLIANCE WITH THE SURVEYING ORDINANCES OF THE CITY OF HUTTO, TEXAS.

Clark O. Daniel, Jr.
CLARK O. DANIEL, JR., R.P.L.S. NO. 3581

9-09-2007
DATE



STATE OF TEXAS

KNOW ALL MEN BY THESE PRESENTS

I, BARRY CAMPBELL, AM AUTHORIZED UNDER THE LAWS OF THE STATE OF TEXAS TO PRACTICE THE PROFESSION OF ENGINEERING, AND HEREBY CERTIFY THAT THIS PLAT COMPLIES WITH THE SUBDIVISION ORDINANCES AND THE STORMWATER DRAINAGE POLICY ADOPTED BY THE CITY OF HUTTO, TEXAS.

NO PORTION OF THIS SUBDIVISION IS WITHIN THE 100-YEAR FLOODPLAIN SHOWN ON FEMA MAP 48491C024AC, EFFECTIVE DATE SEPTEMBER 27, 1994, AS SHOWN HEREON.

Barry Campbell
BARRY CAMPBELL, P.E.
7115 PARKWAY ROAD, SUITE 212
AUSTIN, TEXAS 78757
512-452-4008

9/5/07
DATE



PLAT NOTES:

1. NO LOT IN THIS SUBDIVISION SHALL BE OCCUPIED UNTIL CONNECTION IS MADE TO PUBLIC WATER AND WASTEWATER UTILITIES.
2. SIDEWALKS SHALL BE CONSTRUCTED ON BOTH SIDES OF ALL STREETS WITHIN AND BOUNDING THIS SUBDIVISION.
3. THE BASIS OF BEARING OF THE SURVEY IS GRID AZIMUTH FOR TEXAS CENTRAL ZONE, 1983/83 HARN VALUES FROM LOCAL CONTROL NETWORK.
4. ALL LOTS IN THIS SUBDIVISION ARE RESTRICTED TO USES OTHER THAN SINGLE FAMILY RESIDENTIAL.
5. EACH LOT IN THIS SUBDIVISION SHALL PROVIDE FOR ONE-SIDE STORMWATER DETENTION.
6. DEVELOPMENT OF THIS SUBDIVISION SHALL COMPLY WITH APPLICABLE ZONING ORDINANCES OF THE CITY OF HUTTO, INCLUDING:
 - A. REQUIRED PROPERTY LINE SETBACKS
 - B. BUILDING COVERAGE AND/OR IMPERVIOUS COVER LIMITATIONS
7. DEVELOPMENT OF LOTS WITHIN THIS SUBDIVISION SHALL CONFORM TO CITY OF HUTTO LANDSCAPE ORDINANCE REQUIREMENTS.
8. WATER AND WASTEWATER UTILITIES FOR THIS SITE SHALL BE PROVIDED BY THE CITY OF HUTTO.
9. ACCESS TO ED SCHMIDT BLVD. (CR 119) AND EMORY FARMS AVE IS RESTRICTED TO LOCATIONS SHOWN. RECIPROCAL ACCESS AGREEMENT DOCUMENT IS RECORDED IN 2004073888, WILLIAMSON COUNTY, TEXAS.

APPROVAL

CITY OF HUTTO

PASSED AND APPROVED BY THE HUTTO CITY COUNCIL ON THE 2ND DAY OF JULY 2007, A.D., AND AUTHORIZED TO BE FILED FOR RECORD BY THE COUNTY CLERK OF WILLIAMSON COUNTY, TEXAS.

Robert M. Castle
ROBERT M. CASTLE, MANAGING PARTNER
CDR CR 119, L.P.
519 TRADESMEN'S PARK DRIVE
HUTTO, TX 78654
512-759-2753

9/5/2007
DATE

Debbie Gault
CITY SECRETARY DEBBIE GAULT
DATE 9-8-07

STATE OF TEXAS

KNOW ALL MEN BY THESE PRESENTS

I, NANCY WINTER, CLERK 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 2ND DAY OF JULY 2007, AT 1:25 O'CLOCK P.M., AND DULY RECORDED THIS THE 2ND DAY OF SEPTEMBER 2007, A.D., AT 1:25 O'CLOCK P.M. IN THE PLAT RECORDS OF SAID COUNTY IN CABINET DD, SLIDES 357 AND 358.

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

BY: *Nancy Winter*
NANCY WINTER, CLERK OF WILLIAMSON COUNTY, TEXAS
WILLIAM WINTER, DEPUTY



EMORY FARMS COMMERCIAL

METES AND BOUNDS DESCRIPTION

6.940 ACRES
NATHANIEL EDWARDS SURVEY

A DESCRIPTION OF 6.940 ACRES (302301 S.F.) OF LAND IN THE NATHANIEL EDWARDS SURVEY, ABSTRACT NO. 225, IN WILLIAMSON COUNTY, TEXAS, BEING A PORTION OF A 7.005 ACRE TRACT OF LAND DESCRIBED TO CDR CR 119, L.P., BY SPECIAL WARRANTY DEED DATED SEPTEMBER 15, 2004 AND RECORDED SEPTEMBER 20, 2004 IN DOCUMENT NO. 2004073888 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS; SAID 6.940 ACRES OF LAND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING at a 9' rebar with found in the west right-of-way line of Ed Schmidt Boulevard (C.R. 119, right-of-way width varies) for the southwest corner of said 7.005 acre tract and the northeast corner of Lot 5, Block A, Final Plat of Townwest Commons Section 3, a subdivision of record in Cabinet CC, Slide 137 of the Plat Records of Williamson County, Texas;

THENCE North 82°22'30" West, with the south line of the 7.005 acre tract and the north line of said Lot 5, a distance of 351.59 feet to a 1/2" rebar found for the southwest corner of the 7.005 acre tract, the northwest corner of Lot 5, and the southwest corner of Lot 15, Block A, Emory Farms Section One, a subdivision of record in Cabinet CC, Slide 134 of the Plat Records of Williamson County, Texas;

THENCE North 07°57'25" East, with the west line of the 7.005 acre tract and the east line of said Block A, Emory Farms Section One, a distance of 804.95 feet to a 1/2" rebar found in the south right-of-way line of Emory Farms Avenue (right-of-way width varies), for the northeast corner of the 7.005 acre tract and the northeast corner of Lot 2, Block A, Emory Farms Section One;

THENCE over and across the 7.005 acre tract with the south right-of-way line of said Emory Farms Avenue, the following three (3) courses:

1. South 79°45'22" East, a distance of 102.21 feet to a 1/2" rebar with cap set;
2. South 82°23'00" East, a distance of 227.61 feet to a 1/2" rebar with cap set for a point of curvature;
3. Along a curve to the right having a radius of 15.00 feet, an arc length of 23.60 feet and chord which bears South 37°06'29" East, a distance of 21.29 feet to a 1/2" rebar with cap set for a point of curvature in the east right-of-way line of said Ed Schmidt Boulevard (C.R. 119) and the east line of the 7.005 acre tract;

THENCE with the west right-of-way line of Ed Schmidt Boulevard and the east line of the 7.005 acre tract, the following four (4) courses:

4. Along a curve to the left having a radius of 3305.00 feet, an arc length of 127.35 feet and chord which bears South 07°22'15" West, a distance of 127.34 feet to a 1/2" rebar with cap found;
5. South 08°14'06" West, a distance of 631.69 feet to a 1/2" rebar with cap set;
6. North 83°33'31" West, a distance of 15.03 feet to a 1/2" rebar with cap found;
7. South 08°18'11" West, a distance of 30.65 feet to the POINT OF BEGINNING, containing 6.940 acres of land, more or less.

CABINET DD

SLIDE 357

RECEIVED BY
CITY OF HUTTO

SEP 27 2007

COMMUNITY DEVELOPMENT
DEPARTMENT

Chaparral
Professional Land Surveying, Inc.
Surveying and Mapping
2807 Monchoff Rd., Building 1
Austin, Texas 78706
512-443-1724

PROJECT NO.:
420-001
DRAWING NO.:
420-001-R-4
PLOT DATE:
09/04/07
PLOT SCALE:
1"=100'
DRAWN BY:
COD
SHEET
02 OF 02

Exhibit C – Site Plan

Exhibit D – Elevations



CIVIL
Triangle Engineering LLC
784 W McDermott Drive, Suite 100
Allen, TX 75013
Phone: (469) 331-8566
Email: kpastel@triangle-engr.com

STRUCTURAL:
Whisonant Engineering Services, LLC
22 Nut Tree Court
Lexington, SC 29074
Phone: (803) 957-4008
Email: bill@westlex.com

MEP:
Allied Consulting Engineers
709 Catwaba Street
Baltimore, NC 28012
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Hutto Hospitality
LLCTownePlace Suites
by Marriott

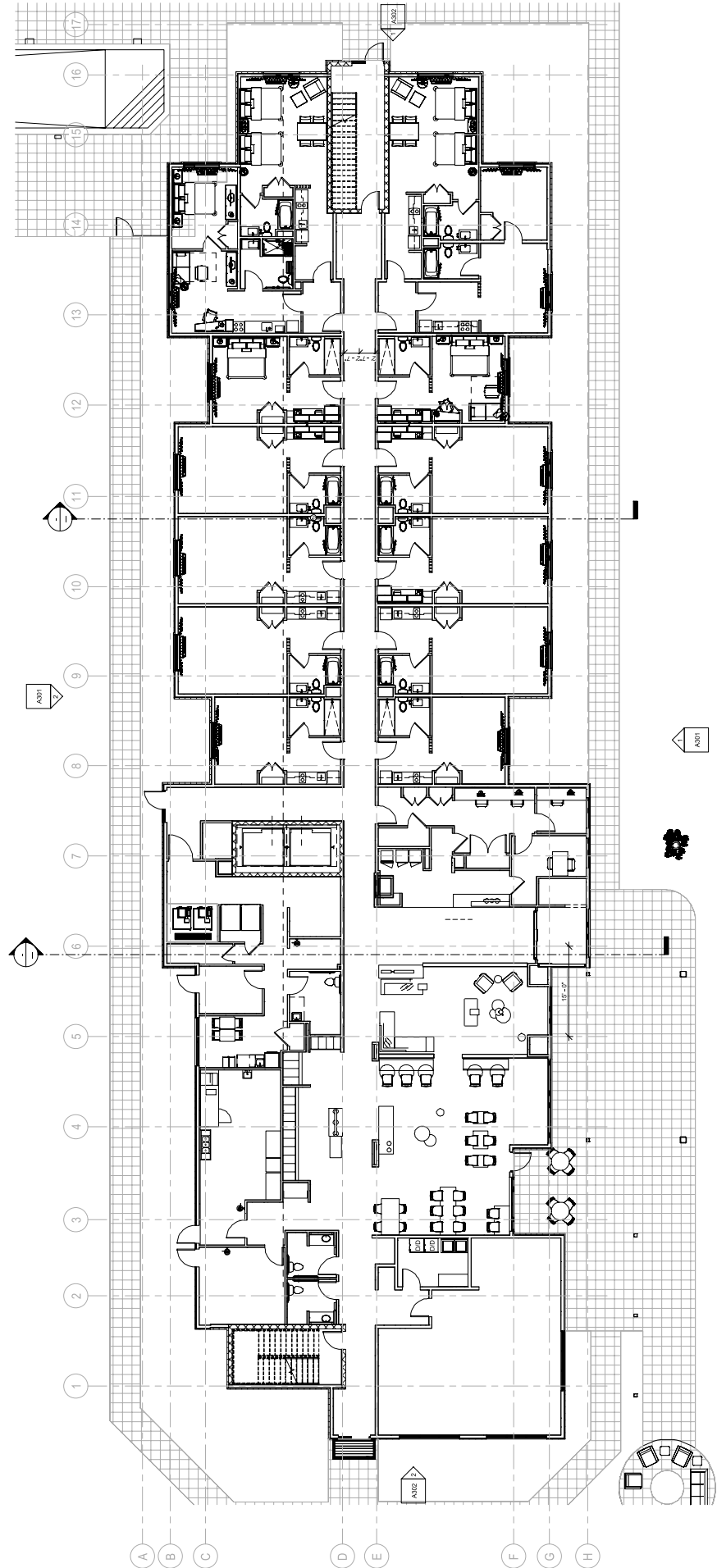
421 Ed Schmidt Blvd.
Hutto, TX 78634

First Floor Plan

Phase
Schematic Design

Project No.	22-011
Prepared by	Author
Checked by	Checker
Date	July 28, 2022

Released for Review



Level 1
1'-0"



MEP:
Allied Consulting Engineers
709 Catawba Street
Belmont, NC 28012
Phone: (704) 398-3943
Email: dmeh@allied-engineers.com

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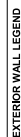
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TownePlace Suites
by Marriott

421 Ed Schmidt Blvd.

Drawing Title
Exterior ElevationsPhase
Schematic Design

Project No. 22-011
 Prepared by Author
 Checked by Checker
 Date July 28, 2022



- E-1 EIFS, FINE FINISH COLOR: BENJAMIN MOORE "WEIMARER"; NO. AF-155
E-2 EIFS, FINE FINISH COLOR: BENJAMIN MOORE "SHAKESPEARE TAN"; NO. 228
E-3 FIBER CEMENT, NICHICHA ILLUMINATION SERIES PREFINISHED "CARRIAGE RED" BNOC 250
E-4 FIBER CEMENT, NICHICHA ILLUMINATION SERIES PREFINISHED "TOBACCO" EPC47N
E-5 FIBER CEMENT, NICHICHA ROUGH SAWN SERIES PREFINISHED "BUCKHORN"; NO. 387
A-1 PREFINISHED ALUMINUM COPING, AAMA 2605 TO MATCH BENJAMIN MOORE "BUCKHORN"; NO. 387
A-2 PREFINISHED ALUMINUM COPING, AAMA 2605 TO MATCH ADJACENT WALL COLOR
A-3 PREFINISHED ALUMINUM COPING, AAMA 2605 TO MATCH NICHICHA "WHITE DIAMOND" EDBRCB3
A-4 PREFINISHED ALUMINUM COPING, AAMA 2605 TO MATCH NICHICHA "WHITE DIAMOND" EDBRCB3

GENERAL CONTRACTOR TO SUBMIT ALL EXTERIOR MATERIAL SAMPLES TO ARCHITECT AND MARRIOTT FOR APPROVAL BEFORE ORDERING OR INSTALLATION



[illegible]

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Hutto Hospitality
LLCTownePlace Suites
by Marriott

421 Ed Schmidt Blvd.

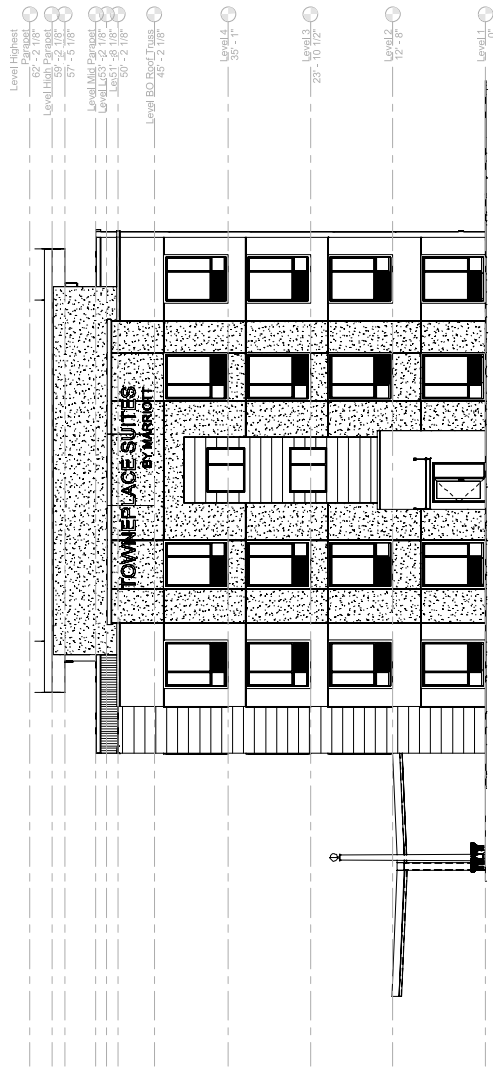
Drawing Title

Exterior Elevations

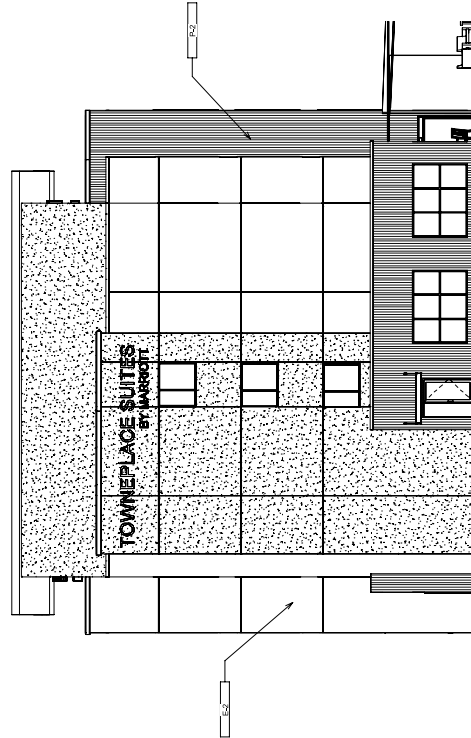
Phase
Schematic Design

Project No.	22-011
Prepared by	Author
Checked by	Checker
Date	July 28, 2022

Released for Review



① East Elevation
1/8" = 1'-0"



② West Elevation
1/8" = 1'-0"

EXTERIOR WALL LEGEND

- A-1 E-I/Fs; FINE FINISH COLOR: BENJAMIN MOORE "WEIMARANER" NO. AF-155
P-1 FIBER CEMENT; NICHHA ILLUMINATION SERIES PREFINISHED "CARRIAGE RED" BACOW 250
A-2 E-I/Fs; FINE FINISH COLOR: BENJAMIN MOORE "SHAKESPEARE TAN" NO. 228
P-2 FIBER CEMENT; NICHHA ROUGH SAWN SERIES PREFINISHED "TOBACCO" EPC47N
A-3 E-I/Fs; FINE FINISH COLOR: BENJAMIN MOORE "BUCKHORN" NO. 987
P-3 FIBER CEMENT; NICHHA RAIN FOREST SERIES PREFINISHED "MISTY MOUNTAINS" EPC47N
A-4 E-I/Fs; FINE FINISH COLOR: BENJAMIN MOORE "WHITE DIAMOND" ED8BC-BUS
P-4 FIBER CEMENT; NICHHA RAIN FOREST SERIES PREFINISHED "MISTY MOUNTAINS" EPC47N

GENERAL CONTRACTOR TO SUBMIT ALL EXTERIOR MATERIAL SAMPLES TO ARCHITECT AND MARRIOTT FOR APPROVAL BEFORE ORDERING OR INSTALLATION

Emory Farms Commercial

**City of Hutto, Texas
Planned Unit Development (PUD)**

Development Plan

October 3rd, 2022

Applicant:

Jack Zanger

Applicant Representative:

None

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1. GENERAL PROVISIONS

1.1 Title

This ordinance is known as the “Emory Farms Commercial District” Planned Unit Development Ordinance and may be cited as “Emory Farms Commercial” PUD.

1.2 Purpose and Intent

The purpose of this Plan is to ensure a PUD that creates a mixed use development that is: 1) is equal to, superior than and/or more consistent than that which would occur under the standard ordinance requirements, 2) does not have an undue adverse effect upon adjacent property, the character of the neighborhood, traffic conditions, parking, utilities or any other matters affecting the public health, safety and welfare, 3) is adequately provisioned by essential public facilities and services, and 4) will be developed and maintained so as not to dominate, by scale or massing of structures, the immediate neighboring properties or interfere with their development or use.

1.3 Applicability of City Ordinances

The Property shall be regulated for purposes of zoning and subdivision by this PUD Plan. All aspects not specifically covered by this Plan shall be regulated by the UDC “Unified Development Code of the City of Hutto, Texas” (“UDC”) in effect on the date of adoption of this ordinance. In those cases where in conflict, this PUD shall take precedence over the UDC.

1.4 Severability

In case one or more provisions contained of this Plan are deemed invalid, illegal or unenforceable in any respect such invalidity, illegality or unenforceability shall not affect any other provisions of this Plan and in such event, this Plan shall be construed as if such invalid, illegal or unenforceable provision had never been contained in this Plan.

1.5 Amendments to Ordinance

Technical, site planning or engineering considerations that meet the intent of this PUD may call for minor modifications from the approved PUD. The Development Services Director may approve minor modifications if they promote flexibility in design and are consistent with the intent of the original PUD approval.

Modifications to the PUD shall be administered as follows:

Modifications of the Concept Plan pertaining to (a) roadway and trail alignments; (b) changes in the density of specific sections or phases shown on the Concept Plan that do not increase the overall density of development on the Land, and (c) changes of less than twenty percent (20%) in the size of any section or phase shown on the Concept Plan, shall be considered “Minor Modifications” over which the City’s Development Services Director has final review and decision-making authority. In addition, the City may request modifications to the Concept Plan relating to roadway and trail alignments if necessary due to topography, terrain, floodplains and floodways, alignment with connections to adjoining portions of roadways, trails, or utilities on adjacent properties, and similar situations, all of which shall be considered Minor Modifications over which the City’s Development Services Director has final review and decision-making authority.

All other changes to the Concept Plan that are not Minor Modifications shall be considered “Major Modifications.” Major Modifications to the Concept Plan must be approved as an amendment to this PUD Ordinance by the City Council. After approval by the City in accordance with these requirements, all Minor Modifications and Major Modifications to the Concept Plan shall be recorded by the City at the Property owner’s expense in the Official Records of Williamson County, and thereafter, all references in this Development Plan to the Concept Plan shall mean and refer to the then most current approved and recorded Concept Plan.

Minor Modifications to the Concept Plan allowed by this Development Plan shall not be deemed to be changes to the Project under Chapter 245 of the Texas Local Government Code. All Major Modifications to the Concept Plan shall be deemed to be changes to the Project under Chapter 245 of the Texas Local Government Code, and the provisions of the UDC and all other applicable laws and regulations in effect at the time of such Major Modifications shall apply unless the City agrees otherwise.

Approval of this Development Plan does not constitute plat or site plan approval, and all development related approvals required by the UDC are still required. The request for an amendment to the PUD Ordinance shall not subject the entire application to public hearing, but only that portion necessary to rule on the specific issue requiring the relief.

1.6 Definitions

Definitions set forth in the UDC, including general abbreviations, terms definitions and conditions for use indicated throughout this ordinance shall apply to this PUD.

2. DEVELOPMENT PLAN and LAND USES

2.1 Permitted Uses in the PUD

The purpose of the Plan is to provide a high-quality hotel development. **Exhibit C**, illustrates the site plan.

For the purpose of addressing any development regulation not modified within this PUD, the following City of Hutto UDC base zoning districts shall be utilized for the following uses:

Non Residential: B-1

Permitted uses within the boundaries of the PUD are as listed in the below land use table:

PERMITTED USES

Use	Conditions
Multi-Family	
Government Facilities	
Park	
Amenity/Recreation Center	
Restaurant/Bar	1
Food Catering (accessory or secondary to restaurant or bakery)	
Library	
Live/Work Units	
Lodging Establishment	
Office: Professional	
Office: Medical	
Veterinary Clinic	
Personal and business service shop	
Print Shop	
Retail Sales and Service (other than the uses listed below)	
Bakery	
Bank	
Convenience Store	
Day Care: Child (1-6 children)	
Day Care: Child (greater than 6 children)	1

Bed and Breakfast	
Bus Stops	

Accessory Uses

Accessory uses	
Drive through facility	
Satellite dish	
ATM machines – stand alone	

(1) Permitted by Specific Use Permit

2.2 Use Descriptions and Standards

Unless otherwise modified within this PUD, refer to the UDC for definitions of uses and standards for residential uses, commercial and retail uses, industrial uses, institutional and civic uses, temporary uses and accessory uses.

Prohibited Uses

Uses not listed in the “Permitted Use” table in section 2.1 shall be deemed prohibited unless determined to be appropriate under the conditions outlined for “New and Undefined Uses”.

New and Undefined Uses

As commerce and technology evolve, new types of land uses will develop and forms of land use not anticipated may seek locations in the Emory Farms Commercial PUD. To provide for contingencies, the Development Services Director will consider the appropriateness of an undefined use within the PUD area. Approval criteria include:

- Impacts of the use, including externalities and use of public services and infrastructure,
- The use is similar in nature and impact to a use listed and defined as a permitted use in the PUD.
- The use is consistent with the intent of the PUD district.
- The use conforms to the intent of the PUD, UDC and applicable plans
- The interpretation does not lower the protection given to the public by the PUD and UDC.
- The use does not have the potential to create a dynamic that would harm the vitality or future development potential of surrounding commercial, industrial and

residential areas.

3. DEVELOPMENT STANDARDS

3.1 General Standards

3.1.1 Lot dimensions and area

	Commercial/ retail/office/
Lot area (min)	20,000 sq. ft
Lot width at building line (min)	100 ft.
Front yard setback	20 ft.
Side yard (min)	0 ft. for common walls or 10 ft. (c)
Rear yard (min)	25 ft.
Side and rear yard for accessory building (min)	Same as main building (a)
Spacing between buildings (min)	10 ft.
Building height (min/max)	Lots 4&5 = 50.18 ft. and up to 62.18 ft for aesthetic parapets as shown on the building elevation (d). Lots 2&3 = 35 ft.(d)
Building height, accessory (max)	15 ft.
Lot Coverage	95% (b)
Sidewalks (min width along streets)	8 ft.

(a) Accessory buildings are not permitted between the front building line of the primary building and the public right of way.

(b) The buildable density on a lot shall be governed by the height, setback and lot coverage requirements only.

(c) Side setback of 0 feet is allowed only for internal attached buildings

- with a common wall.
- (d) For each One (1) foot of building height, the building must be set back One (1) foot from the rear property line.

3.1.2 Setback encroachment exceptions

Type of structure or use	Non-residential uses
Air conditioning equipment	n/a
Arbors and trellises	Any yard, at least 5 ft. from neighboring PL
Awnings / Galleries	8 feet of vertical clearance required.
Bay windows, entry vestibules, overhanging eaves	No more than 3 ft. into any setback
Ramps and other access devices required by the ADA	Any yard on the site as long as they do not impede pedestrian flow
Retaining walls	Any yard on the site

3.1.3 Buffer Yards

3.13.1 Landscape buffer yard shall be provided along the eastern boundary of The PUD along CR 119 (Ed Schmidt Boulevard).

- 20 ft. from CR119 (Ed Schmidt Boulevard) right-of-way
- Landscape for the buffer yard shall be planted per the requirements of Section 3.2.2.1 of this PUD

3.13.2 Landscape buffer yard shall be provided along the western boundary of Lots 4&5

- 25 ft. from the property line
- Landscape for the buffer yard shall be planted per the requirements of UDC Sec 10.403.6.3 High level buffer yard "c"

3.1.4.1 Loading area screening

Off-street loading areas must be fully screened from view from public streets and open spaces. Wing walls, landscape screens, changes in building orientation and/or other architectural elements must be used to buffer loading docks.

Refer to Landscape, section 3.4 of this PUD for planting requirements.

3.1.4.2 Dumpster screening

Dumpster enclosures within the PUD must be located at least 25 ft. from a single-family residential use. Dumpsters must be screened from public

streets and pedestrian gathering areas with masonry walls and enclosure gates that are compatible with the architectural theme of the adjacent building(s).

Refer to Landscape, section 3.4 of this PUD for planting requirements.

3.1.4.3 Parking lot screening

Parking lots that are visible from a public street must be screened from the adjacent street and walkway by a minimum 6-foot-wide landscape area. Three-and-a-half-foot tall screen wall, shrubs, trees or a combination of the above may be placed in the 6-foot landscape screening area.

Refer to Landscape, section 3.4 of this PUD for planting requirements.

3.1.4.4 Mechanical equipment screening

Rooftop mechanical equipment must be hidden or screened with architecturally integral elements at least as high as the equipment to be screened.

Ground mounted mechanical equipment must be hidden or screened with architecturally integral wing walls and/or landscaping.

Solar panels are exempt from mechanical equipment screening standards.

Refer to Landscape, section 3.4 of this PUD for planting requirements.

3.1.4.5 Utility equipment screening

Electric meters, switch boxes, panels, conduit and related utility equipment must be placed in the most inconspicuous location possible. Where allowed by utility provider, paint all utility equipment to match adjacent building or landscape.

Utility equipment located in an area that may be frequently seen by the general public must be screened with a wing wall architecturally integrated into the host structure or painted to match the primary building color.

3.1.5 Parking and Loading Space Bulk Standards

3.1.5.1 Parking space dimensions

Parking spaces must have the following minimum dimensions:

- Standard parking space (perpendicular or angled to the aisle): 9 ft. x 18 ft.
- Compact parking space: 7.5 ft x 16.5 ft.
- Standard parking space (parallel to the aisle): 8 ft. x 23 ft.
- Handicapped parking space: 9 ft. x 18 ft., plus a clear 5 ft. x 18 ft. loading area to the side. Two handicapped spaces may share one loading area.
- Motorcycle space: 4.5 ft. x 9 ft.
- Off-street loading space: 12 ft. x 25 ft.
- Bicycle space: a stationary object where a user can secure both wheels and the frame of the bicycle with a 6 ft. cable and lock. The stationary object may be a freestanding bicycle rack, a wall-mounted bracket, an enclosed bicycle locker, a three-point bicycle rack or a fenced, covered, locked or guarded bicycle storage area.

3.1.6 Parking Requirements

3.1.6.1 Required parking spaces

Uses shall provide the amount of parking that is necessary to meet anticipated normal demand. Up to 15% of the total provided parking spaces for each individual site plan within the overall development may be Compact Parking Spaces: The minimum number of required parking spaces for a use is as follows:

Commercial use classification	Required specs (minimum)
Multi-tenant retail buildings;	1 per 400 sq. ft. GFA
Restaurant	1 per 150 sq. ft. GFA

Retail uses including: performing art studio, bank, bakery, retail, convenience store, gas station, instructional facility, personal and business service shop, print shop, retail store	1 per 400 sq. ft. GFA
Office uses, including medical office, professional office, civic uses	1 per 400 sq. ft. GFA
Child day care facility	1 per employee + 3
Lodging Establishment	1 per room

3.1.6.2 Bicycle parking

One or more bicycle parking spaces must be provided for every 20 vehicle parking spaces required as a minimum for non-residential uses.

3.1.6.3 Space computation and fractions

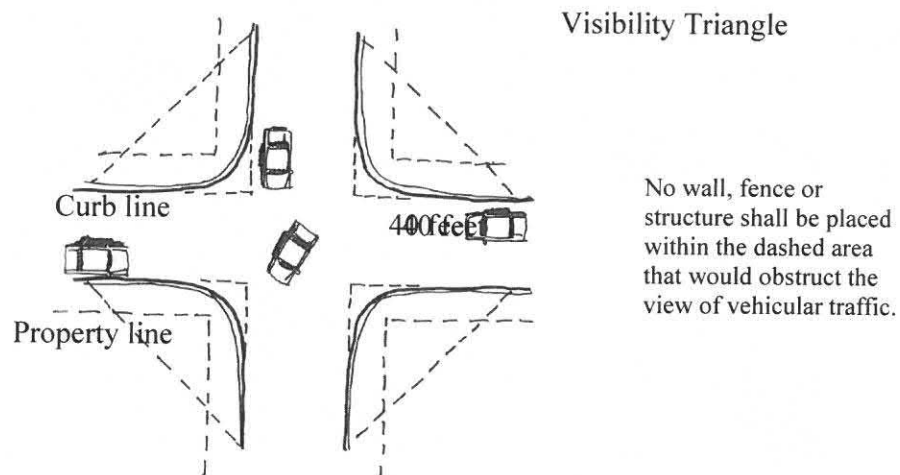
Fractional results will be rounded up when computing the number of required parking spaces.

3.2 Landscaping

3.2.1 General Standards

3.2.1.1 Visibility

Shrubs growing over 3 ft. tall at maturity must be placed at least 10 ft. from curb cuts. This is to maintain clear driver sight distance at driveway-street intersections. Visibility triangles shall be measured from the face of the curb to the face of the curb at intersections and driveways, measuring forty (40) feet along the sides of the triangle that face the intersection.



3.2.1.2 Utilities

Trees must be placed at least 10 ft. from streetlights, 5 ft. from wet utilities and 4 ft. from gas lines, unless otherwise approved by a City Development Services designee.

3.2.2 Required Landscaping:

3.2.2.1 Landscaping areas

Area	Native tall trees (minimum)	Native small trees (minimum)	Native shrubs (minimum)
Landscape buffer CR 119	1 per 40 ft. of linear buffer	1 per 40 ft. of linear buffer	1 per 5 ft. of linear buffer
Street frontage along internal, public streets – “Street Trees”	1 per 40 ft. of street frontage unless interruption is needed for utility conflict	Optional	Optional
Parking lots: landscape islands in rows and at row ends	1 per island if terminating or interrupting one row; 2 per island if terminating or interrupting two rows	Optional	2 per island if terminating one row; 4 per island if terminating or interrupting two rows. Shall not impede visibility.
Parking lots: landscape buffers between parking lot and public street or pedestrian area.	1 per 40 ft. of linear landscape area	1 per 30 ft. of linear landscape area	1 per 5 ft. of linear landscape area
Interior Parking: 10 ft. landscape median between every other parking bay	1 per 60 ft of linear landscape area	1 per 25 ft of landscape area	
Dumpster Screening (*does not apply when the enclosure is an architectural extension of a principal building)		1 on each of the three sides of the enclosure, except the side where the gate is located.	1 per 4 linear ft of wall constructed
Ground Mounted Equipment			1 per 3 ft of linear landscape around boundary, except the side where access is located.
Medians	1 per 50 ft. of linear median	Optional	Optional
Other areas (retention and detention basins, open space, etc.)	1 per 2,500 sq. ft. of landscape area	1 per 5,000 sq. ft. of landscape area	2 per 1,000 sq.ft. of landscape buffer

3.2.3 Tree and shrub size

Native tall trees must have a caliper of at least 3 in. and 10-12 ft. ht.
Native small trees must have a caliper of at least 1.5 in. and 8-10 ft. ht.
Planted shrubs must have a minimum 3-gallon container or be at least 18 in. tall.

3.2.4 Street Trees

- (1) Planted a maximum of 40' on center except when an interruption is needed for a utility or desired view into a park or open space.
- (2) Trees shall be located a minimum of ten feet (10') from a building.
- (3) Located within a minimum six-foot (6') wide planting strip or within an 6'x6' tree grate.
- (4) Sized at a minimum of three (3") caliper;
- (5) All trees should be pruned of branches that overlap into pedestrian walkways, parking spaces or drive aisles up to 9 feet high to allow for safe passage.
- (6) The following tree species are recommended for Street Trees. The same species shall be used along a contiguous street frontage for a visual consistency.

<u>Common Name</u>	<u>Scientific Name</u>
Carolina Cherry Laurel	<i>Prunus caroliniana</i>
Chinquapin Oak	<i>Quercus muehlenbergii</i>
Texas Red Oak	<i>Quercus buckleyi</i>
Cedar Elm	<i>Ulmus crassifolia</i>
Lacebark Elm	<i>Ulmus parvifolia</i>
Live Oak	<i>Quercus virginiana</i>
Mexican Sycamore	<i>Platanus mexicana</i>

3.2.5 Materials, maintenance and replacement

3.2.5.1 Plant materials

Plant choice must be based on the Central Texas ecological setting and site microclimate conditions.

3.2.5.1.1 Maintenance

Trees and vegetation, irrigation systems, fences, walls and other landscape elements are considered elements of the project in the same way as parking, building materials and other site details. The applicant, landowner or successors must be jointly and severally responsible for regular maintenance of all landscaping elements in good condition. Landscaping must be maintained free from disease, pests, weeds and litter.

A master community association will be established for the maintenance of landscape and irrigation areas located between the roadways and the building lines for internal projects as well as for all community signage, walls, medians, common open spaces, greenbelts, parks and detention areas. Sub associations may be formed for individual tracts as defined on **Exhibit C** of the PUD.

3.2.5.1.2 License Agreement

A License Agreement(s) shall be required for the installation and maintenance of any landscaping, signage or other similar facilities within the City right-of-way. Such facilities may include: Project entry signage at major intersections; directional signage; Street signs; Lighting, including enhanced street lights and landscape lighting; Intersection and crosswalk enhancements, consisting of pavers, stamped and/or integrated color concrete; Sidewalks; Landscaping, including plant beds and street trees; Site furnishings, such as benches, planters, trash receptacles; Irrigation; and Decorative Walls

The Owner shall make application for a License Agreement(s) at the time of Site Plan or construction plan submittal.

3.2.6 Irrigation

3.2.6.1 Automatic irrigation required

All plants on newly developed parcels must be irrigated with underground or drip irrigation.

3.3 Streets

3.3.1 Street Alignment

The precise alignment of the streets included in the Plan may be varied with City approval. **Exhibit C** illustrates the primary circulation pattern and the below street designations describe the planned streets within the PUD boundary.

3.3.2 Street Cross Sections

Local Street: 50-foot right-of-way. 33 feet of pavement face of curb to face of curb. 5-foot sidewalks on each side.

Collector Roadway: 60-foot right-of-way. 36 feet of pavement face of curb to face of curb. 5-foot sidewalks on each side.

3.3.3 Alleys

An alley (residential or commercial) is a public street designed to provide access to the rear or side of a lot including garage access, solid waste access, fire access and utility easements.

- Alleys may be required in non-residential areas where it is necessary to provide for adequate access for service vehicles, off-street loading or unloading, access for emergency vehicles or similar reasons consistent with the intent of this PUD.
- Alleys may not access arterial streets.
- All alleys shall have at least two direct access points to public streets
- Alleys shall be 20 feet of right of way with 14 feet of pavement

3.5 Walls and Fencing

3.5.1 Required walls

The following fence and wall types are required:

Required fence Area/purpose	Height		Acceptable types/materials
Dumpster and utility area	6 ft. – 8 ft.		Masonry (stone, brick, similar materials)
	Must include the same materials, finishes and detailing as the host structure. Gates must be visually and structurally solid; must be metal. Dumpsters and compactors cannot be unscreened unless they are used for a construction or demolition project on the site.		
Utility substation or facility	6 ft. – 12 ft. or sufficient to conceal the substation		Masonry (stone, brick, similar materials)
Single Family or Multi Family lot that backs up to park or open space	6 ft.		Decorative iron fence

3.6 Outdoor Lighting

3.6.1 General Standards

3.6.1.1 Display levels and light pollution

- Lighting must be designed to minimize light pollution and spillage on adjacent properties.
- Ornamental street lights shall be allowed along the internal collector and local streets.
- Illumination spillover onto adjacent residential zoned properties must be no more than 5 lux. Streetlights are exempted.

3.6.1.2 Design

- Light poles should have a base, middle and top.
- Light pole design must be consistent with the style, character and theme used throughout the PUD area.
- Light poles must be placed in landscape areas wherever possible.
- Light poles must not obstruct sidewalks or bicycle paths.

4. Exhibits

Legal Description – Exhibit A

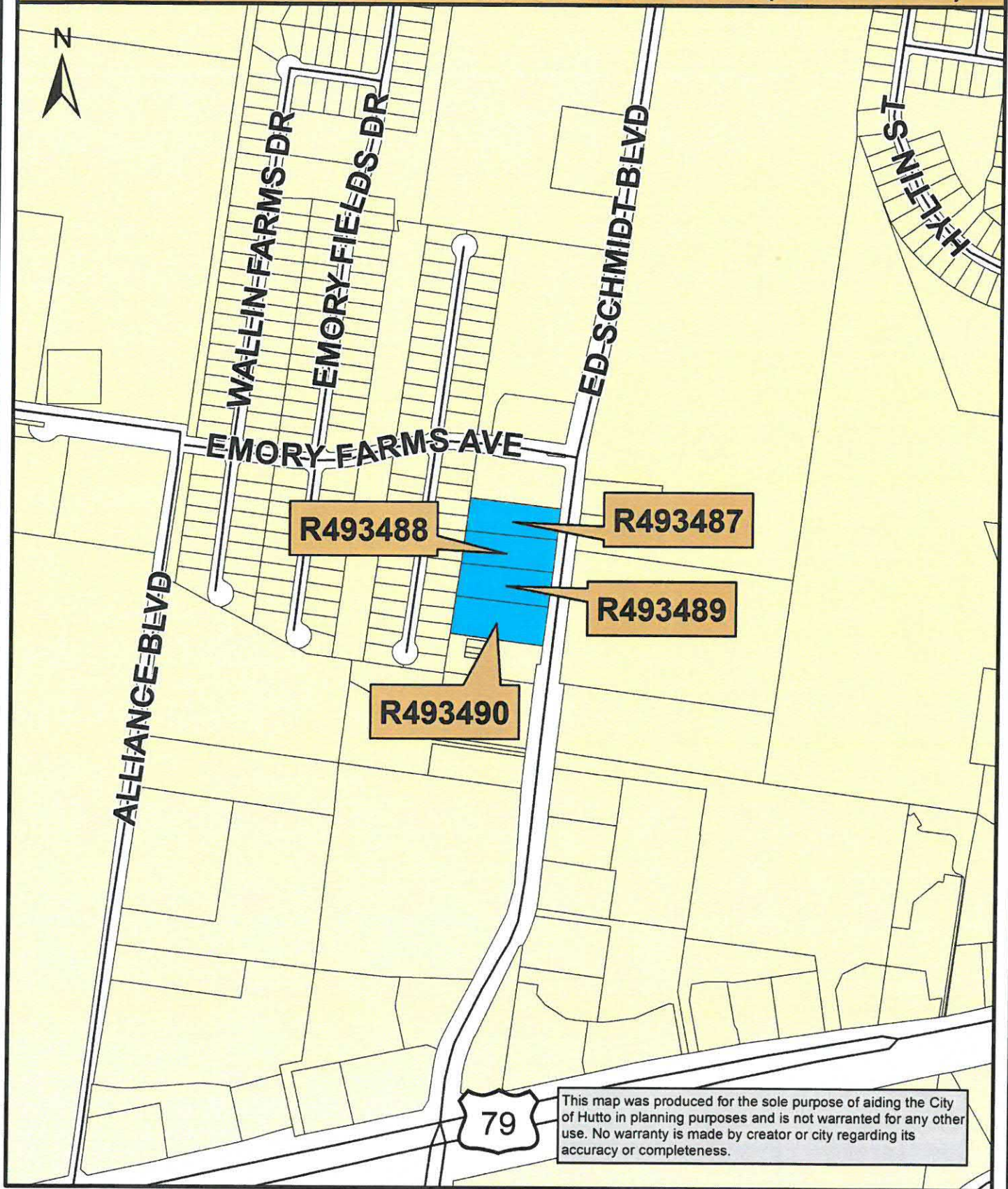
Survey – Exhibit B

Site Plan - Exhibit C

Elevations – Exhibit D

Exhibit A – Legal Description

411, 421, 431, 441 Ed Schmidt Boulevard (4.30 Acres)



Map Document: (K:\SITE LOCATION MAPS\2019 Site Location

Maps\Emory_Farms\411_421_431_441_Ed_Schmidt_Boulevard.mxd)

12/12/2019 -- 1:41:45 PM



0 250 500 1,000
Feet

411, 421, 431, 441 Ed Schmidt Boulevard (4.30 Acres)

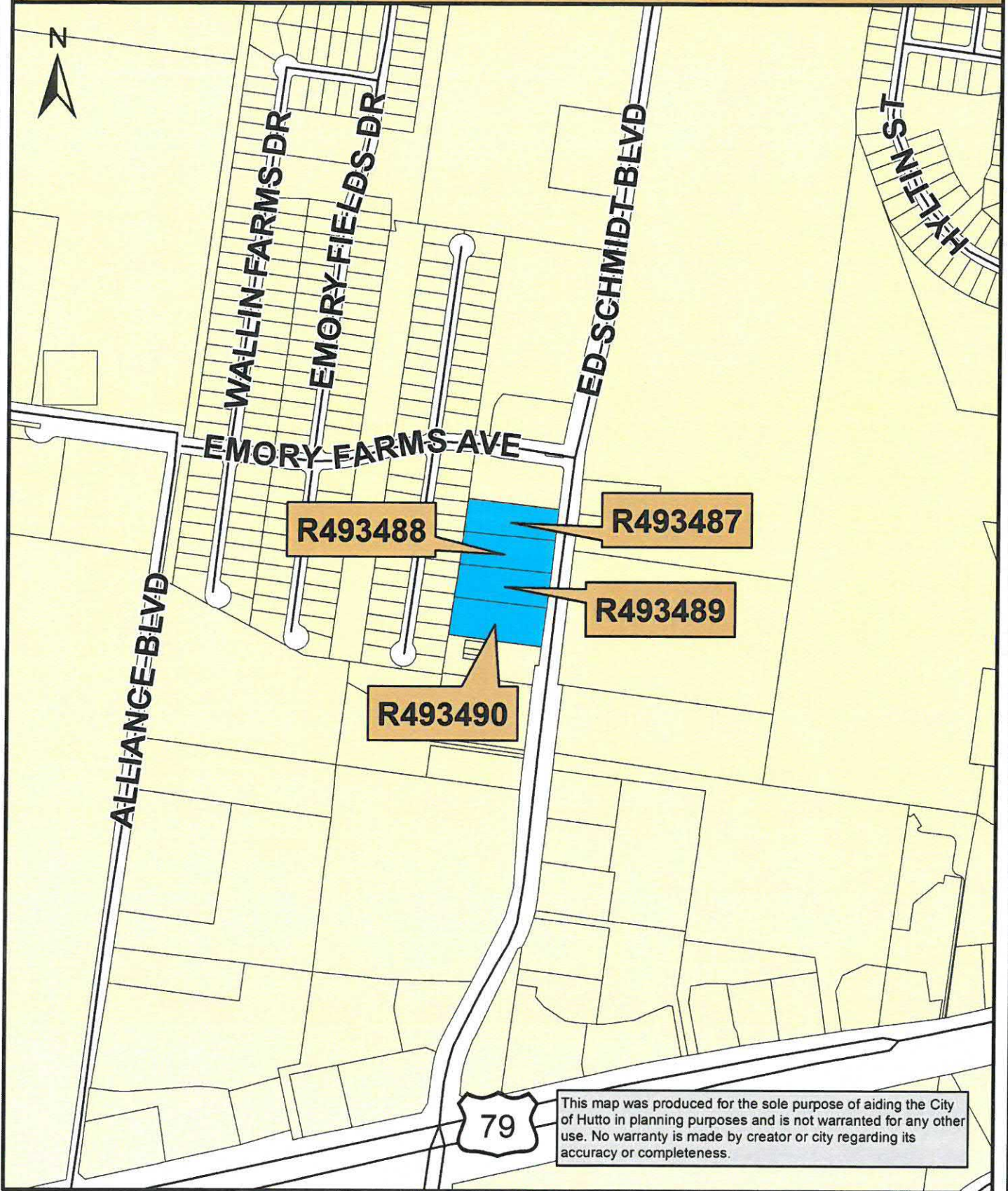


Exhibit B – Survey

CABINET DD



SCALE IN FEET



50 0 100

SEP 27 2007

Chaparral
Professional Land Surveying, Inc.
Surveying and Mapping
2507 Monchoy Rd., Building 1
Austin, Texas 78704
512-443-1724

PROJECT NO.:
420-001

DRAWING NO.:
420-001-PL4

PLOT DATE:
08/04/07

PLOT SCALE:
1"=100'

DRAWN BY:
COD

SHEET
01 OF 02

LINE TABLE		
No.	BEARING	LENGTH
L1	S76°45'22"E	102.21'
L2	N83°33'51"W	15.03'
L3	S06°38'11"W	80.65'

CURVE TABLE						
NO.	DELTA	RADIUS	TAN	ARC	CHORD	BEARING
C1	90°26'04"	15.00'	15.11'	23.68'	21.29'	S37°06'25"E
C2	2°16'35"	3205.00'	63.68'	127.35'	27.34'	S07°22'15"W
C3	2°07'30"	3205.00'	59.44'	118.87'	118.86'	S08°34'18"W

STATE OF TEXAS

KNOW ALL MEN BY THESE PRESENTS

THAT CDR CR 119, L.P., ACTING HEREIN BY AND THROUGH ROBERT M. CASTLE, MANAGING PARTNER, BEING THE OWNER OF A PORTION OF 7.005 ACRES IN THE NATHANIEL EDWARDS SURVEY, ABSTRACT NO. 225, WILLIAMSON COUNTY, TEXAS, CONVEYED BY SPECIAL WARRANTY DEED, DATED SEPTEMBER 20, 2004, OF RECORD IN DOCUMENT NO. 2004073888 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS.

DO HEREBY SUBDIVIDE 6.940 ACRES OUT OF SAID TRACT, IN ACCORDANCE WITH CHAPTER 212 OF THE TEXAS LOCAL GOVERNMENT CODE ACTS, HERETOFORE TO BE CALLED "EMORY FARMS COMMERCIAL" AND DO HEREBY DEDICATE TO THE PUBLIC ALL STREETS AND EASEMENTS SHOWN HEREON UNLESS OTHERWISE INDICATED, AND SUBJECT TO ANY EASEMENTS OR RESTRICTIONS HERETOFORE GRANTED AND NOT RELEASED.

Robert M. Castle
ROBERT M. CASTLE, MANAGING PARTNER
CDR CR 119, L.P.
519 TRADESMEN'S PARK DRIVE
HUTTO, TX 78048
512-759-2753

09/05/07
DATE

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY, PERSONALLY APPEARED ROBERT M. CASTLE, KNOWN BY ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, IT HAS BEEN ACKNOWLEDGED TO ME THAT HE EXECUTED THE FOREGOING INSTRUMENT AS THE OWNER OF THE PROPERTY DESCRIBED HEREON.

Robert M. Castle
ROBERT M. CASTLE, MANAGING PARTNER
CDR CR 119, L.P.
519 TRADESMEN'S PARK DRIVE
HUTTO, TX 78048
512-759-2753

Robert M. Castle
ROBERT M. CASTLE, MANAGING PARTNER
CDR CR 119, L.P.
519 TRADESMEN'S PARK DRIVE
HUTTO, TX 78048
512-759-2753

3/1/11 DATE NOTARY COMMISSION EXPIRES



STATE OF TEXAS

KNOW ALL MEN BY THESE PRESENTS

I, CLARK O. DANIEL, JR., REGISTERED PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT THIS PLAT ACCURATELY REPRESENTS THE RESULTS OF AN ON-THE-GROUND SURVEY MADE UNDER MY SUPERVISION DURING THE MONTH OF DECEMBER 2003, THAT ALL CORNER MONUMENTS WERE RECOVERED OR SET IN THE DURING DANIEL'S COMPLIANCE WITH THE SURVEYING ORDINANCES OF THE CITY OF HUTTO, TEXAS.

Clark O. Daniel, Jr.
CLARK O. DANIEL, JR., R.L.S. NO. 3581

9-09-2007
DATE



STATE OF TEXAS

KNOW ALL MEN BY THESE PRESENTS

I, BARRY CAMPBELL, AM AUTHORIZED UNDER THE LAWS OF THE STATE OF TEXAS TO PRACTICE THE PROFESSION OF ENGINEERING, AND HEREBY CERTIFY THAT THIS PLAT COMPLETS WITH THE SUBDIVISION ORDINANCES AND THE STORMWATER DRAINAGE POLICY ADOPTED BY THE CITY OF HUTTO, TEXAS.

NO PORTION OF THIS SUBDIVISION IS WITHIN THE 100-YEAR FLOODPLAIN SHOWN ON FEMA MAP 48491C0246C, EFFECTIVE DATE SEPTEMBER 27, 1994, AS SHOWN HEREON.

Barry Campbell
BARRY CAMPBELL, P.E.
7115 PARKWAY ROAD, SUITE 212
AUSTIN, TEXAS 78757
512-452-4008



PLAT NOTES:

1. NO LOT IN THIS SUBDIVISION SHALL BE OCCUPIED UNTIL CONNECTION IS MADE TO PUBLIC WATER AND WASTEWATER UTILITIES.
2. SIDEWALKS SHALL BE CONSTRUCTED ON BOTH SIDES OF ALL STREETS WITHIN AND BOUNDING THIS SUBDIVISION.
3. THE BASIS OF BEARING OF THE SURVEY IS GRID AZIMUTH FOR TEXAS CENTRAL ZONE, 1983/83 HARN VALUES FROM LOCAL CONTROL NETWORK.
4. ALL LOTS IN THIS SUBDIVISION ARE RESTRICTED TO USES OTHER THAN SINGLE FAMILY RESIDENTIAL.
5. EACH LOT IN THIS SUBDIVISION SHALL PROVIDE FOR ONE-SIDE STORMWATER DETENTION.
6. DEVELOPMENT OF THIS SUBDIVISION SHALL COMPLY WITH APPLICABLE ZONING ORDINANCES OF THE CITY OF HUTTO, INCLUDING:
 - A. REQUIRED PROPERTY LINE SETBACKS
 - B. BUILDING COVERAGE AND/OR IMPERVIOUS COVER LIMITATIONS
7. DEVELOPMENT OF LOTS WITHIN THIS SUBDIVISION SHALL CONFORM TO CITY OF HUTTO LANDSCAPE ORDINANCE REQUIREMENTS.
8. WATER AND WASTEWATER UTILITIES FOR THIS SITE SHALL BE PROVIDED BY THE CITY OF HUTTO.
9. ACCESS TO ED SCHMIDT BLVD. (CR 119) AND EMORY FARMS AVE IS RESTRICTED TO LOCATIONS SHOWN. RECIPROCAL ACCESS AGREEMENT DOCUMENT IS RECORDED IN 2004073888, WILLIAMSON COUNTY, TEXAS.

APPROVAL

CITY OF HUTTO

PASSED AND APPROVED BY THE HUTTO CITY COUNCIL ON THE 2ND DAY OF JULY 2007, A.D., AND AUTHORIZED TO BE FILED FOR RECORD BY THE COUNTY CLERK OF WILLIAMSON COUNTY, TEXAS.

Robert M. Castle
ROBERT M. CASTLE, MANAGING PARTNER
CDR CR 119, L.P.
519 TRADESMEN'S PARK DRIVE
HUTTO, TX 78048
512-759-2753

9/5/2007
DATE

Debbie Galt
CITY SECRETARY DEBBIE GALT
DATE 9-8-07

STATE OF TEXAS

KNOW ALL MEN BY THESE PRESENTS

I, NANCY WINTER, CLERK 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 2ND DAY OF JULY 2007, AT 1:25 O'CLOCK P.M., AND DULY RECORDED THIS THE 2ND DAY OF SEPTEMBER 2007, A.D., AT 1:25 O'CLOCK P.M. IN THE PLAT RECORDS OF SAID COUNTY IN CABINET DD, SLIDES 336 AND 337.

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

NANCY WINTER, CLERK OF WILLIAMSON COUNTY, TEXAS

BY: *William W. Gehring*
WILLIAM W. GEHRING, DEPUTY



EMORY FARMS COMMERCIAL

METES AND BOUNDS DESCRIPTION

6.940 ACRES
NATHANIEL EDWARDS SURVEY

A DESCRIPTION OF 6.940 ACRES (302301 S.F.) OF LAND IN THE NATHANIEL EDWARDS SURVEY, ABSTRACT NO. 225, IN WILLIAMSON COUNTY, TEXAS, BEING A PORTION OF A 7.005 ACRE TRACT OF LAND DESCRIBED TO CDR CR 119, L.P., BY SPECIAL WARRANTY DEED DATED SEPTEMBER 15, 2004 AND RECORDED SEPTEMBER 20, 2004 IN DOCUMENT NO. 2004073888 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS; SAID 6.940 ACRES OF LAND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING at a 9' rebar with found in the west right-of-way line of Ed Schmidt Boulevard (C.R. 119, right-of-way width varies) for the southwest corner of said 7.005 acre tract and the northeast corner of Lot 5, Block A, Final Plat of Townwest Commons Section 3, a subdivision of record in Cabinet CC, Slide 137 of the Plat Records of Williamson County, Texas;

THENCE North 82°22'30" West, with the south line of the 7.005 acre tract and the north line of said Lot 5, a distance of 351.59 feet to a 1/2" rebar found for the southwest corner of the 7.005 acre tract, the northwest corner of Lot 5, and the southwest corner of Lot 15, Block A, Emory Farms Section One, a subdivision of record in Cabinet CC, Slide 134 of the Plat Records of Williamson County, Texas;

THENCE North 07°57'25" East, with the west line of the 7.005 acre tract and the east line of said Block A, Emory Farms Section One, a distance of 804.95 feet to a 1/2" rebar found in the south right-of-way line of Emory Farms Avenue (right-of-way width varies), for the northeast corner of the 7.005 acre tract and the northeast corner of Lot 2, Block A, Emory Farms Section One;

THENCE over and across the 7.005 acre tract with the south right-of-way line of said Emory Farms Avenue, the following three (3) courses:

1. South 79°45'22" East, a distance of 102.21 feet to a 1/2" rebar with cap set;
2. South 82°23'00" East, a distance of 227.61 feet to a 1/2" rebar with cap set for a point of curvature;
3. Along a curve to the right having a radius of 15.00 feet, an arc length of 23.60 feet and chord which bears South 77°06'29" East, a distance of 21.29 feet to a 1/2" rebar with cap set for a point of curvature in the east right-of-way line of said Ed Schmidt Boulevard (C.R. 119) and the east line of the 7.005 acre tract;

THENCE with the west right-of-way line of Ed Schmidt Boulevard and the east line of the 7.005 acre tract, the following four (4) courses:

4. Along a curve to the left having a radius of 3305.00 feet, an arc length of 127.35 feet and chord which bears South 07°22'15" West, a distance of 127.34 feet to a 1/2" rebar with cap found;
5. South 08°14'06" West, a distance of 631.69 feet to a 1/2" rebar with cap set;
6. North 83°33'31" West, a distance of 15.03 feet to a 1/2" rebar with cap found;
7. South 08°18'11" West, a distance of 30.65 feet to the POINT OF BEGINNING, containing 6.940 acres of land, more or less.

CABINET DD

SLIDE 337

RECEIVED BY
CITY OF HUTTO

SEP 27 2007

COMMUNITY DEVELOPMENT
DEPARTMENT

Chaparral
Professional Land Surveying, Inc.
Surveying and Mapping
2807 Monchoff Rd., Building 1
Austin, Texas 78706
512-443-1724

PROJECT NO.:
420-001
DRAWING NO.:
420-001-R-4
PLOT DATE:
09/04/07
PLOT SCALE:
1"=100'
DRAWN BY:
COD
SHEET
02 OF 02

Exhibit C – Site Plan

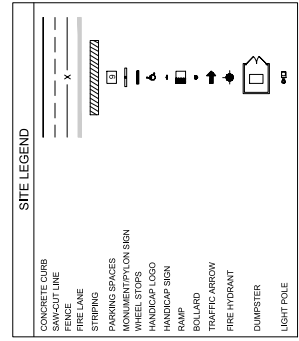


Exhibit D – Elevations



CIVIL
Triangle Engineering LLC
784 W McDermott Drive, Suite 100
Allen, TX 75013
Phone: (469) 331-8566
Email: kpatel@triangle-engr.com

STRUCTURAL:
Whisonant Engineering Services, LLC
22 Nut Tree Court
Lexington, SC 29074
Phone: (803) 957-4008
Email: bill@westlex.com

MEP:
Allied Consulting Engineers
 709 Catlawba Street
 Belmont, NC 28012
 Phone: (704) 399-3943
 Email: dbelli@allied-engineers.com

[illegible]

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Hutto Hospitality
LLCTownePlace Suites
by Marriott

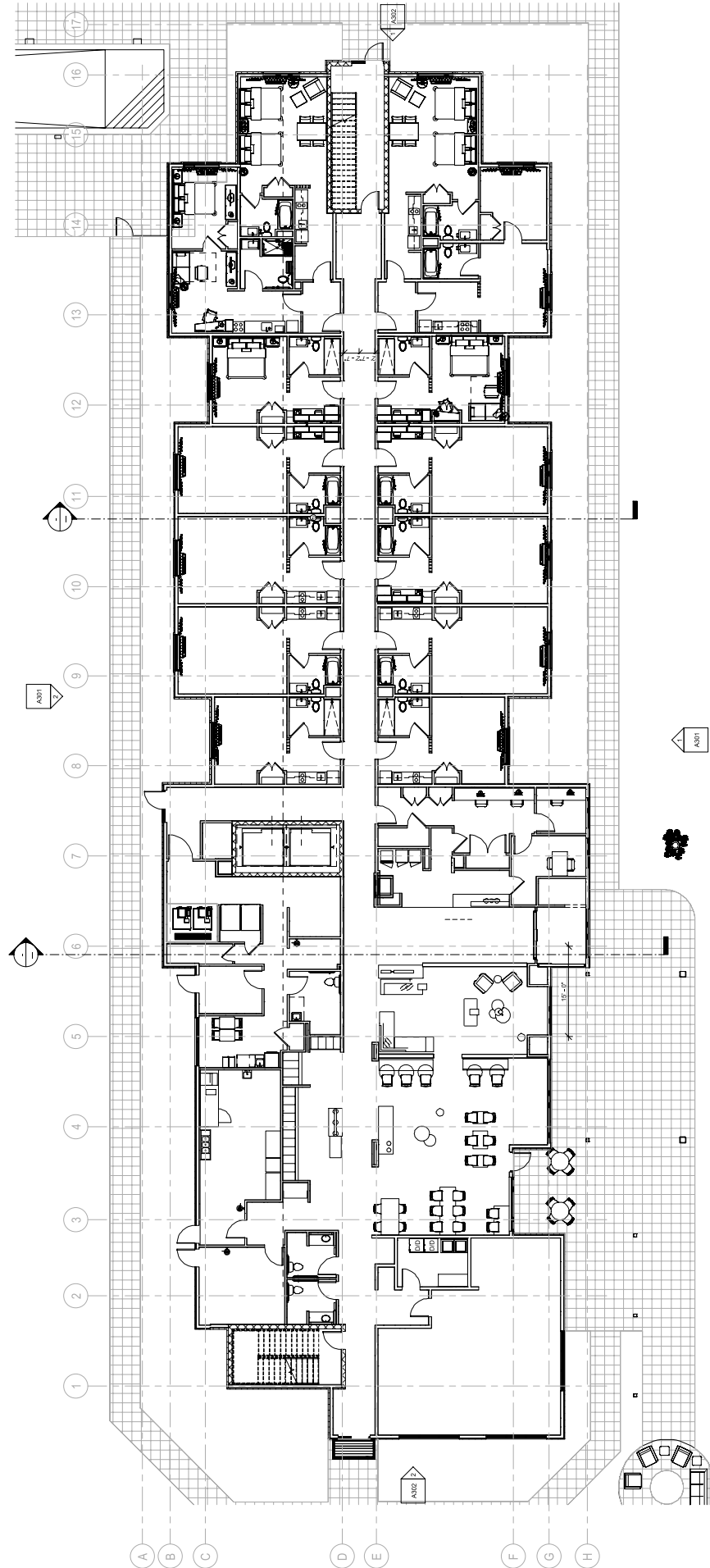
421 Ed Schmidt Blvd.
Hutto, TX 78634

First Floor Plan

Phase
Schematic Design

Project No.	22-011
Prepared by	Author
Checked by	Checker
Date	July 28, 2022

Released for Review



Level 1
1'-0"



MED:
Allied Consulting Engineers
709 Catwasa Street
Belmont, NC 28012
Phone: (704) 398-3943
Email: dbelk@allied-engineers.com

[illegible]

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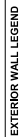


TownePlace Suites
by Marriott

421 Ed Schmidt Blvd.
Little, TX 79634

Drawing Title
Exterior ElevationsPhase
Schematic Design

Project No.	22-011
Prepared by	Author
Checked by	Checker
Date	July 28, 2022



- E-1 EIPS; FINE FINISH COLOR: BENJAMIN MOORE "WEIMARANER" NO. 46-155
E-2 EIPS; FINE FINISH COLOR: BENJAMIN MOORE "SHAKESPEARE TAN" NO. 228
E-3 EIPS; FINE FINISH COLOR: BENJAMIN MOORE "SHAKESPEARE TAN" NO. 228
P-1 FIBER CEMENT; NICHIA ILLUMINATION SERIES PREFINISHED "CARRIAGE RED" BMVC 250
P-2 FIBER CEMENT; NICHIA ROUGH SAWN SERIES PREFINISHED "TOBACCO" EPC2A7N
A-1 PREFINISHED ALUMINUM COPING; AAMA 2605 TO MATCH BENJAMIN MOORE "BUCKHORN" NO. 387
A-2 PREFINISHED ALUMINUM COPING; AAMA 2605 TO MATCH ADJACENT WALL COLOR
A-3 PREFINISHED ALUMINUM COPING; AAMA 2605 TO MATCH NICHIA "WHITE DIAMOND" ED880-CUS

GENERAL CONTRACTOR TO SUBMIT ALL EXTERIOR MATERIAL SAMPLES TO ARCHITECT AND MARRIOTT FOR APPROVAL BEFORE ORDERING OR INSTALLATION



[illegible]

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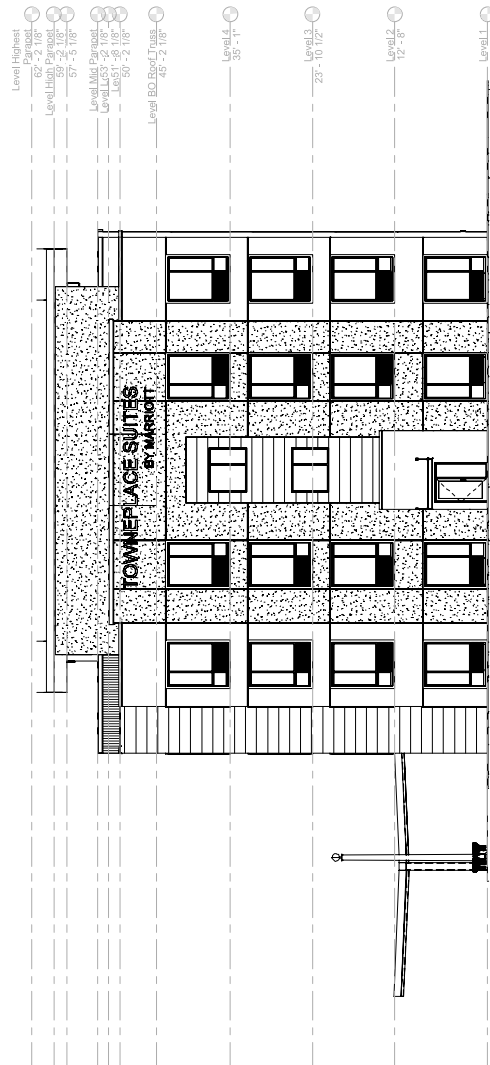
Hutto Hospitality
LLCTownePlace Suites
by Marriott

421 Ed Schmidt Blvd.

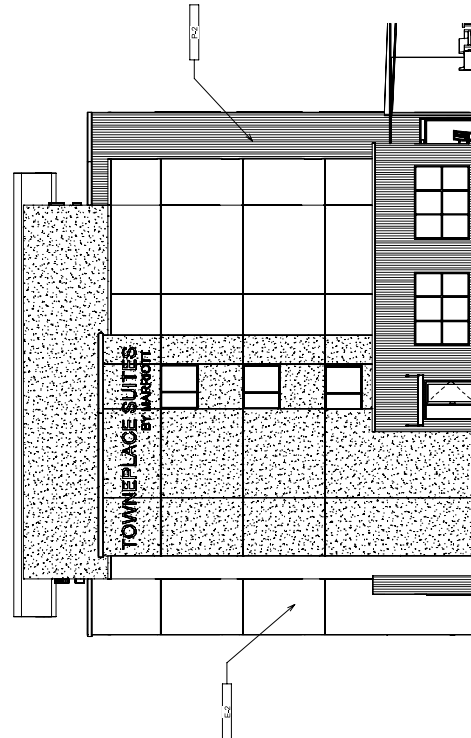
Drawing Title
Exterior ElevationsPhase
Schematic Design

Project No. 22-011
 Prepared by Author
 Checked by Checker
 Date July 28, 2022

Released for
Review



① East Elevation
1'8" = 1'-0"



② West Elevation
 $1/8" = 1'-0"$

EXTERIOR WALL LEGEND

- E-1 E-1FS: FINE FINISH COLOR: BENJAMIN MOORE "WEIMARANER" NO. AF-155
E-2 E-1FS: FINE FINISH COLOR: BENJAMIN MOORE "SHAKESPEARE" TAN NO. 228
P-1 FIBER CEMENT: NICHHA RUMOUR SERIES PREFINISHED "CARRIAGE RED" B/MCW 250
P-2 FIBER CEMENT: NICHHA RUMOUR SERIES PREFINISHED "TOBACCO" EPC247N
A-1 A-1 PREFINISHED ALUMINUM COPING: AAMA 2605 TO MATCH BENJAMIN MOORE "BUCKHORN" NO. 987
A-2 PREFINISHED ALUMINUM COPING: AAMA 2605 TO MATCH ADJACENT "WALL COLOR"
A-3 PREFINISHED ALUMINUM COPING: AAMA 2605 TO MATCH "WHITE CHITKA"
A-4 PREFINISHED ALUMINUM COPING: AAMA 2605 TO MATCH "WHITE CHITKA" FINISH(CS)

GENERAL CONTRACTOR TO SUBMIT ALL EXTERIOR MATERIAL SAMPLES TO ARCHITECT AND MARRIOTT FOR APPROVAL BEFORE ORDERING OR INSTALLATION

AGENDA ITEM REPORT

5.2.



To: City Council
Subject: Hold a public hearing and consideration of a recommendation to City Council for the Revised Planned Unit Development (PUD) zoning ordinance request for the property known as NorthTown Commons Planned Unit Development (PUD), 28.449 acres, more or less, of land located along Limmer Loop east of FM1660 North.
Meeting: Tuesday, January 3, 2023
Department: Development Services /
Staff Contact: Ashley Bailey

BACKGROUND INFORMATION:

The proposal consists of a 28.449 acre parcel, also known as Northtown Commons. The Planned Unit Development was originally approved in 2008 with an amendment in 2017 further clarifying allowed uses and the architectural requirements within the development.

NORTH: Limmer Loop ROW

SOUTH: Existing Single-Family Residential

EAST: Existing Single-Family Residential

WEST: Commercial development, under construction

SUMMARY OF REQUEST:

The current proposal is to amend the development standards in the PUD to clarify that the commercial uses should follow the B-1 District with some minor modifications (no auto repair uses and an increase in daycare size allowance), update the fencing standards to meet the UDC, allow for murals on the buildings, provide up to 25% of commercial use within the industrial buildings, ancillary to the main use, and remove proposed right-of-way that would connect directly into Mager Meadows. The redline document is attached to this report. Should the proposed right-of-way be approved for removal from the PUD document, the correlating exhibits will be updated.

The prospective developer provided colored elevations and landscape plans to show how they might develop the site. These are attached to this item.

The PUD request meets the PUD criteria as outlined below:

- The PUD is consistent with the spirit of the community, neighborhood and other applicable land use and development plans, compatible with the character of adjacent development or recommended land uses, it would not adversely affect property near the site, and it achieves the benefits of improved design.
- The PUD will not adversely affect land with significant historical, cultural, recreational or aesthetic value.

AGENDA ITEM REPORT

5.2.



- The PUD will give benefits through providing open space, parks, conservation of environmental features, aesthetic features and harmonious design, and/or energy efficient site design.
- The benefits of preserving land for open space, parks or other public amenities outweigh the potential impact from more intense or dense development on the site.
- The PUD controls external effects on nearby land uses such as movement and congestion of traffic; lighting; trash accumulation and litter; noise, air and water pollution; and other factors affecting public health, welfare, safety and convenience.
- The PUD will be served by adequate facilities including streets, fire protection, water and sanitation.
- The PUD does not have a significantly greater burden on the city's existing infrastructure, public improvements and services than development at a density permitted under the current zoning or suggested under community, neighborhood and other applicable land use and development plans, or that arrangements are made to mitigate impacts.
- PUD architectural design, landscaping, hardscaping and signage parameters must give evidence of compatibility with adjacent development, internal consistency of design, and conformance to city design standards.

STAFF REVIEW:

All property owners within 600 feet have been notified by mail of the proposed zoning change. Notice was published in the Taylor Press. Notice has also been posted on the City of Hutto website. Staff has received two responses in opposition and one in favor, no reason provided.

Staff Recommendation:

Staff finds that the proposed amendments to the existing North Town Commons Planned Unit Development meet the intent of all provisions for PUD Review Criteria as listed in Section 10.203.10.3 of the UDC. Therefore, staff recommends approval.

FISCAL NOTES:

Not applicable to this item.

ATTACHMENTS:

ORDINANCE NO. 2023-006

AN ORDINANCE OF THE CITY OF HUTTO, TEXAS AMENDING THE NORTHTOWN COMMONS PLANNED UNIT DEVELOPMENT (PUD) ZONING ORDINANCE ADOPTED IN ORDINANCE NO. O-17-10-19-8B, BY REPLACING THE DEVELOPMENT PLAN WITH THE REVISED PLAN ATTACHED AS EXHIBIT "B" AND ATTACHED HERETO, FOR 28.449 ACRES, MORE OR LESS, OF LAND, IN HUTTO, WILLIAMSON COUNTY, TEXAS AND MORE PARTICULARLY DESCRIBED IN EXHIBIT "A" ATTACHED HERETO; PROVIDING FOR A PUBLICATION CLAUSE, SEVERABILITY CLAUSE, REPEALING CLAUSE, OPEN MEETING CLAUSE, PENALTY CLAUSE AND EFFECTIVE DATE.

WHEREAS, a request has been made to the City Council of the City of Hutto, Texas to amend the Northtown Commons Planned Unit Development (PUD) by replacing the Development Plan with the revised plan attached as **Exhibit "B"** being attached hereto and incorporated herein, and;

WHEREAS, the Planning and Zoning Commission recommended approval of the proposed amendment on the 3rd day of January, 2023, and;

WHEREAS, on the 5th day of January, 2023, after proper notification, the City Council held a public hearing on the requested amendment, and;

WHEREAS, the City Council determines that the zoning ordinance amendment provided for herein promotes the health, safety, morals and protects and preserves the general welfare of the community, and;

WHEREAS, each and every requirement set forth in Chapter 211, Sub-Chapter A., Texas Local Government Code, and Article 14.02.002, Code of Ordinances (2007 Edition), City of Hutto, Texas concerning public notices, hearings, and other procedural matters has been fully complied with, Now therefore

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF HUTTO, TEXAS:

SECTION I.

That the City Council has considered and made findings on the following matters regarding the proposed amendment:

- 1) The PUD is consistent with the spirit of the community, neighborhood and other applicable land use and development plans, compatible with the character of adjacent development or recommended land uses, it would not adversely affect property near the site, and it achieves the benefits of improved design; and
- 2) The PUD will not adversely affect land with significant historical, cultural, recreational or aesthetic value; and
- 3) The PUD will give benefits through providing open space, parks, conservation of environmental features, aesthetic features and harmonious design, and/or energy efficient site design; and
- 4) The benefits of preserving land for open space, parks or other public amenities outweigh the potential impact from more intense or dense development on the site; and

- 5) The PUD controls external effects on nearby land uses such as movement and congestion of traffic; lighting; trash accumulation and litter; noise, air and water pollution; and other factors affecting public health, welfare, safety and convenience; and
- 6) The PUD will be served by adequate facilities including streets, fire protection, water and sanitation; and
- 7) The PUD does not have a significantly greater burden on the city's existing infrastructure, public improvements and services than development at a density permitted under the current zoning or suggested under community, neighborhood and other applicable land use and development plans, or arrangements are made to mitigate impacts; and
- 8) PUD architectural design, landscaping, hardscaping and signage parameters must give evidence of compatibility with adjacent development, internal consistency of design, and conformance to city design standards.

That the Northtown Commons Planned Unit Development (PUD) is hereby amended for the property described in the **Exhibit "A"**, attached hereto and incorporated herein, and the Development Plan attached hereto as **Exhibit "B"** and incorporated herein.

SECTION II. Publication Clause

The City Secretary of the City of Hutto is hereby authorized and directed to publish the caption of this ordinance in the manner and for the length of time prescribed by law.

SECTION III. Severability Clause

The provisions of this ordinance are severable, and if any sentence, section, or other parts of this ordinance should be found to be invalid, such invalidity shall not affect the remaining provisions, and the remaining provisions shall continue in full force and effect.

SECTION IV. Repealing Clause

All ordinances and resolutions and parts thereof in conflict herewith are hereby expressly repealed insofar as they conflict.

SECTION V. Open Meeting Clause

The City Council hereby finds and declares that written notice of the date, hour, place, and subject of the meeting at which this ordinance was adopted was posted and that such meeting was open to the public as required by law at all times during which this ordinance and the subject hereof were discussed, considered, and formerly acted upon, all as required by the Open Meetings Act, Chapter 551, Texas Government Code, as amended.

SECTION VI. Effective Date

This ordinance shall take effect and be in force from and after its passage.

READ and **APPROVED** on first reading on this the **5th** day of **January, 2023** at a meeting of the Hutto, Texas City Council; there being a quorum present.

By motion duly made, seconded and passed with an affirmative vote of all the Councilmembers present, the requirement for reading this ordinance on two separate days was dispensed with.

READ, PASSED and **ADOPTED** on second reading of ordinance this **5th** day of **January, 2023** at a meeting of the Hutto, Texas City Council; there being a quorum present.

THE CITY OF HUTTO, TEXAS

Mike Snyder, Mayor

Attest:

Angela Lewis, City Secretary

County: Williamon
Project: 28 acre
Project No. 076001

FIELD NOTES

ALL OF THAT CERTAIN 28.449 ACRE TRACT OR PARCEL OF LAND SITUATED IN THE CANUTILLO COLONY DITCH COMPANY SURVEY, ABSTRACT NUMBER 693 AND THE JOSIAS B. BEALLE SURVEY, ABSTRACT NUMBER 97, WILLIAMSON COUNTY, TEXAS, AND BEING A PORTION OF THE REMAINDER OF A CALLED 135 ACRE TRACT OF LAND RECORDED IN THE NAME OF JANET LYNN BARNARD FAMILY 1984 TRUSTS IN VOLUME 1126, PAGE 800 OF THE WILLIAMSON COUNTY DEED RECORDS (W.C.D.R.), AND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING at a found "x" cut in concrete rip/rap for a northwesterly corner of said 135 acre remainder tract, said "x" being on the southerly Right-of-Way (R.O.W.) line of Limmer Loop (90' R.O.W.);

Thence, with the northerly line of said 135 acre remainder tract and the southerly R.O.W. of said Limmer Loop, South 82 degrees 43 minutes 15 seconds East, a distance of 2062.36 feet to a 5/8-inch iron rod set for the northeasterly corner of said 135 acre remainder tract, said iron rod being on the westerly line of Carol Meadows Section One, a subdivision as recorded in Cabinet W, Slide 300 of the Williamson County Plat Records (W.C.P.R.), for the northeasterly corner hereof;

Thence, with the easterly line of said 135 acre remainder tract and the westerly line of said Carol Meadows, Section One, South 07 degrees 35 minutes 20 seconds West, a distance of 614.29 feet to a 5/8-inch iron rod set for the southeasterly corner of said 135 acre remainder tract, said iron rod being the southwesterly corner of said Carol Meadows, Section One, said iron rod also being on the northerly line of a called 72.025 acre tract of land recorded in the name of Mager Meadows, LP in Document Number 2004018146 of the Official Public Records of Williamson County (O.P.R.W.C.), for the southeasterly corner hereof;

Thence, with the southerly line of said 135 acre remainder tract and the northerly line of said 72.025 acre tract, North 82 degrees 09 minutes 47 seconds West, a distance of 1538.17 feet to a 5/8-inch iron rod set for an ell corner of said 135 acre remainder tract, said iron rod being the northwesterly corner of said 72.025 acre tract, said iron rod also being on the easterly line of a called 11.10 acre tract of land recorded in the names of Jerry and Hilda Roznovak in Volume 443, Page 472 (Tract 2) of the W.C.D.R.;

Thence, with the easterly line of said 11.10 acre tract, North 07 degrees 49 minutes 21 seconds East, a distance of 19.17 feet to a 5/8-inch iron rod set for an ell corner of said 135 acre remainder tract, said iron rod being the northeasterly corner of said 11.10 acre tract;

Thence, with the southerly line of said 135 acre remainder tract and the northerly line of said 11.10 acre tract, North 82 degrees 03 minutes 39 seconds West, a distance of 496.66 feet to a calculated point for the southwesterly corner of said 135 acre tract, said point being the northwesterly corner of said 11.10 acre tract, also being on the easterly R.O.W. line of F.M. 1660 (80' R.O.W.), for the southwesterly corner hereof;

Thence, with the westerly line of said 135 acre remainder tract and the easterly R.O.W. line of said F.M. 1660 the following three (3) courses and distances;

1. North 02 degrees 38 minutes 01 seconds West, a distance of 326.53 feet to a 5/8-inch iron rod set;
2. North 07 degrees 29 minutes 01 seconds East, a distance of 326.42 feet to a 5/8-inch iron rod set;
3. North 52 degrees 22 minutes 53 seconds East, a distance of 21.25 feet to the **POINT OF BEGINNING** and containing 28.449 acres of land, more or less.

Prepared by Vara Land Surveying, Inc.



Alan J. Horton
Registered Professional Land Surveyor No. 5768
Date: June 23, 2007

Bearing Basis: The bearings described herein are based on the southerly R.O.W. line of Limmer Loop being South 82 degrees 43 minutes 15 seconds East.

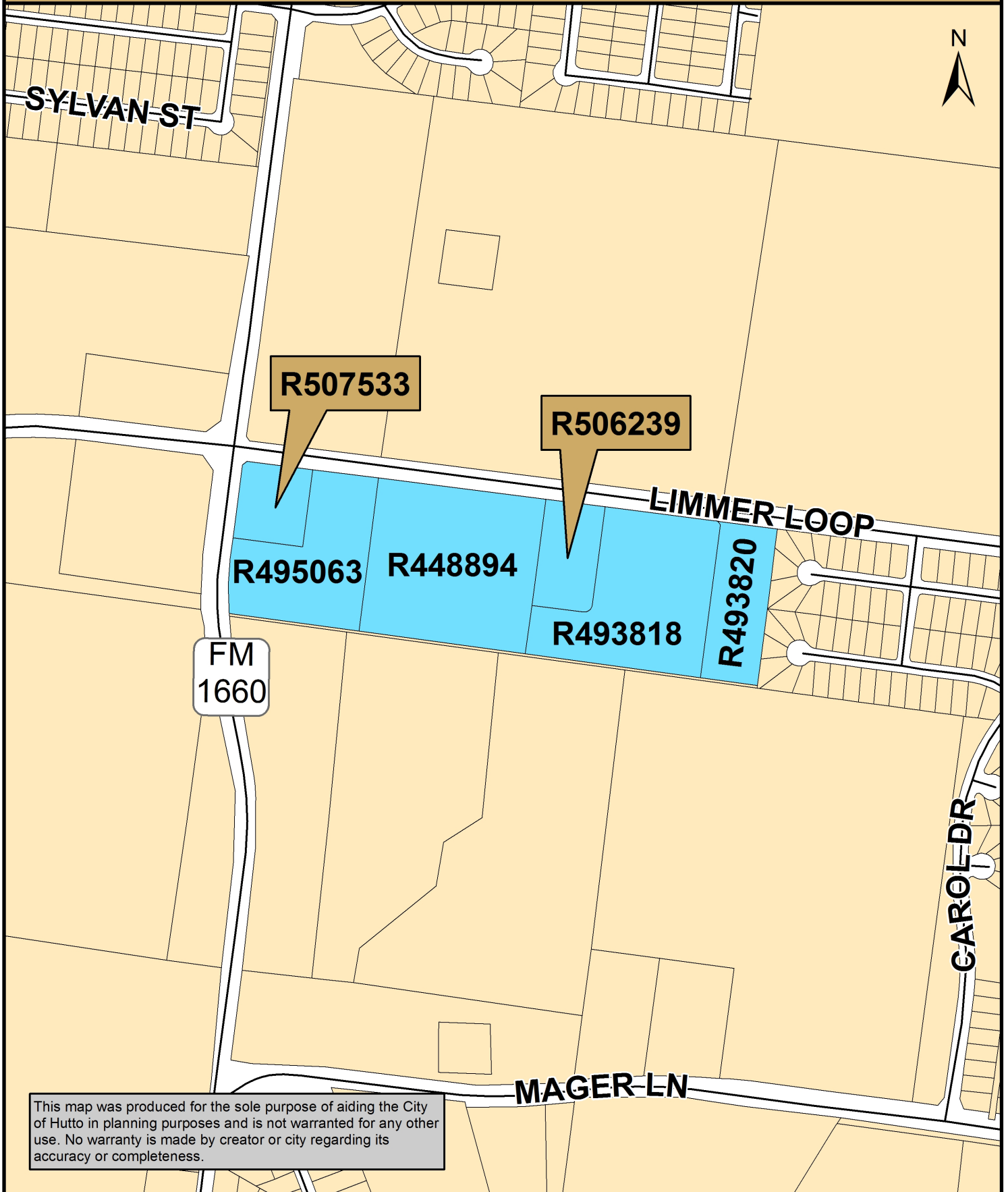
VARA LAND SURVEYING, INC.

Ph: (512) 836-2622

June 23, 2007

076001-boundary.doc

Northtown Commons



**DEVELOPMENT PLAN
NORTH TOWN COMMONS
PLANNED UNIT DEVELOPMENT**

THE STATE OF TEXAS

§

COUNTY OF WILLIAMSON §

THIS DEVELOPMENT PLAN (this "Plan") is made and entered by and between the CITY OF HUTTO, TEXAS, a Texas municipal corporation, (hereinafter referred to as the "City"), and North Town Commons, LLC (13.99 & 3.10) acres; Robert M. Castle, Jr. and William Randall Russ (2.18 acres); Trim Tech of Austin, Inc. (7.32 acres); and Nancy N. Rabb Properties, LTD. (1.86 acres), their successors and assigns, (hereafter referred to as the "Owners"); provided, however, upon sale, transfer or conveyance of portions of the hereinafter described property, the duties and obligations of the Owners, as it relates to the respective property, shall be assumed by the new owners, and the Owners shall have no further liability relating to their respective property.

WHEREAS, the Owners are the owners of certain real property consisting of 28.449 acres, as more particularly described in Exhibit "A", (herein after referred to as the "Property") attached hereto and made a part hereof.

WHEREAS, the Owners have submitted a request to the City to rezone the Property consisting of five (5) parcels located at the southeast corner of the intersection of FM 1660 North and Limmer Loop in the City of Hutto, County of Williamson, State of Texas, as more clearly delineated on the attached Plan as a Planned Unit Development (the "PUD").

WHEREAS, pursuant to Chapter 14, Exhibit A, Zoning Ordinance, City of Hutto, Texas, the Owners have submitted a Development Plan setting forth the development conditions and requirements within the PUD, which Development Plan is contained in Section II of this Plan; and

WHEREAS, the City has held public hearings required by law to solicit input from all interested citizens and affected parties; and

WHEREAS, on the 23rd day of June 2008, the City's Planning and Zoning Commission recommended approval of the Owner's application for a PUD and a PUD revision on the 3rd day of October, 2017; and

WHEREAS, the City Council has reviewed the proposed Development Plan and determined that it promotes the health, safety, and general welfare of the citizens of Hutto and that it complies with the intent of the Planned Unit Development Ordinance of the City;

NOW THEREFORE BY THIS PLAN WITNESSETH that, in consideration of the covenants and conditions set forth herein, the City and the Owners agree as follows:

I.

GENERAL PROVISIONS

1. CONFORMITY WITH DEVELOPMENT PLAN

All uses and development within the Property shall conform to the Development Plan described in Section II herein.

2. CHANGES AND MODIFICATIONS

No changes or modifications will be made to the Development Plan unless all provisions pertaining to changes or modifications as stated herein are followed including approval by all Property Owners and the City.

3. **ZONING VIOLATION**

The Owners, their successors and assigns, understand that any person, firm, corporation or other entity violating any conditions or terms of the Development Plan shall be subject to any and all penalties for the violation of any zoning ordinance provisions as stated in the Code of Ordinances, City of Hutto, Texas, as amended. This Development Plan will be filed in the Official Records of Williamson County, thereby placing future purchasers of the Property on notice of all of the terms and conditions of the Development Plan.

4. **LIENHOLDER CONSENT**

Each lienholder, if any, of record has consented to this Development Plan, including any and all dedications to the public. Lienholder consent is attached hereto and incorporated herein as

Exhibit "B".

5. **MISCELLANEOUS PROVISIONS**

5.1 **Assignment.**

Neither party may assign its rights and obligations under this Plan without having first obtained the prior written consent of the other which consent shall not be unreasonably withheld. This section shall not prevent the Owner from selling the Property or portions of the Property, together with all development rights and obligations contained in this Development Plan, and no consent shall be required in connection with any sale provided the purchaser assumes Owner's obligations in writing as to such portions of the Property.

5.2 **Necessary Documents and Actions.**

Each party agrees to execute and deliver all such other and further instruments and undertake such actions as are or may become necessary or convenient to effectuate the purposes and intent of this Plan.

5.3 **Severability.**

In case one or more provisions contained herein are deemed invalid, illegal or unenforceable in any respect such invalidity, illegality or unenforceability shall not affect any other provisions hereof and in such event, this Plan shall be construed as if such invalid, illegal or unenforceable provision had never been contained herein.

5.4 **Entire Plan.**

This Plan constitutes the entire agreement of the parties and supersedes any prior or contemporaneous oral or written understandings or representations of the parties respecting the subject matter hereof.

5.5 **Applicable Law.**

This Plan shall be construed under and in accordance with the laws of the State of Texas.

5.6 **Venue.**

All obligations of the parties created hereunder are performable in Williamson County, Texas and venue for any action arising hereunder shall be in Williamson County.

5.7 No Third Party Beneficiaries.

This Plan, express or implied, is not intended to confer upon any person or entity, other than the parties hereto (and their respective successors and assigns), any rights, benefits or remedies under or by reason of this Plan.

5.8 Duplicate Originals.

This Plan may be executed in duplicate original, each of equal dignity.

5.9 Notices.

Until changed by written notice thereof any notice required under this Plan may be given to the respective parties, by certified mail, postage prepaid or by hand delivery to the address of the other party shown below:

OWNER(S)
North Town Commons LLC
William R Russ
Member 3874 Limmer Loop

CITY OF HUTTO, TEXAS
City of Hutto, Texas 401 West Front
Street Hutto, Texas 78634
Attn: Community Development Director
Hutto, Texas 78634

Robert M. Castle, Jr. and William Randall Russ
3874 Limmer Loop Hutto, Texas 78634
Trim Tech of Austin, Inc.
Sam Culpepper, Vice President 902
Tradesmen’s Park Loop Hutto, Texas 78634
Nancy N. Rabb Properties, LTD.
Cary Rabb, President 2604 Sunrise Road Round
Rock, Texas 78664

5.10 Effective Date.

This Plan shall be effective from and after the date of due execution hereof by all parties.

5.11 Appeal of Administrative Decisions.

Administrative decisions provided for in this Plan may be appealed to the City Council in writing within thirty (30) days following receipt by the Owner of the written confirmation of the decision.

5.12 Sunset Provision

In the event that this Planned Unit Development is not recorded by the Williamson County Clerk within two years from the date the Planned Unit Development is approved by the City Council, then the Planned Unit Development shall be automatically voided, and the Property described in **Exhibit “A”** shall be zoned B-2 (General Commercial) Zoning District.

II DEVELOPMENT PLAN

1. DEFINITIONS

Words and terms used herein shall have their usual force and meaning, or as defined in the Code of Ordinances, as amended, City of Hutto, Texas, hereinafter referred to as "the Code"

2. PROPERTY

This Development Plan (hereinafter referred to as "Plan") covers approximately 28.449 acres of land, located within the city limits of Hutto, Texas, and more particularly described by metes and bounds in **Exhibit "A"**, attached hereto.

3. PURPOSE

The purpose of this Plan is to insure that a PUD is 1) is equal to or superior to development that would occur under the standard ordinance requirements, 2) does not have an undue adverse affect upon adjacent property, the character of the neighborhood, traffic conditions, parking, utilities or any other matters affecting the public health, safety and welfare, 3) is adequately provisioned by essential public facilities and services, and 4) will be developed and maintained so as not to dominate, by scale or massing of structures, the immediate neighboring properties or interfere with their development or use in accordance with any existing zoning district.

4. APPLICABILITY OF CITY ORDINANCES

4.1 Zoning and Subdivision Ordinances

The Property shall be regulated for purposes of zoning and subdivision by this Plan. All aspects not specifically covered by this Plan shall be regulated by applicable sections of the Code. Specifically areas of the plan proposed as and identified as commercial use shall be subject to B-1 (Local Commercial District), B-2 (General Business District) zoning conditions and areas of the plan proposed as and identified as industrial use shall be subject to LI (Light Industrial) zoning conditions. If there is a conflict between this Plan and the Code, this Plan shall supersede the specific conflicting provisions of the Code.

4.2 Other Ordinances

All other Ordinances within the Code shall apply to the Property, except as clearly modified by this Plan.

5. **PERMITTED USES**

The Property shall be used and developed as shown in **Exhibit "C"** (Master Plan) and described in **Exhibit "F"** (Development Standards), and attached hereto and incorporated herein.

6. **SIGNS**

Signs shall be permitted within the Property and conform to the City of Hutto Unified Development Code, except for the following specific allowances:

- a. One (1) twenty (20) foot tall Development Identification Sign shall be allowed near the intersection of FM 1660 North and Limmer Loop with a maximum of one-hundred (100) square feet of display on each face of sign.
- b. One (1) Multi-Tenant sign, with a maximum height of ten (10) feet and forty-two (42) square feet of display on each face of sign shall be allowed at the common access driveway for Lots 6, 7, 8 & 9 , Block A and the common access driveway for Lots 10, 11, 12 & 13, Block A.
- c. Wall signs advertising the business are limited to one (1) sign per tenant on the main building on each lot.

Signs shall be shown in **Exhibit "D"** (Sign Master Plan), attached hereto and incorporated herein.

7. **BUILDINGS**

Unless otherwise identified in this Plan, building size, dimension and setbacks for all parcels shall be in accordance with the City of Hutto's Unified Development Code. All buildings shall be 100% masonry.

8. **LANDSCAPE, SETBACKS AND BUFFERING Landscape**

Landscape shall conform to existing City of Hutto Unified Development Code. Enhanced landscaping requirements that are applied to this development are described in **Table 1.1** and illustrated in **Exhibit "E"** (Master Landscape Plan), and attached hereto and incorporated herein. Property owners shall be responsible for maintaining all landscaping.

Table 1.1		
TABLE 1.1		
LANDSCAPE REQUIREMENTS		
LOCATION: Lots: 1 through 15 of Block A and Lots: 1 through 4 of Block B		
ZONE: PUD		
USE: Commercial and/or Industrial		
ITEM	CURRENT CITY CODE REQUIREMENTS	NORTH TOWN COMMONS PUD PROVISIONS
STREET YARD (between front face of buildings and the street / R.O.W.)	100% landscaping all pervious areas.	100 % landscaping all pervious areas
	20% landscaping area	25 % landscaping area
	Minimum = 2 trees 1 caliper*/ea.	8 trees @ 2" caliper*/ea.
MATERIAL REQUIREMENTS	Minimum = 8 shrubs (1 gal.)/acre	2 shrubs (3 gal.)/street yard parking space <i>or</i>
		1 Vi shrubs (5 gal.)/street yard parking space <i>or</i>
		1 shrubs (7 gal.)/street yard parking space
ADDITIONAL GREENSPACE (Lots: 7, 8, 11, 12, and 15 of Block A)	15' buffer at south property line	
		25' buffer at south property line w/ 2" trees at 40' on center

* As measured twelve (12) inches from the top of the root ball.

Setbacks

Setbacks shall conform to existing City of Hutto Unified Development Code. Setback requirements that are applied to this development are described in Table 1.2 and incorporated herein.

Table 1.2	
Lots along FM 1660 North and Limmer Loop - SETBACK REQUIREMENTS	
LOCATION: Lots: 1 through 6, 9-10, 13 through 15 of Block A and Lot 1 of Block B	
ZONE: PUD	
USE: Commercial and/or Industrial	
BUILDING SETBACK	Thirty-five (35) foot minimum dedicated along FM 1660 North and Limmer Loop.

Commercial Lots Abutting Residential District (East Boundary) SETBACK REQUIREMENTS	
LOCATION:	Lots: 1 through 4 of Block B
ZONE:	PUD
USE:	Commercial
BUILDING SETBACKS	Twenty-five (25) foot minimum between site development and residential use property lines. Twenty-five (25) foot minimum adjacent to proposed public street within this development.
Industrial Lots Abutting Residential District (South Boundary) - SETBACK	
LOCATION:	Lots: 7, 8, 11, 12, and 15 of Block A
ZONE:	PUD
USE:	Industrial
BUILDING SETBACKS	Seventy-five (75) foot minimum for main buildings adjacent to residential use property line Fifty (50) foot minimum for accessory buildings adjacent to residential use property line

Fencing

Fences shall conform to existing City of Hutto Unified Development Code, as amended, or as modified in Development Standards, Exhibit "F".

Table 1.3

TABLE 1.3

Commercial Lots Abutting Residential District (East Boundary) — FENCING

REQUIREMENTS

LOCATION: — Lots: 1 through 4 of Block B

ZONE:	PUD
USE:	Commercial
ITEM	REQUIREMENTS
FENCING SETBACKS	Six (6) foot tall green vinyl clad chain link fence with green vinyl inserts shall be constructed along common property line adjacent to all residential districts. Buffering and fencing shall meet the minimum standards of the Unified

Industrial Lots Abutting Residential District (South Boundary) — FENCING

REQUIREMENTS

LOCATION: — Lots: 7, 8, 11, 12, and 15 of Block A

ZONE: — PUD

USE: — Industrial

ITEM	REQUIREMENTS
FENCING SETBACKS	Six (6) foot tall green vinyl covered chain link fence with green vinyl clad inserts shall be provided at residential district property line. Buffering and fencing shall meet the minimum standards of the Unified Development Code, as amended

Building Height

Building height shall conform to the City of Hutto Unified Development Code, as amended, or as modified in Development Standards, Exhibit “F”. except as described below. Different building height requirements that are applied to this development are described in Table 1.4 and incorporated herein.

Table 1.4

TABLE 1.4

Commercial Lots Abutting Residential District (East Boundary) — BUILDING HEIGHT

REQUIREMENTS

LOCATION: — Lots: 1 through 4 of Block B

ZONE: — PUD

ITEM	USE: — Commercial
BUILDING HEIGHT	REQUIREMENTS
	Fourteen (14) foot maximum height at eave line.
	Thirty four (34) foot maximum height at roof ridge line.

9. DEVELOPMENT STANDARDS

The Property shall be developed in accordance with the Development Standards set forth in **Exhibit "F"** (Master Building and Color Scheme Plan), attached hereto and incorporated herein.

10. UNDERGROUND UTILITY SERVICE

All internal utility lines must be underground to connection points provided by the utility service provider, excluding primary electrical/transmission lines. All transformers must be visually screened.

11. ACCESS DESIGN

Driveway access to FM 1660 North and Limmer Loop shall be limited to locations shown in **EXHIBIT "C"** (Master Plan) as approved by the Texas Department of Transportation (TxDOT), Williamson County, and shall meet all requirements of the City of Hutto. All Joint Access Easements, Drainage Easements and Public Utility Easements shall not prohibit public access and access by all governmental and emergency vehicle access and service.

~~The new public street will be 36' pavement with curb and gutter, within a 60' dedicated public right of way. Street cross sections shall be submitted for review prior to their construction.~~

12. PHASING

The development shall proceed in an orderly fashion. Lots may be platted if the infrastructure, including Joint Access Easements, Drainage Easements and Public Utility Easements, are in place or if the Property Owners provide fiscal surety for infrastructure as a condition of Final Plat approval.

13. CHANGES TO AGREEMENT AND DEVELOPMENT PLAN

13.1 Minor Changes

Minor changes to this Agreement or Plan, which do not substantially and adversely change this Plan, may be approved administratively. Changes must be made in writing, and approved by the Community Development Director, City Engineer and the City Attorney.

13.2 Major Changes

All changes not permitted under Section 13.1 above, shall require approval under the same procedure required by the original PUD application.

EXHIBIT “F”
DEVELOPMENT STANDARDS
COMMERCIAL AND INDUSTRIAL DEVELOPMENT PARCELS

The following Development Standards shall apply to all development on portions of the Property, which are identified as Commercial and Industrial Development Parcels on the Plan attached as **Exhibit “C”** (Master Plan).

1. PERMITTED USES:

The following principal uses are permitted:

Lots 1, 2, and 3 of Block A:

All B-1 (Local Commercial) Zoning District uses identified in the current City of Hutto Unified Development Code and any Auto Service Facility with similar use allowances as defined by Sections 1.412 (2)(a) and 1.412 (2)(b) of the Code.

Lots 1 through 4 of Block B:

All B-1 (Local Commercial) Zoning District uses identified in the City of Hutto Unified Development Code, excluding Auto Service Facilities, and Day Care provided that each daycare building is a maximum of 10,000 gross square feet and the lot area is sufficient to contain the parking and peak traffic vehicles on-site. No uses will be permitted that generate exceedingly loud, disturbing noise levels before 7:00 AM or after 7:00 PM. No operation of any all-night or 24-hour businesses.

All proposed Industrial Use Lots as shown in **Exhibit “C”** (Master Plan):

All LI (Light Industrial) Zoning District uses identified in the current City of Hutto Unified Development Code. **The L1 buildings are permitted to operate up to twenty-five percent (25%) of their floor area as retail space ancillary to their L1 use.**

2. PROHIBITED USES:

The following uses are prohibited on the Property: all cell towers; other free standing towers over forty-six feet (46') in height (wind turbines to generate electricity shall be measured from the rotating shaft height), flea markets, sexually oriented businesses, outdoor amusement parks or carnivals, recreational vehicle parks, outdoor shooting ranges, pawn shops, heavy equipment sales (agricultural tractors and implement sales are allowed), kennels (but not prohibiting pet shops and veterinary clinics with overnight facilities), vehicle sales, automotive sales (including boats, recreational vehicles and trailer sales).

3. OUTDOOR SALES & DISPLAYS:

Outdoor sales and displays are permitted as accessory uses in conjunction with, a building only in an area designated on the site plan approved by the Director of Planning for such building or an amended site plan approved at a later date. All outdoor sales and display areas shall be located and operated as part of the principal use of a tenant in a multi-tenant building, and shall not comprise a separate business use. **Artistic building murals are permitted on one wall of the building contingent on approval of city staff.**

DEVELOPMENT STANDARDS:

- 3.1 All building shall be 100% percent masonry (except for doors, windows, roofs, patios, balconies, awnings, gutters, special decorative features including aluminum composite panel allowed, and trim. Masonry shall mean brick, stone, stucco, concrete panels, EFIS (Exterior Finish Insulation System), fiber cement siding such as Hardi Board, or CMU
- 3.2 All exterior color shall be of neutral muted tones compatible with the PUD color scheme and architectural design standards set by this agreement. Primary color shall be cream, light grey or beige limestone. No weathered brown limestone will be allowed. Accent colors and special decorative features shall be less than 40% of exterior areas.
- 3.3 ~~Industrial Lot:~~ Peaked Roof Buildings fronting on Limmer Loop shall be a maximum of thirty-four (34') feet high at eave line and a maximum of forty-five (45') feet high at roof ridge line. Mezzanines are allowed on peaked roof buildings.
- 3.4 Flat roof buildings shall be a maximum of forty-six (46') feet high with roof slope not less than 1/8" per foot. Not more than 4 floors are allowed for flat roof buildings.
- 3.5 One (1) Industrial lot building may have a second level area that is no larger than the gross ground level building area. Industrial uses that employ seasonal workers may utilize the second level area as temporary lodging for the workers. Such facilities shall meet all Building, Fire and Access Codes.

4. SERVICE & LOADING AREAS:

All service and loading areas shall be in compliance with B-1 (Local Business) Zoning District and LI (Light Industrial) Zoning District requirements as identified in the Unified Development Code, unless otherwise noted in this document. On-Street loading or unloading is prohibited for any lot.

5. INDUSTRIAL LOT FENCING:

All internal **industrial** lot fencing shall be **either** green vinyl-coated chain link **or meet the minimum requirements of the Unified Development Code, as amended.**

6. IRRIGATION:

An underground, automatic irrigation system must be installed in all landscaped areas, other than areas approved by the City for plant materials that do not normally require irrigation. Drip irrigation is encouraged, and all irrigation must effectively water all the landscaped areas. All irrigation systems shall be inspected and approved prior to the issuance of a certificate of occupancy for the building for which the landscaping is required.

7. SITE PLAN REQUIRED:

A site plan for each lot or phase of development shall be submitted to the City to ensure compliance with the terms of this Agreement and all ordinances and requirements of the City of Hutto prior to the issuance of each building permit.

8. PARKING STANDARDS:

All parking for individual lot developments shall comply with requirements of the City of Hutto Unified Development Code.

9. MASTER DRAINAGE PLAN AND RECIPROCAL DRAINAGE EASEMENT:

Subdivision development shall include Drainage Easements with adequate surface or underground

conveyances to serve each individual lot. Drainage conveyances shall collect and route runoff from each lot to established area natural drainage patterns. Each individual lot shall provide for on-site storm water detention facilities designed and constructed in accordance with the storm water policy of the City of Hutto. All drainage facilities shall be private and those located on individual lots shall be maintained by the individual lot owner. No drainage improvement shall be altered by the individual lot owner in any manner that would impede the intended use of other lot owners or any off-site drainage conveyance through the development site. Any such alteration shall not commence until an engineering plan has been submitted and approved by the City. On-site detention shall provide such that peak developed flows are no greater than pre-developed peak flows.

10. UTILITY EASEMENT:

Developer or Property Owner shall dedicate Public Utility Easements (P.U.E.) to construct, install, operate, maintain, inspect, reconstruct, enlarge, relocate, rebuild, repair, use and remove public utility lines, facilities and improvements, together with the express right to maintain the easement area by clearing and removing vegetation, silt and debris, in, upon, over, under, above and across the Property and shall be dedicated by this subdivision development to allow for individual lot service of each public utility.

11. RECIPROCAL JOINT USE ACCESS, DRAINAGE AND PUBLIC UTILITY EASEMENTS:

The above-described easements are as shown on the Development Plan and are intended as reciprocal access easement between and among Property Owners granting the right of free and uninterrupted ingress and egress for persons, vehicles, and equipment necessary or convenient for use in the PUD, specifically granting the right for all persons and/or members of the general public to come on and be present within the boundaries of the PUD property, together with the express right to maintain the easement area by clearing and removing vegetation, silt and debris in, upon, over, and across said Property, and provide for unrestricted access of all governmental and emergency service vehicles and equipment as necessary.

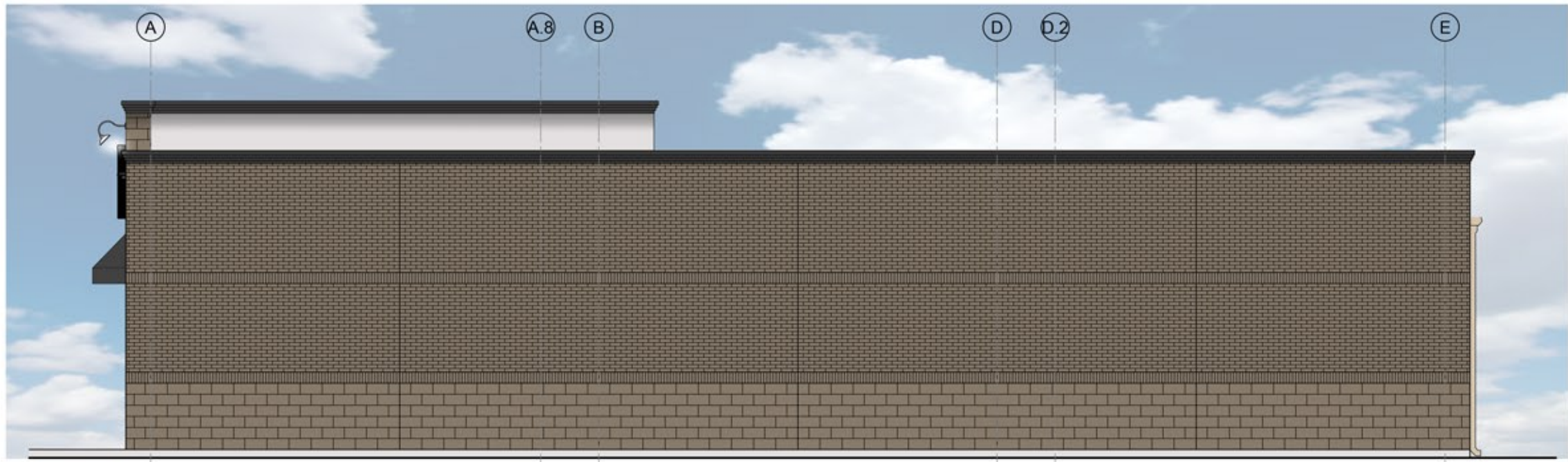
12. PARKING LOT LIGHTING:

All lighting shall be in compliance with standard B-1 (Local Commercial) Zoning District and LI (Light Industrial) Zoning District requirements. Maximum height of a lighting fixture shall not exceed thirty (30) feet. No site lighting shall create an area of illumination on any adjacent residential use areas.



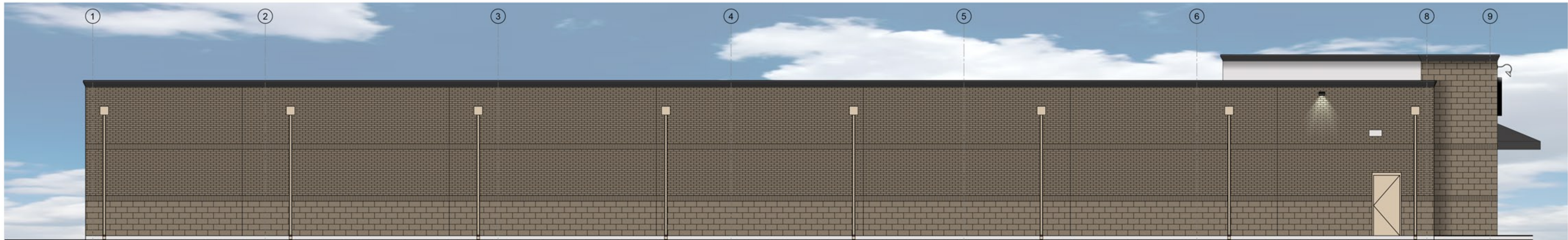
FRONT ELEVATION

1/8" = 1'-0"



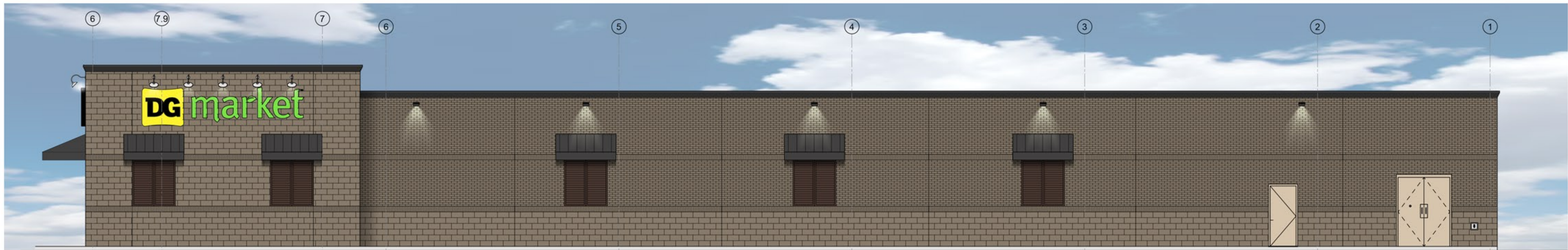
REAR ELEVATION

1/8" = 1'-0"



LEFT ELEVATION

1/8" = 1'-0"



RIGHT ELEVATION

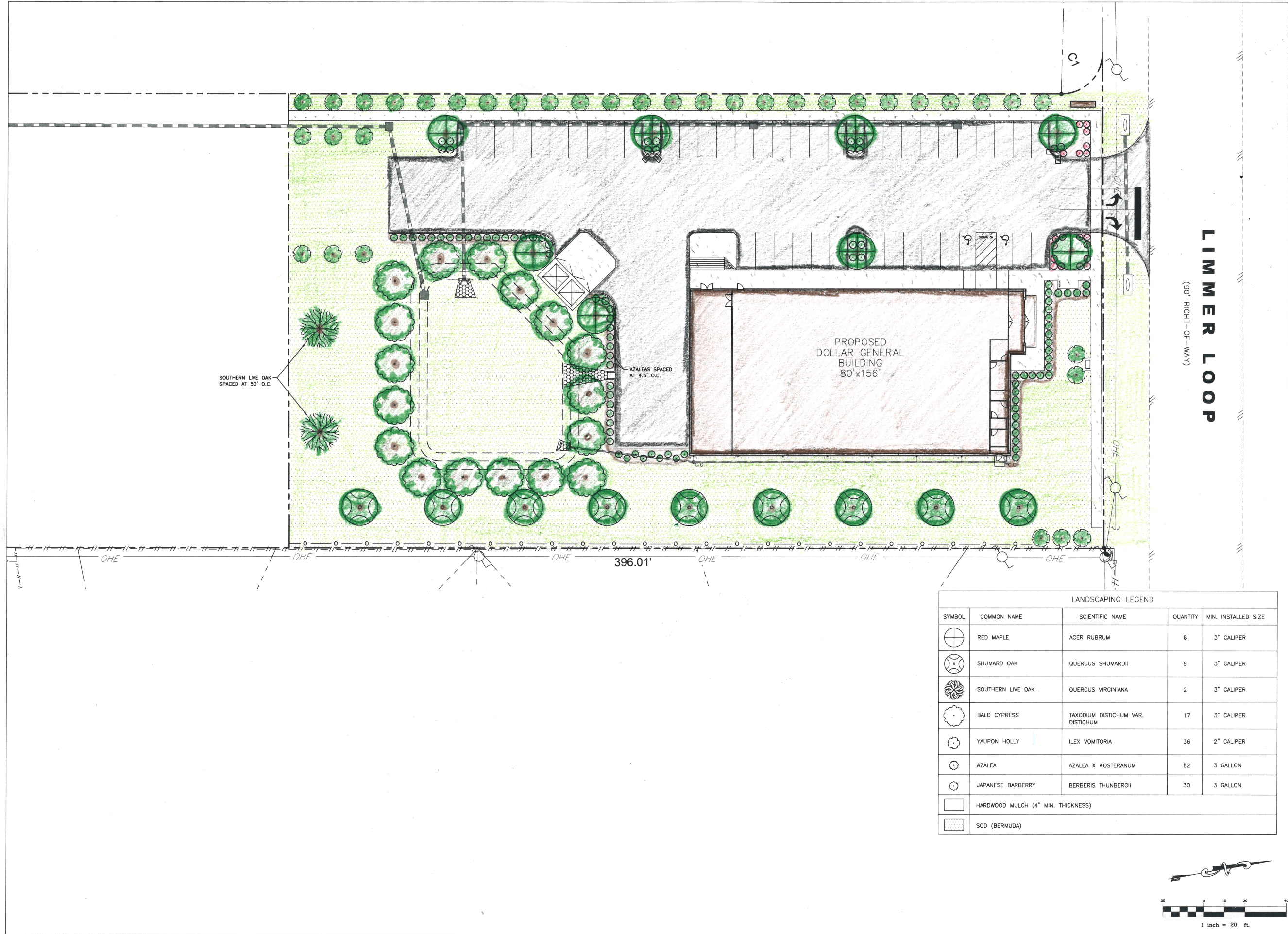
1/8" = 1'-0"

EXTERIOR FINISHES		MATCH SHEERWALL SYSTEMS SW7005 "KILM BEIGE"	PANT CO FIRE FINISH TO MATCH SHEERWALL SYSTEMS SW7005 "WARM STONE"	BLACK	BRONZE	POLAR WHITE	GALVALUME
GUTTERS		•					
DOWN SPOUTS		•					
METAL PANELS-FRONT: REVERSE-RIB PROFILE		•					
METAL PANELS-SIDE & REAR		•					
BRICK			•				
AWNINGS/CANOPIES				•			
COPING & ROOF TRIM				•			
STOREFRONT SYSTEM					•		
STANDING SEAM METAL ROOF PANELS							•
LINER PANELS, 28 GA. (INTERIOR SALES FLOOR AND RECEIVING AREA)						•	
RECEIVING & EMERGENCY EXIT DOORS (EXTERIOR OF DOORS TO BE PAINTED, REFER TO DOOR SCHEDULE)		•					

	KILM BEIGE
	WARM STONE
	BRONZE



DOLLAR GENERAL
HUTTO, TX



CIVIL ENGINEER:

BERRY

ENGINEERS LLC

63 BROAD ST NW
CLEVELAND, TN 37311
FIRM REGISTRATION: F-15079

DEVELOPER:

DG HOLDINGS, LLC

825 SISK AVE, SUITE 200

OXFORD, MS 38655

PROJECT:

DOLLAR GENERAL

LIMMER LOOP

HUTTO, TX

FOR REVIEW

REVISIONS

NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

SHEET NAME:

LANDSCAPE PLAN

DATE:

11/4/2022

DRAWN BY:

CMB

CHECKED BY:

BMB

PROJECT NO.:

22047

SHEET NUMBER:

L-01

AGENDA ITEM REPORT

5.3.



To: Planning and Zoning Commission
Subject: Hold a public hearing and consideration of a recommendation to City Council for the Hutto Soar 2040 Comprehensive Plan
Meeting: Tuesday, January 3, 2023
Department: Development Services
Staff Contact: Ashley Bailey

BACKGROUND INFORMATION:

The Comprehensive Plan is a tool to help guide development patterns and the physical growth of Hutto for the next 10-20 years. Hutto staff wrote the original 2040 Comprehensive Plan in 2015, the document was updated in 2019 to reflect alignment with the City's Strategic Plan, and the Future Land Use Map has been amended several times. This is the first time in nearly a decade the city has undertaken this level of work to create a vision for Hutto's next phase of growth.

Work began on the Hutto Soar Comprehensive Plan in late 2021 with a series of surveys, workshops, open houses, and online meetings for the Comprehensive Advisory Committee and residents to impart direction on future guiding principles and Hutto's vision statement. The vision statement that resulted is as follows:

Hutto is a sustainable, innovative, and well-managed city that honors its history and culture to attract quality businesses, visitors, and new residents. It cultivates an atmosphere of inclusion and connection, offering community activity and entertainment options that strengthen its quality of life, and attracts and retains people from all walks of life. Hutto focuses on its small-town feel and upholds the "Hippo Way."

SUMMARY OF REQUEST:

The Soar 2040 Comprehensive Plan sets an innovative tone with the proposed mix of land uses, planning for the infrastructure necessary to support the existing and future growth, diversifying employment opportunities, maintaining the health of the historic downtown area, and providing a foundation for managing the high growth that is inevitable.

The guiding principles are:

- Fiscal Sustainability
- Vibrant Places and Vibrant Downtown
- Connected in Every Sense
- Welcoming and Safe
- Healthy Community
- Ecosystem for Entrepreneurs

Every chapter was created with those principals in mind. The implementation chapter provides short and long term goals to set the vision in motion, one of which is updating the Unified Development Code to align with the goals of the Comprehensive Plan.

AGENDA ITEM REPORT

5.3.



STAFF REVIEW:

Staff recommends a favorable recommendation of the Hutto Soar 2040 Comprehensive Plan to City Council.

FISCAL NOTES:

This plan was paid for with funds from the 2020-2021 Fiscal Year and carried over to the 2021-2022 Fiscal Year.

POLICY IMPLICATIONS:

ATTACHMENTS:

1. Hutto-Soar-Comp-Plan_DRAFT



HUTTO SOAR 2040 COMPREHENSIVE PLAN



ACKNOWLEDGMENTS

Thank you to the City of Hutto's elected and appointed officials, the City staff, and the residents, businesses and stakeholders who provided knowledge, assistance and insight throughout the process of developing this Plan.

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LETTER FROM LEADERSHIP

In Progress

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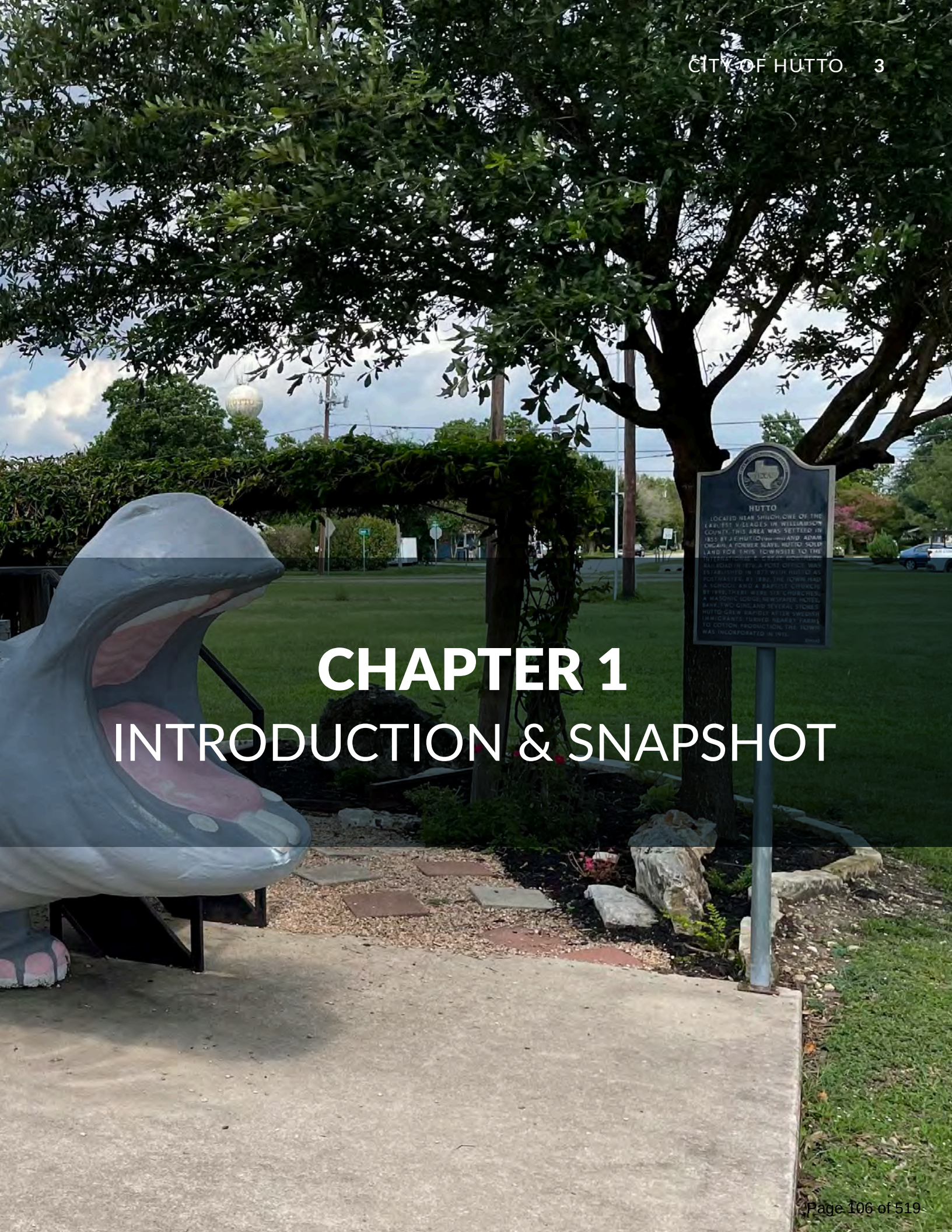
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CHAPTER 1

INTRODUCTION & SNAPSHOT

INTRODUCTION

The purpose of this Introduction & Community Snapshot is to acquaint the reader with this Comprehensive Plan, and consider the historic and existing conditions that impact Hutto, including demographics, economics, geography, and public policy. This chapter and the next, Vision and Goals, establish the basis of understanding for the assessments and recommendations that are provided in later chapters.

WHAT IS A COMPREHENSIVE PLAN?

The Comprehensive Plan is a long-range planning tool intended to be used by decision-makers, municipal staff and local residents. Comprehensive plans are important because they direct the growth and physical development of a community for the next 10 to 20 years. The Comprehensive Plan is written for an array of audiences, including Hutto residents, elected and appointed officials, and technical professionals. The State of Texas has established laws about the way in which incorporated communities can ensure the health, safety, and welfare of their residents through a comprehensive plan. More specifically, the law states:

The governing body of a municipality may adopt a comprehensive plan for the long range development of the municipality. A municipality may define the relationship between a comprehensive plan and development regulations and may provide standards for determining the consistency required between a plan and development regulations.¹

In basic terms, the primary objectives of a comprehensive plan are to accomplish the following:

- Efficient delivery of public services
- Coordination of public and private investment
- Minimization of potential conflicts between land uses
- Management of growth in an orderly manner
- Cost-effective public investments
- A rational and reasonable basis for making decisions about the community

There are two interrelated purposes of a comprehensive plan. First, it allows the residents of a community to create a shared vision of what they want the community to become. Second, it establishes recommendations in which a community can effectively implement this vision.

¹ Texas Local Government Code, Chapter 213

HUTTO'S FOUNDING

Modern-day Hutto is located in Williamson County and is situated along a railroad route near the intersection of SH 130 and SH 79. Hutto sits between Round Rock to the west and Taylor to the east. Prior to settlement, Hutto was inhabited by the Lipan Apache, Comanche, and Tonkawa tribes. These were some of the most prominent indigenous tribes in Central Texas at the time. Archaeological artifacts dating back nearly 20,000 years were discovered at the Gault archaeological site about 30 miles north of Hutto. These artifacts can now be found at the Bullock Texas State History Museum.²

Hutto was founded in 1876 when the International-Great Northern Railroad passed through land owned by an early settler, James Emory Hutto. James Emory Hutto was born in 1824 in Alabama, and he moved to Texas in 1847. Eight years later, he moved with his family to Williamson County. When Hutto was founded in 1876, Adam Orgain, a slave watching over the ranching interests of the Orgain Family, was the first person to live in Hutto.³

The City is named in honor of James Emory Hutto. Many German, Danish, and Swedish immigrants settled in Hutto, with their influence still felt today. The settlers were primarily farmers and ranchers, contributing to the cotton industry when it began to boom in the area.⁴



Photograph of buggy and people on Main Street in downtown Hutto. Main Street 1890 building on corner of Highway 79 and East St. General merchandise and bank building.⁵

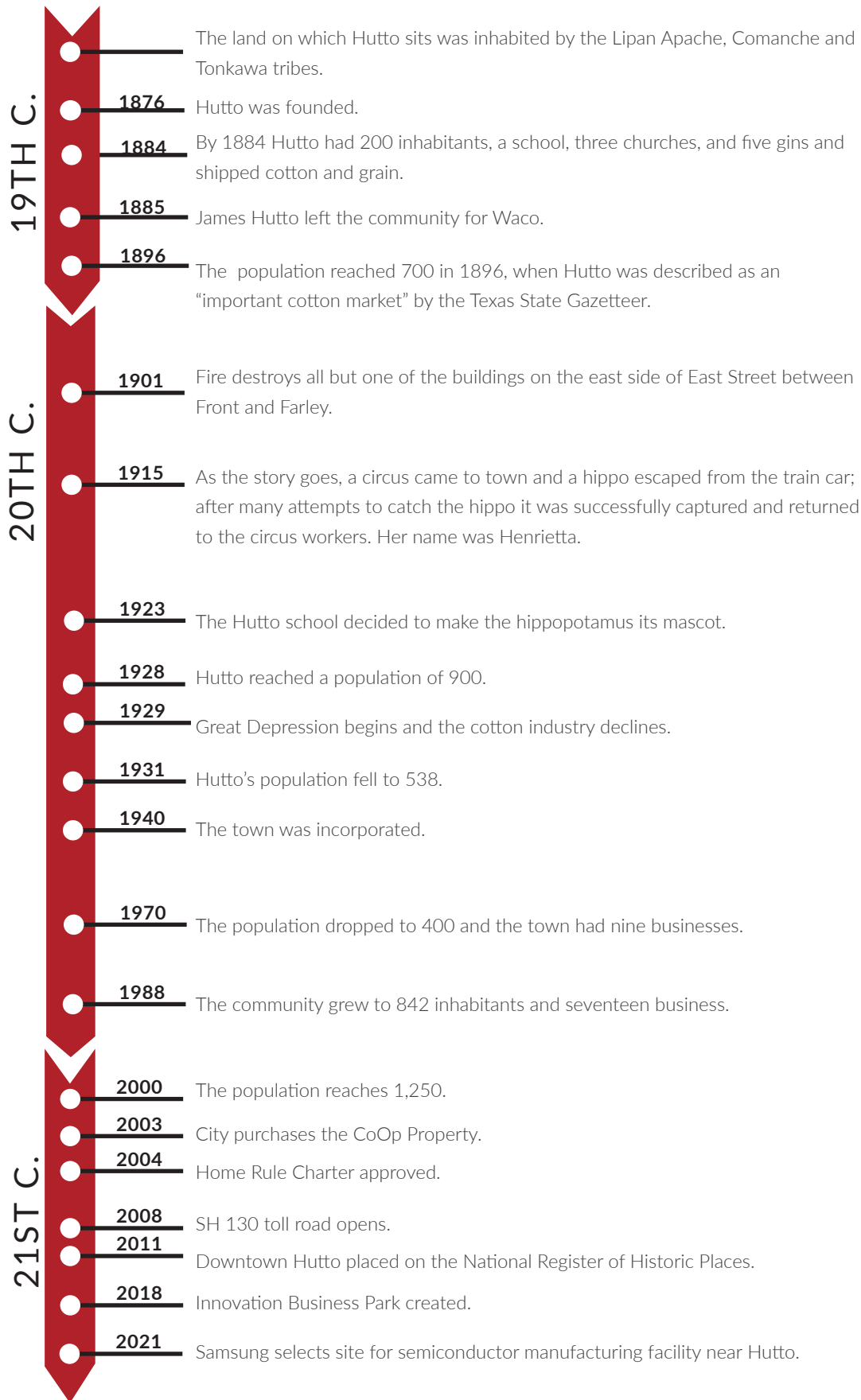
² <https://www.kvue.com/article/news/central-texas-archaeologists-find-ancient-artifacts-dating-back-20000-years/269-574150529>

³ <https://texashappens.com/hutto-history-of-the-hutto-hippo/>

⁴ <https://exhibits.library.txstate.edu/univarchives/exhibits/show/utley-exhibition/introduction/hutto>

⁵ The Portal to Texas History, <https://texashistory.unt.edu>; crediting The Williamson Museum.

HISTORICAL OVERVIEW





Men loading cotton onto a truck ¹

EARLY HISTORY

The first person to live in the town of Hutto was a Black man named Adam Orgain. The 1880 United States Census records show that he was born a slave in 1837 in Tennessee.

John Henry Orgain, a white Tennessee slave owner, and his relatives moved to central Texas in the early 1850s, and brought slaves with them, Adam Orgain being among them. Growing anti-slave sentiment in Tennessee may have prompted the Orgain family to move to Texas to protect their “holdings”. This was done by many slave owning families that relocated to Texas in that time period.

Adam Orgain watched over the Orgain cattle land and was a livestock handler. In 1854, at the age of seventeen, he was placed out alone on the Blackland Prairie, not far from Cottonwood Creek in what is now Hutto.

Years later, this land would eventually be turned into cotton fields. Hutto’s historical growth relied heavily on agricultural production, specifically cotton. Over time, this led to spin-off industries. By 1929, the Great Depression began and Hutto’s cotton industry began to decline.¹ In 2022, Hutto renamed Brushy Creek Park after Adam Orgain.

¹ The Portal to Texas History, <https://texashistory.unt.edu/>; crediting The Williamson Museum.

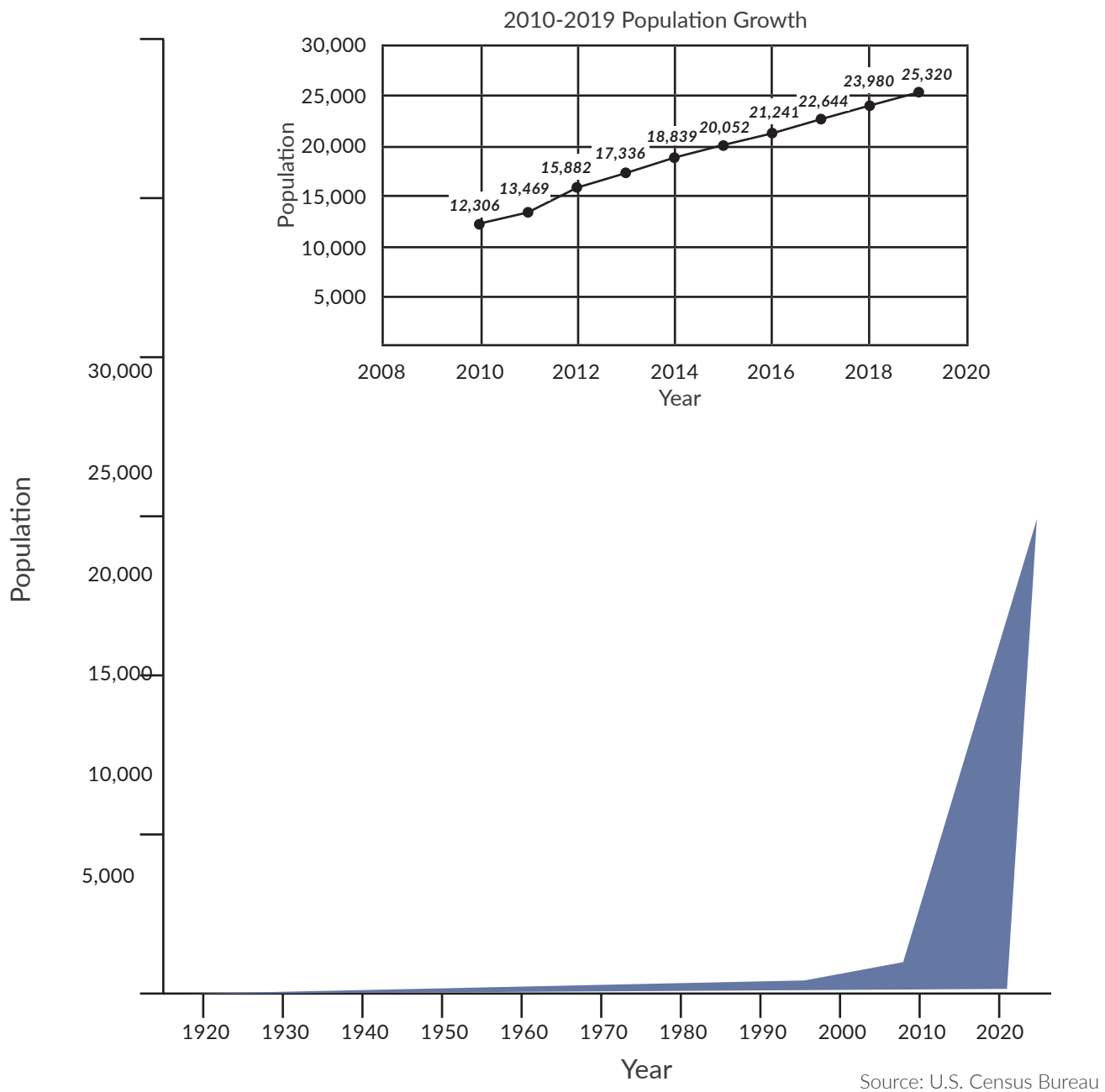
² <https://williamsoncountytexashistory.org/adam-orgain-the-first-settler-of-hutto-texas-in-williamson-county/>



HUTTO IN 2022

Today, Hutto is a growing community of more than 25,320 people. Hutto has a thriving Downtown and boasts a wealth of parks and natural amenities, including Hutto Lake Park, Brushy Creek, the Riverwalk Park, and many others. The City also hosts numerous events, such as the Hutto Olde Tyme Days Festival, Sunset Block Party, Koke Fest, Holidays in Hutto, the Santa Claus Crawl and more!

Figure 1.1. Population Growth



PLANNING CONTEXT

This Comprehensive Plan is one of many documents that helps Hutto grow in accordance with the vision and values of the community. This section considers the other documents and initiatives, both past and present, that will impact and interact with the implementation of this Plan.

Plans come in all shapes and sizes - from grassroots neighborhood plans to citywide or regional master plans. Most plans are largely visionary in nature, as opposed to regulatory - laying the groundwork for regulatory policies, additional studies, and capital spending projects. It is important to note though that not all plans are recognized by the City as public policy. Nonetheless, any and all plans that have been commissioned by a local entity help explain the planning context that influences and informs this Comprehensive Plan. The table below provides an overview of the plans considered by this Comprehensive Plan. These plans, when and if they are subsequently updated, should consider the direction of this Comprehensive Plan.

Table 1.1. Relevant Plans

Plan Title	Commissioning Entity
Hutto 2040 Comprehensive Plan	City of Hutto
Thoroughfare Plan	City of Hutto
Old Town Master Plan	City of Hutto
Parks and Recreation Master Plan	City of Hutto
Pedestrian Mobility Plan	City of Hutto
Stormwater Master Plan	City of Hutto
Water Master Plan 2017	City of Hutto
Wastewater Master Plan	City of Hutto
2019 Central Texas Fair Housing Assessment	Williamson County and other Central Texas Cities

HUTTO 2040 COMPREHENSIVE PLAN

The original Hutto 2040 Comprehensive Plan was adopted in 2015 and amended in 2019. Five strategic focus areas were adopted as part of the City Council's vision for the City of Hutto: Well Balanced and Diversified Economy, Public Safety, Fiscal Responsibility, Quality of Life & Services, and Infrastructure & Growth. There were several goals in the Plan, applicable to this Comprehensive Plan:

Quality of Life: Hutto 2040 is known for a high quality of life, due to our unique character, rich history and plentiful open space.

- Acquire and develop open space of various scales for active, passive, and programmed use.
- Cultivate an expansive urban tree canopy.
- Promote Hutto as a destination.
- Increase economic viability of Downtown Hutto.
- Celebrate Hutto's heritage and preserve our history for future generations.

Mobility: Hutto 2040's growing transportation network ensures safe, efficient multi-modal mobility throughout our city.

- Develop a transportation network which safely accommodates drivers, pedestrians and cyclists.
- Ensure that transportation projects respect and preserve surrounding character to the greatest extent practical.
- Support efforts to serve Hutto with regional public transit, such as bus or rail.
- Provide a developed trail system to connect neighborhoods, commercial areas, schools and downtown to one another.

Resiliency: Hutto 2040 is a resilient city, where sustainable and productive growth creates local jobs and diversifies our tax base.

- Pursue a financially-sustaining development pattern.
- Consistently maintain infrastructure to extend the lifespan of the City's assets.
- Reduce retail and job leakage.
- Ensure utility capacity and availability for current and future users.
- Improve environmental performance.
- Ensure that neighborhoods will hold value and remain safe.

Community: Hutto 2040 is a cohesive, connected community where visitors want to live and residents want to stay.

- Offer a variety of housing products to serve the needs of a diverse population through all stages of life.
- Facilitate a diverse mix of uses to serve Hutto's residents.
- Strengthen connections between residents.
- Develop the Co-Op site as a vibrant, mixed-use district.

- Advance Hutto as a place for a qualified, diverse workforce.



THOROUGHFARE PLAN

The 2011 Thoroughfare Plan was developed by a committee of City of Hutto staff members, in conjunction with other applicable entities.

Members of the Planning, Engineering, GIS, and City Administration Divisions served on this committee. This plan was also coordinated with members of TxDOT, Williamson County, the Hutto Police Department, the Hutto Independent School District, and was ensured to be consistent with the CAMPO 2035 Plan. The Hutto Thoroughfare Plan is focused primarily on major thoroughfares and connections throughout the city limits, extraterritorial jurisdiction (ETJ), and future growth area. It is a long-range plan for identifying needed roadway connections as well as for classifying existing thoroughfares for future improvements and adequate right-of-way reservation.

The Thoroughfare Plan Goals that are applicable to this planning process are:

- Connectivity and mobility
- Effective transportation and land use coordination
- Multi-modal transportation
- Quality of life

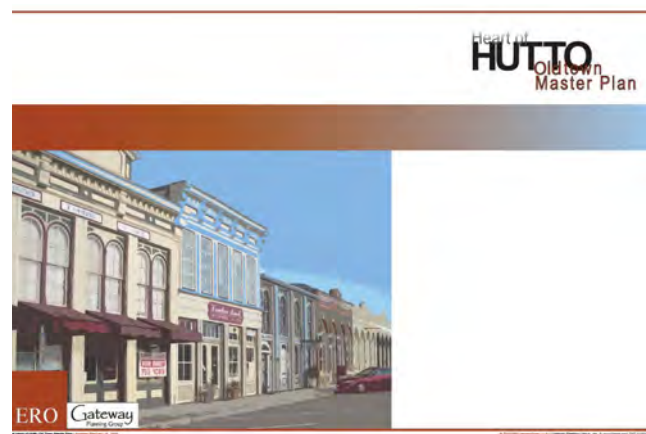


OLD TOWN MASTER PLAN

Adopted in 2009, the Old Town Master Plan was created to encourage organized growth compatible with the existing distinctive characteristics of Old Town Hutto. This Plan was based on a community vision for future development in the downtown. The key goals that pertain to this planning process are listed below.

Key Goals:

- Preserve and maintain the resources which help define the existing character of the City of Hutto.
- Strengthen the links and reinforce gateways and corridors between the surrounding neighborhoods and downtown.
- Create a downtown which appropriately balances pedestrian, bike, and vehicular traffic.
- Provide a range of public open space that adds value to adjacent development and which is linked to and accessible from the Hutto street grid.
- Provide a vision that is economically and socially viable for the redevelopment and integration of the Co-op Site into downtown Hutto.
- Develop a set of standards which responds to existing conditions in the city and provides a framework for the integration of new development into the existing fabric of the downtown.
- To create an accurate understanding of the current capacity and future needs for improvements to the City infrastructure.



PARKS AND RECREATION MASTER PLAN

During the Spring of 2019, the City engaged a consultant to develop a master plan for the City's parks and trails system that identifies residents' recreation needs and desires, identifies priority projects for implementation, and develops conceptual drawings and opinions of probable costs (OPCs) to aid in budget planning. This plan also serves as the City of Hutto's guide to the growth of the system of parks, trails, programs and services.

The following are the key priorities identified for capital improvements over the next five to ten years in the City's parks system:

- Improve Hutto's existing parks with upgraded and new features and amenities. The goal is to elevate the overall user experience.
- Expand the parks system to meet capacity needs for a range of recreation activities through development of new features in existing parks as well as acquisition and development of new park land.
- Develop a multi-purpose recreation center with a range of indoor recreation features and spaces.
- Expand the City's trail system to create additional connections between neighborhoods, parks, schools, and public spaces.
- Provide new and improved sports fields in response to the growing demand for more baseball, softball, and soccer facilities.
- Develop a splashpad at Fritz Park.
- Develop an aquatics facility.
- Provide park space for events such as festivals, concerts, and other activities through development of an event venue.



PEDESTRIAN MOBILITY PLANS

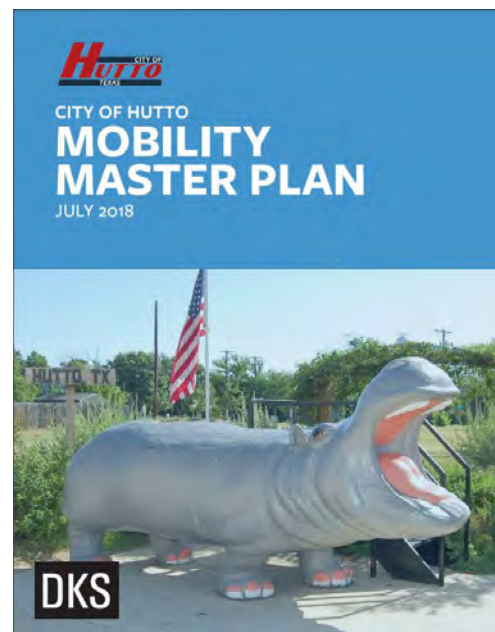
The 2012 Pedestrian Mobility Plan update was built on the work of the 2010 Pedestrian Mobility Plan and the 2003 Pedestrian Mobility Study. The 2010 Plan identified areas in need of sidewalks and prioritized each project through a ranking system. As subdivisions fill in, and development occurs throughout the city, the disconnected sidewalk network slowly becomes more complete. The 2012 Plan revisited each previously-identified area to account for any notable changes that have taken place over the past two years.

One of the big takeaways was that the City needs to improve walkability. There are a few factors that contribute to the inability to walk to and from destinations in Hutto. These include high speed roads, vegetative or geographical barriers, or poor connectivity that creates a walk much further than the distance “as the crow flies”.



MOBILITY MASTER PLAN

The City hired a consultant to prepare a Mobility Master Plan that supports the goals and policies in the Mobility Element of the 2015 Hutto 2040 Comprehensive Plan and the Strategic Guide, adopted in May 2017. The Mobility Master Plan will serve as a long-range planning tool for the expected growth of Hutto to 2040 and will provide the city with multimodal master plans and priority projects to best serve this growth.



WATER MASTER PLAN

The Water Master Plan was initiated in May 2014 and completed in August 2017. The goal of the Water Master Plan was to evaluate and analyze the distribution system, measure existing performance, identify deficiencies, and recommend system improvements. The Water Master Plan evaluated the entire water distribution system, including system performance, and compared the findings with population and land use projections to identify trends and forecast demands over the next 20 years. The Plan found that average day demand is projected to grow from 40 to 50 million gallons per day (MGD) over the next 20 years and maximum day demand is identified improvements to help meet the future.

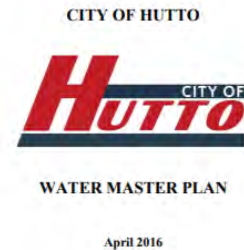
WASTEWATER MASTER PLAN

The purpose of this Wastewater Master Plan (WWMP) was to perform an evaluation of the City of Hutto's (City) wastewater collection and treatment system inclusive of the current and ultimate conditions. This 2018 WWMP included a comprehensive and holistic analysis including the collection system, WWTP service areas for interim and ultimate conditions, lift stations and forcemains for interim and ultimate conditions, and receiving stream discharge limits from interim and ultimate WWTP discharges.

As the City's population continues to grow, updating the WWMP will be warranted to accommodate the latest land use and population projections so that current and future wastewater demands are proactively met.¹

To note, these were the applicable Water and Wastewater Master Plans at the time this snapshot was being created. Concurrent to this Comprehensive Planning process, the City is undertaking updates to these plans, which will be adopted in late 2022 and discussed in the Public Facilities, Parks, and Infrastructure chapter of this Plan.

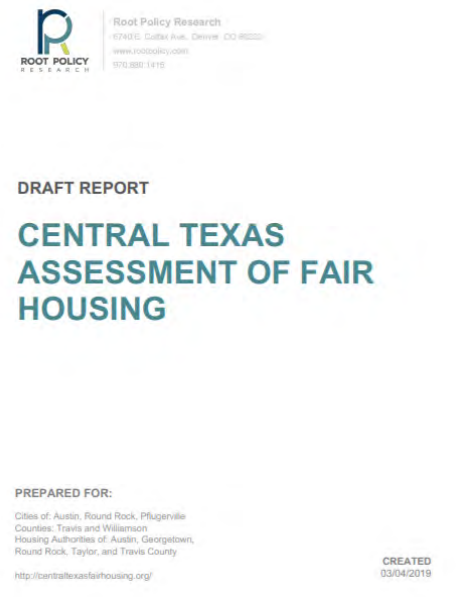
¹ <https://www.huttotx.gov/378/Water-Wastewater>



2019 CENTRAL TEXAS FAIR HOUSING ASSESSMENT

The Analysis of Impediments (AI) to Fair Housing Choice is a planning process for local governments and Public Housing Agencies (PHAs) to take meaningful actions to overcome historic patterns of segregation, promote fair housing choice, and foster inclusive communities that are free from discrimination. This study was conducted for the Central Texas Region in 2018-2019 as a joint effort among several local entities, including Williamson County.

- 14 percent of households in the region report having been displaced in the past five years. Displacement varies somewhat by jurisdiction, with the lowest rates in Pflugerville (10% of residents displaced) and the highest in Austin and Williamson County (16 and 17%, respectively).
- Displacement affects renters much more than owners, with 40 percent of regional displacement occurring due to rent increases that a resident could not afford.
- Due to rising rents, voucher holders have fewer options for using their vouchers than five years ago. The only areas in the region where the local rent is lower than or equivalent to what HUD will pay are southeast Austin, Taylor, Georgetown, and parts of rural Williamson County.
- The most equity in housing choice exists in increasingly, in the suburbs. In Pflugerville, Round Rock, Taylor, and Williamson County, the increase in African Americans incomes were the highest of any race and ethnicity and exceeded the percentage change in home values and rents (except for home values in Williamson County), meaning that African American households' purchasing power increased in these communities. This is also true of Hispanic households in Taylor.¹



¹ <http://centraltexasfairhousing.org/>

PLANNING AND PUBLIC HEALTH

Public health is integral to city planning, with pandemics serving as the inspiration for the profession's creation and multiple movements and trends in city policies over the last two centuries.

This Plan is being developed in the midst of the COVID-19 global pandemic, which shapes not only the content of the plan, but also the approaches used to engage the community. Public health and pandemics affect every chapter of this plan, from engagement and vision through to implementation.

Certain segments of the population are considered particularly at risk for handling a public health emergency, including seniors, people with disabilities, people without healthcare insurance, people without vehicles, and people who earn lower incomes. It is critical for cities to maintain communication and proactive outreach with these population segments to ensure their needs are being met and to connect them with helpful resources when possible.

Even once today's COVID-19 pandemic is managed, many of its impacts on our daily behaviors and expectations are likely to remain. The following five trends affecting city planning have become apparent.

SUBURBAN SHIFT

At the onset of the COVID-19 pandemic, public health officials advised people to stay home as much as possible to avoid contributing to the spread of the virus. As a result, many people are placing increased value on larger homes, larger yards, less congested retail areas, and more open spaces. This shift in priorities may draw some urban residents to suburban areas such as Hutto.

PUBLIC SPACES

Parks, trails, and other public spaces are one of the few place types that have become busier during the pandemic. Visiting these public spaces is enjoyable, free, family friendly, and providing opportunities for respite while still providing a safe and healthy environment. Investment in creating and enhancing public spaces will be increasingly important to community livability and quality of life.

VIRTUAL ENGAGEMENT

Most cities have transitioned in-person outreach to online venues, such as virtual meetings, online surveys, and interactive websites. Fortunately for Hutto, 93.3 percent of its residents have internet access at home (Esri, 2020), making virtual engagement a viable alternative. Many cities have reported increased attendance and participation in virtual engagement compared to traditional in-person meetings.

REMOTE WORK

Many employers have learned that their employees can work as or more effectively in a remote environment. A transition to a more remote work environment will result in less rush hour traffic congestion, a decreased demand for commercial office space, an increased demand for high-speed internet access, and possibly an increased demand for shared office spaces. This does not necessarily mean more employees will be working from home. Rather, this may mean companies increasingly choosing to decentralize their operations into multiple smaller offices rather than singular locations in one city or even one place within a metropolitan region. This can present opportunities for Hutto to attract additional primary employment.

EXPERIENTIAL

The trend of online shopping has been amplified by the COVID-19 pandemic. Many first-time online shoppers learned to place online orders for takeout/delivery meals, basic essentials, and more, and many experienced online shoppers expanded the type and amount of goods they purchased online. As a result, brick-and-mortar retail stores are likely to struggle to generate a profit, unless they also address their virtual presence and methods of getting products and services to consumers. Providing an enjoyable, unique experience for patrons will become even more critical for shops and restaurants to survive.

In many cases, this challenging economic environment has increased consumer awareness of locally-owned establishments as well as encouraged spending where people live rather than where they had previously commuted to work.



PHYSICAL FEATURES

Physical features are defined as the natural and built environmental factors that impact how Hutto grows and develops. Overall, Hutto generally does not have significant physical constraints on its growth or development; the terrain is relatively flat, there are no large bodies of water, and a few adjacent cities with which the City has negotiated ETJ boundaries.

The City of Hutto is located within the Austin-Round Rock-Georgetown Metropolitan Statistical Area (MSA), which is home to more than 2.2 million residents and grew by more than a half-million residents between 2010 and 2019 (U.S. Census Bureau, 2019). Hutto is generally landlocked by the cities of Taylor to the East, Round Rock to the West, and Pflugerville to the South; however northward as far as the San Gabriel River expansion may be an opportunity.

Hutto's planning area includes a number of creeks, which can pose development challenges related to floodplains and costly bridge crossings. However, the creeks and floodplains also provide convenient locations for parks and trails, as well as natural scenic beauty.

PHYSICAL CONSTRAINTS

EXISTING ROAD NETWORK

The City is situated along two major highways:

SH 79 is a U.S. highway that begins at an interchange with Interstate 35 in Round Rock. SH 79 enters Hutto just before the interchange with State Highway 130. Hutto has direct frontage along the highway. Its close proximity is desirable for many industries, and plays a role in linking Hutto residents and businesses to the overall region and state.

SH 130 is a toll road that serves as a bypass along the eastern side of the Austin metropolitan area, accommodating more than 58,000 vehicles per day (TxDOT, 2019). SH 130 begins in Georgetown and extends southward beyond the Austin-Bergstrom International Airport, providing an alternative route to the often congested I-35 corridor.

RAILROAD

The International-Great Northern Railroad, the first railroad in Williamson County, reached the site of Hutto in 1876. The railroad runs east-west through the City.

ELEVATION

Hutto has little topographic variation, with a difference of only 180' between the high and low points of the City and ETJ. Hills, where present, are generally gentle and rolling without the steep slopes that affect ability and cost to develop.

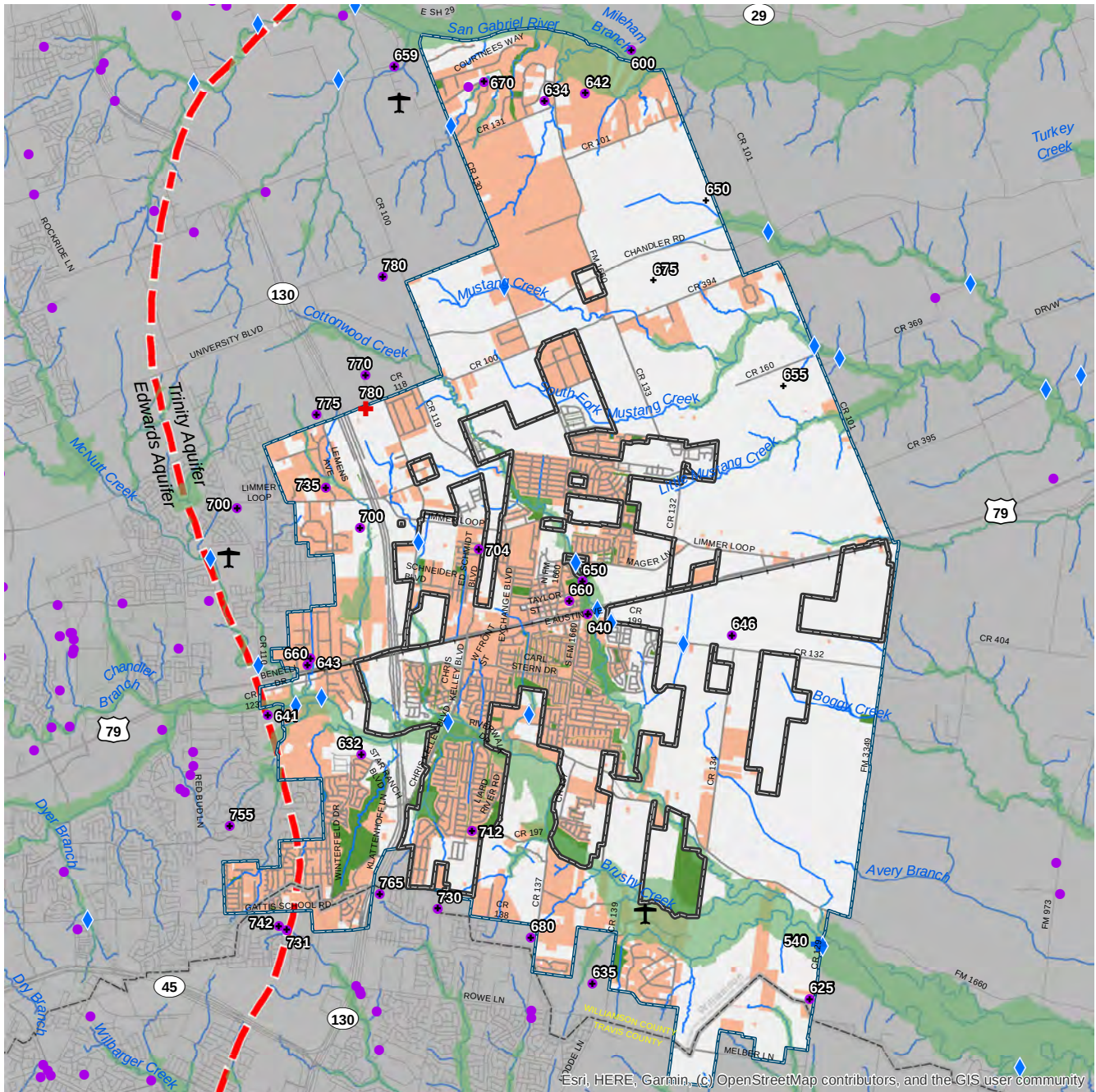
FLOODPLAINS

The Federal Emergency Management Agency (FEMA) defines a floodplain as any land area susceptible to being inundated by floodwaters from any source. In Hutto, most floodplains occur around creeks and streams.

WHAT IS THE ETJ?

The ETJ is an area adjacent to a community's city limits where the community may enforce its subdivision regulations but not zoning regulations. This is also the area in which a community has the power to annex, in accordance with State law. ETJs are regulated by Texas Local Government Code, Chapter 42. The size of the ETJ depends of the population of the community and proximity to other ETJs.

Map 1.1. Physical Features



Physical Features

- | | | | | | |
|---|----------------------|---|----------------------|---|-------------------|
|  | Airports |  | Floodplain |  | Hutto City Limits |
|  | Well Locations |  | Aquifers |  | Hutto ETJ |
|  | Low Water Crossings |  | Spot Elevations |  | County Lines |
|  | Streams |  | High Point Elevation | | |
|  | Developed Areas |  | Low Point Elevation | | |
|  | Parks and Open Space |  | Elevation | | |



DEMOGRAPHIC PROFILE

The purpose of this profile is twofold – to understand the conditions that exist in Hutto and to understand how existing conditions compare to peer communities. This section also informs the Future Land Use Map by providing a growth rate that is used to project future demand of land uses.

People are the most important aspect of any community. This demographic analysis examines characteristics about the population of Hutto. Doing so helps the community to better understand and identify facts that may affect the planning process. The following data reflects the U.S. Census Bureau’s 2019: ACS 5-Year Estimates Data for Hutto (City Limits only). The American Community Survey (ACS) is an annual survey comprised of five-year estimates. This demographic profile uses the 2019 ACS, so the data is based on surveys from 2015-2019. Due to delayed release of data and other unknown data issues, the 2020 decennial census data is not used in this plan. The ACS is comprised of four categories: demographics, social, housing, and economic data.

DEMOGRAPHICS

POPULATION

Hutto’s population has fluctuated throughout its history. It was not until recent years that Hutto has experienced rapid growth.

Population as of January 10, 2022: 25,320

New residents in 9 years: 13,014+

Compound Annual Growth Rate (CAGR) over the last 5 years: 3.58%

CAGR represents the average compound annual population growth rate over a period of time. Growth rates vary from year-to-year and even decade-to-decade; CAGR averages these rates. City leadership and staff can use CAGR to project future growth trends and make decisions accordingly.

Figure 1.2.Hutto Population 2010-2019

Year	Population	Change	5-Year CAGR
2010	12,306		8.89%
2011	13,469	+1,163	
2012	15,882	+2,413	
2013	17,336	+1,454	
2014	18,839	+1,503	
2015	20,052	+1,213	3.58%
2016	21,241	+1,189	
2017	22,644	+1,403	
2018	23,980	+1,336	
2019	25,320	+1,340	

Source: U.S. Census



AGE

Age trends within the population can indicate and project need for services such as hospitals, parks, schools, transportation, and community centers. Age distribution can also help identify the kinds of land uses that are desirable within a community. Hutto's age distribution is very similar to statewide averages with a few notable exceptions.

Figure 1.3. Hutto Population Pyramids

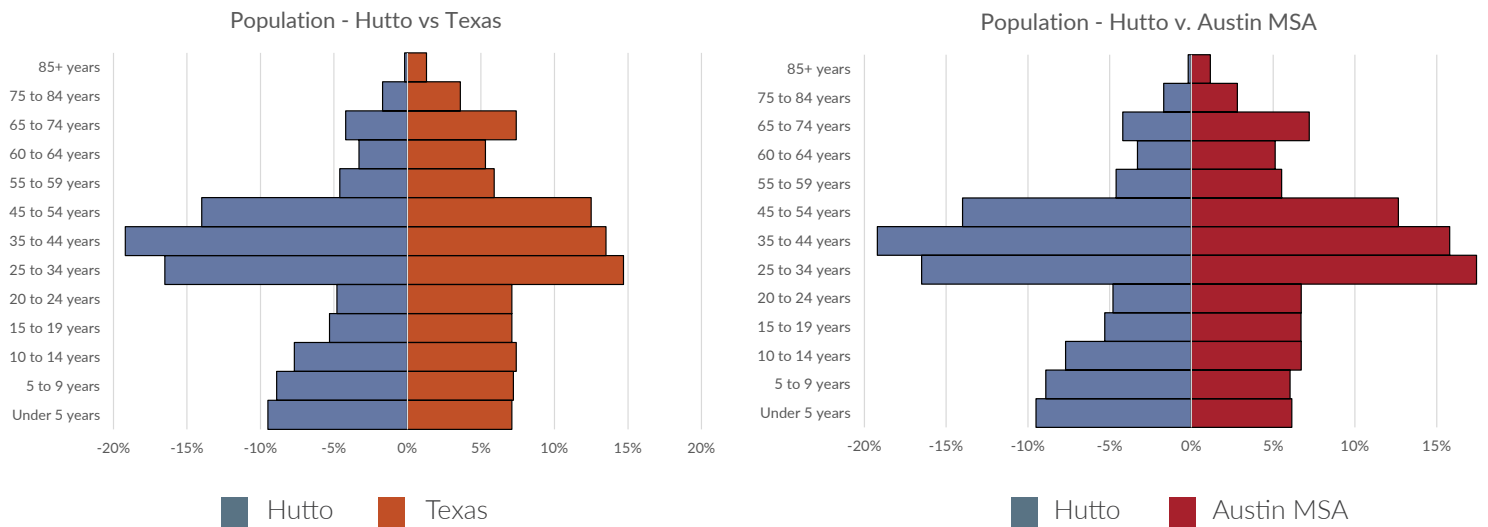


Figure 1.4. Age Comparisons

Median Age:

There is a slight difference between Hutto's median age and Texas'.

Children under 14:

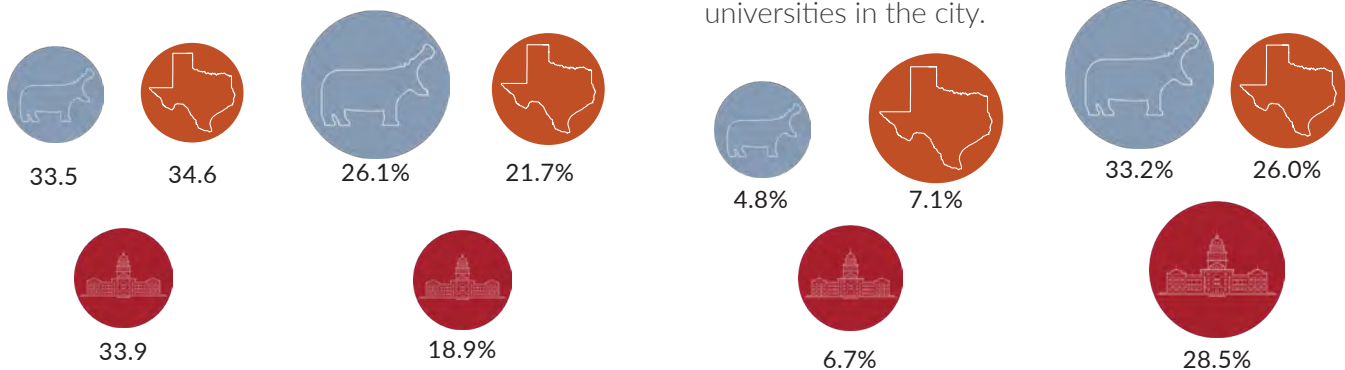
Hutto has the highest percentage of children under the age of 14 when compared to the Austin MSA and the State of Texas.

Young Adults:

Texas has nearly double the percentage of adults age 20-24. The Austin MSA has a high percentage of young adults which can be attributed to the universities in the city.

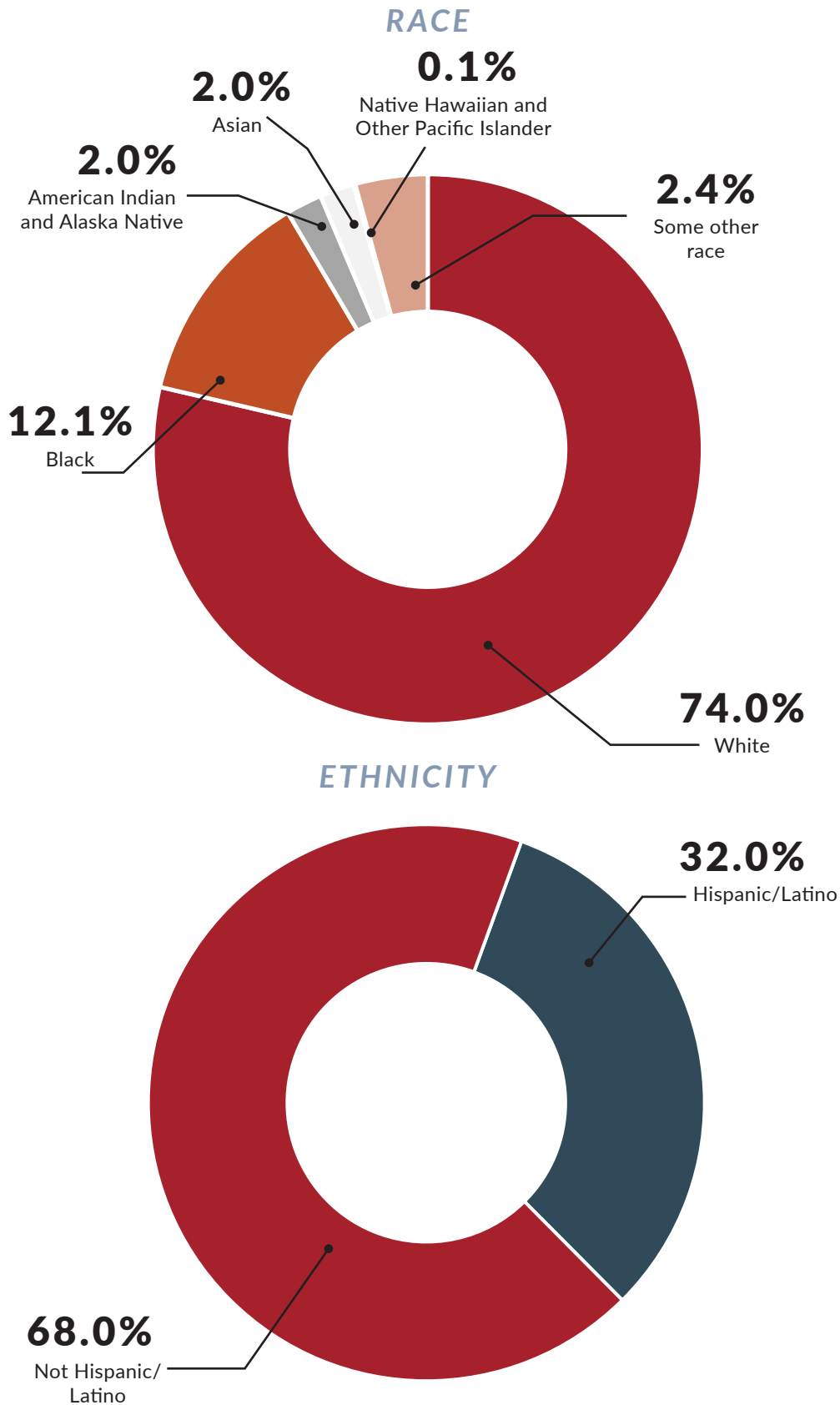
Mid-Career:

Hutto has a higher percentage of adults age 35-54 compared to the Austin MSA and the State of Texas.



Source: U.S. Census 2019: ACS 5-Year Estimates Data Profiles

Figure 1.5.Hutto Race and Ethnicity



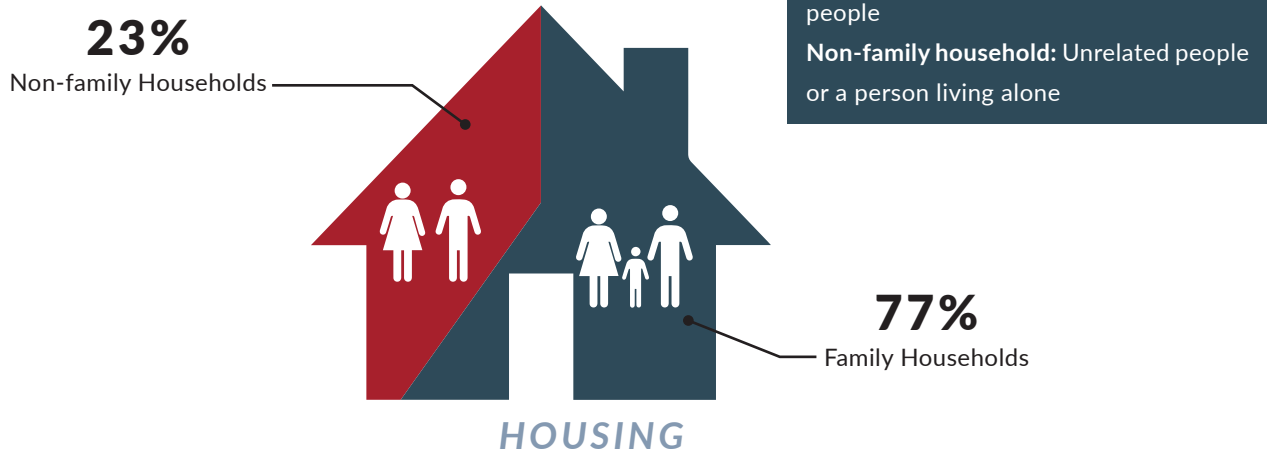
**QUICK FACT:
INTERPRETING
RACE AND
ETHNICITY**

The terms “race” and “ethnicity” are often used interchangeably, though they refer to very different characteristics. Race is associated with biological factors, such as facial features or hair color. Ethnicity is associated with cultural factors, such as language and traditions. A person can identify as one or more race(s) regardless of ethnicity, though it is generally considered that people only identify with one ethnicity.

HOUSEHOLDS

Housing and household factors, such as age, type, occupancy rate, and value, are very important factors for communities to consider when planning for the future. The following data reflects the U.S. Census Bureau's 2019 American Community Survey.

Figure 1.6. Hutto Household Distribution



Relative to other communities within Central Texas, however, Hutto housing costs are below the many regional averages. The average price of a home sold in the Austin MSA in October 2021 was \$565,087 compared to \$367,852 for Hutto. The community's relative affordability and high quality of life will continue to attract new residents from within and outside of the region, though regional demand for housing and affordability pose a challenge for the entire region. The following data reflects the research of the Texas Real Estate Research Center at Texas A&M University and Austin Board of Realtors.

Figure 1.7. Central Texas Housing Data

	HUTTO	ROUND ROCK	PFLUGERVILLE	GEORGETOWN	AUSTIN MSA	TEXAS
Home Sales	868	1,997	1,323	1,918	41,401	416,853
Dollar Volume	319,295,211	960,747,495	546,202,546	813,940,785	23,395,174,356	155,307,064,899
Average Home Price	\$367,852	\$481,095	\$412,852	\$424,370	\$565,087	\$372,570
Median Home Price	\$360,000	\$430,000	\$400,000	\$394,643	\$450,000	\$300,000
Total Listings	35	89	64	69	2,345	49,247
Months Inventory	0.4	0.4	0.5	0.3	0.6	1.2

Source: Texas Real Estate Research Center at Texas A&M University, Austin Board of Realtors

ECONOMIC PROFILE

Economic conditions can shed light on a community’s buying power, tax base, preferences for land uses, and likelihood of needing various social services. The following data reflects the U.S. Census Bureau’s 2019 American Community Survey and most recent data available from the Bureau of Labor Statistics.

Figure 1.8.Economic Profile Data

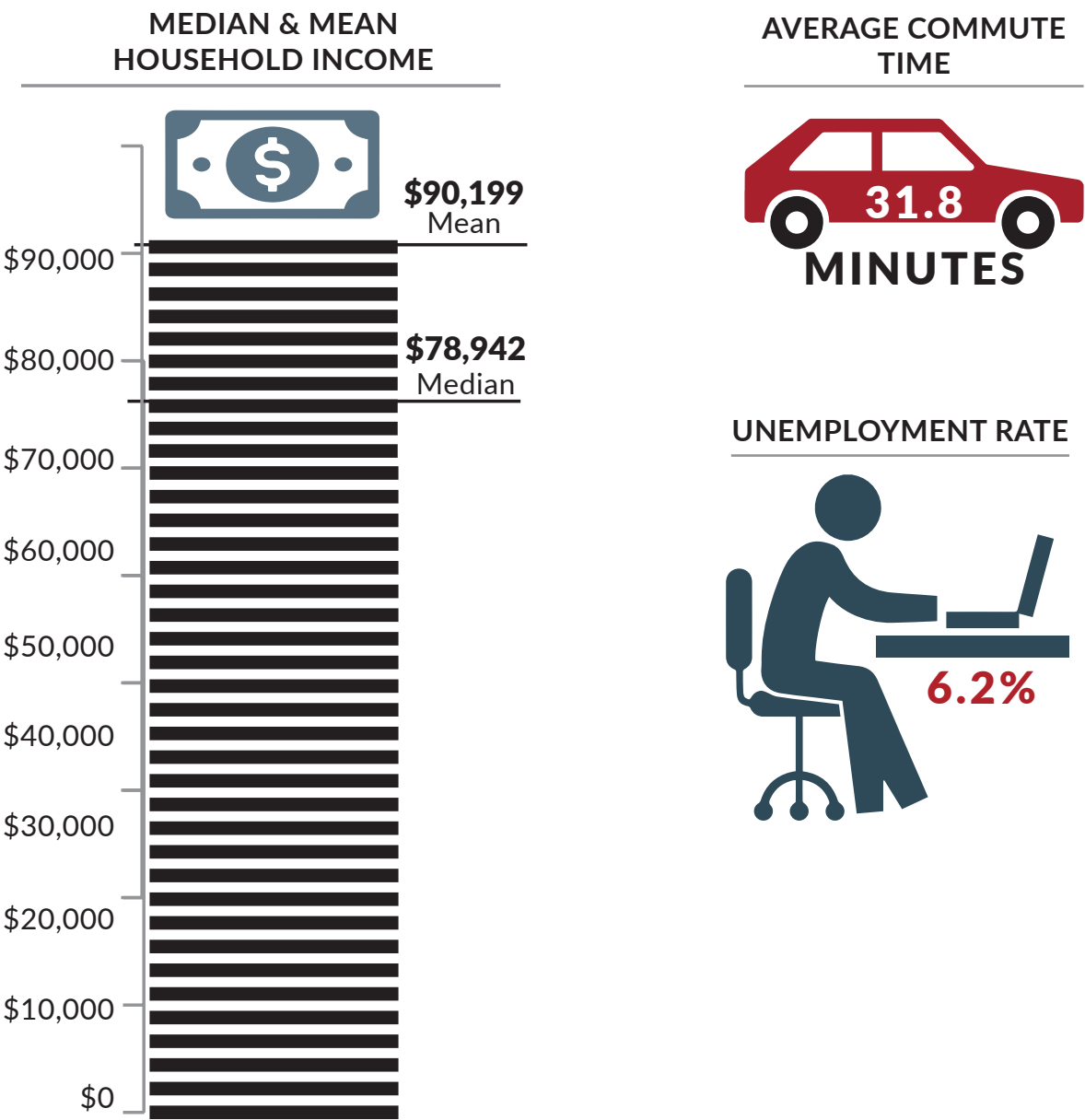
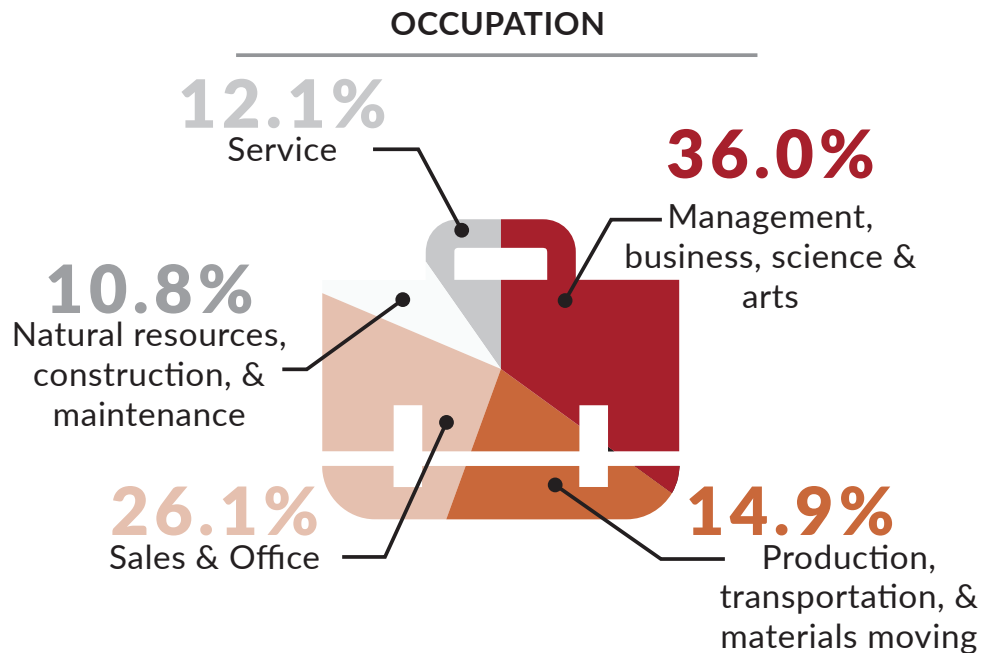


Figure 1.9. Occupation & Industry Profile Data



OCCUPATION VS. INDUSTRY

Occupation: The particular job roles held by employed members of the community regardless of whether such jobs are located within the community.

Industry: The grouping of similar economic activities. It is a measure of the distribution of employment sectors within a community.

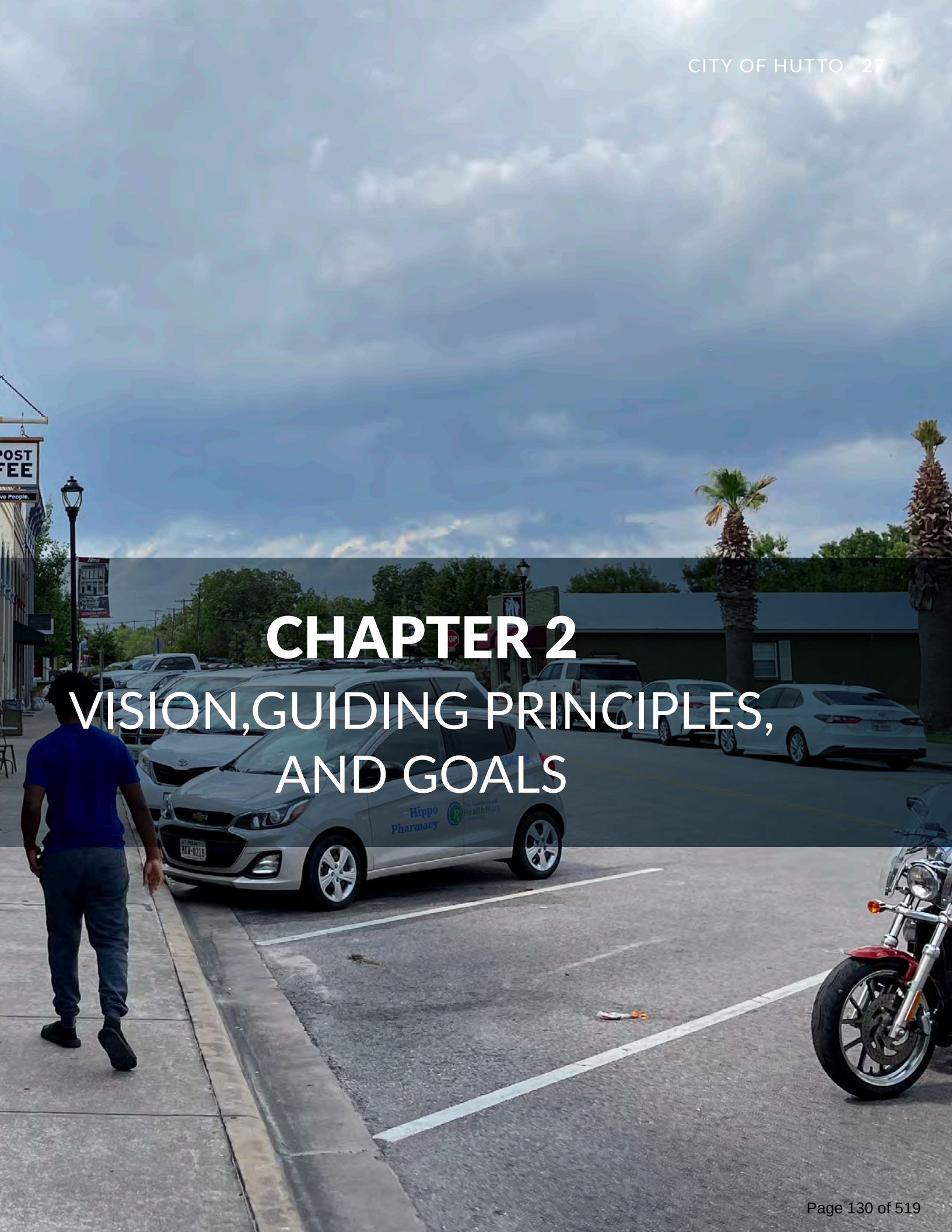
INDUSTRY



Remaining Industry Distribution

- 11.3%: Professional, scientific, and management, and administrative and waste management services
- 9.0%: Construction
- 6.9%: Finance and insurance, and real estate and rental and leasing
- 3.0%: Other services, except public administration
- 7.0%: Arts, entertainment, recreation, & accommodation/food service industries
- 4.7%: Transportation and warehousing, and utilities
- 3.1%: Wholesale trade
- 7.3%: Public administration
- 2.7%: Information
- 0.2%: Agriculture, forestry, fishing and hunting, and mining





CHAPTER 2

VISION, GUIDING PRINCIPLES, AND GOALS

INTRODUCTION

The previous chapter discussed the purpose of comprehensive planning, highlighted some of the key characteristics that define Hutto, and provided data to create a snapshot of the community at this point in time. The vision, guiding principles, and goals outlined in this chapter will build on that snapshot and provide the foundation for the rest of the plan. This Comprehensive Plan is intended to align with previous planning efforts and is based on community input gathered throughout the year-long planning process.

The following topics will be covered in this chapter:

- *Gathering Community & Stakeholder Input*
- *Vision Statement*
- *Guiding Principles*
- *Goals, Actions, and Outcomes*
- *Success Metrics*

GATHERING COMMUNITY & STAKEHOLDER INPUT

Gathering the community's input was a critical step in developing the Comprehensive Plan. The consultant team incorporated several strategies to inform and engage the community in the comprehensive planning process. During the initial stages of the Plan, the City appointed a Comprehensive Plan Advisory Committee (CPAC). The City staff also identified key stakeholders to enhance the Plan's understanding of key topical areas. The consultant team, in collaboration with City staff, scheduled CPAC meetings and focus group meetings to gather in-person feedback. An online survey was a method to reach people who might not otherwise participate in public meetings. Each input source is discussed in further detail in this section. Since the planning process was 16 months long, there were also frequent check-ins with City staff, elected officials, and the community at large.

STAKEHOLDER MEETINGS

COMPREHENSIVE PLAN ADVISORY COMMITTEE (CPAC)

The Mayor and City Council appointed residents and other stakeholders of the community to meet with the consultant team and City staff over the course of the planning process. The CPAC provided knowledge of the community from various perspectives, including longterm residents, community leaders, public agency representatives, business owners and developers. The CPAC helped the team in identifying issues and opportunities, and helped refine the Plan's recommendations.

FOCUS GROUP MEETINGS

There were six stakeholder groups formed and selected by City staff. Stakeholders were selected to serve on one of four focus groups, including business and economic development, institutional, transportation, and community and cultural interests. The consultant team, in collaboration with City staff, spent a day meeting with all the stakeholder groups individually.

Each focus group was introduced to the comprehensive planning process and asked to provide their collective perspective of the City's positive attributes and where as a service delivery organization.

Figure 2.1. Stakeholder Meetings



Photo of the project team and stakeholders looking at maps during the Project Kickoff Meeting.



Photo of the CPAC members at one of their early meetings.

PUBLIC EVENTS

Having the project team attend community events is a great way to meet community members where they are already present and gather input from a wider variety of residents that may not otherwise attend project-specific meetings. The project team attended three such public events throughout the project. Full engagement information and summaries can be found in the Appendices.

HOLIDAYS IN HUTTO

The project team attended the Holidays in Hutto event on December 11, 2021. This event was attended by hundreds of people who came to shop, eat, watch shows and listen to music. This event helped the project team reach community members and families who may not have participated in the project otherwise. Attendees provided input through boards, postcards, and map activities.

SUNSET BLOCK PARTY

The project team attended the Sunset Block Party on May 27, 2022. Hundred of people attended the event to listen to music and eat. Community members interacted with boards to provide feedback about what they would like in their neighborhoods and how far they would be willing to travel for amenities.

DOWNTOWN CHRISTMAS FAIR

The project team attended the Downtown Christmas Fair on December 10, 2022. Hundreds of people attended this event and visited the Comprehensive Plan booth. Community members were able to view maps and renderings from the Plan and talk with team members to give their feedback. Flyers were also distributed to advertise that the full draft plan was available to view online.

Figure 2.2.Holidays in Hutto



Kids writing letters to the North Pole highlighting their wishes for Hutto.



A photo of the interactive boards used to gather input from event attendees.



A community member sharing their thoughts and feedback.

Figure 2.3. Sunset Block Party



Community members giving feedback about what they would like to see in their neighborhood.



Figure 2.4. Downtown Christmas Fair



The Christmas Train passing the Comprehensive Plan booth at the Downtown Christmas Fair and community members examining maps and talking with the City Staff and Planning Team members.

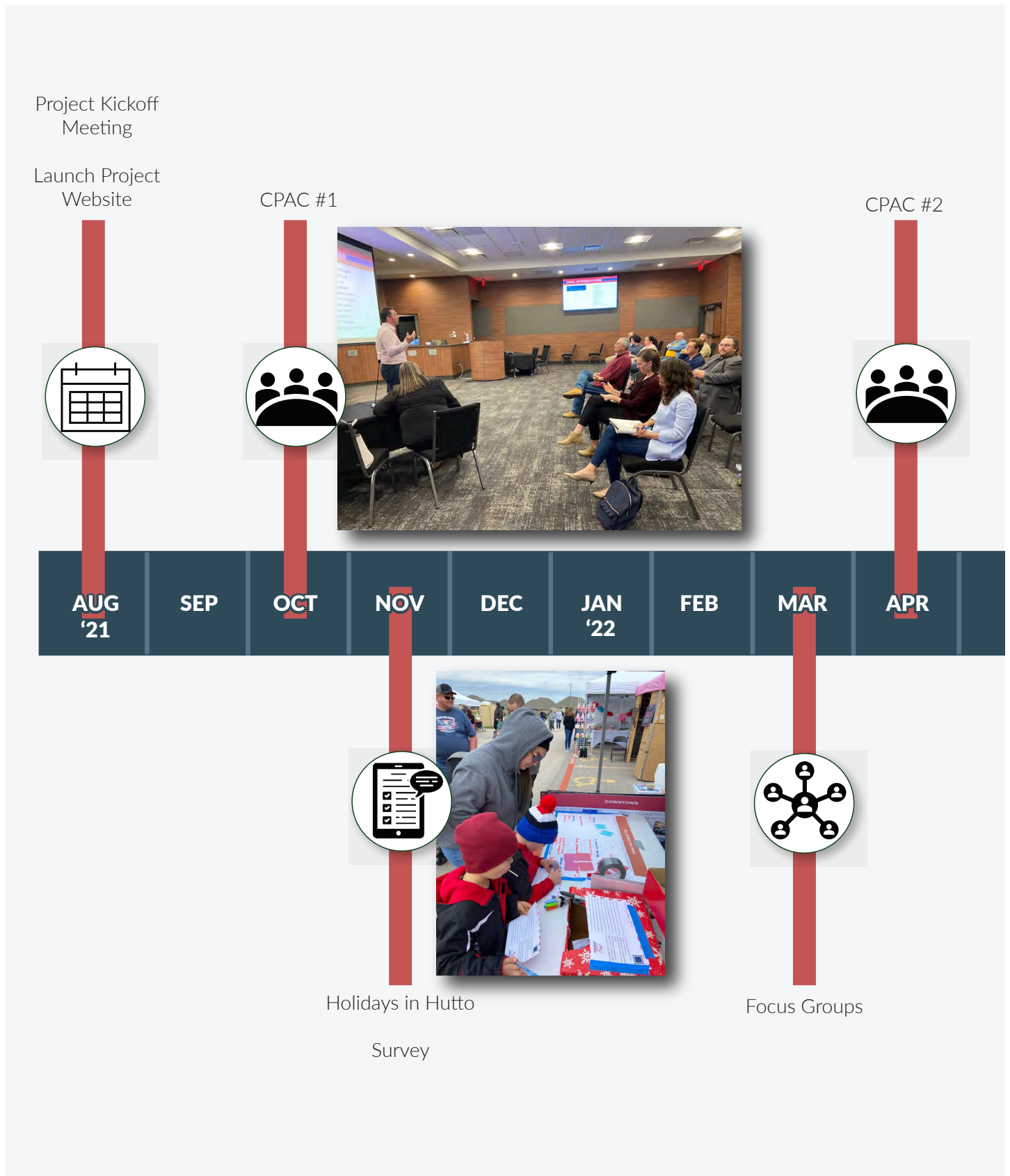
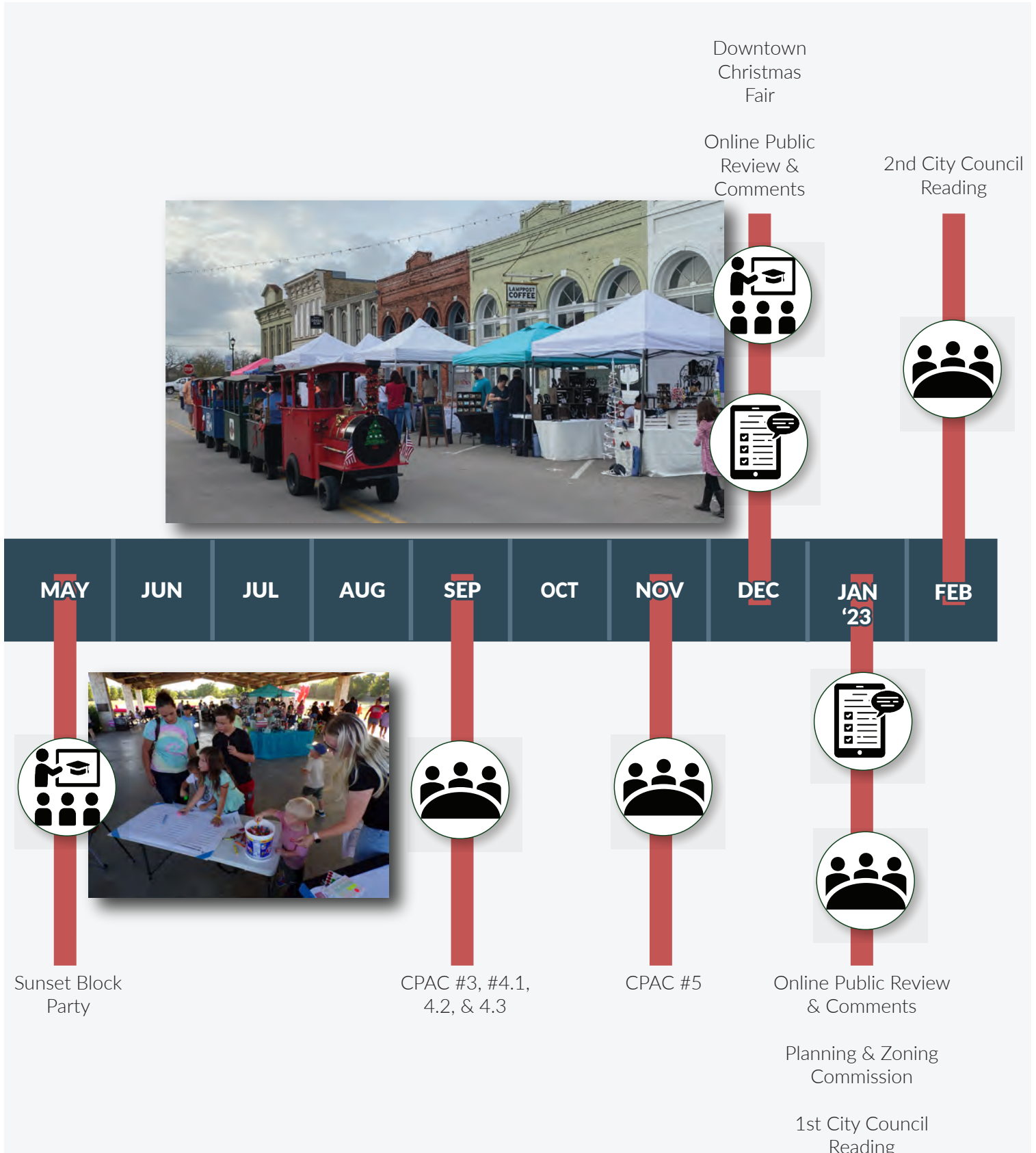


Figure 2.5. Community Engagement Timeline



COMMUNITY VISIONING SURVEY

The survey was open from December 12, 2021 to March 11, 2022. A total of 80 people participated in the Hutto Comprehensive Plan Survey. The survey results are discussed in further detail on the following pages. Full survey information and responses can be found in the Appendices.

Figure 2.6.Community Survey Response Summary

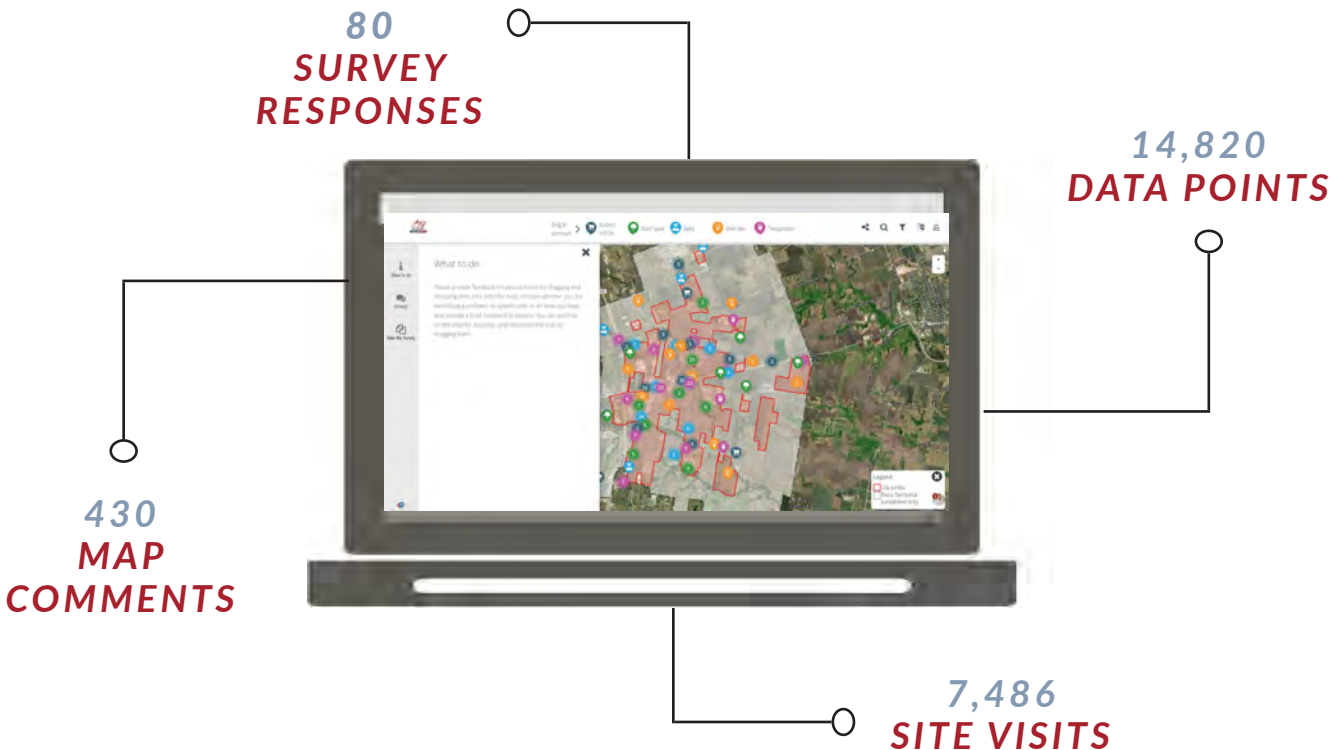


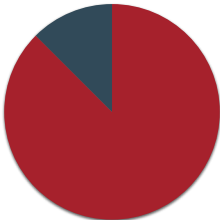
Figure 2.7.Community Survey Respondents Profile

WHO DID WE HEAR FROM?

DO YOU OWN OR
RENT YOUR CURRENT
RESIDENCE?

RENT
11%

OWN
89%

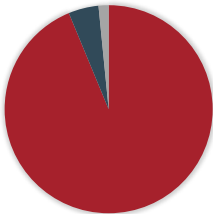


DO YOU LIVE AND/
OR WORK IN HUTTO?

NOT SURE
1.3%

NO
3.8%

YES
94.9%



WHAT IS
YOUR AGE?

20-44
48.7%

45-64
37.2%

65+
14.1%

Figure 2.8. Community Survey Highlights

WHAT ARE YOUR PRIORITIES REGARDING YOUR QUALITY OF LIFE IN HUTTO?

The survey respondents were asked to rank their top 8 priorities from 1 to 8, with their top priority being ranked as number 1 and their last priority ranked as number 8. Below is a summary of the results.

1 TRANSPORTATION & MOBILITY

2 INFRASTRUCTURE

3 GROWTH & LAND USE

4 PARKS & OPEN SPACE

5 ECONOMIC DEVELOPMENT

6 CITY SERVICES & FACILITIES

7 URBAN DESIGN & CHARACTER

8 HOUSING & NEIGHBORHOODS

WHAT IS YOUR VISION FOR DOWNTOWN HUTTO?

"Walking distance to a theater for live & fine arts"

"I'd love Hutto Pride Festival"

"Make it a place where someone can spend hours—varied experiences (lunch one place, shops or galleries, then dinner/ drinks/music in the evening)"

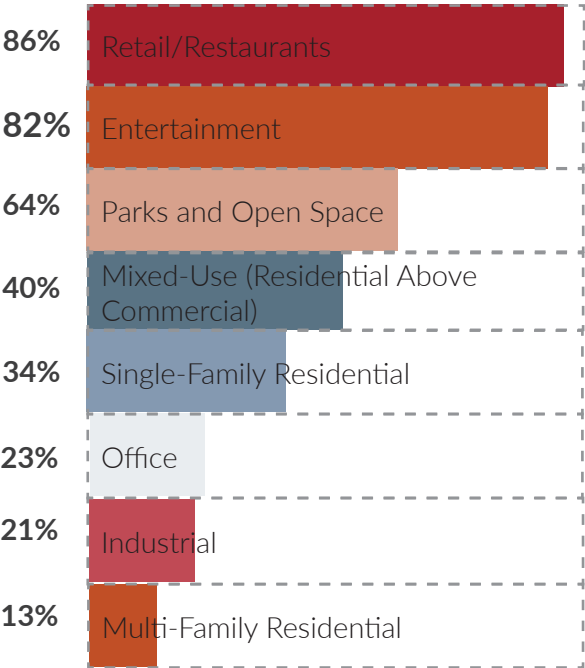
"See every building filled with a thriving business"

"Increase more office space to increase daytime traffic"

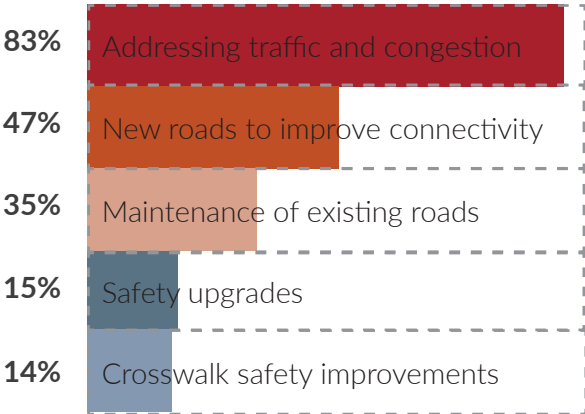
"Improve the traffic flow and reduce the traffic congestion into and out of the downtown area during rush hours."

"More nice restaurants with outdoor space to sit and relax. A nice huge park to run around and enjoy."

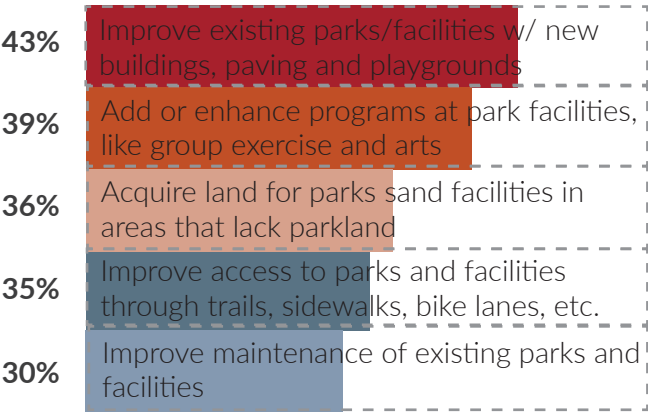
DESIRED LAND USES



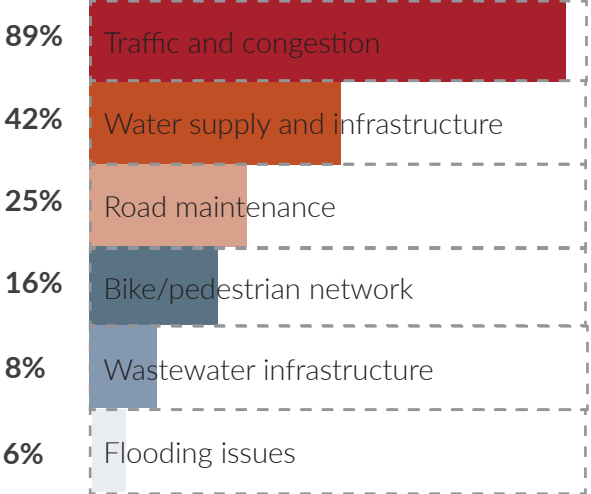
TOP TRANSPORTATION & MOBILITY CONCERNS



TOP PARKS, RECREATION AND FACILITIES NEEDS



TOP INFRASTRUCTURE CONCERNS



Percentages listed are a percentage of total respondents

MAPPING EXERCISE

This survey concluded with a map exercise which allowed participants to identify opportunities and issues directly on a map of the City. Participants could drop a marker on the map and leave a comment. The map markers included the topic categories of Business and Use, Public Space, Safety, Transportation, and Other Ideas. A snapshot of the interactive web map is shown below. Additionally, the participants also had the opportunity to up vote or down vote comments left by other survey participants. Full survey information and responses can be found in the Appendices.

Figure 2.9. Map Markers by Topic Category

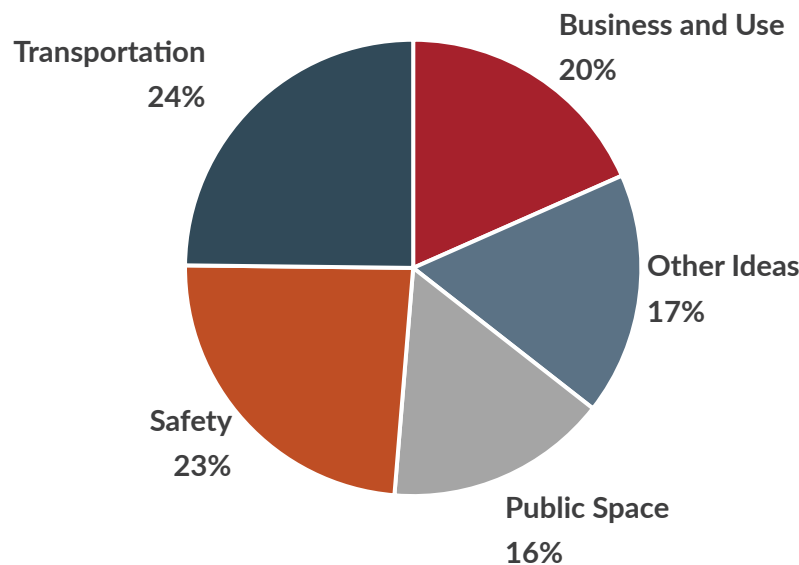
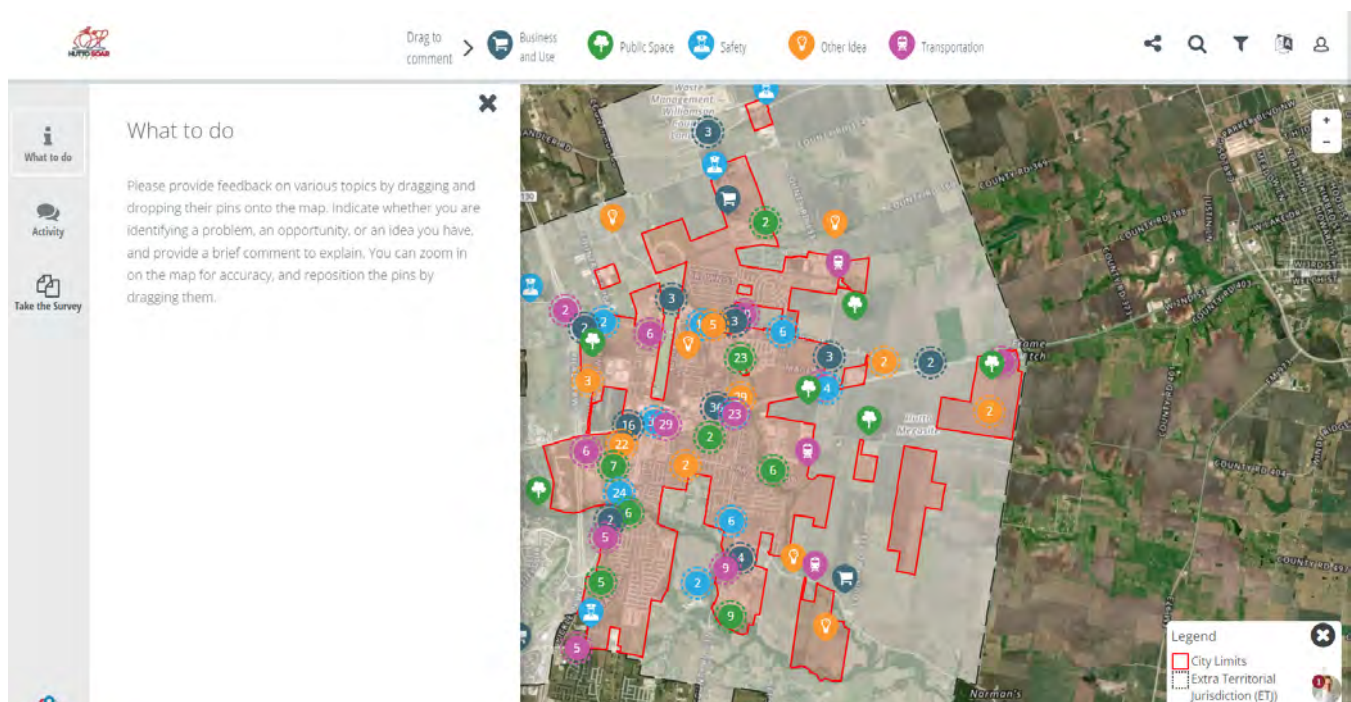


Figure 2.10. Snapshot of Interactive Map



VISION STATEMENT

The vision statement describes the future the people of Hutto desire in terms of its physical, social and economic conditions. The vision statement was created after gathering feedback from the public and was developed primarily based on the input received from residents, the CPAC and stakeholder groups during the initial engagement stages of the Comprehensive Plan. First, general themes were identified from feedback received in surveys, meetings and the website. Then the CPAC helped refine the vision to make sure it matched the desires of the community. The themes below helped influence how the vision statement was created.

KEY THEMES:

- Independent but still connected to surrounding area
- Unique
- We'll be a city of innovation
- Self reliant, everything you need is here
- It's walkable with trails, arts and outdoor amenities
- We won't be focused on the automobile
- Our traffic issues are resolved
- Safe
- Inclusive and welcoming
- Comfortable
- Demographic shift
- Improved transportation



Figure 2.11. Hippo artwork outside the Hutto Library

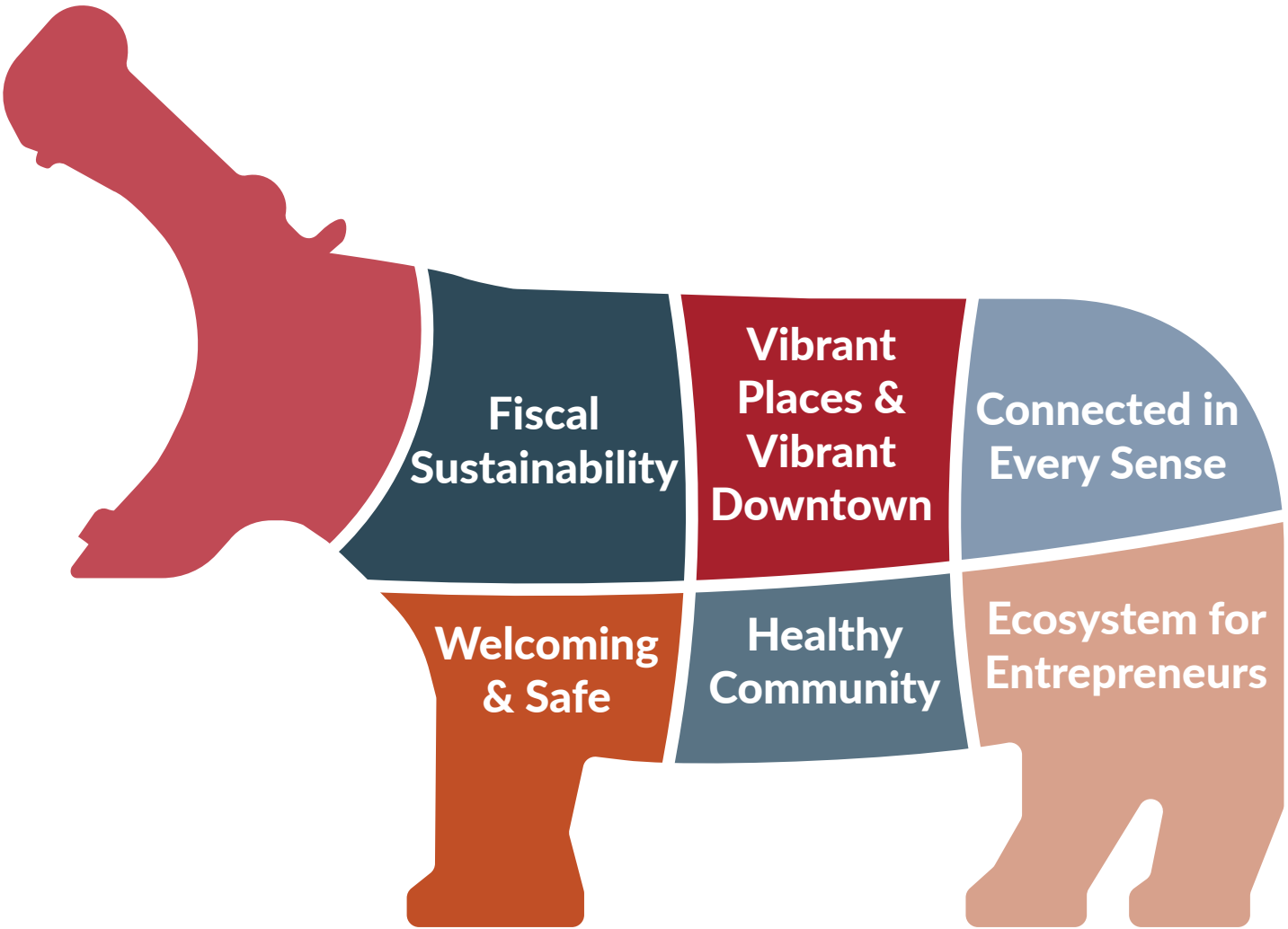
VISION STATEMENT

Hutto is a sustainable, innovative, and well-managed city that honors its history and culture to attract quality businesses, visitors, and new residents. It cultivates an atmosphere of inclusion and connection, offering community activity and entertainment options that strengthen its quality of life, and attracts and retains people from all walks of life. Hutto focuses on its small-town feel and upholds the “*Hippo Way*.”



GUIDING PRINCIPLES

The guiding principles are the building blocks that will achieve the vision, representative of Hutto's goals and aspirations. The guiding principles provide overall direction across all plan components and should be referenced often when making policy and land use decisions. Each guiding principle can be applied to multiple elements of the Plan. Guiding principles provide a framework to evaluate changes, challenges, opportunities and issues that were not anticipated by this Plan, allowing it to function as a living document. A recurring theme heard throughout engagement was the desire to maintain **"The Hippo Way."** This idea is the driving force behind the guiding principles and integrates them all to achieve the City's vision, encapsulating Hutto's unique sense of identity and the intangible elements behind the guiding principles.



THE HIPPO WAY



FISCAL SUSTAINABILITY

Make sound decisions and prioritize budgets to prepare the City for the future. Foster transparent, open communication about fiscal decisions.



VIBRANT PLACES & VIBRANT DOWNTOWN

Establish resilient and accessible places that work together to provide living, working, and recreational environments with a strong sense of identity, particularly in Downtown Hutto.



CONNECTED IN EVERY SENSE

Hutto residents should feel connected physically, socially, and digitally. The City should be walkable and designed with pedestrians, bicyclists, and vehicles in mind. People should be connected to economic, educational, and social well-being opportunities. Places where people can connect with each other should be prioritized. Additionally, digital connectivity should not be a barrier for Hutto residents in seeking opportunities.



WELCOMING & SAFE

Create welcoming spaces and offer hospitality to new residents and visitors to help them embrace the City, generating pride and stewardship. Ensure that people feel safe and secure throughout the community.



HEALTHY COMMUNITY

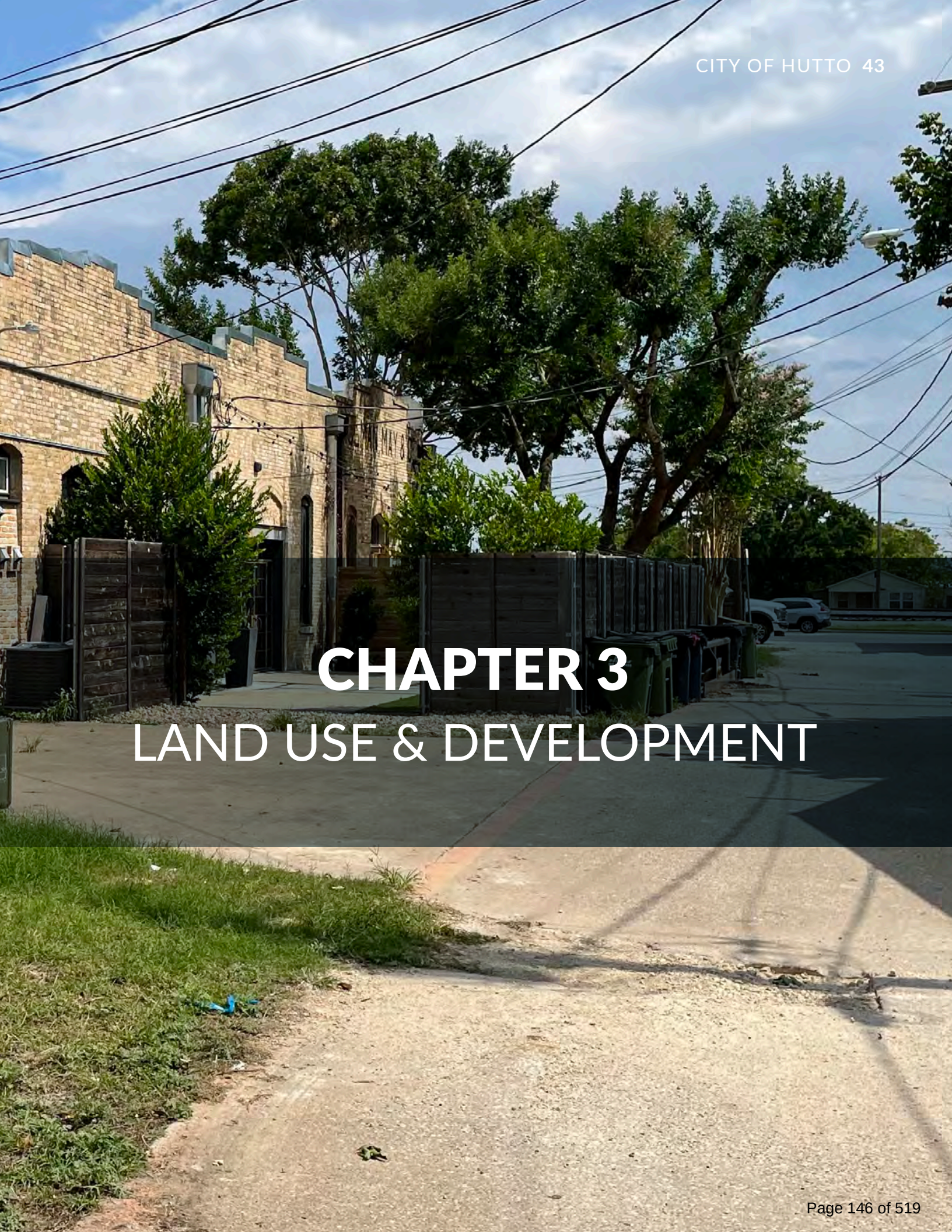
Ensure public health needs are recognized and addressed through provisions for healthy foods, physical activity, access to recreation, health care, environmental justice and safe neighborhoods.



ECOSYSTEM FOR ENTREPRENEURS

Seek to support start-ups, local entrepreneurs, existing business, and new businesses searching for a skilled workforce, in an effort to allow Hutto's residents to work closer to home.





CHAPTER 3

LAND USE & DEVELOPMENT

LAND USE AND DEVELOPMENT

The purpose of this chapter is to plan for the future land use pattern in Hutto. This begins with an evaluation of existing land uses, recognizing a need to carry over uses not expected to change within the next 20 years. From there, future land use categories are developed to address new development and anticipated redevelopment, driven by the community's vision and goals, and augmented by fiscal and market data.

The intensity of land uses and how it is arranged impacts certain aspects of city management such as infrastructure needs, traffic volumes, quality of life, and economic development. The efficient arrangement of land use allows cities to grow in an organized and sustainable manner. The planning of future land uses gives the City some certainty about future development and helps it plan effectively.

This Comprehensive Plan aims to create an ideal balance of land uses by evaluating existing uses and identifying appropriate locations for future uses. The balance of land uses ensures residents have needed resources.

Creating a balance of land uses can be a challenge due to the incompatibility of existing uses with proposed uses. One way to improve this imbalance is to redevelop existing uses to become more compatible with the newer uses and the context of the area. While changing these land uses could benefit an area as a whole, transitioning existing uses to a different use can be difficult due to property ownership, cost of redevelopment, or infrastructure needs. The City has the most influence over land use and development on undeveloped land where new construction must meet the current requirements of the City.

This chapter utilizes existing conditions (see Chapter 1), scenario planning, and community visioning (see Chapter 2) to create a Future Land Use Map that can as a guide for Hutto's for future land development. The subsequent sections of this chapter are as follows:

- Existing Land Use Analysis
- Population and Growth Projections
- Future Land Use Plan
- Development Dashboards & Types
- Land Use and Development Goals, Policy Statements, and Actions

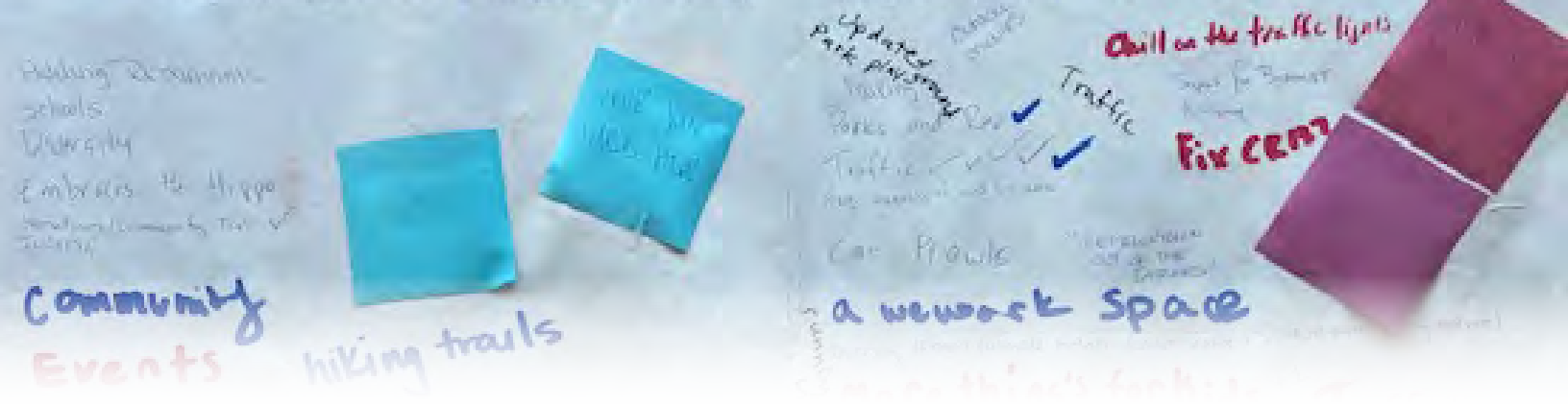


Co-Op Signage

TELL US WHAT YOU THINK

WHAT DOES HUTTO DO WELL?

HOW CAN HUTTO IMPROVE?



LEADING WITH COMMUNITY INPUT: LAND USE & DEVELOPMENT

WHAT WE HEARD

"We need a community center with space for public entertainment."

-Community Member

"I would like to see more parks, but would also like to see more local eateries."

-Community Member

"I am really hoping Hutto SOAR 2040 includes smart growth development. It seems that the Co-Op plans have somewhat included these concepts, such as the mixed use plan. Hutto could really benefit from more emphasis on pedestrians and green spaces."

-Community Member

"We need a place to buy fresh food closer to home."

-Community Member

KEY TAKEAWAYS

- More shopping opportunities and entertainment in Hutto, residents currently leave the City for their daily needs.
- Provisions for healthy foods, physical activity, access to recreation, health care, and safe neighborhoods.
- People should be connected to opportunity, whether that be economical, educational, or social well-being.
- Access to services on both sides of the railroad could be improved.
- Gathering spaces for all ages are needed.

EXISTING LAND USES

The purpose of this section is to understand the current land use pattern of the City. It is important to understand the type and location of existing land uses. It provides a basis for the development of the Future Land Use Map by carrying over uses that are not expected to change within the next 20 years.

DESCRIPTIONS

The following land use types currently exist within the City of Hutto.

SINGLE FAMILY

Single Family is representative of a single dwelling unit that is detached from any other dwelling unit and is designed to be occupied by only one family. Single family homes are by far the dominant housing type and land use type currently existing within Hutto.



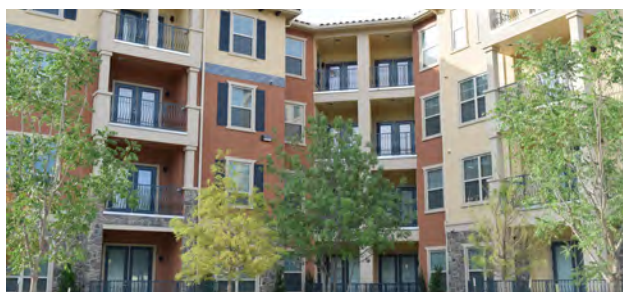
TWO-FAMILY/TOWNHOME

Two-Family/Townhome, commonly referred to as duplex units, are structures with two dwelling units attached by a common wall that are designed to be occupied by two families (one in each unit).



MULTIFAMILY

Multifamily is composed of structures with numerous dwelling units that are designed to be occupied by several families. This term can be used to describe a series of structures in a complex. Multifamily homes are also commonly referred to as apartments.



PARKS AND OPEN SPACE

Public park land, open space, and/or recreational areas located outdoors fall within the parks and open space land use type. This land designation includes facilities such as tennis courts, public swimming pools, public pavilions, and basketball courts. It also includes privately-owned facilities that generally require some form of membership or residence.



PUBLIC/ SEMI-PUBLIC

Public Use facilities are accessible to the public. Such facilities include schools, churches, public buildings, cemeteries, and some medical facilities. This land use type also includes some support services, such as school bus storage lots.



COMMERCIAL

Businesses that primarily provide a service to consumers are referred to as commercial establishments. Examples include hotels, automobile service stations, automobile sales lots, self-storage businesses, etc. Commercial also includes retail establishments - businesses that primarily sell commodities or goods to consumers. Examples include restaurants, grocery stores, beauty salons, and shopping centers. Commercial also includes office - all types of professional and administrative office uses, doctors, lawyers, dentists, real estate agents, architects, and accountants.



INDUSTRIAL

The industrial land use type allows for the processing, storage, assembly, and/or repairing of materials. Businesses within this land use designation range from light industrial with all activity occurring indoors, to heavy industrial with activity sometimes occurring outside.



RIGHT-OF-WAY

Right-of-way is land that is dedicated to public use for streets, alleys, and rail lines.



VACANT

Vacant land has no readily visible or apparent built uses, but is often used for ranching or agricultural purposes.



EXISTING LAND USE ANALYSIS

The Existing Land Use Map (found on page ##) shows the current distribution of land use types within the City. It is a visual representation of where development exists and where development opportunities remain. Designated colors for each land use are distributed on the map based on the current use of the site. The map was informed by aerial imagery and a survey of land uses on the ground. A breakdown of the quantity of each land use is provided in the table below.

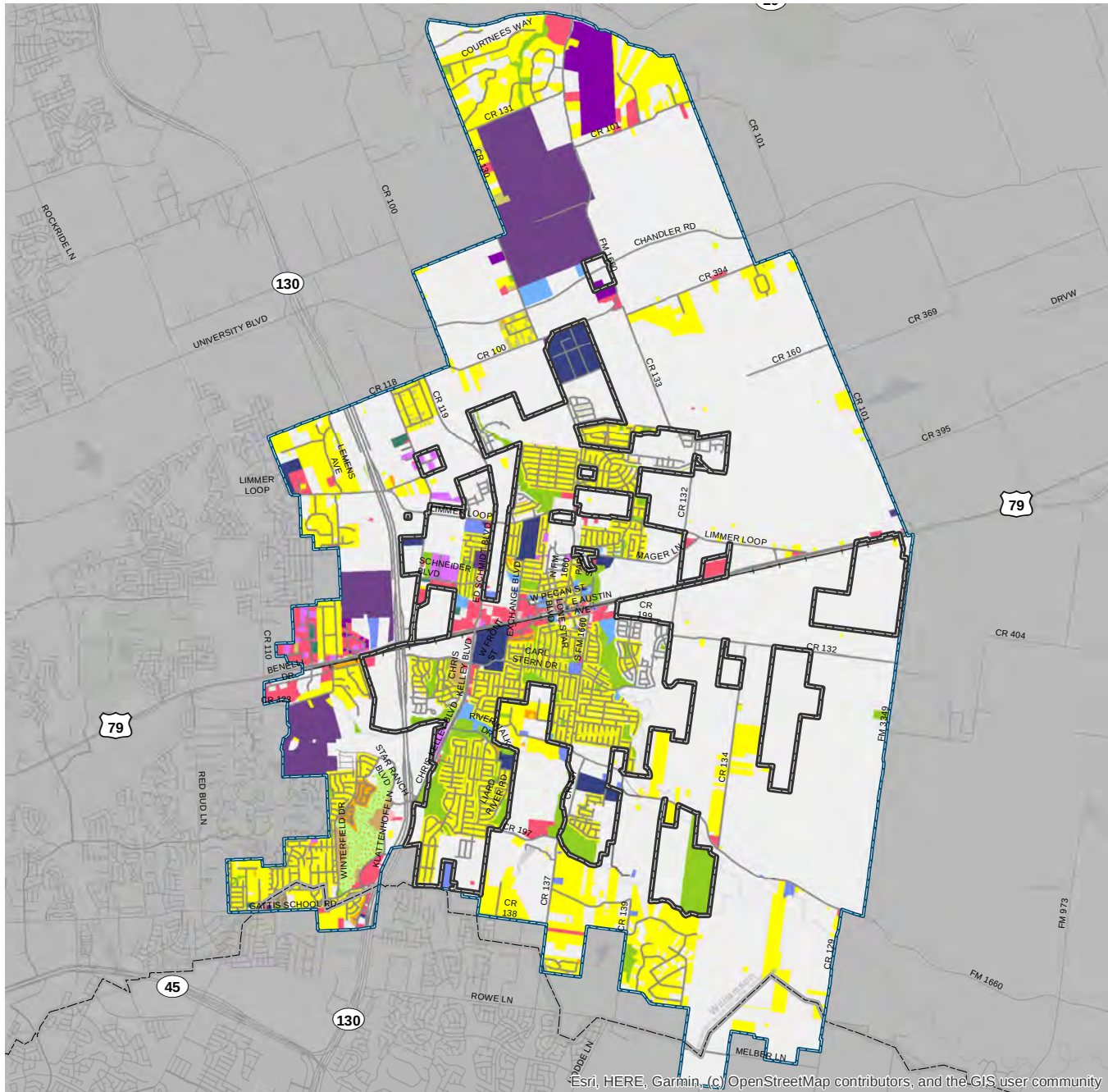
Approximately 39 percent of Hutto is developed. Although approximately 61 percent is undeveloped, 5 percent is located within flood hazard areas and is generally unsuitable for future development. Therefore, approximately 56 percent of vacant land has the opportunity for future development.

Hutto's development has been influenced by different factors. Much of the current development is focused along the Union Pacific railroad and I-79 corridor in central Hutto. There is also a pull for development on the southern and western edges of the City due to the closer proximity to other cities.

Table 3.1. Existing Land Use Table

Land Use Category	Acreage	Percentage
Single Family	5,524.0	16.78%
Two-Family/Townhome	107.7	0.33%
Manufactured Home	76.5	0.23%
Multifamily	86.5	0.26%
Office	28.8	0.09%
Commercial	695.3	2.11%
Civic Facility	158	0.48%
Public/Semi-Public	126.2	0.38%
Education	426.2	1.29%
Parks and Open Space	942.4	2.86%
Commercial Recreation	32.8	0.10%
Golf Course	200.8	0.61%
Light Industrial	164.4	0.50%
Heavy Industrial	337.8	1.03%
Utility	1,468.6	4.46%
Vacant	20,196.7	61.33%
Right-of-Way	2,357.1	7.16%
Total	32,929.8	100%

Map 3.1.Existing Land Use Map



Existing Land Use

- | | | | | | | | |
|---|---------------------|---|-----------------------|---|------------------|---|-------------------|
|  | Single Family |  | Civic Facility |  | Light Industrial |  | Hutto City Limits |
|  | Two-Family/Townhome |  | Public/Semi-Public |  | Heavy Industrial |  | Hutto ETJ |
|  | Manufactured Home |  | Education |  | Utility |  | County Lines |
|  | Multifamily |  | Parks and Open Space |  | Vacant | | |
|  | Office |  | Commercial Recreation | | | | |
|  | Commercial |  | Golf Course | | | | |

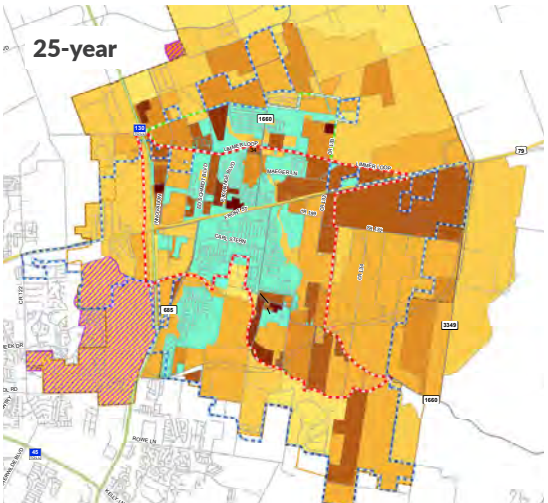
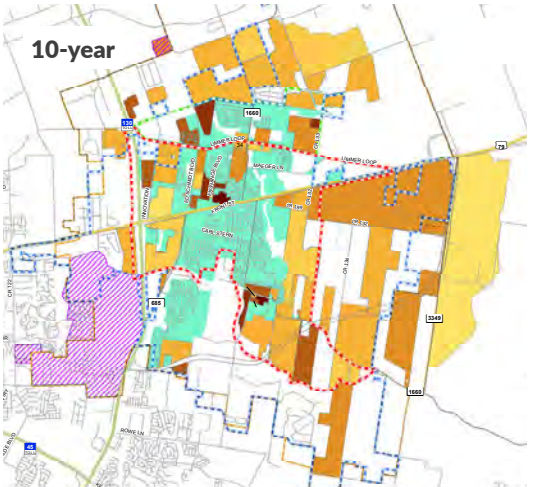
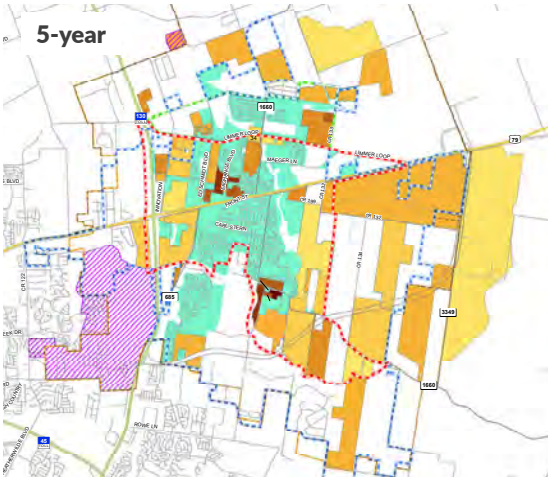
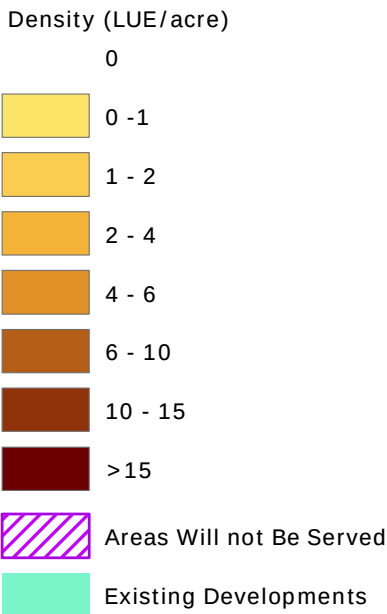


GROWTH PROJECTIONS

The City of Hutto recently updated their Water and Wastewater Master Plans, which perform in depth growth projections for the 5-year, 10-year, and 25-year planning horizons. These plans project growth in number of households, called Living Unit Equivalents or LUEs. Mapping done for these utility plans also projects where this growth is expected to happen throughout the City. For purposes of this Comprehensive Plan, Wastewater growth projections have been used, as the service area for wastewater is generally larger and closer to the total city area.

Figure 3.1. City of Hutto 2022 Wastewater Master Plan Growth Projections

Planning Horizon	Total Projected (LUEs)
Existing (2022)	-
5-year (2027)	14,600
10-year (2032)	28,200
25-year (2047)	56,400





FUTURE LAND USE PLAN

The Future Land Use Map is a visual guide of the future land uses the community desires to have, but it is not a prediction. It guides the development of the community to ensure an orderly and sustainable development pattern. The Future Land Use Map is not a zoning map, and it does not directly affect the regulation of land within the City or the ETJ. However, it does provide a reference for appropriate land uses and development types that influence zoning regulations and policy decisions. It should be used by the City to guide decisions on proposed zoning and development standards. It should be noted that while the Future Land Use Map itself is an integral part of the land use strategy, the land use policies that support the Future Land Use Map are also important.

The development of the Future Land Use Map begins by analyzing existing land uses. Known future developments are also considered to plan for development types in undeveloped areas. It is important to understand the context of an area to understand the types of development that may be appropriate in that community. What may be appropriate in one community may not be appropriate in another. The proposed land uses and development types were chosen based on their potential to realize the community vision, benefit the residents and city of Hutto, and maintain existing community character.

FUTURE LAND USE MAP & CALCULATIONS

The table below delineates the City's future land uses by type and color, which correspond to the same classifications and colors seen in Map 1 Future Land Use Map. The table also displays the estimated total acreage and percentage of the City's future land use areas, based on the Future Land Use Map.

Given existing development patterns and desired future character, Hutto's most prominent land use will continue to be residential, with Suburban Subdivision and Complete Neighborhoods comprising approximately 55 percent of the total future land area within the City limits. The ETJ is

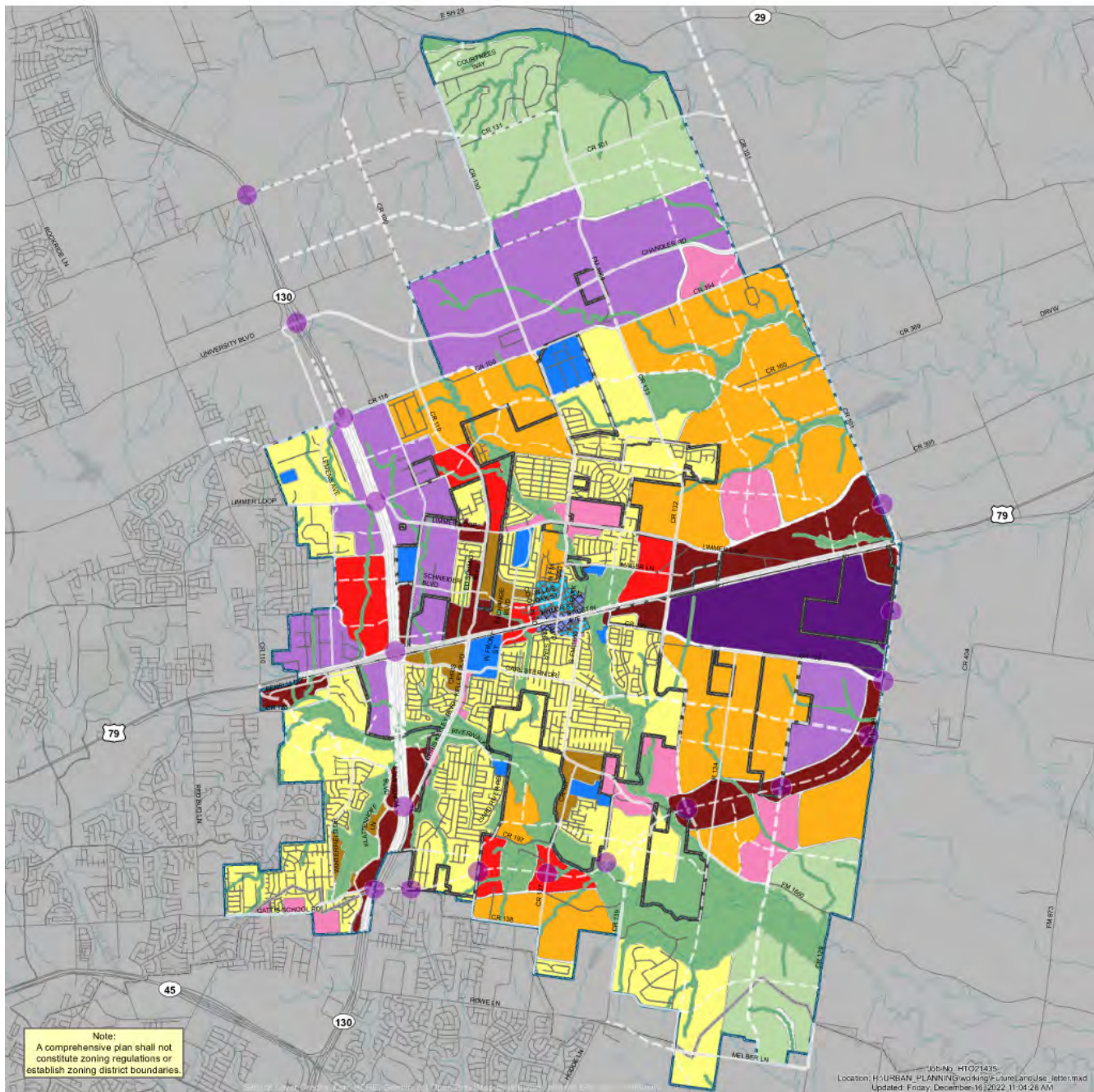
also designated to develop primarily as residential at 34 percent.

Both within the City limits and the ETJ, the largest nonresidential land uses will be Parks and Open Space. Other nonresidential uses include Commercial Corridors, Employment Centers, Activity Centers (two scales), and Civic uses.

Additional information on appropriate types and scales of development for these land uses are provided in the following Land Use Dashboards and Development Types Tables.

Table 3.2. Future Land Use Table

Future Land Use Category	City		ETJ	
	Acreage	Percentage	Acreage	Percentage
Agricultural/Rural Residential	0	0%	4,609.1	14.0%
Suburban Subdivision	3,855	45.9%	4,579.7	13.9%
Neighborhoods	797	9.5%	6,721.3	20.4%
Multifamily	292	3.5%	171.1	0.5%
Neighborhood Activity Center	116	1.4%	1,482.6	4.5%
Community Activity Center	243	2.9%	986.1	3.0%
Corridor Commercial	373	4.4%	2,082.2	6.3%
Downtown Mixed Use	62	0.7%	0.0	0.0%
Downtown Transition	110	1.3%	0.0	0.0%
Employment Center	430	5.1%	5,430.3	16.5%
Heavy Industrial	391	4.7%	1,316.8	4.0%
Civic	466	5.6%	23.6	0.1%
Open Space	1,268	15.1%	5,568.5	16.9%
Total	8402.4	100%	32,971.3	100.0%



Future Land Use

Land Uses

Agricultural/Rural Residential	Corridor Commercial	Highway Crossings
Suburban Subdivision	Downtown Mixed Use	Hutto City Limits
Neighborhoods	Downtown Transition	Hutto ETJ
Multifamily	Employment Center	County Lines
Neighborhood Activity Center	Heavy Industrial	
Community Activity Center	Civic	
	Open Space	

Map 3.2.Future Land Use Map

FUTURE LAND USE CATEGORIES & DASHBOARDS

The Future Land Use Map is composed of 11 Land Use Categories. Each category was created by analyzing existing conditions coupled with recent market trends and the Hutto community's vision.

These categories determine the type of land use and development that will reshape the City's current development patterns and reach the goals of this Plan. Some categories are designed to allow for a mix or combination of land uses and development types that complement and enhance the general character of the area, these are the mixed-use Activity Center categories; of which there are two categories to allow for varying scales of mixed-use development that complements different scales of adjacent land uses.

A Future Land Use Dashboard has been developed for each Land Use Category. These dashboards outline a variety of elements that help to define the character and type of development that is appropriate within each Category, in alignment with the intent and goals of this Plan.

HOW TO READ THE DASHBOARDS

Each Future Land Use Dashboard includes several components to help readers understand the intent of that specific Land Use Category.

DESCRIPTIONS

Each category section begins with a general description of the Land Use Category, providing narrative details about the overall intent of and land use make up of each category. The descriptions are a framework for how each area is expected to develop or redevelop in the future. Descriptions are accompanied by sample imagery to help visually demonstrate the look and feel of the category. Each category will vary in development type, mix, intensity, and scale, as noted in the dashboards and development type tables following the description.

LAND USE MIX

The Land Use Mix charts show the ratio of residential and nonresidential uses expected for that category as well as the expected mix of development types present under each of those. These uses can take the form of several different development types; for example, an office use could appear in a complete neighborhood, an employment center, a shopping center, or an activity center, depending on its scale, form, and context.

To note, parks, open space and civic uses are considered appropriate across all Land Use Categories and are considered appropriate in both residential and nonresidential developments, and are therefore not called out separately in the development ratios.

DENSITY

The term housing or dwelling unit refers to a single space that provides for all the necessities of living, meaning it has complete sleeping and living areas plus at least one bathroom and kitchen. A 4-bedroom house is one dwelling unit and a studio apartment is also one dwelling unit.

The term density refers to the number of dwelling units or jobs located in a specific area, noted as an amount per acre. We will use dwelling units per acre (units per acres) to measure residential density and jobs per acre to measure employment density. Each category will have a target range of densities appropriate for that land use.

INTENSITY

Intensity refers to how much of a property or lot is built on, with either buildings or accompanying development elements such as driveways and parking areas. For the purpose of this Plan, Intensity is defined as:

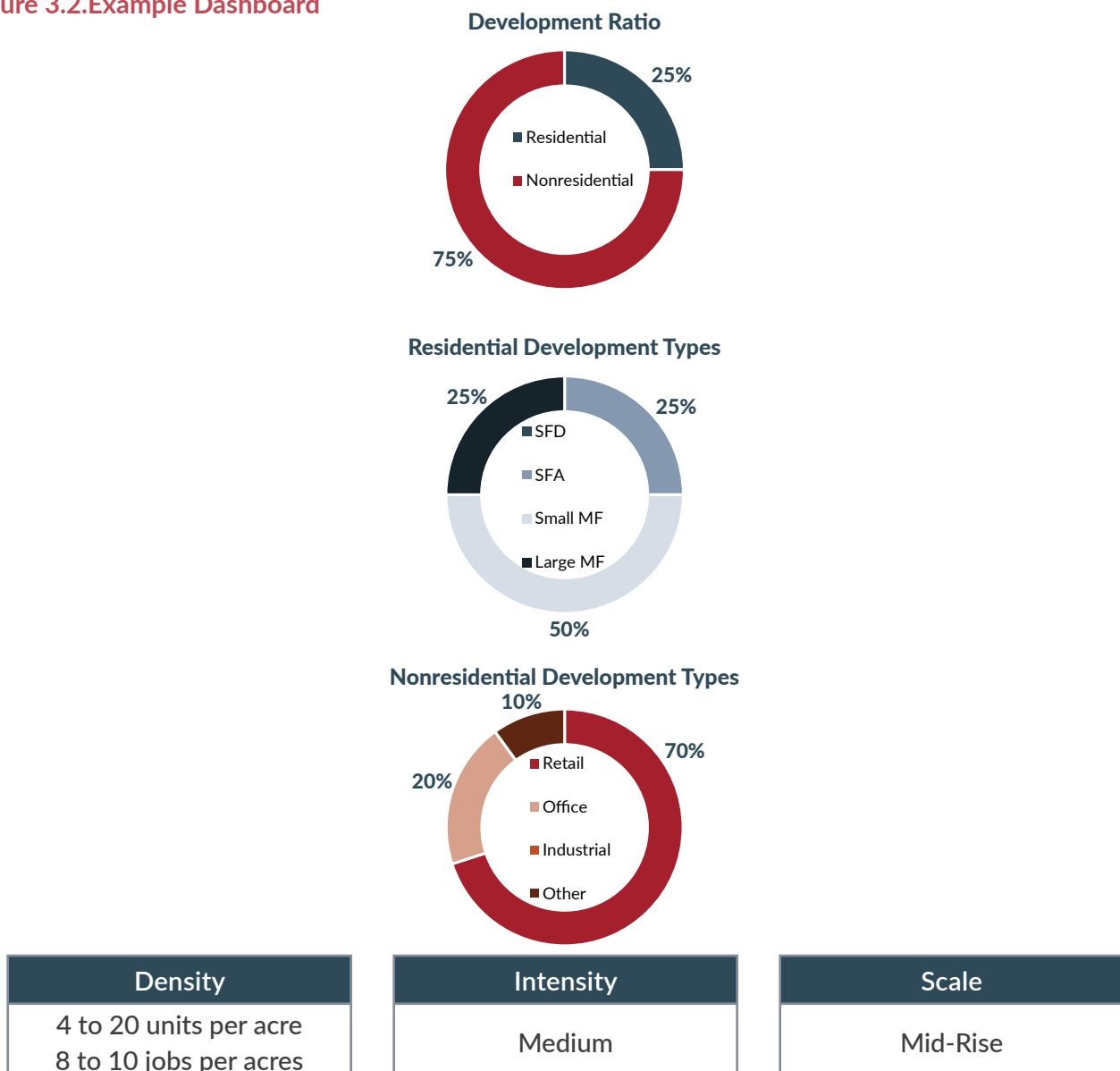
- Low Intensity: 0-50% lot coverage
- Medium Intensity: 50-75% lot coverage
- High Intensity: 75-100% lot coverage

SCALE

Scale refers to the height of the buildings on a property or lot. For the purpose of this Plan, Scale is defined as

- Low-Rise Scale: 1 to 2 stories
- Low/Mid-Rise Scale: 3 to 4 stories
- Mid-Rise Scale: 5 to 9 stories
- High-Rise Scale: 10+ stories

Figure 3.2.Example Dashboard



DEVELOPMENT TYPES

Each category also includes a set of identified development types and will have a primary or most desirable development type, accompanied by secondary types with varying levels of appropriateness.

This strategy allows the City of Hutto to be flexible with market demands that may change from time to time. Although primary types should remain consistent throughout the life of the Plan, secondary types have the flexibility to change so long as they complement the primary type.

Single-Family Detached (SFD) - one housing or dwelling unit on a lot in a single stand-alone building. Generally the largest lots of all residential development types with low density, scale, and intensity.

Single-Family Detached (SFD) + ADU - Similar to single-family detached, above, but allows for an additional dwelling unit (ADU) on the same property but clearly secondary to the main or primary unit. ADUs are often above a garage of the primary unit, or at ground level either attached or detached from the primary unit. ADUs are encouraged as a way to support diversity of housing choice and affordability, for both the people that rent the ADU unit and the people that own the primary unit, as this rental income can help offset mortgage payments.

Single-Family Attached (SFA), Duplex - two housing or dwelling units on a lot, usually sharing a wall. Similar in character and style to single-family detached housing.

Single-Family Attached (SFA), Townhomes and Detached Missing Middle - Townhomes or Rowhomes are usually tall narrow houses (often 3 or more stories) with one unit on a small single lot, but the buildings are built right up to the side property lines so that they share walls with the other townhome units next to it.

“Missing Middle” is a term used to describe a variety of housing types that provide multiple units on a single lot but are lower density in character and complementary to single-family detached housing.

In this development type, we are talking specifically about detached missing middle housing, where there are multiple smaller, free-standing homes on a single lot, often called Pocket Neighborhoods or Bungalow/Cottage Courts. The individual units may be for rent or for sale in a condo regime.

Apartment House - Often similar in form and character to a large single-family detached home, but contains 3 or 4 units, often accessed from a single internal foyer or hallway so as to only require one external entry into the building.

Also called triplexes or fourplexes/quadplexes. The individual units may be for rent or for sale in a condo regime.

Small Multifamily (MF) - multiple units contained within a single building, with units usually stacked on top of each other, with 8-12 units per lot. Usually the individual units are for rent (apartments), but may be for sale (condos).

Large Multifamily (MF) - Similar to small multifamily but with 12+ units per lot and may include multiple buildings on the lot, creating a complex.

Mixed-Use Urban, Neighborhood Scale - Both residential, office, retail and/or other uses contained within a single building or development. These uses may be horizontal mixed-use (next to each other) or vertical mixed-use (stacked on top of each other). In vertical mixed-use, the ground floor is encouraged to be food and beverage or pedestrian-oriented retail and services, to encourage foot traffic and activity. The residential may be for rent or for sale in a condo regime. Neighborhood scale denotes density, intensity and scale are lower and more compatible with residential neighborhood land uses, with 4-12 units per lot and low to low-mid rise building heights.

Mixed-Use Urban, Community Scale - Similar to Mixed-Use Urban, Neighborhood Scale above but with somewhat higher density, intensity and scale with 12+ units per lot and low-mid to mid rise building heights.

Shopping Center, Neighborhood Scale - Provides multiple retail and service establishments on one site, usually with some food and beverage uses. Neighborhood Scale denotes density, intensity and scale are lower and more compatible with residential neighborhood land uses, with primarily low rise building heights.

Shopping Center, Community Scale - Similar to Shopping Center, Neighborhood Scale above but with somewhat higher density, intensity and scale with primarily low-mid to mid rise building heights.

Light Industrial Flex Space - Light Industrial is manufacturing, processing, assembly, warehouse, and similar uses that do not generate nuisances (noise, odor, dust, etc) and are able to house the entire operation inside the building, meaning there are no materials/products being stored or work happening outdoors. They may also produce less heavy truck traffic than “heavier” industry. Flex Space is a building that can adapt to and house a variety of tenants and/or uses, such as offices, warehouse, and production or research space.

Manufacturing - Industrial uses (manufacturing, processing, assembly, warehouse and similar) that do not fit under Light Industrial, above.

Civic - Government buildings and facilities (including police/fire stations and utilities), schools, community centers, recreational facilities, places of worship and other public or semi-public uses. Generally considered appropriate or compatible within all Land Use Categories as these are supportive of the function and livability for most development types.

Parks and Open Space - consists of parks, recreational facilities, and open spaces. Generally considered appropriate or compatible within all Land Use Categories. Park design should be contextually sensitive and provide the types of amenities appropriate for the surrounding land uses, this means parks and open spaces in residential versus nonresidential areas may be very different.

COMPATIBILITY AND ADJACENCIES

The Land Use Dashboards will list all of these development types, note the appropriateness of each for that Land Use Category, and include additional notes on the form or character desired. Often, it will be noted that a certain development type is not generally appropriate within a Land Use Category, unless certain contextual or adjacency conditions are present.

Special consideration should be given to adjacencies and compatibility at the edges between Future Land Use areas. At these edges, special attention should be paid to prevent potential incompatibilities across the boundary between land uses and a more gradual transition between Land Uses should be planned for. Compatibility conflicts occur when one land use has adverse impacts on another land use. This may include items such as a mismatch in scale of buildings, traffic generation, noise or pollution, safety concerns, etc. For example, even though manufacturing is appropriate in the Employment Land Use Category, it may not be appropriate to put manufacturing along the edge of the Employment Land Use area where it borders a Neighborhood Land Use area. In this case it would be appropriate to put a commercial use that is more compatible with residential as a buffer between Neighborhoods and the manufacturing use.

INFILL

Infill development is the process of building on vacant or underutilized land in between already existing development or buildings. This usually results in smaller individual projects that slowly and incrementally densify an area. Infill development can provide opportunities for small businesses and unique housing options.

SUBURBAN SUBDIVISIONS

PURPOSE AND CHARACTER

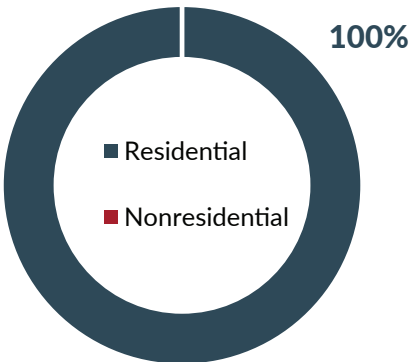
Residential one-family homes make up the entirety of this Land Use Category. Generally this category includes the largest lots of all residential development types with low density, scale, and intensity. These housing types typically fall under the International Residential Code for one-family dwellings and can be financed via conventional Federally-backed mortgages.

While some neighborhood areas are currently adjacent to commercial centers, a more appropriate transition between the two would be an Activity Center land use.

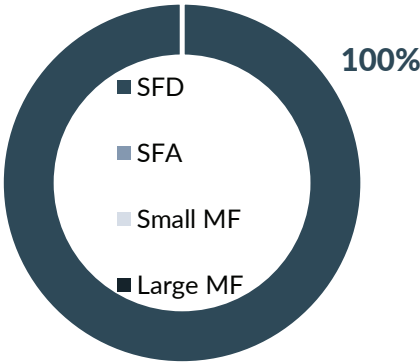
This category is intended to be used for existing single-family areas only, as new developments should either be built as Complete Neighborhoods or Activity Centers.



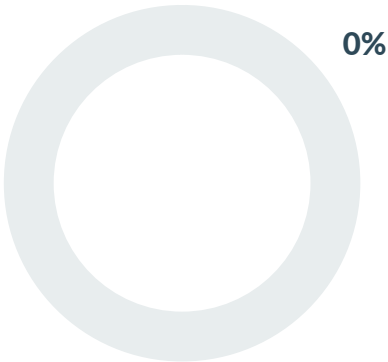
Development Ratio



Residential Development Types



Nonresidential Development Types



Density
3 to 4 units per acre

Intensity
Low

Scale
Low-Rise



Development Type	Appropriateness	Conditions
Single-Family Detached (SFD)	●●●●●	Appropriate overall.
SFD + ADU	●●●○○	Lot and site design should accommodate an ADU to the side or rear; ADU should be clearly secondary to the primary residence.
SFA, Duplex	●○○○○	Not considered appropriate.
SFA, Townhomes and Detached Missing Middle	●○○○○	
Apartment House (3-4 units)	●○○○○	
Small Multifamily (8-12 units)	●○○○○	
Large Multifamily (12+ units)	●○○○○	
Mixed-Use Urban, Neighborhood Scale	●○○○○	
Mixed-Use Urban, Community Scale	●○○○○	
Shopping Center, Neighborhood Scale	●○○○○	
Shopping Center, Community Scale	●○○○○	
Light Industrial Flex Space	●○○○○	
Manufacturing	●○○○○	
Civic	●●●●●	Considered supportive to the function and livability of this future land use category; government buildings, schools and community facilities can serve as activity hubs within neighborhoods.
Parks and Open Space	●●●●●	Generally considered appropriate or compatible within all Land Use Categories.

COMPLETE NEIGHBORHOODS

PURPOSE AND CHARACTER

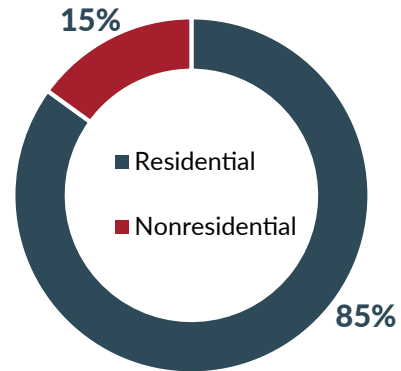
Complete Neighborhoods allow for mixed uses including residential, office, retail, and others uses. These uses are more likely to be horizontally mixed as opposed to vertical mixed-use. The density, intensity and scale are lower and more compatible with residential neighborhood land uses.

Single-family detached homes make up the majority of this land use category, although some townhomes, duplexes, missing middle, and small multi-family should be included to create diversity in housing choices and are good options to create transitions between complete neighborhoods and other more dense land use areas. A mixture of housing types allows people to stay in the neighborhood even as their housing needs change, promoting long-term stability.

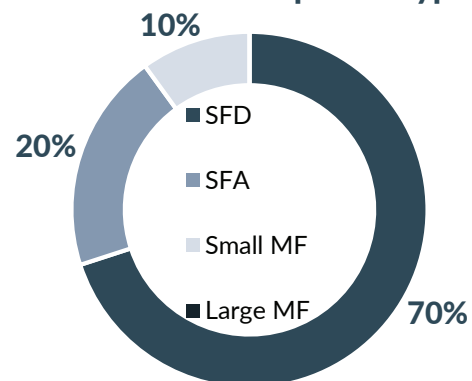
Non-residential uses in this category primarily include neighborhood serving retail, services, and offices.



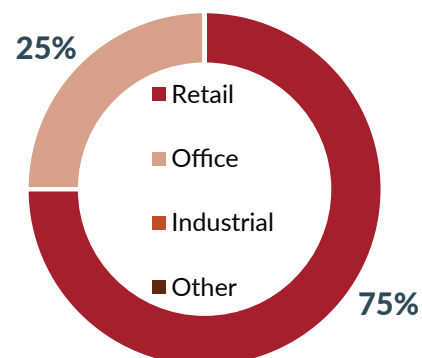
Development Ratio



Residential Development Types



Nonresidential Development Types



Density
4 to 12 units per acre Avg. 3 jobs per acre

Intensity
Low to Medium

Scale
Low-Rise



Development Type	Appropriateness	Conditions
Single-Family Detached (SFD)	●●●●●	Appropriate overall.
SFD + ADU	●●●●●	Lot and site design should accommodate an ADU to the side or rear; ADU should be clearly secondary to the primary residence.
SFA, Duplex	●●●●●	Similar in character and lot standards to single-family detached; Joint/shared driveways encouraged, as well as alleys and rear parking; ADUs can be included consistent with the above.
SFA, Townhomes and Detached Middle	●●●●○	Townhouses and Bungalow Courts should include at least 4 units, Pocket Neighborhoods 8-12 units. Functions best at corner properties (excluding townhomes). Encouraged especially when retail/services are nearby. Encourage joint driveways, alley access and rear parking.
Apartment House (3-4 units)	●●●●○	Similar in character and lot standards to SFD; functions best at corner properties. Encouraged especially when retail/services are nearby. Encourage joint driveways, alley access and rear parking.
Small Multifamily (8-12 units)	●●●○○	Can be appropriate with neighborhood-scale when adjacent to Neighborhood Activity Center. May be appropriate as a transitional use from land use categories containing nonresidential uses.
Large Multifamily (12+ units)	●○○○○	Not considered appropriate, but may occur adjacent in other appropriate future land use categories.
Mixed-Use Urban, Neighborhood Scale	●●●●●	Appropriate in that it provides for retail, office, and diverse housing options at a scale compatible with and supportive of surrounding neighborhoods. Promotes walkability and 10-minute neighborhoods.
Mixed-Use Urban, Community Scale	●○○○○	Not considered appropriate, but may occur in other adjacent future land use categories.
Shopping Center, Neighborhood Scale	●●●○○	While less preferred than mixed-use, this can provide retail and services at a scale compatible with and supportive of surrounding neighborhoods, promoting walkability and 10-minute neighborhoods.
Shopping Center, Community Scale	●○○○○	Not considered appropriate.
Light Industrial Flex Space	●○○○○	
Manufacturing	●○○○○	
Civic	●●●●●	Considered supportive to the function and livability of this future land use category; government buildings, schools and community facilities can serve as activity hubs within neighborhoods.
Parks and Open Space	●●●●●	Generally considered appropriate or compatible within all Land Use Categories.

NEIGHBORHOOD ACTIVITY CENTER

PURPOSE AND CHARACTER

Neighborhood Activity Center allows a combination of diverse residential and nonresidential uses in a compact, neighborhood-scale design to create a walkable environment.

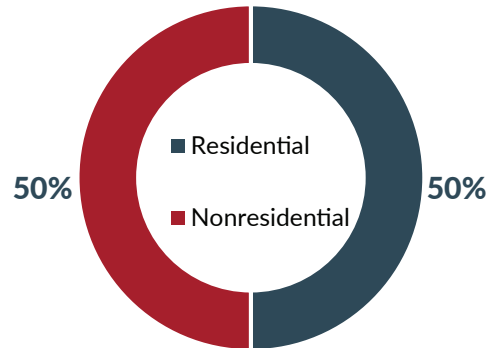
Neighborhood Activity Center areas allow residential units in close proximity to goods, services and civic activities, thus reducing dependence on the car and promoting community interaction, belonging, identity, and pride.

These places emphasize urban design and the experience created through density, intensity and scale; the mix of housing; walkability; streetscapes and a high quality public realm; parking management; and access to amenities such as parks, civic spaces and neighborhood services.

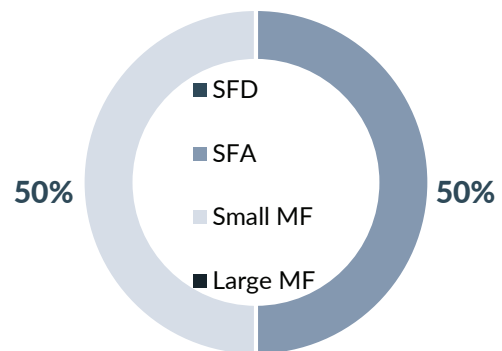
The category should be situated around an activity-generating element or an active public gathering spot to encourage the “city of villages” concept. The mixing of uses can take the form of both vertical (stacked on top of each other) and horizontal (next to each other).



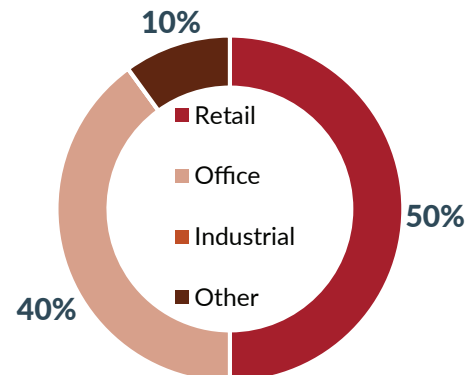
Development Ratio



Residential Development Types



Nonresidential Development Types



Density

4 to 20 units per acre
Avg. 12 jobs per acre

Intensity

Medium, High in some circumstances

Scale

Low-Rise
Low/Mid-Rise



Development Type	Appropriateness	Conditions
Single-Family Detached (SFD)	●○○○○○	Not considered appropriate since the intent of this category is to provide retail/services, activity centers and diversified housing in more dense and compact forms; these uses will provide opportunities and amenities to surrounding lower density neighborhoods.
SFD + ADU	●○○○○○	
SFA, Duplex	●●○○○○	
SFA, Townhomes and Detached Missing Middle	●●●●○	This can be appropriate provided that the overall area also contains mixed-use buildings and/or shopping centers with which this product integrates in a manner to promote walkability and access. Can be utilized as a transition between other uses.
Apartment House (3-4 units)	●●●●○	
Small Multifamily (8-12 units)	●●●●○	
Large Multifamily (12+ units)	●○○○○○	Not considered appropriate due to incompatible scale with neighborhoods.
Mixed-Use Urban, Neighborhood Scale	●●●●●	This is the ideal form of development within this category; provides for activity centers, retail, services and diverse housing options at a scale compatible with and supportive of surrounding neighborhoods. Promotes walkability and 10-minute neighborhoods.
Mixed-Use Urban, Community Scale	●●○○○○	Not generally considered appropriate due to incompatible scale with neighborhoods; may be appropriate if adjacent to green space or more intensive uses.
Shopping Center, Neighborhood Scale	●●●●○	While less preferred, this use can provide retail and services at a scale compatible with and supportive of surrounding neighborhoods, promoting walkability and 10-minute neighborhoods. Becomes more appropriate if a horizontal approach to mixed-use is deployed.
Shopping Center, Community Scale	●●○○○○	Not generally considered appropriate due to incompatible scale with neighborhoods; may be appropriate if adjacent to green space or more intensive uses.
Light Industrial Flex Space	●●○○○○	Not generally considered appropriate due to incompatible scale with neighborhoods, but can be if particularly small-scale and included alongside more appropriate development types; examples might include artisan-scale manufacturing, maker spaces, and similar businesses.
Manufacturing	●○○○○○	Not considered appropriate.
Civic	●●●●●	Considered supportive to the function and livability of this future land use category, government buildings, schools and community facilities can serve as activity hubs.
Parks and Open Space	●●●●●	Generally considered appropriate or compatible within all Land Use Categories.

COMMUNITY ACTIVITY CENTER

PURPOSE AND CHARACTER

The Community Activity Center allows a combination of dense residential and nonresidential uses in a compact design to create a walkable environment, but at a larger scale than Neighborhood Activity Center. The Co-Op is currently the best example within Hutto. Another Community Activity Center located south of the railroad would help address disparate access to services and destinations.

Community Activity Center areas allow residential units in close proximity to goods, services and civic activities, reducing residents' dependence on the car. Emphasis is placed on the following design elements: density, intensity and scale; the mix of housing; walkability; streetscapes and a high quality public realm; parking management; and access to amenities such as parks, civic spaces and neighborhood services.

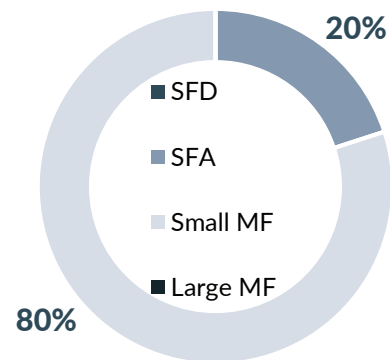
This district is especially appropriate for several needs that residents of Hutto currently look elsewhere to provide, particularly entertainment and gathering places. It also contains destination retail and office locations.



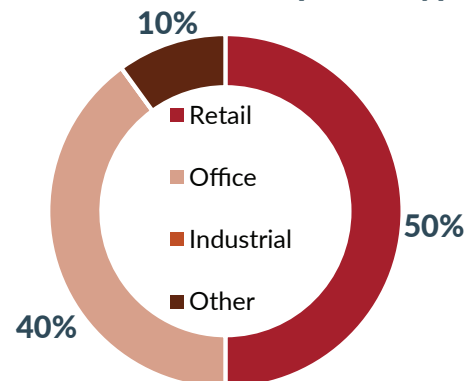
Development Ratio



Residential Development Types



Nonresidential Development Types



Density

18 to 40 units per acre
Avg. 12 jobs per acre

Intensity

Medium, High in some circumstances

Scale

Low/Mid-Rise
Mid-Rise



Development Type	Appropriateness	Conditions
Single-Family Detached (SFD)	●○○○○○	Not considered appropriate since the intent of this category is to provide retail/services, activity centers and diversified housing in more dense and compact forms; these uses will provide opportunities and amenities to surrounding lower density neighborhoods.
SFD + ADU	●○○○○○	
SFA, Duplex	●○○○○○	
SFA, Townhomes and Detached Middle	●●●○○○	This can be appropriate provided that the overall area also contains mixed-use buildings and/or shopping centers with which this product integrates in a manner to promote walkability and access. Can be utilized as a transition between other uses.
Apartment House (3-4 units)	●●●○○○	
Small Multifamily (8-12 units)	●●●●○○	
Large Multifamily (12+ units)	●●●○○○	
Mixed-Use Urban, Neighborhood Scale	●●●●●●	This is the ideal form of development within the category; provides for activity centers, retail, services and diverse housing options. Design should emphasize the pedestrian experience rather than people driving automobiles. Vertical mixed-use is likely most appropriate, in order to achieve the intended densities. Ground floor uses are encouraged to be food and beverage or pedestrian-oriented retail and services, to promote foot traffic and activity.
Mixed-Use Urban, Community Scale	●●●●●●	
Shopping Center, Neighborhood Scale	●●●●○○	While less preferred, this use can provide retail and services near housing, promoting walkability and 10-minute neighborhoods. Becomes more appropriate if a horizontal approach to mixed-use is deployed.
Shopping Center, Community Scale	●●●●○○	
Light Industrial Flex Space	●●○○○○	Not generally considered appropriate due to lower sales tax generation and limited ability to design at pedestrian scale, but can be if particularly small-scale and included alongside more appropriate development types, or with integration of a storefront experience.
Manufacturing	●○○○○○	Not considered appropriate.
Civic	●●●●●●	Considered supportive to the function and livability of this future land use category, government buildings, schools and community facilities can serve as activity hubs.
Parks and Open Space	●●●●●●	Generally considered appropriate or compatible within all Land Use Categories.

COMMERCIAL CORRIDOR

PURPOSE AND CHARACTER

Commercial Corridors consist of nonresidential land uses that meet the needs of both local and regional residents. This includes big box stores and multi-tenant commercial or retail uses.

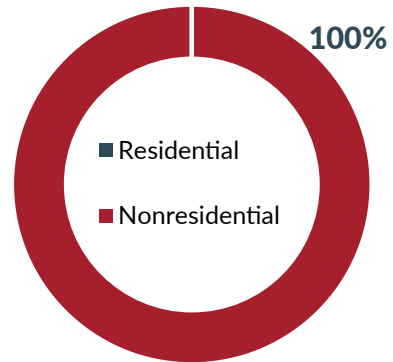
They are typically located along high volume roadways or at high volume intersections and generate large amounts of sales tax revenue.

Commercial corridors often consist of traditional or suburban commercial development with large surface parking lots that front a major roadway or highway.

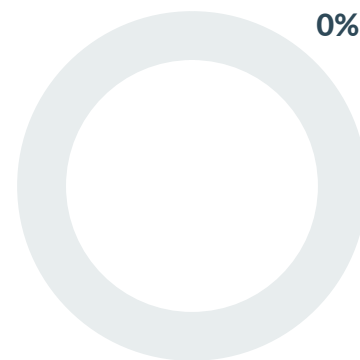
While it is recognized these corridors rely upon automobile accessibility and exposure, development should seek opportunities to leverage different forms with elements of mixed-use within the non-residential use types. This introduces walkability for people once they arrive, reducing the number of trips and increasing the area's appeal as a destination.



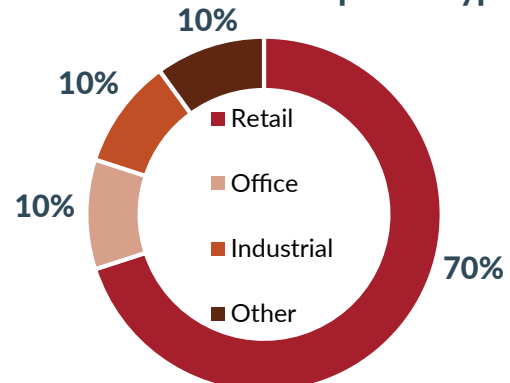
Development Ratio



Residential Development Types



Nonresidential Development Types



Density

Avg. 17 jobs per acre

Intensity

Medium

Scale

Low/Mid-Rise
Mid-Rise



Development Type	Appropriateness	Conditions
Single-Family Detached (SFD)	●○○○○○	Not considered appropriate, as the Commercial Corridors are generally oriented towards uses that rely on access and visibility to major roadways and highways and residential is not encouraged along the major roadways and highways for environmental justice and quality of life reasons. The activity and traffic generated by Commercial Corridor uses is not compatible with residential housing.
SFD + ADU	●○○○○○	
SFA, Duplex	●○○○○○	
SFA, Townhomes and Detached Middle	●○○○○○	
Apartment House (3-4 units)	●○○○○○	
Small Multifamily (8-12 units)	●○○○○○	
Large Multifamily (12+ units)	●○○○○○	
Mixed-Use Urban, Neighborhood Scale	●●●○○○	May be nonresidential mixed-use, such as office over retail or some residential can be appropriate if deeper within a site and less proximate to the major roadways. Residential mixed-use can also be appropriate to support transition to adjacent, lower density or residential areas. To note, mixed-use buildings are typically considered the highest fiscally performing development type on a per-acre basis.
Mixed-Use Urban, Community Scale	●●●○○○	
Shopping Center, Neighborhood Scale	●●●●●●	Appropriate overall.
Shopping Center, Community Scale	●●●●●●	
Light Industrial Flex Space	●●○○○○	Not considered appropriate due to limited potential for sales tax revenue generation and lower dependence on direct exposure to major roadways; can be appropriate if deeper within a site and less proximate to the major roadways, but should not be predominant use.
Manufacturing	●○○○○○	Not considered appropriate.
Civic	●●●●●●	Considered supportive to the function of this future land use category; likely more functional facilities, such as utilities, rather than people-centered or community serving facilities.
Parks and Open Space	●●●●●●	Generally considered appropriate or compatible within all Land Use Categories.



DOWNTOWN TRANSITION

PURPOSE AND CHARACTER

Downtown Transition is intended for the residential, commercial, business, and office uses that occur between the Downtown core and the Co-Op. The preservation of medium/high priority contributing structures is a priority.

This area is envisioned to see a strong reinvention via more density and a higher mix of uses in the future.

The pedestrian environment and experience should be another top priority in connecting this area to Downtown and the Co-Op, including active streets, engaging storefronts, and sidewalk cafes.

This is a prime location to invest in creating a sense of place and identity for the community.



Density
4 to 20 units per acre Avg. 12 jobs per acre

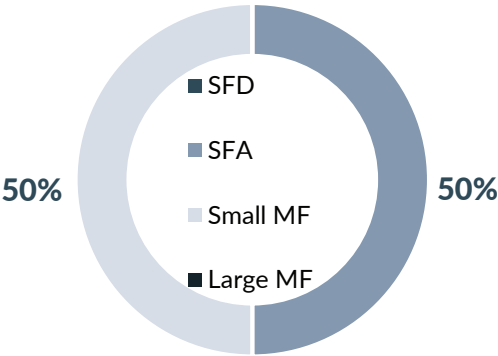
Intensity
Medium

Scale
Low-Rise Low/Mid-Rise

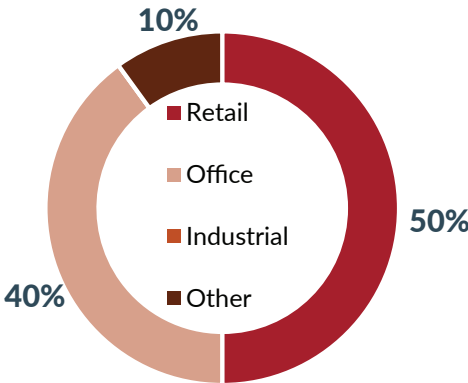
Development Ratio



Residential Development Types



Nonresidential Development Types





Development Type	Appropriateness	Conditions
Single-Family Detached (SFD)	●○○○○○	Not considered compatible since the intent is to provide retail/ services, activity centers and diversified housing to support surrounding neighborhoods and drive community identity/gathering.
SFD + ADU	●○○○○○	
SFA, Duplex	●●●●○	
SFA, Townhomes and Detached Missing Middle	●●●●○	Residential developments can be appropriate provided that the overall area also contains mixed-use or shopping centers with which housing is integrated in a manner to promote walkability and access. Can be utilized as a transition to residential land use categories.
Apartment House (3-4 units)	●●●●○	
Small Multifamily (8-12 units)	●●●●○	
Large Multifamily (12+ units)	●●●○○○	
Mixed-Use Urban, Neighborhood Scale	●●●●●	This is the ideal form of development within the category; provides for activity centers, retail, services and diverse housing options. Design should emphasize the pedestrian experience rather than people driving automobiles. Vertical mixed-use is likely most appropriate, in order to achieve the intended densities. Ground floor uses are encouraged to be food and beverage or pedestrian-oriented retail and services, to promote foot traffic and activity.
Mixed-Use Urban, Community Scale	●●●○○○	Not generally considered compatible due to incompatible scale with neighborhoods, but can be depending on adjacencies to green space or more intensive uses
Shopping Center, Neighborhood Scale	●●○○○○	While less preferred than a mixed-use, this type provides for activity centers, retail and services at a scale compatible with and supportive of surrounding neighborhoods to promote walkability; becomes more compatible if a horizontal approach to mixed-use is deployed, such as inclusion of small apartments nearby or within the same site, or to match the scale of adjacent historic buildings.
Shopping Center, Community Scale	●○○○○○	Not considered appropriate.
Light Industrial Flex Space	●●○○○○	Not generally considered appropriate due to incompatible scale with neighborhoods, but can be if particularly small-scale and included alongside more appropriate development types; examples might include artisan-scale manufacturing, maker spaces, and similar businesses.
Manufacturing	●○○○○○	Not considered appropriate.
Civic	●●●●●	Considered supportive to the function and livability of this future land use category, government buildings, schools and community facilities can serve as activity hubs.
Parks and Open Space	●●●●●	Generally considered appropriate or compatible within all Land Use Categories.



DOWNTOWN MIXED USE

PURPOSE AND CHARACTER

Downtown Mixed Use is intended for the residential, commercial, business, and office uses that line the Highway 79 corridor and adjacent streets. This category also encourages significant transformative development on the east side of East Street. The preservation of medium/high priority contributing structures is a priority.

Not only is this area currently a mixed-use environment, but it is envisioned to see a strong reinvention via more density and a higher mix of uses in the future.

Densities range between 4 and 40 units per acre, although individual sites may achieve higher densities if they are coordinated within the rest of the area, provide superior access to services and amenities, and appropriate compatibility to adjacent uses is provided.

Here, infill development especially presents opportunities for small businesses, unique and dense housing options and potentially even small scale/artisan manufacturing.

The pedestrian environment and experience should be top priority in Downtown and feature signature public gathering places, active streets, engaging storefronts, and sidewalk cafes. This category should strongly support unique retail, dining, and employment options, as well as unique living opportunities.



Density

4 to 40 units per acre
Avg. 15 jobs per acre

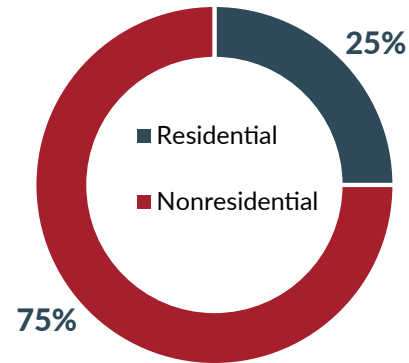
Intensity

Medium, High in some circumstances

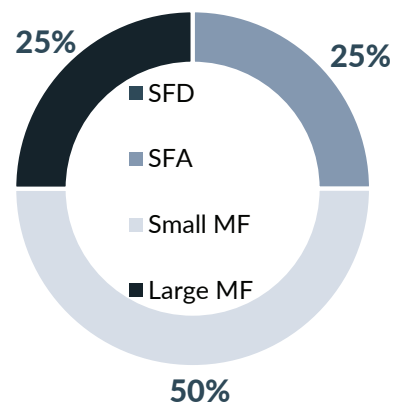
Scale

Low-Rise
Low/Mid-Rise

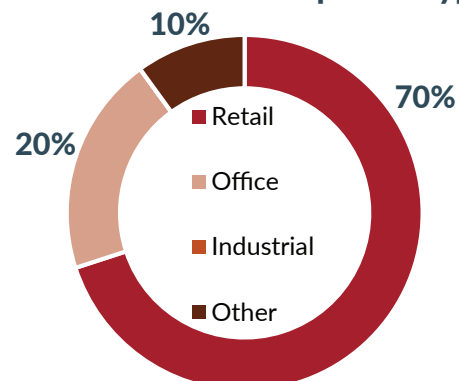
Development Ratio



Residential Development Types



Nonresidential Development Types





Development Type	Appropriateness	Conditions
Single-Family Detached (SFD)	●○○○○○	Not considered compatible since the intent is to provide retail/services, activity centers and diversified SFD + ADU housing to support surrounding neighborhoods and drive community identity/gathering.
SFD + ADU	●○○○○○	
SFA, Duplex	●○○○○○	
SFA, Townhomes and Detached Missing Middle	●●●○○○	Residential developments can be compatible provided that the overall Downtown Mixed Use area also contains mixed-use or shopping centers with which housing is integrated in a manner to promote walkability and transitions; these development types should be located on secondary roads rather than primary thoroughfares within Downtown, as primary frontages are best reserved for ground-floor retail and services.
Apartment House (3-4 units)	●●●○○○	
Small Multifamily (8-12 units)	●●●○○○	
Large Multifamily (12+ units)	●●●○○○	
Mixed-Use Urban, Neighborhood Scale	●●●●●●	This is the ideal form of development within the Downtown Mixed Use category; provides for activity centers, retail, services and diverse housing options at a scale compatible with and supportive of surrounding neighborhoods to promote walkability; design should emphasize the pedestrian experience rather than people driving automobiles.
Mixed-Use Urban, Community Scale	●●●○○○	Not generally considered compatible due to incompatible scale with neighborhoods, but can be depending on adjacencies to green space or more intensive uses.
Shopping Center, Neighborhood Scale	●●●●●○	While less preferred than a mixed-use, this type provides for activity centers, retail and services at a scale compatible with and supportive of surrounding neighborhoods to promote walkability; becomes more compatible if a horizontal approach to mixed-use is deployed, such as inclusion of small apartments nearby or within the same site, or to match the scale of adjacent historic buildings.
Shopping Center, Community Scale	●●○○○○	Not generally considered compatible due to incompatible scale with Downtown, but can be depending on adjacencies to green space or more intensive uses; may function better on the western and eastern edges of the Downtown Mixed Use area.
Light Industrial Flex Space	●●○○○○	Not generally considered compatible due to incompatible scale with Downtown, but can be if particularly small-scale and included alongside more appropriate development types, or with integration of a storefront experience. Examples of appropriate uses might include maker spaces, coffee roasting, microbreweries, and similar businesses.
Manufacturing	●○○○○○	Not considered compatible.
Civic	●●●●●●	Considered supportive to the function and livability of this future land use category, government buildings, schools and community facilities can serve as activity hubs.
Parks and Open Space	●●●●●●	Generally considered appropriate or compatible within all Land Use Categories.



EMPLOYMENT ACTIVITY CENTER

PURPOSE AND CHARACTER

The Employment Activity Center land use category applies to business centers with easy access to major roadways. The primary uses for employment centers are light manufacturing, office parks, and supportive retail.

Large corporate campuses have been the trend for economic development in the past. However, these sprawling office complexes are often isolated from supporting restaurants, entertainment, service uses, and transit connections that many large employers are seeking in today's office environment

As a result, this district includes a mixture of retail, office, industrial and other nonresidential development types, rather than exclusively office or exclusively industrial. This provides important support services to employment centers, making them more sustainable and increasing the quality of life for workers.

This district is especially appropriate for several needs that residents of Hutto currently look elsewhere to provide, including:

- Healthcare services, including hospitals
- Large employers in a variety of industries that residents currently commute to outside of Hutto
- Specialized facilities that support workforce and skills development, such as information technology, skill



Density

Avg. 22 jobs per acre

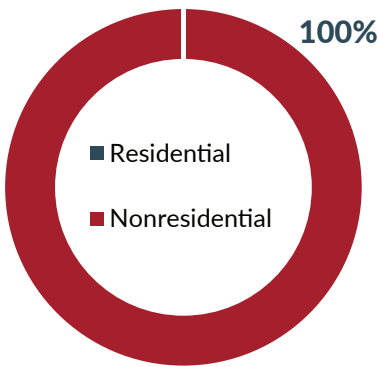
Intensity

Medium

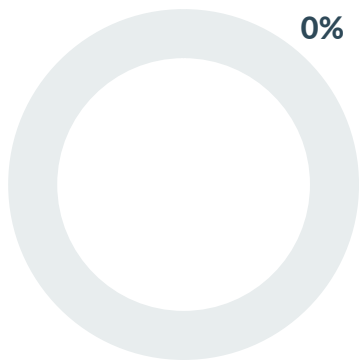
Scale

Low-Rise
Low/Mid-Rise

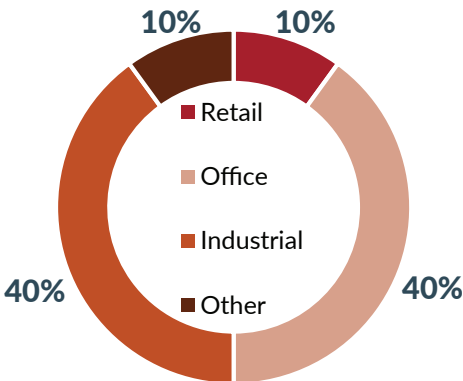
Development Ratio



Residential Development Types



Nonresidential Development Types





Development Type	Appropriateness	Conditions
Single-Family Detached (SFD)	●○○○○○	Not considered appropriate, as this district can contain uses and businesses that may be considered a nuisance to residents, such as noise and truck traffic. Inclusion of residential in these areas could inadvertently result in environmental justice concerns and resident complaints that might discourage business development.
SFD + ADU	●○○○○○	
SFA, Duplex	●○○○○○	
SFA, Townhomes and Detached Missing Middle	●○○○○○	
Apartment House (3-4 units)	●○○○○○	
Small Multifamily (8-12 units)	●○○○○○	
Large Multifamily (12+ units)	●○○○○○	
Mixed-Use Urban, Neighborhood Scale	●○○○○○	
Mixed-Use Urban, Community Scale	●○○○○○	
Shopping Center, Neighborhood Scale	●●●●○	Shopping centers also function as employment centers, with increased emphasis on service industry and office employment; proximity of retail helps boost the attractiveness of employment centers for employers, of all sizes, providing useful services to employees.
Shopping Center, Community Scale	●●●●○	
Light Industrial Flex Space	●●●●●	Appropriate overall, with high quality design standards.
Manufacturing	●●●●○	Generally considered appropriate, but should consider compatibility with adjacent uses, particularly residential. Given the residential nature of Hutto, manufacturing developments should be clean with little-to-no air or noise pollution generation and avoidance of hazardous materials when proximate to residential.
Civic	●●●●●	Considered supportive to the function of this future land use category; likely more functional facilities, such as utilities, rather than people-centered or community serving facilities.
Parks and Open Space	●●●●●	Generally considered appropriate or compatible within all Land Use Categories.



HEAVY INDUSTRIAL

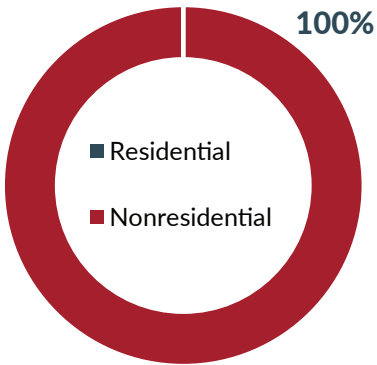
PURPOSE AND CHARACTER

The Heavy Industrial category is largely confined to the “Megasite” on the east side of Hutto. This category should be located away from uses likely to cause compatibility concerns for both future businesses and residents.

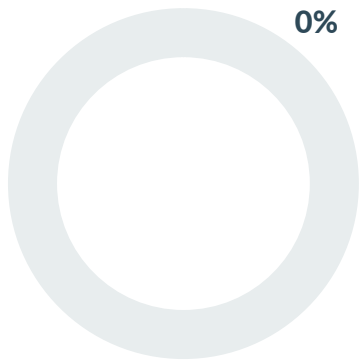
Heavy Industrial allows for major manufacturing and major employers, along with some supportive retail and office.



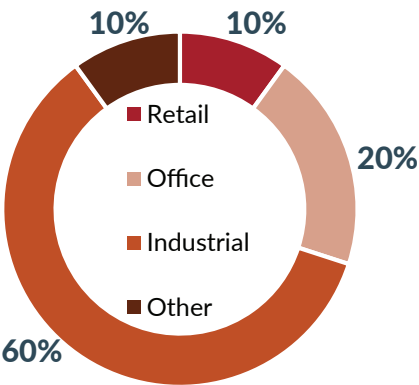
Development Ratio



Residential Development Types



Nonresidential Development Types



Density
Avg. 17 jobs per acre

Intensity
Medium

Scale
Low-Rise Low/Mid-Rise



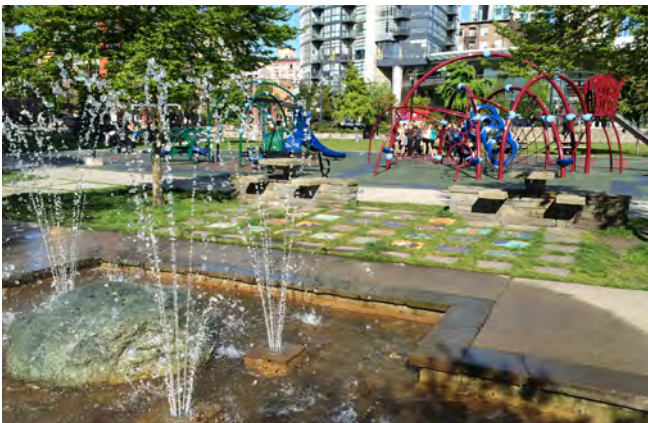
Development Type	Appropriateness	Conditions
Single-Family Detached (SFD)	●○○○○○	Not considered appropriate, as this district can contain uses and businesses that may be considered a nuisance to residents, such as noise and truck traffic. Inclusion of residential in these areas could inadvertently result in environmental justice concerns and resident complaints that might discourage business development.
SFD + ADU	●○○○○○	
SFA, Duplex	●○○○○○	
SFA, Townhomes and Detached Missing Middle	●○○○○○	
Apartment House (3-4 units)	●○○○○○	
Small Multifamily (8-12 units)	●○○○○○	
Large Multifamily (12+ units)	●○○○○○	
Mixed-Use Urban, Neighborhood Scale	●○○○○○	
Mixed-Use Urban, Community Scale	●○○○○○	
Shopping Center, Neighborhood Scale	●●●○○○	Shopping centers also function as employment centers, with increased emphasis on service industry and office employment; proximity of retail helps boost the attractiveness of employment centers for employers, of all sizes, providing useful services to employees.
Shopping Center, Community Scale	●●●○○○	
Light Industrial Flex Space	●●●●●●	Appropriate overall, with high quality design standards.
Manufacturing	●●●●●●	Appropriate overall, but should consider compatibility with adjacent uses, particularly residential. Given the residential nature of Hutto, manufacturing developments should be clean with little-to-no air or noise pollution generation and avoidance of hazardous materials when proximate to residential.
Civic	●●●●●●	Considered supportive to the function of this future land use category; likely more functional facilities, such as utilities, rather than people-centered or community serving facilities.
Parks and Open Space	●●●●●●	Generally considered appropriate or compatible within all Land Use Categories.

PARKS & OPEN SPACE

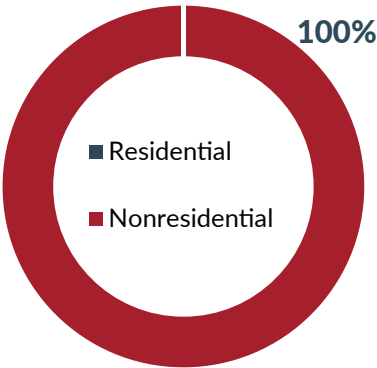
PURPOSE AND CHARACTER

The Parks & Open Space areas noted in the FLUM denote parks, recreational facilities, drainage ways, trails and other open spaces that are currently in existence or planned. However, these types of uses are appropriate to be incorporated into any of the other Future Land Use Categories.

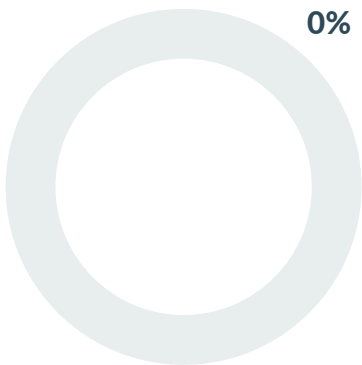
The provision of parks and open spaces should increase as the population of Hutto grows in the future.



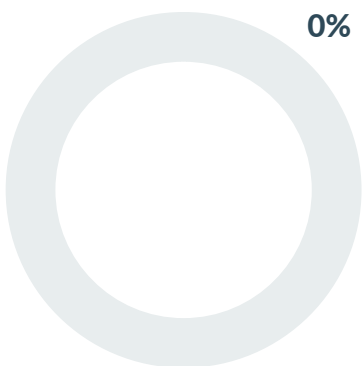
Development Ratio



Residential Development Types



Nonresidential Development Types



Density
N/A

Intensity
N/A

Scale
N/A



Development Type	Appropriateness	Conditions
Single-Family Detached (SFD)	● ○ ○ ○ ○ ○	Not considered compatible; Such developments should be nearby and served by parks and open space uses such as schools, city hall and recreation centers, but not within the parks and open space category itself.
SFD + ADU	● ○ ○ ○ ○ ○	
SFA, Duplex	● ○ ○ ○ ○ ○	
SFA, Townhomes and Detached Missing Middle	● ○ ○ ○ ○ ○	
Apartment House (3-4 units)	● ○ ○ ○ ○ ○	
Small Multifamily (8-12 units)	● ○ ○ ○ ○ ○	
Large Multifamily (12+ units)	● ○ ○ ○ ○ ○	
Mixed-Use Urban, Neighborhood Scale	● ○ ○ ○ ○ ○	
Mixed-Use Urban, Community Scale	● ○ ○ ○ ○ ○	
Shopping Center, Neighborhood Scale	● ○ ○ ○ ○ ○	
Shopping Center, Community Scale	● ○ ○ ○ ○ ○	
Light Industrial Flex Space	● ○ ○ ○ ○ ○	
Manufacturing	● ○ ○ ○ ○ ○	
Civic	● ● ● ● ● ●	Considered supportive to the function of this future land use category; Government buildings and recreational facilities can be appropriate in parks and open spaces if they are supportive of the park use.
Parks and Open Space	● ● ● ● ● ●	On the Future Land Use Map, this land use category generally denotes park uses already in existence.



PUBLIC/SEMI-PUBLIC

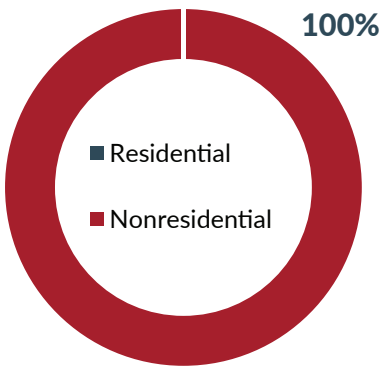
PURPOSE AND CHARACTER

The Public/Semi-Public category includes uses that are governmental, institutional or religious in nature, such as government buildings, community facilities, fire and police stations, schools, places of worship, and any land used by the City for storage or utilities.

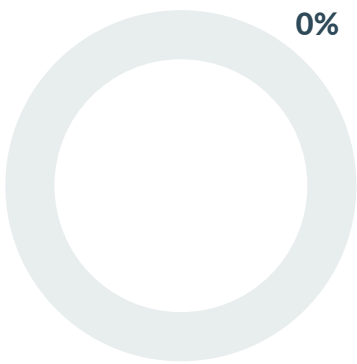
The Public/Semi-Public areas noted in the FLUM denote uses that are currently in existence or planned. However, these types of uses are appropriate to be incorporated into any of the other Future Land Use Categories.



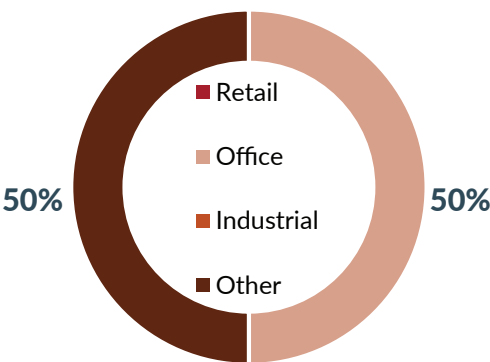
Development Ratio



Residential Development Types



Nonresidential Development Types



Density
Avg. 20 jobs per acre

Intensity
N/A

Scale
N/A



Development Type	Appropriateness	Conditions
Single-Family Detached (SFD)	● ○ ○ ○ ○	Not considered compatible; Such developments should be nearby and served by public and semi-public uses such as schools, city hall and recreation centers, but not within the public/semi-public category itself.
SFD + ADU	● ○ ○ ○ ○	
SFA, Duplex	● ○ ○ ○ ○	
SFA, Townhomes and Detached Missing Middle	● ○ ○ ○ ○	
Apartment House (3-4 units)	● ○ ○ ○ ○	
Small Multifamily (8-12 units)	● ○ ○ ○ ○	
Large Multifamily (12+ units)	● ○ ○ ○ ○	
Mixed-Use Urban, Neighborhood Scale	● ○ ○ ○ ○	
Mixed-Use Urban, Community Scale	● ○ ○ ○ ○	
Shopping Center, Neighborhood Scale	● ○ ○ ○ ○	
Shopping Center, Community Scale	● ○ ○ ○ ○	
Light Industrial Flex Space	● ○ ○ ○ ○	
Manufacturing	● ○ ○ ○ ○	
Civic	● ● ● ● ●	On the Future Land Use Map, this land use category generally denotes civic uses already in existence.
Parks and Open Space	● ● ● ● ●	Generally considered appropriate or compatible within all Land Use Categories.

TOPIC OF INTEREST: COMPLETE COMMUNITIES & 10-MINUTE NEIGHBORHOODS

Complete Communities is a concept built on the premise that people should be able to go about all of their essential daily activities and needs within a short distance of their home, preferably within a 10-minute walking or biking distance. For this to be possible, people must have access to housing with jobs, shopping, services, schools, medical clinics, parks, etc. nearby. Strategies to achieve this include more dense development, diversity of housing choices and land uses, and good quantity and quality of employment options.

Mixed-use developments are ideal to support the idea of complete communities as the strategies noted above are inherently the basic elements of a good mixed-use center.

In addition to the provision of diverse housing within close proximity of destinations, it is inherent to consider the form and experience of the routes between those places (aka the roads and sidewalks). If a walk or bike route is not comfortable, safe, and/or interesting it is much less likely to be utilized as intended. Providing generous sidewalks, bike lanes, and shade-producing street trees along routes will make the places and spaces much more successful.

This concept can be utilized to boost the success of the Complete Neighborhoods, Downtown Transition, and Downtown Mixed Use land use categories in particular.



TOPIC OF INTEREST: PLANNING FOR RETIREES

As Hutto grows and attracts more people, there will also be an increase in the number of retirees that move to the City. Many young families are choosing to call Hutto home and with that grandparents and older relatives are relocating to be nearby. There are special considerations that need to be addressed with an aging population including housing that allows for aging in place, employment for retirees, and easy access to medical care. Chapter 7, Neighborhoods and Housing, will go into more detail on this topic.



TOPIC OF INTEREST: CITY OF VILLAGES

“City of Villages” is a concept to guide growth into a series of compact and accessible polycentric villages with distinctive characters. This strategy encourages growth centered around a mixed-use activity center, called the Village Center. Pedestrian accessibility is a high priority within these developments and they should be well linked to the larger transportation network.

It is expected that the Village Centers would have a highly integrated mixture of uses, with improved streetscapes, plazas and parks, making them highly compatible with the concept of complete communities and 10-minute Neighborhoods, as just presented. Some preferred development types within the Village Centers include medium to high density residential housing, mixed-use buildings with residential over retail.

Locating housing, jobs, stores, and services in close proximity to each other can reduce the reliance on cars for shopping and other daily trips. Increasing residential and employment densities in key locations also makes transit and other public services convenient for more people.

Three development patterns are typically seen in the “City of Villages” concept: areas, corridors, and nodes. These are discussed in more detail on the following pages.

- Village Centers developed at major roadway intersections would be considered the “node development”;
- Development along major roadways connecting nodes would be the “corridor development”; and
- All of the development in between nodes and corridors would be the “area development”.

This concept could be used within the areas slated for the Neighborhood Activity Center, Community Activity Center, and Employment Activity Center land use categories, shown on the FLUM. The Land Use Dashboards and Development Types outlined previously for these Land Use Categories would be compatible with implementation of a “City of Villages” concept in those areas.



There are three development patterns typical to the “City of Villages” concept: areas, corridors, and nodes. The nodes are representative of the “village centers”, which are connected by corridors, and the spaces in between are the general area development. Figure 3.3 demonstrates these three development patterns in relation to one another, while Figures 3.4 through 3.6 illustrate the transition of uses within these patterns and are not representative of specific land use categories.

Boundaries and development patterns shown here are intended to demonstrate a typical or general layout, and boundaries are meant to be interpreted as appropriate for a specific context based on major roadways, geographic features, geopolitical boundaries and established developments. Connectivity between uses should be achieved through a variety of tools, including vehicular, bicycle and pedestrian access as well as the orientation of structures.

Figure 3.3. Typical Land Use Patterns in a City of Villages

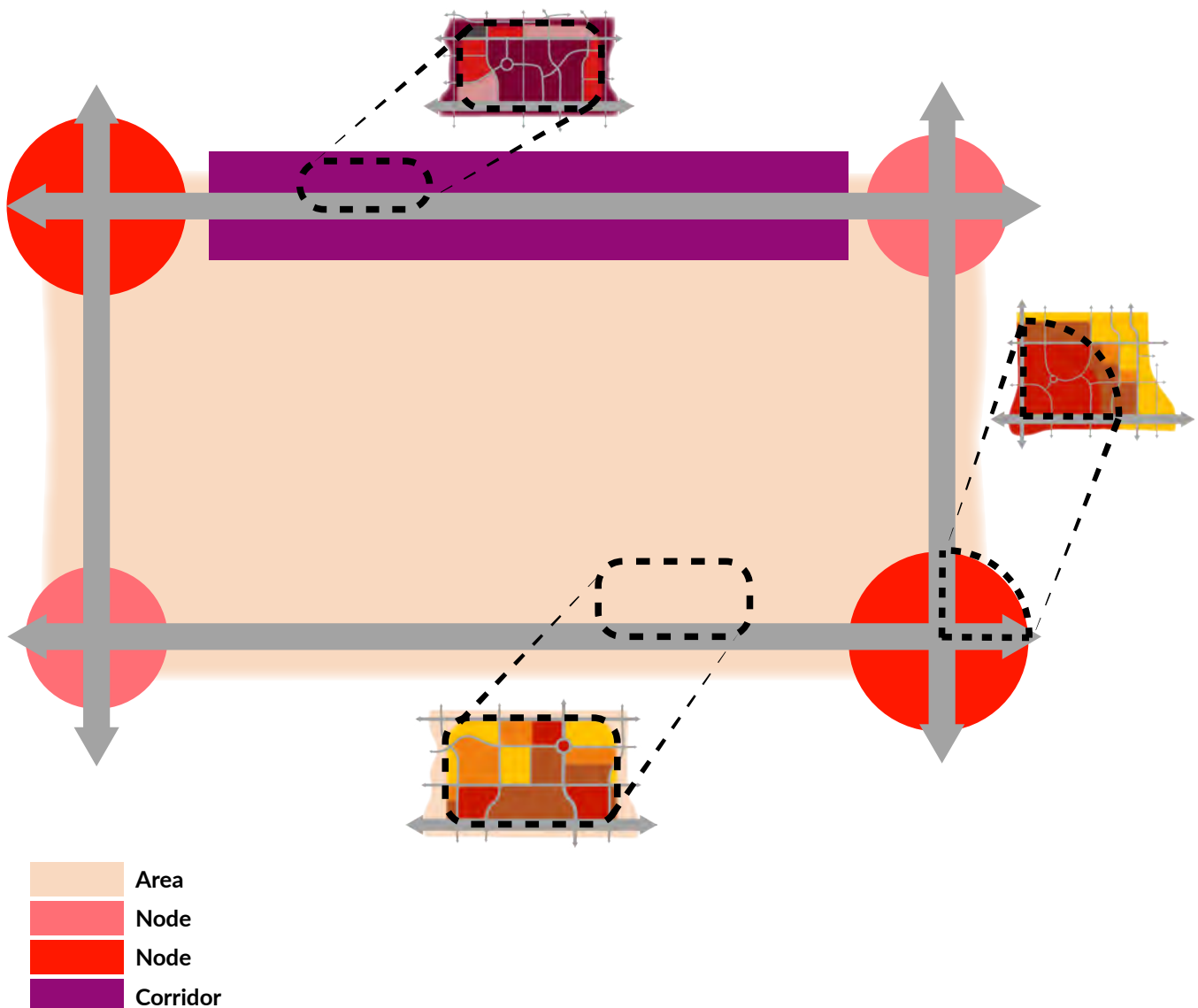
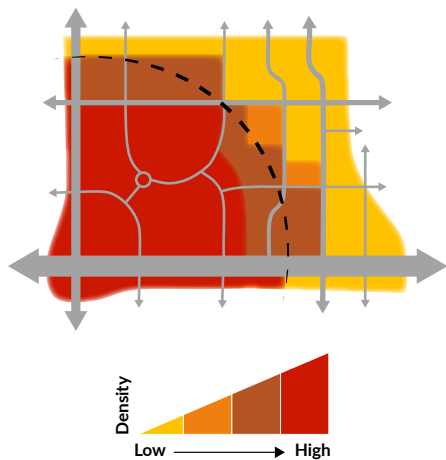
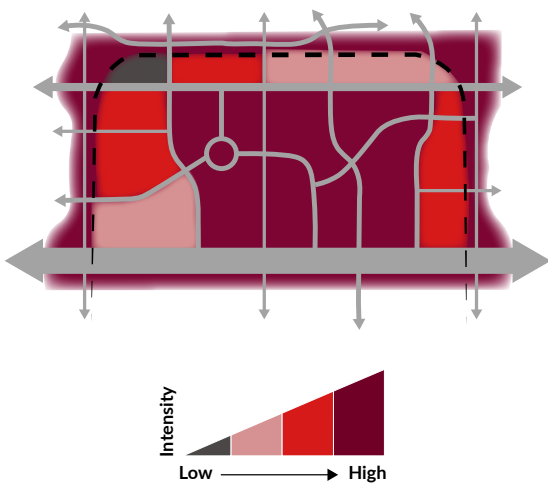
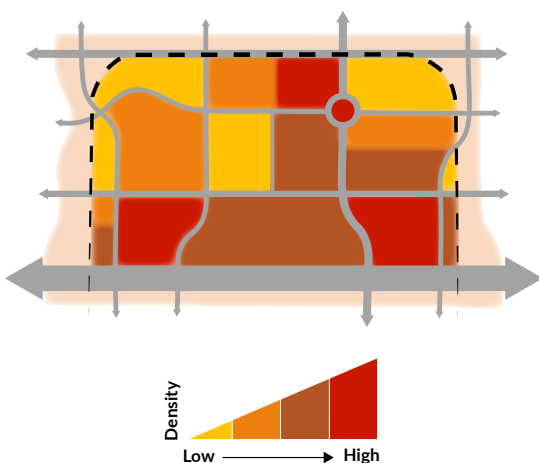


Figure 3.4. Node Development

The node development pattern begins with high intensity commercial uses at the center (the intersection of major roadways) and transitions to less intense as you move towards the surrounding area development. The size of the node is determined by the major roadways, geographic features, -political boundaries, with the node development pattern and uses generally radiating out about $\frac{1}{4}$ to $\frac{1}{2}$ mile from the central intersection. Larger nodes may be considered “primary nodes” with the smaller nodes being “secondary nodes”. A network of lesser roadways throughout the node enable the higher density uses as the central intersection to be integrated into and connected with adjacent commercial and other uses within the rest of the node.

Figure 3.5. Corridor Development

The corridor development pattern begins with more intense commercial uses along a major roadway or primary corridor, connecting primary or secondary nodes, and transitions to less intense commercial development as you get further from the primary corridor frontage. The corridor development pattern and uses generally transition to the surrounding area development within about a $\frac{1}{4}$ mile from the primary corridor frontage. A corridor development pattern, once off the primary corridor, utilizes a network of local streets to provide access between the most intense commercial uses and supporting moderate to high density commercial and other uses not directly on the primary corridor frontage.

Figure 3.6. Area Development

The area development pattern illustrates the general arrangement of commercial and residential uses outside of the nodes and corridors. Densities and intensities are generally arranged in decreasing density/intensity outward from the most intense uses present at nodes and corridors.

To note, the development ratios and types presented in the previous Land Use Dashboards are compatible with a City of Villages pattern, it's simply about where you put the allowed for ratio and types of developments within that land use category, as shown on the FLUM.

KEY DECISION MAKING CRITERIA

The guiding principles established early on in this plan are broad overarching statements that Hutto aspires to reach, in addition goals, policy statements, and actions have been developed for each chapter topic to provide more specific direction on how to achieve that overarching vision. Chapter X, Implementation will go into more detail on these items related to Land Use and Development.

The Future Land Use Plan should be a living document that is referenced often during all City policy decisions including development proposals, capital investments and requests for financial participation in projects. The City should invest their resources in projects or initiatives that meets the City's guiding principles and overall vision for the City of Hutto. Additionally, land use policies recommended in the comprehensive plan must be further implemented through the City's land development code. Careful consideration must be applied to address transitions, scale and compatibility with adjacent stable single family neighborhoods.

The following have been identified as key factors to consider for each project and policy decision, related to land use and development:

- Does it align with this plan's guiding principles and vision?
- Does it advance the land use character of the corresponding category in the FLUM?
- Does it strengthen pedestrian connectivity to mixed-use, commercial centers and the City's park/trail system?
- Does it provide access to missing services on either side of the railroad tracks?
- Does it provide positive fiscal impact to the City?
- Does it complement and remain compatible with surrounding land uses?
- Does it protect and preserve the quality of adjacent residential areas?







CHAPTER 4 TRANSPORTATION

TRANSPORTATION

The purpose of this chapter is to plan for the transportation system in Hutto. This begins with an evaluation of the existing transportation system and previous planning efforts. This analysis is then reviewed against the community's vision and goals outlined in this plan and against the thoroughfare plans of other jurisdictions adjacent to Hutto, for continuity.

INTRODUCTION

Prior to this Plan, the most recent planning efforts in Hutto date back to 2011 with the adoption of the 2011 Comprehensive Plan. That plan provided guidance that carried transportation policy and decision making through to the adoption of the 2018 Mobility Master Plan (MMP). This plan has provided the policy guidance and thoroughfare plan that has been adhered to through years of intense growth in Hutto. Most importantly, the MMP has served as the basis for the Roadway Impact Fee Study.

Since the thoroughfare plan was developed in 2018, many of the future roadways identified in the MMP have been established and existing roadways expanded. While many of these roadways are development driven many are also the result of capital improvement planning on behalf of the City and its intergovernmental partners, including Williamson County, Travis County, and TXDOT.

Since 2018, the high rate of growth in Hutto and the Region has exacerbated existing problems and invited additional investment by the private sector and Hutto's intergovernmental partners. Development requirements have resulted in the establishment and construction of a significant portion of thoroughfares such as Star Ranch Blvd., Emory Crossing Blvd., Carl Stern Dr., and Main Hippo Way.

The arrival of plans for the Samsung campus in Taylor and the Megasite has brought about the development of the Southeast Loop and other major thoroughfares by Williamson County that have substantially changed the development and transportation patterns in Hutto. The City has been working to build projects approved by voters in the previous transportation bond to help keep up with this growth.

This chapter of Hutto Soar 2040 is intended to provide an update to the 2018 MMP thoroughfare plan, cross sections, and set policy guidance for a future update to the MMP that aligns with the community's current goals and objectives.

Figure 4.1. Multi-Modal



Mobility includes building complete streets and incorporate all modes of travel.

Figure 4.2. Speed Reduction



Focusing on methods to reduce speed improves safety and walkability.

Figure 4.3. Innovative Intersections



Implementing new intersection types, like roundabouts, can improve safety goals.

LEADING WITH COMMUNITY INPUT - TRANSPORTATION

A meeting with the Comprehensive Plan Advisory Committee (CPAC) to review draft content for the Transportation Chapter of this Plan was presented on September 14, 2022. The following includes samples of what we heard and takeaways that were applied to the recommendations in this document.

WHAT WE HEARD

"The number of fatalities at the intersection of US 79 and CR 132 is shocking. I am afraid to drive through there with my family."

-Community Member

"Senior citizens need a way to get around town without a car. We have to be able to get access to the services, like healthcare and jobs, we need."

-Community Member

"I cannot park on the street in front of my house...there just isn't enough space. Sometimes cars are parked so close to the intersection I can't see if I am clear to turn."

-Community Member

"Traffic around the schools on the main roads is so crazy, I don't feel comfortable letting my child walk. There aren't any sidewalks from our neighborhood."

-Community Member

KEY TAKEAWAYS

Safety

Hutto roads must be safe for drivers and travelers using all modes and of all abilities. Investment at key intersections and roadways throughout the city can prove beneficial in protecting lives and property.

Urban Design

The safety and comfort of pedestrians can be improved through improvements to shared use paths, off-street trails, the provision of landscaping like street trees, and the implementation of road diets. Safety and congestion for both vehicles and pedestrians can be improved through enhanced connectivity and street network design standards.

Speed Management

There is a need to introduce roadway design techniques to manage travel speeds. This could include narrowing travel lanes in residential areas or improving traditional intersection design. The design speed of a roadway can often be more effective at influencing drivers to slow down than posted speed limits.

Key Populations

Those residents of Hutto who are the most restricted in their mobility are those who cannot operate a vehicle. Primarily, these at-risk residents are senior citizens or youth. Each of these populations face certain challenges that are similar to observations of the broader community:

- A lack of sidewalk and bicycle infrastructure, including crosswalks at intersections
- A land use pattern which geographically separates uses, limiting the ability to walk between destinations and increases vehicle trips.

POLICIES & STRATEGIES

The goals and vision of this chapter will ultimately be achieved through different means. Some positions and actions can be executed through the development regulatory system while others will be executed through City programs, planning efforts, and inter-governmental partnerships.

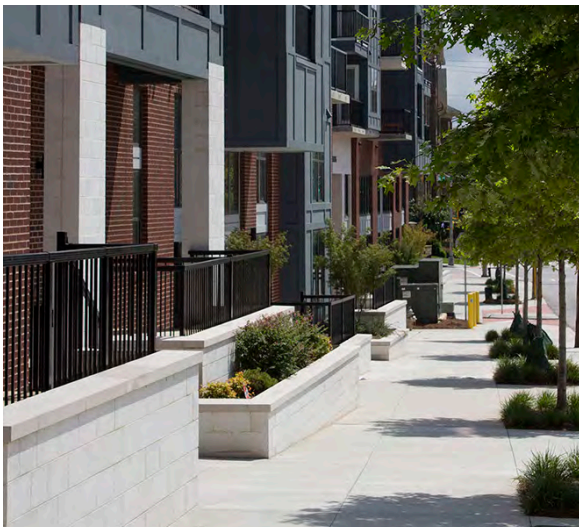
DEVELOPMENT STRATEGIES

1. Ensure a consistent level of development review between the city limits and ETJ.

Regularly review the Traffic Impact Analysis (TIA) and Impact Fee policies to ensure applicability within the city limits and the ETJ are compatible with each other.

2. Implement the vision of this plan through a review and update to the UDC standards for street classification and designs specifications and the relevant design manuals. The following standards can be updated to reflect the new vision of this plan and address inefficiencies.
 - Street section specifications
 - Sidewalk and streetscape standards
 - Street tree and landscape requirements
 - Relevant subdivision design standards such as those related to lot frontage, front setbacks, clear zones and sight triangles, and on-street parking.
 - Prioritize efficient design and maintenance by adopting standard utility assignments.

Figure 4.4.Example



3. Adopt standards protecting Collector Roads from encroachment by development features (e.g. residential driveways, on-street parking, etc.) and alignments that will preclude the roadway from functioning as intended.

Standards should be considered that would ensure that during the development process collector streets are designed to maximize their ability to move traffic through neighborhoods and from neighborhoods to the arterial street system.

In residential neighborhoods lots fronting onto collector level roadways should be rear-loaded and on-street parking should be prohibited. In other areas of the city collector roads should have a context sensitive design that utilizes traffic calming measures and encourages pedestrian activity.

4. Consider context sensitive transportation strategies.

In certain areas of the city, it may be appropriate to deviate from the standards of a typical roadway classification or strategy if an alternative transportation standard would better serve the overall goals of this plan. This is specifically true in high density or mixed-use areas of the city where infrastructure is more effective. Here, opportunities exist to incorporate more substantial pedestrian facilities, reduce parking and encourage shared parking among sites, or utilize non-traditional traffic calming methods.

Figure 4.5.Example



5. Develop a Thoroughfare Plan Amendment Process and establish guidelines for determining when an amendment to the Thoroughfare Plan is necessary.

There may be instances where the conceptual alignments or proposed classification illustrated on the Thoroughfare Plan Map may conflict with other goals and objectives of this Plan.

A process should be established in the UDC to provide an avenue to revise the alignments or classifications as shown on the map. Non-compliance in any of the following areas may be established as cause for an amendment:

- A change in classification
- A change in alignment by more than a set amount in any direction
- A change in alignment that may result in an intersection with an offset alignment of two roadways or a change in alignment that causes a break in the function of the corridor.

DESIGN & MANAGEMENT STRATEGIES

6. Encourage safety by prioritizing alternative traffic calming methods, such as narrowing travel lanes, enhancing pedestrian crossings, using bulb-outs and chicanes, etc.

In addition, safety should be considered as a factor in the funding and/or selection of projects. The City may also consider aligning with other communities in a commitment to a goal of zero deaths on City facilities within a set timeframe.

Figure 4.6.Example



7. Enforce key Transportation System Efficiencies by:

- Ensuring that the function of thoroughfares with critical grade separated crossings at controlled access freeways is maintained.
- Consider better intersection designs as appropriate. Alternative design methods could include roundabouts in-lieu of traditional stop controlled intersections on collector roads or innovative intersections (diverging diamonds, single-point urban interchanges) at intersections with access controlled facilities or intersections of two major arterials (additional right-of-way required).
- Implement road diets where there is unnecessary pavement on existing roadways, where CAMPO traffic projection models predict less traffic than a roadway is classified for, or where safety and speed management improvements can be made without degrading Level of Service to an unacceptable level.
- Utilize speed management techniques in neighborhood street design and retrofits to achieve safer streets for all users.

Figure 4.7.Example



8. Coordinate transportation improvements and future planning efforts with regional partners including Williamson County, Travis County, Capital Area Metropolitan Planning Organization, the City of Georgetown, the City of Pflugerville, the City of Round Rock, and the City of Taylor.
9. Consider a complete update to the 2018 Mobility Master Plan to integrate changes from this comprehensive plan process and further develop policies, projects, and programs to implement the vision and strategies of this plan.

THOROUGHFARE PLAN

The Thoroughfare Plan is composed of the Thoroughfare Map and the Thoroughfare Classifications Systems. The map identifies where each thoroughfare should be located and how the thoroughfare system functions as a whole. The classification system outlines the specific standards that each thoroughfare should be design for to function at its optimum level and to achieve the relevant transportation goals.

THE THOROUGHFARE MAP

The Thoroughfare Map has been updated to account for roadways constructed or extended since the last update in 2018, to reflect the changes in roadway classifications, to ensure alignment with the thoroughfare plans for adjacent jurisdictions, and to reflect changes in land use patterns and Future Land Use designations.

The Thoroughfare Map adopted in the 2018 Mobility Master Plan proposed the expansion or extension of many new roadways and the creation of totally new corridors to support the increased density expected through rapid urban development. Many of these roadways have come to fruition over the last four years. The revised Thoroughfare Map reflects these improvements. New roadways are now shown as “existing” instead of “proposed” and places where conceptual alignments have been engineered and realigned are now revised accordingly.

The Thoroughfare Plan now features a revised classification system. The primary change is the combination of Major Collector and Minor Collector roadways into one Collector Level roadway. This simplifies the Thoroughfare Plan and clarifies the intent and functionality of these roadways. The preferred standards for these roadways have also been revised using the existing UDC Standards as a reference point. Right-of-way widths have been slightly adjusted, but street section standards have been significantly modified to reduce overall pavement width and increase space for quality pedestrian and bicycle facilities and streetscape improvements.

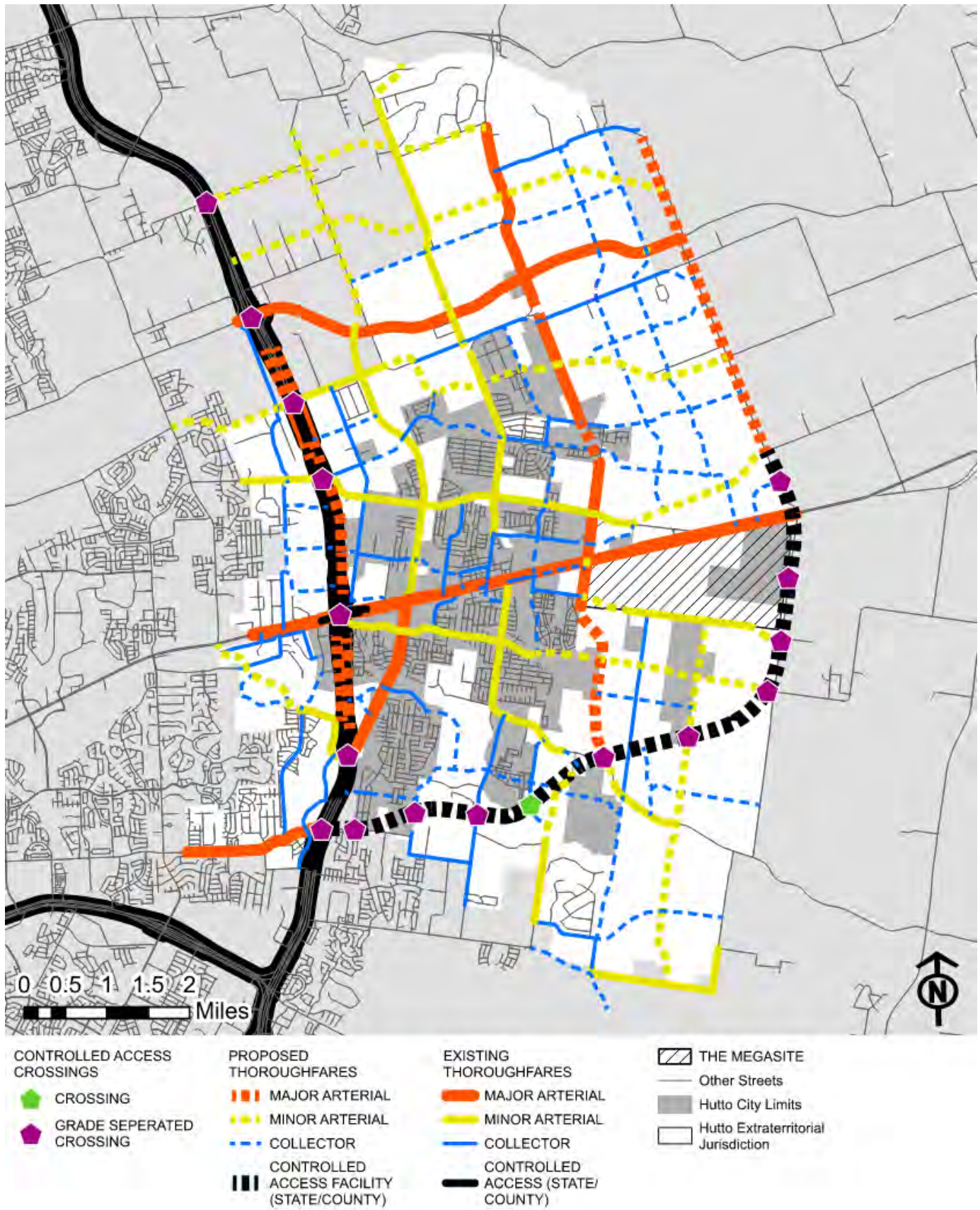
Alignments with the plans of adjacent and partner jurisdictions have been confirmed. The plans of adjacent cities (Georgetown, Round Rock, Pflugerville, and Taylor) were examined

and adjustments were made to ensure that thoroughfares between the cities were aligned and conflicts minimized. The plans of Williamson County, Travis County, and TXDOT were also reviewed. Figure 4.8 shows the conflicts that existed with the previous Thoroughfare Plan. The most substantial changes were made through review of the Williamson County Transportation Plan. Substantial planning and design efforts by Williamson County since the 2018 MMP have resulted in the development of regional transportation corridors such as CR 101, Chandler Road, the future extension of Westinghouse Road, and the Southeast Loop, a controlled access freeway.

Figure 4.8. Comparative Map of the Differing Jurisdictional Plans in the Area



Map 4.1.Thoroughfare Map



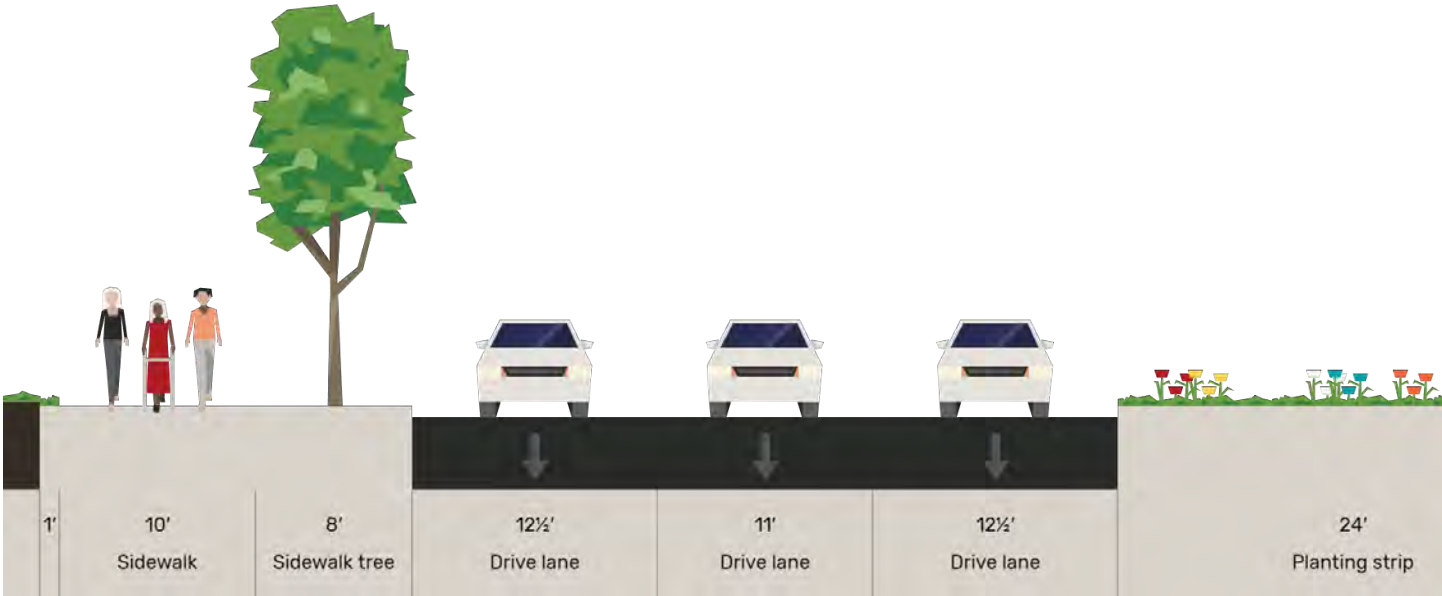
THOROUGHFARE CLASSIFICATIONS

The following classifications correspond to the Thoroughfare Map on the previous page and reflect more closely the right-of-way requirements of the currently adopted UDC with updated sections that better reflect the goals and vision of this plan and mobility strategies. Narrower lane widths and placement of bikes in shared use paths along arterials, as well as streetscape features to increase shade and improve the look and feel of streets for walkable thoroughfares, are also included.

MAJOR ARTERIAL ROADS

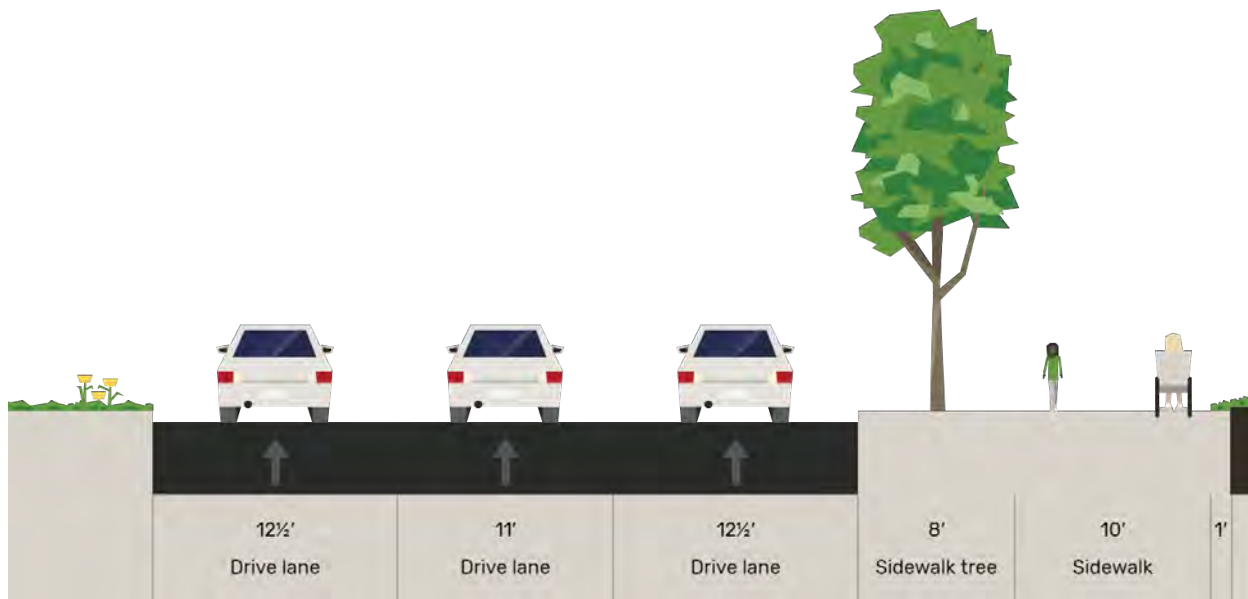
Major arterial roads transport heavy amounts of traffic for large distances. They connect the city’s street network to the regional transportation network; often times these roadways are a part of the regional transportation network themselves.

Figure 4.9. Major Arterial Street Section



Right-of-Way Width = 134'

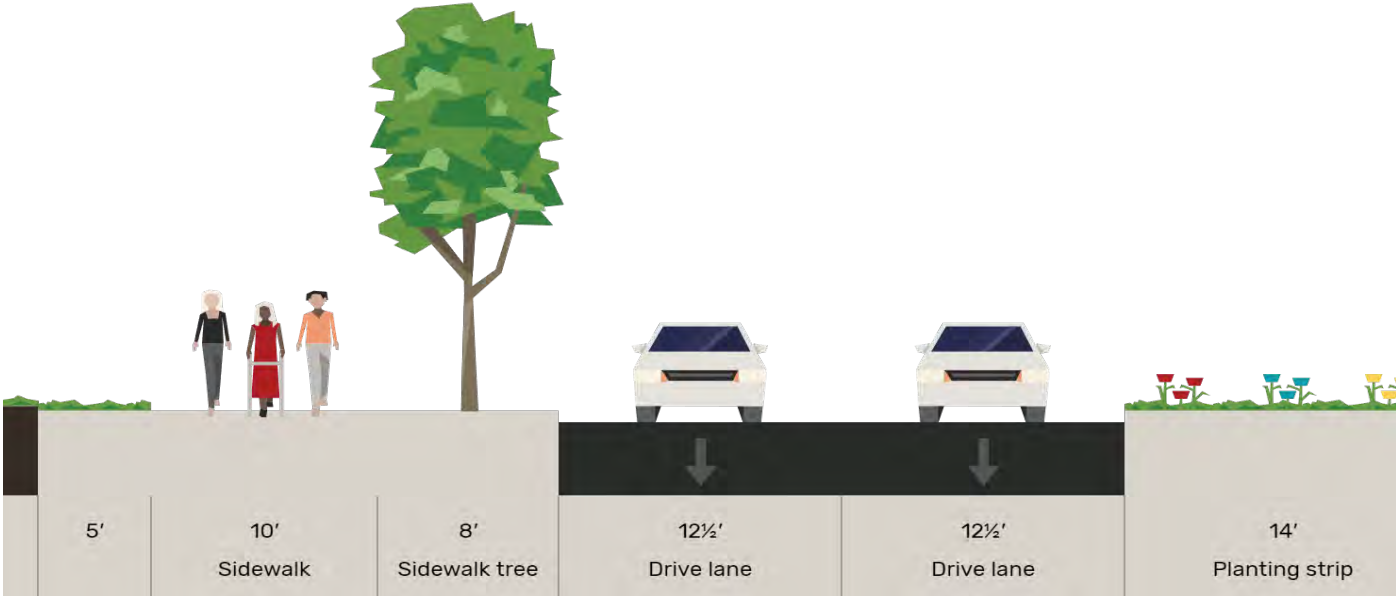
Figure 4.10. Major Arterial Street Section (continued from adjacent page)



MINOR ARTERIAL ROADS

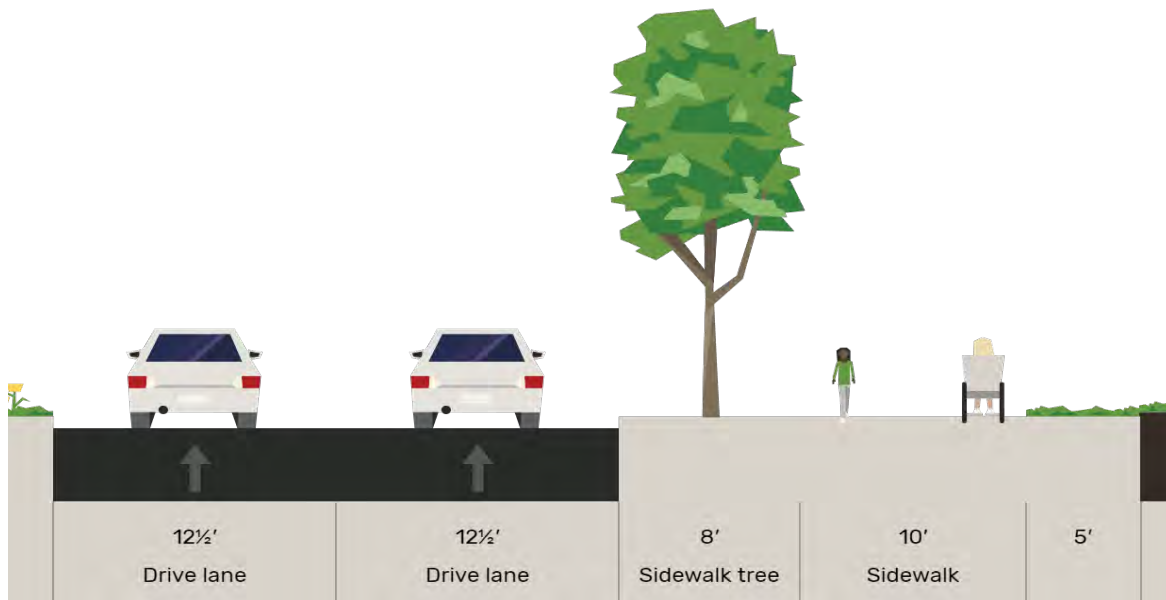
Minor arterial roads are intended to carry traffic across the city; connecting neighborhoods and activity nodes across the city. Minor arterial roads form the basis of the network used for intra-local traffic.

Figure 4.11.Minor Arterial Street Section



Right-of-Way Width = 110'

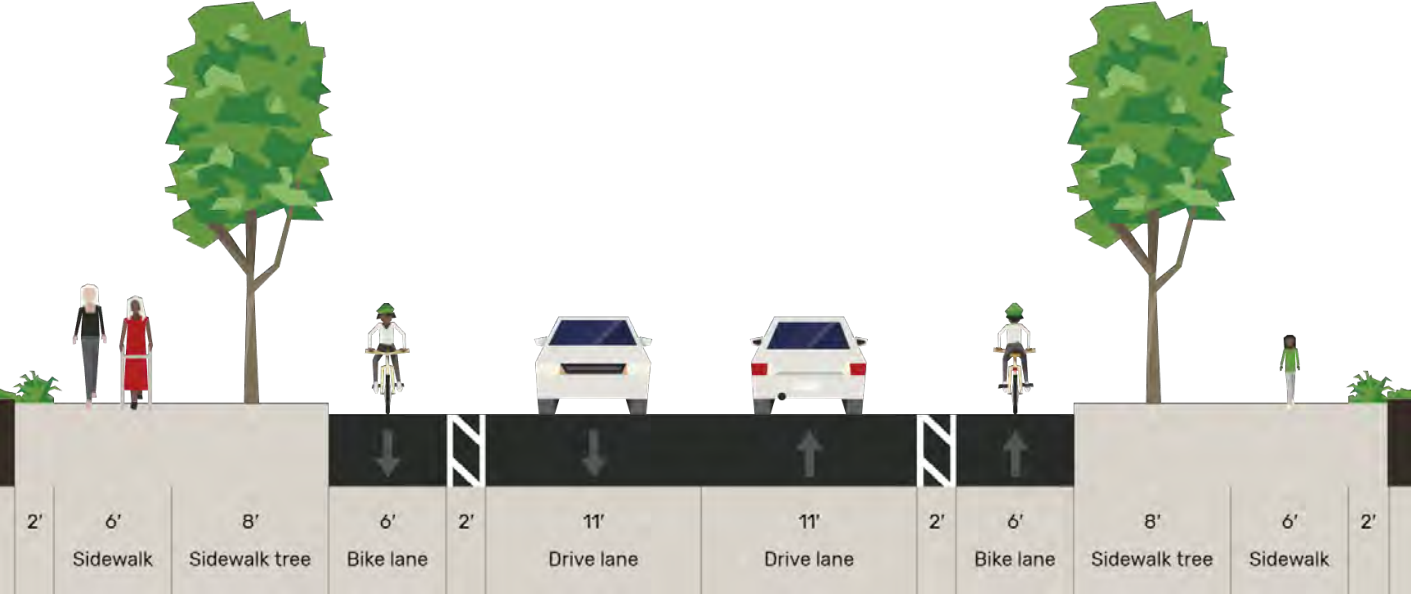
Figure 4.12.Minor Arterial Street Section (continued from adjacent page)



COLLECTOR ROADS

Collector roads move vehicles through neighborhoods and between neighborhoods. Collector roads are the interface between the local street network and the arterial street network. Collector roads are often the connecting point between neighborhoods and areas of commercial activity. For this reason, care should be taken to accommodate multi-modal traffic.

Figure 4.13. Collector Road Section

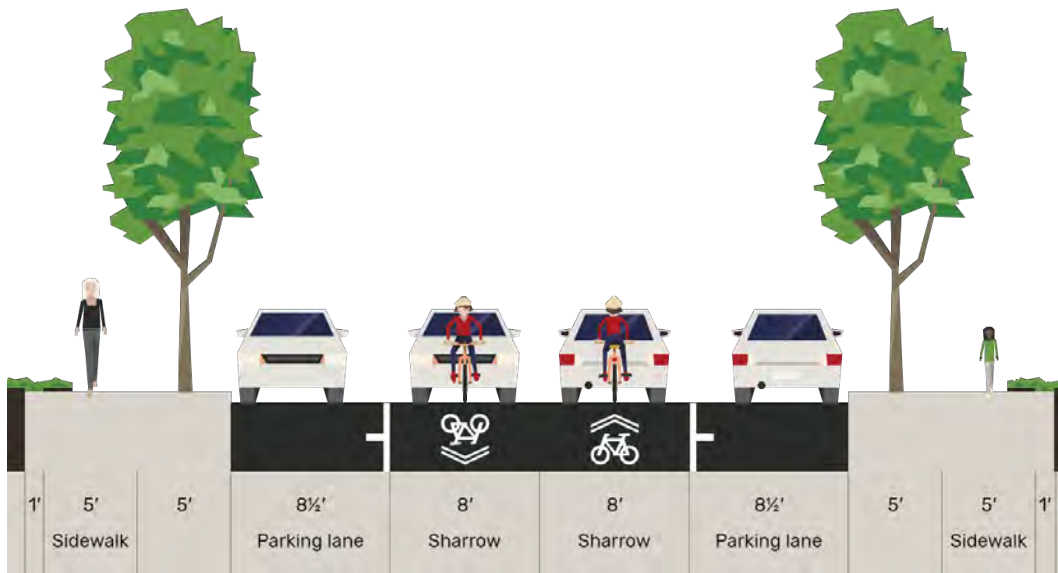


Right-of-Way Width = 70'

LOCAL STREETS

Local streets form the basis of the street network and serve as the direct interface between development and the transportation network. Local streets move vehicles through a neighborhood. These streets should be especially accommodating to pedestrians. Local streets are not specified on the Thoroughfare Plan as they are intended to be identified as needed in the development process.

Figure 4.14. Local Street Section



Right-of-Way Width = 50'

CONTROLLED ACCESS FREEWAYS & GRADE SEPARATED CROSSINGS

Understanding the location of controlled access freeways and grade separated crossing on those freeways within the transportation network is critical to understanding the functionality of the rest of the transportation network. The restriction of movement across these roadways impacts circulation patterns substantially, so it is important to take advantage of planned crossings. These two features are provided for informational purposes only.

THOROUGHFARE CLASSIFICATION STANDARDS

The design standards for each roadway classification are outlined below.

Standard	Residential Local	Collector	Minor Arterial	Major Arterial
ADT (Avg Daily Traffic)	< 800	> 2,500	> 18,000	> 32,000
ROW (Right of Way)	50'	70'	110' ⁴	134' ⁴
FOC (Face of curb to Face of curb)	33'	38'	64'	96'
Length	#	#	#	#
Lanes	2	2	4	6
Lane Width ³	15' (parking permitted)	11'	11' ⁴	11' ⁴
Median Width	---	--- ²	24'	24'
Design Speed	20-30 MPH	25 MPH	35 MPH	40 MPH
Driveways	Yes	Yes/No ⁵	Yes	Yes
Parking	Both Sides	No	No	No
Tree Lawn	5', both	8', both	8', both	8', both
Sidewalks/Shared Use Path	5', both	6', both w/ 2' striped buffer	10', both	10', both
Bicycle Lanes	No	6', both	No	No
Buffer (Sidewalk to ROW line)	---	5', both	5', both	5', both

¹ On-street parking, where provided, shall be provided in additional bays

² Median allowed with approval of City Staff.

³ Lane widths shall be no more than 11' when measured center of stripe to center of stripe or lip of gutter. When gutter pans in place, the width of the gutter pan shall not be included in lane width. Lanes may be reduced to 10' when posted speed is 35 mph or less.

⁴ Where two arterial roadways intersect an additional 14' of right-of-way shall be required above that described in Table 10.611.12, within 360' of the intersection, for the installation of a turn lane.

⁵ Only driveways for non-residential uses or residential uses with 8 or more dwelling units.

⁶ When deceleration lanes are required, the turn lane length shall meet TXDOT requirements plus an additional 50' from end of turn lane taper to beginning of driveway radius.







CHAPTER 5

PUBLIC FACILITIES, PARKS, & INFRASTRUCTURE

PUBLIC FACILITIES, PARKS, AND INFRASTRUCTURE

Infrastructure systems, public facilities and parks serve as the physical backbone of a community by providing households and businesses with the basic requirements to function on a daily basis as well as being crucial to providing a high quality of life for residents.

The elements of the desired community vision, development patterns, economic development, and community connections and identity in this plan are not possible without appropriate infrastructure and facilities planning and implementation.

The recommended development patterns in the Land Use, Growth & Development chapter seek to balance accommodating growth with resource protection and promotes the efficient use of infrastructure and facilities, which will be further explored in this chapter.

A City's infrastructure consists of several systems, including transportation, communications, electrical, water, wastewater, drainage, and more! Roadways and transportation are addressed in the Transportation & Mobility Chapter, and this Chapter focuses on water, wastewater, and drainage systems. Communications and electrical systems are not usually addressed as part of a Comprehensive Plan.

This chapter details:

- Utility Infrastructure
- Public & Community Facilities
- Parks and Recreation

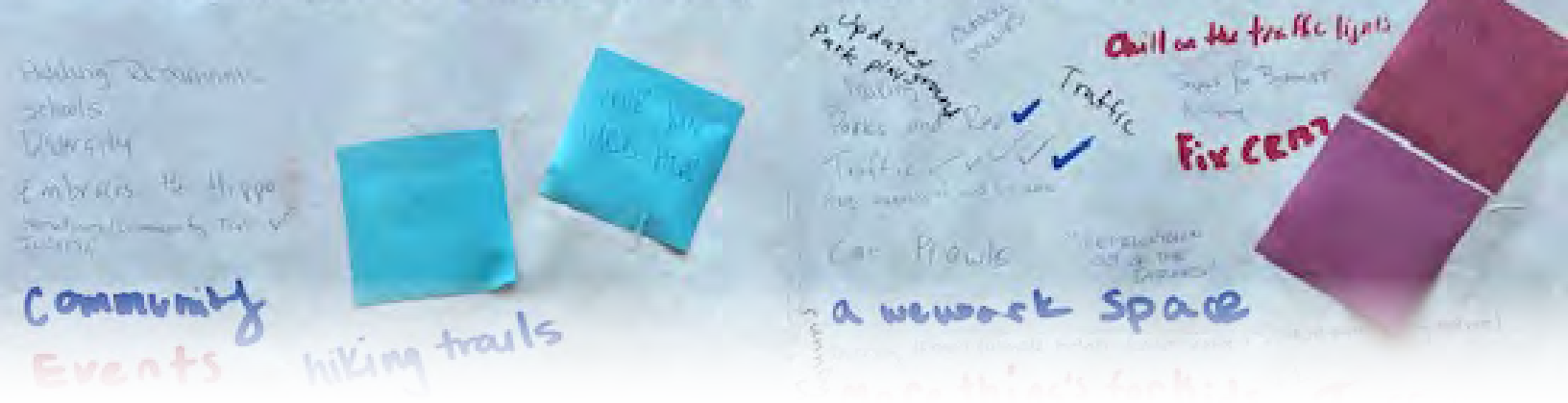


Water Tower & Electrical Lines

TELL US WHAT YOU THINK

WHAT DOES HUTTO DO WELL?

HOW CAN HUTTO IMPROVE?



LEADING WITH COMMUNITY INPUT: PUBLIC FACILITIES, PARKS, & INFRASTRUCTURE

WHAT WE HEARD

"Roads need better upkeep, especially in old town."

-Community Member

"Need recreation center with community involvement for free to public."

-Community Member

"All the parks need more trees, trails, benches, picnic tables. Also need to incorporate wildflower, bluebonnet, fields in the parks."

-Community Member

"Would like more bike trails and lighting along the trails."

-Community Member

KEY TAKEAWAYS

- City streets and sidewalks could be better maintained.
- The City is not viewed as having effectively invested in capital improvements in the past.
- There needs to be a new community center with gathering spaces for all ages.
- There is a lack of cultural facilities.
- More parks and trails are needed.
- The amenities at parks should be better maintained.

APPROACH TO INFRASTRUCTURE & FACILITIES PLANNING

There are some unifying themes across all infrastructure systems that create an overall approach to tackling the provision of infrastructure in Hutto.

COORDINATION & BREAKING DOWN SILOS

Regulatory, financial, and governance structures typically lead to each infrastructure system and each public facility being placed into separately-managed silos. However, solving many of today's challenges often requires breaking down barriers between these silos, with the added benefit that a holistic view introduces transformational opportunities to accomplish multiple goals in an efficient, cost-effective and even expedited manner. This view is imperative to building the momentum and coalitions that are critical for a City with stretched resources in seeking to achieve the community's vision.

MULTI-PURPOSE FACILITIES

Infrastructure and facilities can serve to support or meet multiple needs through careful coordination. Infrastructure alignments and easements can serve multiple forms of infrastructure as well as providing amenities that enhance quality of life for residents. If such plans are coordinated well, multi-purpose facilities can help Hutto efficiently make progress on a variety of goals as well as demonstrate fiscal prudence to residents. Some examples are as follows:

- Sewer interceptors generally follow the lowest points in a watershed. These areas tend to be floodplain areas that benefit from greenspace preservation and drainage easements, and also align with key trail corridors. When acquiring easements or fee-simple ownership, Hutto can seek to address all needs simultaneously.
- Some infrastructure types may change character substantially based on long-range needs. For example, a 20 foot easement may be sufficient

for an initial sewer line, but that alignment may eventually call for a much larger sewer interceptor that requires a larger easement. Hutto should acquire easements for the ultimate infrastructure need, not just the present need, as well as size easements to serve multiple purposes.

- Parkland dedications should include underlying permissions to accommodate utility infrastructure, especially along alignments consistent with water and sewer infrastructure.
- Facilities like school sites can play important roles as trail heads and their placement adjacent to parks can allow for shared benefits, such as parks that can serve both the school and the community. Frisco, Texas is an example of this approach applied long-term with excellent results.



Dual-purpose facilities can be utilized by combining utility easements or drainage channels with trails and open space. This can enhance the quality of life for residents by creating more green spaces and trail connections within the City.

UTILITY PLANNING BEST PRACTICES

Future updates to utility plans should include a risk-based assessment of all water pipelines, sewer mains, lift stations and storage tanks to assist in the prioritization of recommended operations and maintenance improvements. The assessment should consider the condition and criticality of existing water and sewer system infrastructure, using a scoring system to provide an analytical and quantitative method to evaluate the condition and criticality of each facility, leading to a rehabilitation capital improvements plan for each system.

Because development demands are ever evolving and changing, Hutto should continually update the water and sewer system models, evaluate the CIP annually to see if critical infrastructure needs require a shift in the schedule, and engage modeling as early as possible in the development review and feasibility process. For example, timing and commitments to capacity can be addressed in early Development Agreements to support appropriate infrastructure investments.

With growth accelerating, timing for planning and design of facilities should exceed the Texas Commission on Environmental Quality (TCEQ) minimums to avoid compliance issues and improve overall system performance. This lowers risk, especially given recent increases in development entitlement. For example, the “75/90 rule” for planning and construction of wastewater treatment plant capacity may not be sufficient for Hutto, given timelines to achieve necessary permits and the rate of growth. To note, state law anticipated annual growth rates much lower than what Hutto is experiencing currently.

This same philosophy applies to drainage, as Hutto has the opportunity to be proactive where so many

other cities have been reactive and ultimately been forced to find expensive stormwater retrofits. Hutto has the opportunity now to avoid that future for itself.

In a related manner, the design, timing and placement of developments can drastically affect short- and long-term operations and maintenance, as well as capital investment. Hutto has an opportunity to advocate for compact, interconnected development patterns that foster efficiency and high fiscal performance in terms of both tax revenue per acre and number of connections per linear foot of infrastructure. More connections per linear foot results in more utility fees collected and thus lower overall utility rates.

THE “ONE WATER” APPROACH

The idea of an integrated systems approach to water is not new. Its full-scale implementation, however, has yet to be realized. All around the country, and particularly within areas that frequently encounter drought and flood risks, there are increasing examples of integrated and inclusive approaches to water resource management that touch multiple infrastructure systems. These approaches exemplify the view that all water has value and should be managed in a sustainable, inclusive, integrated way. From nature to tap, from farms to food, from toilet back to river, there is just one water cycle. While nature provides water, it takes pipes, pumps, reservoirs, treatment plants, and people working around the clock to deliver clean water to homes and businesses, and to remove and treat wastewater so it can safely be reused or returned to the environment. Public facilities serve as opportunities to demonstrate design that recognizes One Water in a similar way that a private development project might, as well as providing opportunity for community education.

A One Water approach can take many different forms, but has some unifying characteristics as shown in Figure 1.39. Elements of a One Water Approach, which are applied to Hutto's context in this chapter.

Figure 5.1. Elements of a One Water Approach





UTILITY INFRASTRUCTURE

The City's utility infrastructure consists of underground and above ground utilities such as communications, electrical lines, water, wastewater, and drainage/stormwater. This chapter focuses on a discussion of water, wastewater, and stormwater systems in Hutto as well as best practices and recommendations for infrastructure management. Master plans for the City of Hutto relating to these elements have been recently completed and their findings and assumptions are incorporated into this Comprehensive Plan.

In a city such as Hutto that is seeing exponential and accelerating growth, active and holistic infrastructure planning is of the utmost importance. Having inadequate infrastructure or infrastructure that does not keep up with growth can cause significant issues for the City, such as requiring a moratorium on new development or causing major public health incidents.

Modeled and routinely updated Water and Wastewater Master Plans are critical to evaluating the integrity of the existing water and sewer systems, and developing a phased capital improvement plan through buildout of the service areas. The recommended improvements from these plans will serve as a basis for the design, construction, and financing of facilities required to meet the City's water and sewer capacity, and system renewal needs. At the time of the writing of this Comprehensive Plan, Hutto was also undergoing the process of updating both their Water and Wastewater Master Plans, and preliminary findings have been incorporated here as appropriate.

WATER

The success of a municipal water system is measured in terms of volume, pressure, and quality. Sufficient water must be available to provide continued daily service during peak use times, such as in the summer drought season, while also having sufficient reserves in the event of an emergency, such as a major fire event. Consistent pressure ensures that water flow is satisfactory to residents, but it also reduces strain on the delivery system and reduces the opportunity for bacteria to form. Treatment of water prior to entering the system allows the water that residents drink to maintain a quality of both health and taste.

As a public water utility, the City of Hutto must comply with the rules and regulations for public water systems set forth by the Texas Commission on Environmental Quality (TCEQ) in TAC §290.45. The TCEQ sets minimum system requirements pertaining to storage, pumping, and production capacity.

It is critically important to plan for average daily demand, maximum day demand and peak hour demand, beyond TCEQ minimums, in order to meet community expectations and avoid future issues. Water demand projections should be conducted by pressure zone. As part of this, the City should continue to use extended period simulations to understand operational issues, such as available fire flow, at any point in the water model.

WATER SOURCES & SERVICE

The City is currently contracted to purchase 2.80 mgd of water from a combination of third-party sources including Manville Water Services, City of Taylor, and Heart of Texas. These sources include a mixture of surface and ground water. The City is currently working on ways to secure additional water supply for Hutto.

Hutto provides water service to almost 7,000 connections, with forecasts to add more than 21,000 connections in the next 10 years and almost 30,000 connections at buildout. This will require strategic, well-timed capital investments

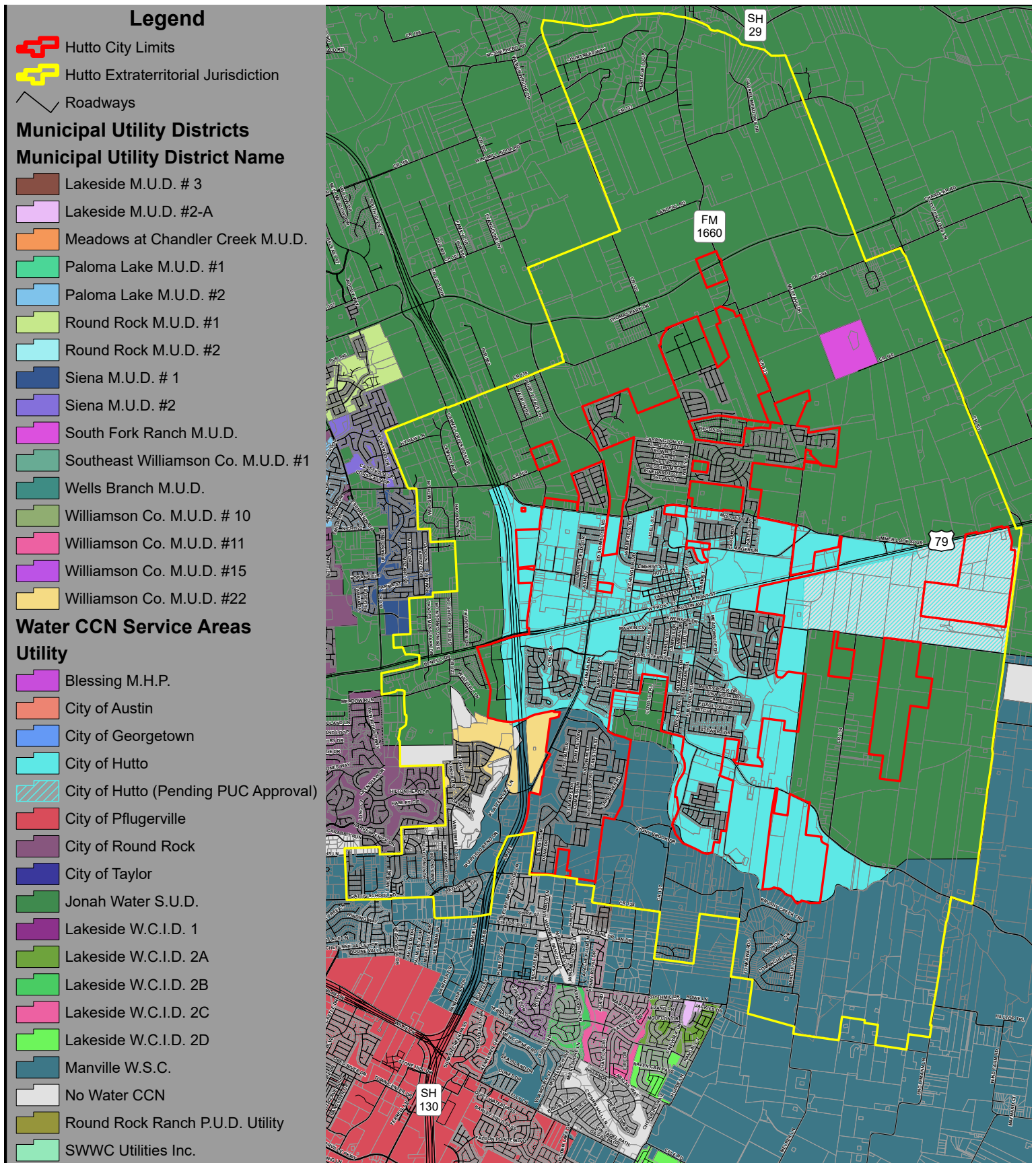
and policies to accommodate this growth in an efficient and effective manner, while also ensuring proactive maintenance of existing water system assets to meet the needs of people that already call Hutto home.

Water service is based on a Certificate of Convenience and Necessity (CCN), Map 5.1 depicts the water CCNs active within Hutto. The City of Hutto water service area and city limits do not match, as the northernmost and southernmost portions of the area within the Hutto City Limits are served by other utilities, and areas not noted as covered by a CCN are presumed to be served by wells.

2022 WATER MASTER PLAN UPDATES

In February 2022, the City of Hutto began the process to update to the City's Water Master Plan. The goals of this study were to evaluate the capacity of the existing water distribution system and to recommend a Capital Improvements Plan (CIP). The recommended improvements will serve as a basis for the design, construction, and financing of facilities required to meet the City's water capacity needs as the system develops. This Water Master Plan update was approved by City Council at their December 15, 2022 meeting.

- As part of this study, the hydraulic model of the water distribution system was rebuilt using the latest geographic information system (GIS) data from the city, and calibrated to real-world flow, level, and pressure data collected from the City's Supervisory Control and Data Acquisition (SCADA) system. It includes application of planning criteria typically more stringent than the TCEQ minimum requirements, taking into consideration additional factors like operational flexibility and system redundancy (resilience).
- Growth projections estimate population in terms of living unit equivalents (LUE) for the planning years 2022, 2027 (5-year), 2032 (10-year), and 2047 (25-year). The projections include both residential



Map 5.1. City of Hutto Water Service Area

and non-residential LUEs, but do not include redevelopment in any areas that have existing development. This is only critical in the immediate downtown area, which the Plan identifies as an area in need of line replacement to address fire flow and to support redevelopment scenarios in downtown.

- A capital improvements plan (CIP) was developed for the water system to serve projected growth through 2047. The hydraulic model of the water systems, along with pumping, conveyance, and storage planning criteria developed in collaboration with City staff, were employed to determine the capacity and timing of proposed improvements. Planning level cost estimates were developed for the recommended improvements.

- The City's water supply consists of eight groundwater wells in the Carrizo-Wilcox Aquifer as well as wholesale supply from the City of Taylor and Manville Water Supply Corporation. The Plan identifies a need for a water supply study to identify additional supply to meet the needs of Hutto in the future, identifying an acute need for 3 million gallons peak day supply in 2023 and 5 million gallons peak day supply in 2025, as well as pumping capacity increases in 2024. Elevated storage tank capacity is also identified as a need in 2025.

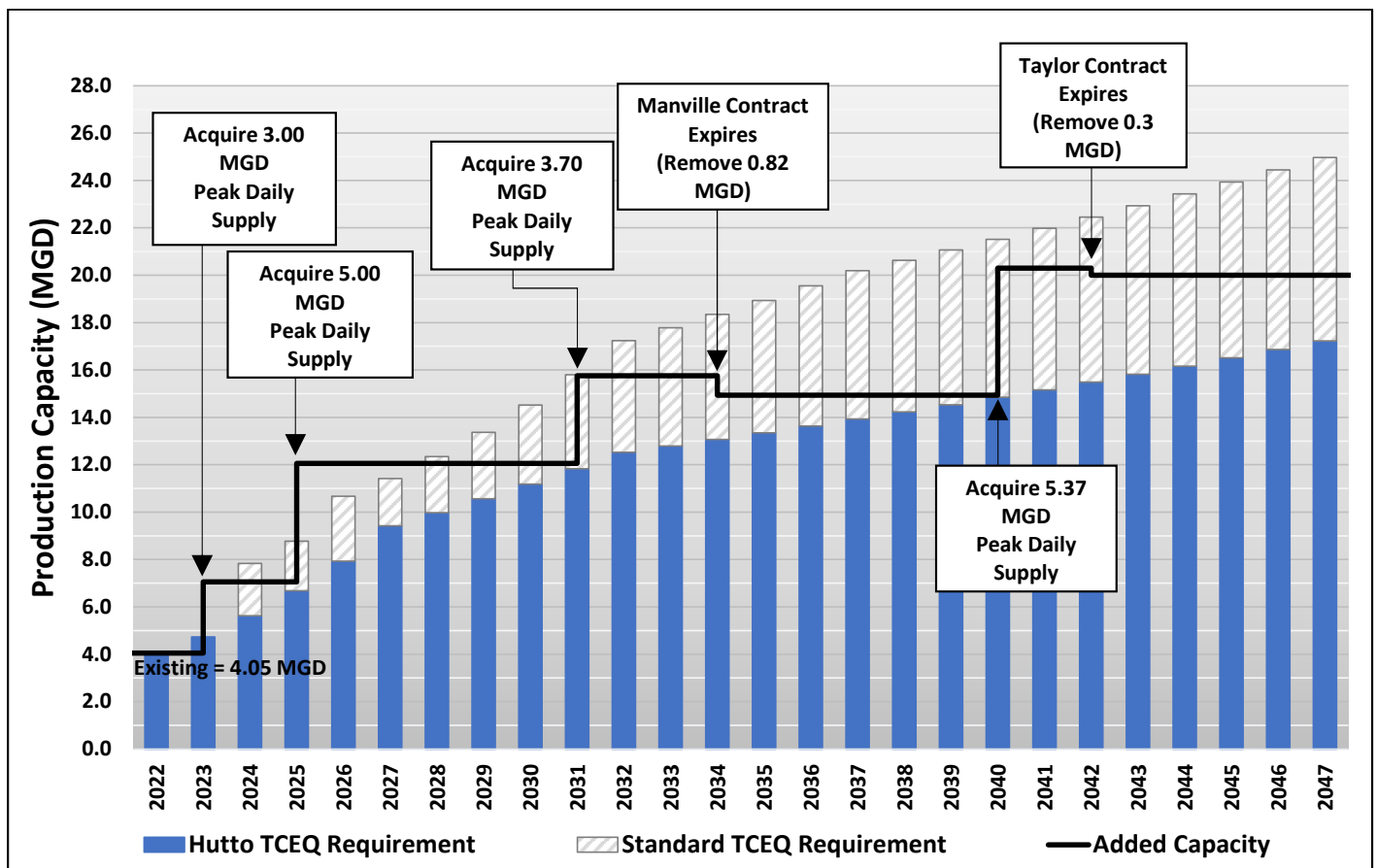


Figure 5.2. Production Capacity Recommendations, 2022 City of Hutto Water Master Plan

WATER AUDITING

Soils with high plasticity indexes in Central Texas make Hutto's system more susceptible to pipe breaks and leaks, which can decrease efficiency throughout the entire system generating unnecessary costs for both the utility provider and end user.

The Texas Water Development Board released a report and Water Loss Audit Manual for Texas Utilities¹, which states the following:

- For utilities to operate efficiently, they should use recommended practices to monitor and control water and revenue losses. These include active leakage control, as well as metering production flows and customer consumption.
- Real losses cause a portion of the treated, pressurized water to be lost from the distribution system before customer use. In effect, the utility treats a greater volume than its customer base requires, hence incurring excess production costs.
- All water utilities incur leakage losses; only the amount varies. Leaks and most visible main breaks occur for a variety of reasons, including poor installation workmanship or materials, corrosion, external forces, environmental extremes, and other causes. Leakage is always occurring, and only grows worse if left unchecked. Therefore, all water utilities should provide system maintenance and upkeep functions that include appropriate components of leakage management via active leakage control, timely quality repair, water main rehabilitation, and pressure management.
- With decreasing water availability and rising costs for water treatment or purchase, auditing water supplies is essential for water utilities to ensure efficiency in their operations and preserve water resources. Water Service

Water auditing and loss control are emerging as significant conservation measures because as utilities minimize water loss, they increase their efficiency and reduce the need to search for additional water sources. For utilities to effectively identify losses in their systems, they must first employ water auditing as a routine business practice, using a method that has clearly defined terms and meaningful performance indicators. In recognizing the need for such a reliable method, the Water Loss Control Committee of the American Water Works Association adopted (AWWA, 2003) the method published by the International Water Association's Water Loss Task Force (Alegre and others, 2000). This methodology not only assists utilities in identifying where their losses are occurring, but also expresses by volume how much is lost and associates a cost to those losses. It also standardizes the water audit reporting process for water utilities.

- Water Loss Audit Manual for Texas Utilities, 2008

¹ Water Loss Audit Manual for Texas Utilities, by Mark Mathis, George Kunkel, P.E., and Andrew Chastain Howley for the Texas Water Development Board, Report 367, March 2008. https://www.twdb.texas.gov/publications/brochures/conservation/doc/WaterLossManual_2008.pdf

WASTEWATER

Wastewater is the contaminated water that is discharged as part of daily activities from every household and business in Hutto, including the water and solids associated with toilets, sinks, showers, dishwashers, washing machines, and floor drains. Once discharged from a household or business, wastewater is transported to wastewater treatment plants that clean and purify the wastewater so it can be discharged safely back into the environment or reused for certain uses, see the discussion regarding “Wastewater Beneficial Reuse” later in this chapter.

Success of the wastewater system in Hutto is dependent upon well-maintained pipes that are of sufficient size to support the anticipated amount of wastewater, as well as wastewater treatment plants with the capacity and technology to handle the anticipated volume of wastewater.

The City currently provides wastewater service to almost 8,000 customers. The population within the service area is projected to grow to over 28,000 connections in the next 10 years, and to over 56,000 connections by buildout. This is substantially higher than the water system projections because the wastewater service area is larger. Like Water service, wastewater service is based on a Certificate of Convenience and Necessity (CCN), Map 5.3 depicts the wastewater CCNs active within Hutto. The City of Hutto wastewater service area covers most of the properties within the City limits and some in the ETJ as well, areas not noted as covered by a CCN are presumed to be served by septic tanks.

Like the water system, a thoughtful approach to capital investments is essential to accommodate this growth as well as assure wastewater system assets to meet the needs of people already in Hutto.

The quality of wastewater service delivery may be most dependent upon the maintenance of the system’s infrastructure, particularly the network of pipes that move wastewater from homes and businesses to treatment facilities. The inflow and infiltration (I&I) of stormwater into the wastewater

system caused by cracks in pipelines and the rare illegal connections by residents can place an unnecessary burden on the system. Again, soils with high plasticity indexes in the area make Hutto’s system more susceptible to I&I issues as soil movement can increase the likelihood of broken pipes.

WASTEWATER TREATMENT AND TRANSMISSION

The wastewater system consists of a network of pipes that depend upon gravity to naturally move wastewater to the City’s wastewater treatment plants for treatment prior to discharge. Because of the City’s limited slopes, multiple watersheds, and other physical barriers, along with existing issues of interceptor depth, the system is assisted by several lift stations located strategically throughout the wastewater network. Success of the system is dependent upon well-maintained pipes that are of sufficient size to support the anticipated amount of wastewater, as well as wastewater treatment plants with the capacity and technology to handle the anticipated volume of wastewater.

The City currently owns two wastewater treatment plants and a third plant is in the City’s ETJ, but is not owned by the City. The two City plants are permitted to treat a total of 3.7 mgd. There are currently six lift stations located in the collection system that will all be decommissioned by extending interceptors to them. Five new permanent lift stations are planned to be constructed in the future.

2022 WASTEWATER MASTER PLAN UPDATE

In an effort to maintain a proactive approach for accommodating future growth, the City adopted an update to their Wastewater Master Plan on December 15, 2022.

- As part of this study, a hydraulic model of the wastewater system was rebuilt using the latest

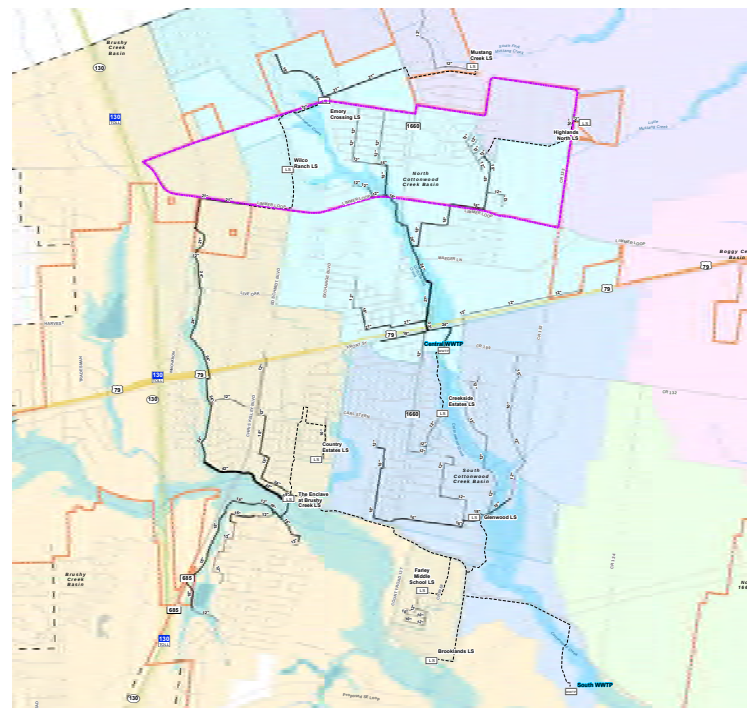
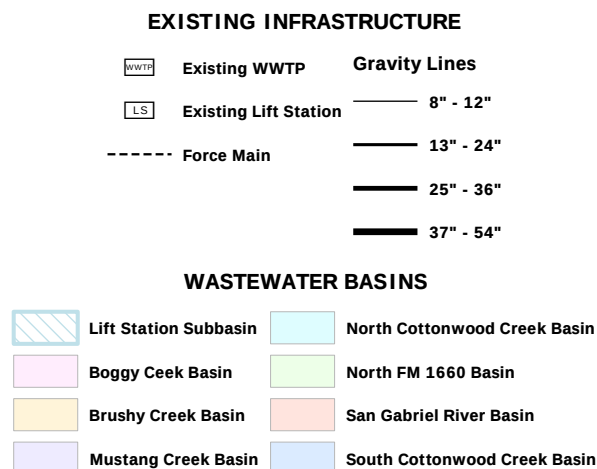
geographic information system (GIS) data from the city, developing future scenarios, and ultimately defining a proposed capital improvement plan. Like the Water Master Plan, it includes application of planning criteria typically more stringent than the TCEQ minimum requirements, taking into consideration additional factors like operational flexibility and system redundancy (resilience).

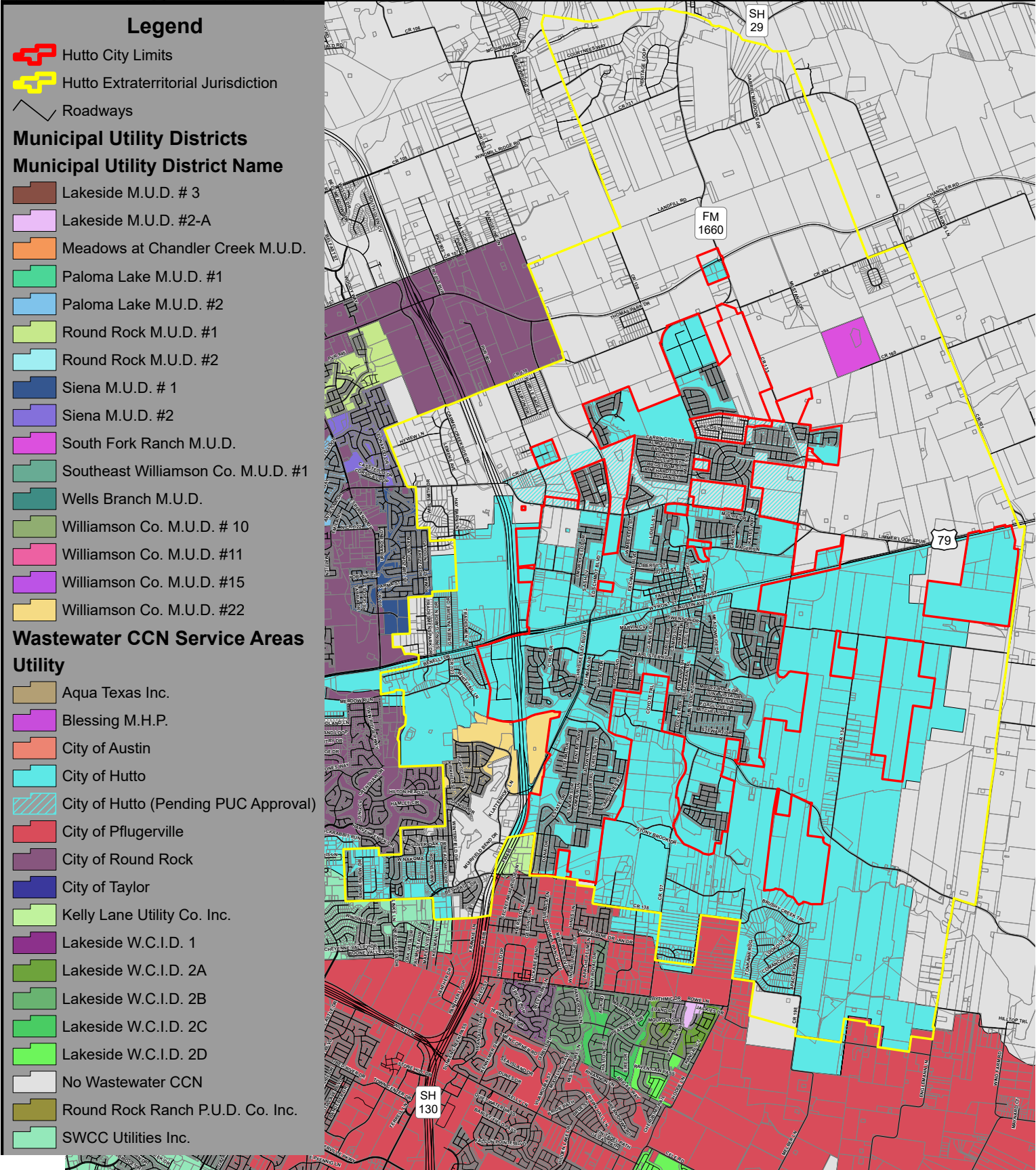
- Growth projections estimate population in terms of living unit equivalents (LUE) for the planning years 2022, 2027 (5-year), 2032 (10-year), and 2047 (25-year). The projections include both residential and non-residential LUEs, but do not include redevelopment in any areas that have existing development.
- The City is in the process of assuming ownership of a portion of the Jonah Special Utility District (SUD) wastewater collection system. The Jonah SUD collection system drains to the City of Hutto collection system and was included within the existing and future model scenarios.
- Key expansions recommended by 2027 include a 6 MGD expansion of the South WWTP (to begin design in early 2024), a 1.7 MGD expansion to the Central WWTP (to begin design in early 2023), and multiple interceptors to support decommissioning of existing lift stations. Larger expansions to the

treatment plants are forecasted to begin design in 2025 and 2037

- Based on evaluation, the City does not need significant additional treatment to implement a Type II re-use system at either plant. It is proposed to implement a Type II reclaimed water system at each WWTP in the short-term, with long-term plans for a Type I reclaimed water system. See more information on Type I and Type II reclamation in the "Wastewater Beneficial Reuse" section later in this chapter. This would begin initially with a fill station at each plant, inclusion of a chlorine contact basin for treatment of reclaimed water at each treatment plant, along with non-potable water pump stations and associated ground storage tanks, to support a long-term purple pipe system. Eventually, a treatment plant to specifically serve the reclaimed water system could be warranted.
- A capital improvements plan (CIP) was developed for the wastewater system to serve projected growth through 2047. It mostly includes projects triggered by known future developments, but some were informed by the existing system model capacity constraints and are recommended to increase the existing system's capacity. Other projects are also proposed to minimize the City's wastewater system energy, operational, and maintenance costs.

Map 5.2. Wastewater Basins. Note how the wastewater basins follow the natural drainage basins.





Map 5.3. City of Hutto Wastewater Service Area

WASTEWATER BENEFICIAL REUSE

Public water supplies are treated to drinking water standards, however, household potable use is only a portion of the overall potable water usage in communities. Many uses like irrigation and industrial processes do not require water treated to drinking standards, however they are still using this finite and precious resource because it is what's available. Reclaimed water has become an increasingly common and accepted method to both conserve potable water supplies as well as a manage wastewater or treated effluent. In some cases, this can become its own utility funding stream. The ability to access it can also help realize opportunities such as enhanced landscaping associated with state-maintained roadways.

Beneficial reuse is governed by TCEQ's Chapter 210 Use of Reclaimed Water regulations. Authorization for the use of reclaimed water applied to an area of land for irrigation requires determination and documentation of typical irrigation demands for the proposed use based on the type of vegetation and land area to be irrigated. There are two types of reclaimed water; Type I is reclaimed water that the public may come into contact with and Type II is in more remote or restricted locations where human contact is unlikely. Type I use is allowed for unrestricted areas and may also be used for any Type II use. Designing WWTP's to meet Type I standards provides the City the greatest flexibility in effluent management.

One of the obstacles in developing a reclaimed water system is balancing the demand for water with the limited and variable supply produced by a wastewater treatment facility. The flows demanded from the reclaimed water system are rarely constant and will vary significantly over a 24-hour period. Furthermore, the reclaimed water demands will fluctuate and vary greatly depending on the type of use and time of year. For example, typical irrigation demands are highest at night during the summer months, but this also the time of day where less wastewater is being put into the system from the community.

Since the reclaimed water supply is from a WWTP, the supply is variable based on water use throughout the day. The water that flows through a treatment facility will fluctuate and generally follows the non-irrigation domestic demand and use of potable water. Wastewater flows will often have two peaks with a crest in the morning and lower flows through the day and then another peak in the evening before tailing off during the nighttime hours. This means methods of storage and pressurization are needed. Hutto may be able to explore repurposing of offline elevated storage tanks to support supply and pressurization of a reclaimed effluent system.



STORMWATER

In natural areas, stormwater is either slowly absorbed into the soil or gradually moves toward the lowest points and channels before reaching ponds, low-lying wetlands or waterways. In urban and suburban areas, a significant portion of the land is covered by buildings, pavement, and other surfaces that do not allow the water to seep into the ground, known as impervious surfaces. This causes a greater quantity and velocity water to run off into adjacent areas and waterways.

Stormwater management is often front-of-mind in Central Texas given the frequency and size of large storm events, resulting in flash flooding. Water quality and wildlife habitat also often rises as a concern along natural waterways. These stormwater features, sometimes considered liabilities, can serve as assets if designed and managed as such.

DRAINAGE

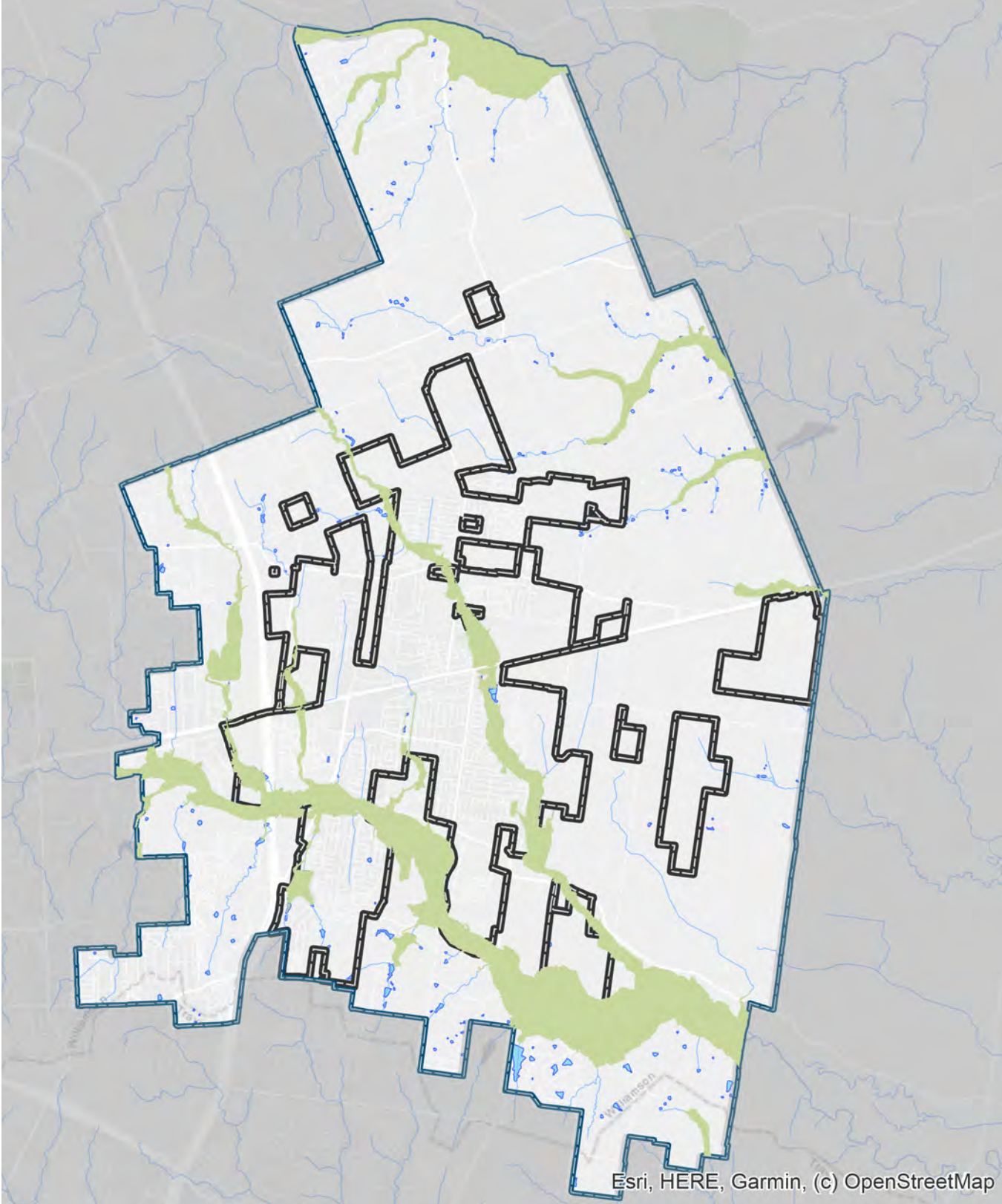
Like most cities west of the Mississippi, Hutto deploys a system of underground pipes and drainage channels to convey stormwater runoff from developed areas to natural creeks. On-site detention ponds collect rainfall and gradually release it into the storm system to ensure that the location does not shed water at a rate or volume that could overwhelm the system and prove detrimental to surrounding areas. Nevertheless, heavy rainfall events can result in flooding in parts of the City due, at least in part, to location of development, the pattern of development, drainage system maintenance and the approach to dealing with stormwater. Hutto may consider regional stormwater management rather than relying upon disconnected and uncoordinated facility implementation happening on a development-by-development basis. When done correctly, this can introduce placemaking opportunities and recreational amenities via dual-purpose stormwater

management facilities. A stormwater impact fee can be an effective vehicle to support this.

Soil, topography, and land use cover shape the role and performance of stormwater in any City. As mentioned in relation to water and wastewater infrastructure, Hutto's soils feature a variety of clays with high plasticity, meaning they shrink and swell based on moisture content. This is most commonly understood to the general public as a cause for home foundation issues, but this soil trait also means the soil does not allow infiltration at high rates compared to other soils. Slopes above five percent are rare in Hutto, with most areas falling below two percent. Grasslands, such as those found in the Blackland Prairie ecoregions, give way to riparian flora and wetlands within floodplains. Urbanization is, however, shifting this pattern and thus risks changing stormwater performance.

The character and layout of floodplains along creeks and their tributaries in Hutto create the potential for a natural network of greenbelts to support open space and recreation. This also allows the creation of a trail system backbone, a concept already seized upon with the Williamson County regional trail along Brushy Creek. Often overlooked by residents, this green network can also serve as an organizational framework ideal for sewer trunk lines, as sewer sheds function best when aligned to drainage watersheds.

An issue to be aware of in Hutto is that a number of creeks and waterways are unstudied or minimally studied for floodplain presence. In addition, several originate beyond Hutto's jurisdiction, meaning the character of stormwater affecting Hutto residents is beyond the control of Hutto policies. As a result, it is a prudent practice to establish buffers from stream centerlines where the floodplain is not established on NFIP maps, and buffers from the 100-year floodplain where the floodplain is established on NFIP maps.



Map 5.4. Floodplain Map

 Floodplains

 Hutto City Limits

 Hutto ETJ



WATER QUALITY & INNOVATIVE STORMWATER MANAGEMENT

Water quality is impacted by point and nonpoint source pollution. Point source pollution can be traced to specific points of discharge from wastewater treatment plants or industrial sites. Nonpoint source pollution typically originates from rainfall that moves over the ground and picks up natural and human pollutants and then deposits them into lakes, rivers, wetlands and coastal waters. Common examples of nonpoint source pollution include septic systems, oil and other contaminants on parking lots and roadways, fertilizers, and animal waste.

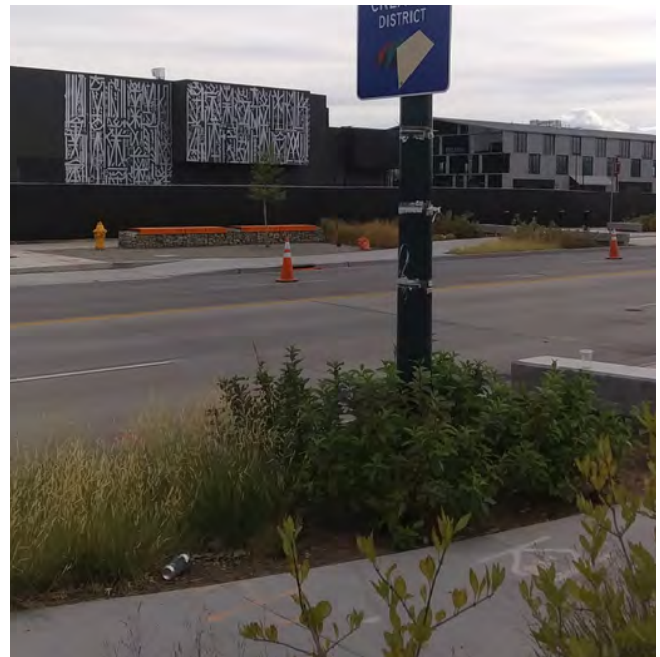
Point source pollution is regulated through the National Pollutant Discharge Elimination System (NPDES) permit program, which is regulated locally through various regulations under Article 24.08 of Hutto's Code of Ordinances.

Nonpoint source pollution has emerged as a major contributor to water quality problems. Unmanaged stormwater runoff is harmful to the environment as it often carries pollutants such as oil, dirt, chemicals, and lawn fertilizers directly to streams and rivers. Nonpoint pollutants are especially concentrated in the initial wash or "first inch" of runoff during a storm. Additionally, heavy storms can generate excessive volumes and velocities of runoff that can damage streamside vegetation and aquatic habitat, especially at the point of outlet from storm drains.

Beyond environmental implications, poor water quality can make these spaces, which are naturally suited to act as amenities in the forms of linear open spaces and trails, less safe for human contact and reduces the potential for people to develop positive interactions with nature.

To protect water quality, infrastructure and development should be designed and built to minimize runoff and treat that first inch of water through conservation of natural areas, green infrastructure, cluster development, use of pervious surfaces, and other best management practices (BMP's). These low-impact approaches are generally recognized as preferred instead of or in partnership with engineered, or "gray" solutions, and tend to result in the creation of amenities that also support quality of life and high-quality, valuable developments. Utilizing natural systems/ processes and taking a comprehensive approach to managing water can help meet several of the community's goals, including improved water quality, water conservation, interconnection between parks and neighborhoods, placemaking, and flooding reduction.

The use of natural systems and processes, including wetlands, native planting areas, and bioswales, to treat and retain stormwater is referred to as green infrastructure. These are important parts of holistically managing stormwater and water quality, and can be accomplished at the regional, community, and site scale. It is also critical to understand that green infrastructure extends to other aspects of the built environment, and can be utilized as amenities and dual-purpose facilities that bring multiple benefits to the City and community.



Images of Green Infrastructure and Innovative Stormwater Management



PUBLIC & COMMUNITY FACILITIES

Facilities take on a variety of forms—from public safety facilities like police stations to places of community gathering, like libraries, city halls and recreation centers. As growth occurs, it is the City’s responsibility to determine what influences are at work and what data is necessary to make decisions that meet the needs of the community. This is even more critical in a city like Hutto that is experiencing rapid growth and change. Adequate land allocation for anticipated community facilities is necessary to meet evolving community expectations for community services, both essential services and those that enhance quality of life. As Hutto continues to experience development, it becomes vital that the land allocation needs for public facilities are identified before the options available become limited and less optimal.

It is also important to understand that the complete picture of public services in Hutto is not exclusively provided by the City of Hutto. Two services are unique in this regard: fire services and emergency medical services. Fire services are provided by Williamson County Emergency Services District (ESD) No. 3, a separate special district with a board of directors and taxing authority. As a result, these fire services are not discussed in detail within this Plan. Emergency Medical Services are provided by Williamson County EMS. “Map 5.4.Public Facilities Map” on page 124 depicts Hutto’s public facilities alongside those for emergency services provided by others.

In addition, schools are discussed within this chapter, even though the Hutto Independent School District leads school operations and facilities and not the City itself. School districts typically conduct their own long-range planning, but this Plan includes their consideration due to their significant relationship to growth and development in Hutto and potential opportunities to work together with the City to address mutual challenges and opportunities.

APPROACH TO FACILITIES PLANNING

Facility master plans are the best means of addressing Hutto's needs, taking into consideration what the City's long-term goals are for programming and services. Given ongoing growth, a more holistic approach is likely warranted to address all municipal functions across all departments. This can help to identify complementary uses and needs that result in improved efficiency overall, as well as prioritization. Perhaps more important, sites can then be selected with the goal of accommodating a complete buildout with consideration of these complementary uses.

As discussed in Chapter 3, Hutto is expected to experience continued rapid growth. Generally, any new facility should be designed to at least the 20-year population projection for efficiency. Rather than relying on ratios of square footage to population exclusively, a Facility Master Plan should focus on the real space needed for effective desired programming and operations as this links more directly to the user experience and residents' desired service quality.

DESIGN TREND: FLEXIBLE SPACES & SITES

A growing city like Hutto should consistently "begin with the end in mind," by planning for future expansions and natural service breaks for facilities (when a service should either separate into a new facility or into an expansion, allowing other services within the facility to expand to accommodate the needs of all services). The flexibility of use within spaces inside buildings is important to accomplishing this, as well as meeting a variety of community needs—those already known and those unknown as technology and community needs change. Likewise, selecting sites to accommodate ultimate buildout needs is critical to success, as discussed earlier.

This also extends to the design of the architecture itself—seeking to create wide structural spans and volumes that allow for future reconfiguration without altering critical building structures or systems.

DESIGN TREND: TECHNOLOGY & DIGITAL CONNECTIVITY

Technology continues its rapid pace of growth and change. The public as well as employees expect facilities to keep pace with and prepare for this dynamic landscape. Inclusion of additional conduits, accessible tracks and drops, and other low-cost design methods to ensure connectivity to support technology of the future.

DESIGN TREND: SHARED SPACES

Co-locating uses, especially those with alternating hours, allows for the shared use of common spaces and parking. This means less redundancy in facilities and increased space and fiscal efficiency.

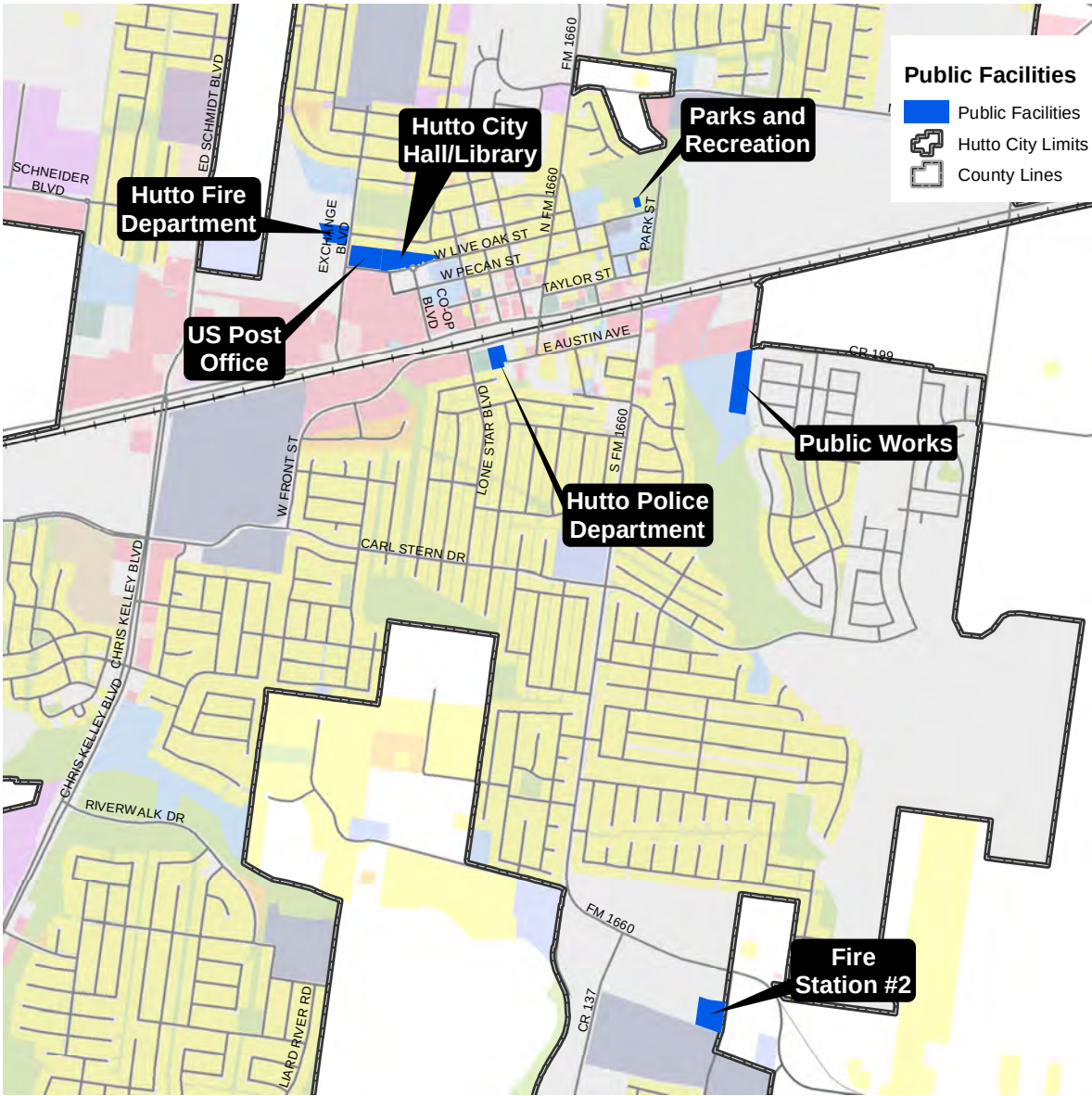
Sharing sites and buildings extends outside of the city itself. Increasingly, city halls and other facilities co-house other state agencies, county offices and even school district offices. These sometimes take the form of condominium-like arrangements within a building, cost participation in construction with a low/no-cost lease, or constructing a larger space than needed at the time and subleasing. Each approach carries different risks depending on the entities involved. This applies not just to office spaces, but other types of buildings and sites. For example, county maintenance may have an interest in shared facilities with City Public Works.

DESIGN TREND: PUBLIC BUILDINGS AS CATALYSTS

Some public facilities have been shown to function particularly well as part of an overall economic development and placemaking effort. City halls, libraries and recreation centers have customer visits similar to retail use as well as significant employment, and are often planned as one stop of many rather than as single-trip destinations. This means their thoughtful design and placement can

serve as a catalyst to development in key desired locations, such as a downtown. Knowing a large public employer or large customer base will be present often prompts interest in surrounding development.

This can already be seen in the CoOp District, where the City Hall and Library serve as an anchor to a mixed-use development via a public-private partnership. This philosophy can extend to other types of facilities in which the customer profile might align with retail attraction, such as a new recreation center.



Map 5.5. Public Facilities Map

EXISTING FACILITIES

CITY HALL

Completed in 2019, City Hall is located at the north end of the in-progress mixed-use Co-Op District. It is part of a 36,000 square foot building that houses City administrative offices, City Council Chambers, the municipal court, and public library. Currently this building is serving the needs of the City with some room to grow, but it is projected that City Hall facilities will likely need to expand in the future. Located in the west end of the City Hall building, the Public Library currently serves the entire City of Hutto.



Hutto City Hall

OLD CITY HALL

Located in the old City Hall building, across S.H. 79 from the Co-Op District, is the police department along with animal control and Public Works administration. Newer and larger facilities would benefit the Police Department. Additionally, the current Public Works offices are undersized and lack digital connectivity needs, with some staff located in temporary trailers.

PUBLIC WORKS YARD

The current Public Works yard/maintenance facility is located with the wastewater treatment plant and has sufficient yard space, but is also currently used by the police department for outdoor storage. It would benefit from optimization of its buildings and site, including creation of public works administration space.

YMCA

Currently the YMCA serves as the community recreation center. This building opened in 2014 and demand has already outgrown the facility.



West wing of Hutto City Hall, which houses the Public Library



Hutto Police Department

FUTURE FACILITY RECOMMENDATIONS

CITY HALL

As the city grows and the city staff with it, City Hall functions will need to expand. This should be done on-site within the existing City Hall building, and will require the relocation of other uses currently in that building, such as the municipal court and public library (future provision for these facilities follows).

PUBLIC LIBRARY + COMMUNITY/RECREATION CENTER

As the population of Hutto expands, the City should consider relocating the library into its own facility, potentially with branch locations to the north and south or as a partnership with local schools. This would create more space within City Hall for administrative expansion (as noted above) and is an opportunity for the library to provide modern amenities within a new building. In addition to traditional collections and archives, modern libraries can offer a variety of services to a community, some examples are:

- Technology & digital access, public wifi
- Language and other classes
- Job search assistance, tax and legal advice clinics, or small business resources
- Makerspace, Fab Lab
- Childcare services
- Programs for youth and seniors
- Reading, game, activity, and/or lounge rooms for children of different ages
- Event and meeting space
- Theaters and performance spaces
- Small local retail or café spaces
- Public art exhibits and rotating galleries
- Public gathering space, indoors and out

A co-located library facility shared with a community/recreation center would be an opportunity to provide services to the City while reducing costs. This facility could be the anchor for the proposed Orgain District south of S.H. 79.

A new Community/Recreation Center would provide space to offset the strain the existing YMCA is under. The 2020 Parks Plan recommended a new Recreation Center and many stakeholders stated that they would like to see a new Recreation Center with more gathering spaces. A co-located community center that shares space with the Public Library would allow for the expansion of both and especially support expansion to programming/events both for the library and recreation center.. Example facilities can be found in El Paso and Arlington.

JUSTICE CENTER

A new Justice Center is recommended for the City to accommodate the Police Department and Municipal Court as well as potentially other services such as victim advocates, allied medical professionals, and social services. There is also precedent for these facilities to house representatives or staff from community organizations working in the same space, allowing for stronger partnerships and better collaboration between the City and these organizations. The intent is that this facility acts as a service hub for the community, providing higher levels of service and more efficiency.

Relocating these uses to a shared Justice Center allows for City Hall to expand at its current site (as noted above) and frees up the current police department location at the Old City Hall site to be used for P3 development or sold to help fund new facilities.

As planning for this new Justice Center facility is being done, outreach to and coordination with other public safety organizations should be done. For example, DPS, DMV, and County agencies may be interested in participating in this facility and can help offset some of the cost to the City.

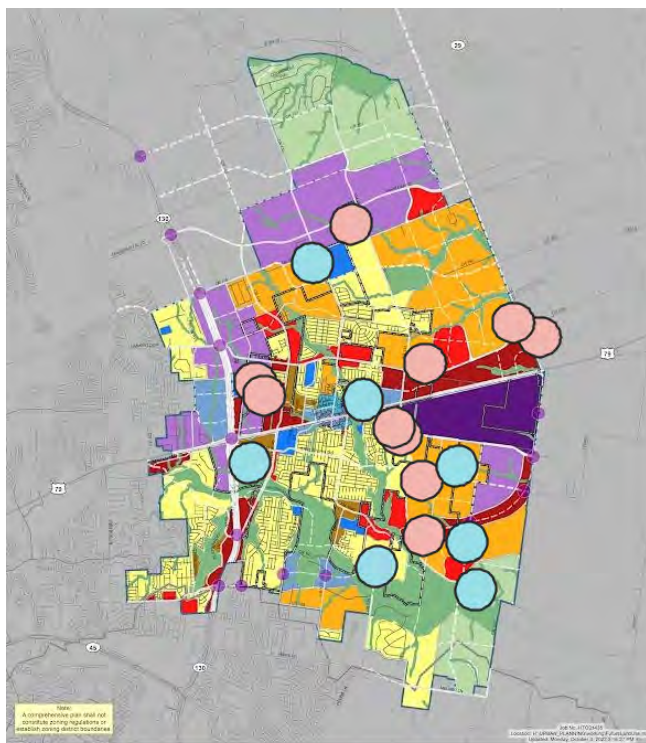
The Justice Center site may also include a controlled and secure police department storage yard, and remove this use from the existing Public Works yard. This supports security of police equipment as well as chain of custody.

PUBLIC WORKS

A single consolidated facility for Public Works would allow for all department staff to work at the same site. Upgraded yard and maintenance facilities would be welcomed, but the big focus should be the construction of a new administrative building at the existing Public Works yard/maintenance facility to house Public Works office functions. This building should be fully digitally equipped and sized to accommodate anticipated future needs.

COMPREHENSIVE FACILITY & SPACE NEEDS ASSESSMENT

As noted in the introduction to this section, facility master plans are the best means of effectively addressing Hutto's public facilities needs and making the most efficient use of City resources, especially in terms of real property, building assets, and funds. A comprehensive facility and space needs assessment should be performed, taking into consideration the recommendation in this plan as well as the City's growth and long-term goals for providing programming and services.



Potential locations to explore for a new Justice Center site



Potential locations to explore for a new Public Library + Community/Recreation Center site

The CPAC participated in an exercise to determine potential locations to target for these new facility sites, as shown in "Map 9. Potential New Public Facility Locations". Some items to consider when determining final locations for these facilities include:

- Is this facility's use a positive addition or potential concern in relation to proximity and compatibility with surrounding neighborhoods?
- Is this facility the highest and best use for this site? Consider whether prime sites should be reserved for P3/private redevelopment with public facilities acting as a draw for less prime site.
- Will the residents intended to be served by this facility be able to easily access it?
- Will the staff at this location be able to easily access other parts of the city as required by their job, such as emergency responders?
- Are there major developments happening in these areas that might be able to donate a piece of property that would be ideal for these facilities?

Figure 5.3. Mapping Exercise Identifying Potential New Public Facility Locations



PARKS & RECREATION

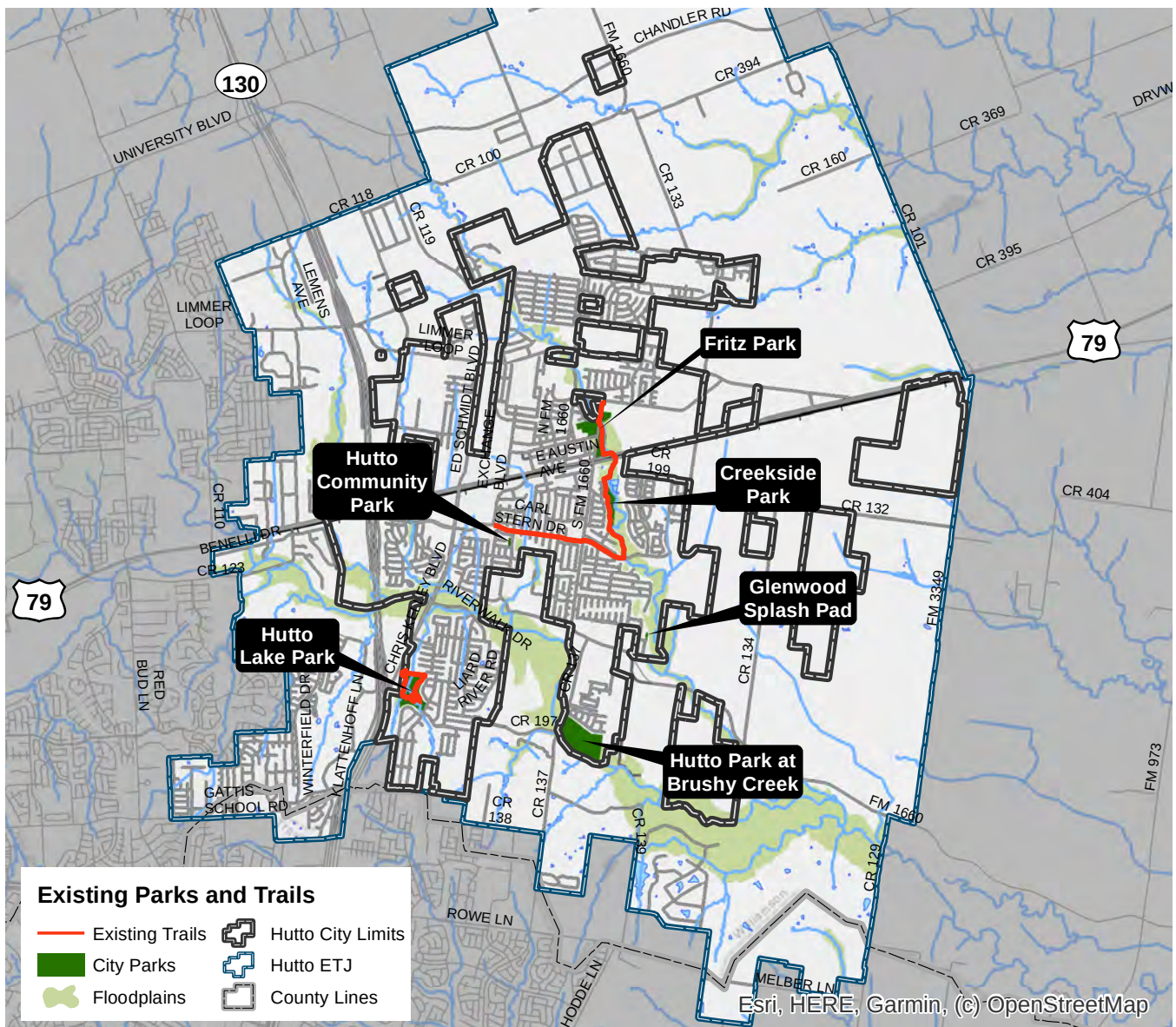
Parks and recreation opportunities are crucial quality-of-life amenities for Hutto residents. In order to create a consistently high-quality parks and recreation system, decisions about park amenities and recreational offerings should not happen in a vacuum. Rather, a cohesive vision for the community's parks and recreation system should be determined and then guidance provided towards incremental implementation over time. This chapter builds on the Parks, Recreation, Open Space and Trails Master Plan that was completed in early 2020, which is expanded on here to ensure that the visions and goals of the Comprehensive Plan are met. It should ultimately be updated following adoption of this Plan.

This section will give a brief overview of the existing parks and recreational facilities within the City and make recommendations for new park locations and amenities, including new connections between parks via greenbelts along waterways.

EXISTING PARKS & RECREATION FACILITIES

There are six parks with a total of 164.52 acres in the City that are overall in good condition. The 2020 Parks Plan goes into greater detail on the individual parks and facilities inventory and conditions. That Plan recommended renovations of Creekside, Fritz, and Hutto Lake parks and the Meger Lane Baseball Softball Complex. It also recommended a new recreation center (60-

100k square feet) and a new regional park (160 acres southeast of town). The current Parks Plan does not include land within the City's ETJ. It is recommended that a future update consider the ETJ in order to assure adequate level of service for future Hutto residents, and support proactive planning for any parkland acquisitions.



Map 5.6. Existing Parks and Trails Map

FRITZ PARK UPDATE & EXPANSION

Fritz Park currently includes almost 34 acres with baseball fields, sand volleyball courts, a basketball court, large pavilion, and other amenities. Renovating the park, per the 2020 Parks Plan recommendations, and expanding it to the east would create a downtown-adjacent signature park that could complement a Community Activity Center development, as shown on the FLUM. This area would be ideal for active park uses such as a skate park and more sports fields or courts. It could also include a universally accessible playground, community gardens, and a larger pavilion that could host events such as farmer's markets.

Map 5.7. Fritz Park Location

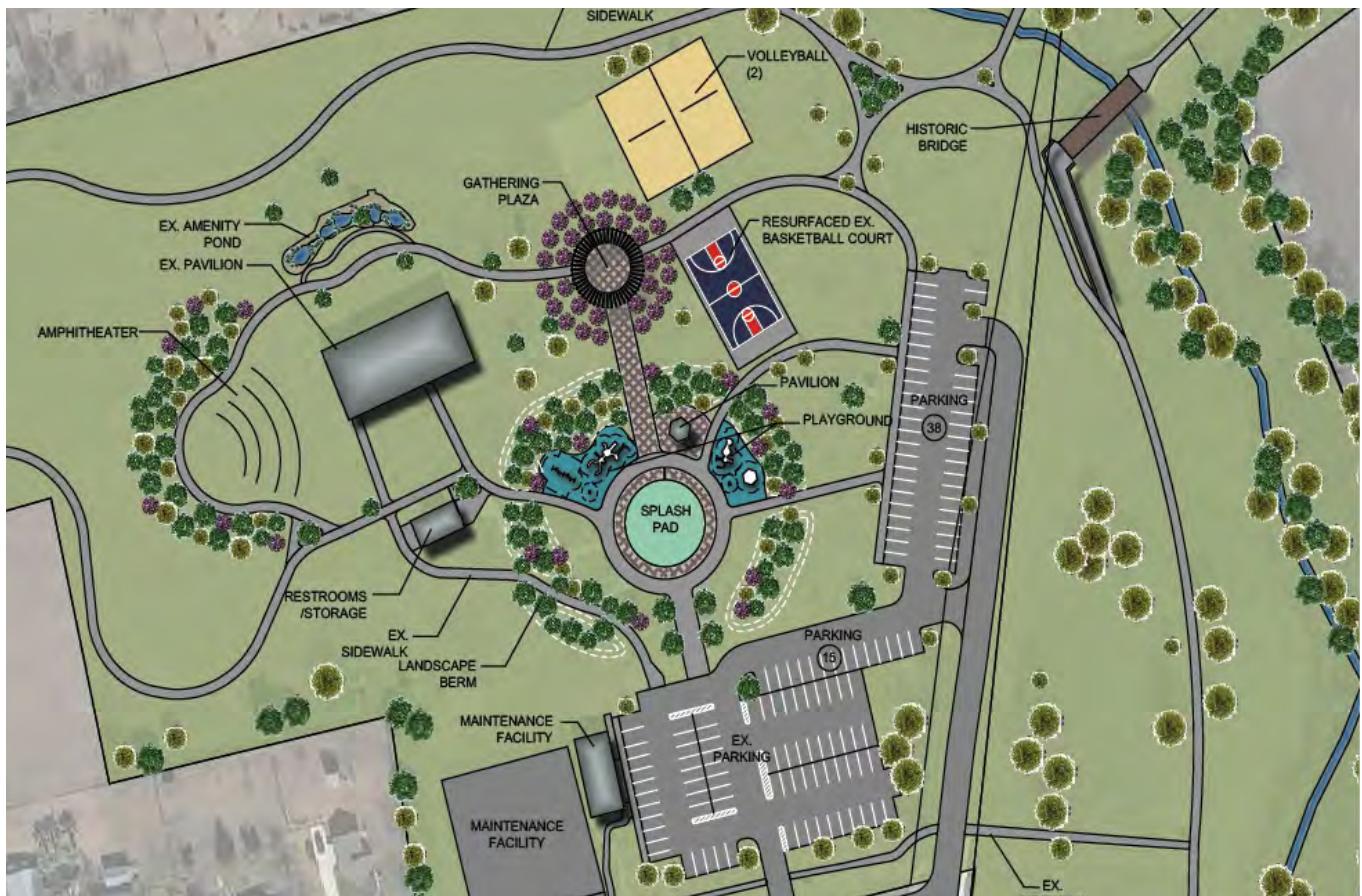
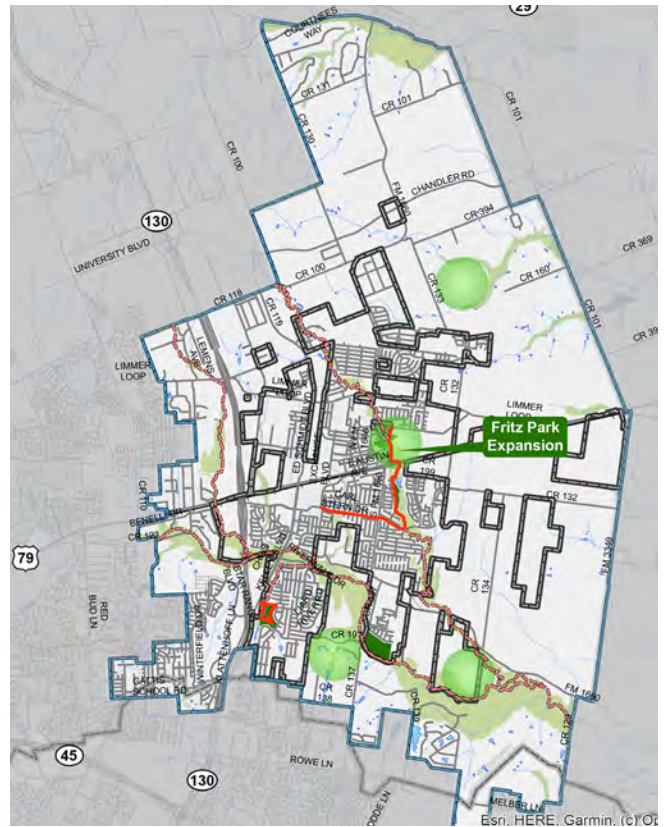


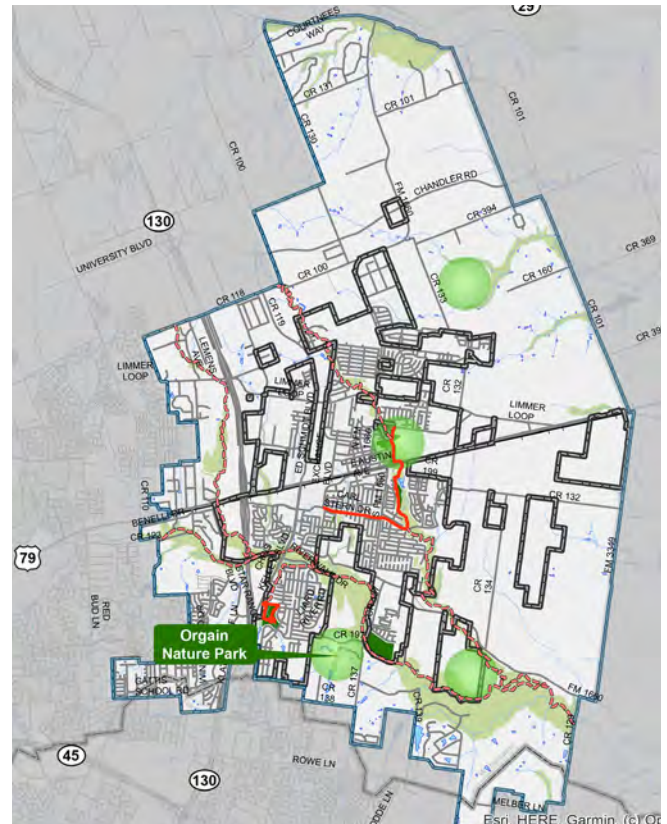
Figure 5.4. Conceptual Site Plan for Fritz Park

Taken from the City of Hutto Parks, Recreation, Open Space, and Trails Master Plan, 2020

ORGAIN NATURE EXPLORATION PARK

A new park is recommended in southern Hutto in the City's ETJ, adjacent to the existing Brushy Creek Amphitheater and Starmark Center. This would utilize the large floodplain in the area along Brushy Creek and could provide a unique park with a nature exploration focus. There could be spaces for birdwatching, fishing, hiking, picnicking, water access for canoes/kayaks, and outdoor classrooms as well as nature play elements, nature-based programming, and educational interpretive signage. This could be an ideal location to bring in a community partner to provide programming, such as guided nature walks and children's activities. Trails to and through this park should connect up with existing parks and trails system, including the Brushy Creek trail and the Hutto park and amphitheater to the east. This is in line with some of Williamson County's plans as well and may be an opportunity to cost-share with the county.

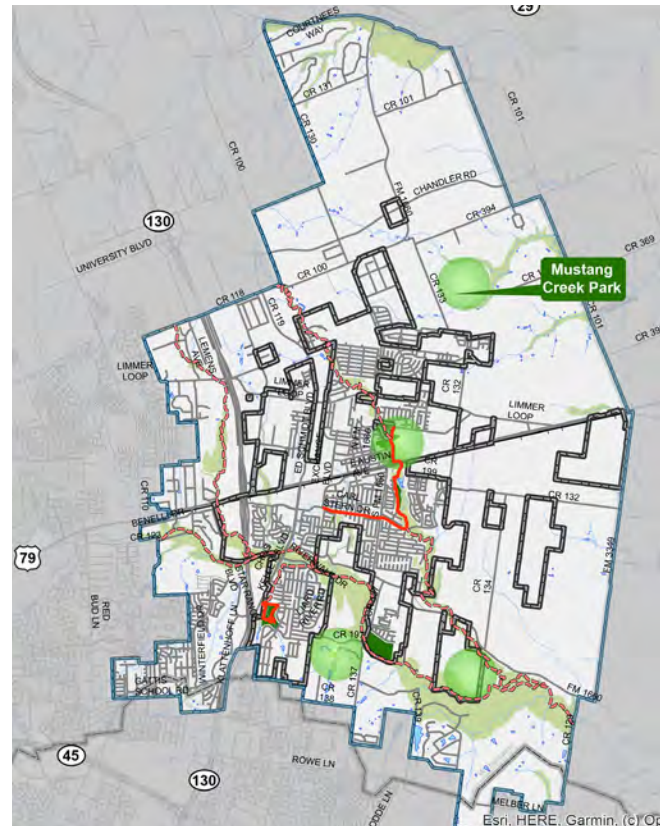
Map 5.8. Orgain Nature Park Location



MUSTANG CREEK PARK

As the City grows to the northwest, a new park in this area would help serve the new residents anticipated to live there. This park could have traditional park uses such as picnic pavilions, a playground, and multi-purpose sports fields or courts. There could also be community gardens at this location.

Map 5.9. Mustang Creek Park Location



Map 5.10. Regional Park Location

REGIONAL PARK

The 2020 Parks Plan identified a new regional park near Brushy Creek southeast of town on the same property as the City's wastewater treatment facility. The park has been envisioned to have a sports focus with multiple sports-specific fields and a new recreation center with pool. This site could potentially make a good regional sports complex, given it does not have much residential development around it currently and so will need to draw users from a wider area. However, additional fields may be needed beyond what is shown in the concept in order to host tournaments. The recreation center here should contain complimentary uses to the combined Library and Community/Recreation Center facility called for previously in this chapter.

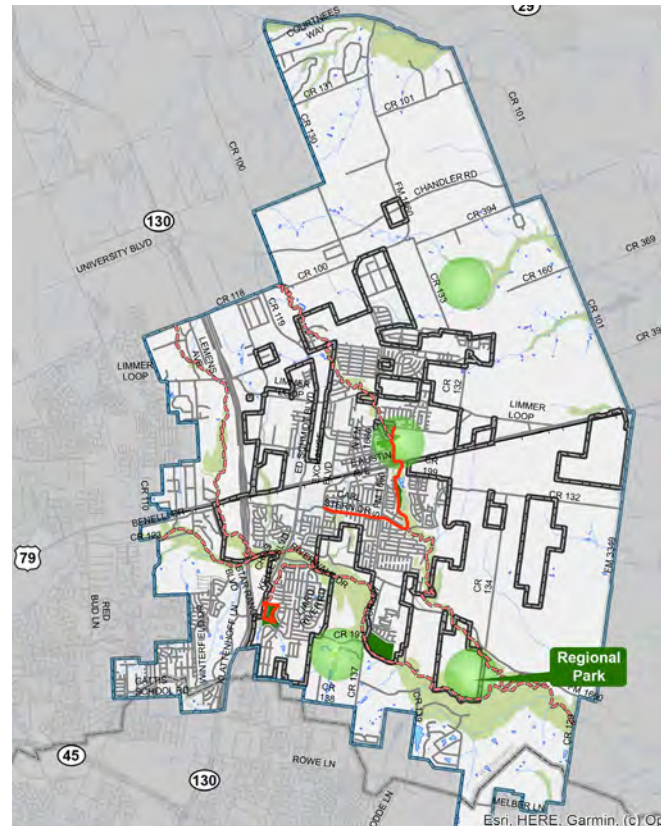
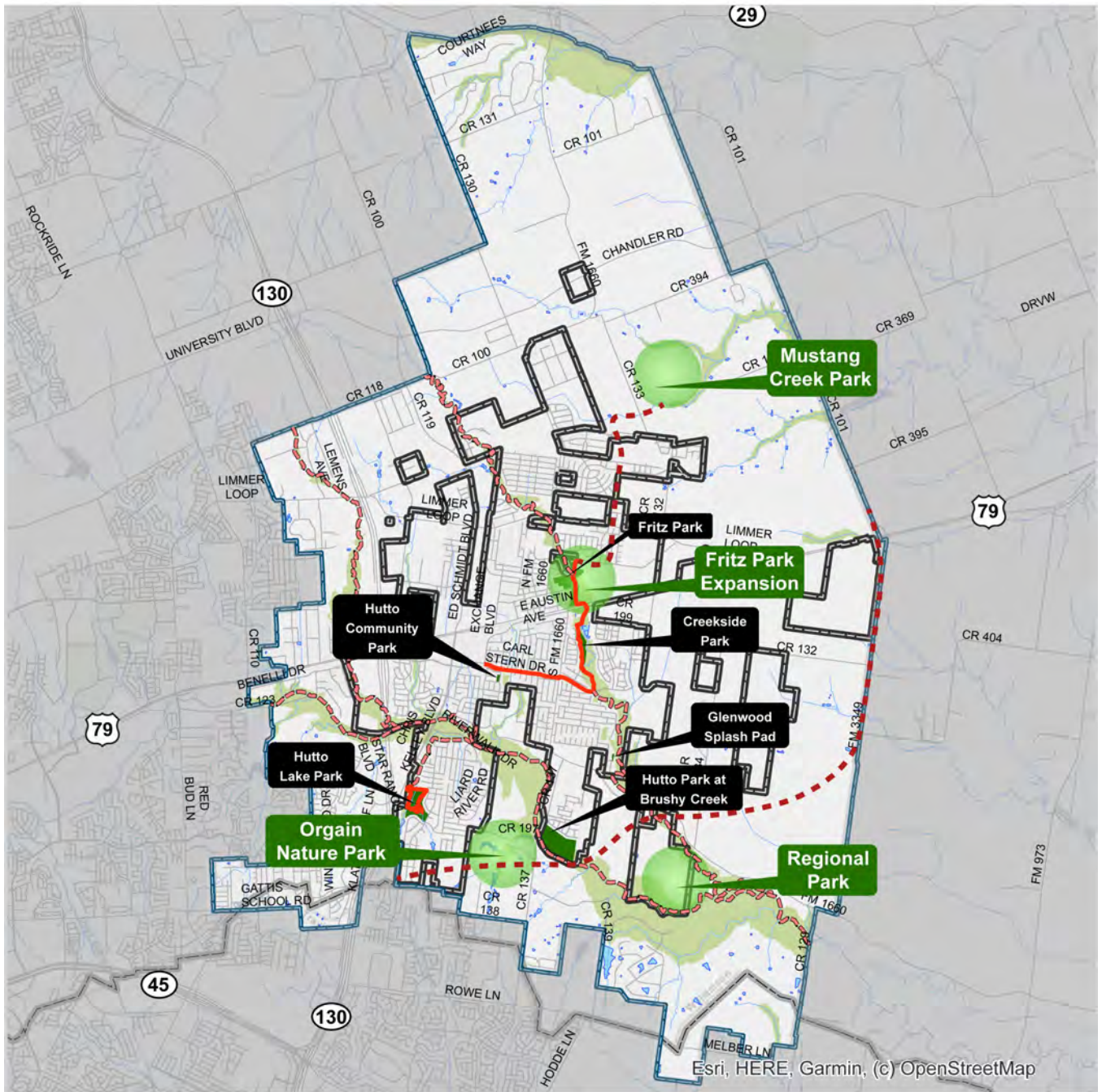


Figure 5.5. Conceptual Site Plan for Regional Park (north to plan right)

Taken from the City of Hutto Parks, Recreation, Open Space, and Trails Master Plan, 2020



Future Parks and Trails

- Existing Trails
- Planned Trails
- Proposed Trails
- Future Parks (General Location)
- Existing City Parks
- Floodplains
- Hutto City Limits
- Hutto ETJ
- County Lines



Map 5.11.Future Parks Recommendations

TRAIL CONNECTIONS

Parks are most successful when they are part of a network of connected green spaces. It is common in Central Texas to see waterways, such as creeks or streams, utilized as linear parks or greenbelts. Hutto should use waterways throughout the city to connect parks and other destinations to one another and to neighborhoods. This is a multi-benefit opportunity to utilize floodplain, promote community health and wellness, and make connections between places of major investment. There may be parks or destinations that are not located along one of these future greenbelts, in these cases the City should plan to create a trail connection along a roadway, through a utility easement ("Multi-purpose facilities" on page 106), or other logical alignment.

TRAIL ORIENTED DEVELOPMENT (TOD)

Playing off the term "Transit Oriented Development (TOD)"; Trail Oriented Developments (TrOD) are mixed-use developments that are primarily accessed and activated via a trail network. Given the greenbelts and trails recommended in this chapter, TrODs could be a project type applicable to Hutto.

Trail-oriented development projects attract more foot and bicycle traffic and provides residents with an alternative to driving their cars to work, errands, or entertainment. In addition to more and better trails being something we have heard from the Hutto community throughout this planning process; nationally, trails are one of the top amenities homeowners are looking for when moving into a community, according to studies by the National Association of Homebuilders (NAHB).

A recent report from the Urban Land Institute, *Active Transportation and Real Estate: The Next Frontier*, shows a rise in popularity for TrOD type developments and lays out a myriad of benefits being realized by projects, including increased property values of land near trails. Case studies include the Indianapolis Cultural Trail, the Katy Trail

Communities across the country are investing in local trails and reaping the benefits of active transportation. Whether residents use them for biking to work or walking for recreation, new trails add to a community's list of amenities and improve public health. Through strategies such as public art, outdoor furniture, and trail-themed events, trails can also prompt investment in trail-adjacent properties.

Trail-oriented development intentionally blurs the boundary between trails and nearby properties by creating and expanding adjacent amenities.

- The Right Path, A Trail-Oriented Development Primer, Houston-Galveston Area Council (H-GAC)

in Dallas, Minneapolis Trail system, Radnor Trail in Philadelphia, and Atlanta's BeltLine.

Strategies to encourage TrODs can vary from low-investment options such as adding landscaping and furniture along a trail corridor, to more major infrastructure investments like adding pedestrian bridges. The important thing is that you are creating safe, enjoyable trail networks that connect people and destinations. TrODs should be high-quality mixed-use developments that follow the uses, densities and scales noted in the Land Use and Development chapter; and the trails along which they are oriented should be equally high-quality that serve both transportation and recreation needs.

The future land use map on page XX intentionally seeks to place mixed-use areas and complete neighborhoods in key locations along the greenspace network, recognizing the potential for TrOD in Hutto and position it for success.

PLACEMAKING OPPORTUNITIES

Parks and open spaces can be wonderful placemaking opportunities and catalysts or support for economic development goals. Well designed parks and high-quality development are very symbiotic; Parks benefit from being that are activated by surrounding developments and surrounding development benefits from the additional customer traffic and aesthetic value generated by the park. Additionally, these parks tend to be more visible and more well loved, and in return more invested in both in terms of funding and maintenance as well as community stewardship.







A photograph of the exterior of the Texan Cree & Pie Shop. The building is constructed of stone and features a large, mounted cow head on the upper left. A circular sign with a cow illustration and the text 'TEXAN CREE & PIE SHOP' and 'Hutto, TX' hangs from the building. The entrance has a dark door with a sign and a large window to the right with a neon 'OPEN' sign. Two black metal benches are on the sidewalk. The sky is blue with white clouds.

CHAPTER 6

ECONOMIC RESILIENCE

ECONOMIC DEVELOPMENT & FISCAL SUSTAINABILITY

This section is intended to identify key issues and trends that will guide Hutto in aligning future land use planning with emerging economic development opportunities.

Communities throughout Texas are increasingly limited in their ability to use annexation to influence future growth. This creates unique challenges in rapidly growing regions such as the 5-county Austin Metropolitan Statistical Area (Austin MSA). Hutto must balance the need to provide infrastructure, public services, and quality of life amenities while attracting new businesses. Hutto is strategically located between two of the largest megaprojects in Texas – Samsung’s semiconductor plant in Taylor and Tesla’s automotive facility in southeast Austin. The challenge many fast growing suburban cities face, including Hutto, is balancing rapid residential development and population growth with the need to diversify the tax base and attract businesses whose employment needs align with the skills of existing residents.

Because this is a comprehensive plan, the focus is on assisting Hutto in making better-informed decisions related to economic development in a citywide context versus individual target industries or project-specific site decisions. The Hutto Economic Development Corporation (Hutto EDC) is the city entity charged with leading business retention and recruitment efforts. The Hutto EDC is funded by a portion of the local sales tax. Over the past few years, several projects were paused or canceled due to the COVID-19 pandemic. Development activity at the Hutto Co-Op District, for example, was delayed. Recently announced projects such as Titan Development’s Hutto Mega TechCenter and the Skybox/Prologis data center campus should build out over the next decade. The overarching challenge for Hutto is determining which projects to support today, maximizing those benefits, while reserving land for future opportunities.



TELL US WHAT YOU THINK

WHAT DOES HUTTO DO WELL?

Building Relationships
Schools
Diversity
Embraces the Hutto
Community

Community
Events

hiking trails

HOW CAN HUTTO IMPROVE?

Updated
park playground
Walking
Bikes and Bicycles
Traffic

Chill on the traffic lights

Sign for Bicycles
Hiking

Fix Cents

Car Pools

a network space

LEADING WITH COMMUNITY INPUT: ECONOMIC DEVELOPMENT

WHAT WE HEARD

"Be discerning in partnering
with developers."

-Community Member

49% of people surveyed
disagree that Hutto does
a good job of attracting
new businesses into the
community.

39% of people surveyed
disagree that Hutto does a good
job of ensuring a range of local
employment opportunities.

"Growth is good.
Controlled growth is
even better."

-Community Member

KEY TAKEAWAYS

- More employment opportunities are needed within Hutto so that residents can live and work in the City
- Attracting new businesses to increase tax revenue and attract visitors is key
- Transparency about City financial and development decisions would help to build trust

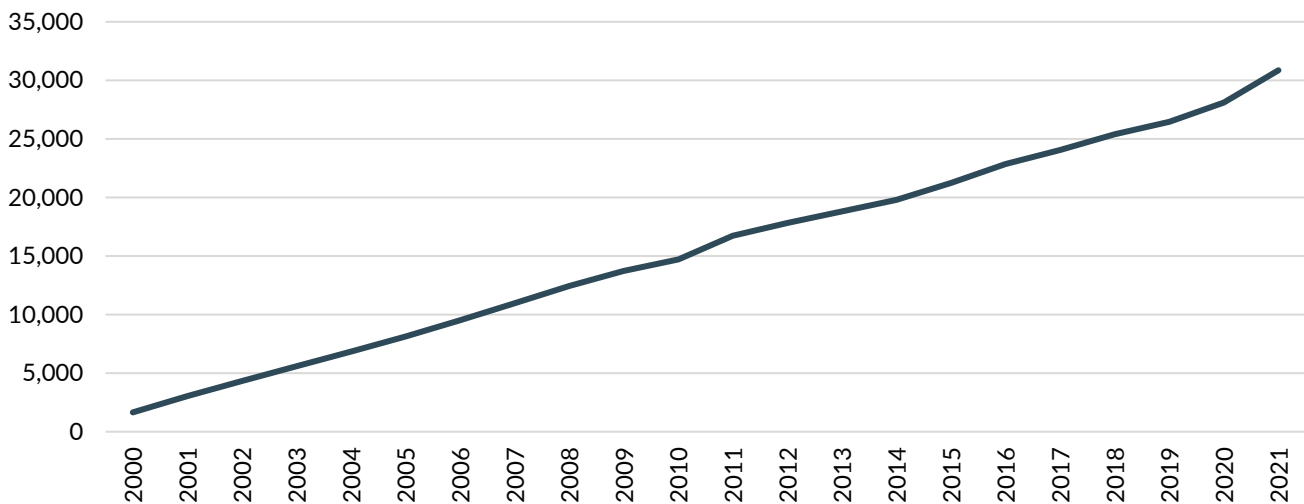
LOCAL CONTEXT

Hutto's location within the rapidly growing Austin MSA will continue to make it an attractive site for new residents and businesses. Beyond the general growth of the area, several key catalytic businesses choosing to locate east of IH-35 (such as Tesla in southeast Austin and Samsung Electronics to the north in Taylor) clearly indicate that Hutto is squarely in the path of progress. A challenge when reviewing socioeconomic datasets and business indicators is capturing the growth that is within Hutto's city limits versus extra-territorial jurisdiction (ETJ). For example, approximately 75 percent of parcels classified as single-family (land use code "A") are within Hutto's city limits. An additional 2,700 single-family lots are within the ETJ. A "City of Hutto" population dataset from the US Census Bureau will exclude these important residential neighborhoods since they are located outside the city limits. Since most businesses in

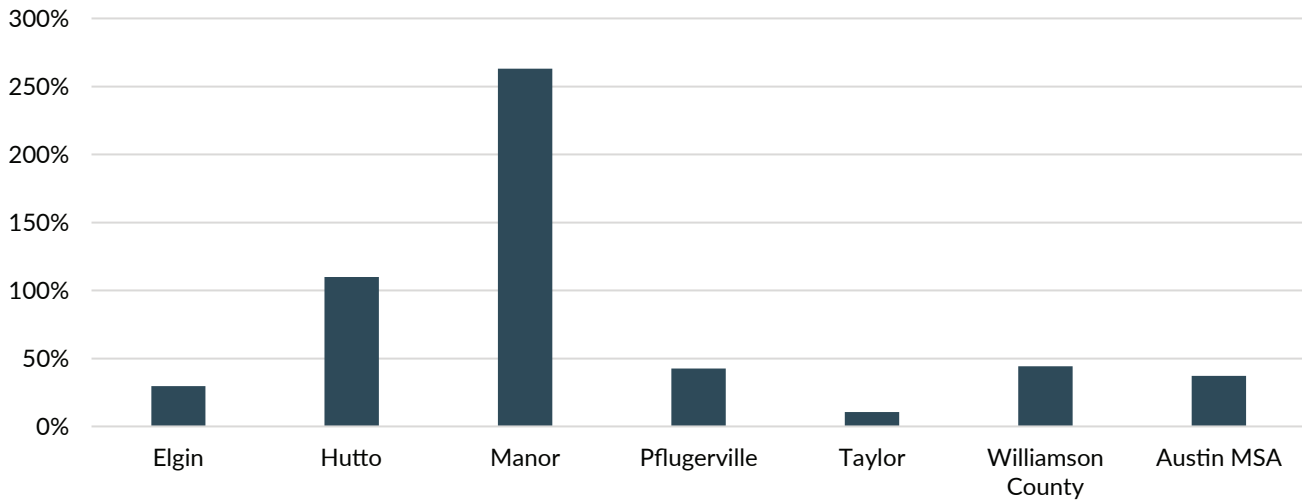
Hutto lie within the city limits clustered along U.S. 79, federal and state datasets will more fully capture existing business activity.

Since 2010, the City of Hutto has doubled, adding over 16,000 new residents. The 2021 population estimate for Hutto is 30,855 residents. The combined city limit and ETJ population is approximately 35,000 to 40,000 people. As a point of reference, the Austin MSA's population expanded 37.1 percent over this same period. Relative to peer communities in the region such as Pflugerville and Taylor, Hutto's population growth is well above regional averages. The Capital Area Metropolitan Planning Organization (CAMPO) projects that over the next 20 years, the Hutto area's population (including the ETJ) will nearly triple in size, adding 50,000 new residents.

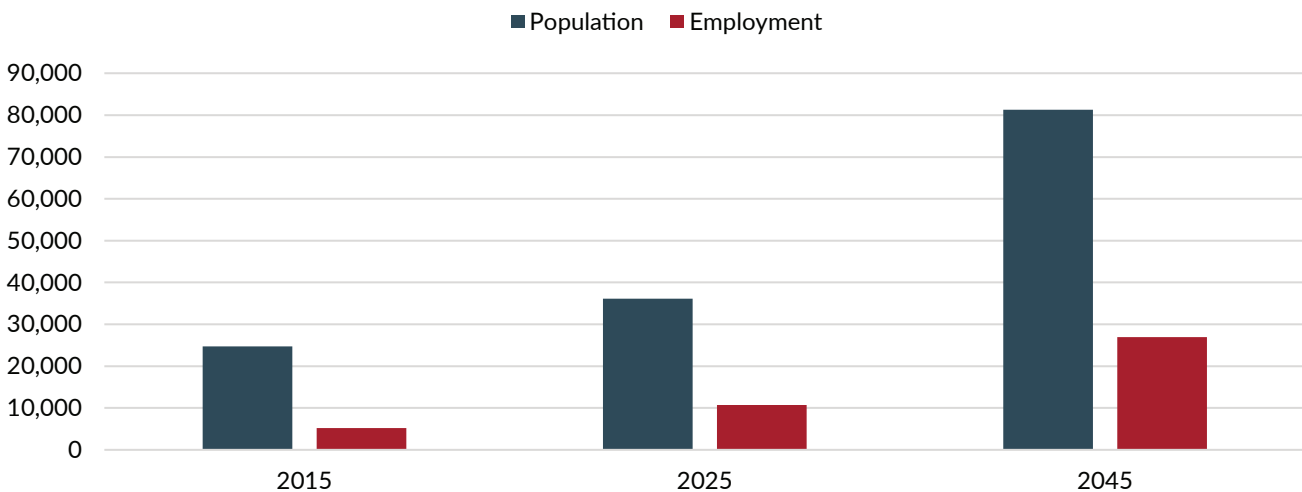
Figure 6.1.Hutto Population Trends



Source: U.S. Census Bureau

Figure 6.2. Hutto Population Growth Rates

Source: U.S. Census Bureau

Figure 6.3. Hutto Area* Population and Employment Growth (City Limits and ETJ)

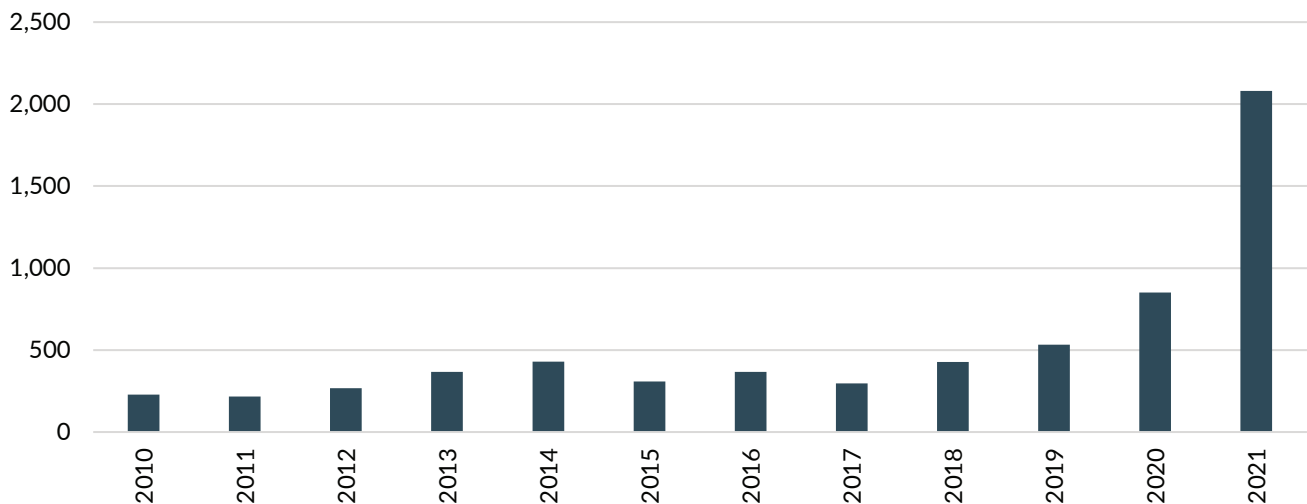
Source: Capital Area Metropolitan Planning Organization; TXP, Inc.
 *TXP, Inc. used TAZs to estimate the boundary for Hutto's city limit and

HOUSING

New single-family housing trends have closely followed population growth. Since 2015, an average of 695 single-family housing units per year have been permitted. With the rapid growth of the Austin MSA the cost of housing is sharply increasing each year, including in Hutto. According to data from the Texas Real Estate Research Center at Texas A&M University, the average sales price of a Hutto home has increased from \$182,692 in 2015 to \$367,859 in 2021. This far outpaces the growth in local income levels. Relative to

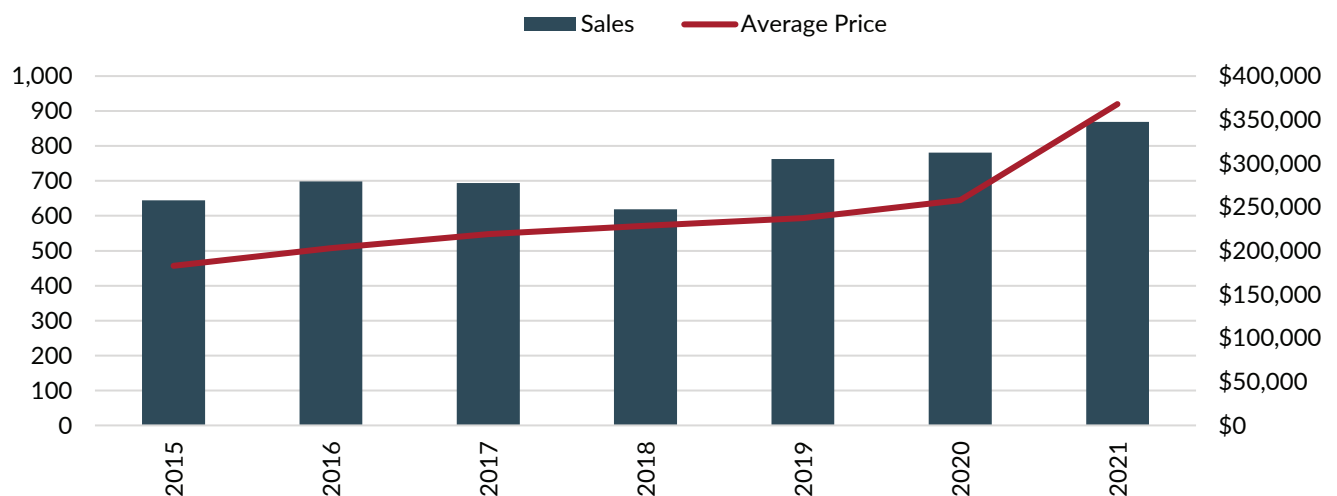
other peer communities within the region, Hutto housing costs are now more expensive than many communities in eastern Williamson County but below the Austin MSA average of over \$500,000. The issue of housing affordability within Hutto will likely remain a critical issue for the foreseeable future. Providing a variety of housing types (ex. size and density) going forward will also be essential to recruiting the type of businesses desired by the community.

Figure 6.4.Hutto Single-Family Residential Units Permitted by Year

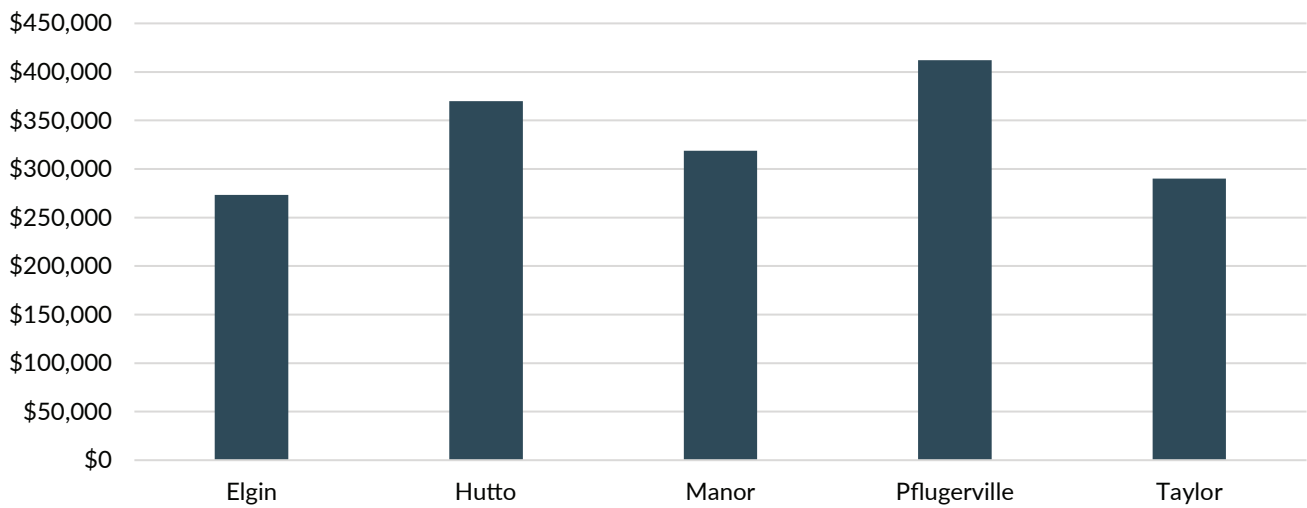


Source: U.S. Census Bureau Building Permits Survey

Figure 6.5.Hutto Home Sales and Average Price



Source: Texas Real Estate Research Center at Texas A&M University

Figure 6.6. Regional Average Home Sales Price (2022)

Source: Redfin



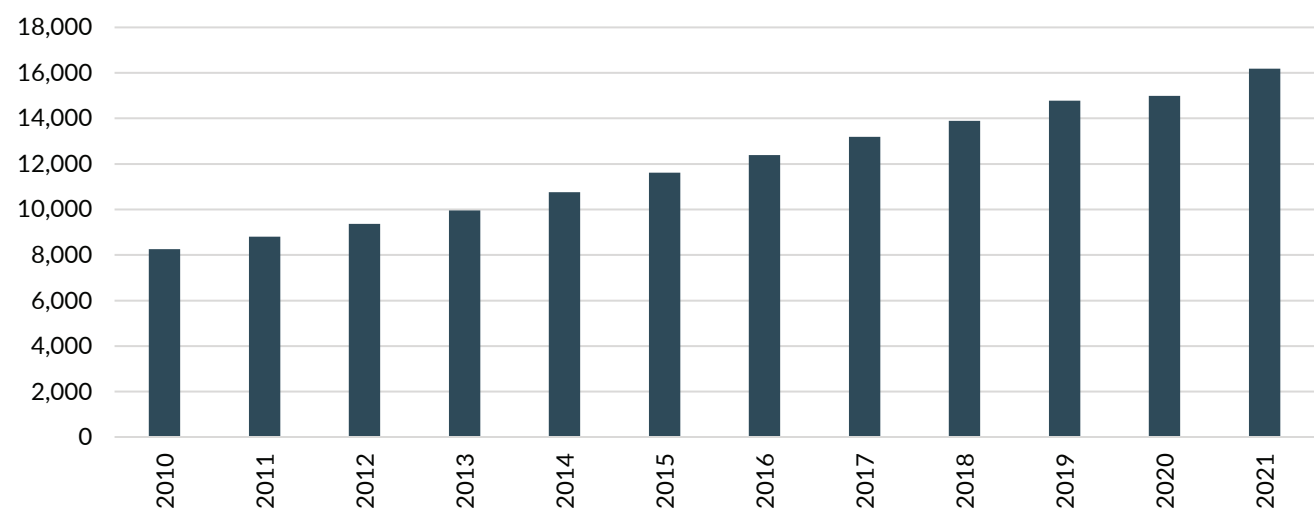
EMPLOYMENT

The number of working Hutto residents has closely followed overall population growth. In 2021, the Texas Workforce Commission reports that 16,186 Hutto residents were employed. If the ETJ area was included, there would be roughly 20,000 people counted as employed. Hutto residents work in a wide variety of industries such as manufacturing, education, healthcare, and professional services. Hutto’s unemployment rate now closely matches the Austin MSA. The city’s unemployment rate for 2021 was 4.2 percent, significantly below the State of Texas average of 5.7 percent. Based on the economic development pipeline of technology-related companies, Hutto will continue to integrate with the larger regional Austin economy.

Total employment at businesses located in Hutto has also likely doubled over the past decade. Titan Development’s success at the Innovation Business

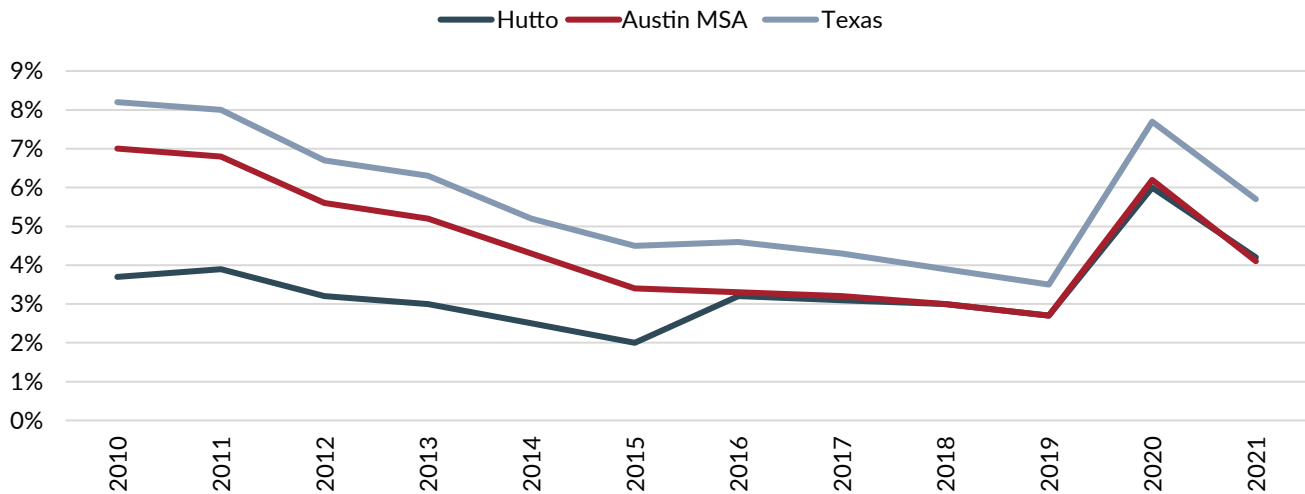
Park and the ongoing build out of the Hutto Co-Op District are two examples of local job creation. In 2021, there were approximately 4,458 jobs at Hutto-based employers. Many of these jobs are linked to the Hutto Independent School District headquarters, but the majority of employment is located at the various schools throughout the district. Two high-paying sectors that Hutto lags below regional averages are Manufacturing and Health Care. It is interesting to note that Hutto closely matches the Williamson County average for a number of sectors including Retail Trade, Accommodations, and Food Services. The overarching themes for Hutto (which aligns with stakeholder feedback) is the community needs numerically more jobs and businesses in all sectors. Additionally, Hutto residents would like more restaurant, retail, and entertainment options within the city limits.

Figure 6.7.Hutto Employed Residents by Year



Source: Texas Workforce Commission

Figure 6.8. Hutto Unemployment Rate by Year



Source: Texas Workforce Commission

Table 6.1. Hutto Residents Employment by Industry

Sector	Workers	Percent
Agriculture, forestry, fishing and hunting, and mining	12	0.10%
Construction	980	8.50%
Manufacturing	1,358	11.80%
Wholesale trade	436	3.80%
Retail trade	1,208	10.50%
Transportation and warehousing, and utilities	516	4.50%
Information	318	2.80%
Finance and insurance, and real estate and rental and leasing:	1,559	13.60%
Professional, scientific, and management, and administrative and waste management services	1,306	11.40%
Educational services, and health care and social assistance:	1,952	17.00%
Arts, entertainment, and recreation, and accommodation and food services	655	5.70%
Other services, except public administration	379	3.30%
Public administration	812	7.10%
Total	11,491	100.00%

Source: U.S. Census Bureau – American Community Survey ACS 5-Year Estimates (2016 to 2020)

Table 6.2. Employment by Major NAICS (2021)

NAICS	Description	Elgin	Hutto	Manor	Pflugerville	Taylor	Williamson County
11	Agriculture, Forestry, Fishing and Hunting	1	0	6	3	20	312
21	Mining, Quarrying, and Oil and Gas Extraction	0	0	0	0	0	921
22	Utilities	0	0	8	8	7	1,040
23	Construction	33	183	283	2,046	1,236	12,756
31-33	Manufacturing	68	178	60	545	636	29,210
42	Wholesale Trade	19	30	89	366	244	3,865
44-45	Retail Trade	189	629	330	2,716	1,198	27,918
48-49	Transportation and Warehousing	25	56	109	202	234	2,453
51	Information	42	10	56	313	111	3,787
52	Finance and Insurance	91	77	46	315	227	5,833
53	Real Estate and Rental and Leasing	50	63	12	279	128	5,555
54	Professional, Scientific, and Technical Services	84	83	53	650	91	11,119
55	Management of Companies and Enterprises	0	0	0	31	8	325
56	Administrative and Support Services	18	144	70	373	204	4,978
61	Educational Services	643	1,712	1,022	1,963	599	19,612
62	Health Care and Social Assistance	276	259	218	1,464	376	20,720
71	Arts, Entertainment, and Recreation	14	31	41	343	60	3,269
72	Accommodation and Food Services	337	531	398	1,667	657	20,760
81	Other Services (except Public Administration)	208	164	137	1,056	346	11,425
92	Public Administration	103	306	92	509	570	7,962
99	Unclassified Establishments	16	2	0	85	23	1,102
	Total	2,217	4,458	3,030	14,934	6,975	194,922

Source: ESRI, Data Axle

Table 6.3. Employment by Major NAICS, as % of Total (2021)

NAICS	Description	Elgin	Hutto	Manor	Pflugerville	Taylor	Williamson County
11	Agriculture, Forestry, Fishing and Hunting	0%	0%	0%	0%	0%	0%
21	Mining, Quarrying, and Oil and Gas Extraction	0%	0%	0%	0%	0%	0%
22	Utilities	0%	0%	0%	0%	0%	1%
23	Construction	1%	4%	9%	14%	18%	7%
31-33	Manufacturing	3%	4%	2%	4%	9%	15%
42	Wholesale Trade	1%	1%	3%	2%	3%	2%
44-45	Retail Trade	9%	14%	11%	18%	17%	14%
48-49	Transportation and Warehousing	1%	1%	4%	1%	3%	1%
51	Information	2%	0%	2%	2%	2%	2%
52	Finance and Insurance	4%	2%	2%	2%	3%	3%
53	Real Estate and Rental and Leasing	2%	1%	0%	2%	2%	3%
54	Professional, Scientific, and Technical Services	4%	2%	2%	4%	1%	6%
55	Management of Companies and Enterprises	0%	0%	0%	0%	0%	0%
56	Administrative and Support Services	1%	3%	2%	2%	3%	3%
61	Educational Services	29%	38%	34%	13%	9%	10%
62	Health Care and Social Assistance	12%	6%	7%	10%	5%	11%
71	Arts, Entertainment, and Recreation	1%	1%	1%	2%	1%	2%
72	Accommodation and Food Services	15%	12%	13%	11%	9%	11%
81	Other Services (except Public Administration)	9%	4%	5%	7%	5%	6%
92	Public Administration	5%	7%	3%	3%	8%	4%
99	Unclassified Establishments	1%	0%	0%	1%	0%	1%
	Total	100%	100%	100%	100%	100%	100%

Source: ESRI, Data Axle

TOURISM

Visitor activity historically has played a modest role in the overall Hutto economy. Much of what does occur takes place within the historic Downtown and at the two hotels within the city off of U.S. 79. In 2021, total direct Hutto visitor spending was \$35.8 million and supported over 250 local jobs. Just as important, out-of-town guest activity generated over \$1.5 million in local tax receipts. As the Hutto Megasite develops, along with regional activity related to Samsung and Tesla, Hutto could establish itself as a central location for visitors wishing to stay along the SH 130 corridor. For example, Hutto could partner with or incentivize a hotel operator to add conference and meeting space to a new hotel. Out-of-town visitor activity will not drive the Hutto economy, but strategic investment and placement of hotels, attractions, and destination retail could have a larger positive impact on the community.

Table 6.4. Travel Activity in the City of Hutto

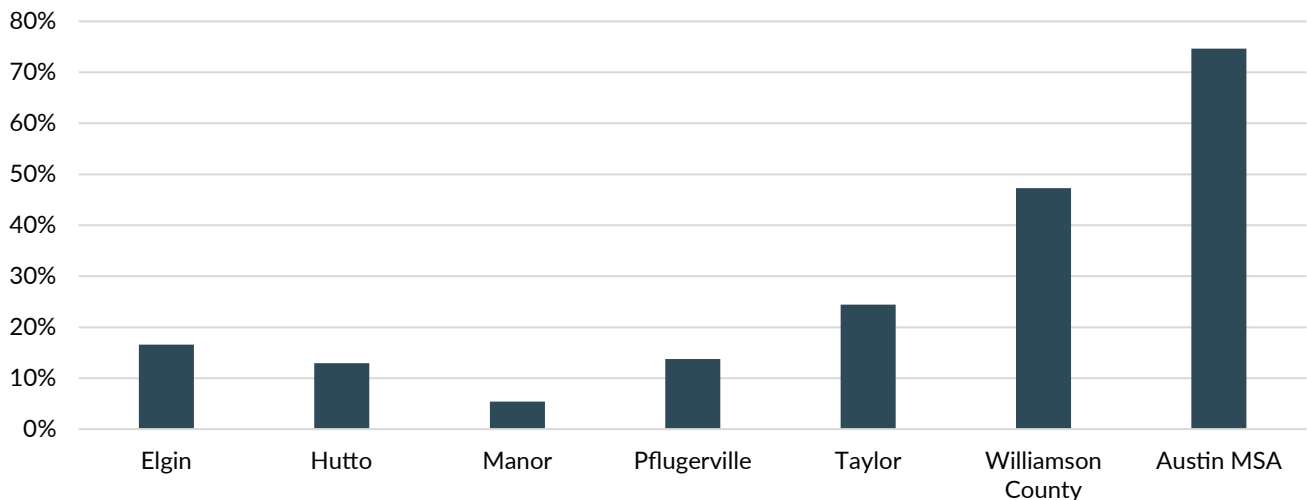
Year	Total Direct Travel Spending	Total Direct Earnings	Total Direct Employment	Local Tax Receipts
2006	\$6,514,356	\$1,286,372	60	\$185,775
2007	\$7,679,990	\$1,502,821	60	\$212,016
2008	\$9,447,207	\$1,834,844	80	\$242,922
2009	\$12,268,372	\$2,901,529	120	\$352,893
2010	\$14,565,237	\$3,259,125	130	\$408,410
2011	\$15,615,931	\$3,519,480	140	\$436,395
2012	\$17,096,632	\$3,911,567	140	\$484,523
2013	\$18,080,639	\$4,169,270	150	\$522,565
2014	\$19,261,296	\$4,701,123	160	\$583,798
2015	\$20,435,800	\$5,386,252	180	\$663,949
2016	\$23,960,301	\$6,683,040	220	\$805,066
2017	\$26,431,352	\$7,229,410	230	\$921,924
2018	\$26,351,243	\$7,266,098	230	\$932,437
2019	\$27,169,352	\$7,662,436	230	\$990,146
2020	\$26,197,720	\$7,735,647	220	\$922,278
2021	\$35,822,643	\$9,423,883	250	\$1,490,437

Source: State of Texas, Office of the Governor, Economic Development & Tourism

LOCAL JOBS

Another indicator used to evaluate a labor market is the share of local jobs held by city residents. In 2019, 12.9 percent of Hutto-based jobs were held by those who live in the city. This indicates about 15,000 residents commute outside the city each day for work. In a large metro area, it is not surprising for the central city (ex. Austin) to have a disproportionate amount of employment. However, there appears to be an opportunity to attract more commercial and industrial development that could take advantage of the labor force already living in Hutto. The challenge is to better align business recruitment efforts with the skills of existing residents.

Figure 6.9. Percentage of Local Jobs Held by City Residents (2019)



Source: TXP, U.S. Census Bureau - Longitudinal Employer-Household Dynamics

INCOME & TAXATION

Closely related to the employment mix within the city as well as jobs held by residents, income levels drive housing prices, retail sales, and overall prosperity. In general, Hutto's income indicators are above other cities in the eastern portion of the Austin MSA. As previously discussed, these figures do not fully capture the income levels of residents living in the Hutto ETJ. These statistics have important implications for the future land use plan and where to encourage certain types of development.

Table 6.5. Income Indicators (2021)

	Median Household Income	Average Household Income	Per Capita Income
Elgin	\$52,751	\$65,511	\$21,351
Hutto	\$80,569	\$93,250	\$29,091
Manor	\$69,341	\$75,434	\$22,616
Pflugerville	\$97,045	\$110,131	\$36,617
Taylor	\$54,222	\$72,170	\$25,684
Williamson County	\$90,473	\$112,787	\$41,068

Source: BURI

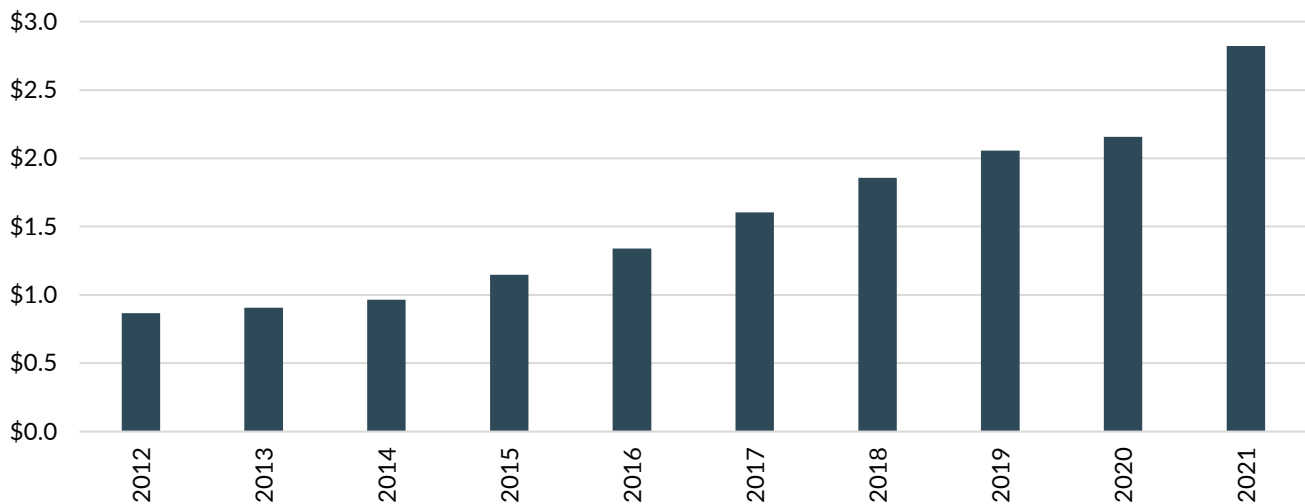


Over the past decade, Hutto's net taxable real and personal property value has tripled. In 2021, the net taxable value of all property in Hutto surpassed \$2.8 billion. Single-family and multifamily residential properties represent about 81.5 percent of the tax base. Commercial and industrial property (real and business personal) are between 10 to 15 percent of the tax base. For the State of Texas, about 30 percent of the net tax base respectively comes from commercial and industrial properties. Therefore, Hutto is heavily reliant on its residential taxpayers, as is often the case in rapidly growing suburban communities within a larger metro area. The successful build-out of Titan Development's Hutto Mega TechCenter and the Skybox/Prologis

data center campus could play a significant role in rebalancing the property tax base.

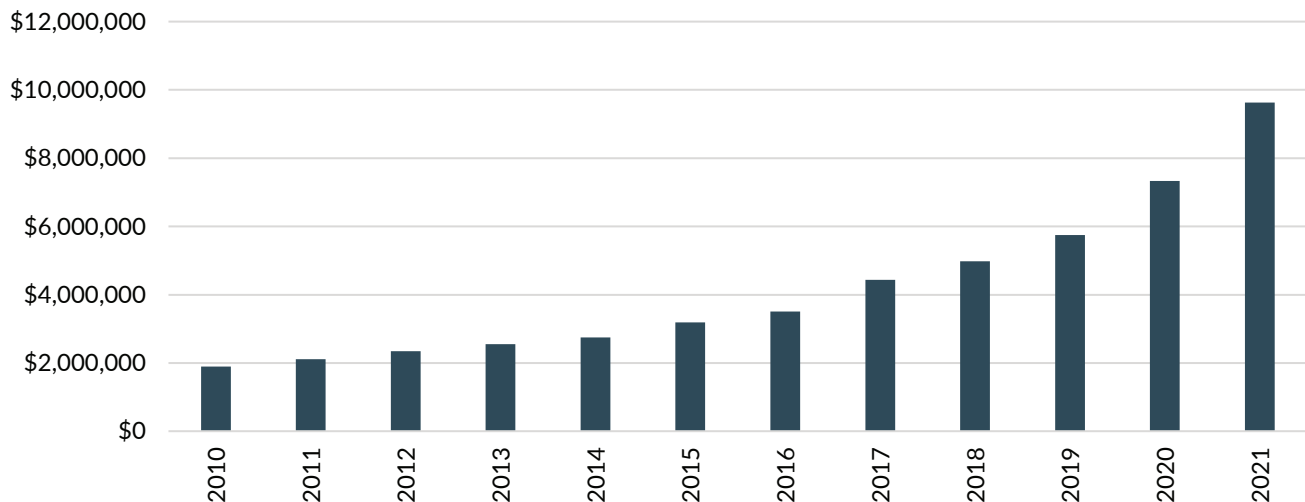
Sales tax revenue also has been growing in Hutto over the past decade. Between 2010 and 2021, sales tax collections increased fourfold. Much of this increase is linked to overall population growth in the city. While the sales tax revenue growth has been strong, Hutto residents are still traveling outside of the community for many goods and services. This creates an opportunity for Hutto to position future land use along the SH 130 and U.S. 79 corridors for key retail and entertainment offerings, improving sales tax collection and stem leakages.

Figure 6.10. Hutto Taxable Property Value (\$Billions)



Source: City of Hutto

Figure 6.11. Hutto Sales Tax Revenue Collections



Source: Texas Comptroller of Public Accounts

POSITIONING HUTTO FOR CONTINUED ECONOMIC DEVELOPMENT SUCCESS

Hutto's economic development efforts over the past decade have largely centered around Titan Development's Innovation Business Park and the Hutto Co-Op District. The Megasite (which is partially owned by the Hutto EDC) has taken longer to develop. Going forward, the overall growth of the Austin area and the specific location of major employers such as Tesla and Samsung in proximity means that growth will come – the challenge for the community is how to manage this growth in a sustainable way. The Hutto EDC has the following major target industries:

1. Semiconductor Manufacturing and R&D

Hutto has an abundance of available land and space, including land and industrial buildings, and big-block space at Innovation Business Park.

2. Advanced Manufacturing

Hutto's strategic location, access to major roadways, available land, and large workforce pool make it a great location for manufacturing.

3. Applied Technology

Hutto has created a niche for the Applied Technologies industry with companies like BryComm, Kval, and Ovivo who all use cutting-edge technologies to elevate and enhance traditional goods and services.

4. Destination Retail and Entertainment

With a growing local and regional population, Hutto consumers are hungry for destination retail and entertainment.

5. Distribution and Logistics

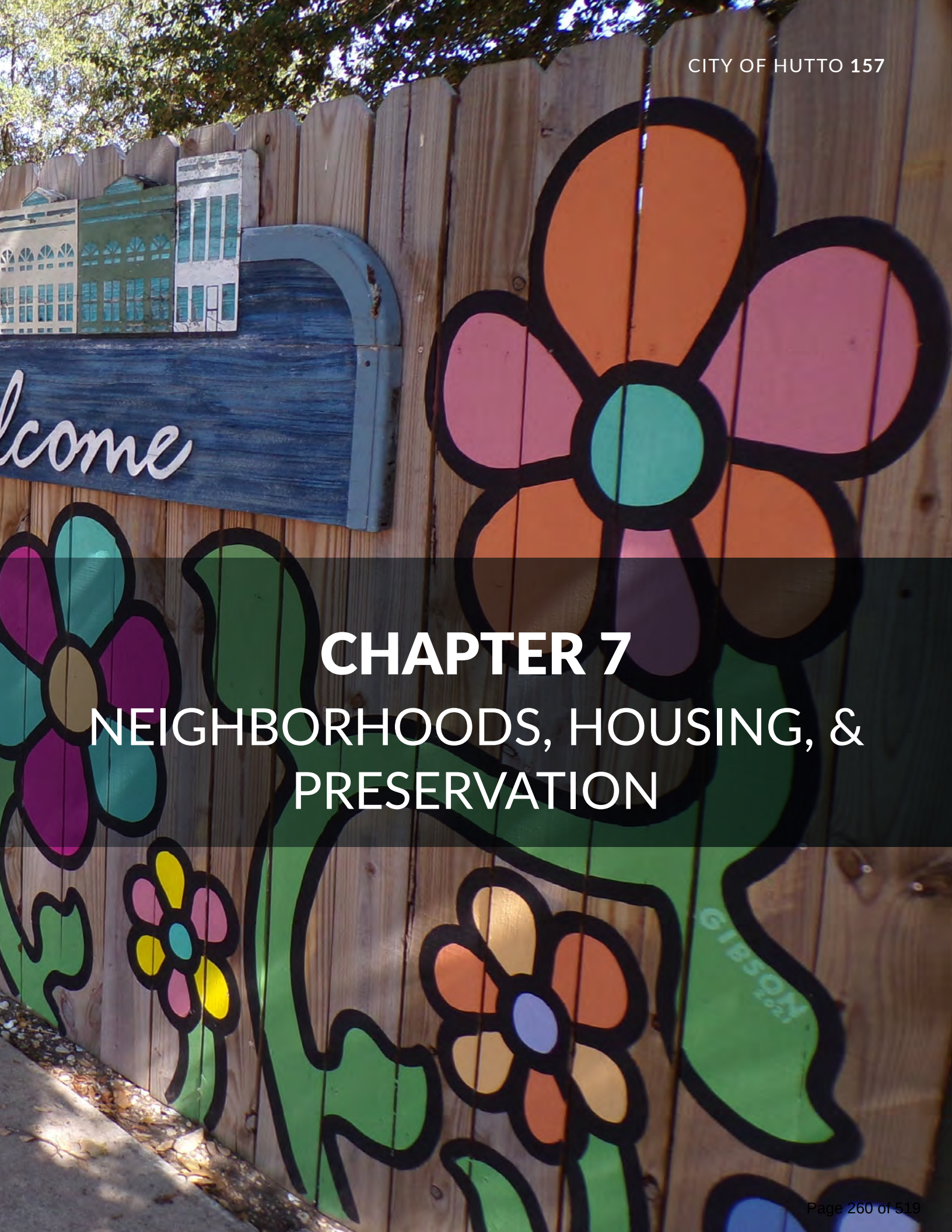
The major cities of Austin, Houston, San Antonio, and the Dallas/Fort Worth Metro are all easily accessible from Hutto, with a drive time of fewer than three hours.

In addition to these targets, data centers should be included in the list of target industries. The Skybox/Prologis data center campus should attract additional activity in this sector.

While Hutto's near-term economic development prospects are bright, business recruitment and retention is a long-term process. Economic downturns, the rising cost of development, or companies closing can substantially alter the best plans and forecasts. The three main obstacles to sustainable growth in Hutto are: 1) capturing an appropriate share of regional growth while not overwhelming the community's infrastructure and labor force capacity; 2) increasing the commercial and industrial property tax base; and 3) retaining what makes Hutto unique compared to neighboring cities within the region. While these challenges are not unique to Hutto, proactive efforts, including a commitment of public financial resources, might be necessary to achieve the desired results. Specifically, Hutto should:

- **Clearly communicate Hutto's economic development goals and objectives** – As mentioned above, successful economic development is a long-term process. Every community experiences the highs and lows of business recruitment and retention. As a continuation of the comprehensive plan, the Hutto EDC should establish clear long-term goals and benchmarks for success. Better linking the future land use map, infrastructure investment, transportation, and economic development will help residents understand how and why decisions are made.
- **Increase the opportunity for Hutto residents to work in Hutto** – The community has already attracted well-educated and skilled workers to be residents. However, most residents must commute to work because there are limited opportunities available in Hutto. As an overarching guiding principle for economic development, Hutto should focus on increasing local employment options for residents. Increasing the percentage of residents who work in Hutto would also address the imbalance in the tax base.
- **Proactively use infrastructure investments to guide growth** – Stakeholders identified basic infrastructure planning as an impediment to the type of growth the community would like to attract. The challenge for Hutto is how to allocate financial resources to meet short-term opportunities versus long-term aspirational growth. Having shovel ready sites, for example, is an important selling point for potential projects. Given that Hutto has such a large ETJ, strategic infrastructure investment could also be used with annexation discussions.
- **Preserve and protect downtown** – Hutto's downtown and history makes the community unique within the Austin region. As new growth occurs throughout the city and its ETJ, downtown should not be left behind or forgotten. Hutto should focus on leveraging its downtown to brand the city within the region.
- **Enhance cooperation with neighboring cities** – Neighboring communities oftentimes compete for large economic development projects, new shopping centers, and popular entertainment attractions. As eastern Williamson County continues to grow, there is more to be gained by increased cooperation than competition. For example, Taylor's success with Samsung will have positive spillover effects on Hutto. Building upon this comprehensive planning effort, Hutto should enhance and expand cooperation with neighboring cities and Williamson County on issues such as infrastructure, transportation, and education.
- **Plan for economic development in the ETJ** – Most of the land controlled by the Hutto EDC is within the city limits along U.S. 79. Given current development trends, the Hutto EDC might not own much of this property in 5 to 10 years. Hutto needs to prepare for how to selectively acquire additional property or partner with landowners in the ETJ. The goal of this planning effort is to ensure shovel ready sites are available and align with the future land use map.
- **Add hotels and hospitality as a target industry** – Hutto could establish itself as a central location for visitors (likely business travelers) wishing to stay along the SH 130 and U.S. 79 corridors. Hutto should explore partnering with or incentivizing a hotel operator to add conference and meeting space to a new hotel. In addition, boutique or niche entertainment or hospitality offerings would complement what is already offered in Round Rock (ex. Dell Diamond) and Pflugerville (ex. Typhoon Texas Waterpark). Adding additional hotels would also serve out-of-town friends and families visiting Hutto's growing population.





CHAPTER 7

NEIGHBORHOODS, HOUSING, & PRESERVATION

NEIGHBORHOODS, HOUSING, AND PRESERVATION

Neighborhoods are the foundation of any city, and that thriving and safe neighborhoods are essential to a city's health. Hutto has many vibrant and active neighborhoods that offer safe places for residents and their families. Maintaining healthy neighborhoods takes work and active involvement by both the City and residents.

Key attributes of thriving neighborhoods include basic safety and security, freedom of movement, good property maintenance, a wide range of quality housing choices, and parks and common spaces for people of all ages. Easy access to schools, community resources, and economic opportunities are also key attributes for healthy neighborhoods. These and other variables help to create the most intangible but also the most important feature of great neighborhoods—a sense of identity and community spirit, where people know and care about their neighbors. Healthy neighborhoods make life in the city better, and the qualities that create healthy neighborhoods are the foundation that inform these goals and recommendations.

This chapter will consider the issues and establish goals and policies that can improve the vitality of Hutto's neighborhoods throughout the city, using existing resources and assets to increase safety, quality of life, and opportunity for all residents. The following sections provide an overview of guidelines to establish the community's character and the best strategies to maintain, preserve and enhance them.

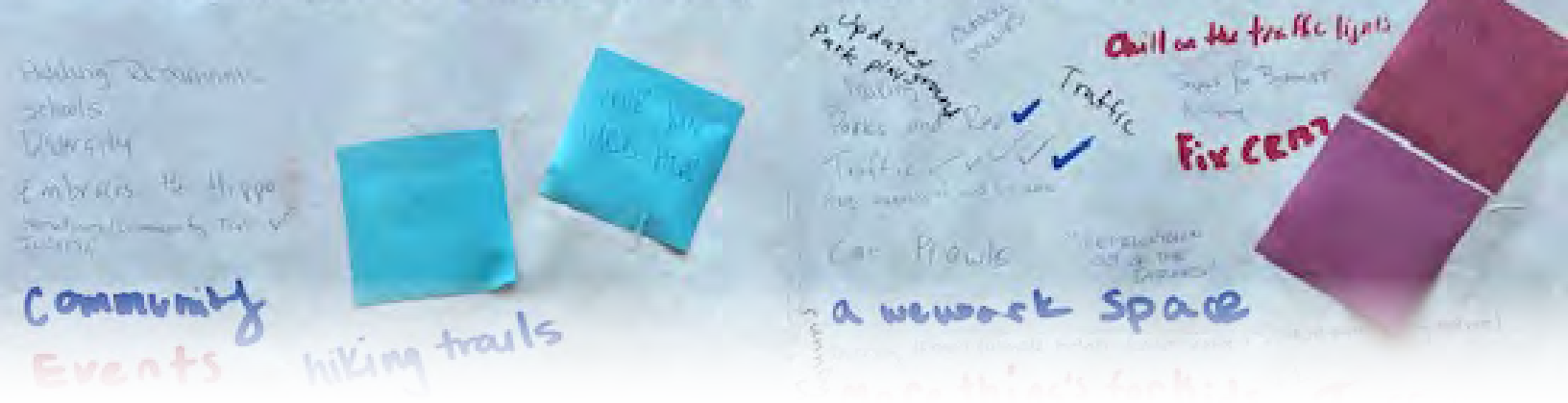




TELL US WHAT YOU THINK

WHAT DOES HUTTO DO WELL?

HOW CAN HUTTO IMPROVE?



LEADING WITH COMMUNITY INPUT: NEIGHBORHOODS, HOUSING, & PRESERVATION

WHAT WE HEARD

"Coming in from CR 137, a Hutto sign would be nice."

-Community Member

"We should try to attract more homes for seniors, nursing homes, memory cares etc as the young population of this town will be caring for aging parents in the coming years."

-Community Member

"There aren't many neighborhoods with anything walking distance to get a bite to eat or a coffee. Most new neighbors are just crammed in homes with nothing in the community but the houses."

-Community Member

"CO-OP should be cohesive with Old Town."

-Community Member

KEY TAKEAWAYS

- Signage and gateways distinctive to Hutto.
- Housing options for seniors.
- Have a more diverse mix housing types and more affordable housing.
- Co-Op should be cohesive with downtown and more complete.
- Hippo imagery is unique and memorable.
- Would like to see more commercial services within walking distance of homes.



HOUSING AND STABILITY

Hutto's current population is majority families with young children and mid-career adults, meaning that single-family detached homes will likely remain the housing product of choice for much of the population. However, there are also retirees moving to the City, often grandparents moving to be near grandchildren. Likewise, consumer tastes are shifting based on a number of factors ranging from shrinking household sizes to desired exterior maintenance levels, prompting interest in different housing forms. Additionally, Hutto is seeing relatively high rates of poverty among women and black communities, when compared to the County average. These factors contribute to a growing demand for alternative housing options that allows for greater flexibility and affordability.

Hutto has below average housing prices for the Central Texas region, but higher prices when compared to local peer cities such as Manor, Elgin, and Taylor. The City has become popular and is growing quickly, as demonstrated by the recent spikes in residential permits being issued as well as increasing housing prices. This places the City in a good position to guide its new housing development in a way to support the long-term goals of the community and promote neighborhood stability. The Community Snapshot and Economic Resilience chapters discuss housing data in greater detail.

NEIGHBORHOOD AND HOUSING ASSESSMENT

Eventually, homes begin to show signs of aging and need more care to ensure they stay well maintained. By analyzing housing conditions, the City can better understand the current state of housing in the City and where to direct revitalization efforts. Map 7.1 identifies the general conditions of neighborhoods within Hutto. This assessment does not apply to every home, but rather the image of the neighborhood. This assessment considers housing condition, yard maintenance, and overall upkeep. The condition ratings generally correlate to the age of the homes in the neighborhood, which is typical for many cities.

The visual assessment determined that most of the housing within the City is in sound condition. Areas that may need potential maintenance include north and south of downtown as well as downtown itself. There currently are not neighborhoods in Hutto that are seeing major neglect or decline on a broad scale, the goal for Hutto is to keep it that way.

Sound

Neighborhoods within this category include predominately sound, quality housing. It also includes older areas in stable condition. Overall, this housing only needs to be sustained at its currently desirable condition to prevent or slow the aging process. In other words, the City should be proactive to maintain stability rather than complacent.

Potential Maintenance Needed

This category includes neighborhoods that are beginning to show signs of wear and some neglect, but are generally in good condition. Physical structures are in sound condition, but minor exterior improvements may be needed. Overall, this housing could need some correcting of code violations and assistance for homeowners to make minor repairs to prevent further decline.



NEIGHBORHOOD ASSESSMENT MAP

Condition

-  Sound
 Potential Maintenance Needed
 Hutto City Limits
 County Lines



Map 7.1. Neighborhood Assessment Map

VICIOUS VS VIRTUOUS CYCLES

While neighborhoods are changing constantly, it is easy for housing to become fixed in a vicious or virtuous cycle. The vicious cycle of urban decline includes a decline in quality of life, residents and businesses deserting, tax base shrinking, disinvestment, and a stagnate community that then create an even greater decline in quality of life, and the cycle continues to spiral downward. The cycle may start at any point and continue through until it is interrupted. Urban growth, on the other hand, is associated with a virtuous cycle which has more favorable results of improved quality of life, investment and reinvestment from residents and businesses, increased tax base, and increased public investment, which then enhances quality of life even more, and the cycle spirals upward. That is not to say that unchecked urban growth is the ultimate goal, as growth has it's own issues that must to be accounted for. These include, but are not limited to sprawl, displacement, congestion, and greater strain on City resources. These are complex issues that take coordination from multiple City departments to address and plan for as they begin to promote and see the benefits of the urban growth cycle. The best outcome is a balanced, sustainable growth cycle that benefits both existing and new residents and businesses. In addition to the Neighborhood Assessment presented previously, the City should note neighborhoods that are at risk of becoming stuck in a vicious cycle and direct resources to prevent that cycle from taking hold, and doing so in partnership with the residents.

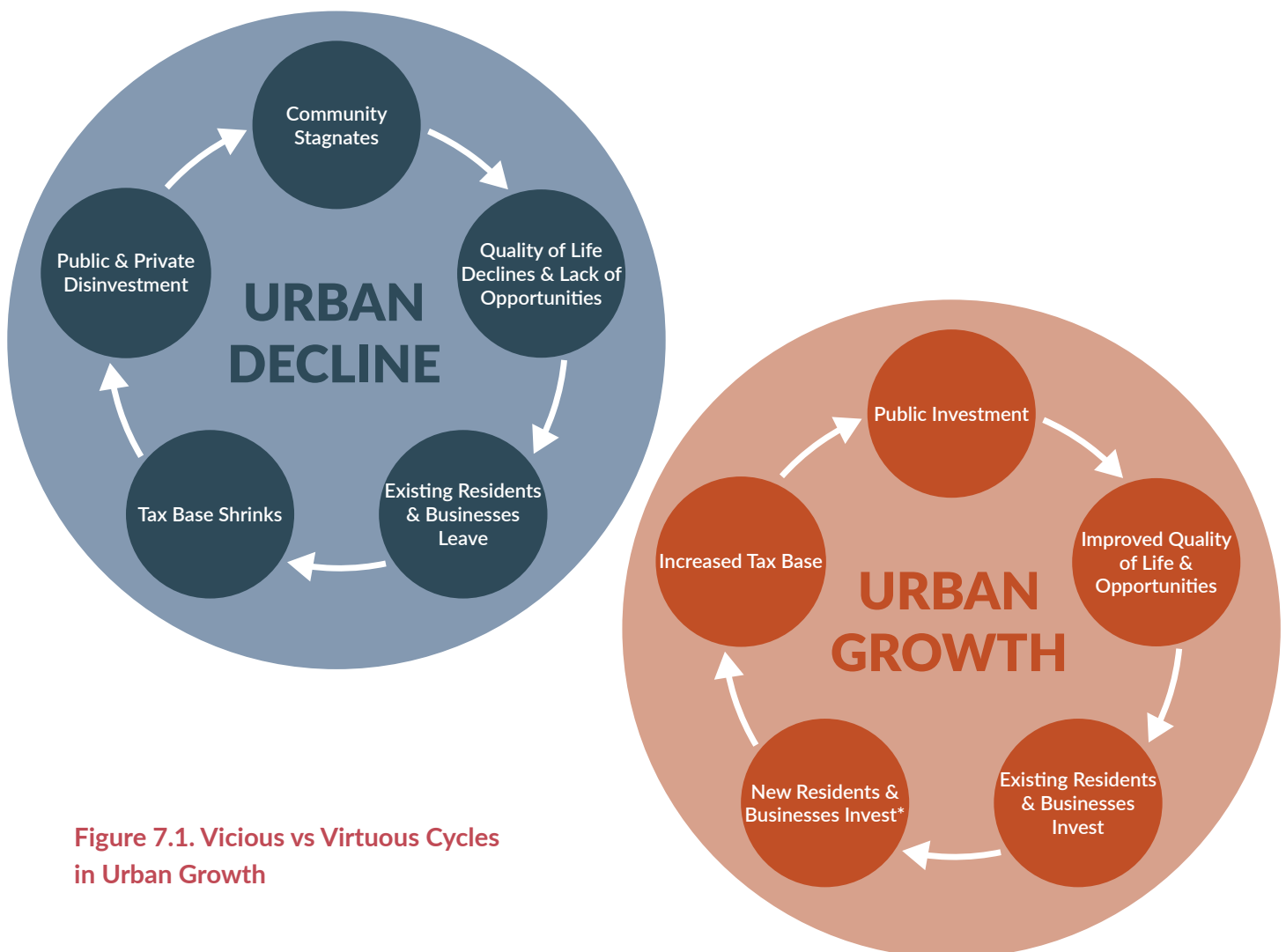


Figure 7.1. Vicious vs Virtuous Cycles in Urban Growth

AGING IN PLACE

Aging in place is a term used to describe the ability of residents to stay in their homes and communities as they grow older and their needs change. Here we are focused less on the individual house or unit but more on the community-wide efforts that support aging in place.

Missing middle housing (discussed in the following pages) integrated into single-family neighborhoods can be ideal for aging residents as they might want to downsize but remain in a familiar neighborhood or nearby family. ADUs especially can allow aging family members to live with family but maintain an independent lifestyle, ADUs are often referred to as “granny flats” due to their popularity for this use.

Additionally, missing middle housing or other housing products that can be part of a condo regime often appeal to aging buyers. Condoized single-family products offer an independent lifestyle without the maintenance and work that comes with a typical detached home. Setups like bungalow courts also promote more social relationships between residents that can be especially beneficial to aging residents.

Housing alone is not enough to provide a holistic quality of life for aging populations. The right housing must be paired with complete communities and mixed-use neighborhoods that offer daily needs for seniors without the need to drive a car. This includes daily goods and services, such as grocery, as well as healthcare, jobs, and recreation geared specifically towards seniors.

Communities benefit greatly from keeping aging residents in their neighborhoods. Older adults often have the time and resources to volunteer and be active in their community. Additionally, retirees tend to have alternative schedules to other residents, adding to the daytime economy and safety of the community. Finally, ensuring aging family members remain in the community with their grandchildren can greatly reduce the burden of childcare on families, allowing families to have more expendable income to spend elsewhere in the local economy.



MISSING MIDDLE HOUSING

“Missing Middle Housing” is a term that describes a range of multi-family housing, including small single-family residential, duplexes, and small scale multi-unit buildings that complement single-family neighborhoods. These housing types are important because they help provide more affordable housing options for people in different phases of the housing cycle, including young families, young professionals, and empty-nesters. Each of these housing types can vary in price point and model, it is possible to have a mixture of affordable and premium points for each type and they can be for rent or sale.

Missing middle housing products also provide an easier path to embracing the small-town character emphasized by so many in Hutto while simultaneously meeting Hutto’s changing housing needs. Integrating missing middle into existing neighborhoods is a way to promote incremental and compatible change rather than disruptive transformations, preserving the culture and character of the neighborhood while still increase housing availability and options.

Missing middle products are also a good transition between land uses or land uses of higher to lower scale, in that it can act as a buffer between lower-density residential developments and higher density residential, mixed use or commercial developments. This practice also puts more residential units closer to goods and services within those mixed-use or commercial areas, improving access.

Some missing middle housing already exists in Hutto. There are some townhomes and duplexes near Downtown, but not enough to meet the needs of the community in the future. Additional housing types that could be considered for Hutto are accessory dwelling units, live/work spaces, courtyard apartments, triplexes, fourplexes, and bungalow courts. These housing types are especially appropriate in the Neighborhood, Downtown, or Mixed-Use Activity Center land uses, as noted in the FLUM and Land Use dashboards in the Land Use and Development chapter.

Figure 7.2. Missing Middle Housing Spectrum



ADDITIONAL DWELLING UNITS (ADUS)

Units that are secondary to a primary residential unit, often behind the primary home or above a detached garage.

COURTYARD APARTMENTS

Medium-sized structures consisting of side-by-side and stacked dwelling units accessed from a courtyard.

TRIPLEXES/FOURPLEXES

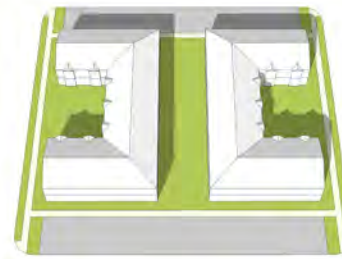
Often takes the form of a single-family house in scale and character but contains three or four units.

BUNGALOW COURT

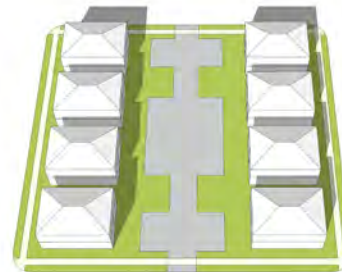
Small, detached structures that provide multiple units arranged to define a shared court. The court takes the place of a private rear yard and is an important community enhancing element.

LIVE/WORK

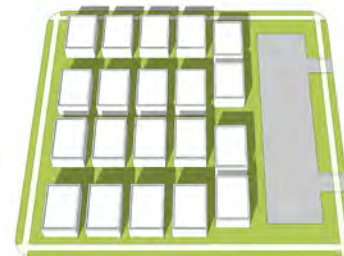
A small- to medium-sized attached or detached structure consisting of one dwelling unit above or behind a flexible ground floor space for nonresidential uses. Both the primary ground floor and the second unit are owned by one entity.



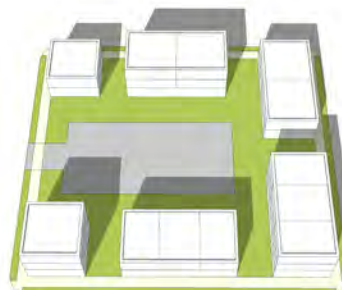
Courtyard Apartment
20-30 Units per Acre
(28 Units per Acre Illustrated)



Fourplex
15-35 Units per Acre
(32 Units per Acre Illustrated)



Bungalow Court
19-35 Units per Acre
(20 Units per Acre Illustrated)



Live / Work
7-15 Units per Acre
(12 Units per Acre Illustrated)

Figure 7.3. Types of Missing Middle Housing



SMALL AREA PLANNING

A small area plan (SAP) is a long-range plan - just like a comprehensive plan - applied to smaller areas of a City to allow stakeholders to address an area's unique issues with tailored solutions. It is an aspirational community plan that defines a hyper-local vision for the future as property ownership and other conditions change over time. It enables the City to prioritize and coordinate capital projects and to set the stage for ensuing private investment.

With goals to enhance the quality of life and public safety, SAPs address elements of the built environment - housing, businesses, parks/open space, public improvements (e.g., flood control, water/sewer services) - and the transportation network that connects them. SAPs also thoughtfully recommend ways to optimize public investments by integrating the built environment with the natural environment.

Social issues and related services cannot be directly addressed through the SAP; however, the small area plan can enable solutions to certain community issues through best practices of land use planning and design. For example, a plan may recommend locations in the public realm for sidewalk and streetlight improvements to mitigate crime and increase the public's perception of safety in the area or recommend increased landscape buffers to separate conflicting land uses. Implementing plan recommendations like these can result in improved public safety, more attractive business districts, and higher quality of life.

SAPs are intended to focus on smaller geographic areas so that stakeholders can tailor solutions to local issues. Defining a plan area boundary - the first step in the SAP process - must consider the actual size (in acres or square miles) as well as adjacent land uses, environmental issues, and the interests of nearby stakeholders.

“Small” refers to geographic extent as well as level of complexity. In terms of geography, a small area plan can cover as few as 10 acres or as many as thousands. Larger geographic areas tend to generate levels of complexity that can dilute the key issues and render the plan as well as the planning process less effective than intended. Factors contributing to plan area complexity - numbers of properties and owners within the boundaries, the potential for multiple issues, and diverse stakeholder groups - can hinder the consensus-building nature of SAPs. Larger plan areas may include more public elements (i.e., streets, sidewalks, storm/sanitary sewers, parks, and open space) and associated issues that may be too expansive to resolve through a small area plan. Criteria for defining the SAP boundary can help stakeholder groups focus on key issues through a more manageable planning process.

Some of the issues Hutto faces that could be addressed via SAPs are:

- Traffic and congestion; connectivity
- Homogeneity of land uses
- School, park, and healthcare access
- Economic opportunities; access to jobs, training and workforce housing
- Affordable housing and housing options

There are few neighborhoods in Hutto currently that are not suffering some kind of issues related to access, SAPs can help identify and address the specific needs for each neighborhood individually in ways that enhance unique identity.

The following areas in Hutto are opportunities to begin small area planning and create identifiable neighborhoods.



ORGAIN DISTRICT

Located south of US 79, the proposed Orgain District acts as an extension of the mixed-use urban areas of the Co-Op and Downtown Hutto.

A SAP for this area should focus on:

- Safe connectivity across US 79 to Co-Op and Downtown, for vehicles, cyclists, and pedestrians.
- Housing options utilizing infill developments, including missing middle products.
- Mixed-use development providing jobs, goods, and services within an easy walk/bike of homes.
- Strong branding and identity.
- High quality public realm, including streetscapes, urban design elements, and open spaces.

More recommendations related to the Orgain District are available in the Downtown chapter.

New Missing Middle Housing

Figure 7.4. Conceptual Massing Study of the Proposed Orgain District Redevelopment





SOUTHEAST LOOP CORRIDOR

Located along the proposed major thoroughfare of Southeast Loop, this corridor will be an entirely new frontier for development in Hutto and a small area plan makes sense to help shape development from the outset.

A SAP for this corridor should focus on:

- Visual transitions as the corridor moves between land use contexts, from neighborhoods, to activity centers, to employment centers, to heavy industrial.
- Potential for a trail that follows the highway alignment, providing neighborhoods to the west with alternative mobility options when accessing the commercial and employment centers along the corridor.
- Strong connections to and from the employment and industrial areas to the north, to promote employees from those areas to patronize businesses along the corridor.
- Large-scale branding and identity elements as cars enter the City of Hutto along this corridor.
- Consider site, architectural, and landscaping standards that can help infuse some local character into what could otherwise become typical, nondescript highway commercial development. For example, utilize internal parking lots that allow buildings to address the highway and trail corridor, rather than being set very far back into the site.
- Focus on safety and minimizing vehicular conflicts with cyclists and pedestrians, vehicles coming off the highway should transition quickly and clearly out of an auto-centric space.

Figure 7.5. Conceptual Massing Study of Corridor Development along the future Southeast Loop Corridor





INNOVATION DISTRICT

Located along the SH 130 corridor on the western edge of Hutto, the Innovation District is anchored by a new Texas State Technical College and East Williamson County Higher Education Center. Many technical and manufacturing companies have located in the area already, with much open land still available for more. The FLUM denotes this area for industrial uses and it boasts great visibility and access from SH 130.

A SAP for this area should focus on:

- Generating a strong vision, brand and identity for the district that attracts high-tech, light manufacturing and production, flex industrial and R&D businesses. This may not be the place for heavy or “dirty” industrial uses.
- Ensure some appropriate mix of uses, providing employees with places for coffee, lunch, happy hour and running basic errands. Provide connections that allow employees to walk to these destinations.
- Strategic implementation of a high quality public realm, including streetscapes and urban design elements, that speak to the knowledge economy workers business will be looking to attract. This does not necessarily need to be done wide-spread throughout the district, but should be focused in key areas and along key connections.
- Provision of appropriate open spaces that allow for daily use, such as sitting outside during lunch, as well as occasional community gatherings or events.
- Strong connections to adjacent commercial and residential area, including options for multi-modal choices.
- Large-scale branding and identity elements that tell vehicles traveling along SH 130 that this part of the City of Hutto.



Figure 7.6. Conceptual Example of Desired Development Character in the Innovation District





COMMUNITY CHARACTER

Community character is generated by a variety of elements; the history, the architecture, the small businesses, the festivals, and most importantly, the people and their culture. As this is a plan looking at the built environment, the recommendations here will focus on those physical elements that create community character through aesthetics, but the importance of recognizing the role of people in the community in the creation of community character cannot be overstated. This section will begin by looking at historic assets, existing character-giving elements, and special character areas within Hutto. Then it will explore additional elements that could support and enhance community character, including signage and wayfinding, urban design, and building form. Small Area Plans (SAPs) are one tool that can be effective in applying community character and generating a unique district identity across a targeted area.

WHAT WE'VE HEARD: COMMUNITY CHARACTER

Hutto has some existing character-giving elements, most iconic is Henrietta the Hippo. It's been said that, "you can never have too much Hippo in Hutto." That being said, there are other elements of the Hutto character that can be layered with the hippo to bring additional community character throughout the City.

- People gravitate towards Downtown Hutto as the main character area in the City, with its historic buildings and unique local businesses. Focusing on enhancing Downtown will be a good investment, not just economically but also for community character and culture. More information on Downtown recommendations can be found in the Downtown chapter.
- The in progress Co-Op district adjacent to Downtown is also a recognizable place in Hutto, especially the silo motif. However, when looking at images of the streetscapes in the Co-Op district, while nice, were not recognized as unique in character or identifiable to the place.
- Hutto contains natural assets that can provide a balance to the built environment while also adding another layer of character to the community.
- Finally, cultural or holiday events and festivals generate high-character environments for a short time or season and the people of Hutto identify and look forward to these events annually.

Outside of Downtown and the Co-Op, much of the character of the built environment in Hutto is non-descript suburban planned communities. Focusing on enhancing and adding more of these special character areas as well as incorporating more unique character elements into developments around the City can help support an overall community identity and make residents feel included in that identity. Importantly, the character and identity created for Hutto must reflect the values and culture of the community members and the City should put outsized effort into partnering with the people and residents to ensure that happens.

There are some historic assets outside of the Downtown area that Hutto could capitalize on. The City may consider doing a historic survey to help identify and make decisions related to the future of these elements.

Using visual exercises, CPAC members identified the character they envisioned for the future of Hutto. Generally, there was consensus that the Downtown area should remain historic in nature. However, there was openness to a variety of other styles and aesthetics throughout town, so long as the buildings and open spaces are contextually sensitive and authentic to the project. However, the group was not keen on generally low-quality architecture, such as suburban-style concrete commercial and bland, boxy apartment buildings.

As for the public realm, it was noted that streetscapes must have shade and not be too cluttered, with a balance of sidewalk to planting space. Welcoming and walkable streetscapes with sidewalk cafes and a good amount of clear pedestrian space were highly ranked. The idea of utilizing a few street parking spaces for additional planting, seating or outdoor dining areas was of interest.

The most important elements noted to create more community character in Hutto were:

- Places for people to connect with each other, more about the use and function of the space than the physical elements.
- Thoughtful and gradual transitions between character areas and land uses
- Unique, local businesses

The fact that these were the character-giving elements noted shows that leaders in the Hutto community are on the right track!

THE BUILT ENVIRONMENT

A strong community image expressed through elements in the public realm lets people to know when they have entered the city and reflects the values of the community. Branding and identity can create enjoyable experiences for people, leave a long-lasting positive impression in visitors' memory and promote community cohesion by demonstrating the pride and stewardship the City holds for its public places. Branding should be unique and identifiable to the City of Hutto. Branding can include elements such as a recognizable logo, consistent use of distinctive materials or colors, a cohesive signage program, and a series of special distinctive places.

Urban design is intricately connected to the health and vitality of a community. A quality built environment plays a vital role improving physical health and well-being. For example, a city with quality sidewalks that connect to major destinations throughout the city can encourage residents to be more physically active, both as a part of their daily lives and recreationally. The following items are basic urban design elements that can be incorporated in the City's development code to govern the physical shape and development patterns that is desired for the City.

Streetscape design has a strong impact on both the first and lasting impression of visitors to an area. Design elements such as decorative pavers, street trees, consistent street furnishings, and planters help to create the character of an area and a comfortable and safe place for people to walk and gather. Streetscape design is especially important in a downtown, where people often go for fun, excitement, and to have unique experiences. While someone's overall experience in downtown can be based on a specific restaurant or event, it is also strongly impacted by the person's experience walking through the area.



SIGNAGE & WAYFINDING

GATEWAYS

Gateways are features, landmarks or other streetscape elements that help to initiate an identity, orient visitors to an area and signify entrance to the City. Two distinct classes of gateway entries should be implemented to include regional gateways and local entry gateways.

Regional gateways are large in scale and typically situated near regional highway systems. Most likely to be experienced from a vehicle, care should be taken to ensure the regional gateways are designed to be effective for drivers and passengers.

Local gateways are located at secondary points into the City and are intended to create identity at the street level, experienced by pedestrians but should also be recognizable by those in a vehicle.

Regional gateways are recommended along US 79, and may also be appropriate for the new Southeast Loop. Local entry gateways are recommended along Chris Kelley Boulevard and FM 1660, and may also be appropriate along Limmer Loop as that area builds up in the future.

WAYFINDING

Wayfinding signage helps motorists, cyclists, and pedestrians better navigate the City. There should be various versions of wayfinding signage that adjust in scale and content as applicable to the different users, whether they be in a car, on a bicycle, or on foot. For example, drivers may need simple signage to quickly point them to parking locations, while pedestrians may want more detailed signage pointing them towards local destinations.

Gateways and wayfinding signage should be a part of a unified and cohesive package or sign family that is coordinated with the City's logo and other branding and identity elements, creating a unified theme, enhance continuity, and linking elements together, creating a recognizable community identity throughout the City.



MODERN FUNCTIONALITY

The ability for programmable digital displays and lighting in City-wide signage was highly desirable. Simple signage with ample adjustability for event messaging or seasonal themes would give the City flexibility in utilization of their signage. LED displays and color changing lighting were recommended elements in conversations with stakeholders.

URBAN DESIGN

Urban design describes the physical features that define the function and character of a street, neighborhood, community or the City as a whole. Urban design is the visual and sensory relationship between people and the built and natural environment. The built environment includes the buildings, streets, etc. while the natural environment, includes features such as water, habitat and topography.

Citywide urban design recommendations are necessary to ensure that the built environment contributes to the qualities that distinguish the City of Hutto as a positive and unique experience for residents and visitors. The process of urban design fosters quality in the built and natural environment as the City continues to grow and develop.

The implementation of basic urban design principles can help reactivate the public realm, increase connectivity, and contribute to a sense of place. Urban design guidelines help to achieve quality design over time, reinforcing a sense of community and identity. Thoughtful urban design guidelines are also critical to enabling redevelopment sites to find vigorous new life, enhancing quality of life for the surrounding neighborhoods.

High quality public spaces are vital for creating harmonious, socially inclusive communities. It is recognized that investing in quality public space

generates tangible social and fiscal benefits by stimulating growth in the visitor economy, raising property values and increasing income and profit for local businesses. Investment in the public realm can boost confidence, pride and stewardship in an area, reversing or preventing a cycle of decline and stimulating inward investment.

Urban design elements encourage quality development and promote opportunities for social interaction. The activation of the public realm helps create healthy communities, socially and economically. Whether it be neighbors running into each other while walking their dogs in the park or friends meeting for entertainment and shopping, a well planned public space promotes opportunities for people to interact and build community.

The public realm also plays a vital role in defining the image of the City. It influences the way a place or area is perceived, which influences the desire for people to live, work and visit these places. Urban design elements can go far in creating a positive image and experience for visitors and residents.

The following are basic urban design elements that can be incorporated into the City's development code to govern the physical shape and development pattern that is desired. This is especially applicable to mixed-use and commercial nodes in Neighborhoods, and Mixed-Use areas, as designated on the Future Land Use Plan.



STREET DESIGN

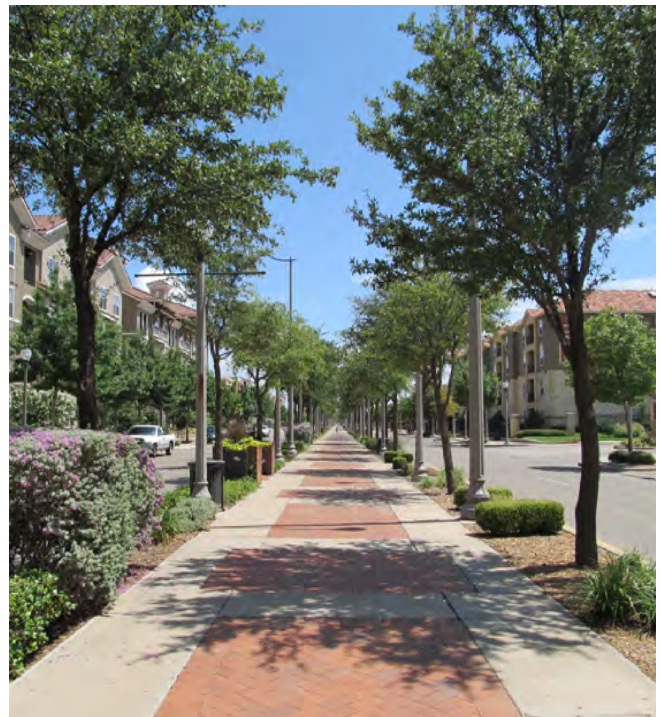
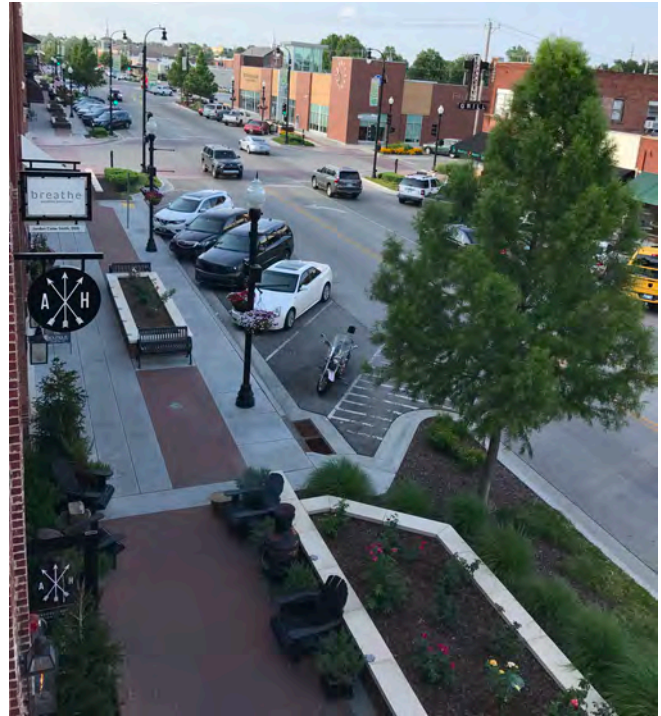
For decades now, the design of city streets have centered around the automobile. Streets are an integral part of the public realm, and often make up a large portion of public lands. As such, they should be designed to accommodate a range of users, including pedestrians, cyclists and cars. Balanced and safe streets, also known as complete streets are intended to encourage context sensitive streets to preserve and enhance the character of the surrounding area without compromising the flow of traffic.

SIDEWALKS

Sidewalks play a vital role in communities. They facilitate pedestrian safety, movement and access, promoting overall community connectivity and welfare. Safe, accessible and well maintained sidewalks are a fundamental and necessary investment for cities, which have been found to enhance public health and maximize social capital. In residential settings sidewalks should ideally be 5 to 7 feet wide, and 8 to 12 feet wide in commercial settings. The context of the area and the adjoining street type should determine the appropriate sidewalk width. It is critical that sidewalks provide enough width to accommodate the expected amount of pedestrian traffic, or else people might be pushed off the sidewalk into potentially dangerous situations.

STREETSCAPES

The streetscape is the combination of paving materials, trees, landscape, lighting and street furniture placed within the sidewalk or pedestrian zone, the area between the back of curb to the property line. Streetscapes help define a community's aesthetic quality and identity as well as provide amenities that can make the experience of walking through an area more enjoyable. The more enjoyable a place is for pedestrians, the longer they tend to stay, the more connections they make and more businesses they frequent. Streetscaping elements are a critical component of the complete streets initiative, as they play a vital role in activating the public realm and making people feel safe in public spaces.



Streetscape amenities should be determined by the context of the area and the adjoining street type. High quality streetscapes do not need to be expensive; cost and scale can be adjusted to available resources and context without sacrificing impact.

In Texas, providing shade is one of the most important streetscape elements in that a non-shaded street can be rendered nearly unusable certain times of the year. Ideally, shade is provided by street trees of large, shade-tree species that are adapted to the climate and urban setting. Providing adequate soil volume is an important factor in determining the fate of street trees and ensuring they grow large enough to provide shade, today's best practices suggest 1000 cubic feet of soil volume is necessary to support a thriving street tree in an urban environment. Soil volume can be provided for in planting areas, tree well/pits, or underneath walking surfaces with the use of suspended pavers. Root barriers should be utilized as needed to ensure tree root are contained and do not damage adjacent infrastructure.

ACTIVATION

Even the most well designed spaces will not be successful if they are not utilized and well loved by people. Planning for physical elements, contexts, and programming that encourage people to come to and stay in a public space is known as activation. This includes not just events, but consideration for activation at all times of day and on all days of the week, the goal is never to have an area have a true "dead" time. To achieve this, the land use context needs to include a mix of commercial, residential and office uses that supports people being around throughout the day and week.



BUILDING FORM

The creation of good public spaces does not end at the boundary of the public right-of-way. The built form has an immense impact on the character of the space and its success in a community. Building form should also respond to the type of street environment and configuration that exists or is to be created over time. Street design and building form go hand-in-hand and must be aligned to create a harmonious and vibrant public realm.

MASSING, HEIGHT & SCALE

The height, massing and scale of a building should be proportional to surrounding buildings and the streetscape so that they do not overpower other buildings or create uncomfortable open spaces. Buildings must be designed and sculpted to create a comfortable “human scale” experience in the public realm. The height, massing and scale of a building need to be balanced with the size of surrounding or adjacent open spaces. Buildings and the elements that contribute to their facades should have a proportion and scale that are welcoming.

“Human scale” makes reference to the experience of the building mass in relation to the size of its users. For example, the relative size of a door, a window, or a staircase should be proportioned with the scale of users.

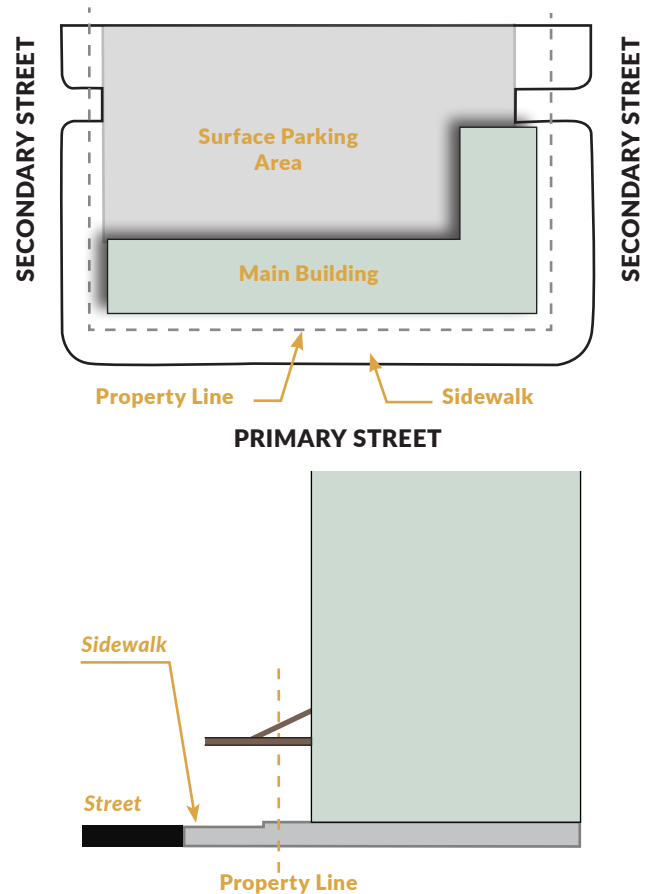


BUILDING PLACEMENT

For mixed-use, retail or commercial buildings, the built form should normally be located at or near the property line to reinforce the streetscape and create a quality pedestrian experience. The parking should be placed behind the building to remove any vehicle traffic from the pedestrian zones. Hutto's current form, with oversized parking lots in front of buildings, creates an excellent opportunity for redevelopment using engaging liner buildings and creating design to draw people into a site.

For residential uses, the building placement will highly depend on the type of residential building being proposed. Townhomes and multi-family buildings should be located at or near the property line to ensure the proper proportions are created for the public realm. Single-family dwellings should be located 8-15 feet from the property line in new development. In existing neighborhoods, the current form should be preserved. The setback ensures there is growing space for trees and front entrance features, such as a porches. Encouraging structures to be located closer to the street reinforces the streetscape and creates a quality pedestrian environment.

Figure 7.7. Building Placement Diagrams



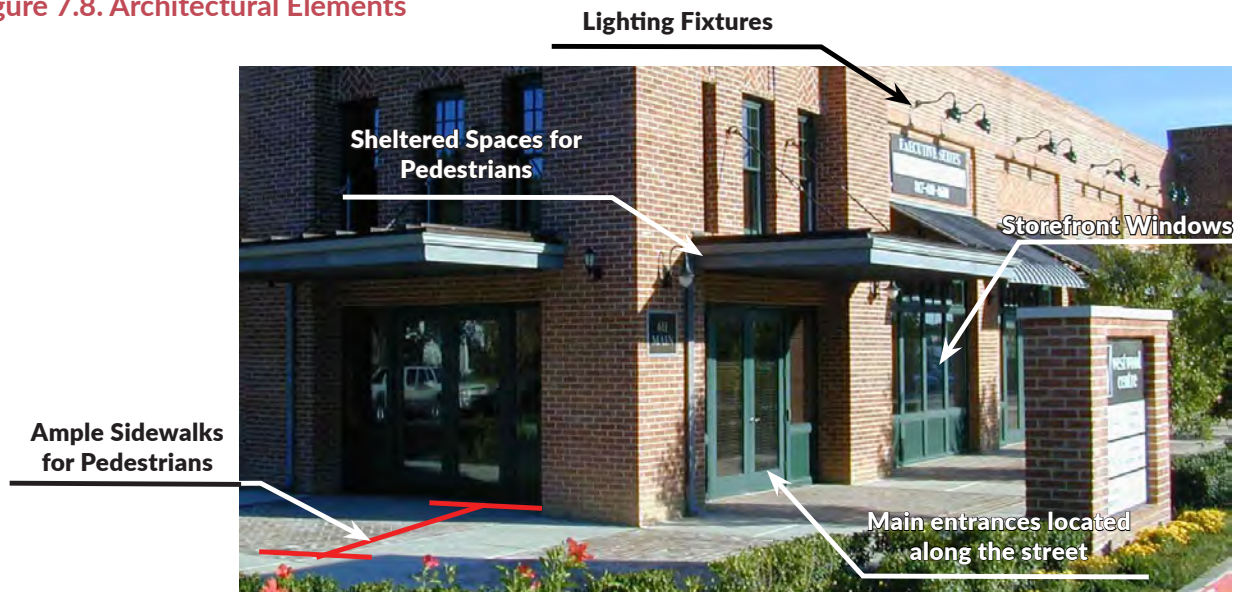
BUILDING FACADE

In conjunction with building massing, scale and placement, the building facade must be adorned with features that are inviting and contribute to the pedestrian experience. Long monotonous walls without windows or entrance features should be avoided. To ensure a quality public realm, entrances to the ground floor units, whether commercial or residential, should front the street. Building facade features should include main entrance features along the street, such as balconies, porches, patios, awnings and lighting fixtures. Multifamily, townhomes and single family dwellings should connect entry features to public sidewalks, similar to the examples shown in Figure X.

GROUND FLOOR USES

The ground floor uses of buildings that front the public realm will have a major impact on the activation of the sidewalk. For example, a restaurant with an outdoor patio will do much more to activate the sidewalk than the blank facade of a parking garage.

Figure 7.8. Architectural Elements



PARKING

Parking is an inherent functional piece of most places. With downtowns in particular, there is often a perception that there is never enough parking. A more accurate statement is “there is never enough parking right in front of where I want to go.” Often there is plenty of parking within a reasonable walking distance but this is more of an issue of people feeling like that the walk is not safe, comfortable or interesting. Likewise, restricted use of private parking reduces overall parking efficiency and reduces the financial performance of Downtown. If there is truly not enough parking, this is an indication that Downtown is a bustling environment with people patronizing shops, restaurants, and businesses from morning to evening.

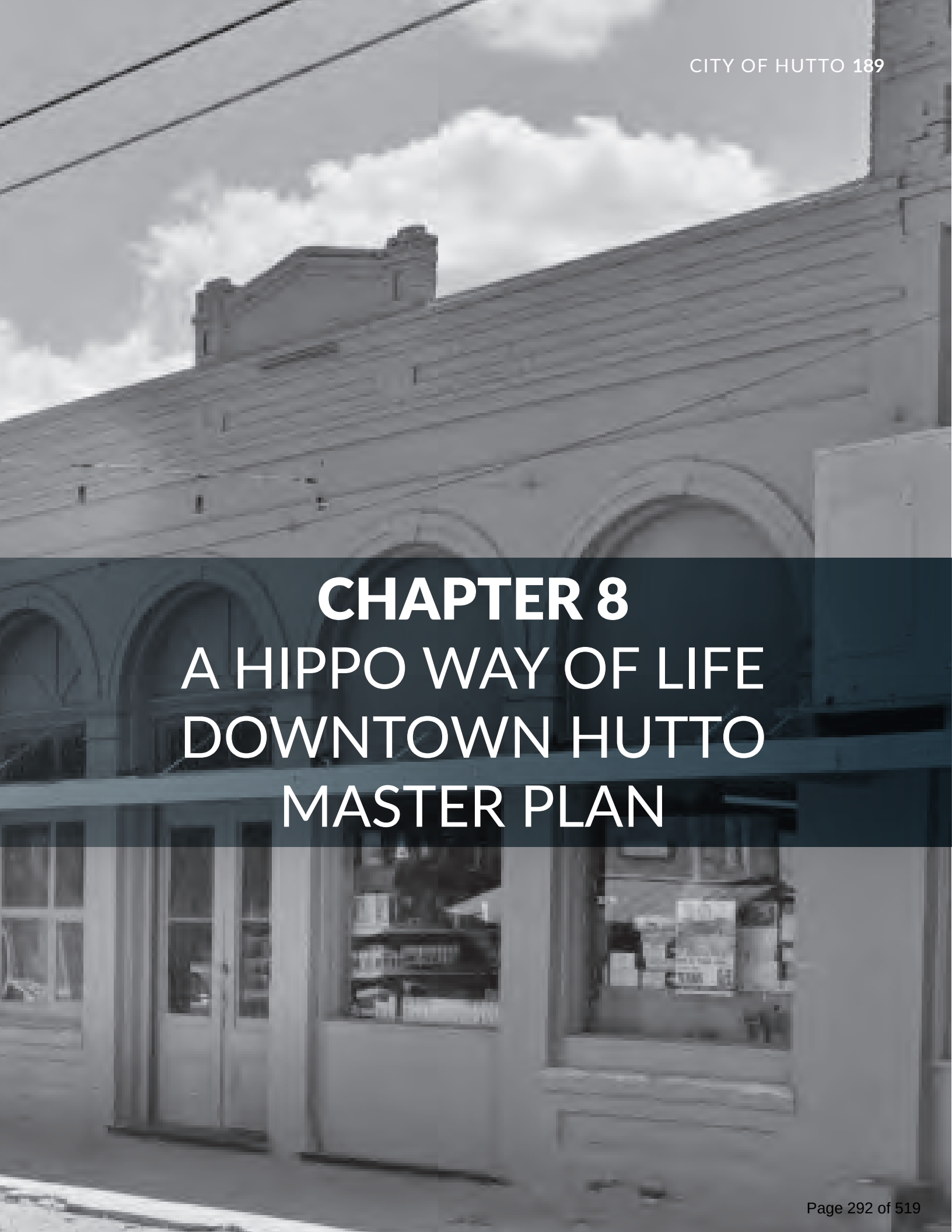
In a downtown setting, good urban form tends to locate parking on-street or towards the fringe of the core in communal lots or structures, allowing focus to remain on pedestrian space and activity. The Co-Op District currently has ample parking, better pedestrian connections to Downtown could allow these two areas to share parking and help the parking in both areas to feel more adequate.



Studies show that when a walk is safe, comfortable and interesting, pedestrians will perceive the distance of that walk as significantly shorter. Creating pleasant places for walking and considering the human experience in urban places can go a long way in shortening the perceived distance between parking and destinations.







CHAPTER 8

A HIPPO WAY OF LIFE

DOWNTOWN HUTTO

MASTER PLAN

Downtown Hutto is a place to gather, shop, and be part of Hutto's History. Downtown is the HIPPO WAY OF LIFE. If you're born and raised here, then it's in your DNA. For the new residents, welcome to town. Read on, and you will see why Downtown is so unique and requires the Hutto Hippos to support its efforts.

This plan was created to guide informed decisions Downtown. It sets the vision, establishes attainable goals, and provides action items to help the community maintain and enhance the historic core of the City.

The founders of Hutto were intentional when they determined what, where, and how their new home looked, felt, and functioned. To gain an understanding of the knowledge that the founders possessed, a DNA analysis was conducted on Downtown Hutto. The DNA analysis provided a starting point for the Downtown Master Plan project.

A person's environment shapes their behavior. The founders followed the timeless American grid-building pattern. The citizens and business owners have filled the walls of East Street, and the Co-Op buildings for over 111 years. When Hutto started out, it grew at a slow pace, incrementally adding homes and businesses to the expanding grid as it grew.

Hutto functioned this way for over a century as the Austin metropolis grew around the town. Without much disturbance or influx of population, Hutto was able to observe some of the most rapid expansion of an area in human history. As Austin filled and expanded its borders, Hutto was next on the path of substantial growth.

In the late 1990s, the rapid growth of the Central Texas region spilled over into Hutto. Banging down Hutto's door, without room for patience, was a slew of developers and eager landowners. Unprepared for what the market had in store, the patterns of Downtown Hutto were left behind as a new suburban pattern emerged. Understanding the shortfalls of the suburban pattern provides the opportunity for Downtown to fill gaps created by single-family homes and car-dependent development styles.

Using the recommendations in A HIPPO WAY OF LIFE Downtown Master Plan, the community can intentionally establish Downtown's place within the bigger community.

A HIPPO WAY OF LIFE DOWNTOWN MASTER PLAN **TABLE OF CONTENTS**

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DOWNTOWN DNA STUDY SNAPSHOT

The DNA Analysis is the extraction of the physical and numerical values that make up the downtown built environment. The construction of DNA is formed by only a few individual parts, and when combined, create very complex strands. A city's DNA is also formed by relatively few individual parts such as its streets, buildings, sidewalks, blocks, natural setting and more, which combine to create complex environments.

HOW DO WE STUDY IT?

- 1 STUDY DOWNTOWN HUTTO
- 2 CREATE FISCAL COMPARISON
- 3 ANALYZE BLOCK & SITE-SCALE
- 4 CREATE BLOCK-SCALE DATA
- 5 DISSECT, BUILDING FORM, TYPES, & ELEMENTS
- 6 ANALYZE WALKABILITY

HUTTO DNA FINDINGS

Hutto's Downtown patterns provides the perfect foundation of tools to guide the future. The five key attributes listed are critical to help Downtown Hutto maintain its authenticity and charm for generations to come.

SHORT NAVIGABLE BLOCKS

Downtown Hutto's short navigable blocks make it easy for people driving, walking, or riding bicycles to experience what Hutto has to offer. The short blocks are created by a variety of lot patterns that fill blocks. The connected network of streets creates many routes distributing traffic throughout the grid.

GOOD MIX OF BUILDINGS AND USES

The short blocks and mixed lot patterns lead to a variety of building types and uses that provide needed services and dwelling options. Civic spaces, retail, office, and residential areas are dispersed throughout the Downtown area.

NEARBY NATURE

Fritz Park provides relief from the built environment and access to walking trails, water features, and open lands for the users. Furthermore, the short blocks Downtown make it easy to access by foot or other methods. On the Co-Op side of Downtown, new walking trails and water features have been provided. As the parks and trail systems grow downtown becomes more connected, tying in Durango Farms park to the north and under HWY 79 to the south.

GROWING WHOLE

Downtown Hutto grew up incrementally in a manner that served the people of Hutto. The patterns were accomplished by intentionally building one street, block, and lot at a time. Building happened in a contiguous manner and additions were simply added to the blocks as the population increased. Some houses were converted to office or commercial in areas where transitions occur. Downtown Hutto works as a complete neighborhood providing a variety of housing types, services, and civic spaces for Hutto residents.

TIMELESS HUTTO

The buildings in Downtown Hutto have been in place and in the same configuration for 111 years. The patterns were laid out and scaled around people on foot and horse and buggy, and they still work perfectly today. Soon we will be planning for other technologies for mobility. It is anticipated the buildings Downtown will still function in the exact same configuration and serve the market better than any new development patterns available.

The patterns of downtown are important to Hutto's future. Downtown Hutto is the most fiscally viable building pattern built in the city. As the community grows, it is important to re-integrate Downtown Hutto patterns into future developments.

DOWNTOWN IMAGES FROM THE DNA STUDY

Figure 8.1. Residential Downtown



Housing Downtown is primarily single family residential and are within walking distance to shops and services. Many homes were built over a century ago.

Figure 8.2. Infill Opportunities Downtown



Historic building Downtown stands alone on a block of vacant parcels. There are many infill opportunities Downtown to create a cohesive walking environment and more retail and restaurant space to activate the streets during the evening hours. 106 East Street.

Figure 8.3. Pedestrian Realm on East Street Downtown



Buildings at the street edge, awnings over the sidewalk, and planters create a comfortable walking environment. 101-105 East Street.

Figure 8.4. Unique Signage



Signage Downtown creates a place of identity catching drivers attention. 204 US-79.

DOWNTOWN HUTTO VISION STATEMENT

Downtown Hutto offers a family-friendly environment connected by safe streets with a vibrant core featuring diverse options to shop, live and thrive locally. It's the **"HIPPO WAY OF LIFE."**

DOWNTOWN HUTTO THEMES & GOALS

PLACE MAKING

- Provide connectivity between the surrounding neighborhoods, the Downtown Districts, and Fritz Park.
- Provide a range of public spaces that foster interactions, connections, and gatherings.
- Optimize the use of land and provide an interconnected network of streets that facilitate safe, efficient, and pleasant walking, cycling, and driving.
- Enhance streets to be used as public spaces that celebrate Hutto culture.

BUSINESS

- Build on local preferences, local employment, local production, and local consumption.
- Recruit businesses that support the HIPPO WAY OF LIFE. Hippo-themed, related, or additive.
- Remove obstacles for businesses by providing a clear path to getting the doors open. Include signage, permits and other basic business requirements.

DEVELOPMENT

- Promote housing options downtown through a variety of lot sizes and building types to support the diverse needs of the community.
- Identify catalyst areas of Downtown Hutto for new development and redevelopment.
- Create a city center in the Orgain District, south of HWY 79, that provides connected services and complements downtown north of HWY 79.
- Protect and restore natural environmental systems that build urban resilience and create healthier living conditions.
- Ensure the build-out of the Co-Op matches the long-term goals of the community.

DOWNTOWN FULL CONCEPT PLAN

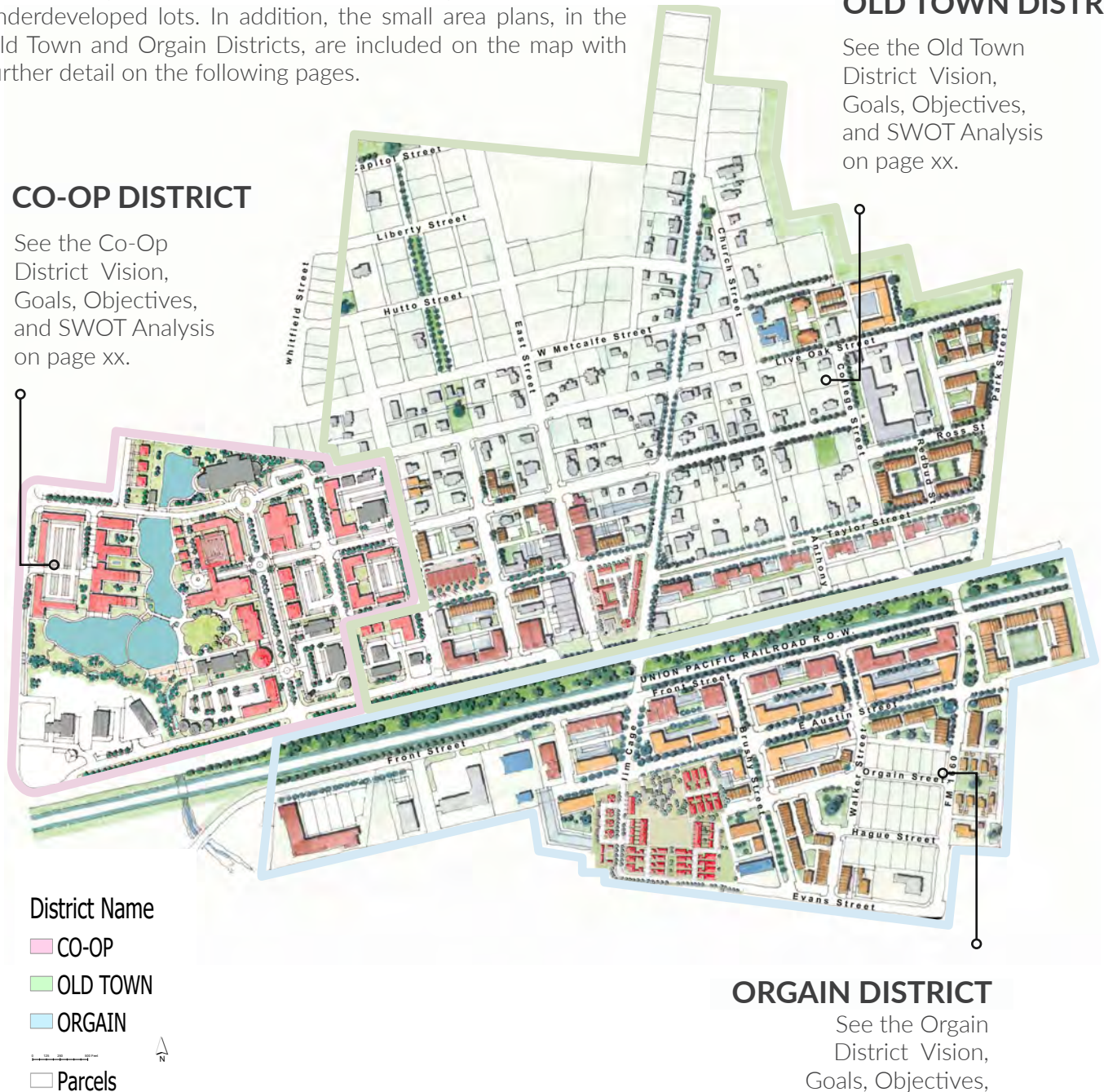
The full Downtown concept plan illustrates how Downtown Hutto could redevelop over time. The three Downtown Districts are outlined on the map. The gridded streets from Old Town are extended into the Co-Op District and reconnected in the Orgain District between Front Street and Austin Avenue. Infill housing and urban commercial buildings fill vacant and underdeveloped lots. In addition, the small area plans, in the Old Town and Orgain Districts, are included on the map with further detail on the following pages.

CO-OP DISTRICT

See the Co-Op District Vision, Goals, Objectives, and SWOT Analysis on page xx.

OLD TOWN DISTRICT

See the Old Town District Vision, Goals, Objectives, and SWOT Analysis on page xx.



ORGAIN DISTRICT

See the Orgain District Vision, Goals, Objectives, and SWOT Analysis on page xx.

Figure 8.5. Proposed Downtown Hutto Districts.

CO-OP DISTRICT

The Co-Op District is a skyline of silos that determines the arrival to Hutto. A previously existing old gin on 17 acres was active until the early-2000s. The community purchased the land to ensure the Co-Op's development patterns reflect the Old Town District. The City built a new City Hall as an anchor and entry into town. Now a total of 35 acres, the Co-Op District is a unique entertainment destination adjacent to Old Town Hutto that integrates Hutto's past and future. The renovated cotton gin building and original silos add to the historic aesthetic of the site.

DISTRICT VISION

The Co-Op District is a timeless welcoming gateway and destination for the community and visitors. It is the place that threads Old Town in with 21st Century development. The Co-Op district will house residents, parks and open spaces, shops, and services to support daily life and visitors to Hutto.

S.W.O.T. ANALYSIS

The following SWOT (Strengths, Weaknesses, Opportunities, Threats) Analysis provides the highlights facing the Co-Op District in Downtown Hutto. This analysis was intended to capture the district's strengths and weaknesses, while understanding opportunities and threats impacting its future.

STRENGTHS

- New infrastructure
- Plenty of parking
- Planned access to Old Town
- New City Hall
- Easy access to HWY 79 and SH-130
- Fancy streetscaping and landscaping
- Vacant land
- Supporting population adjacent to the property

OPPORTUNITIES

- Better connectivity to residents to the north and Old Town through streets and trails
- Missing-middle housing provided on site
- A community scale parking garage
- The development scale can match or exceed the intensity of downtown
- FM 685 and HWY 79 gateway

WEAKNESSES

- Single owner
- Lots of surface parking
- Loss of the small block grid pattern
- Car-dependent design

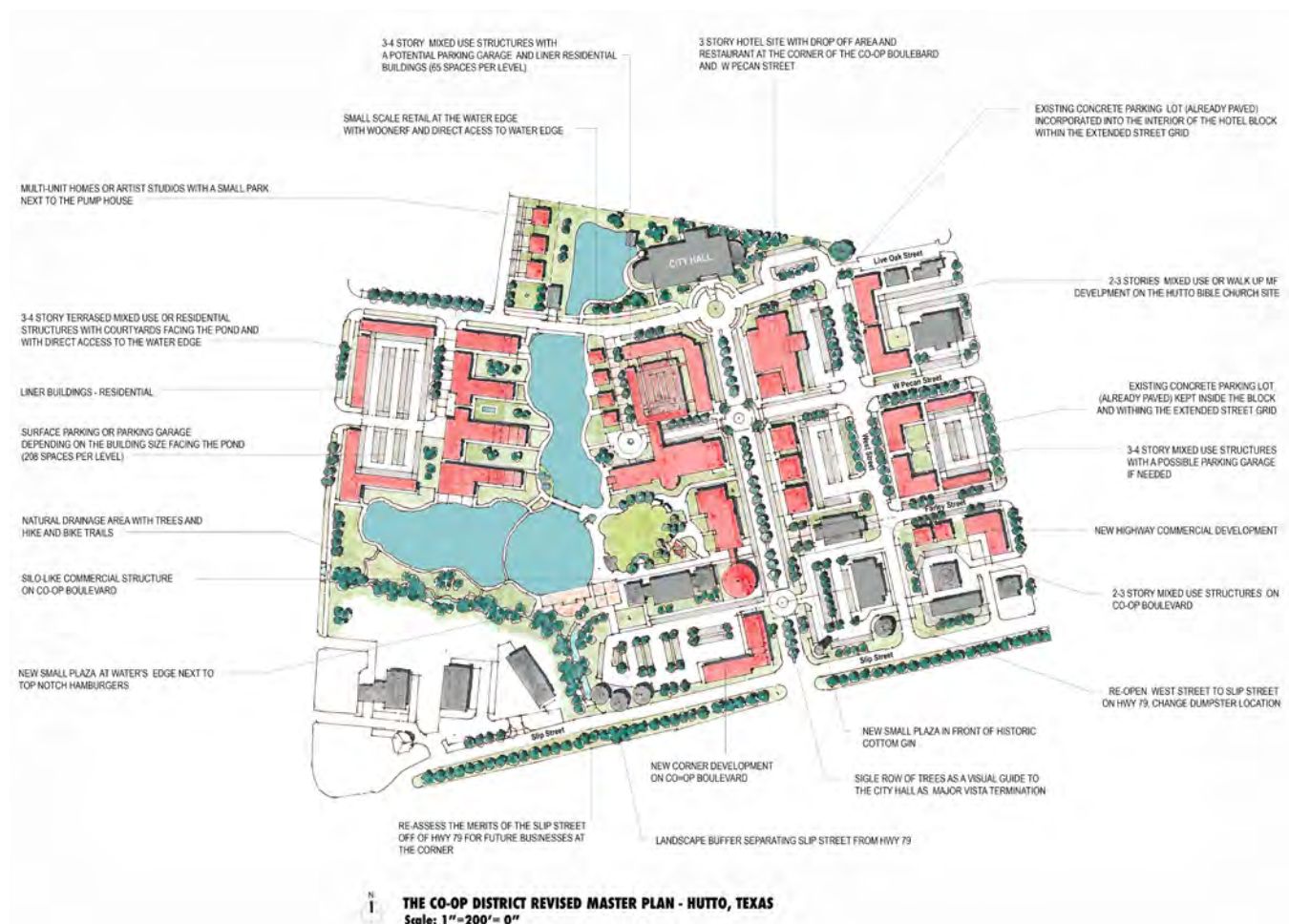
THREATS

- Different character from the Old Town District
- Dependent on a single owner to deliver a variety of results
- Expensive infrastructure to build and maintain

DISTRICT OBJECTIVES

1. Achieve a quality built environment emulating the timeless nature of Old Town Hutto.
2. Become the modern gathering spot for the community. City Hall provides an anchor for activities and civic gatherings supported by retail and housing.
3. Facilitate walking, shopping, and lingering to support Downtown Hutto's HIPPO WAY OF LIFE.
4. Develop a mix of uses and building types to ensure that the Co-Op supports lifestyles of existing and future residents.
5. Develop the already programmed open space, walking trails, and water features.
6. Add a great environment that supports a high population density of on-site residents and tourists and captures passersby.

Figure 8.6. The Co-Op District Concept Plan



ORGAIN DISTRICT

The Orgain District is south of the Old Town District separated by five lanes of traffic along HWY 79 and the Union Pacific railroad tracks. It is bordered by S. FM 1660 to the east, Lone Star Boulevard to the west, and Evans Street to the south with a few outlier properties east and west of the border roads. The District contains some of the oldest neighborhoods in Hutto along Austin Avenue, Brushy Street, and Evans Street dating back over 100 years.

DISTRICT VISION

The Orgain District redevelops as a walkable and connected urban center, duplicating the building patterns in Old Town, within the blocks along Front Street facing the Union Pacific railroad tracks and HWY 79 and then transitioning to a mix of medium and low-density residential and commercial south of Austin Avenue respecting existing properties, creating connectivity, and providing much-needed housing and services to the south-side of Downtown Hutto.

S.W.O.T. ANALYSIS

The following SWOT (Strengths, Weaknesses, Opportunities, Threats) Analysis shows significant strengths, weaknesses, opportunities, and threats facing the Orgain District in Downtown Hutto. This analysis was intended to capture the district's strengths and weaknesses, while understanding opportunities and threats impacting its future.

STRENGTHS

- Gridded street network between Austin Avenue and Front Street reflects the existing grid in Old Town
- Existing infrastructure prime for redevelopment into an urban center
- Railroad tracks right of way provides space for a landscape buffer
- Visibility of District from HWY 79 & FM 1660
- Existing small house-form businesses

OPPORTUNITIES

- Large amounts of connected vacant land ready to be developed
- Redevelopment of blocks between Front Street and Austin Avenue into a mixed-use urban center
- Little Ebenezer Baptist Church used as center of community space
- Railroad rights-of-way along Front Street as linear park and multi-modal path

WEAKNESSES

- Businesses developed in a car friendly design along Front Street and Austin Avenue
- Commercial and residential properties and street infrastructure are aging
- Connectivity to Old Town, north of HWY 79, is limited by the railroad crossings
- Lack of sidewalk & stormwater infrastructure throughout the district

THREATS

- Separation from Old Town by the railroad tracks and HWY 79
- Displacement of the existing neighbors
- S FM 1660 expansion could stifle walkability if proper sidewalks and/or bike lanes aren't planned.
- Landscaping throughout will passively fight the heat island effect

DISTRICT OBJECTIVES

1. Develop an urban center along E. Front Street that provides diverse housing options and services.
2. Provides safe and connected wide sidewalks for people to walk and bike throughout the district.
3. Create a community space that celebrates the Little Ebenezer Baptist Church.
4. Develop a pocket neighborhood south of E. Austin Avenue and west of Brushy Street.
5. Create a landscape buffer in the UPRR right-of-way.
6. Build safe pedestrian connections from the Orgain District to Old Town and the Co-Op Districts.

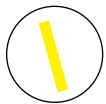
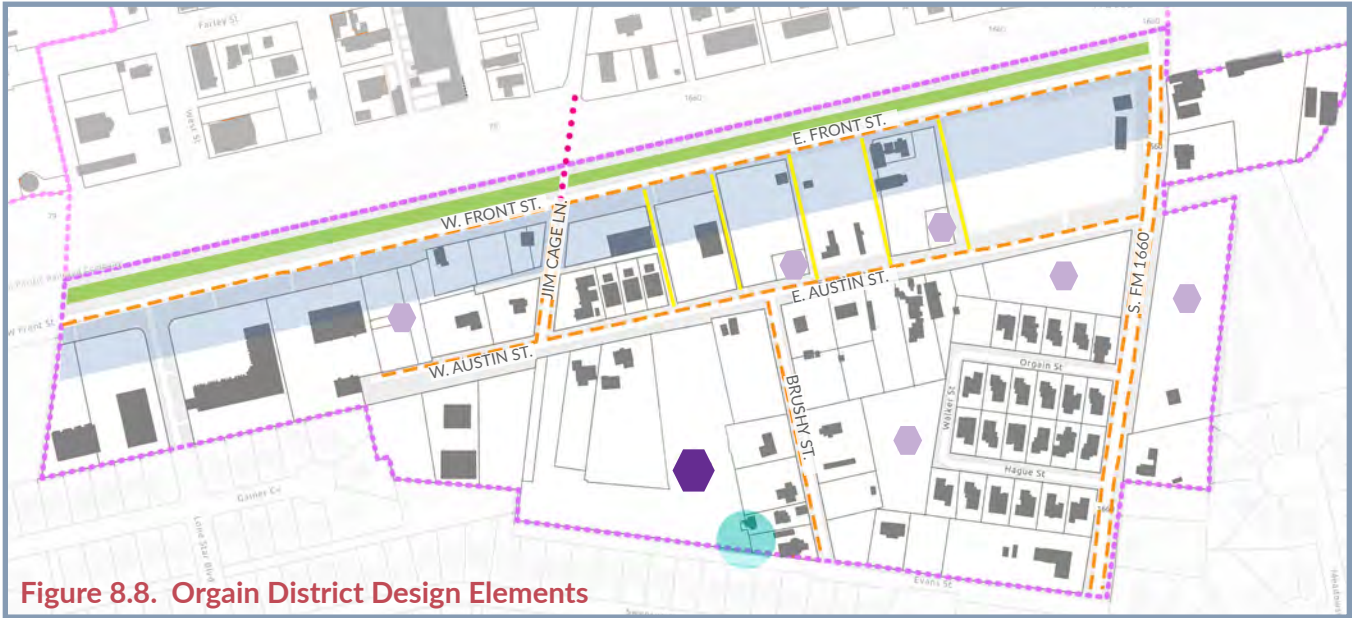
Figure 8.7. Orgain District Pocket Neighborhood Concept

The Orgain District pocket neighborhood small area concept is located at 101 East Austin Avenue on a 3.46-acre vacant parcel of land. The small area plan includes a mix of missing middle housing types, parks, new streets and alleys, and small blocks representative of Downtown Hutto.



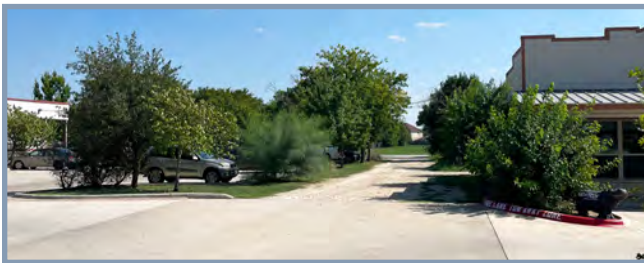
ORGAIN DISTRICT ACTION ITEMS

The Orgain District objectives are determined based on the guiding goals for Downtown Hutto. The map below shows the location of the action items for the Orgain District on the following page. A Downtown Implementation Plan has been provided later on in this chapter and provides further details, recommendations, and tips about how to complete the district objectives successfully.



RECONNECT BLOCK NETWORK

Finish out the grid that exists in the blocks between Front Street and Austin Avenue to reflect the urban fabric of Old Town.



Unfinished right-of-way between E. Front Street and E. Austin Avenue. Hutto, TX.



PLANT LANDSCAPE BUFFER

Plant a landscape buffer in the Union Pacific Railroad (UPRR) right-of-way along E. Front Street to provide a noise and site buffer for businesses and housing fronting the railroad tracks.



FRONT STREET URBAN CENTER

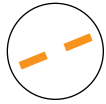
Allow redevelopment of the blocks between Front Street and Austin Avenue between S. FM 1660 and Lone Star Boulevard as a urban center for the south-side of Downtown Hutto with mixed use buildings along Front Street and high density housing along East Austin Avenue.



Front Street suburban style development. Hutto, TX.



UPRR right-of-way along E. front Street. Hutto, TX.



COMPLETE SIDEWALKS

Complete the sidewalks recommended in the 2020 Hutto Parks and Trails Master Plan.



Lack of pedestrian infrastructure along E. Front Street. Hutto, TX.



DEVELOP A POCKET NEIGHBORHOOD

Develop a pocket neighborhood with a variety of housing types in the vacant land south of E. Austin Avenue and west of Brushy Street behind the existing properties (see concept plan provided later in this chapter).



The Allure of Pocket Neighborhoods. Forbes.com.



BUILD PEDESTRIAN CONNECTIONS

Provide multi-modal connections between the Orgain District and the Co-Op and Old Town Districts that are safe for people walking and biking.



MISSING MIDDLE HOUSING INFILL

Build more missing middle housing south of E. Austin Avenue to provide affordable housing and a diversity of housing options.



"Sophisticated of missing middle." CNU.org.



CREATE A COMMUNITY SPACE BY CHURCH

Create a community space, garden or park in the rear of the Little Ebenezer Baptist Church to preserve the site and celebrate it as a historic community gathering space.



Little Ebenezer Baptist Church. Hutto, TX.



Tunnel connecting Texas A&M campus under an active railroad and street. Klotz Associates.

OLD TOWN DISTRICT

Old Town is situated perpendicular to HWY 79 and the Union Pacific railroad tracks. It is bound by Live Oak Street to the north, N FM 1660 to the east, HWY 79 to the south, and West Street to the west. The district contains some of the oldest buildings in Hutto along East Street, which served as Hutto's primary market street for nearly a century.

DISTRICT VISION

The Old Town District thrives as a walkable and connected historic urban center throughout its boundaries before transitioning to a mix of medium and high density residential north of Live Oak Street. Hutto's house-form commercial fills in and becomes an attraction. East Street is held up as A HIPPO WAY OF LIFE example.

S.W.O.T. ANALYSIS

The following SWOT (Strengths, Weaknesses, Opportunities, Threats) Analysis shows significant strengths, weaknesses, opportunities, and threats facing the Old Town District in Downtown Hutto. This analysis was intended to capture the district's strengths and weaknesses, while understanding opportunities and threats impacting its future.

STRENGTHS

- Buildings are intact and in use
- East Street is naturally a slow street due to existing conditions
- Creative business promotion, such as Pie Happy Hour (buy a slide of buy, get a free drink) at the famous Texan Cafe & Pie Shop
- Already an 11-hour district on weekends

OPPORTUNITIES

- Creative lighting to draw interest to Old Town after hours
- Build upon Pie Happy Hour
- Undeveloped parcels between East Street and FM 1660
- Entrepreneurs, craftspeople, street vendors
- Long parcels and buildings with multiple entrances along East Street

WEAKNESSES

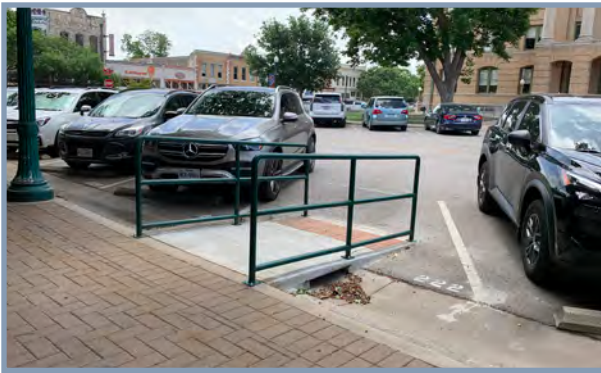
- Variety of businesses and activities
- Week-night hours
- Access from HWY 79
- Lack of connectivity to surrounding neighborhoods and the Co-Op District

THREATS

- Unbridled development of the parcels between East Street and FM 1660
- External control of right-of-way and railroad
- Co-Op Development, if not supportive of Old Town

DISTRICT OBJECTIVES

1. Encourage business activity in Old Town, especially along and close to East Street.
2. Encourage public art that serves a dual purpose, such as lighting or seating or jungle gym.
3. Encourage denser building occupancy with multiple tenants.
4. Encourage accessibility over vehicular convenience.
5. Seek dual-purpose opportunities to highlight the historic architecture, such as public lighting as art.
6. Close East Street to vehicular traffic as often as possible, especially during events, weekends, and holidays.
7. Celebrate A HIPPO WAY OF LIFE every day through additional seating, water features, safe crossings, and places for play through Old Town.
8. Further alley activation behind East Street.



Accessible ramp in Georgetown, TX, that also occupies a parking space.



Furniture in Georgetown's downtown includes seating, decorative bike racks, and a sandwich sign for a nearby store.

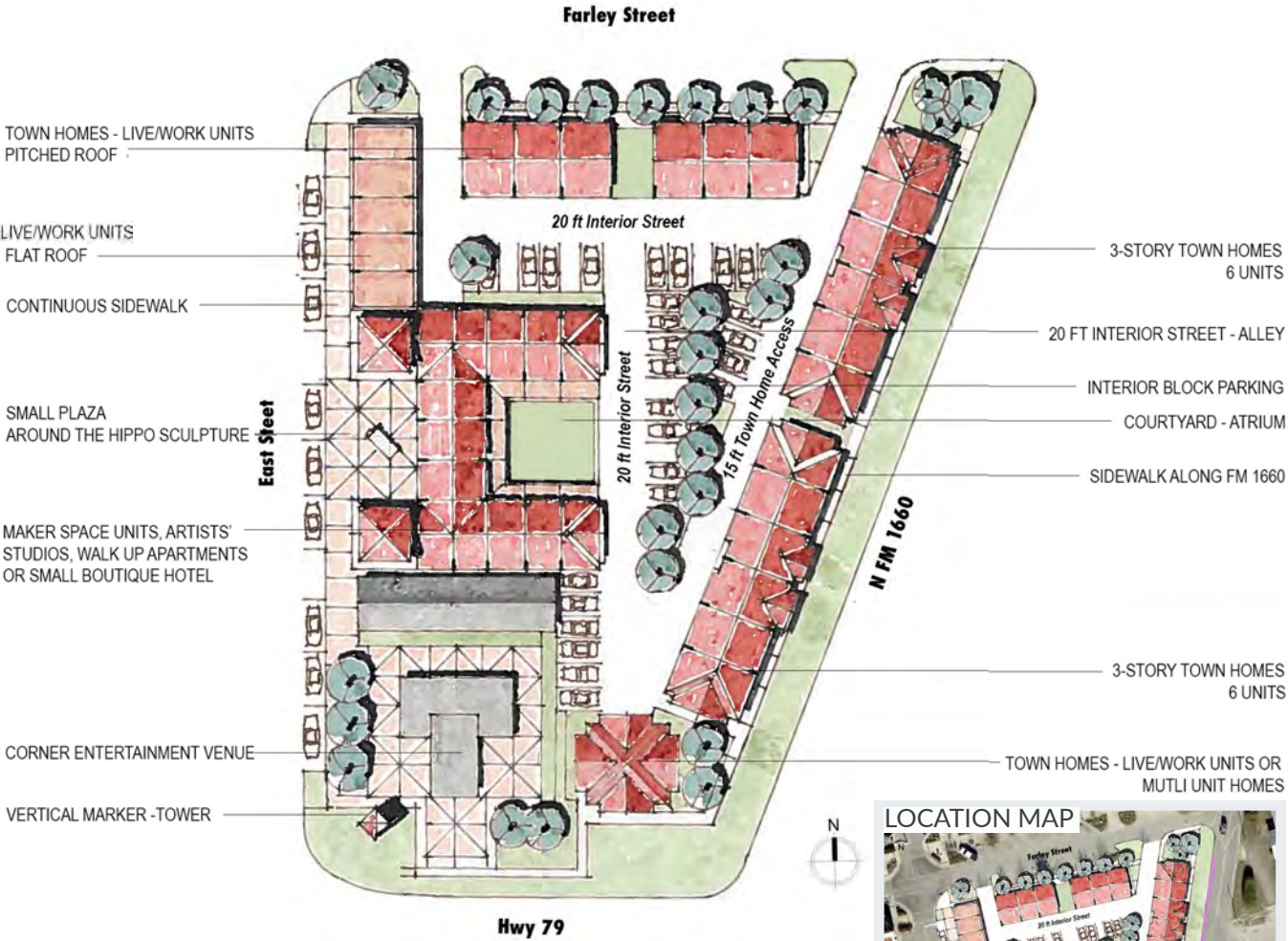


Alley-entrance to an art studio in Taylor, TX, provides interest, expands the use of the building, and activates an alley.

OLD TOWN DISTRICT

EAST STREET BLOCK SMALL AREA PLAN CONCEPT

The East Street Block is located on the 100 block of East Street and at 101 North FM 1660 on 1.47 acres of a partially developed parcel of land in the Old Town District. The small area plan concept incorporates the objectives to support the vision for a walkable and connected district. It includes a mix of missing middle housing types with live-work units along East Street and Townhomes lining Farley Street and North FM 1660. A boutique hotel framing Henrietta the Hippo provides housing for visitors to enjoy walking to restaurants and entertainment and experience historic Hutto.



EAST STREET AREA CONCEPTUAL SITE PLAN - HUTTO, TEXAS
Scale: 1"=50'- 0"



Figure 8.9. East Street Area Concept Plan

FARLEY STREET ROWHOUSE SMALL AREA CONCEPT

The small parcel on Farley Street adjacent to Main Street is a critical component to creating the necessary street edge to connect Old Town to the Co-Op District. The City has already installed the appropriate street infrastructure to facilitate the connection. The private landowner has the opportunity to build a series of units that line the street and create a physical connection between the public and private spaces. Parking gets tucked behind and maintains an uninterrupted continuous sidewalk along Farley Street.

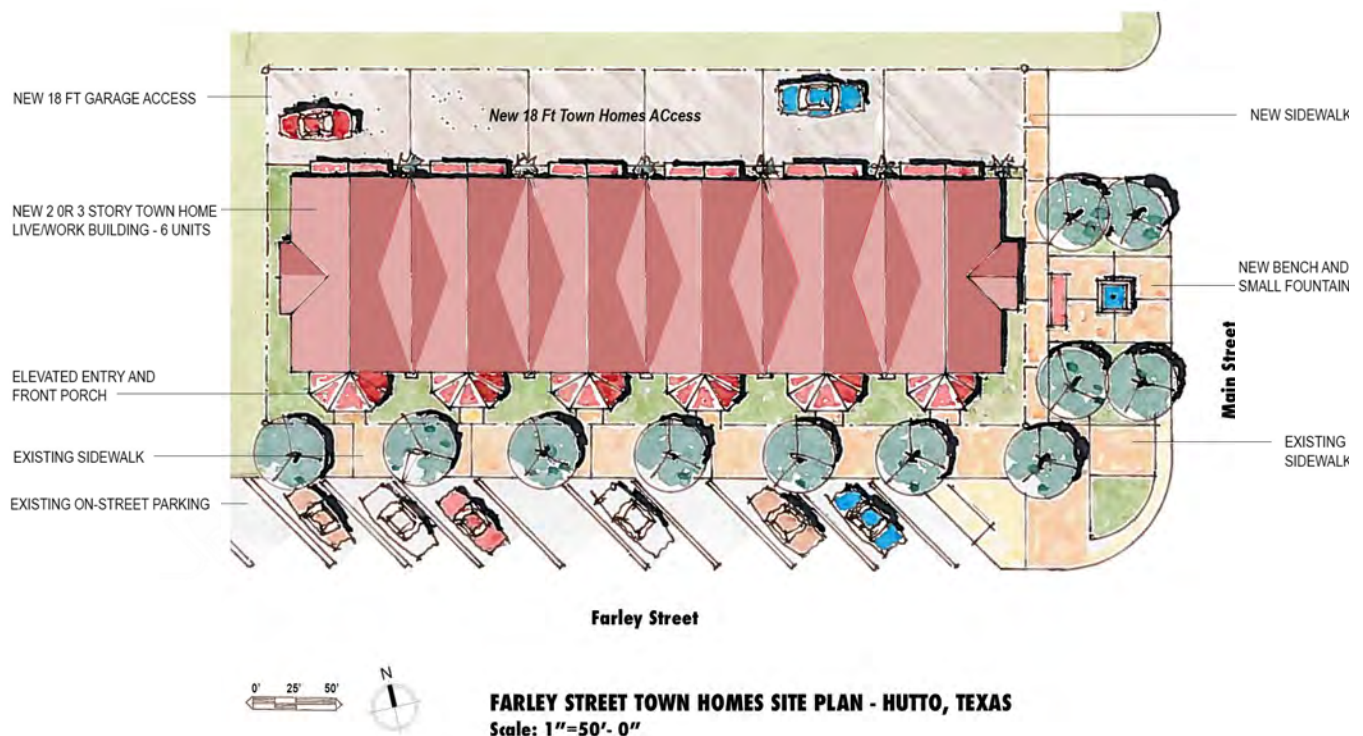


Figure 8.10. Farley Street Rowhouse Concept Plan

EAST STREET BLOCK CONCEPT STREET VIEW



Figure 8.11. East Street Rendering

Source: Simplicity Design

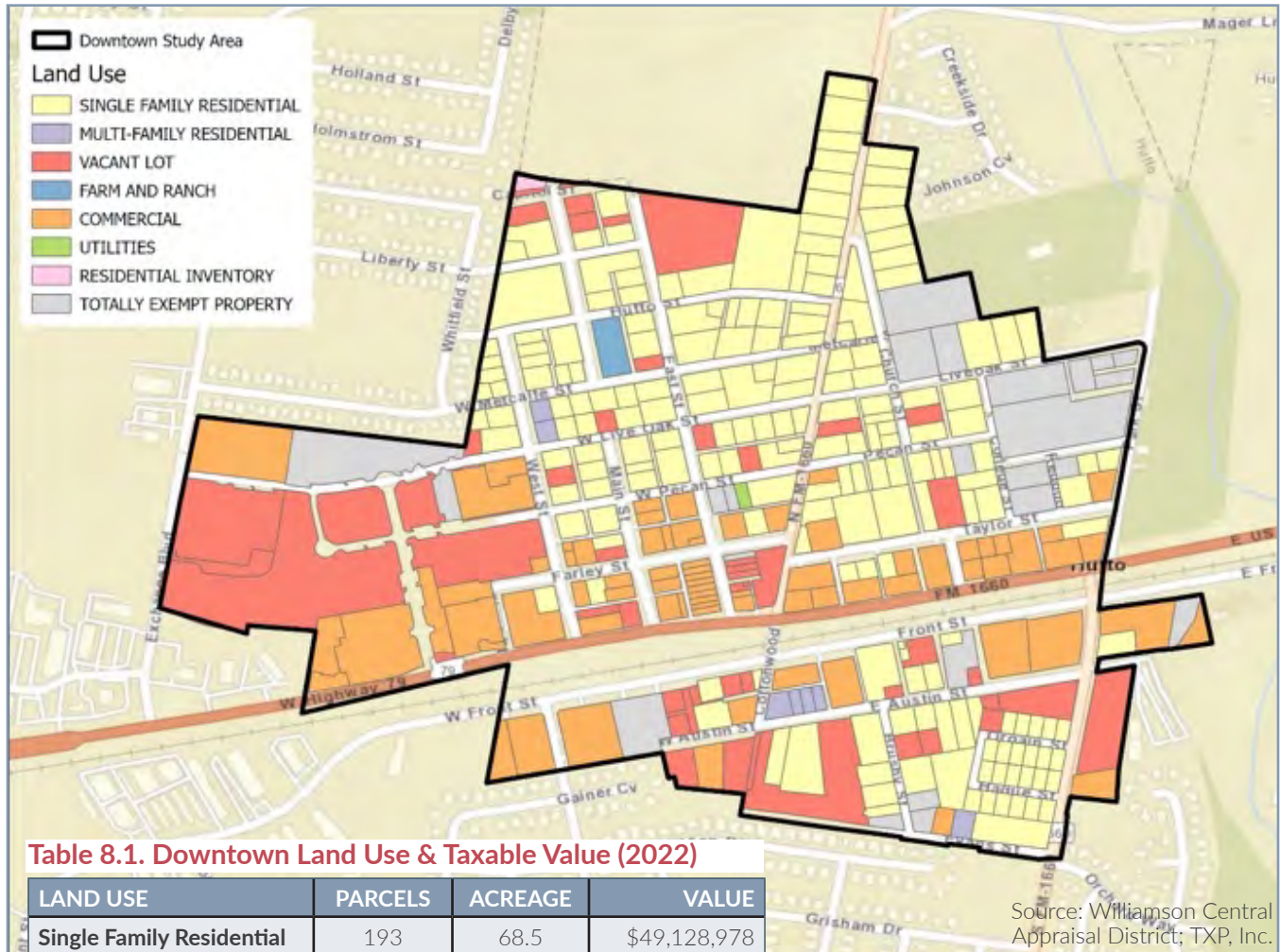


DOWNTOWN HUTTO ECONOMICS

EXISTING LAND USE & TAXABLE VALUES - 2022

Downtown Hutto serves as the traditional economic and cultural hub of the community. There are over 190 single-family homes and 80 private sector businesses in Downtown Hutto. In 2022, the taxable value of all properties was over \$107.3 million dollars.

Map 8.1.Existing Land Use in Downtown Hutto (2022)

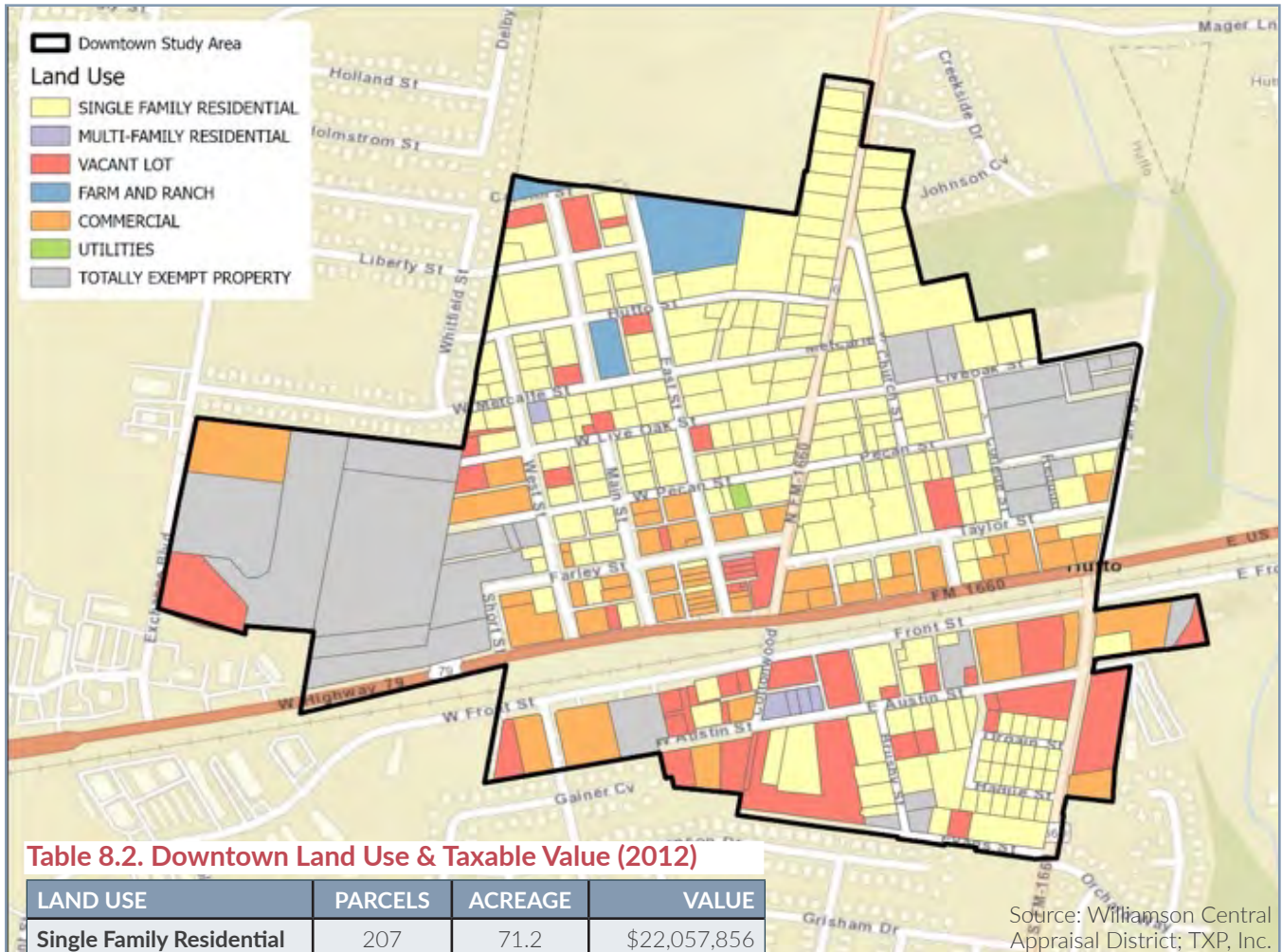


Source: Williamson Central Appraisal District; TXP, Inc.

HISTORIC LAND USE & TAXABLE VALUES - 2012

Over the past 10 years, the taxable value of Downtown Hutto has more than doubled. In 2012, the taxable value of all properties was \$42.8 million. The majority of property appreciation has occurred for the Single-Family Land Use category and parcels included in the Hutto Co-Op District.

Map 8.2.Existing Land use in Downtown Hutto (2012)

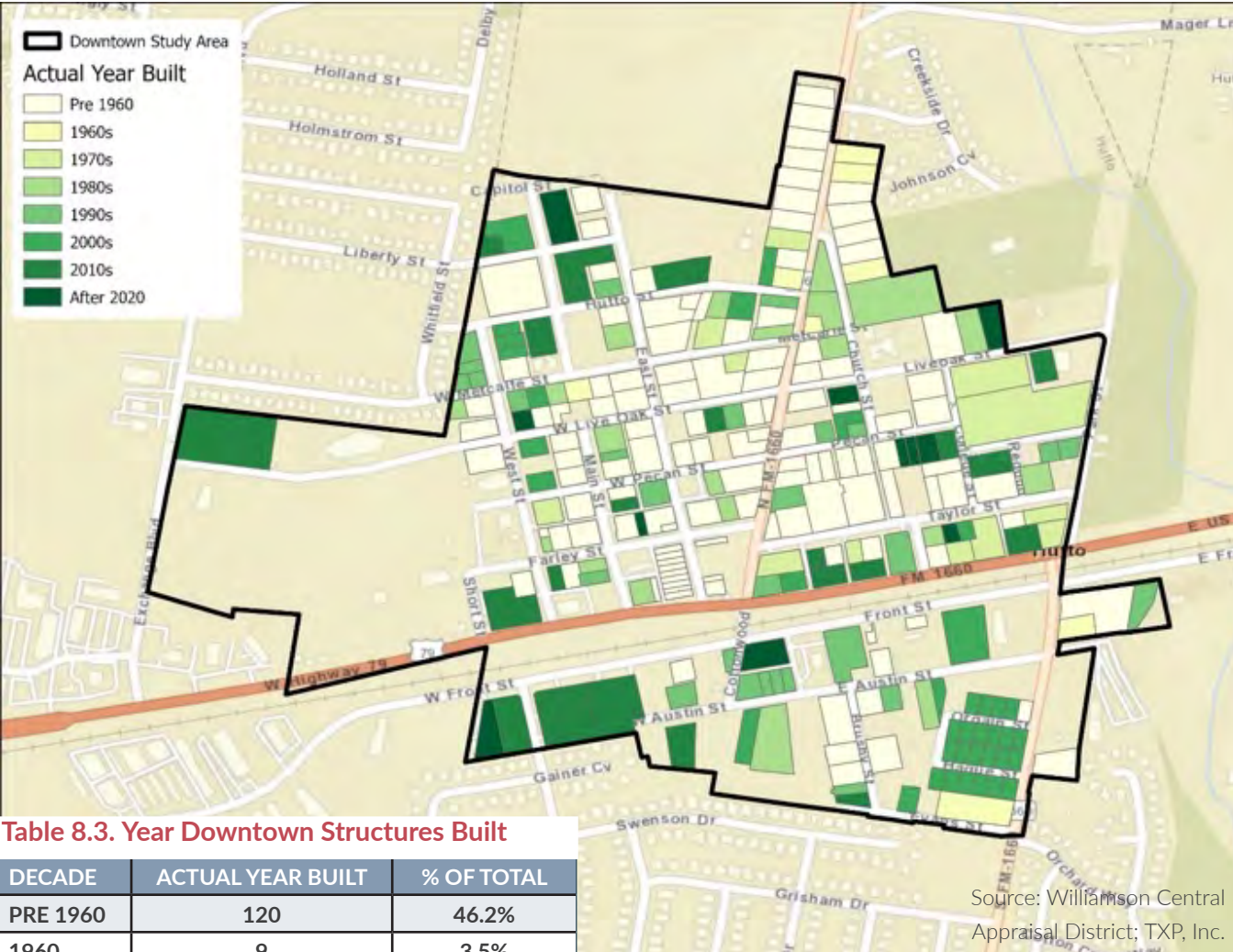


Source: Williamson Central Appraisal District; TXP, Inc.

AGE OF PROPERTIES IN DOWNTOWN

Consistent with a historic downtown, 50.0 percent of the structures (residential and commercial) were built before 1960. Less than 5.0 of the structures were constructed over the past five years. The majority of newer properties are commercial buildings clustered along Highway 79.

Map 8.3.Actual Year Built for Properties in Downtown Hutto



Source: Williamson Central Appraisal District; TXP, Inc.

DOWNTOWN STUDY AREA BUSINESSES CHARACTERISTICS

For this assessment, a database of current businesses located in Downtown was acquired from Data Axle – a leading provider of business and consumer data across the United States. This dataset was used to provide detailed information not found for small areas in public datasets. There are about 92 businesses and organizations located within Downtown Hutto. Public Administration is the largest employer with over 220 workers. The majority of businesses are clustered along Front, Farley, and Taylor Streets. Nearly 74 percent of the firms would be classified as small businesses having less than 10 employees. The physical footprint of most historic buildings throughout small towns in Texas limit the employment size of the tenant leasing space.

While the businesses in Downtown are small, it can be easier to lease the vacant spaces when an establishment closes or moves to another area of the city. As one thinks about supply and demand forces impacting Downtown spaces, there appears to be an equilibrium. Each year about two to three new businesses open in Downtown, likely filling space previously occupied. While older historic downtowns oftentimes have empty buildings that are challenging and costly to rehabilitate, the Downtown employment base in Hutto remains stable. In addition, the build out of the Hutto Co-Op District will create additional economic and residential activity within the area.

Table 8.4. Downtown Study Area Jobs by NAICS Industry Sector (2022)

SECTOR	FIRMS	JOBS
Construction	6	82
Manufacturing	2	24
Wholesale Trade	2	17
Retail Trade	6	22
Information	2	19
Finance & Insurance	4	15
Real Estate, Rental & Leasing	3	18
Professional, Scientific & Technical Services	9	22
Administrative & Support Services	6	35
Educational Services	5	95
Health Care & Social Assistance	11	41
Arts, Entertainment & Recreation	1	7
Accommodation & Food Services	6	48
Other Services (except Public Administration)	12	36
Public Administration*	12	222
Unclassified Establishments	5	0
TOTAL	92	703

Source: Data Axle; TXP, Inc.

*This includes city departments counted separately.

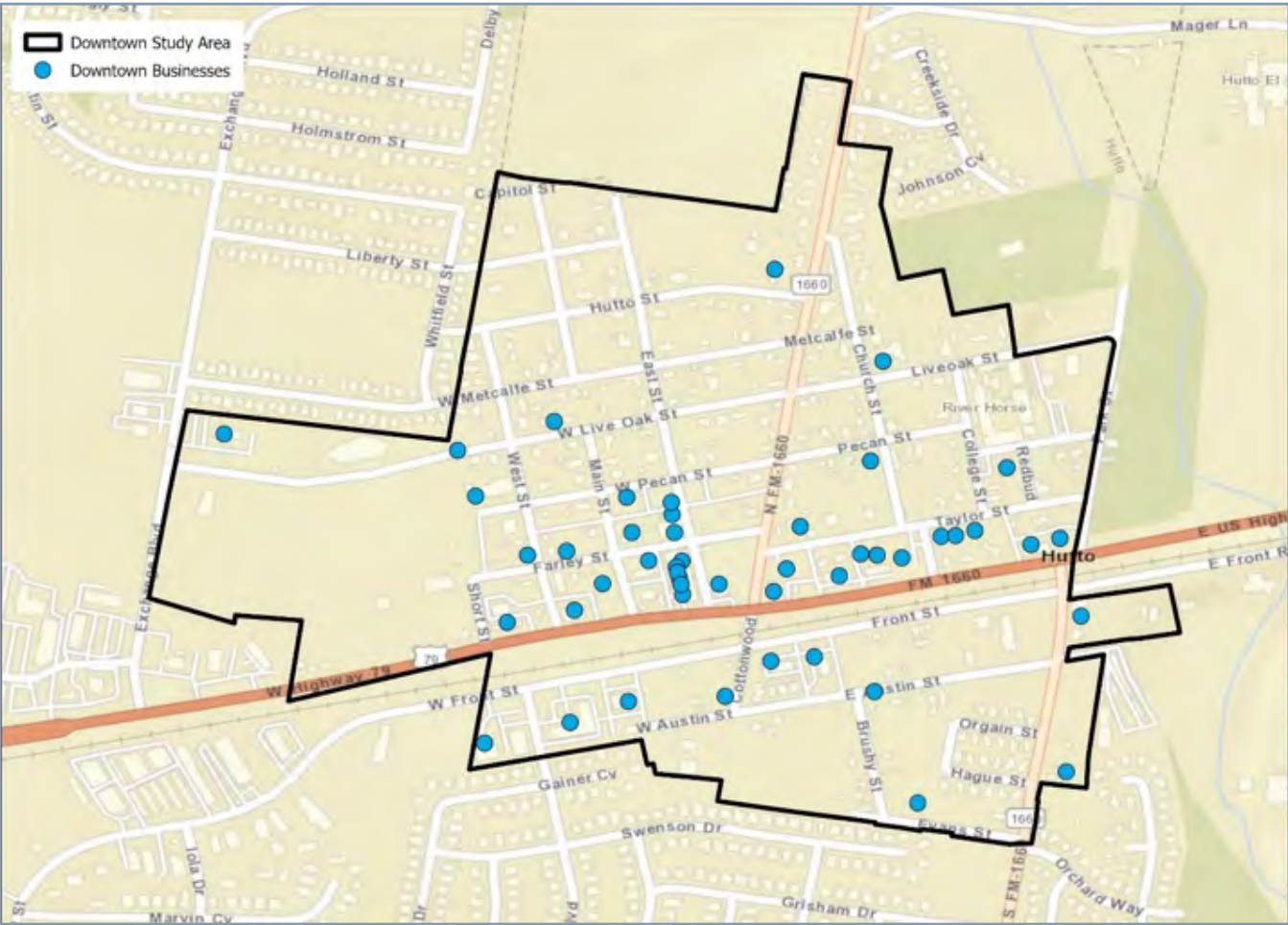
Table 8.5. Downtown Private Sector Businesses by Employment Range (2022)

EMPLOYMENT RANGE	FIRMS	PERCENT OF TOTAL
1 TO 4	49	53.3%
5 TO 9	19	20.7%
10 TO 19	12	13.0%
20 TO 49	2	2.2%
50 TO 99	3	3.3%
100 TO 249	1	1.1%
Unknown	6	6.5%
TOTAL	92	100.0%

Source: Data Axle; TXP, Inc.

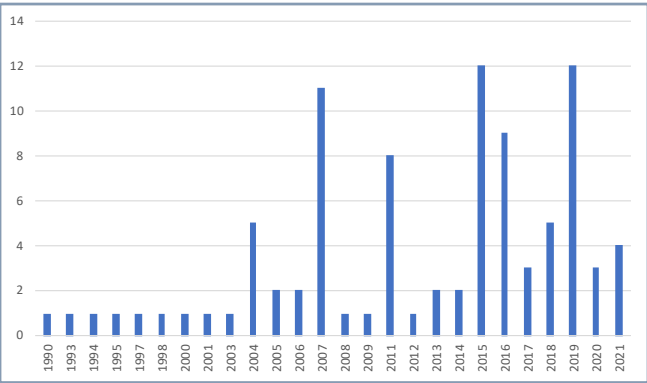
*This includes city departments counted separately.

Map 8.4.Downtown Hutto Businesses



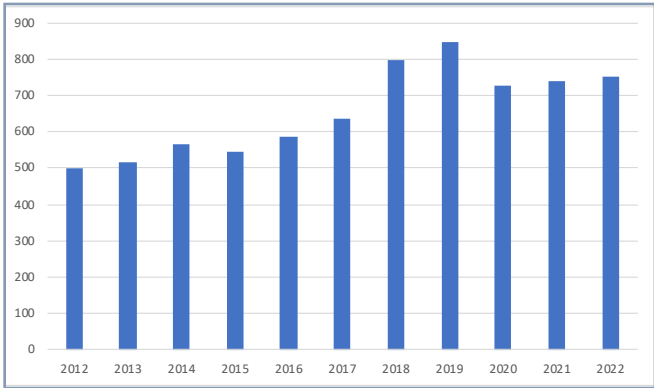
Source: Data Axel; TXP, Inc.

Table 8.6. Businesses and Organizations Added to Downtown Hutto per Year



Source: Data Axel; TXP, Inc.

Table 8.7. Downtown Hutto Employment Trends

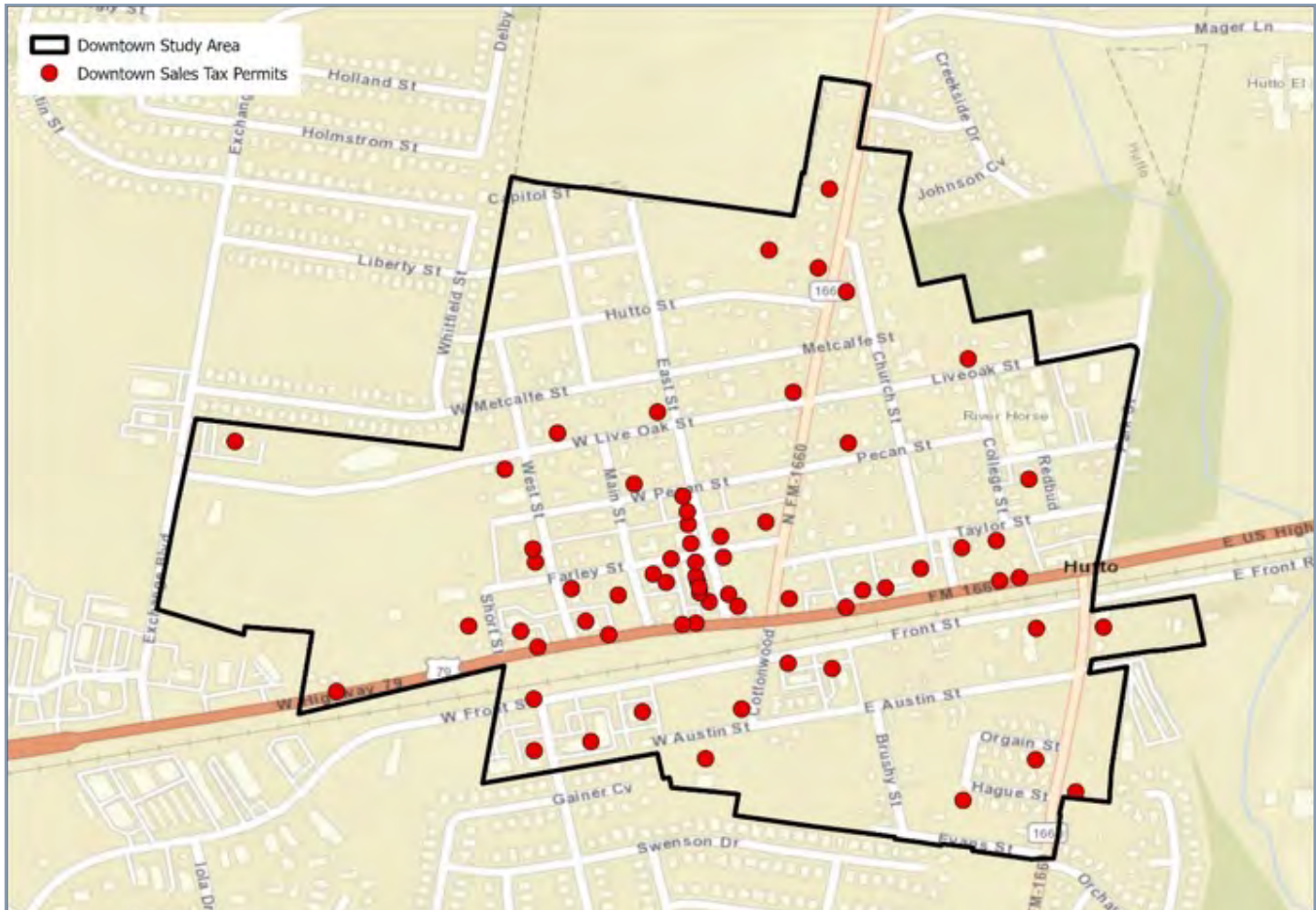


Source: U.S. Census Bureau OnTheMap LEHD; Data Axel; TXP, Inc.

SALES TAX REVENUE

The Texas Comptroller of Public Accounts provided aggregate data related to sales tax generated by Downtown businesses. Over the past few years, sales tax revenue has increased in Downtown at a similar rate to the overall city. Downtown is now responsible for just over 6.4 percent of total Hutto sales tax collections.

Map 8.5. Downtown Hutto Sales Taxpayers



Source: Texas Comptroller of Public Accounts

Table 8.8. City of Hutto Sales Tax Revenue Generated by Location

YEAR	DOWNTOWN	CITY OF HUTTO
2017	\$316,269	\$4,439,742
2018	\$399,732	\$4,975,960
2019	\$435,193	\$5,745,094
2020	\$482,041	\$7,330,571
2021	\$614,612	\$9,624,734

Source: Texas Comptroller of Public Accounts

TOURISM IN DOWNTOWN HUTTO

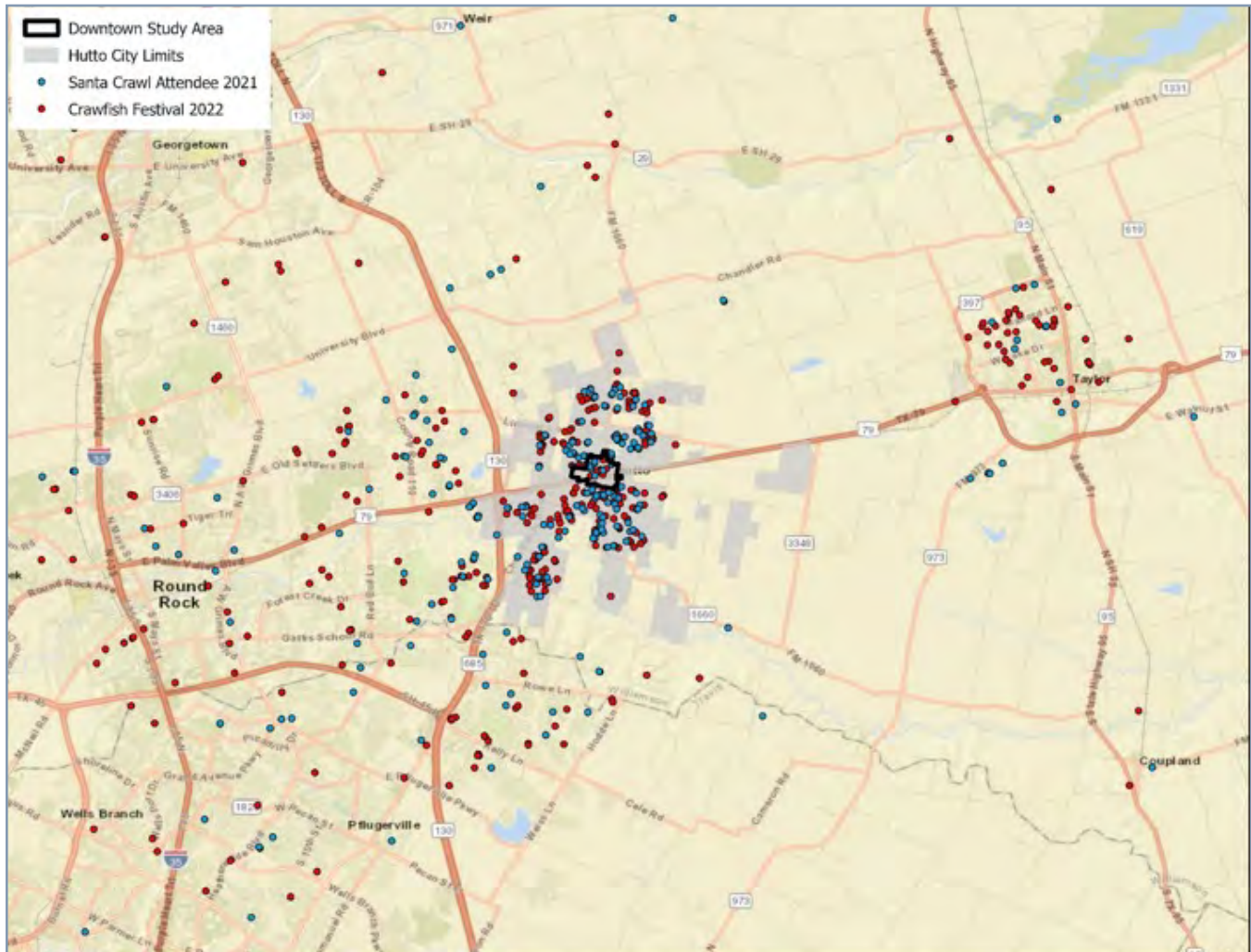
Hutto’s historic Downtown attracts thousands of visitors each year. Events such as the Santa Crawl, Crawfish Festival, and Sunset Block Party attract attendees from across the Austin region. These nonlocal visitors are a significant contributor to sales tax generation within the Downtown. To illustrate the appeal of Downtown Hutto and related events, visitor data was obtained for two events: Santa Crawl 2021 and Crawfish Festival 2022. Approximately 60 percent of visitors traveled more than 5 miles to attend the events – a good indication these attendees are not Hutto residents.

Table 8.9. City of Hutto Sales Tax Revenue Generated by Location

	SANTA CRAWL 2021	CRAWFISH FESTIVAL 2022
MEDIAN DISTANCE TRAVELED	3.5 MILES	5.5 MILES
LIVES BETWEEN 1 AND 2 MILES	19%	14%
LIVES BETWEEN 2 AND 3 MILES	19%	19%
LIVES BETWEEN 3 AND 5 MILES	9%	7%
LIVES BETWEEN 5 AND 10 MILES	11%	7%
LIVES BETWEEN 10 AND 25 MILES	14%	21%
LIVES GREATER THAN 25 MILES AWAY	14%	17%
TOTAL	100%	100%

Source: TXP, Inc; Near.

Map 8.6. City of Hutto Sales Tax Revenue Generated by Location



Source: TXP, Inc; Near.

ART & PUBLIC SPACES

Henrietta the Hippo receives visitors from around the world. Celebrating art in public places is A HIPPO WAY OF LIFE. Supporting the opportunity for residents and visitors to experience art on their daily strolls, bike rides, or drives through the City grounds the people in Hutto's culture.

ROOM FOR ART

Making room for art Downtown will improve the experience and generate revenue for business owners. Creating experiences that are light-hearted, fun, and out of the ordinary is what people love about downtowns. The more to do, the longer people stay, the more money they spend, and the more people they meet. **Making room for all to participate is A HIPPO WAY OF LIFE.**

ART IN PUBLIC SPACES

Art, it's fun, freeing, reflective, or whatever the mind makes it. Experiential art is delivered in many mediums that would be good additions to Downtown.

START ART

Bringing artists out of their shells and into the streets could take effort. Sometimes just providing the space is not enough. The independence of the artists will determine where the art goes and the interface with the community. Start Art by:

1. Involve the artists in the planning.
2. Pay them a fair price for their time, talent, and art.
3. Engage the schools and assisted living homes
4. Pick spaces and have competitions.
5. Celebrate a Hippo Way of Life through art!



An "Instagram moment" created with one of the character-defining Hutto Hippos sculptures.



Playfully large chair provides visual interest, seating, and entertainment all in one.



"Yes It's Art" signage at a pop-up installation in a business' parking lot.



Low impact landscaping decorates the public realm in front of a Downtown Hutto business.



A mural along a fence on Farley Street welcomes visitors into Downtown Hutto.



Personalized by businesses and individuals, Hutto hippos are sprinkled throughout the Downtown.



DOWNTOWN LIVING

Downtown Hutto is the original activity center of the City. The goals presented in this plan will lead Downtown to be fully walkable, diverse, and local. These are the elements that make up the living experience Downtown. Each element is described and action items are included in the Implementation Chapter of the Comprehensive Plan.

HOUSING



A historically-inspired house with a large lot in Downtown Hutto.

Downtown Hutto housing is unique to the City by age, architecture, lot size, and lot configuration. Homes are mixed in with businesses and offices and within walking distance to parks, civic spaces, and schools. Housing is low density and ~93% detached residential. The Downtown is regulated by zoning which supports a variety of residential building types, including accessory dwelling units, allows for smaller setbacks, and a mix of residential and commercial.

INFILL BEST PRACTICE EXAMPLE: BRYAN, TX PATTERN BUILDINGS

In September 2020, as recommended by the Midtown Area Plan, Bryan, TX implemented pattern zoning. This created areas that are “pre-approved” for pattern buildings. As growth in the Midtown area continues, the city wants to make sure that such growth is consistent with the goals and recommendations of the Midtown Area Plan. It allows options to construct architect-designed building types that are pre-approved by the City of Bryan’s Development Services office.



Example of a pre-approved building plan in Bryan, TX, 2022.

CONNECTIVITY



View from the Orgain District, facing highway 71 and the railroad.

Street connectivity is supported by the historic block grid, slower local streets, and the mix of housing, commercial, parks, and civic spaces. However, connectivity is confined by a few variables. Inconsistent sidewalks throughout Downtown limits pedestrian connectivity from homes, parking, and businesses. Downtown has plenty of surface and on-street parking. The lack of sidewalks makes walking from one's car to a destination a daunting task. In addition, connectivity is greatly restricted between the north and south sides of Downtown by HWY 79 and the railroad creating a physical barrier between the Orgain, Old Town, and Co-Op Districts.

EVENTS & TOURISM



The Hutto Farmers' Market pops up in the open yard Downtown.

Downtown Hutto hosts several events, including Hutto Market Days, Ladies Night Out, Hutto Farmers Market, and annual concerts in Fritz Park. Downtown is a hub for activity. It is walkable and provides public spaces for people to meet and linger. There is also Henrietta the Hippo on East Street which attracts residents and visitors to visit and take pictures with the friendly hippo. In addition, Downtown businesses and residents display their version of Henrietta the Hippo in their front yards and on sidewalks, which people can find all over Downtown, celebrating the City mascot.

CIVIC SPACES



Hutto City Hall is an example of civic space.

Downtown Hutto is a complete neighborhood where homes are in close proximity to many civic spaces, such as Fritz Park, religious facilities, schools, and city buildings. The average walking distance is about a 1/4 of a mile and most residents downtown are within this distance of at least one type of civic space. Increasing the frequency of these spaces Downtown and providing multi-modal connectivity to and from the spaces builds upon the diversity of experiences offered in Downtown Hutto.

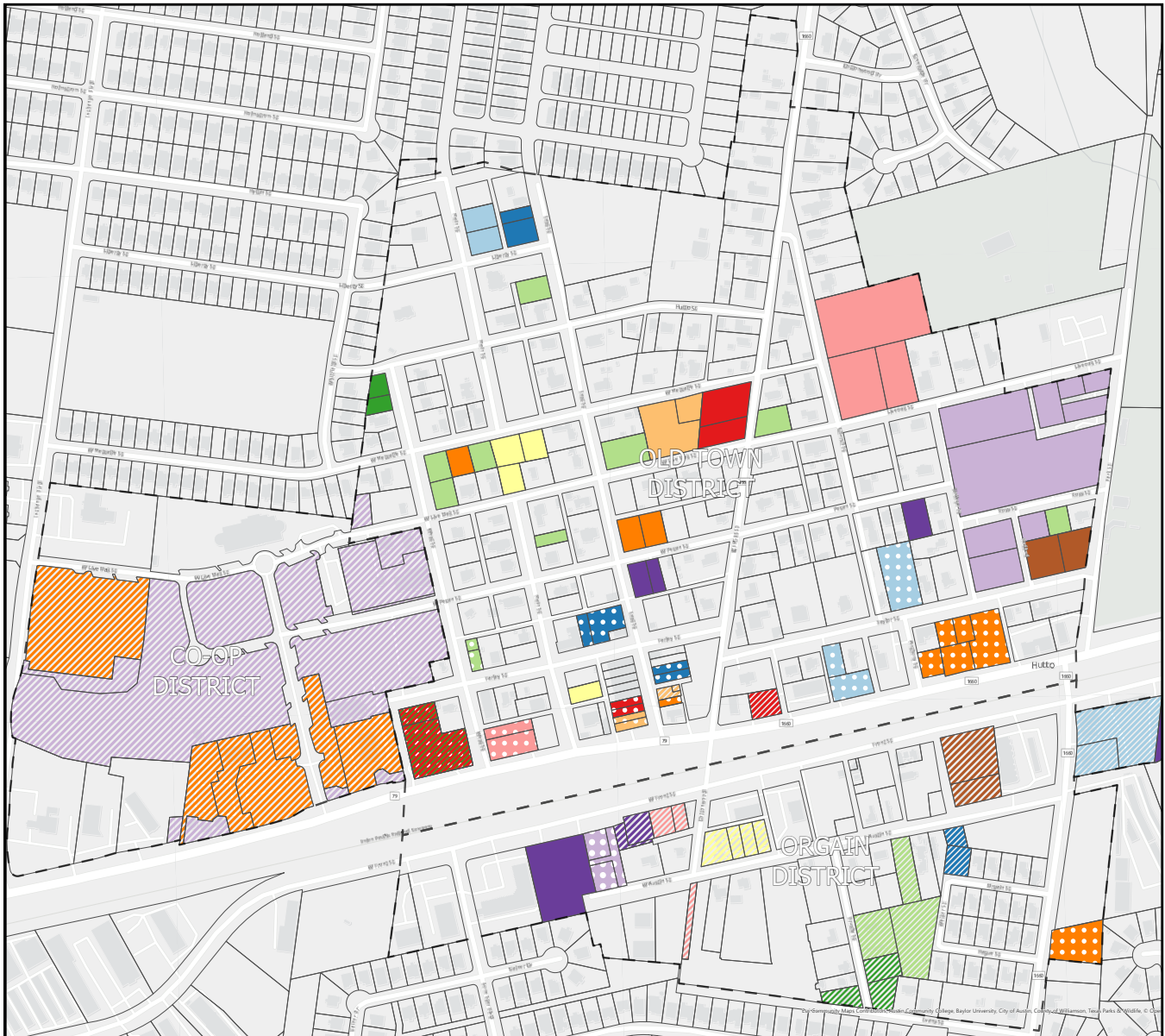
TECH HUB



Lampost Coffee in Georgetown, TX. Source: Facebook.com, 2022.

Downtown Hutto is attractive to young professionals with spending power because it provides a unique living experience with a mix of old and new in comparison to the uniform suburban neighborhoods seen in much of Hutto. Downtown is well connected and local. It has places for people to meet and be inspired by the history and architectural significance of its historic buildings. There are coffee shops, live music, and nightlife Downtown that cater to a more active age demographic.

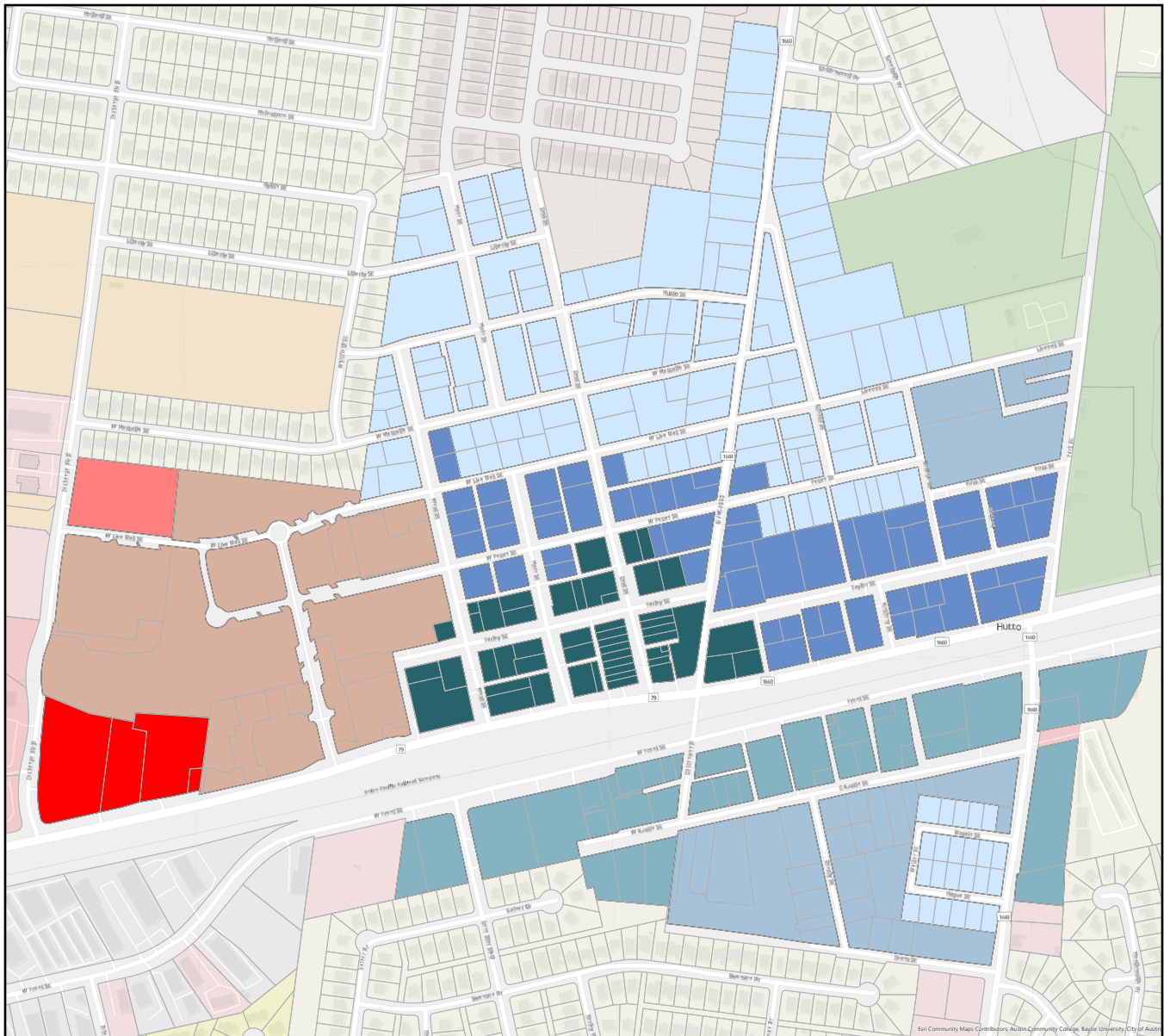
EASE OF ASSEMBLY MAP



Map 8.7. Ease of Assembly Map. Hutto, TX 2022.

While the development of small parcels can have a dramatic impact on Downtown, sometimes land assembly is required to accomplish larger-scale developments. Land is required to achieve the parking standards or the unit count to make the math work. This map helps visualize land ownership and opportunities for assembly for larger-scale developments in the Downtown area. Lots with matching colors are under the same ownership.

DOWNTOWN ZONING MAP



Map 8.8. Downtown Zoning Map, Hutto, TX 2022.

Zoning in Downtown Hutto follows transect zoning where building density transitions from high density to lower density building development. The zoning permits many types of missing middle housing. The transect zoning follows a stacking pattern where housing permitted in a lower density zoning are permitted in the higher density zonings plus the higher density housing permitted in that zoning. Accessory Dwelling Units (ADU's) are permitted in all zoning classifications.

Downtown Zoning

- General Commercial (B-2)
- Historic (OT-5H)
- Local Business (B-1)
- Planned Unit Development (PUD)
- Residential (OT-3)
- Special District (SD-A)
- Transition (OT-4T)
- Urban Residential (OT-4R)

Parcels

- Parcels

HOUSING SUPPORTED BY ZONING

OT-3



Missing Middle Housing, Opticos

OT-3 Residential Zone consists of traditional residential neighborhood areas adjacent to Downtown core with a 2-story height limit.

PERMITTED RESIDENTIAL:

House	Live/Work
Courtyard House	Row House
Sidyard House	Duplex
Cottage	Mixed Use
Apartment	Flex

OT-4R



fgy-arch.com

OT-4R Urban Residential Zone consists of mixed use primarily residential urban fabric with a 2-story height limit.

PERMITTED RESIDENTIAL:

House	Live/Work
Courtyard House	Row House
Sidyard House	Duplex
Cottage	Mixed Use
Apartment	Flex

OT-4T



Apartments.com

OT-4T Transition Zone consists of a mixed use neighborhood that provides a transition to the adjoining residential neighborhood with a 2-story height limit.

PERMITTED RESIDENTIAL:

House	Live/Work
Courtyard House	Row House
Sidyard House	Duplex
Cottage	Mixed Use
Apartment	Flex

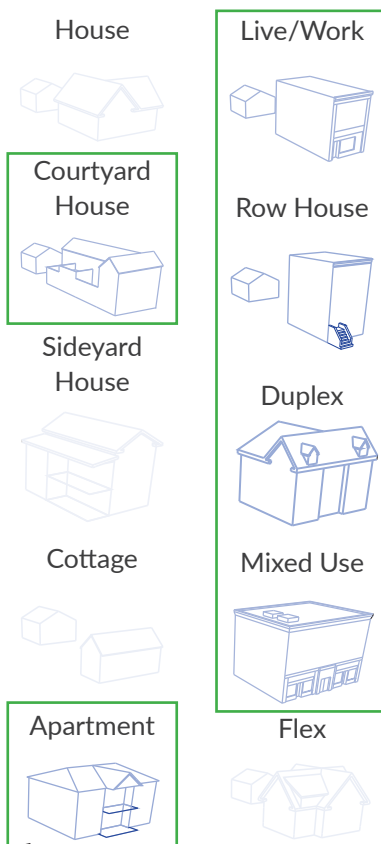
OT-5H



Georgetown Main Street Program

OT-5H Historic Zone consists of Hutto's Old Town core which is a high intensity mixed use neighborhood with a 2-story height limit.

PERMITTED RESIDENTIAL:



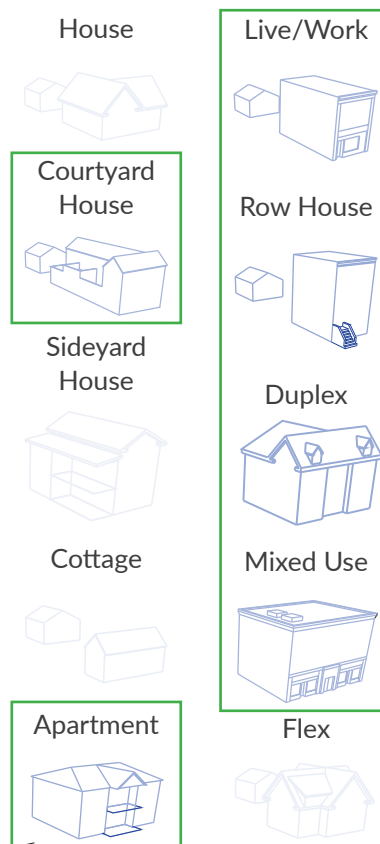
OT-5C



Missing Middle Housing. Opticos.

OT-5 Co-Op Zone consists of the highest intensity and height, with the greatest variety of uses, and civic buildings with a 5 story limit.

PERMITTED RESIDENTIAL:



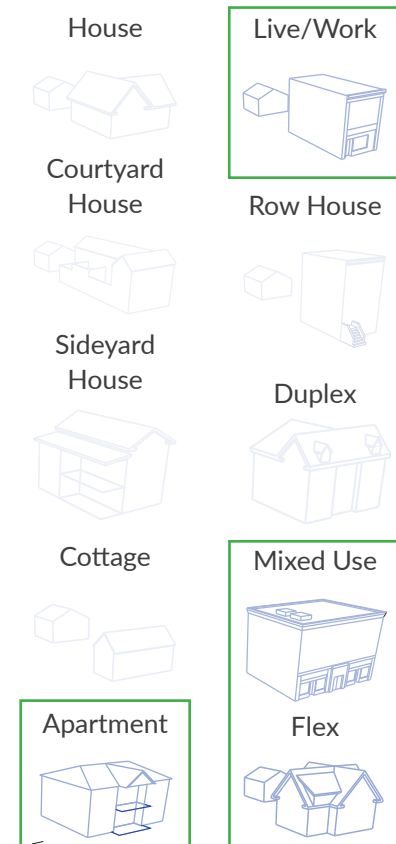
SD-A



City of Frisco. Loopnet.com.

SD-A Arterial Special District Zone consist of lower intensity commercial located in low density auto-oriented buildings with a 2-story height limit.

PERMITTED RESIDENTIAL:



DOWNTOWN ACTIVATION

Hippos are always looking for something to do, from grabbing a tasty snack to taking a nap in the sun to playing lawn games with their families. Hutto's Downtown should reflect these values every day, all year round.

PASSIVE ACTIVATION

As with hippos, humans are always looking for something to do. Contrary to popular belief, activation in downtowns can be passive. Hutto's active programming calendar brings people Downtown, but often struggles to convince them to return on their own.

ACTIVATION IN 3 STAGES

Hutto's activation method begins at the heart. When a hippo plays, it doesn't consider what other hippos think of it, it just plays. These three steps are intended to engage and encourage play.

1. Storytelling

Create interest points that share Hutto's stories. The stories could be historic facts, oral histories, or local rumors, like Henrietta's backstory. Display these publicly for self-guided tours. Visitors will love to read these!

2. Local Entrepreneur Spaces

Hutto has a dense population of entrepreneurs, including people with "side hustles" and young people. City events can have dedicated spaces for these hard-working hippos to sell, host, or meet with not only encourage them to attend city events, but will also help them gain exposure and build a Hutto- based support network.

3. Layered Experiences

Allowing multiple businesses to exist in a single space will not only create more income-generating spaces Downtown, but will also allow for lower rents and will create more opportunities to fully occupy an East Street building.



Kiosks in El Paso, TX could share local stories.



Low-rise East St. Historic buildings have lights along the parapets to highlight the architecture at night.



East St. storefront window seasonal display that only occupies a portion of the window, leaving the remaining window open for pedestrian window shopping.

HISTORIC PROPERTIES

HISTORIC HUTTO

Hutto's oldest section of Downtown is located along East Street. Most of these buildings were constructed in 1890. At this time, the businesses primary served those who arrived via the railway. Uses included restaurants, a hotel, a bank, and livery stables.

Through the early 20th Century, Hutto's Downtown became a hub for locals for shopping and leisure. The rail-serving businesses were slowly replaced with department stores that would provide everything from milk to motors for farm equipment.

TREATMENT

To avoid burdensome treatments, encourage property owners to conduct regular maintenance and conditions assessments of their historic structures, especially the attached row of buildings along East Street. Treatment may include:

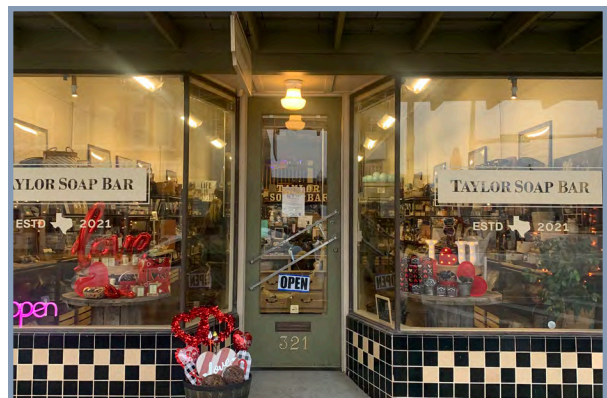
- **Materiality**
 - All masonry structures require regular cleaning to ensure the removal of bio-growth
 - Repointing should occur as-needed with materials that match the existing
 - Ensure that the appropriate mortar is used when replacement is needed
- **Storefronts**
 - Encourage storefront personalization
 - Seasonal and holiday displays are encouraged
 - At least 40% of each window should remained clear to allow for natural light and street visibility
- **Lighting**
 - Lighting should focus downward, towards pedestrians
 - Lighting should be soft white and off-white



Inappropriate replacement materials can damage surrounding materials.



Regular maintenance to remove bio growth on areas prone to moisture is necessary for masonry.



Bright displays seen through a storefront.

DOWNTOWN IMPLEMENTATION PLAN

The downtown plan includes many opportunities for the community leaders to enhance and preserve the key components that make Downtown Hutto a special place. The plan consciously provides programs that make the below solutions implementable. Bringing the plan to life is achieved in a series of bite-sized solutions to long-term improvements, all needing to be accomplished but created in a way that allows incremental changes.

BITE SIZED SOLUTIONS: 1 TO 3 YEARS

Bite-size solutions are 1 to 3 year projects that require a little funding and big imagination. Building on these items will help set the stage for downtown's future. These projects feed into the more significant projects but function as a starting point.

TOPIC	ACTION ITEMS
RIGHT-OF-WAY (ROW) RECLAMATION	
Reclaiming unused right-of-way permits the City to contain many acres of underutilized or unused right-of-way. The City may then use that space to activate and connect the buildings to the environment can facilitate people's connection to the spaces.	1. Activate leftover space by placing seating, hanging hammocks, provide games, pianos, or other musical instruments. 2. Paint. Paint creates visual spaces by reprogramming existing places. 3. Be creative. Hippo hopscotch, place art, lighting exhibits, or other fun ways of making a place inviting.
STREETSCAPING LITE	
Streetscaping are the details of the street that make the interface between the private and public realms comfortable and inviting. Streetscaping can include sidewalks, planter boxes, pavement, marking, delineators, street treatments, Street banners, flowers lining the streets, etc.	1. Stringing lights across the street. 2. Hanging flowers down both sides of the street 3. Paint paths or games that connect people to places, from downtown to the library.
LOCAL & GOOD DEVELOPERS	
The best long-term interest of the community must guide downtown development. It is essential when recruiting developers to understand their past development projects and how they can advance Hutto in achieving a more refined, hippo way of life.	1. Host development training sessions to share the ease and opportunities of development in Hutto. 2. Work with local landowners to market parcels to strategic developers. 3. Allow the EDC or create a CDC to facilitate the acquisition, entitlements, and sale of land to meet the community goals.
BUSINESS RECRUITMENT	
Hutto's hippo theme resonates with people around the world. When you say Hutto, people respond with hippo. Creating a business recruitment strategy around the hippo way of life will help organize future efforts. An effort should be made to creatively support and integrate opportunities that grow the hippo way of life.	1. Determining market gaps and demands 2. Locate current businesses that fill a Hutto niche and recruit 3. Create a robust, hippo-based marketing material that feeds the hippo way of life.

TOPIC	ACTION ITEMS
REZONE FRONT STREET AS AN URBAN CENTER	
Adopt zoning that permits the market to redevelop the blocks between Front Street and Austin Avenue between S FM 1660 and Lone Star Boulevard as a urban center for the south side of Downtown Hutto with mixed use buildings along Front Street and high density housing along East Austin Avenue.	1. Rezone as OT-5H along Front Street and OT-4T along Austin Avenue. 2. Support redevelopment that has small setbacks, attached buildings, and diverse and affordable housing. 3. Allow building height increase within this block from 2 stories to up to 5 stories.
PLANT A LANDSCAPE BUFFER	
Plant a landscape buffer in the Union Pacific Railroad (UPRR) right-of-way along E. Front Street to provide a noise and site buffer for businesses and housing fronting the railroad tracks.	1. Apply for funding from the non-dedicated State Highway Fund for beautification and landscaping of the railroad right-of-way. 2. Railroad property beautification inquiries can be made online through UPRR's Public Project Contact Center. 3. Apply for a beautification encroachment with UPRR.

MID-RANGE SOLUTIONS: 3 TO 5 YEARS

Mid-range projects require greater coordination and budget than bite-size projects. These projects require a project manager, programming, budgeting, partnerships, and an understanding of the vision. Projects range 3 to 5-years and will be transformational in achieving the long-term betterment of Downtown.

TOPIC	ACTION ITEMS
WAYFINDING	
Wayfinding is signage that leads visitors and residents to critical locations. Highlights could include Fritz Park, Henrietta, City Hall in the Co-Op, property, parking areas, shopping, and other vital destinations.	1. Engage the high school wood or metal shop. 2. Hold a community design competition. 3. Engage the business community to determine signage needs.
CONNECT PEOPLE TO PLACES	
Where do people want to go? What is the best way for them to get there?	
Evaluating patterns within the community will help establish key connection points for community members to get from point A to point B effortlessly or, better yet, in an environment that is very inviting. A few critical streets already facilitate this type of movement and connectivity. For example, East Street, Farley Street, and all tree-lined residential downtown streets connect residences to services	1. Examining existing infrastructure in places throughout downtown to determine and highlight already existing spaces that connect to key places. Having this as a map or a local pamphlet could help people get out of their cars and onto the streets. 2. Establish a network of the existing bike, pedestrian, or alternative mobility pathways from civic spaces to residential places. 3. Create an inventory of opportunities. These opportunities could range from low gap fillers to full street or path construction projects.

TOPIC	ACTION ITEMS
RECONNECT BLOCK NETWORK IN THE ORGAIN DISTRICT	
Finish out the grid that exists in the blocks between East Front Street and East Austin Avenue on the Orgain District to reflect the urban fabric of Old Town.	1. Develop north-south streets in existing rights of way that break the blocks and increase connectivity. 2. Provide a minimum of 6-8 foot sidewalks along the new streets. 3. Adopt zoning that would allow small setbacks on new street sections and to permit dual frontage buildings on corner lots. 4. Break the new blocks with alleys running east to west that provide rear access to the lots.
CREATE A COMMUNITY SPACE ANCHORED BY LITTLE EBENEZER BAPTIST CHURCH	
Create a community space, garden or park in the rear of the Little Ebenezer Baptist Church to preserve the site and celebrate it as a historic community gather space.	1. When vacant land is developed behind the church, require dedicated parkland adjacent to the church. 2. Connect the vacant land with a road or pedestrian path that provides public access to the land behind the church.
BUILD OUT COMPLETE SIDEWALKS THROUGHOUT THE ORGAIN DISTRICT.	
Complete the sidewalks recommended in the Hutto Parks and Trails Master Plan.	1. Design a complete sidewalk with trees and landscaping along E. Front Street from Jim Cage Lane street crossing to the Creekside Park Trail. 2. Design a complete sidewalk down E. Austin Avenue between Jim Cage Lane and S. FM 1660. 3. Provide 6 ft - 8 ft wide sidewalks along S. FM 1660 and W. Front Street.
REDEVELOP AND INFILL WITH MISSING MIDDLE HOUSING.	
Incentivize missing middle housing types to be developed south of East Austin Avenue to provide affordable housing and a diversity of housing options. Fight displacement of the existing population with affordable housing types.	1. Adopt pre-approved infill housing plans of buildings Hutto wants to promote in its community and saves developers precious time and money. 2. Support smaller lots. 3. Promote accessory dwelling units. 4. Increase lot coverage minimums.

HIPPO-SIZED PROJECTS: 5+ YEARS

Hippo-sized projects require large-scale planning and large-scale budgets. It's imperative that these items get budgeted and programmed with a fiscal schedule so that each project may be fiscally constrained within each budget year. It's also essential that each of these large projects has leaders that guide the project to ensure it stays on track throughout the journey.

TOPIC

ACTION ITEMS

HIGHWAY 79 & UPRR RECONSTRUCTION

Highway 79 and the Union Pacific Railroad are two physical barriers that separate the community, require outside partnerships, and will be costly to accomplish. While this goal may be a long-term hippo-sized solution, the steps are to begin. The conversation must start now. As congestion worsens and construction and material costs increase, the conversation becomes more difficult to tackle. Understanding in exploring the opportunities for Highway 79 to become integrated into the overall fabric of the community via slip roads, grade, separation, or other innovative solutions begins with a simple conversation of an idea. Hutto must address these physical barriers for the best connectivity of the community.

CO-OP REDEVELOPMENT

The co-op redevelopment determines permanent patterns within the public realm. The street Network, civic space, stormwater management, and utility corridors establish permanent patterns. As discovered through this process, downtown's original small block grid pattern has proven to be a timeless and adaptable way of building. Emulating these patterns into the co-op has been the vision since the city purchased the land. Maintaining a good relationship with the new landowner and ensuring that the policies and entitlements on the Co-Op focus on these critical components will be in the best interest of the community.

STREETSCAPING PLAN

A complete streetscaping plan should be established to formalize the urban design aspects of each street section. A streetscaping plan will prioritize the most important streets and identify regularly used streets by bikes and pedestrians. Streetscape projects can help identify gaps, conflicts, points, or opportunity zones within each street segment. Corner treatments can be identified where ADA compliance can occur and areas of special interest.

BUILD PEDESTRIAN CONNECTIONS ACROSS THE RAILROAD AND SH 79.

Provide multi-modal connections between the Orgain District and the Co-Op and Old Town Districts that are safe for people walking and biking.

1. Generate and provide funding to develop a pedestrian Underpass Grade Separation below the railroad tracks and SH 79.
2. Design an underpass with UPRR that is safe and wide enough for people walking, biking, or driving alternative vehicles, like a golf cart.
3. Involve UPRR early in the planning and design process.

DEVELOP A POCKET NEIGHBORHOOD.

Develop a pocket neighborhood with a variety of housing types in the vacant land south of E. Austin Avenue and west of Brushy Street behind the existing properties (see concept plan on page 13).

1. Attract a developer for the vacant land that specializes in pocket neighborhoods.
2. Require dedicated parkland in the land behind the Little Ebenezer Baptist Church.
3. Adopt pre-approved infill housing plans of buildings Hutto wants to promote in its community and saves developers precious time and money.



CHAPTER 9 IMPLEMENTATION

IMPLEMENTATION

Implementation is an essential element of the comprehensive planning process that allows the City to take the recommendations from this Plan from vision to reality. The impact of a comprehensive plan is measured by the effectiveness of the recommendations and policies in the plan. Planning for the future should not be a stagnate process, but a process that incorporates continuous analysis, revisions and actions.

The future of Hutto will be shaped using the policies and recommendations developed in this Plan—decisions will be made that will influence many aspects of the City’s built, social, and natural environments. The future quality of life in Hutto will be substantially influenced by the manner in which Comprehensive Plan recommendations are administered and maintained. Planning for the City’s future should be a continuous process, with this Plan being modified and updated periodically to remain relevant. The Plan policies and recommendations may be implemented through adopted development regulations, such as zoning and subdivision ordinances, and through capital improvement programs. Many recommendations within the Plan can be implemented through simple refinement of existing regulations or processes, while others may require the establishment of new regulations, programs, or processes. There are also recommendations that will involve additional community input and the continued support of local organizations and private partnerships. Implementation is an internal process, and oversight can be assigned to an individual or department within the City, such as the City Manager or Planning Department. The appointed entity may find it useful to conduct an alignment exercise - a process in which all applicable plans, policies, and projects are identified; their content, links to the Comprehensive Plan, and links to each other are mapped; and a comprehensive road map is developed so that the right actions are executed in the most efficient order.

This chapter summarizes the actions noted throughout the Plan, adding prioritization and recommend responsible entities, as well as applicable metrics that the City can track in order to measure progress.





BEST PRACTICES FOR IMPLEMENTATION

KEEP IT UPDATED

The Comprehensive Plan is meant to be a living document that allows flexibility for political, economic, physical, technological, and social conditions, as well as any other unforeseen circumstances that may ultimately influence and/or change the priorities and perspective of the community. To ensure that the Plan continues to reflect the goals of the community and remain relevant, the Plan must be reviewed on a regular basis to ensure that its elements are still appropriate and the associated guiding principles, policies and recommendations are still applicable.

ANNUAL PROGRESS REPORTING

Once the Plan is adopted, an appointed committee, such as the Planning and Zoning Commission or a CPAC Standing Committee, with the assistance of the planning staff, should prepare a yearly progress report for presentation to the Mayor and City Council. This practice will ensure that the Plan is consistently reviewed and any necessary changes or clarifications are identified. It is also important to provide ongoing monitoring between the Plan and the City's implementing regulations to maintain consistency among all documents. The City Council may wish to dedicate one meeting a year to review, celebrate, and publicize elements of the Plan that have been implemented in the last year, as well as set priorities for the following year.

FIVE-YEAR UPDATE & EVALUATION REPORT

Every five years, the Planning Department should prepare an evaluation report, with input from various City departments, and present the findings to the Planning and Zoning Commission. The report should evaluate the existing plan and assess how successful it has been in achieving the community's goals. The purpose of the report will be to identify the Plan's successes and shortcomings, look at what has changed over the last five years, and make suggestions on how the Plan should be modified to best accommodate those changes.

PROACTIVE AND REACTIVE IMPLEMENTATION

There are two primary methods of plan implementation: proactive and reactive methods. To successfully implement the Plan and fully realize its benefits, both methods must be used in an effective manner. Examples of both proactive and reactive actions that may potentially be utilized by Hutto are described below.

PROACTIVE METHODS

Developing a capital improvements program (CIP), by which the City expends funds to:

- Updating the capital improvement plan (CIP) to reflect the public improvement needs identified within this Plan
- Amending the Unified Development Code regulations to reflect the development patterns recommended within this Plan

REACTIVE METHODS

- Approving a rezoning application submitted by a property owner consistent with the Plan
- Reviewing development applications for consistency with this Plan

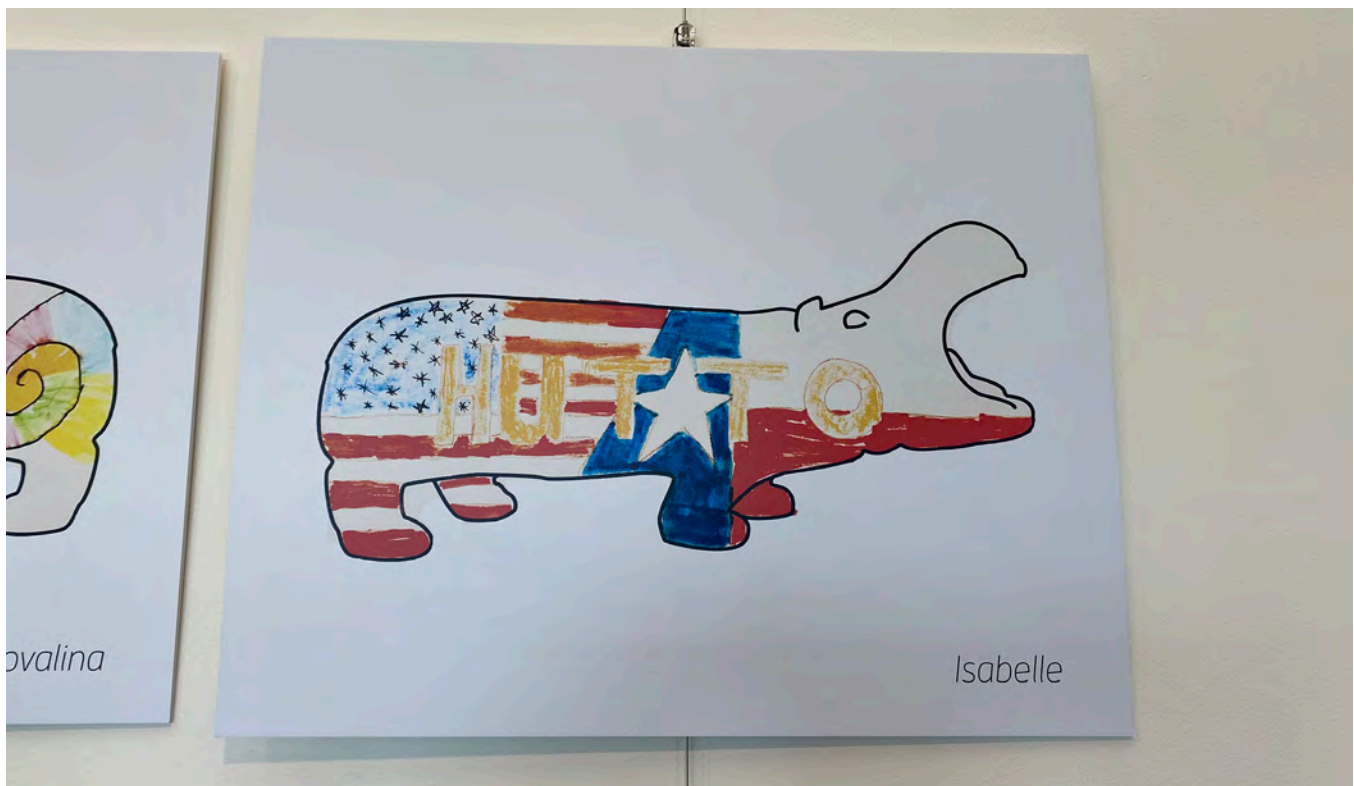
EDUCATION AND TRAINING

A necessary first step should be to conduct individual training workshops with the Planning and Zoning Commission, City Council, and key staff members who have an individual and collective role in plan implementation. Training initiatives could include:

- Discussion of the roles and responsibilities of each individual entity and its function with regard to Plan implementation
- A thorough overview of the entire Plan, with particular emphasis on the segments that most directly relate to their responsibilities and purposes
- Implementation tasking and priority-setting, that allows each group to establish their own one-, two-, and five-year agendas
- Facilitation of a mock meeting to display the effective use of this Plan's policies and recommendations
- A concluding question-and-answer session

USING METRICS AND INTERPRETING DATA

Utilizing benchmarks are a relatively straightforward way of measuring the progress that has been made toward the implementation of the Comprehensive Plan's goals. Tracking these indicators provides a snapshot of Hutto and serves as a mechanism for identifying movement towards or away from goals. In order to measure the progress the metrics should have a baseline point and target point that is aspirational, but feasible. None of the metrics work independently and they are not intended to capture the entire picture of what is significant to a goal or action. There is not a direct one-to-one relationship between the metrics and actions. Metrics can inform more than one action, but each action addresses at least one metric. One metric failing to meet the target does not necessarily mean that progress is not being made towards the goal, but it may indicate that closer examination is needed for that particular element.



DECISION MAKING

Inevitably, there will be situations that arise that do not have a clear answer within this Plan. In these cases it is helpful to have a good understanding of the overall principles and goals of this Plan to guide decision making and ensure decisions being made are in alignment with and supportive of this Comprehensive Plan. Provided here are some things to guide discussion and thinking when is some to making decisions that may not have clear answer, may have many good options, or may have conflicting outcomes.

QUESTIONS TO ASK YOURSELF

Provided here are some general questions to think about and discuss when making difficult decisions.

- Does it uphold the Hippo Way and align with this plan's guiding principles and vision?
- Does it improve the quality of life for residents?
- Does it provide positive fiscal impact to the City?
- Are there any unexpected negative outcomes that could occur and can they be avoided or quickly remedied?

VISION & GUIDING PRINCIPLES

Provided here is a simple reminder of the Vision and Guiding Principles for the City and community of Hutto that were established as a part of this plan. When presented with a tough choice, it can be helpful to look back at the overall vision and guiding principles to determine if any of the choices presented will be more or less helpful in making progress towards achieving these.

- Fiscal Sustainability
- Vibrant Places & Vibrant Downtown
- Connected in Every Sense
- Welcoming & Safe
- Healthy Community
- Ecosystem for Entrepreneurs

TOPICAL GOALS

Provided here is a summary of goals that have been generated based on the recommendations and strategies presented in the previous chapters of this Plan. Having this quick reference when presented with a tough choice can be helpful in determining if the choices presented will be more or less supportive of the specific topical goals.

Land Use

- Ensure public health needs are recognized and addressed through provisions for healthy foods, physical activity, access to recreation, health care, environmental justice and safe neighborhoods.
- Ensure that people are connected to opportunity including economical, educational, and social well being.
- Improve access to jobs, services, and shopping through increased mixed use neighborhoods.
- Create places for residents and visitors to gather and connect.
- Encourage a balanced mix of residential, commercial, and employment uses at varying densities and intensities that allow for gradual transitions between land uses.
- Adopt development practices that set the City up to thrive in the face of social, economic and environmental shocks and stressors.

Transportation

- Prioritize safety through the reduction of vehicular crashes and accidents involving pedestrians and bicyclists.
- Develop new and strengthen existing pedestrian and bicycle amenities.
- Ensure that speeds are appropriate for the context of a roadway.
- Improve mobility for all users, but particularly for underserved groups.

Economic Development

- Increase the opportunity for Hutto residents to work in Hutto.
- Proactively use infrastructure investments to guide growth within the City and ETJ.
- Preserve and protect downtown to leverage to brand the City within the region.
- Enhance cooperation with neighboring cities and Williamson County on issues such as infrastructure, transportation, and education.
- Plan for economic development in the ETJ to ensure that shovel ready sites are available.
- Attract target industries to the City such as advanced manufacturing, destination retail and entertainment, and hotels and hospitality.

Parks, Facilities & Infrastructure

- Improve and expand parks and recreation amenities while improving connectivity.
- Ensure parks and recreation facilities and programming meet the needs of the community as the City grows.
- Ensure the Library and its services meet the needs of the community as the City grows.

- Ensure the police services meet the needs of the community as the City grows.
- Promote efficient use and development/ redevelopment of land with the consideration of dual purpose facilities.
- Evaluate and address water needs in the City.
- Evaluate and address wastewater needs in the City.
- Evaluate and address stormwater needs in the City.

Housing & Urban Design

- Strengthen Hutto's image, identity and character to foster a distinctive and appealing place to live and visit
- Develop gateway and main corridor standards and themes that generate a positive first impression.
- Develop community character and identity by recognizing and treating key corridors, activity centers, and unique districts to leverage economic opportunity, bolster equity throughout the City, and promote fiscally and environmentally sustainable outcomes, community identity, sense of place, and connectivity.
- Diversify the housing supply, types, and locations to meet community needs through each phase of life.



ACTIONS AND PERFORMANCE METRICS

Specific action items and performance metrics have been developed to support implementation of the recommendations laid out in this Comprehensive Plan. Metrics demonstrate progress towards achieving the vision and guiding principles set forth at the beginning of the process, while the action items outline the steps and resources needed to see progress within the performance metrics. The diagram below shows how each element relates to one another. Action items are not nested under goals, but instead within the guiding principle. This is because actions often accomplish multiple goals.

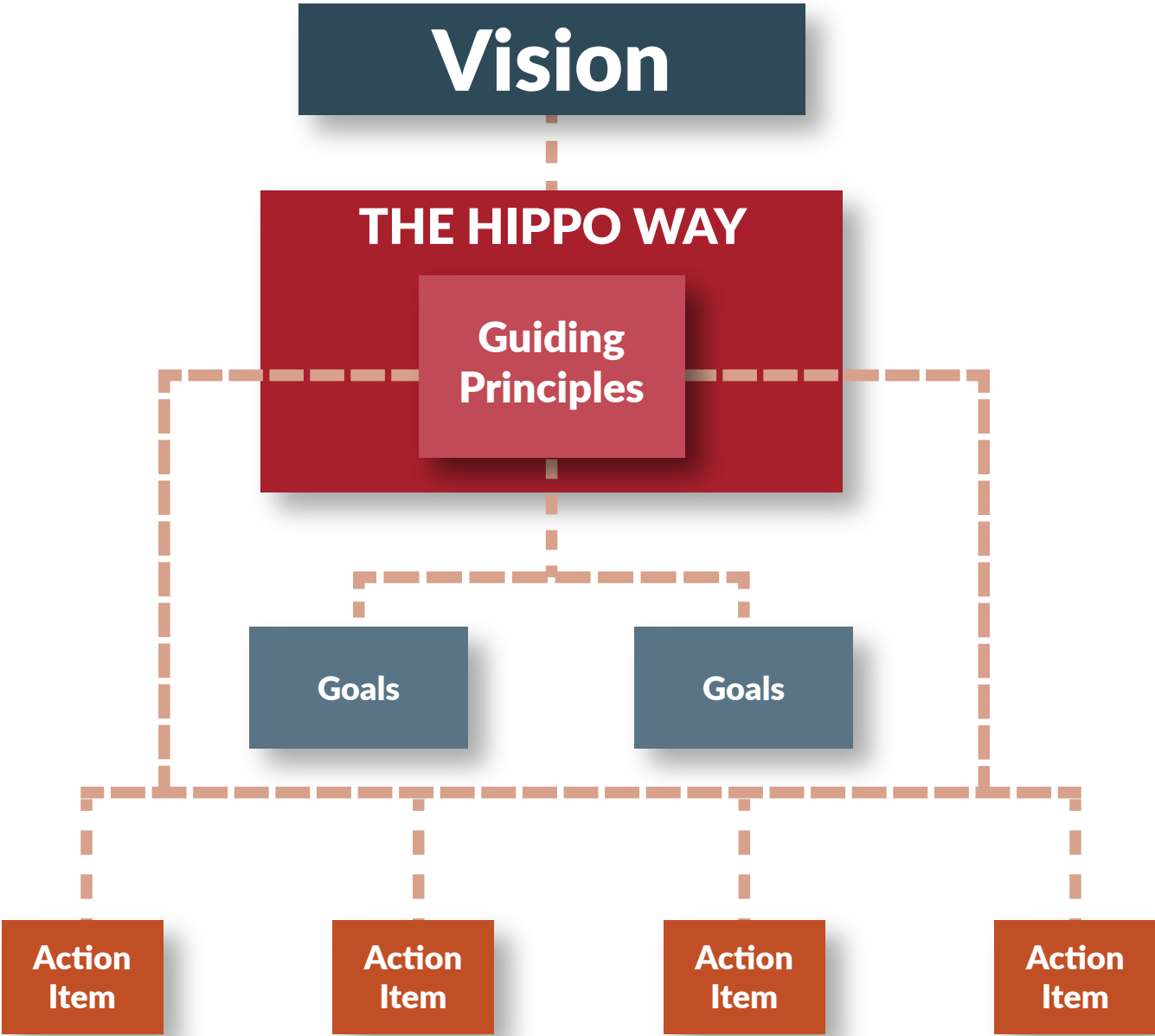


Figure 9.1.Policies and Action Items Diagram

ACTION ITEMS

Recommended actions in this Implementation Chapter have been directly derived from the recommendations and strategies outlined in each of the previous chapters of this Plan. To better understand the recommended actions, they have been organized into a matrix identifying and describing each action, informing how the goal should be carried out, and the time frame in which each recommendation should be undertaken. The following paragraphs explain the different elements of the Implementation Matrix.

ACTIONS MATRIX

For each chapter topic, several actions are provided to implement the recommendations of the plan. These actions are derived from the Guiding Principles and provide guidance to achieving the goals, strategies and recommendations of the plan.

ACTION KEY

Action keys help identify the actions with two letters denoting the primary topic the action supports and a number.

ACTION DESCRIPTION

Descriptions outline the action itself and any important clarifications necessary to guide implementation of that action.

ACTION TYPE

The action type defines whether the action is a policy or regulatory update, capital project (CIP), program initiative, or a partnership that the City should pursue. This information helps the City in determining who might be the appropriate party to champion the effort as well as the appropriate processes to follow in implementing that action item.

PRIORITIZATION

The prioritization column includes recommendations of the target time frame that the action should be undertaken; including short-term, mid-term, long-term or ongoing. These time frames are not hard and fast rules, but are meant to assist the City in prioritizing the recommended actions. Some actions may move up or down in prioritization and target time frame depending on process, barriers that arise, or opportunities that need to be taken advantage of.

- Short = less than 3 years
- Mid = 4-6 years
- Long = 7-10+ years
- Ongoing = recommendations that are pursued as a constant or continual effort.

Some actions may have both an initial action to establish the policy, program or partnership with ongoing work to be done once that action is underway.

PERFORMANCE METRICS

This column in the matrix keys the action back to the applicable performance metric(s) established later on in this chapter.

REGULATORY CHANGES

Adjacent to this planning effort is the preparation of a diagnostic report of Hutto's current development regulations. This report will be delivered under separate cover and identify policy or regulatory changes that may need to be made to existing regulations in order to effectively implement the actions of this plan. This includes identified conflicts that exist within Hutto's existing regulations that may prevent successful completion of the action item and will require an update to the regulation in order to achieve implementation as envisioned.

Table 9.1. Land Use Action Items

Topic	Action Key	Action Description	Type	Prioritization	Performance Metrics
Land Use	LU.1	Align zoning districts with the place types designated in the Future Land Use Plan. Develop a diagnostic report that outlines deficiencies and opportunities to better align land use regulations with the updated Comprehensive Plan, with particular attention to creating diverse, accessible and complete neighborhoods, and implement necessary changes to the Unified Development Code.	Policy/Regulation	Short	1, 2, 22, 25, 28
	LU.2	Update development regulations to incorporate design standards and regulatory incentives for mixed use development.	Policy/Regulation	Short	2, 19, 20, 21, 22, 24
	LU.3	Facilitate new mixed-use development opportunities for Hutto, such as regulatory changes, economic incentives and infrastructure policies.	Policy/Regulation	Short	2, 14, 19, 20, 21, 22, 24
	LU.4	Encourage infill and redevelopment within the city limits to utilize existing infrastructure and promote revitalization by offering incentives.	Program	Ongoing	2
	LU.5	Create a Small Area Plan program with a methodology and criteria for prioritizing planning areas and applying the strategies and principles of the Comprehensive Plan with a greater degree of detail for a defined area, neighborhood or corridor.	Program	Short	2, 22, 26
	LU.6	Create small area plans for the Innovation District, Orgain District and Southeast Loop Corridor, as recommended in this Plan.	Policy/Regulation	Mid	2
	LU.7	Establish and maintain consistency with a City policy for planned growth in the ETJ to ensure new development can be efficiently supported by City infrastructure and services.	Policy/Regulation	Ongoing	28
	LU.8	Encourage the development of various entertainment amenities and restaurants in the City.	Partnership	Ongoing	6, 40, 42
	LU.9	Maintain and create accessibility to parks and trails throughout the City by providing access and trailhead connections near residential and commercial development (Trail-Oriented Development, TrOD).	Program	Ongoing	5, 20

Table 9.1. Land Use Action Items, continued

Topic	Action Key	Action Description	Type	Prioritization	Performance Metrics
Land Use	LU.10	Update regulations to promote fiscally high-performing, compact, well-connected neighborhoods and commercial areas pertaining to connectivity, street design, open space, trails, etc.	Policy/Regulation	Ongoing	2, 19, 20, 21
	LU.11	Annually present future land use map and development entitlements to Hutto ISD and Williamson County for feedback and coordination on future development planning.	Partnership	Ongoing	21, 33
	LU.12	Regularly coordinate with local nonprofit organizations, Williamson County, Hutto ISD, Texas Department of Housing and Community Affairs, and major employers.	Partnership	Ongoing	50
	LU.13	Develop a Future Land Use Plan Amendment Process and establish guidelines for determining when an amendment is necessary.	Policy/Regulation	Short	25
	LU.14	Support developments and development patterns that support Hutto residents' ability to access goods, services, employment and other opportunities within the City rather than commuting elsewhere.	Policy/Regulation	Ongoing	3, 5, 19, 20, 22, 23, 24, 30
	LU.15	Establish standards, design practices and beautification initiatives to project a high-quality image along key arterials and highways.	Program	Ongoing	
	LU.16	Create regulatory and incentive pathways that reward development that achieves high-quality outcomes beyond minimum requirements.	Policy/Regulation	Short	1, 2, 4, 16, 17, 18, 26, 29
	LU.17	Develop both fiscal and equity evaluation tools to apply when considering discretionary approvals, such as rezonings.	Policy/Regulation	Mid	1, 2, 11
	LU.18	Develop and implement policies for MUDs, PIDs and similar financing districts to further the vision, guiding principles and actions of this Plan.	Policy/Regulation	Short	1, 2, 11, 22, 24, 26, 29
	LU.19	Seek integration of engaging public spaces within development, such as outdoor plazas, focused on placemaking potential and engagement with users to support long-term success of nonresidential and mixed-use development.	Policy/Regulation	Long	2, 16, 26, 47

Table 9.2. Transportation Action Items

Topic	Action Key	Action Description	Type	Prioritization	Performance Metrics
Transportation	TR.1	Ensure a consistent level of development review between the city limits and ETJ.	Policy/Regulation	Short	28
	TR.2	Implement the vision of this plan through a review and update to the UDC standards for street classification and designs specifications, and the relevant design manuals.	Policy/Regulation	Short	29
	TR.3	Adopt standards protecting Collector Roads from encroachment by development features (e.g. residential driveways, on-street parking, etc.) and alignments that will preclude the roadway from functioning as intended.	Policy/Regulation	Short	17
	TR.4	Consider context sensitive transportation strategies with each roadway capital project, and proactively within development regulations.	Policy/Regulation	Ongoing	5, 31, 32, 34
	TR.5	Develop a Thoroughfare Plan Amendment Process and establish guidelines for determining when an amendment to the Thoroughfare Plan is necessary.	Policy/Regulation	Short	18
	TR.6	Prioritize alternative traffic calming methods, such as narrowing travel lanes, enhancing pedestrian crossings, using bulb-outs and chicanes, etc. to encourage safety.	Policy/Regulation	Mid	5, 17, 31, 32, 33, 58
	TR.7	Enforce key transportation system efficiencies as described in this plan including speed management techniques in neighborhood street design and retrofits and road diets where applicable.	Policy/Regulation	Ongoing	3, 29
	TR.8	Coordinate transportation improvements and future planning efforts with regional partners including Williamson County, Travis County, Capital Area Metropolitan Planning Organization, the City of Georgetown, the City of Pflugerville, the City of Round Rock, and the City of Taylor.	Partnership	Ongoing	3, 36, 50
	TR.9	Completely update the 2018 Mobility Masterplan to integrate changes from this comprehensive plan process and further develop policies, projects, and programs to implement the vision and strategies of this plan.	Policy/Regulation	Short	3,4, 5, 30, 34, 35, 36
	TR.10	Prioritize the use of roundabouts at new intersections, high accident intersections and other intersections where geometry is consistent with roundabout design.	CIP	Mid	3, 31

Table 9.3. Parks, Facilities & Infrastructure Action Items

Topic	Action Key	Action Description	Type	Prioritization	Performance Metrics
Parks, Facilities & Infrastructure	IF.1	Build a new library that can be utilized as a dual purpose facility, allowing reprogramming of the existing space.	CIP	Mid	49, 52, 53, 55
	IF.2	Create a comprehensive facilities master plan and space needs assessment to support long-term facilities strategies and investment to at least a 20 year horizon.	Policy/Regulation	Short	11, 45, 49, 50
	IF.3	Incorporate design standards for public and private parks to set expectations.	Policy/Regulation	Short	10
	IF.4	Use drainage corridors to connect pedestrian and bike facilities.	Program	Ongoing	5, 21, 33
	IF.5	Seek opportunities for shared recreational facilities when new schools are planned.	Partnership	Ongoing	44, 45, 49
	IF.6	Work with developers and Hutto ISD to preserve appropriate school sites, including use of development incentives/offsets.	Partnership	Ongoing	21,32
	IF.7	Review and modify parkland dedication policies as necessary.	Policy/Regulation	Short	9, 26, 47
	IF.8	Evaluate opportunities to provide a new recreation center in Hutto.	CIP	Short	44, 45, 46
	IF.9	Update the Parks, Recreation and Open Space Master Plan to include the ETJ.	Program	Short	26, 43, 47
	IF.10	Provide at least one all abilities playground in the City.	CIP	Short	47, 48
	IF.11	Provide or support recreational options for adults and seniors.	Program	Ongoing	45, 46
	IF.12	Provide or support recreational options for children and youth.	Program	Ongoing	45, 46
	IF.13	Expand the trail network systematically, beginning from key destinations and working outward.	CIP	Ongoing	9
	IF.14	Establish or reinforce concurrency requirements to reconcile growth needs against infrastructure capacity to ensure development does not outpace the growth of infrastructure.	Policy/Regulation	Short	11, 13
	IF.15	Proactively develop strategic infrastructure improvements to spur growth in a desired, cost-efficient and responsible manner rather than relying on the development community to drive investment.	CIP	Ongoing	12, 13, 49, 50
	IF.16	Ensure infrastructure system master plans, including water, wastewater and stormwater, account for all goals of the Comprehensive Plan rather than focusing exclusively on infrastructure, recognizing infrastructure is a primary tool in shaping desired outcomes.	Partnership	Short	11, 12, 13, 49, 51

Table 9.3. Parks, Facilities, and Infrastructure Action Items, continued

Topic	Action Key	Action Description	Type	Prioritization	Performance Metrics
Parks, Facilities & Infrastructure	IF.17	As elevated storage tanks are decommissioned, consider their potential to support creation of a pressurized reclaimed/beneficial reuse system for effluent.	CIP	Long	
	IF.18	Update development regulations to support development types and patterns that reduce the amount of infrastructure to be maintained per connection, improving fiscal efficiency.	Policy/Regulation	Short	11
	IF.19	Consider updates to impact fees more frequently than the state-required five-year intervals, as the past has shown the associated CIP may shift projects in and out of the calculation.	Policy/Regulation	Short	
	IF.20	Deploy a one water approach to water, wastewater and stormwater improvements, always considering them holistically, within their context, and for regional implications.	CIP	Ongoing	
	IF.21	Apply context sensitive design to all infrastructure projects, particularly projects that alter the physical or visual composition of an area.	Program	Ongoing	
	IF.22	Establish/strengthen programs to promote private use of rainwater harvesting for capture and reuse, particularly for use with lawn and landscape care and other outdoor activities.	Program	Short	
	IF.23	Incorporate water conservation amenities into all new community facilities.	Program	Short	
	IF.24	Encourage creative integration of on-site stormwater improvements into site design through requirements and incentives.	Program	Ongoing	
	IF.25	Seek to include significant multipurpose or multi-use spaces in new facilities, helping to meet the needs for community spaces.	Program	Ongoing	49
	IF.26	Consider use of public-private partnerships for new facilities, as some uses like libraries, city halls and recreation centers can serve as a catalyst for community development and redevelopment.	Partnership	Ongoing	50
	IF.27	Update and expand Fritz Park.	CIP	Mid	9, 10, 26, 47, 48
	IF.28	Construct a regional park as identified in the 2020 Parks Plan.	CIP	Long	9, 10, 26, 43, 47, 48

Table 9.3. Parks, Facilities, and Infrastructure Action Items, continued

Topic	Action Key	Action Description	Type	Prioritization	Performance Metrics
Parks, Facilities & Infrastructure	IF.29	Identify locations and construct new parks as recommended in this Plan, including the Orgain Nature Exploration Park and the Mustang Creek Park.	CIP	Long	9, 10, 26, 47
	IF.30	Construct a justice center to replace the existing police department, integrating courts and potentially other ancillary offices like victim and social services.	CIP	Mid	54, 56
	IF.31	Prepare a stormwater master plan for Hutto, and consider stormwater impact fees as a means to apply regional approaches to stormwater management.	Policy/Regulation	Short	
	IF.32	Develop a community-based approach to developing bond programs to fund major capital improvements, focused on meaningful public participation prior and community oversight following any approved bond initiatives to support accountability.	CIP	Short	
	IF.33	Actively monitor infrastructure for vulnerabilities and proactively increase resilience of utility infrastructure and networks via proactive maintenance and upgrades.	Policy/Regulation	Ongoing	12, 13, 51

Table 9.4. Economics Action Items

Topic	Action Key	Action Description	Type	Prioritization	Performance Metrics
Economics	EC.1	Through regulatory incentives and other methods, encourage the development of key economic sectors such as healthcare and hospital services, information technology, skilled trades and advanced manufacturing.	Policy/Regulation	Short	6, 8, 27, 37, 41
	EC.2	Take active steps to increase shovel-ready site inventory through infrastructure investment (ex. Commercial, industrial, and office spaces).	Program	Ongoing	8, 27
	EC.3	Ensure infrastructure capacity is in place in a timely manner to allow Hutto to support economic opportunities and target industries.	CIP	Ongoing	8, 27
	EC.4	Construct improvements and projects as described elsewhere in this plan, including transportation, infrastructure and facilities, and quality of life improvements (parks, trails and community facilities) to support attraction of employees and economic development projects.	CIP	Ongoing	3, 14, 19, 37
	EC.5	Encourage and promote sales tax generating businesses to locate in Hutto, increasing sales tax per capita.	Partnership	Ongoing	6, 40, 41, 57
	EC.6	Develop incentive programs and resources for existing residents interested in starting businesses.	Program	Mid	7, 41
	EC.7	Build/Strengthen relationships with post-secondary educational institutions to support the future economy.	Partnership	Mid	37, 38
	EC.8	Emphasize downtown as an economic opportunity with high fiscal return, small-scale potential and identity.	Program	Short	41
	EC.9	Establish an Economic Development Incentives Policy; update guidelines and policies for the use of economic incentive tools such as TIRZ and Chapter 380 agreements to recruit high-quality mixed use, commercial and employment development.	Policy/Regulation	Short	8, 37, 38, 39
	EC.10	Strengthen regional relationships with economic partners.	Partnership	Mid	8, 37, 38, 50

Table 9.5. Neighborhoods, Housing & Urban Design Action Items

Topic	Action Key	Action Description	Type	Prioritization	Performance Metrics
Neighborhoods, Housing & Urban Design	NH.1	Encourage a variety of housing types and densities to ensure diverse housing choices for a variety of income levels and lifestyles.	Program	Short	1, 14, 15
	NH.2	Encourage the inclusion of parks, commercial, and social connections in new residential developments to increase neighborhood longevity and reduce maintenance issues.	Program	Short	4, 20, 47
	NH.3	Work with residential developers to determine options and possible incentives to encourage a range of residential choices.	Partnership	Ongoing	1, 14, 15, 16
	NH.4	Require new subdivisions to include an identifiable central gathering place where residents can gather, linger, and celebrate their neighborhood.	Policy/Regulation	Short	22
	NH.5	Implement neighborhood enhancement initiatives to help facilitate and improve neighborhood quality, including development of idea books for curb appeal improvements.	Program	Mid	4, 20
	NH.6	Develop and maintain a comprehensive branding and signage master plan to identify opportunities for branding, including a related, but unique brand specifically for Downtown	Program	Mid	59
	NH.7	Regularly review development standards and update ordinances to reflect high quality aesthetics and community or district character.	Policy/Regulation	Ongoing	
	NH.8	Develop a recognition/reward program to encourage business owners to enhance their properties through landscaping and other design aesthetics.	Program	Mid	17, 59
	NH.9	Promote a healthy community by providing for Aging in Place in residential development designs by allowing a variety of housing types and housing units.	Program	Mid	1
	NH.10	Revisit zoning categories to allow for diverse housing options.	Policy/Regulation	Short	1
	NH.11	Promote the design of buildings, streets, and subdivisions that focus on people rather than vehicles.	Policy/Regulation	Mid	2, 30
	NH.12	Establish special, incentivized standards for affordable and workforce housing (60% to 120% of area median household incomes), such as lot size, setbacks, density, parking and lot coverage to support low income and workforce renters.	Policy/Regulation	Mid	14, 15, 16
	NH.13	Support nonprofit developers to include homeownership choices for workforce households.	Partnership	Ongoing	14, 15

Table 9.5. Neighborhoods, Housing & Urban Design Action Items, continued

Topic	Action Key	Action Description	Type	Prioritization	Performance Metrics
Neighborhoods, Housing & Urban Design	NH.14	Evaluate requirements for streetscape treatments and amenities for new development, with an emphasis on incentivizing decorative treatments, increased tree canopy and pedestrian amenities. Consider establishing standard specifications for items such as decorative street lights.	Policy/Regulation	Mid	4, 17, 18, 21, 33, 34
	NH.15	Reduce parking requirements to allow for market-driven parking that will provide opportunities for better uses of property.	Policy/Regulation	Short	26, 27
	NH.16	Reduce or remove lot standards in order to provide attainable homes and lower the cost of entry for new businesses.	Policy/Regulation	Short	2, 11

PRIORITY ACTIONS

Some actions have been pulled out and identified as Priority Actions. These are actions that should be undertaken right away and were chosen for a variety of reasons, including their ability to provide an easy win, realize quick results, addresses long-standing problems that require immediate action, or they are critical path actions that may influence the ability to implement other action items.

Table 9.6. Priority Action Items

Topic	Action Key	Action Description
Land Use	LU.1	Align zoning districts with the place types designated in the Future Land Use Plan. Develop a diagnostic report (Appendix __) that outlines deficiencies and opportunities to better align land use regulations with the updated Comprehensive Plan, with particular attention to creating diverse, accessible and complete neighborhoods, and implement necessary changes to the Unified Development Code.
	LU.7	Establish and maintain consistency with a City policy for planned growth in the ETJ to ensure new development can be efficiently supported by City infrastructure and services.
	LU.8	Encourage the development of various entertainment amenities and restaurants in the City.
	LU.14	Support developments and development patterns that support Hutto residents' ability to access goods, services, employment and other opportunities within the City rather than commuting elsewhere.
	LU.18	Develop and implement policies for MUDs, PIDs and similar financing districts to further the vision, guiding principles and actions of this Plan.

Table 9.6. Priority Action Items, continued

Topic	Action Key	Action Description
Transportation	TR.2	Implement the vision of this plan through a review and update to the UDC standards for street classification and designs specifications, and the relevant design manuals.
	TR.3	Adopt standards protecting Collector Roads from encroachment by development features (e.g. residential driveways, on-street parking, etc.) and alignments that will preclude the roadway from functioning as intended.
	TR.9	Completely update the 2018 Mobility Masterplan to integrate changes from this comprehensive plan process and further develop policies, projects, and programs to implement the vision and strategies of this plan.
Parks, Facilities & Infrastructure	IF.2	Create a comprehensive facilities master plan and space needs assessment to support long-term facilities strategies and investment to at least a 20 year horizon.
	IF.8	Evaluate opportunities to provide a new recreation center in Hutto.
	IF.13	Expand the trail network systematically, beginning from key destinations and working outward.
	IF.14	Establish or reinforce concurrency requirements to reconcile growth needs against infrastructure capacity to ensure development does not outpace the growth of infrastructure.
	IF.30	Construct a justice center to replace the existing police department, integrating courts and potentially other ancilliary offices like victim and social services.
	IF.32	Develop a community-based approach to developing bond programs to fund major capital improvements, focused on meaningful public participation prior and community oversight following any approved bond initiatives to support accountability.
Economics	EC.2	Take active steps to increase shovel-ready site inventory through infrastructure investment (ex. Commercial, industrial, and office spaces).
	EC.3	Ensure infrastructure capacity is in place in a timely manner to allow Hutto to support economic opportunities and target industries.
	EC.4	Construct improvements and projects as described elsewhere in this plan, including transportation, infrastructure and facilities, and quality of life improvements (parks, trails and community facilities) to support attraction of employees and economic development projects.
	EC.8	Emphasize downtown as an economic opportunity with high fiscal return, small-scale potential and identity.
Neighborhoods, Housing & Urban Design	NH.1	Encourage a variety of housing types and densities to ensure diverse housing choices for a variety of income levels and lifestyles.
	NH.6	Develop and maintain a comprehensive branding and signage master plan to identify opportunities for branding, including a related, but unique brand specifically for Downtown
	NH.10	Revisit zoning categories to allow for diverse housing options.

PROJECT BUNDLES

Project bundles indicate two or more projects that, when completed in tandem, can be more effective, more efficient and create greater results. Recommendations for projects bundles that are often successful have been provided.

Table 9.7. Project Bundles

Bundle #	Action Key	Action Description
Identity/Aesthetics		
1	LU.15	Establish standards, design practices and beautification initiatives to project a high-quality image along key arterials and highways.
	LU.16	Create regulatory and incentive pathways that reward development that achieves high-quality outcomes beyond minimum requirements.
	TR.4	Consider context sensitive transportation strategies with each roadway capital project, and proactively within development regulations.
	IF.3	Incorporate design standards for public and private parks to set expectations.
	EC.8	Emphasize downtown as an economic opportunity with high fiscal return, small-scale potential and identity.
	NH.5	Implement neighborhood enhancement initiatives to help facilitate and improve neighborhood quality, including development of idea books for curb appeal improvements.
	NH.6	Develop and maintain a comprehensive branding and signage master plan to identify opportunities for branding, including a related, but unique brand specifically for Downtown
	NH.7	Regularly review development standards and update ordinances to reflect high quality aesthetics and community or district character.
	NH.8	Develop a recognition/reward program to encourage business owners to enhance their properties through landscaping and other design aesthetics.
Gathering Places		
2	LU.19	Seek integration of engaging public spaces within development, such as outdoor plazas, focused on placemaking potential and engagement with users to support long-term success of nonresidential and mixed-use development.
	IF.8	Evaluate opportunities to provide a new recreation center in Hutto.
	NH.4	Require new subdivisions to include an identifiable central gathering place where residents can gather, linger, and celebrate their neighborhood.
Housing Choice		

Table 9.7. Project Bundles , continued

Bundle #	Action Key	Action Description
3	LU.2	Update development regulations to incorporate design standards and regulatory incentives for mixed use development.
	LU.3	Facilitate new mixed-use development opportunities for Hutto, such as regulatory changes, economic incentives and infrastructure policies.
	NH.1	Encourage a variety of housing types and densities to ensure diverse housing choices for a variety of income levels and lifestyles.
	NH.3	Work with residential developers to determine options and possible incentives to encourage a range of residential choices.
	NH.9	Promote a healthy community by providing for Aging in Place in residential development designs by allowing a variety of housing types and housing units.
	NH.10	Revisit zoning categories to allow for diverse housing options.
	NH.13	Support nonprofit developers to include homeownership choices for workforce households.
Pedestrian Access		
4	LU.9	Maintain and create accessibility to parks and trails throughout the City by providing access and trailhead connections near residential and commercial development (Trail-Oriented Development, TrOD).
	TR.6	Prioritize alternative traffic calming methods, such as narrowing travel lanes, enhancing pedestrian crossings, using bulb-outs and chicanes, etc. to encourage safety.
	IF.13	Expand the trail network systematically, beginning from key destinations and working outward.
	NH.14	Evaluate requirements for streetscape treatments and amenities for new development, with an emphasis on incentivizing decorative treatments, increased tree canopy and pedestrian amenities. Consider establishing standard specifications for items such as decorative street lights.
Live/Work in Hutto		
5	LU.8	Encourage the development of various entertainment amenities and restaurants in the City.
	LU.14	Support developments and development patterns that support Hutto residents' ability to access goods, services, employment and other opportunities within the City rather than commuting elsewhere.
	EC.1	Through regulatory incentives and other methods, encourage the development of key economic sectors such as healthcare and hospital services, information technology, skilled trades and advanced manufacturing.
	EC.2	Take active steps to increase shovel-ready site inventory through infrastructure investment (ex. Commercial, industrial, and office spaces).
	EC.3	Ensure infrastructure capacity is in place in a timely manner to allow Hutto to support economic opportunities and target industries.
	EC.5	Encourage and promote sales tax generating businesses to locate in Hutto, increasing sales tax per capita.

PERFORMANCE METRICS

The performance metrics include a variety of metrics that allow the City to track the success of the plan as it is implemented. The City will need to track and analyze certain data points in order to accurately track the progress of each defined metric. Appropriate metrics are described in the following Performance Metrics Table, which describes each metric as well as outlines the desired trend, what the metric indicates, and potential data sources.

There are many metrics provided here, and likely the City will not have the desire or capacity to track all of them immediately. Priority metrics have been identified as recommendations for the metrics the City should begin tracking now, and the City may choose to start adding some of the other metrics in the future as warranted and applicable. Priority metrics have been chosen for a variety of reasons, including availability of data, ease of tracking, greatest importance of what they indicate, and potential for the metric to indicate trends across multiple topics of interest. Baseline data and targets have been provided for the identified priority metrics.

Metrics in the table have also been keyed to topics of interest from this Plan. The topic marked with a “Y” in the “Priority Metric” column in the table indicates that it is the primary topic for that metric. Priority metrics have been sorted to the top of the table.

Table 9.8. Performance Metrics Matrix

#	Metric	Priority Metric	Desired Trend	Indicating	Data Source	Land Use	Transport & Mobility	Economic Development	Parks & Recreation	Facilities & Infrastructure	Housing & Affordability	Urban Design
1	% of housing in the community other than single-family detached.	Y	upward	Increased diversity of housing choices to serve residents of differing needs and stages of life.	U.S. census & American Community Survey	P					X	
2	Median gross density of new/redevelopment projects.	Y	upward	A shift towards fiscally higher performing developments that are likely to create market metrics that attract the desired businesses and entertainment uses; increased diversity of housing types.	City review of plat and site plan information with new developments	P	X				X	
3	Median/average commute time or distance for residents.	Y	downward	Increasing access to employment and opportunities in the City; decreasing household transportation costs.	U.S. census & American Community Survey	X	P	X			X	
4	Ratio of sidewalk linear feet to roadway linear feet.	Y	upward	Robustness of the pedestrian infrastructure supporting transportation choices other than automobiles; improved safety.	City GIS Analysis (potentially break down City into districts for analysis purposes)		P					X

Table 9.8. Performance Metrics Matrix, continued

#	Metric	Priority Metric	Desired Trend	Indicating	Data Source	Land Use	Transport & Mobility	Economic Development	Parks & Recreation	Facilities & Infrastructure	Housing & Affordability	Urban Design
5	Dollars invested in mobility infrastructure within 1/2 mile radius of senior living facilities, schools, affordable housing, and other key population and employment centers or destinations.	Y	upward	Increased travel choices for all, increased mobility for key populations within the City that may not be able to drive or afford personal vehicles; improved safety.	City GIS analysis		P	X	X	X		X
6	# of Certificates of Occupancy issued annually for retail/dining/entertainment businesses.	Y	upward	Increased access to entertainment and shopping opportunities; ability to capture more sales taxes in the city; decreased dependency on personal vehicles.	City Permitting Records		X	P				
7	Cost burden for small/local businesses, via cost to sales ratio or commercial vacancies and business closures.	Y	downward	Provides insights into the health of the small and local businesses, too many vacancies or closures could signify that small and local businesses are not able to remain in the community.	City analysis			P				
8	Industry mix of jobs.	Y	upward	Increasing access to employment and opportunities in the City.	U.S. census & American Community Survey			P				
9	% of households within a 10 minute walk to local park.	Y	upward	Improved access to open space; greater potential for parks and public spaces to serve as catalysts for placemaking and mixed use; improved individual health outcomes; increased mobility choices.	City GIS Analysis or Urban Footprint	X	X		P		X	
10	# of park users annually.	Y	upward	Overcrowding or underutilization of parks; prioritization of future park investments.	ped counters or Strava data				P			
11	Housing units and business establishments served per LF of infrastructure.	Y	upward	A more efficient system in which individual ratepayers are supporting a smaller amount of infrastructure; less infrastructure to maintain per capita; ideally resulting in more stable utility rates.	City calculation using linear utility assets and U.S. Census & American Community Survey data regarding housing units (or number of units tracked by the City)	X				P	X	

Table 9.8. Performance Metrics Matrix, continued

#	Metric	Priority Metric	Desired Trend	Indicating	Data Source	Land Use	Transport & Mobility	Economic Development	Parks & Recreation	Facilities & Infrastructure	Housing & Affordability	Urban Design
12	Number of City infrastructure facilities classified as high risk under risk-based condition assessment.	Y	downward	Infrastructure systems that are maintained and rehabilitated in a proactive manner, with system design that increasingly promotes resilience and redundancy to reduce fail risk, ideally resulting in more reliable service and reduced emergency repair costs.	WMP and WWMP risk-based assessment					P		
13	Average age of infrastructure, especially underground pipes.	Y	downward	Allows the City to proactively monitor needed updates to infrastructure; can inform prioritization of project bundles.	City analysis					P		
14	Housing + Transportation (H+T) Index.	Y	downward	Includes both housing and transportation costs to show a more holistic picture of household cost burden, as compared to housing costs alone.	H+T Index, https://htaindex.cnt.org/		X	X			P	
15	% of homeowners and renters that are cost-burdened.	Y	downward	Reduced resident financial stress and greater neighborhood stability; more disposable income; improved alignment between available jobs and resident needs.	U.S. census & American Community Survey			X			P	
16	% of street ROW dedicated to the sidewalk zone (sidewalks and streetscapes), especially in Downtown or other pedestrianized areas.	Y	upward	Street designs are better balancing the needs of pedestrians and treating the ROW as public space and opportunities for placemaking; wider sidewalk zones allow for activation of the streetscape by local businesses.	City analysis		X	X				P
17	% shade over sidewalks.	Y	upward	Pedestrian experience and comfort, increased desirability of walking.	City analysis		X					P
18	Urban tree canopy cover.	Y	upward	Pedestrian experience and comfort, decreased traffic speeds, and multiple other social and environmental benefits.	City analysis	X			X	X		P
19	% of households within 20 minute drive of employment.		upward	Increasing access to employment and services in City.	City GIS Analysis or Urban Footprint	P	X	X			X	

Table 9.8. Performance Metrics Matrix, continued

#	Metric	Priority Metric	Desired Trend	Indicating	Data Source	Land Use	Transport & Mobility	Economic Development	Parks & Recreation	Facilities & Infrastructure	Housing & Affordability	Urban Design
20	% of households within 10 minute walk to retail.		upward	Neighborhoods that are more complete, with greater potential for people to choose something other than an automobile for short trips; improved individual health outcomes as people utilize active transportation.	City GIS Analysis or Urban Footprint	P	X	X			X	
21	% within 10 minute walk to schools.		upward	Neighborhoods that are more complete, with greater potential for people to choose something other than an automobile for short trips; improved individual health outcomes as people utilize active transportation; reduced school related peak hour traffic.	City GIS Analysis or Urban Footprint	P	X			X	X	
22	% of developed area as mixed use and/or nonresidential land uses.		upward	More accessibility to goods and services within the City; reducing the need for residents to visit other cities for goods and services, keeping sales tax dollar in the City; greater potential for 3rd places that connect residents to the City identity.	City GIS Analysis	P	X	X				
23	Average walk score and bike score ratings.		upward	Conditions are improving to make people more likely to choose walking or biking for their travel mode; neighborhoods are becoming more complete with greater access to convenient goods, services and activities.	https://www.walkscore.com/professional/research.php	P	X					X
24	Percentage of all housing units within 2 miles of a full-service grocery store or other fresh food seller.		upward	Improved and diversified access to fresh food options; reducing trip distance barriers and enhancing public health outcomes.	City GIS Analysis	P					X	
25	Acres conflicting between zoning and land use designation in the FLUM.		downward	Changes to zoning or development regulations have been brought into alignment with the vision presented in the Comprehensive Plan.	City GIS Analysis (assigning existing zoning district compatibility with each FLUM category)	P						

IMPLEMENTATION

Table 9.8. Performance Metrics Matrix, continued

#	Metric	Priority Metric	Desired Trend	Indicating	Data Source	Land Use	Transport & Mobility	Economic Development	Parks & Recreation	Facilities & Infrastructure	Housing & Affordability	Urban Design
26	% of open space vs. developed land.		stable	Increased growth is not coming at the detriment to environmental health and quality of life; reduced potential for flooding due to increased impervious cover.	City GIS Analysis	P			X	X		
27	SF of non-residential uses per population (can be broken down into retail, office, manufacturing).		upward	Balancing of land uses, improving access to goods, services, and jobs for residents.	City GIS Analysis	P		X				
28	% of land uses, tracked to a granularity beyond basic land use categories (e.g. track retail and office uses separately vs general commercial).		upward	Knowing the ratio of different land uses can allow the City to track trends and determine if there is a lack of a certain land use or if any land use is getting over-built.	City analysis	P		X				
29	Average Network Connectivity Index of new neighborhoods (Calculated as the ratio of street segments to intersections (target 1.4 or higher).		upward	Higher connectivity indicates improved walkability conditions; a more resilient transportation network, with less potential for major disruptions during peak hour or incident operational failures at key intersections.	City review of plat information with new developments		P					
30	% of commute transportation modal share driving alone.		downward	Improvements to the built environment that make possible and encourage alternative forms of transportation to access destinations, such as improved bike/ped facilities, improved transit, employment located closer to where residents live, and similar characteristics.	U.S. census & American Community Survey		P					
31	85th percentile speeds 25 mph or less on local streets.		upward	Street design, via new streets and retrofitting, is achieving desired traffic calming that results in fewer auto-pedestrian collisions and reduced severity when they occur; increased compatibility for pedestrian comfort and experience.	City traffic studies and monitoring tools		P					X

Table 9.8. Performance Metrics Matrix, continued

#	Metric	Priority Metric	Desired Trend	Indicating	Data Source	Land Use	Transport & Mobility	Economic Development	Parks & Recreation	Facilities & Infrastructure	Housing & Affordability	Urban Design
32	Observed speeds on streets, especially in neighborhoods and areas intended for higher pedestrian/bicycle use.		downward	Prevalence of a culture of slower speeds and priority of safety and walkability over throughput; improved driver awareness; achieving desired traffic calming via street design.	Manual pneumatic tube counts with speed information or PD citation trends for failure to control speed		P					X
33	% of students walking and biking to elementary and middle schools.		upward	Higher degree of perceived comfort and safety for students in areas ineligible for bus service.	School principals		P					
34	% linear feet of sidewalk in the City, should be increasing annually.		upward	Improved connectivity and mode choice.	City GIS analysis		P			X		X
35	% linear feet of bicycle facilities in the City, should be increasing annually.		upward	Improved connectivity and mode choice.	City GIS analysis		P			X		
36	Average travel time between fixed points in the City, e.g. Downtown Hutto to SH130.		downward	Improved vehicular connectivity, with lesser backups at key intersections.	City analysis		P					
37	Median household or family income.		upward	More disposable income and improved alignment between employer and resident needs.	U.S. census & American Community Survey	X		P			X	
38	# of jobs per household within the City.		upward	Reduced dependence on surrounding jurisdictions to provide jobs for City residents; greater daytime population to make local businesses and services more viable; improved quality of life resulting from reduced work-related commuting.	U.S. census & American Community Survey (calculated from multiple tables)			P				
39	Median salary of employers that have benefited from incentive agreements with the City.		upward	Encouragement of salaries that are more aligned to the skills of City residents and to the real cost of living; City incentives are achieving their desired outcomes.	EDC agreement tracking data			P				
40	# of hotel rooms present in the City limits.		upward	The City is becoming a draw for visitors, increased tax revenue for the City.	City analysis			P				

Table 9.8. Performance Metrics Matrix, continued

#	Metric	Priority Metric	Desired Trend	Indicating	Data Source	Land Use	Transport & Mobility	Economic Development	Parks & Recreation	Facilities & Infrastructure	Housing & Affordability	Urban Design
41	Total # of jobs created annually.		upward	The City is attracting businesses to better balance the jobs to resident ratio in the City; increased access to jobs and opportunities; commuting outside the City for work is a choice rather than a necessity for residents.	Bureau of Labor Statistics			P				
42	Dining seats per population (can be broken down to track fast food/ fast casual and fine dining/sit down restaurants separately).		upward	More options for residents to fulfill their needs within the City; additional capturing of sales tax dollars.	City analysis			P				
43	% of households within a 20 minute drive to a regional park.		upward	Improved access to open space.	City GIS Analysis or Urban Footprint				P			
44	Annual attendance/turnstile numbers at recreation centers.		upward	Interest and improving level of service for residents; can help prioritize future investments.	Counters at entries to facility				P	X		
45	SF of recreation center use per resident.		upward	Adequacy of facility to support population; potential for overcrowding at facilities.	U.S. census & American Community Survey and facility data				P	X		
46	Annual attendance at organized recreation programs.		upward	Facilities are able to support increased programming with increased outreach into the community; can help prioritize future investments and programs.	Program attendance; consider a per capita method using U.S. Census and American Community Survey population data				P	X		
47	Acres of parks and open space per household or per capita.		stable	Improved access to open space; retained quality of life in the face of growth.	City GIS analysis including U.S. Census and American Community Survey population data				P			
48	% of days with permits issued for parks rental facilities.		stable	Can help to identify needs and prioritize future investments.	Facility data				P			

Table 9.8. Performance Metrics Matrix, continued

#	Metric	Priority Metric	Desired Trend	Indicating	Data Source	Land Use	Transport & Mobility	Economic Development	Parks & Recreation	Facilities & Infrastructure	Housing & Affordability	Urban Design
49	Number of dual purpose facilities in the City.		upward	Strategic alignment of City and regional services to support each other's needs and incremental approaches to meeting space needs; increased consideration of holistic benefits beyond the primary reason for the easement acquisition to accomplish multiple goals; infrastructure efficiency and connectivity.	Facility data on major program content		X		X	P		
50	% of City expenditures that are leveraged with local and regional partners.		upward	Development of relationships and better leveraging of finite municipal resources in order to accelerate and make possible projects that otherwise may be more difficult or delayed.	City budgets and individual CIP/economic project record-keeping			X		P		
51	Value of improvements within the floodplain.		downward	Natural systems are respected and preserved, with reduced potential for property loss through flood damage.	City GIS analysis involving Williamson CAD valuation data and floodplain data	X				P		
52	SF of library uses per resident.		upward	Adequacy of facilities to support population and whether it is at risk of overcrowding.	U.S. census & American Community Survey and facility data					P		
53	Annual attendance/turnstile numbers at library facilities.		upward	Interest and improving level of service for residents; can help prioritize future investments.	Counters at entries to facility; consider a per capita method using U.S. Census and American Community Survey population data					P		
54	Annual attendance at organized library programs.		upward	Facilities are able to support increased programming with increased outreach into the community; can help prioritize future investments and programs.	Program attendance; consider a per capita method using U.S. Census and American Community Survey population data					P		

Table 9.8. Performance Metrics Matrix, continued

#	Metric	Priority Metric	Desired Trend	Indicating	Data Source	Land Use	Transport & Mobility	Economic Development	Parks & Recreation	Facilities & Infrastructure	Housing & Affordability	Urban Design
55	Presence of a police station capable of accreditation, as applicable.		upward	Investment in facilities that support the staffing and programming needs for the City's police department to receive CALEA and TPCAF accreditation for best practices.	Consultation with police operations during design processes to upgrade or build a new police station					P		
56	Response times for EMS first responders.		downward	EMS services are appropriate for the population, per industry best practices.	City analysis					P		
57	Resident tax burden.		downward	Taxes can be a major burden on households and a factor in displacement.	City analysis			X			P	
58	% of intersections marked with crosswalks in Downtown and other pedestrianized areas.		upward	Pedestrian prioritization, safety, comfort and experience; reduced traffic congestion in the area due to ability to park once and walk between multiple destinations.	City GIS analysis		X					P
59	Number of hippo statues per capita.		stable	Community pride and identity; integration of the business community; community awareness and stewardship; integration of new residents into the "Hippo way of life".	City GIS analysis through updates to the existing hippo database, and U.S. census & American Community Survey							P

PRIORITY METRICS BASELINES & TARGETS

Baseline data and targets are being developed for the identified priority metrics. This work is ongoing at the time of the publishing of this draft.

Table 9.9. Baselines & Targets

#	Metric	Desired Trend	Data Source	Baseline	Target
1	% of housing in the community other than single-family detached.	upward	U.S. census & American Community Survey		
2	Median gross density of new/ redevelopment projects.	upward	City review of plat and site plan information with new developments		
3	Median/average commute time or distance for residents.	downward	U.S. census & American Community Survey		
4	Ratio of sidewalk linear feet to roadway linear feet.	upward	City GIS Analysis (potentially break down City into districts for analysis purposes)		Ideal ratio is 2.0, indicating sidewalks both sides of streets.
5	Dollars invested in mobility infrastructure within 1/2 mile radius of senior living facilities, schools, affordable housing, and other key population and employment centers or destinations.	upward	City GIS analysis		
6	# of Certificates of Occupancy issued annually for retail/ dining/entertainment businesses.	upward	City Permitting Records		
7	Cost burden for small/local businesses, via cost to sales ratio or commercial vacancies and business closures.	downward	City analysis		
8	Industry mix of jobs.	upward	U.S. census & American Community Survey		
9	% of households within a 10 minute walk to local park.	upward	City GIS Analysis or Urban Footprint		
10	# of park users annually.	upward	ped counters or Strava data		

Table 9.9. Baselines & Targets, continued

#	Metric	Desired Trend	Data Source	Baseline	Target
11	Housing units and business establishments served per LF of infrastructure.	upward	City calculation using linear utility assets and U.S. Census & American Community Survey data regarding housing units (or number of units tracked by the City)		
12	Number of City infrastructure facilities classified as high risk under risk-based condition assessment.	downward	WMP and WWMP risk-based assessment		
13	Average age of infrastructure, especially underground pipes.	downward	City analysis		
14	Housing + Transportation (H+T) Index.	downward	H+T Index, https://htaindex.cnt.org/		
15	% of homeowners and renters that are cost-burdened.	downward	U.S. census & American Community Survey		
16	% of street ROW dedicated to the sidewalk zone (sidewalks and streetscapes), especially in Downtown or other pedestrianized areas.	upward	City analysis	A typical city street with sidewalks on both sides has 75% of the ROW dedicated to the street (travel lanes, parking, on-street bike lanes) and 25% to the sidewalk zone.	55% street, 45% sidewalk zone.
17	% shade over sidewalks.	upward	City analysis		
18	Urban tree canopy cover.	upward	City analysis		

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APPENDIX A

PUBLIC INVOLVEMENT SUMMARIES

DOWNTOWN SURVEY #1 SUMMARY



ABOUT THE ONLINE SURVEY

An online survey was launched to gather input from the community regarding the priorities for downtown and opportunities for the future of Hutto. The survey was open from December 12, 2021 to January 31, 2022. The survey could be viewed on either a computer or a mobile device. The survey was promoted through the city's website, email distribution lists, flyers, and social media. This summary presents the results of the online survey.

When reviewing this summary, please note that participants are not required to answer every question, and some questions require multiple responses. The total number of responses may appear less or more than the total number of participants.

SURVEY TRAFFIC SUMMARY

2808

Total Visits

860

Unique Users

1:38

Average Time (minutes)

168

Unique Stakeholders

100

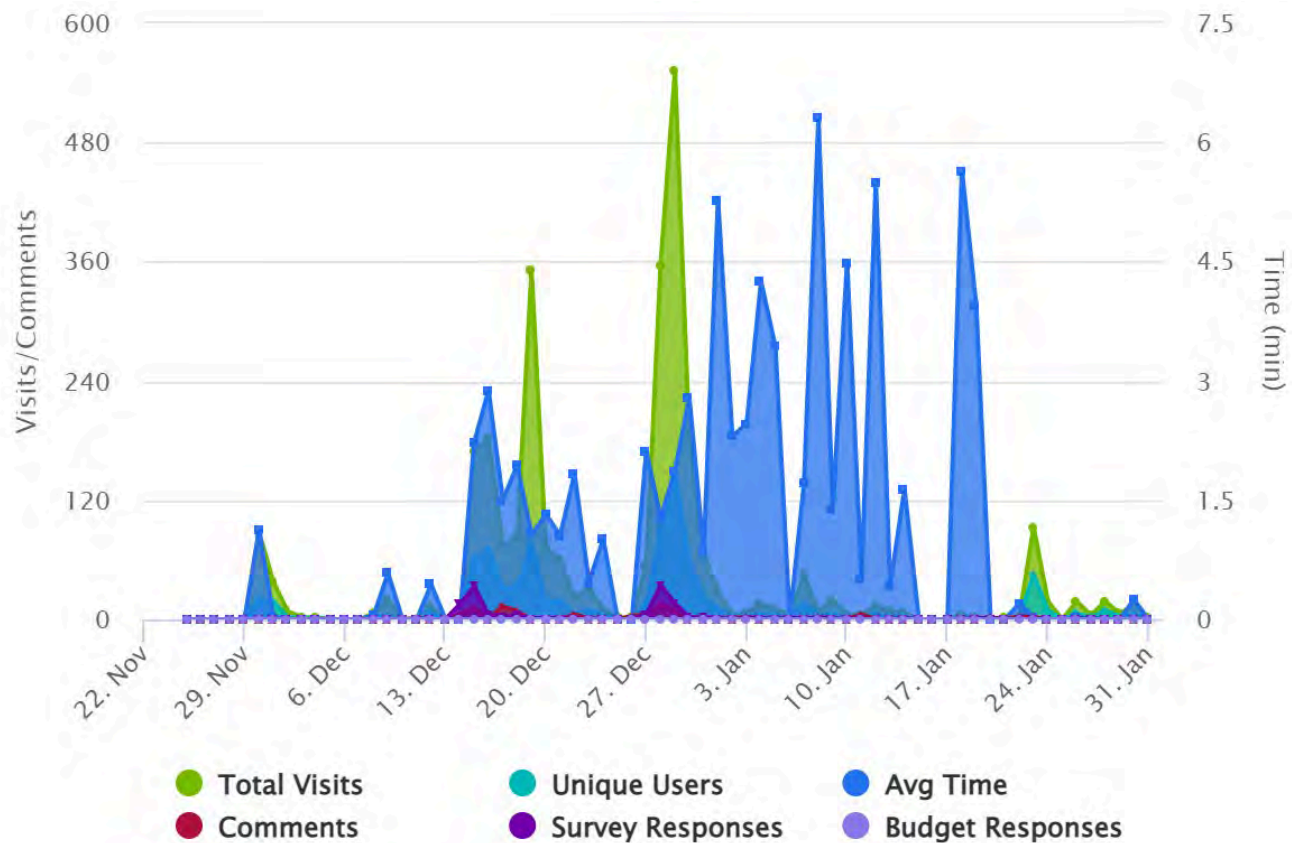
Comments

131

Survey Responses

PARTICIPATION BY DATE

The following charts show the number of engagements per day.



STAKEHOLDER ENGAGEMENT TERMINOLOGY

Total Visits - The total number of visits to your project site

Unique Users - The total number of unique people viewing your site (generally determined by using the same browser)

Average Time - The average time people are spending on the site viewing and interacting with the project

Unique Stakeholders - The number of people who are interacting with the site (adding comments/answering surveys)

Comments - The total number of comments on your site

Survey Responses - The total number of survey responses on your site

SURVEY TRAFFIC

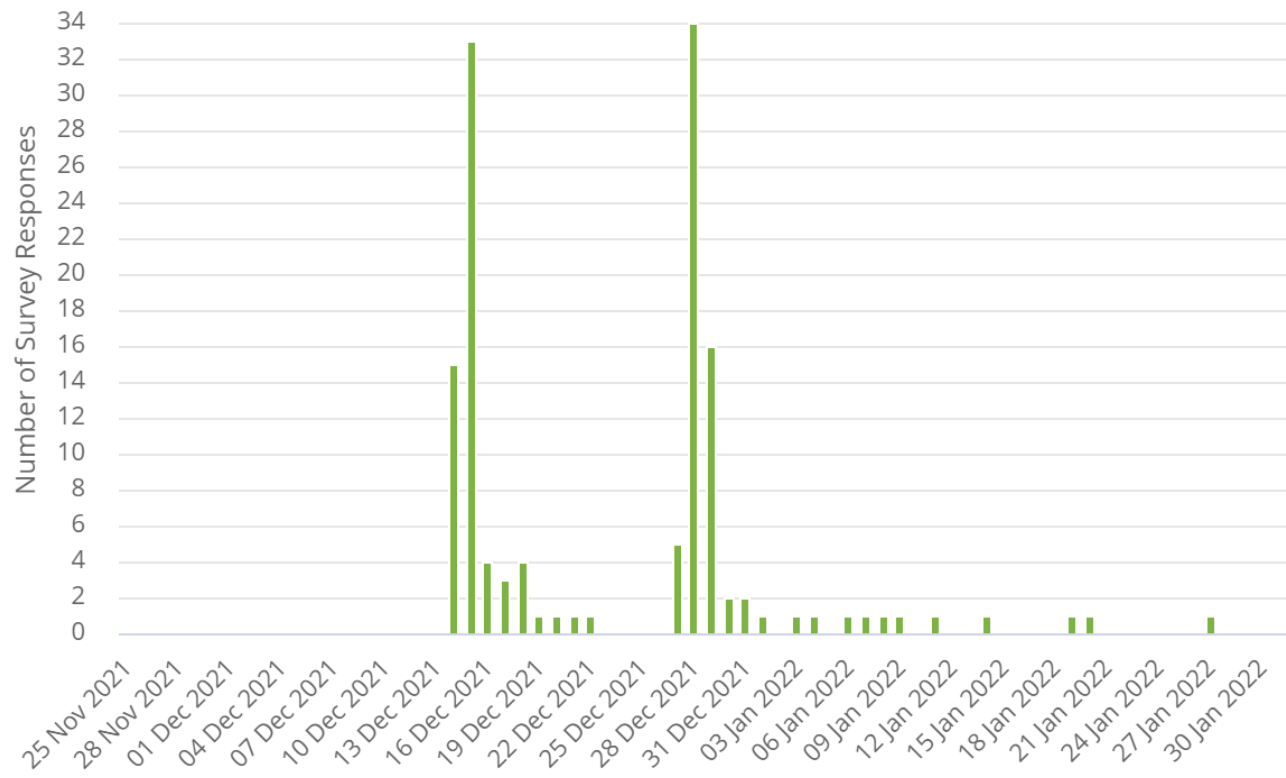
The survey was launched November 25 2021 and closed January 31 2022. The number of survey responses by day are shown below.

Date	Survey Responses
25 November 2021	0
26 November 2021	0
27 November 2021	0
28 November 2021	0
29 November 2021	0
30 November 2021	0
01 December 2021	0
01 December 2021	0
01 December 2021	0
02 December 2021	0
03 December 2021	0
04 December 2021	0
05 December 2021	0
06 December 2021	0
07 December 2021	0
08 December 2021	0
09 December 2021	0
10 December 2021	0
11 December 2021	0
12 December 2021	0
13 December 2021	0
14 December 2021	15
15 December 2021	33
16 December 2021	4
17 December 2021	3
18 December 2021	4
19 December 2021	1
20 December 2021	1
21 December 2021	1
22 December 2021	1
23 December 2021	0
24 December 2021	0
25 December 2021	0
26 December 2021	0

Date	Survey Responses
27 December 2021	5
28 December 2021	34
29 December 2021	16
30 December 2021	2
01 January 2022	0
02 January 2022	0
03 January 2022	1
04 January 2022	1
05 January 2022	0
06 January 2022	1
07 January 2022	1
08 January 2022	1
09 January 2022	1
10 January 2022	0
11 January 2022	1
12 January 2022	0
13 January 2022	0
14 January 2022	1
15 January 2022	0
16 January 2022	0
17 January 2022	0
18 January 2022	0
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23 January 2022	0
24 January 2022	0
25 January 2022	0

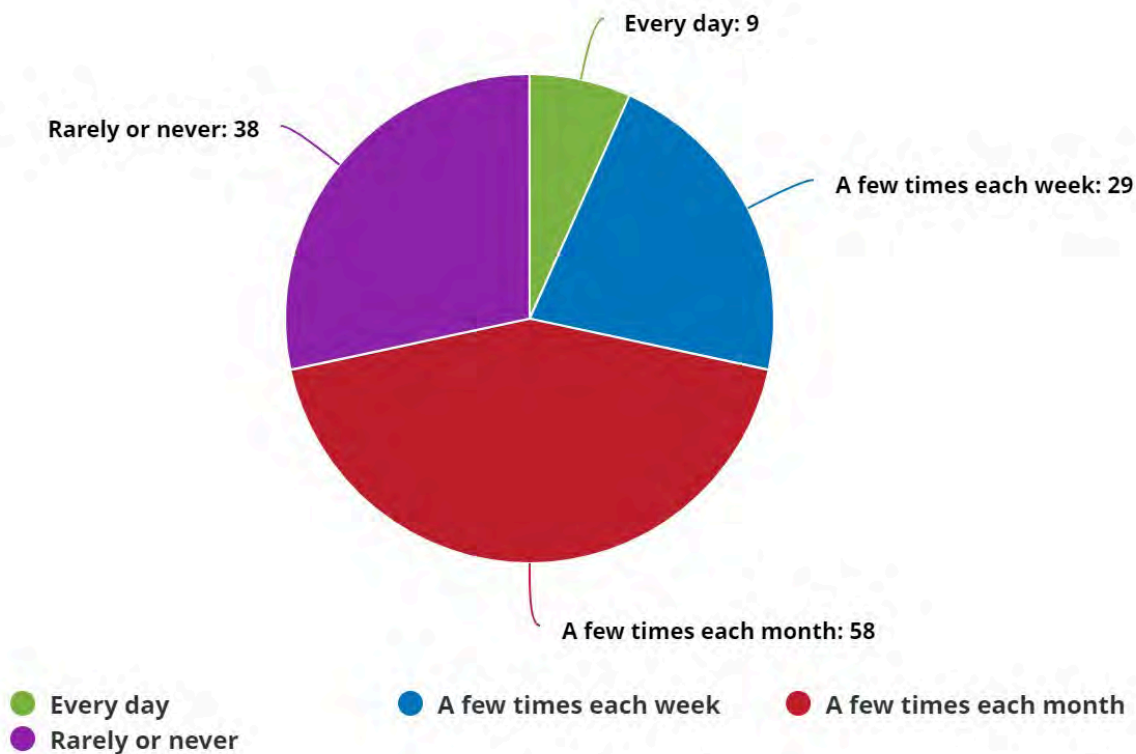
Date	Survey Responses
26 January 2022	0
27 January 2022	1
28 January 2022	0
29 January 2022	0
30 January 2022	0
31 January 2022	0
Total	131

NUMBER OF RESPONSES BY DAY

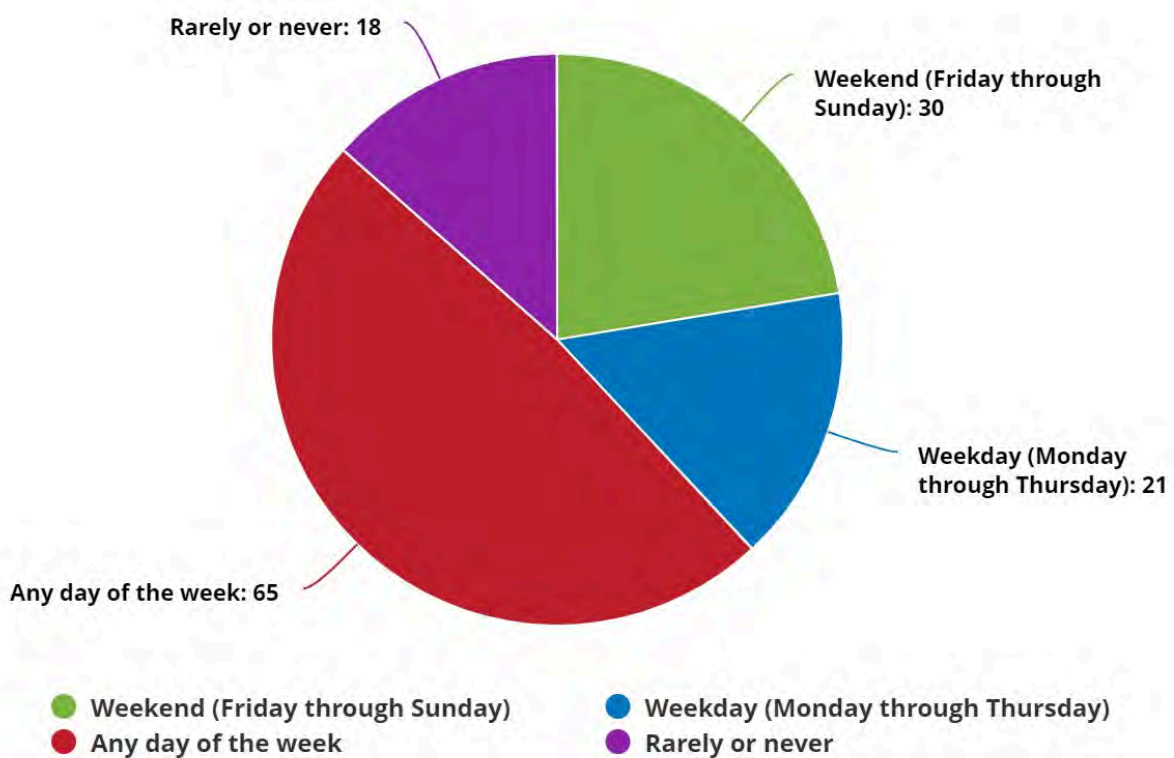


DEMOGRAPHIC SUMMARY

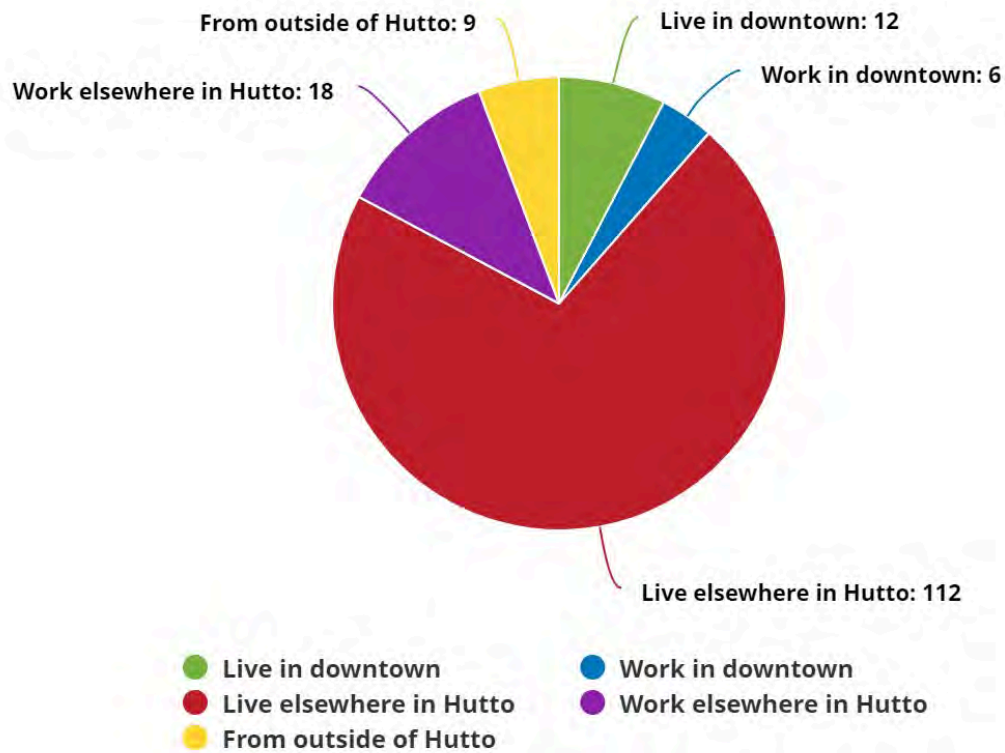
HOW OFTEN DO YOU COME DOWNTOWN?



WHAT DAYS OF THE WEEK DO YOU COME DOWNTOWN?



WHICH OF THESE DESCRIBE YOU?



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#	Survey Responses
21	Historic buildings. Christmas lights. Texan Cafe.
22	Historic, hippos, and lamppost coffee!
23	How intimate it is and the shops (coffee, food, salons)
24	I like that there isn't a lot of traffic in the area and any time I go there I am able to find a parking space.
25	I like the Co-op. I like when there are live events with food trucks and markets. There's currently not enough to go downtown for.
26	I like the shops and food options.
27	I love all historic downtown areas. I always visit a city's downtown. It's the heart of a city.
28	I love seeing the growth and improvements.
29	I love seeing the older buildings being restored. So glad all of the old house trailers have been removed.
30	I love that I live close to it if I need to go there.
31	I love the country feel . Adding more to it looses the feel and becomes more like Pflugerville which so Happens to be the new north Austin .
32	I love the historic buildings and the old small town look and atmosphere. Please do not change those buildings at all!! Everyone always ruins their old towns by modernizing it.
33	I love the historic look and atmosphere
34	I love the old buildings.
35	I love the old buildings There is a lot of potential for downtown
36	I love the potential
37	I love the small shops that are locally owned. And I love the character of the historical buildings.
38	I love the small town feel and the cute shops and the mom and pop restaurants
39	It feels like a charming downtown area that is vibrant and growing, but not congested.
40	It feels like the downtown of a small town
41	It has potential — cute buildings; lots of opportunity for non-commercial, quality of life enhancing civic entities.
42	It is beautiful and has a great set up.
43	It is charming. I do appreciate the improvements that have been made so far.
44	It is nice and peaceful for me to take a walk.
45	It's looking nicer. More inviting.
46	It's quaint and charming.
47	It's within easy walking distance of my home.
48	I want to love more about it, but currently there isn't much there.
49	Lamppost Coffee
50	Lamppost coffee
51	Local businesses

#	Survey Responses
52	Local small businesses and restaurants, historic architecture
53	Local small businesses. Good on street parking. Less traffic
54	Look. Small businesses. Wish farmers market was bigger and more of a priority throughout the year. Cheaper for vendors to attend.
55	Meeting people, shopping, a place to gather
56	Not much. Only store I ever go in is the candy store on corner
57	Old buildings
58	Old shops
59	Old small town vibe
60	Old style buildings. Variety of small stores and restaurants.
61	Only a couple local businesses
62	Potential. If executed correctly, Hutto's Old Town and Co-op areas could be as integral to the community as they are in Georgetown, Lockhart, or Fredricksburg.
63	Quaint and charming. One of a kind small businesses
64	Quaint and friendly shops
65	Quaint, charming, great food.
66	Quaintness
67	Quaint, welcoming. Nice little town like everyone loves
68	Restaurants and bars
69	Small and cozy
70	Small shops and food trucks
71	Small size
72	Small town feel
73	Small town feel.
74	Small town with lots of charm and a quaint Texas feel
75	That it looks like a true Texas town. It's quaint. I like seeing buildings occupied.
76	The architectural charm and street design.
77	The character and the people
78	The charm of the architecture and the friendliness of the small businesses.
79	The chill vibe and the clean streets
80	The cozy, small town feeling
81	The cute old buildings! The Texan Cafe and Pie shop. The festivals and community events.
82	The hippos, Mario's, coffee, trees, picnic tables, cookies and cupcakes I'd love more small businesses!

#	Survey Responses
83	The historical buildings. They appear to be very well maintained.
84	The historic buildings are great. I love the cafe, and there are some restaurants/bars that are available to enjoy (when there isn't a pandemic going on).
85	The historic look and feel of the architecture
86	The historic-looking buildings, local businesses.
87	The history
88	The integrity of the historic spaces, the improvements that have been made, and the fun businesses that are there.
89	The local shops and restaurants and the small town feel.
90	The old buildings
91	The old buildings and don't want it to change TOO much!
92	The old buildings and quaint shoppes.
93	The old Town memory
94	The only time I go to downtown Hutto is if I am picking up food.
95	The people and the historic fabric.
96	There are a few stores and restaurants that I go to, but not frequently.
97	There is really nothing to draw me downtown, The farmers market was a vendor not farmers market, limited attractions ,poor parking and narrow roads. It is not a pleasant area. Aside from a few painted hippos it has no statuary, foliage or comfortable green space. It looks old and dated. Nothing to do
98	The restaurants
99	The restaurants and the shops and quiet places to walk with scenery.
100	The shops, restaurants.
101	The small home town atmosphere
102	The Texan Cafe and the bakery
103	The unique shops that are run by my neighbors
104	This historical buildings, community sense, good restaurants food choices for what we do have. Murals, seating areas, consistency.
105	Usually not crowded, unique stores like Cookies Cupcakes and More, Hippo Pharmacy, and the candy shop.
106	Variety, and mix of national and local options
107	Very little. Which is sad since we could have a beautiful area.
108	Walkability
109	Walkable
110	We love walking, so pedestrian-focused infrastructure is super important (there is no sidewalk that ties the downtown area to the co-op).



WHY DON'T YOU COME DOWNTOWN MORE OFTEN?

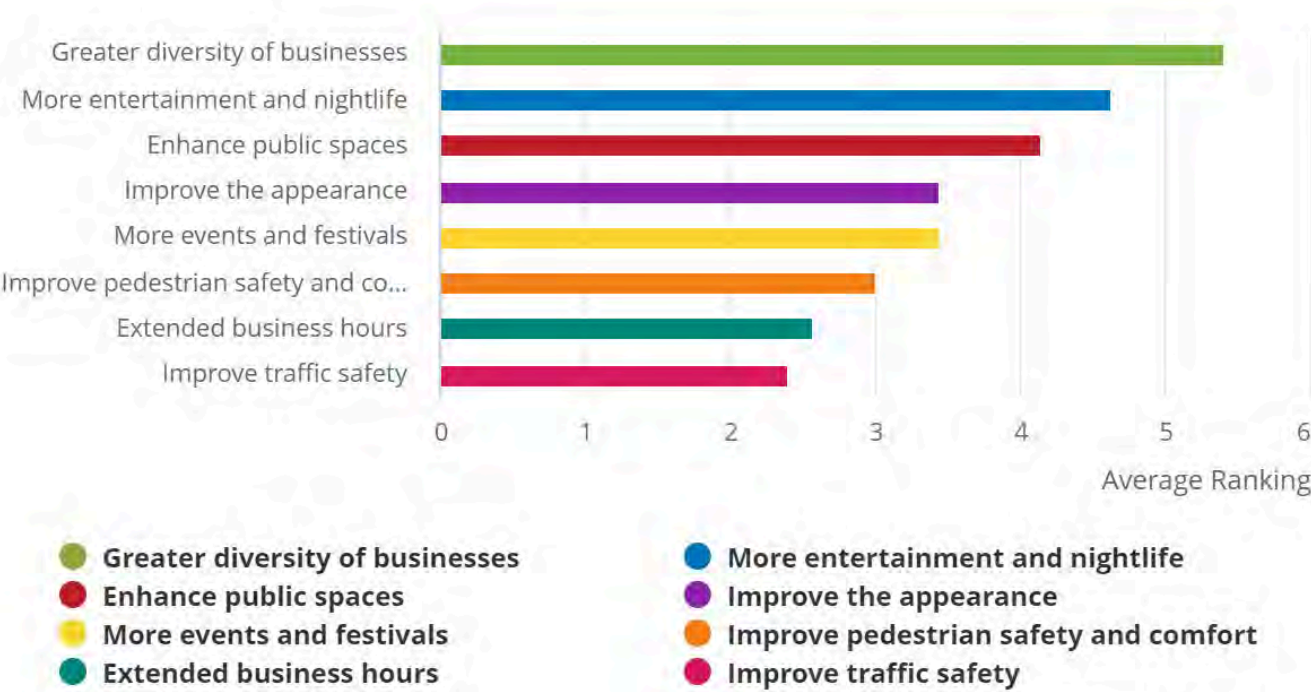
#	Survey Responses
1	Adding more to it loosens the feel and becomes more like Pflugerville which so happens to be the new north Austin .
2	Because there needs to be more shops and places to eat
3	Between the food carts and the Lamp Post Coffee shop it's starting to have a more friendly hang out feel. I think those kind of places are heading it in the right direction. A toy store or book store would be super fun and different than what's already there.
4	Busy
5	Busy with kids activities, don't eat out much
6	Covid
7	Don't live in Hutto
8	I DO come downtown often. I love it.
9	I feel like there isn't enough of what I am looking for. Or things are generally overpriced. Some of the roads are kind of bad or narrow. LINE OF SIGHT is a big issue when driving.
10	I get busy.
11	I'm in the process of moving to Kentucky.
12	It doesn't offer much of what I need or use. A movie theatre would be a good draw, as would more variety of restaurants. It needs more activities to draw me in, which in turn would cause me to stay awhile and browse shops.
13	It's in the opposite direction of most places I patronize
14	I wish that it was a little bit bigger and had even more options for shopping and dining.
15	I work.

#	Survey Responses
16	I would like something with more options for dining, date night, late night, good/live music.
17	Just haven't had time
18	Lack of entertainment options, several businesses have limited or inconvenient hours (even prior to pandemic).
19	Lack of food and drink options, would like to see a steakhouse or something there.
20	Lack of parking
21	Lack of time and family activities
22	Lack of variety of services and shopping and social spaces.
23	Lack of Variety of types of shops and food
24	Limited seating outside, would like a kids area
25	Low choices, odd hours, the few restaurants get really busy at peak times, not a ton of nightlife
26	More retail and restaurants needed.
27	Most of the restaurants are chains or are terrible; the shopping experience is also mediocre. There are no parks or trails.
28	Need more available
29	Need more shops
30	Need more storefronts- would like to see more variety.
31	Need more to do
32	Need more variety of businesses
33	No amenities of interest.
34	No major restaurant chains or not that many locally owned.
35	No reason to come downtown
36	Not a lot of parking. Can't afford to eat out
37	Not a lot to do. Businesses don't appeal to me and are largely the same (overpriced clothing, jewelry, tchotchkes, etc). Restaurants are meh. Not a lot of space during events. Wish there were slightly less 'family friendly' events and more for adults to do.
38	Not a lot to do downtown.
39	Not enough boutiques
40	Not enough entertainment, limited restaurants, poorly laid out, should have a town square similar to Georgetown, limited parking when annual events are hosted, disconnected from the Coop which offers nothing but an overbuilt City Hall.
41	Not enough food choices, no family friendly consistent draws.
42	Not enough options to bring me into the downtown area on a more regular basis.
43	Not enough pull factors/businesses. No restaurants and bars/breweries to spend time at like I would in "downtowns" elsewhere.
44	Not enough to draw me there
45	Not enough variety
46	Nothing has changed, very few things to do
47	Nothing much there. Would really like a nice restaurant that serves steaks or Italian.

#	Survey Responses
48	Nothing there that interests me. I do not drink, so the bars are of no use to me, and the restaurants that are there are too small and the food quality is getting worse.
49	Nothing to do with my kids
50	Not many offerings - they're very specialized.
51	Not many options for entertainment.
52	Not much else to do there.
53	Not much going on.
54	Not much reason for me to do so. I come fairly often for Mario's and occasionally the food trucks.
55	Not much there to do, would be nice to have a small park there, more shops.
56	Not much to do
57	Not much to do
58	Not much to do other than eat
59	Not sure what there is to do there.
60	Often enough
61	Only thing to go there for entertainment is eat and restaurants are pricey. We'd often go to the library but with Covid not any more, we go to downtown Round Rock a lot!! The Library, many different restaurants, piano bar, RR donuts, the way you can park at one place and walk around to do several things - family friendly. I think Hutto is getting there.
62	Other than dining out, there's really no other reason for us to go downtown.
63	Parking
64	Parking
65	Parking at some areas, lack of entertainment.
66	Parking is a major issue.
67	Parking is scarce. Not enough different businesses yet that I'm interested in to make it a place I'd intentionally go.
68	Parking is sometimes an issue. If there were more local places to eat, I might visit more. Mostly, it's a place to go on the weekend, esp. for festivals/events. Make it a pedestrian zone!
69	Parking, not a lot of diversity in restaurants/shops
70	Parking options are minimal to none.
71	See above
72	Seen everything and not much to see or do.
73	Short of eating, there isn't anything else to do 1 shop I feel is rarely open and then 1 gift/candy shop
74	The coffee shop was closed so we took a hiatus but are planning on coming back more now that it's open!
75	There are few places of interest to me. A place like Flix, and healthier restaurants would bring me downtown more often.

#	Survey Responses
76	There are few things that interest me and few businesses in general so once you've been a couple times, you've seen what you need to see. Would like to see the empty buildings actually turned into things. Bless this nest and the love yourself shack are the only businesses I frequent. Once East coffee sold out, I no longer wanted to go there. Would love to see a better bar scene and restaurants with more diverse and healthier vegan/vegetarian options. I am a bartender so social scene and bars are my jam. When people ask me what Hutto has to offer in that realm I'm always disappointed to say nothing worth driving out for. Wish I could proudly invite people to downtown Hutto for a fun night out, but that's just not possible.
77	There are not enough options for shopping and entertainment
78	There aren't a lot of shops and galleries like you see in a square like Georgetown's. I'm fact, I only know of one or two restaurants to go to in downtown Hutto. Is there more? I
79	There is almost no entertainment and way too much fast food.
80	There is no interests downtown.
81	There isn't much there. It's very pretty and quaint though.
82	There's just not a lot there. It needs to be beefed up with some more shops and maybe even a chill/ tasteful bar/brewery. Snuffy's and HOF are sports bars, which is nice, but we don't need more.
83	There's not a lot currently downtown and it doesn't look welcoming to all cultures.
84	There's not much to do there.
85	To be fair I don't go anywhere else more often. I go to eat downtown more than anything.
86	Too few shops Can be a pain to be held up by a train
87	Too many businesses like lawyers, dentists etc that I feel belong elsewhere
88	Traffic. Parking.
89	Want more bike racks
90	We go when our busy schedule allows us to. We have three busy athletic high/ middle schoolers.
91	We like to bike to downtown but there are only a couple of bike racks. Also, wish there was another (more low key) bar we could grab a drink.
92	While there are options, they are very niche. If there were more options of food and shops I would spend more time.

WHAT DO YOU THINK THE PRIORITIES SHOULD BE FOR DOWNTOWN HUTTO?

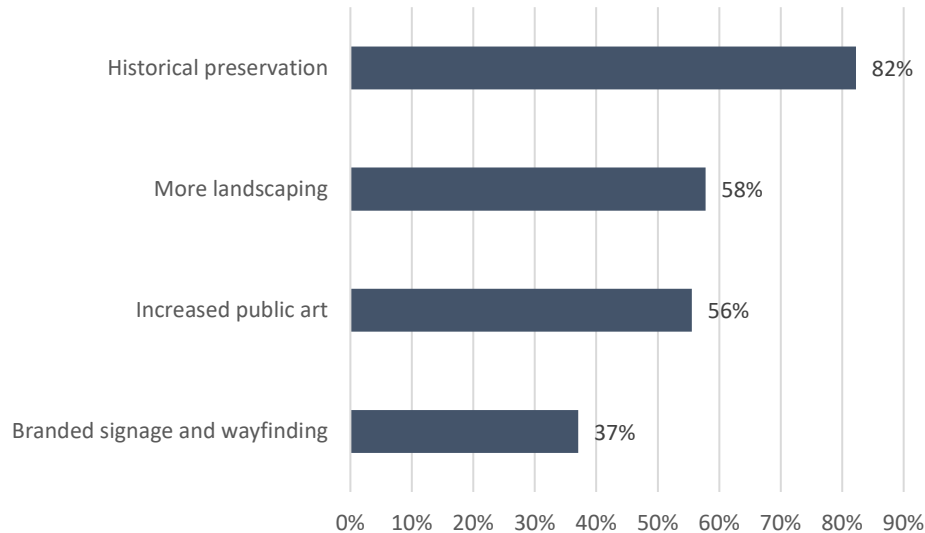


PRIORITIES

Survey participants were asked to rank the top priorities in ranking order from 1 to 8, with 1 being the highest priority. The table below shows the weighted score in the last column. The topics are ranked from highest to lowest priority.

Priority	1st	2nd	3rd	4th	5th	6th	7th	8th	Total	Weighted Score
Greater diversity of businesses	44	27	18	4	10	3	5	2	113	5.41
More entertainment and nightlife	30	27	12	10	8	8	6	5	106	4.62
Enhance public spaces	11	22	19	21	16	8	4	2	103	4.14
Improve the appearance	18	8	11	16	14	11	8	14	100	3.44
More events and festivals	15	6	19	20	6	10	10	15	101	3.44
Improve pedestrian safety and comfort	8	13	10	11	13	14	17	8	94	3.01
Extended business hours	2	9	21	5	9	13	13	17	89	2.58
Improve traffic safety	7	7	3	11	13	16	16	15	88	2.41

WHAT DESIGN AND APPEARANCE ENHANCEMENTS WOULD YOU SUPPORT?

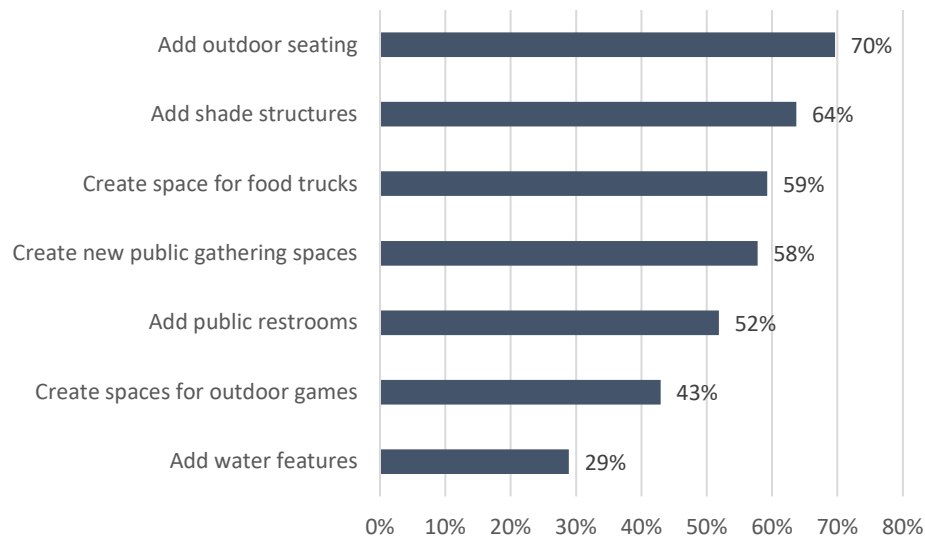


ADDITIONAL COMMENTS

#	Survey Responses
1	Additional parking
2	Advertising
3	Anything that is unique and sets Hutto apart (not more Hippos though, god please). art installations, scenery, interactive pieces, trendy lighting)
4	Basic upkeep of all properties
5	Create a square the people want to go to
6	Do us on background on hippos Yet...this is up and coming. Stop focusing on preserving things that are wasteful the millions dollars went down the drain with the CoOp metal building. What a waste...no bathrooms electrical etc...waste of money.
7	Downtown is not cohesive and isn't inviting limited reasons to go downtown
8	Having an art exhibit/installment in the greenspace as a temporary draw would be fun to walk through. Doing a Christmas lighting walk in the greenspace would be fun too. I love the events in downtown but the parking is terrible.
9	If it's possible, rebuild/replace the old buildings on the east side of east street to recreate the original downtown that was destroyed so many years ago.
10	I think it's doing all of these very nicely already.
11	I wish the City would buy the lot(s) on the east side of East Street and put in a park, or partner with a developer (not the one for the Co-op) and build some buildings there.
12	Make buildings structurally sound with modern amenities. Provide remote parking with park and ride. Make pedestrian only.
13	Making sure that it doesn't lose its historical charm but still adding new buildings. A town in Hawaii called Haleiwa did this really well. They need to expand and build new buildings but did all of them in a historical style.
14	Movie Theater / brew house

#	Survey Responses
15	Please repaint intersections (low hanging fruit). More choices to eat like bakery (e.g. Upper Crust in Austin), Italian restaurant, pizza, bookstore, , art studio, plant store, etc. Additional food truck site amenities (lighting, seating, paths, signage, decor). Music system integrated.
16	Promotion of downtown
17	Removal of abandoned homes.
18	Restoration of initialized green spaces to original native black prairie grasses and wild flowers – ultimately becoming butterfly sanctuaries
19	Some houses/building simply look rundown and detract from the overall appearance. I would support building new, to increase the footprint of old downtown area.

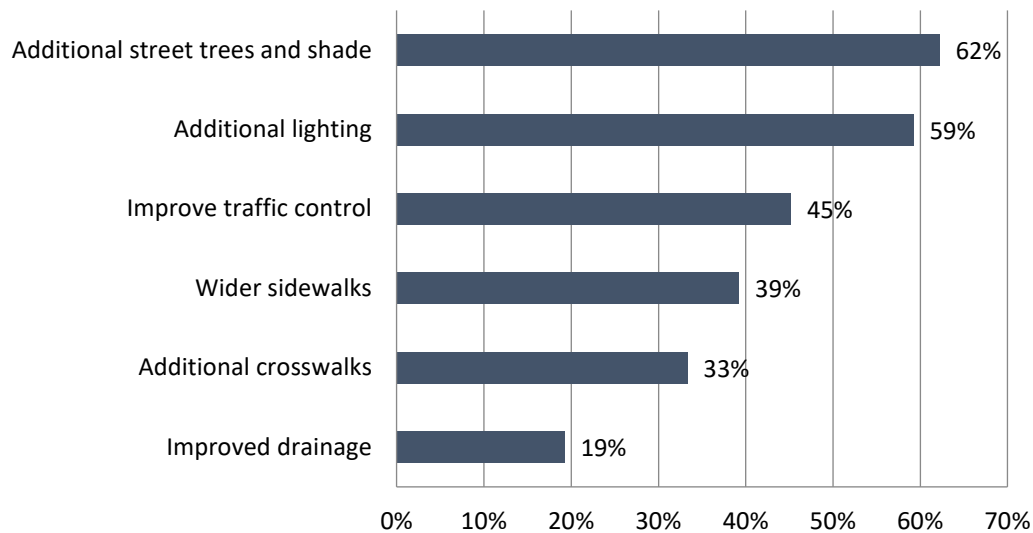
WHAT IMPROVEMENTS WOULD YOU SUPPORT IN DOWNTOWN PUBLIC SPACES?



ADDITIONAL COMMENTS

#	Survey Responses
1	Add dog park
2	Add Grocery or Craft stores
3	Add trees and landscaping.
4	Amateur skate park,
5	Bike racks
6	Boutiques
7	Farmers market/bazaar space with bathrooms.
8	I would support the city turning on the existing water features at the CO-OP
9	Lighting compliant with dark skies initiatives
10	More parking or a parking garage
11	Movie Theater / brewhouse
12	Paint it and place historical info on bldgs. Outdoor cafe seating areas
13	Parklets, open seating for dining/to-go, pocket park, entertainment area
14	Parks and trails, in general. Smaller outdoor concert venues, as well. Fewer strip malls — positive alternatives would be mixed-use structures: restaurants and shops occupy the ground floor; condos and apartments occupy upper floors. But a limit on high-occupancy residential buildings is also crucial.
15	Photo opportunities, music integrated.
16	Public pool.... Something where people of all ages could enjoy in Hutto vs leaving Hutto. We were so bummed when the movie theater pulled out.
17	Reason to come downtown
18	Use space already paid for by tax payers. Next to Southside meat market to hold venues, family events.

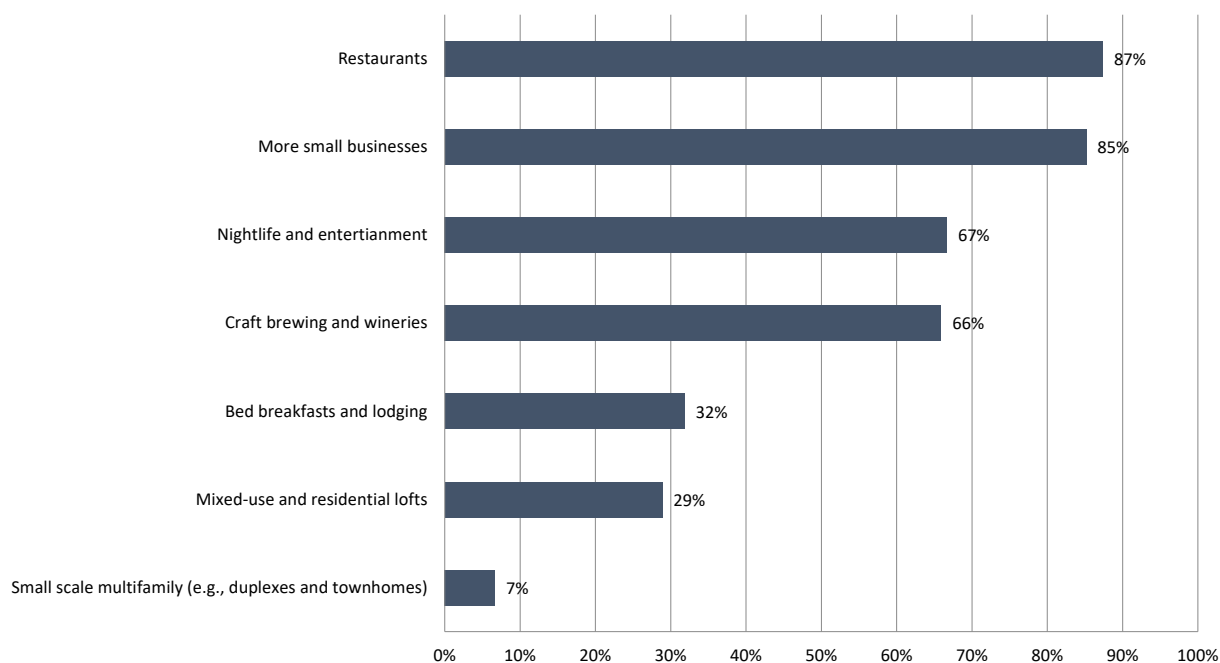
WHAT PEDESTRIAN SAFETY AND COMFORT ENHANCEMENTS WOULD YOU SUPPORT?



ADDITIONAL COMMENTS

#	Survey Responses
1	Dark skies compliant lighting
2	Handicap ramps
3	It's hard to recommend improvements outside. Is it dirt he current downtown or a projected growth project downtown
4	I've never felt unsafe walking downtown during the daylight or at night, with or without traffic.
5	More bike racks and safer to bike to downtown
6	More sidewalks to connect the old downtown to the co-op
7	Parking
8	Pedestrian Only
9	Put more sidewalks or add paths to walk from neighborhoods to downtown
10	Remove shrubs and overgrowth that prevent the ability to see when turning.
11	Sidewalks in general – there aren't enough throughout all of downtown
12	The parking situation leaves something to be desired.
13	Wifi

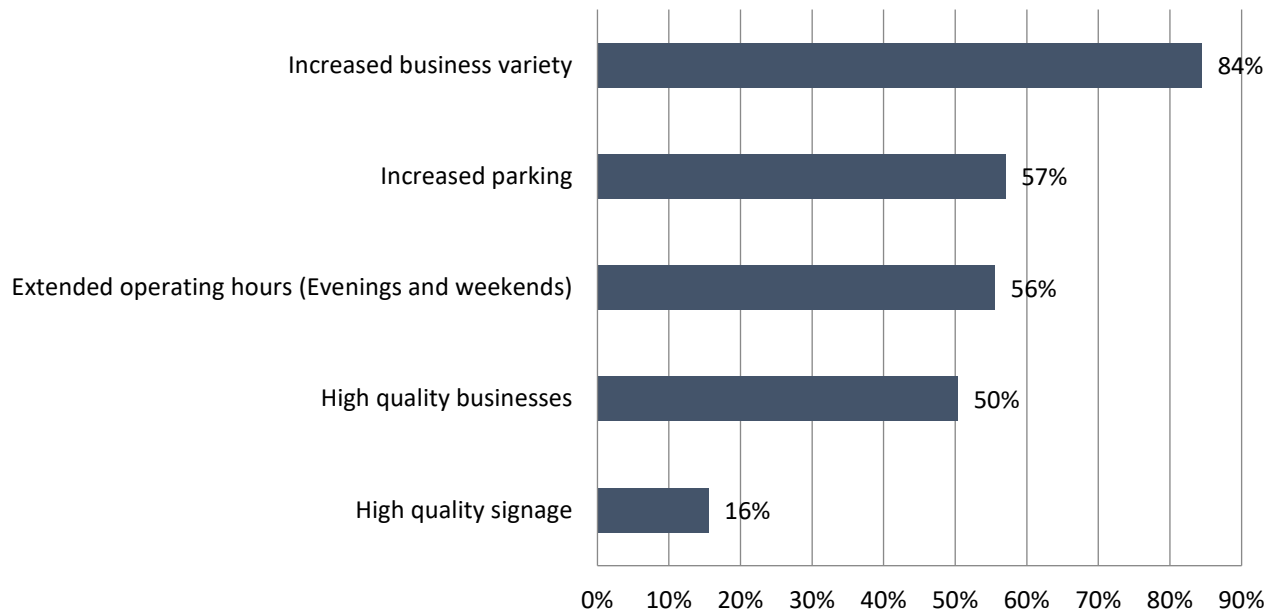
WHAT TYPES OF NEW DEVELOPMENT WOULD YOU SUPPORT IN DOWNTOWN?



ADDITIONAL COMMENTS

#	Survey Responses
1	A grocery store
2	Art, Craft, or Hobby shop
3	A version of Central Park. Beautiful areas to sit and walk around. A nice SAFE running trail like Lady Bird downtown.
4	Bakery (e.g. Upper Crust in Austin), Italian restaurant, pizza, bookstore, art studio, plant store. There may be some lots filled and some older houses buildings along the corridor that may need to be replaced to keep with a more consistent motif. The cleaners was great but I would tear down and replace with a new building that fit the rest of downtown like on east street. If Mario rebuilds/expands should do it to fit rest of businesses even if taxpayer/EDC \$'s supported. Building out to this vision and consistent architecture will ultimately result in more sales tax \$ in return both in retaining local spend and attracting outside.
5	Connect cottonwood creek and Fritz park to downtown with walking paths and lighting, this needs to connect to Brushy Creek Trails through Wilco to provide connection to Round Rock and on to Taylor.
6	Crafting/activities for adults, seniors, and kiddos
7	Nothing leave as is
8	Open container
9	Outdoor cafe eating places
10	Pool, movie theater or some kind of trampoline park.. just something parents can take their kids too to entertain them and than hit up a place to eat or get a treat. Hutto is lacking kid/teen entertainment. Main reason we leave Hutto on the weekends, then we end up eating and shopping not in Hutto.
11	We DONT need more nail salons, insurance agencies, fast food restaurants, liquor stores.

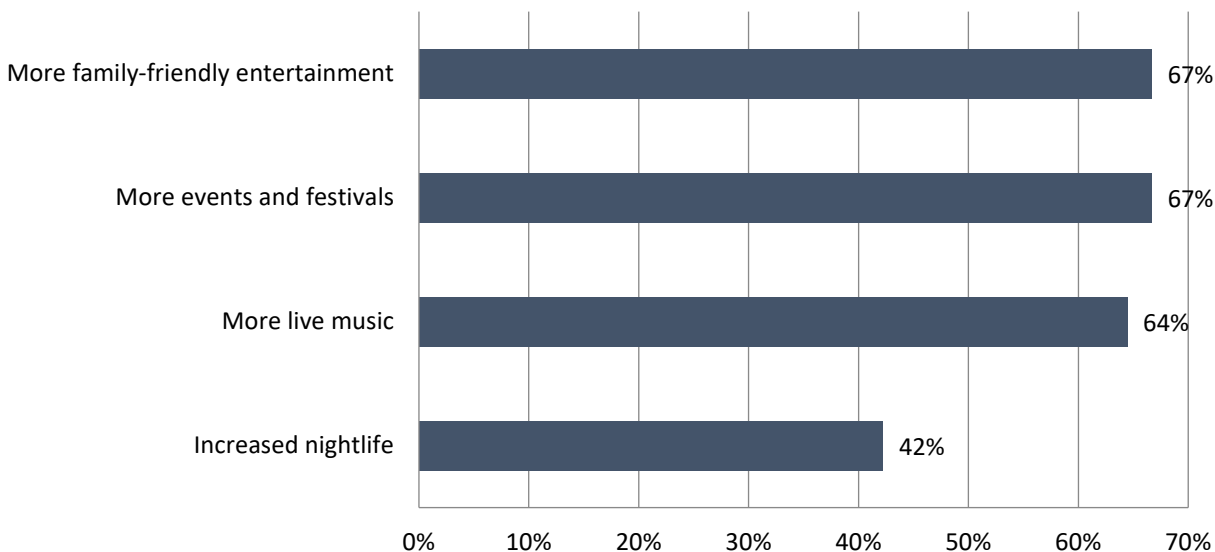
WHICH OF THE FOLLOWING WOULD IMPROVE YOUR EXPERIENCE WITH BUSINESSES IN DOWNTOWN?



ADDITIONAL COMMENTS

#	Survey Responses
1	Ability to walk to them without dealing with ditches or bad roads
2	Artisan / Local Craft outlet.
3	Have the Framers Market on a weekend too.
4	I really love a bunch of small shops and restaurants. Nothing Chain or franchise
5	Kids stuff
6	More lighting on all streets for night shopping and eating.
7	NO MORE hair/nail, dental Boutiques, or Board & Brush type, maybe a Hutto Spirit Shop
8	Places that work together to extend visit. Bakery that makes bread for other restaurants like Italian restaurant. Book store that you can take book to coffee shop.
9	Remote parking with park and ride
10	Something appealing to young kids and teens
11	The people have to know about downtown before they can come. New residents do not know what businesses are in downtown. PROMOTE downtown businesses

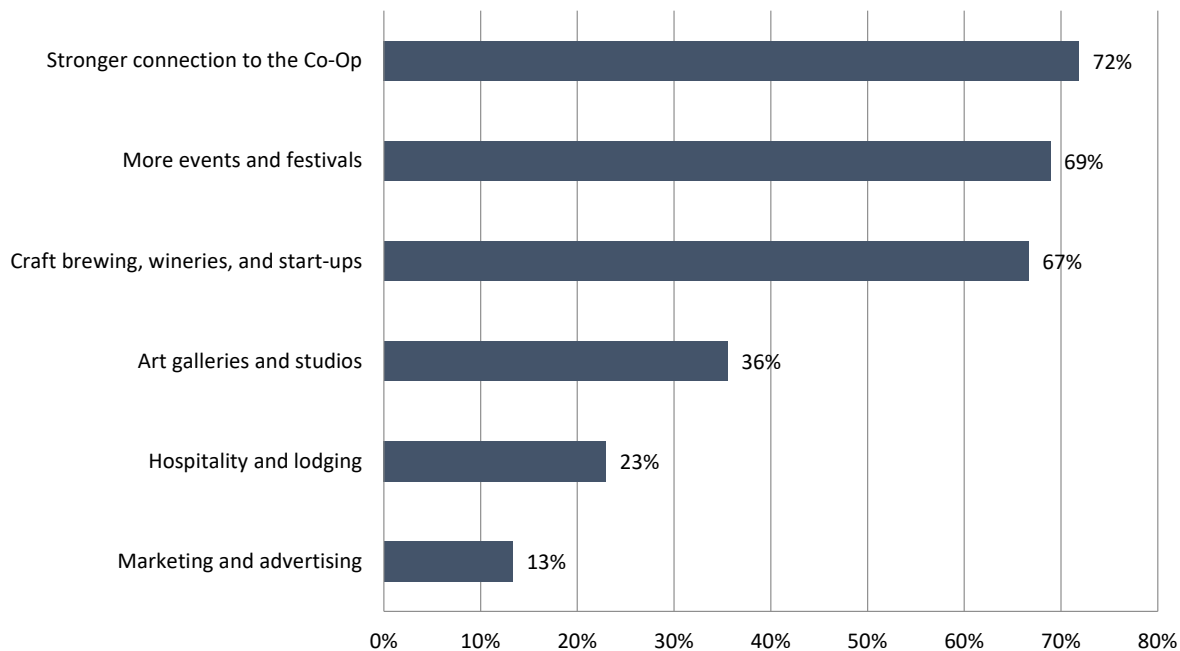
WHAT ENTERTAINMENT AND NIGHTLIFE ACTIVITIES WOULD YOU SUPPORT IN DOWNTOWN?



ADDITIONAL COMMENTS

#	Survey Responses
1	Farmers markets & art shows
2	I live in downtown and I'd want noise in late evening or alcohol
3	Live Theatre
4	Look to the Japanese Tea Garden in San Antonio for a *wonderful* example of intentional Parks and Rec space.
5	More sit down dining (no more fast food PLEASE!!!!)
6	Movie Theater / brew house
7	Movie theater. Like Alamo drafthouse
8	Movie theater - maybe see if Alamo is interested in the former Flix space?
9	Movie theater or bowling
10	Movie theatre
11	No big loud music. Pool hall. Domino parlor. Audience participation.
12	None
13	Small amphitheater/stage with live music/poetry/free movie showing, outdoor eating spaces.
14	We prefer low-key and quieter nightlife, such as breweries and wine bars

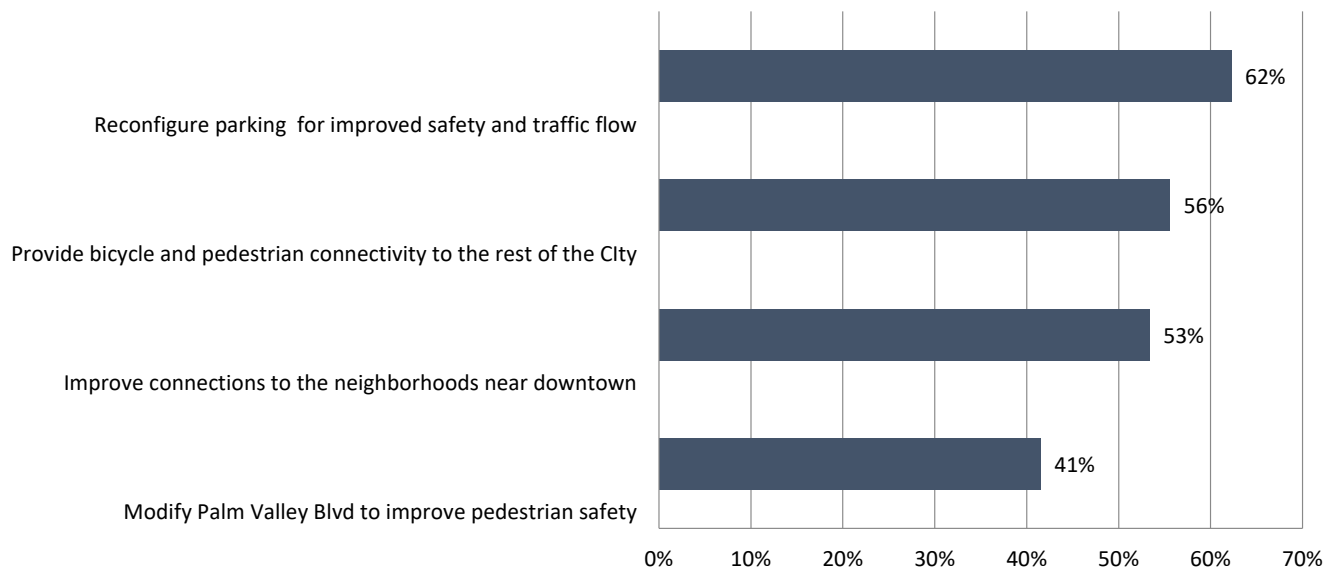
WHAT WOULD YOU SUPPORT TO INCREASE ACTIVITY IN DOWNTOWN?



ADDITIONAL COMMENTS

#	Survey Responses
1	Artisan / Local Craft outlet.
2	Book store. Craft store.
3	Connect better with CoOp and other streets with lingering places. Address parking in outskirts. People will walk a few blocks if worth it and safe. Create business concepts that allow for multiple activities (eg. dinner and music, dinner and desert, reading and coffee, window light shopping (plants, nostalgic, boutique, craft items.) If you do this right, its more sustainable and will even create movie/tv show opportunities.
4	I just want to say that I have zero idea of what the Co-Op is or what it's supposed to represent. Is it a food co-op like Wheatsville? A farmer's market? What it is supposed to be/do?
5	I would support a stronger connection to the Co-Op if that project hadn't been messed up so badly. What a huge missed opportunity.
6	Lower the price for vendors at events. Do something with the Co-op
7	More outdoor spaces like parks with trees, flowers, and landscaping, outdoor seating for restaurants
8	Movie Theater / brew house
9	Nothing too crowded already
10	Sprouts downtown grocery store
11	We DONT need more nail salons, insurance agencies, fast food restaurants, liquor stores.

WHAT TRANSPORTATION CHANGES WOULD YOU SUPPORT IN THE DOWNTOWN AREA?



ADDITIONAL COMMENTS

#	Survey Responses
1	Reconfigure parking for improved safety and traffic flow
2	Modify Palm Valley Blvd to improve pedestrian safety
3	Provide bicycle and pedestrian connectivity to the rest of the City
4	Improve connections to the neighborhoods near downtown
5	Add public transportation all around the city so everyone can visit downtown. Instead of just the people nearest downtown.
6	Better drainage, better street visibility (trim back trees and shrubbery in public ROWs)
7	Find best parking (eventually would have to be garage and or extra street parking in other downtown streets) and build into plan to preserve and ear mark these areas. Build into plan for waste removal for additional businesses so trash bins can be accessed.
8	Fix existing roads connecting to downtown
9	Improve public transport (shuttles) so that parking areas can be used for events instead.
10	I support anything that encourages pedestrian/bicycle safety, especially lighting!!!
11	Palm valley????
12	Pedestrian only downtown. No parking downtown. Make downtown more like a public park.
13	Public transportation



IF YOU COULD CHANGE ONE THING IN DOWNTOWN, WHAT WOULD IT BE?

#	Survey Responses
1	Right now it is missing something that drives people there, a brewery, a trendy restaurant.
2	A brewery would be great
3	Better restaurants that aren't fast food! Domain style restaurants
4	Look at other cities downtown..... even Taylor looks better than Hutto at this point
5	Parking
6	Variety of businesses
7	A pedestrian/bike overpass from south side of 79 to downtown. There is the little path to Fritz Park but that is way to the east side and not a convenient walk.
8	More reasons to want to go there, more business
9	Nothing it's perfect as is
10	More restaurants
11	Better parking
12	N/A
13	Traffic safety
14	Make it a place where someone can spend hours—varied experiences (lunch one place, shops or galleries, then dinner/drinks/music in the evening)
15	More small businesses
16	Walking distance to a theater for live & fine arts
17	Hutto
18	I'd love Hutto Pride Festival

#	Survey Responses
19	More farmers market throughout year and decrease cost to vendors to draw them here.
20	More variety of businesses
21	Variety of business
22	More options
23	Longer hours.
24	Sidewalks between co-op and old downtown
25	More parking
26	Parking
27	More businesses
28	See every building filled with a thriving business
29	Add more food options
30	The fact that our city is deciding to spend money on downtown before making good on the promises they made to old town neighbors about fixing our roads and driveways they ruined
31	Increase the size of it by adding more shops/restaurants
32	Wider streets with better turn clearances. Some streets align at strange angles to side roads and have vision-blocked
33	More diverse entertainment and restaurants
34	Increase more office space to increase daytime traffic
35	It's been rumored that the Hutto Co-op building used to have events, I'd love to see that become a live music venue.
36	Hutto is getting there, Round Rock really turned their downtown to something special, hoping we can do the same but not take FOREVER. My kids were raised her, hoping they can enjoy it before they move out.
37	More trees.
38	More options reason to come there. Downtown is a mishmash of businesses that don't make sense and not places you would go every day or even multiple times a week. Set a goal for downtown what is the vision and how do we get there
39	More bars-the social scene is non existent unless you're a senior citizen
40	Improved traffic
41	Hutto
42	Improve the traffic flow and reduce the traffic congestion into and out of the downtown area during rush hours.
43	More dining options.
44	The dumpy appearance.
45	Traffic flow on 79
46	More dining and entertainment
47	Crosswalks would be nice! I have two littles and that would be very helpful
48	Parking!
49	Instead of using up lots of space making parking lots it would be really nice (I think) to see a free parking garage like the one in Round Rock tucked somewhere discreet. Well lit with cameras and/or staff for safety. Nice design to be visually appealing. Maybe incorporating murals or designed to echo the look of the silos.

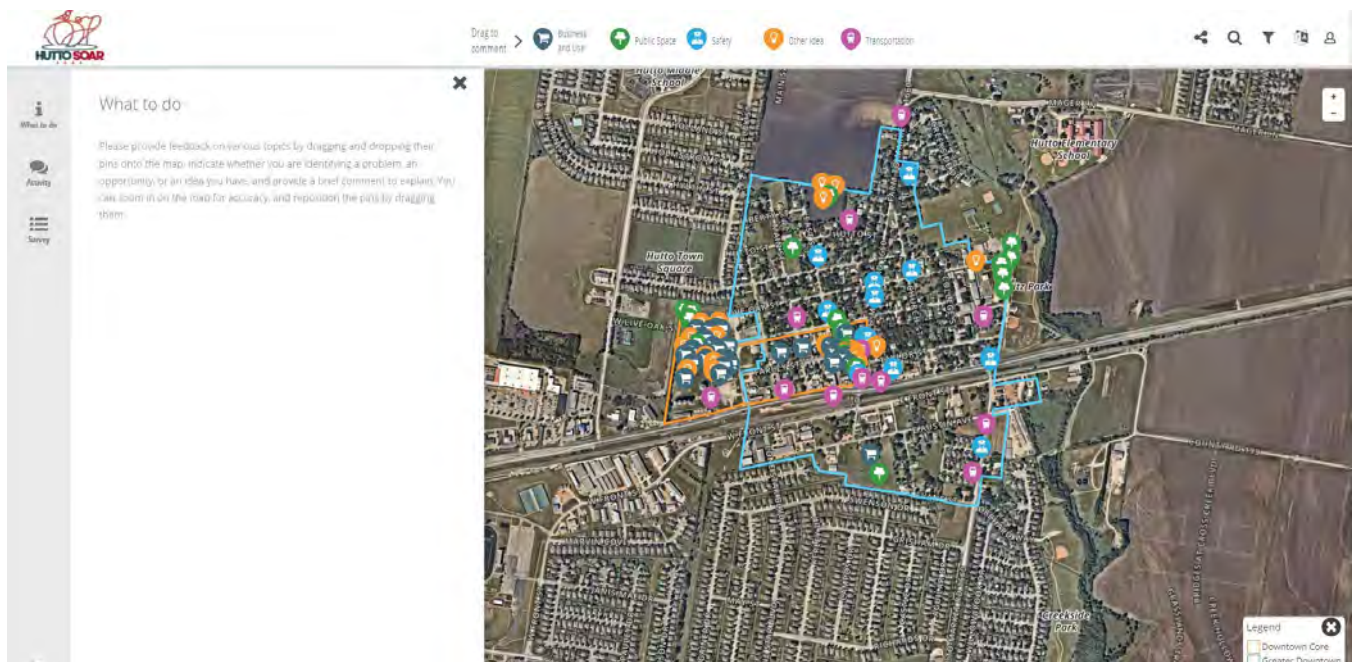
#	Survey Responses
50	Easier access
51	More "cool" businesses to give reason to visit and spend time downtown.
52	More restaurants
53	More Shops , downtown is to blah
54	Do something with SW corner of East & Pecan.
55	I wish it would be easier to walk there
56	I feel like it is missing something's. We drive past it to go to Downtown Round Rock and we don't want to do that.
57	More bike racks
58	More Entertainment and healthy food options!
59	Having more variety
60	Fix the lights
61	Nightlife options
62	More small, independent businesses, like they have on South Congress in Austin.
63	Additional Parking
64	Incorporating more streets for businesses. One road downtown is kind of lame
65	HUTTO
66	Make more events and festivals
67	Divert through traffic away from form downtown.
68	For it to be more of a scene with cool and unique things to do. Don't trade in boring for what's happening everywhere else. Make Hutto its own distinctive place to be.
69	More business and activities.
70	More variety
71	Variety of businesses
72	Pedestrian only East St
73	Diverse businesses
74	Downtown is fairly small, so let's make it a pedestrian zone only.
75	The lot on the east side of East Street
76	Actually build small business spaces in the Co-op
77	More to do
78	Extension beyond just 2 blocks north of Hwy-79
79	More food and drinks.
80	Live music
81	Parking
82	Keep the heritage
83	Make it like the domain of Hutto.
84	Fewer dentists and insurance offices. The historic buildings should have businesses for gathering and shopping.

#	Survey Responses
85	More entertainment
86	To get flix brewhouse back on board.
87	More nice restaurants with outdoor space to sit and relax. A nice huge park to run around and enjoy.
88	More variety of restaurants and family entertainment
89	Build a bridge over train tracks
90	More dining options and other small businesses and/shopping representative of the diversity of the city.
91	Fill the storefronts
92	More kids stuff
93	Shops, bakeries, unique coffee houses w bakery
94	More events
95	Business variety and family activities
96	More stores
97	More businesses, more variety
98	Just add more entertainment/ businesses to the buildings that are already there
99	More businesses
100	Traffic and parking.
101	More restaurants
102	More small businesses
103	Expand it
104	Preserve
105	Retain facades of historical but modernize the interiors. Make structurally sound..
106	Hutto
107	Many small shaded & seating spaces
108	More restaurants
109	Save way to walk to downtown core from front street, connect 2 sides of 79.
110	More local shops and craft breakers/wineries
111	Better parking
112	Add a brewery - bonus if it has a rooftop or backyard area
113	Break away from trying to preserve crumbling buildings - we need a vibrant city center!
114	Make it a place want to go to instead of by passing and going to round rock or Georgetown
115	More bike racks
116	Noise in late evening
117	Keep the historical buildings and add more small businesses, especially minority/women owned
118	In greater downtown reduce speed limit to 20mph 4-way stop all intersections in ,
119	Quality mom & pop shops
120	More diversity in shopping and restaurants
121	Restaurant / nightlife
122	I would add a craft, art, or hobby store.
123	More accessible public park

#	Survey Responses
124	Keep it with some old timey feeling. Don't lose our past
125	Parking and sidewalks
126	More
127	Would like to see buildings on the east side of East St that mirror / look like the buildings on the west side of East St.
128	I would remove the chain restaurants strip malls. It's not a central business district right now, so much as a giant stop & go for people on their daily commute. It's clear that the civic planning stages of Hutto didn't account for rapid growth, but that doesn't have to remain the case.
129	More parking
130	More business and resident involvement for change
131	Add a parking structure
132	You should have got Perfect Game. Huge fail. Find another anchor now and quit playing around.
133	Build out east side off of east street to match west side but with 2 stories above ground even if you had to replace the autoplex and chamber of commerce.
134	Getting the people to downtown.
135	Improve railroad crossings at highway 79 so the city doesn't feel chopped between north and south. The intersection at Christ Kelly and 79 is a major traffic issue and causes me to consider whether I want to go north to stores or south to Pflugerville.

MAP EXERCISE

Participants were instructed to provide feedback on various topics by dragging and dropping their pins onto the map. Indicate whether you are identifying a problem, an opportunity, or an idea you have, and provide a brief comment to explain.





MAP COMMENTS

BUSINESS AND USE

#	Comment Type	Comment	Up Votes	Down Votes
1	Business and Use	Parking is very difficult downtown and is a deterrent for trying to patronize businesses here.	20	2
2	Business and Use	We need entertainment here!	33	2
3	Business and Use	We need more sit down dining establishments that offer a variety of food options.	21	0
4	Business and Use	A small grocery store, like a Sprouts, seems like it would fit in a pad here	24	2
5	Business and Use	Would love to build a seafood/steak/Latin restaurant.	20	2
6	Business and Use	Reopen Lamppost Coffee!	5	4
7	Business and Use	Whole Foods, Trader Joe's, Sprouts, Central Market!	20	4
8	Business and Use	Let's bring in some retail! Downtown Round Rock has some really cute walking grounds/shops—but I want to support my town and not drive 20–25 minutes to go.	20	0
9	Business and Use	It would be great to have a farm to table style restaurant. Something with quality, healthy food that's different than many of the fast food restaurants we currently have.	27	0
10	Business and Use	Would be great to utilize this space for the growing high quality food trucks already in the community until further growth gets back underway. A central food truck lot with utility access could provide an appealing and central venue and service for Hutto. Would be happy to assist in the development and management of a project like this.	21	1
11	Business and Use	This place really needs entertainment and healthy food options. Would also be nice to have a place to do a pub crawl!	20	0
12	Business and Use	Additional Businesses	5	0
13	Business and Use	With the Cannabis Industry on the rise and with land to grow and silos to store, we could turn the old cotton gin into a boutique cannabis dispensary while collaborating with our local growers.	13	7
14	Business and Use	Trader Joe's or some small market would be nice.	12	1
15	Business and Use	Would love to see a locally-owned, quality Chinese restaurant around here.	6	2
16	Business and Use	Most downtown strips have historical buildings on both sides. It would be nice to have this side of the street also include picturesque buildings with more independent businesses.	10	3
17	Business and Use	A small target or H-E-B somewhere on this side of Hutto is needed.	2	0

#	Comment Type	Comment	Up Votes	Down Votes
18	Business and Use	Cheesecake Factory or some kind of sit down restaurant that offers a variety of food.	6	0
19	Business and Use	I'd like to see a Bath and Body Works, Claires, Ulta Beauty, and Ross here locally.	0	10
20	Business and Use	Expand Small Business opportunity in Downtown: Shops, Retail, Restaurant (specifically Bars, Pubs, Nightlife, Live Music). The Square in Georgetown is a decent example. Downtown Taylor as well. Encourage folks coming to Downtown Hutto and spending a lot of time and money here!	11	0
21	Business and Use	Our business is not even marked. 106 East St The Studio Hair Nails and Skin., been in Hutto 11 years 14 employees., clients from all over..	2	0
22	Business and Use	Please bring a grocery store. Not another dollar general. We need something like heb where we can walk to the grocery store for milk, etc. Stop bringing in all the food places and bring something we ALL would use. A dollar tree would be nice for shopping though.	3	0
23	Business and Use	Would really love to see independent shops and restaurants, not chains/fast food. Places to shop would be nice.	4	0
24	Business and Use	Open a steakhouse, ice cream shop, or Italian restaurant. We need a variety of places to eat.	5	0
25	Business and Use	Open a craft store like a painting studio, make your own pottery, or different types of crafts.	2	0
26	Business and Use	We need a grocery store that's actually in the Hutto main area not the one bordering Pflugerville.	2	0
27	Business and Use	This would be a great place for the Farmers Market. Covered, lighting, electricity. It has been here in the past and I thought it was great.	5	1
28	Business and Use	There needs to be a parking garage for Downtown and city events. Unsure of where to locate but here could work, then add a very wide sidewalk down Jim Cage all the way to US79, with a large "Welcome Area" and pedestrian friendly entrance to downtown to the east of the tire place.	4	0
29	Business and Use	How about a nice restaurant like a Golden Corral or a Texas Road House or a Waffle House? Stop with the fast food joints!	0	2
30	Business and Use	A co-working space for remote workers. (A good example is Brickyard in Ashburn, VA).	2	0
31	Business and Use	Expand downtown to have a walk-able shopping area. Link it to the co-op eventually. Maybe a "pop-up" shopping space for guest businesses or a consignment shop?	0	0
32	Business and Use	We need a family friendly restaurant with an outdoor play area for children (similar to hat creek or Mesa Rosa)	1	0
33	Business and Use	A space for food trucks, farmers markets, play area for kids is so needed in our town. We need entertainment for families, too.	0	0



MAP COMMENTS

OTHER IDEAS

#	Comment Type	Comment	Up Votes	Down Votes
1	Other Idea	This empty space is an eyesore - if it's owned by the city, can we spruce it up with landscaping and benches? If privately owned, would love to see an interesting local business go in asap	17	1
2	Other Idea	Some form of entertainment.. a skating rink, pool, movies, just something to take my kids to and then we can stop to eat and shop here. We leave Hutto every weekend to do this in Round Rock or nearby.	28	2
3	Other Idea	Would love to see some kind of open air performance area - especially with School of Rock being so close.	10	4
4	Other Idea	Bookstore! :)	9	3
5	Other Idea	This is a perfect space to build something similar to the Seaholm District in downtown Austin. Groceries, large outdoor space for families, ice cream, restaurants, a small outdoors store.	24	0
6	Other Idea	Something I love most about Hutto is all the farmland! How can we collectively appreciate this land more? Could a Sweet Berry Farms type of spot be good for all the young families moving here?	17	1
7	Other Idea	Use PID \$ and make this a great park! HPC wishes to move the old RR Depot here for a museum/ civic / senior center.	2	0
8	Other Idea	Redevelop this side of EAST. Help bring people downtown!	20	0
9	Other Idea	Account for enough parking. For example, downtown Round Rock provides a parking garage for free as does The Domain in Austin. Hutto needs to incorporate something similar.	11	1
10	Other Idea	Additional Downtown Parking	9	1
11	Other Idea	More murals and artwork!	18	1
12	Other Idea	A proper monument to Hutto veterans in front of City Hall would be appropriate, I think.	7	0
13	Other Idea	There is so much missed opportunity with this space. We should not be losing tax revenue to Pflugerville for entertainment services like a movie theatre. This would be the perfect spot for such a venue. Also, a small grocer like Aldi would be nice to give HEB some relief. We need to stop providing leakage to Round Rock and Pflugerville when we have unused space in our own town.	9	0
14	Other Idea	Partner with HISD to renovate the old gym into a rec center	11	1

#	Comment Type	Comment	Up Votes	Down Votes
15	Other Idea	A place like Main Event, or Tom Foolery where kids can play , family dine in.	7	1
16	Other Idea	OUTDOOR dining , a setup similar to Hat Creek giant playscape for kids, Hippo themed of course! Beer, wine, good food, live music on the weekend. Kids can play while parents chill.	7	0
17	Other Idea	Create an atmosphere that will draw people to downtown. Install outdoor speakers to play music while people stroll downtown.	2	0
18	Other Idea	More actual restaurants instead of so much fast food. All we have is Chili's & Mexican restaurants. Anytime I have company visiting, we have to travel outside of Hutto to go enjoy a nice meal. More restaurants that are actually for dining in.	3	0
19	Other Idea	Pedestrian improvements/tie in to Farley Street	0	0
20	Other Idea	Build 2 story (3 if basement) buildings with same style as opposite side. Back half open court/seating areas or stepped down small amphitheater and or stage with dancing area for small public music venue/movies. Full Bakery (Upper Crust like)/bookstore/fine dining, 5 and dime, other restaurant type businesses that keep constant draw that can utilize back court. Parking would have to be addressed elsewhere. Same for northside of Farley. 2nd story of some buildings could be luxury apartments.	0	0
21	Other Idea	With a smaller park, we should make it specialized. Each park would be nice if it was really good at at least one thing. This could be special for say smaller kids with multiple smaller kid playground equipment. I like having ideas of educational stands with interactive things like gears, flaps, noises, sundials, shadow water, buttons, spouts, etc.	1	0
22	Other Idea	Indoor and outdoor entertainment for families. Could include games for kids, bowling, cornhole, putting green.	0	0
23	Other Idea	Hutto needs a vendor that offers tutoring for kids. We have to travel outside of Hutto now for this service.	0	0
24	Other Idea	It would be nice to see a few more buildings added to match the historic feel of this area. Restaurants, shops, winery would be nice. Also a small green space with a splash pad like Round Rock had for city events. More landscaping and parking. Hutto should also have an annual parade like surrounding communities for our children.	1	0



MAP COMMENTS

PUBLIC SPACE

#	Comment Type	Comment	Up Votes	Down Votes
1	Public Space	This would be a great spot to visit with friends, grab a bite to eat at a cafe, get coffee, enjoy the weather! Maybe we could build a pergola and a stage for city events.	19	2
2	Public Space	Build a looped trail around Downtown (~8 miles), think of Lady Bird Lake trail, I finish my run and then I have so many options to pop in for a quick bite to eat or smoothie afterwards.	21	1
3	Public Space	I would love to see this area turned into a park sooner rather than later. Currently it's the perfect hiding spot for rodents. And is generally unkempt	5	0
4	Public Space	Fritz Park is beautiful but needs some TLC. There's always giant ant hills & the park should be bigger and/or Add an area for smaller children. A possible splash pad for the hot days. Fritz park is the main park downtown & it should be a staple of our town. Starting with having events held there. It would bring the community together	18	1
5	Public Space	Bicycle racks would be wonderful to have.	11	1
6	Public Space	Public area to showcase downtown	10	0
7	Public Space	Amateur skate/scooter park	8	4
8	Public Space	Would love to see more hike and bike trails and/or sidewalks around the area. Hutto residents are trying to stay active but there aren't enough places to bike and walk.	11	0
9	Public Space	Downtown park	4	0
10	Public Space	Public park and partnership with Keep Hutto Beautiful	4	0
11	Public Space	An actual park with LOTS of swings, slides, things to climb, giant sand box for all ages and abilities like the one in Round Rock on AW Grimes complete with enclosed area for kids to ride bikes and scooters	10	0
12	Public Space	can we please update Fritz Park, ant piles are out of control and a playscape for SMALL TODDLER age children is desperately needed.	5	0
13	Public Space	add running trails - this promotes healthy lifestyle	4	0
14	Public Space	Make some type of memorial of either people from Hutto that was part of the military. Create something that includes remembering Hutto of the past, present, and future.	2	2
15	Public Space	More native trees such as Burr oaks, pecan trees, and Monterrey oaks need to be planted. It would provide shade to running trails or people to picnic under.	4	0

#	Comment Type	Comment	Up Votes	Down Votes
16	Public Space	Is it possible for the city to buy the property east of the park? Currently, the park is elongated and seems very narrow for people to enjoy. If that is possible, a long bridge across the creek would add beauty to the park. Also, a road surrounding the park along its perimeter would make it easier for residents to access.	0	0
17	Public Space	Hutto is not planning for attractive growth and development that would lead to longterm economic growth. Part of what has made Austin so attractive to companies and citizens alike is the *ample* green space in and around the city, including within the downtown area.	2	0
18	Public Space	Commercial development should be interspersed with intentional green spaces.	0	0
19	Public Space	Pocket Park or similar	3	1



MAP COMMENTS

SAFETY

#	Comment Type	Comment	Up Votes	Down Votes
1	Safety	Four-way stop needed At this intersection. Lots of foot traffic in the area. People walking across east street from the restaurants to the parking lot is very dangerous with cars coming from the north and not stopping at pecan.	12	1
2	Safety	Crosswalk. Until adequate parking is built in Old Town, a crosswalk allows for safer access to Old Town events when patrons are forced to park on Taylor St.	21	0
3	Safety	Sidewalk. Even a 3 foot curbside sidewalk would provide for safer pedestrian travel between Mager Lane (and existing sidewalk) and Old Town.	17	0
4	Safety	4-way stop needed here - folks speed to Fritz park and it is a hazard to the neighborhood	10	0
5	Safety	Sidewalks needed on all of 1660	23	0
6	Safety	Sidewalks and drainage are desperately needed throughout Old Town. Especially with Durango farms coming in and all the people that will come with it, our kids do not have a safe place to play or visit their friends without sidewalks. Thank you so much!	17	0
7	Safety	SIDEWALK!!!!	4	0
8	Safety	Cut down all these shrubs, its such a hazard trying to exit this shopping center every day.	0	0
9	Safety	Add sidewalks all the way down 1660 - you have schools and subdivisions all the way down this road which means kids will be using this road and getting from neighborhood to neighborhood	8	0
10	Safety	Horrible congestion several times a day. Backup in traffic. RR crossing is ridiculous.	6	0
11	Safety	Fix lights and widen the road. Congestion and a horrible!	5	0
12	Safety	TXDot right-of-way needs to be improved for pedestrian safety and ease of crossing	0	0
13	Safety	Pedestrian Crossing	1	0



MAP COMMENTS

TRANSPORTATION

#	Comment Type	Comment	Up Votes	Down Votes
1	Transportation	Would like road way related and widened. Would not let me give feed back for the amphitheater area, Would like CR 137 repaved, and a light added at the neighborhood just before the amphitheater. Thank you	17	1
2	Transportation	Question: with the new subdivision going up here at 1660 and mager ln, is there going to be 2 entrances? I heard the back entrance is for emergency personnel only but that means ALL the residents will be exciting on to 1660. This will create LOTS of delayed traffic since 1660 road can not be widened due to the facts it's in the historical district. Thoughts?	7	0
3	Transportation	Fritz park has very odd entrance off 79. Also the playground equipment is for kids 5 and u see. What about more gymnasts bars, monkey bars and etc for the little bit older kids Events should be held downtown and fritz park to keep it more downtown. Having it at Amphitheater area at brushy creek park takes away from downtown businesses and to be honest.. the parking at brushy creek is worse.. don't want to shuttle in/out so we don't go if you have them there"	23	1
4	Transportation	Pedestrian Access. Develop pedestrian-only bridge or tunnel to allow a SAFE way across UPRR and US79 and access to Old Town from the south.	19	0
5	Transportation	Need to have a right turn lane added at SB 1660 and Hwy79 for cars turning right onto west bound Hwy79. During the afternoon, traffic backs up all the way to Pecan and further sometimes. It would be nice to have 1660 be made wider at this intersection. Also, the NB intersection of 1660/Jim Cage Ln, Front St. and Hwy 79 needs major improvement. Traffic going east on front street to the Jim Cage/1660 intersection backs up and takes forever to get through it in the afternoons.	20	0
6	Transportation	Can we get the railroad redirected around Hutto? The three railroad crossings in Hutto cause major problems at the roadways that they cross over. Or maybe would it be possible to elevate the crossing on a bridge over these roads?	23	0

#	Comment Type	Comment	Up Votes	Down Votes
7	Transportation	Hwy 79 needs to be widened and traffic flow improved going through the downtown areas. During rush hours it is impossible to get downtown in a timely manner due to the traffic headed to and coming from Taylor, especially at NB 1660 and Hwy 70 intersection. This is only going to get worse as more people move to Hutto and once the Samsung plant is built in Taylor.	23	0
8	Transportation	Would love to see the real road crossings in the main area of Hutto turned into quiet areas, like they are in round Rock. They are very loud and disrupt sleep.	5	1
9	Transportation	Road surface repairs desperately needed here	18	0
10	Transportation	All roads in Old Town need attention asap. Curb and gutter w/ sidewalks would be nice!	9	0
11	Transportation	Sidewalk and improved lighting.	6	0
12	Transportation	It would be great to set up some sort of public transportation to get all around hutto, north,south, east, and west. That way no one would have any excuses not to visit the co-op and downtown district. Especially if we bring in a theater, shopping center, big park, local businesses, sit down restaurants. Possibly bring Taylor and round rock into it and have a bus that goes all the way from one end(round rock) of 79 to the other end (Taylor). It would bring revenue for all 3 cities involved.	4	0



Holidays in Hutto 2021

Event Summary

December 11, 2021





COMMUNITY EVENT DETAILS

Holidays in Hutto Christmas Fair

Date: December 11, 2021

Time: 10:00 am - 4:00 pm

Location:

Brushy Creek Ampitheater,

1001 County Road 137

Hutto, TX 78634

Booth Number 8

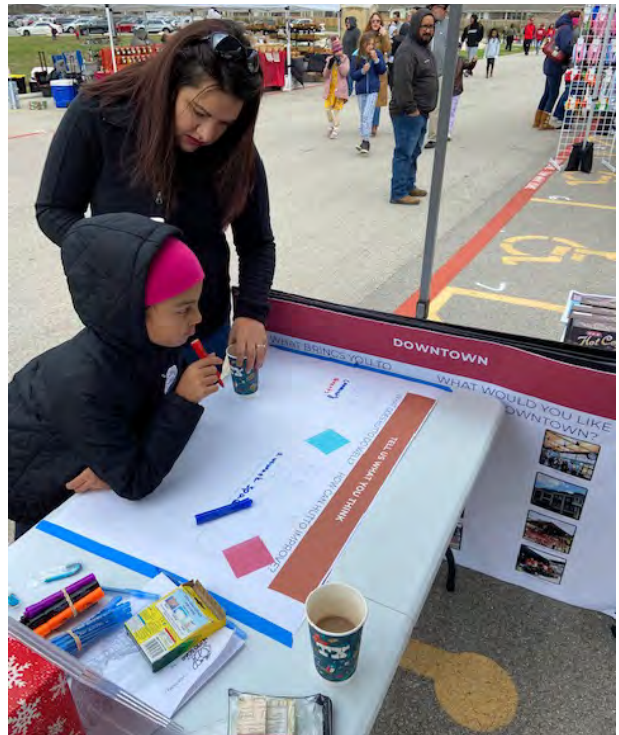
BOARDS (4 TOTAL)

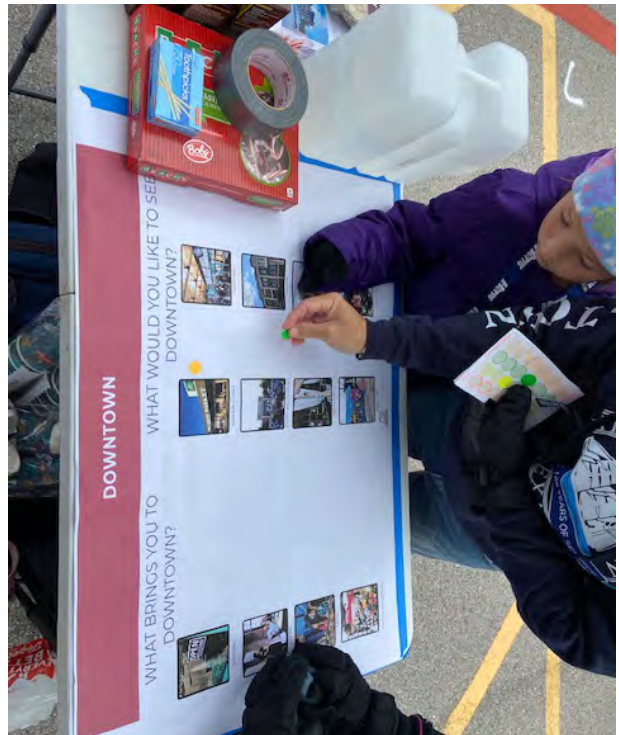
1. Welcome Board
 - » includes QR code for both surveys
 - » includes websites
2. Map
 - » Pin where you live
 - » Pin destinations you frequent
3. City Wide
 - » What does Hutto do well? Open ended
 - » How can Hutto improve? Open ended
4. Downtown Board
 - » What brings you to downtown? (dot voting exercise)
 - » What would you like to see downtown? (dot voting exercise)

HANDOUTS

- » Flyers with QR code to survey (500 copies printed double sided)
- » Dear Future Hutto Postcard (200 copies)
- » Share Your Stories Sign

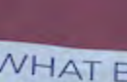
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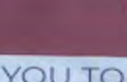


DOWNTOWN

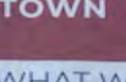
WHAT BRINGS YOU TO DOWNTOWN?



SHOPPING



GROCERY STORES



FOOD HALL



WORK



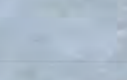
EVENTS AND FESTIVALS



HOUSING



DINING



RESTAURANTS



GATHERING SPACES



EVENTS AND FESTIVALS

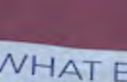


PUBLIC ART

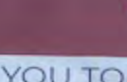


FOOD TRUCKS

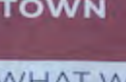
WHAT WOULD YOU LIKE TO SEE DOWNTOWN?



SHOPPING



GROCERY STORES



FOOD HALL



WORK



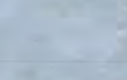
EVENTS AND FESTIVALS



HOUSING



DINING



RESTAURANTS



GATHERING SPACES



EVENTS AND FESTIVALS



PUBLIC ART



FOOD TRUCKS

HUTTO SUNSET BLOCK PARTY SUMMARY



ABOUT THE COMMUNITY EVENT

The project team attended the Hutto Sunset Block Party to gather input from the community regarding the priorities of the community and opportunities for the future of Hutto. The event was held at Fritz Park on May 27, 2022. The project team gather feedback through interactive activities. The feedback is summarized on the following pages.

When reviewing this summary, please note that participants are not required to answer every question, and some questions require multiple responses. The total number of responses may appear less or more than the total number of participants.



WELCOME!
THANK YOU FOR COMING TO
HUTTO'S SUNSET BLOCK PARTY

A Comprehensive Plan is a document created through a process of community engagement, which determines community goals and aspirations that are utilized by the City of Hutto to express public policy initiatives regarding land use, community character, parks and recreation, neighborhood vitality, economic development, transportation, utilities, community facilities and public service.

The purpose of this event is to get feedback from residents on their desires for their community in the future. Take a look around to learn about our the planning process and provide your input on the future of Hutto.

Let us know if you have any questions!

- 1 Tell Us About Your Parks
- 2 Give us your feedback on transportation and access to parks
- 3 Give us your feedback on transportation and access to retail and restaurants
- 4 Tell Us About Your Neighborhoods






1 TELL US ABOUT YOUR PARKS
CUÉNTANOS SOBRE TUS PARQUES

WHAT'S YOUR FAVORITE PARK?
¿CUAL ES SU PARQUE FAVORITO?

Place sticky note here

HOW CAN THE HUTTO PARK SYSTEM IMPROVE?
¿CÓMO PUEDE MEJORAR EL SISTEMA DE PARQUES DE HUTTO?

Place sticky note here

WHAT DOES THE HUTTO PARK SYSTEM DO WELL?
¿QUE HACE BIEN EL SISTEMA DE PARQUES DE HUTTO?

Place sticky note here



TRAVEL TO PARKS USE THE DOT STICKER.
¿SE AVANZTE PARA IR A LOS PARQUES? USAR LA PUNTO DE PUNTOS.

20 MINUTES • 25 MINUTES • 30 MINUTES



TELL US ABOUT YOUR PARKS

What's your favorite park?

- Fritz Park*

What does the Hutto park system do well?

- no comments

How can the Hutto park system improve?

- Hutto Lake/Brushy Creek (Adam Orgain) need a shaded playground
- Hutto Lake needs a shaded playground
- Need connectivity
- bigger tennis courts

* these comments were written twice

TRANSPORTATION AND ACCESS

What would encourage you to walk or bike to parks?

- Connect Fritz Park and the elementary school
- Bike trails/lanes*
- Public transport
- Shaded paths
- Connect trails to parks
- Safe way to cross railroad tracks

How far are you willing to travel to parks?

Method of Travel	5 min	10 min	15 min	20 min	25 min	30 min
walk/run	5	7	5	3	0	1
biking	4	6	3	4	0	1
bus/transit	0	3	2	2	0	0
taxi/rideshare	1	0	2	0	0	0
personal car	2	1	4	6	1	3
TOTAL	12	17	16	15	1	5

* these comments were written twice

TRANSPORTATION AND ACCESS

What would encourage you to walk or bike to retail and restaurants?

- If restaurants were open later and the commercial area is active

How far are you willing to travel to retail and restaurants?

Method of Travel	5 min	10 min	15 min	20 min	25 min	30 min
walk/run	5	1	2	1	0	0
biking	1	1	3	1	0	0
bus/transit	0	0	4	1	0	0
taxi/rideshare	0	0	2	1	0	2
personal car	0	2	1	4	1	3
TOTAL	6	4	12	8	1	5

* these comments were written twice

NEIGHBORHOODS

For this activity we attendees fill in the blank. The writing prompt was: I wish my neighborhood had:

- a street (mine has been torn up for 4 years)
- underground utilities
- speed bumps
- a park and pool
- a park
- a pool
- better playgorunds
- trimmed trees
- friends/kids
- gate
- a shaded playground
- sidewalks
- sidewalks
- speed dips
- speed bump
- a community garden
- bikeand runnign trails
- pool/park
- gates
- a pool
- flowers
- storm drainage
- tennis courts with wind screens and lights
- bike trails/hiking trails
- no barrier blocking exit
- pond
- community garden
- better parks/pools
- more parks
- a pool
- rec center
- pool
- sushi

PHOTOS



DOWNTOWN HUTTO CHRISTMAS FAIR DECEMBER 10, 2022 EVENT SUMMARY



ABOUT THE COMMUNITY EVENT

The project team attended the Downtown Hutto Christmas Fair to talk to residents and stakeholders about the plan and to spread the word about the upcoming full plan draft release coming later in the month. The event was held on Saturday, December 10th, 2022 from 10am to 4pm in Downtown Hutto and included a variety of vendors and holiday entertainment and attracting hundreds of visitors. Local downtown businesses were also open and offering holiday specials.

City staff and project team members had a tent along East Street where they had project boards displayed, spoke with members of the public, answered questions about the plan, and handed out flyers directing people to the project website. Images of the materials displayed at the event follow.

The team's attendance at the event was advertised ahead of time via the City's social media.



THE HUTTO SOAR 2040 COMPREHENSIVE PLAN IS ALMOST COMPLETE!

The City of Hutto has almost completed the process of updating its Comprehensive Plan. The draft plan will be available online in the coming weeks to review and provide comments. Scan the QR code for to view the available draft chapters.

If you would like to provide feedback on the plan visit the project website to view the draft and leave your comments.

SCAN ME

WWW.HUTTOSOAR2040.COM

Flyers were handed out at the event, announcing the expected completion of the plan as well as directing people to the project website for more information and to provide comment and feedback. The team also had available a comment card for people to write down their ideas or comments in person as well as a sign up sheet for people to leave their emails and be notified of future project announcements.

PHOTOS



PROJECT BOARDS

HUTTO SOAR 2040 COMPREHENSIVE PLAN



The Hutto Soar 2040 Comprehensive Plan is almost complete! The draft plan will be available online in the coming weeks to review and provide comments. Scan the QR code to view the available draft chapters.

A Comprehensive Plan is a document created through a process of community engagement, which determines community goals and aspirations that are utilized by the City of Hutto to make decisions regarding land use, community identity, parks and recreation, neighborhoods, economic development, transportation, utilities, community facilities and public services. It a long-range tool intended to be used by decision-makers, municipal staff and local residents.



VISION

Hutto is a sustainable, innovative, and well-managed city that honors its history and culture to attract quality businesses, visitors, and new residents. It cultivates an atmosphere of inclusion and connection, offering community activity and entertainment options that strengthen its quality of life, and attracts and retains people from all walks of life. Hutto focuses on its small-town feel and upholds the **"Hippo Way."**

GUIDING PRINCIPLES



FISCAL SUSTAINABILITY

Make sound decisions and prioritize budgets to prepare the City for the future. Foster transparent, open communication about fiscal decisions.



WELCOMING & SAFE

Create welcoming spaces and offer hospitality to new residents and visitors to help them embrace the City, generating pride and stewardship. Ensure that people feel safe and secure throughout the community.



VIBRANT PLACES & VIBRANT DOWNTOWN

Establish resilient and accessible places that work together to provide living, working, and recreational environments with a strong sense of identity, particularly in Downtown Hutto.



HEALTHY COMMUNITY

Ensure public health needs are recognized and addressed through provisions for healthy foods, physical activity, access to recreation, health care, environmental justice and safe neighborhoods.



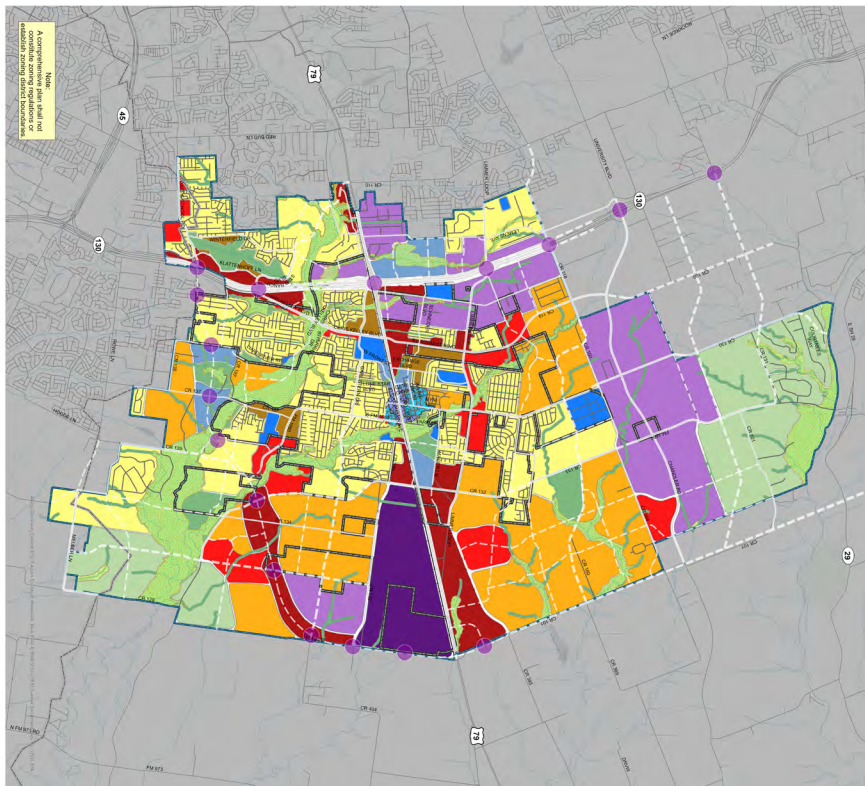
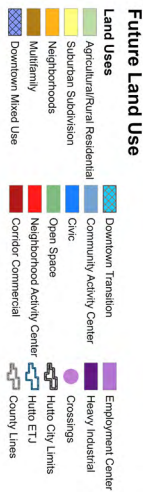
CONNECTED IN EVERY SENSE

Hutto residents should feel connected physically, socially, and digitally. The City should be walkable and designed with pedestrians, bicyclists, and vehicles in mind. People should be connected to economic, educational, and social well-being opportunities. Places where people can connect with each other should be prioritized. Additionally, digital connectivity should not be a barrier for Hutto residents in seeking opportunities.



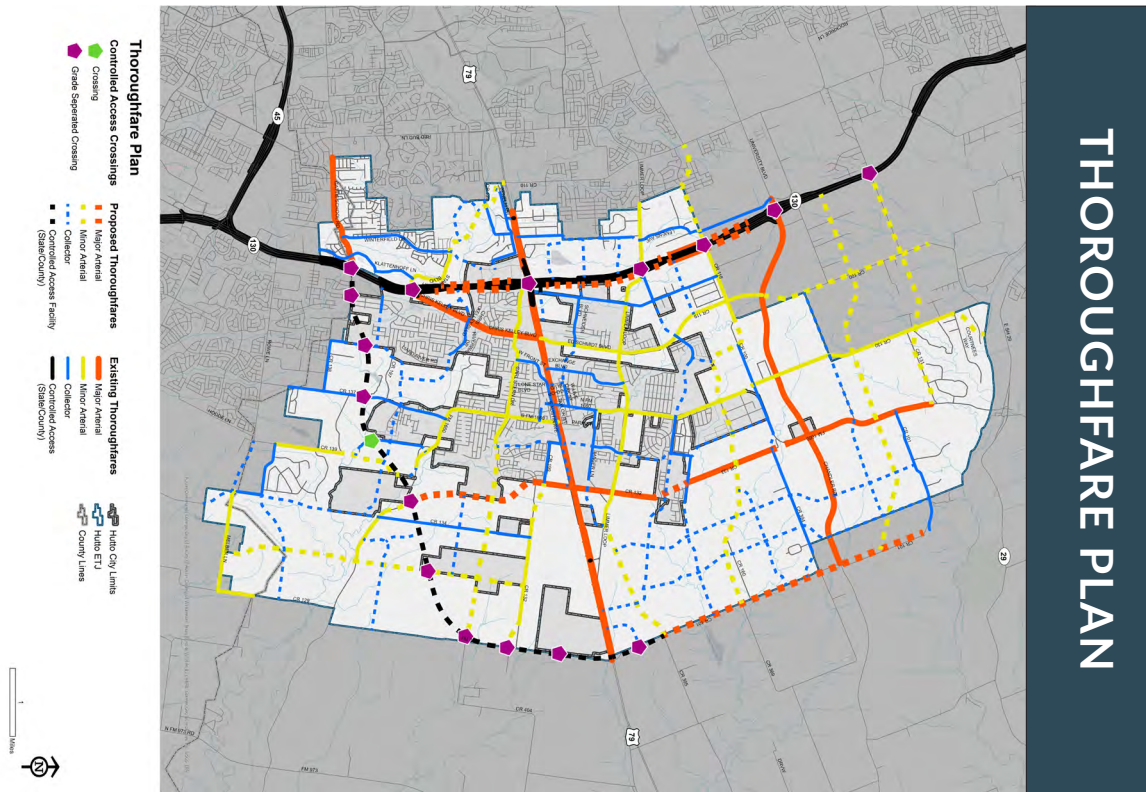
ECOSYSTEM FOR ENTREPRENEURS

Seek to support start-ups, local entrepreneurs, existing business, and new businesses searching for a skilled workforce, in an effort to allow Hutto's residents to work closer to home.



FUTURE LAND USE

PROJECT BOARDS



FEEDBACK & TAKEAWAYS

Following is a summary of the feedback heard and takeaways that the project team came away with from their attendance at the 2022 Downtown Hutto Christmas Fair.

- Great attendance at the event, the team spoke to approximately 300 people (a best guess by the team members present) and handed out 100 flyers.
- Many people the team spoke to had not heard of the Comprehensive Plan, which means we were reaching a new audience that had not yet been engaged in the process. Many of these were new residents that had recently moved to Hutto.
- The most brought up topics were fears and frustrations over growth and traffic in the area. Many comments were made regarding “too many apartments going in”, which supports the recommendations in the Plan about needed to balance land uses between residential and non-residential. Although some residents were okay with the growth and excited about the opportunities it was bringing to Hutto.
- Lots of questions about Samsung, SH79, and the UP Railroad, all of which are outside the City's jurisdiction. Regardless, these things are important topics for City of Hutto residents and the City government should pay attention to these and seek to influence them in whatever way they can for the betterment of their community.
- Some local land owners were not happy to see the City planning things for their land, specifically in regards to the Future Land Use Map. It was explained that the FLUM is not regulatory, but it can understandably be a shock to some to see their properties included in city mapping that may not align with their individual plans.
- Many people expressed the desire for a grocery store in town.
- Employees from businesses south of Hwy 79 noted a desire to be able to walk to Downtown for coffee/lunch/happy hour, supporting the need for better crossing of SH79 between Downtown/CoOp and the proposed Orgain District.
- Some residents mentioned needing better MUD/DA agreements with developers, multiple people mentioned this in relation to the CoOp.
- There is some eroded trust with residents that the City must work to repair. Many residents were skeptical of the City of Hutto and their ability to implement such a large vision successfully, due to recent events and never seeing any outcomes of the roadway bonds that was voted on a few years ago.
- There was a lot of interest in and questions about resources for small businesses and any plans for more light warehouse uses for growing local businesses.
- Most people responded positively to the East Street development concept.
- An interesting idea was shared regarding the historic home at 206 Taylor St and the Old Train Depot across the street being potentially turned into a museum. The Depot is currently on Hutto ISD property but could be moved to the home site
- A Glenwood resident also shared a comment about the desire for a disc golf course.

Overall the response and conversations were extremely positive and the event should be considered a successful engagement. There definitely seemed to be two schools of thought among the residents we spoke to, those that were wary of growth and wanted to ensure Hutto keeps it's small town feel that they know and love; and those who were often newer residents or local business owners that were excited to be here and excited to see additional opportunities come to the community. The City must remain vigilant of this reality and work to ensure all residents and stakeholders are brought along with and benefit from the City's growth. The major takeaway from this event is that there are so many residents in Hutto that love and are very passionate about their community, which is a great thing to see.



COMMUNITY SURVEY #1 SUMMARY



ABOUT THE ONLINE SURVEY

An online survey was launched to gather input from the community regarding the priorities of the community and opportunities for the future of Hutto. The survey was open from December 12, 2021 to March 11, 2022. The survey could be viewed on either a computer or a mobile device. The survey was promoted through the city's website, email distribution lists, flyers, and social media. This summary presents the results of the online survey.

When reviewing this summary, please note that participants are not required to answer every question, and some questions require multiple responses. The total number of responses may appear less or more than the total number of participants.

SURVEY TRAFFIC SUMMARY

7486

Total Visits

2112

Unique Users

1:17

Average Time (minutes)

232

Unique Stakeholders

429

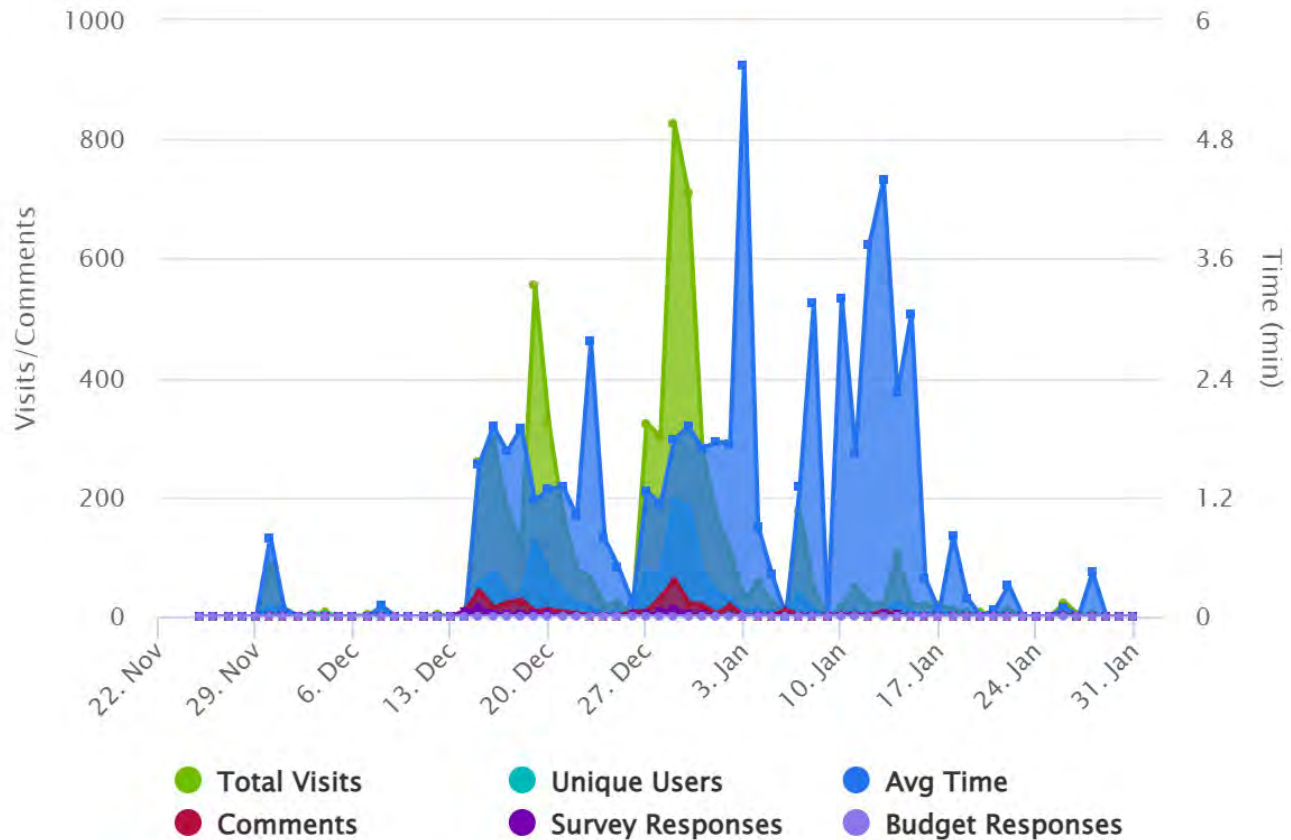
Comments

80

Survey Responses

PARTICIPATION BY DATE

The following charts show the number of engagements per day.



STAKEHOLDER ENGAGEMENT TERMINOLOGY

Total Visits - The total number of visits to your project site

Unique Users - The total number of unique people viewing your site (generally determined by using the same browser)

Average Time - The average time people are spending on the site viewing and interacting with the project

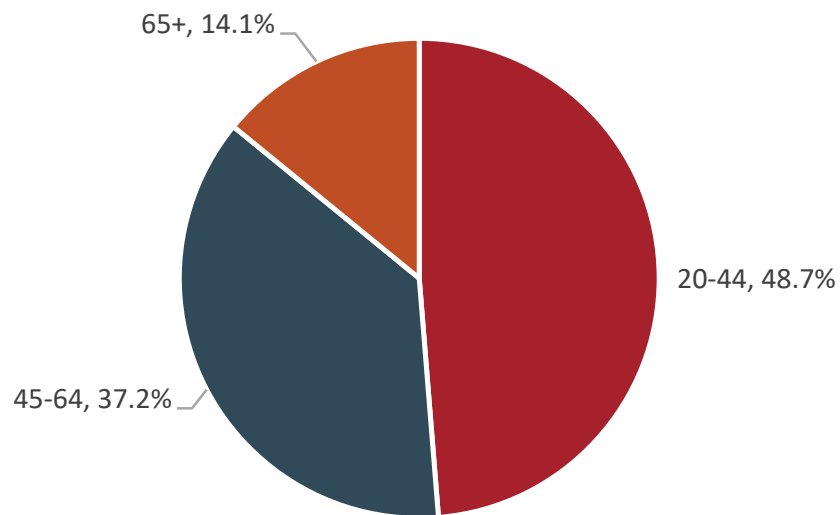
Unique Stakeholders - The number of people who are interacting with the site (adding comments/answering surveys)

Comments - The total number of comments on your site

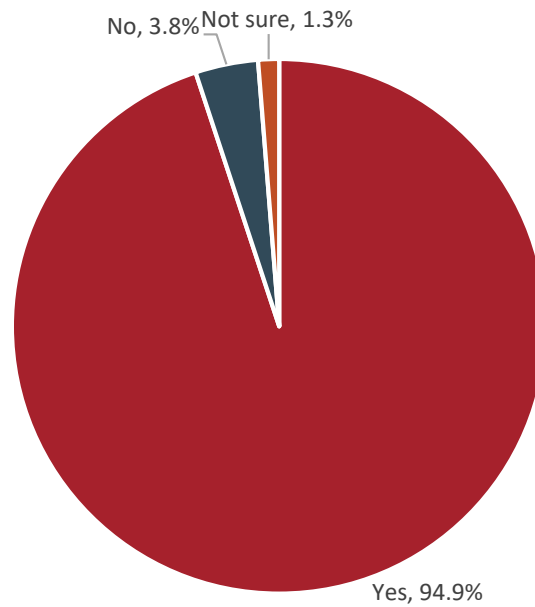
Survey Responses - The total number of survey responses on your site

DEMOGRAPHIC SUMMARY

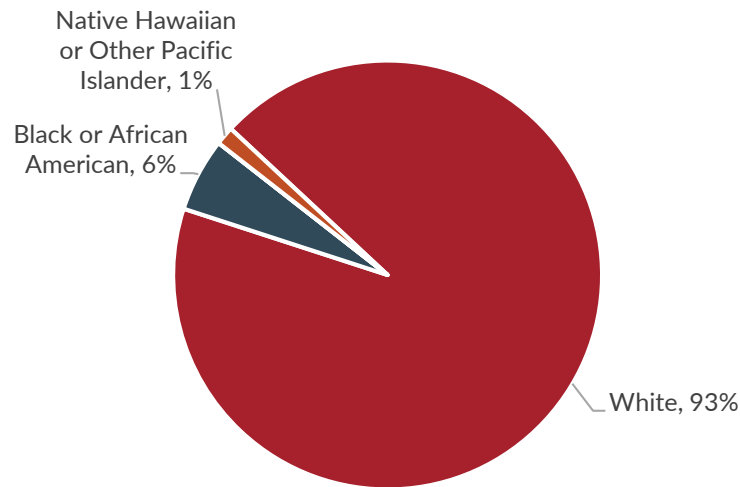
What is your age?



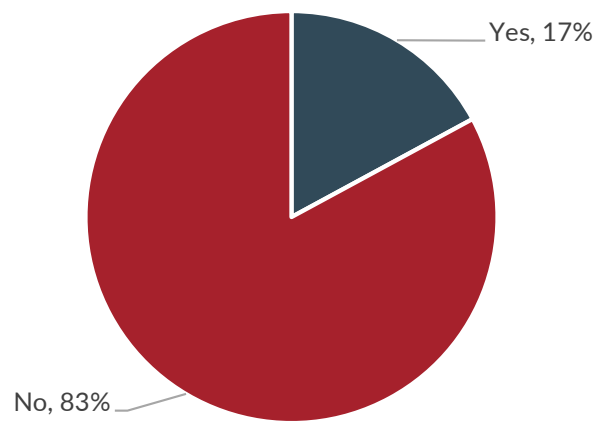
Do you live in the City of Hutto?



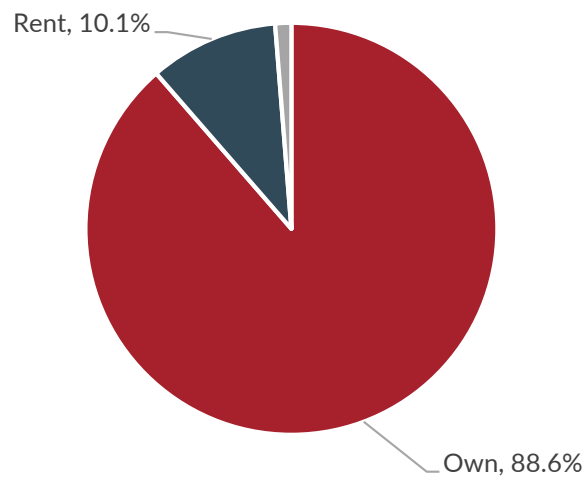
Please specify your race.



Are you of Hispanic, Latino, or Spanish origin?



Do you own or rent your current residence?



SURVEY TRAFFIC

The survey was launched December 12, 2021 and closed March 11, 2022. The number of survey responses by day are shown below.

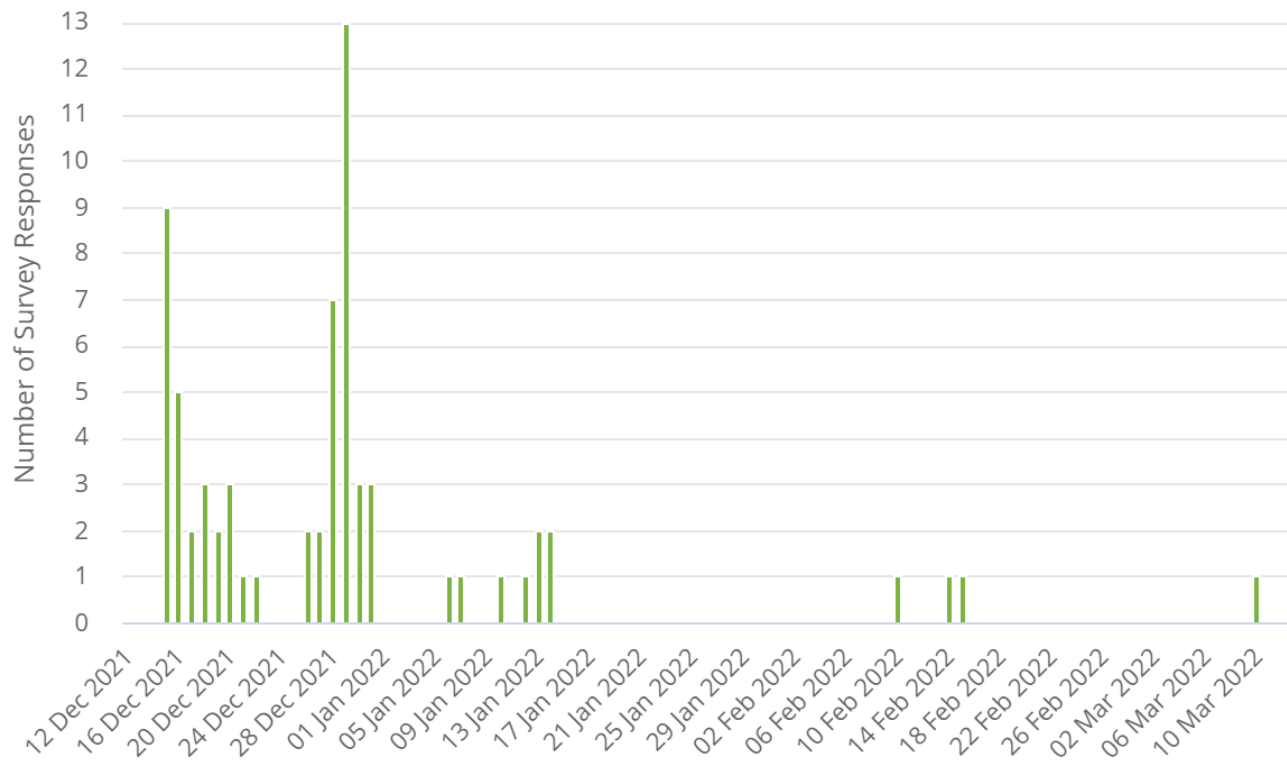
Date	Survey Responses
12 Dec 2021	0
13 Dec 2021	0
14 Dec 2021	0
15 Dec 2021	15
16 Dec 2021	5
17 Dec 2021	2
18 Dec 2021	3
19 Dec 2021	2
20 Dec 2021	3
21 Dec 2021	1
22 Dec 2021	1
23 Dec 2021	0
24 Dec 2021	0
25 Dec 2021	0
26 Dec 2021	2
27 Dec 2021	2
28 Dec 2021	7
29 Dec 2021	13
30 Dec 2021	3
31 Dec 2021	3
01 Jan 2022	0
02 Jan 2022	0
03 Jan 2022	0
04 Jan 2022	0
05 Jan 2022	0
06 Jan 2022	1
07 Jan 2022	1
08 Jan 2022	0
09 Jan 2022	0
10 Jan 2022	1
11 Jan 2022	0
12 Jan 2022	1
13 Jan 2022	2

Date	Survey Responses
14 Jan 2022	2
15 Jan 2022	0
16 Jan 2022	0
17 Jan 2022	0
18 Jan 2022	0
19 Jan 2022	0
20 Jan 2022	0
21 Jan 2022	0
22 Jan 2022	0
23 Jan 2022	0
24 Jan 2022	0
25 Jan 2022	0
26 Jan 2022	0
27 Jan 2022	0
28 Jan 2022	0
29 Jan 2022	0
30 Jan 2022	0
31 Jan 2022	0
01 Feb 2022	0
02 Feb 2022	0
03 Feb 2022	0
04 Feb 2022	0
05 Feb 2022	0
06 Feb 2022	0
07 Feb 2022	0
08 Feb 2022	0
09 Feb 2022	0
10 Feb 2022	1
11 Feb 2022	0
12 Feb 2022	0
13 Feb 2022	0
14 Feb 2022	1
15 Feb 2022	1

Date	Survey Responses
16 Feb 2022	0
17 Feb 2022	0
18 Feb 2022	0
19 Feb 2022	0
20 Feb 2022	0
21 Feb 2022	0
22 Feb 2022	0
23 Feb 2022	0
24 Feb 2022	0
25 Feb 2022	0
26 Feb 2022	0
27 Feb 2022	0
28 Feb 2022	0

Date	Survey Responses
01 Mar 2022	0
02 Mar 2022	0
03 Mar 2022	0
04 Mar 2022	0
05 Mar 2022	0
06 Mar 2022	0
07 Mar 2022	0
08 Mar 2022	0
09 Mar 2022	0
10 Mar 2022	1
11 Mar 2022	0
Total	80

NUMBER OF RESPONSES BY DAY



PRIORITIES

Survey participants were asked to rank the top priorities in ranking order from 1 to 8, with 1 being the highest priority. The table below shows the weighted score in the last column.

Priority	1st	2nd	3rd	4th	5th	6th	7th	8th	Total	Weighted Score
Growth & Land Use: Land use types and where/how future development should occur	9	6	8	4	2	4	4	1	38	5.86
Transportation & Mobility: Efficient and safe vehicular, pedestrian, and bike mobility	13	8	5	3	5	0	1	1	36	6.33
Infrastructure: Streets, stormwater, water, and wastewater infrastructure to support the community's development	8	12	5	5	2	2	2	0	36	6.14
Parks & Open Space: Parks, trails, and open spaces that preserve nature, promote a healthy lifestyle and well-being, while offering equitable opportunities for residents to recreate	9	3	4	1	5	5	3	4	34	4.64
Economic Development: Businesses and employment to meet the community and regional needs	4	6	1	5	5	6	2	1	30	4.11
Urban Design & Character: Promoting a positive image and enjoyable experience within Hutto	2	1	5	3	4	1	8	5	29	3.00
City Services & Facilities: City services and facilities like the library and recreation center	1	1	5	7	4	6	2	2	28	3.33
Housing & Neighborhoods: Ensuring the right mix of housing types, affordability, and neighborhood conditions	2	0	1	5	3	3	3	10	25	2.33

ADDITIONAL COMMENTS

Please suggest another priority, if one is missing.

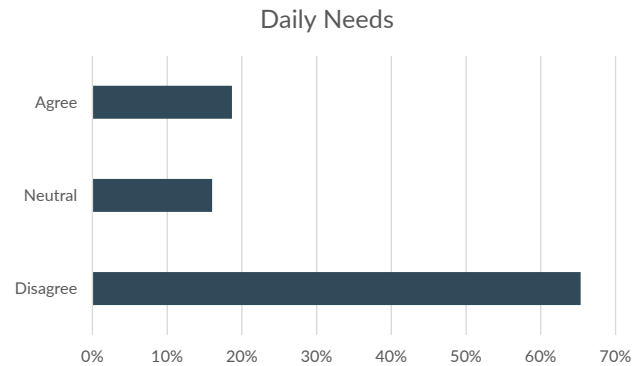
#	Feedback
1	Increasing tree canopy throughout the city and protecting environmentally sensitive areas/green spaces.
2	Build more roads. Stop building homes until we get the road under control. The traffic to take kids to school is insane takes me over an hour to take the to school and get back home in a small town. I agree Hutto needs more sit down restaurants, places to shop and a healthy grocery store. No more salons or dentist offices.
3	Public transit
4	More bike racks downtown and at the COOP
5	Promoting diversity, equity, and inclusion in Hutto such as having a Black Chamber of Commerce, culturally diverse events, LGBTQ+ and minority owned businesses in Hutto
6	Senior housing, senior center. We are the displaced people in Hutto. I have looked all over and there is absolutely nothing for seniors. How about some cottages instead of high rise apartments like there are in Round Rock. I am moving out of state in order to get the companionship and camaraderie for people o my age We may be old, but we are not dead by any means. I am disappointed in Hutto. When I moved here I truly liked the small town feel.
7	Grocery stores like Trader Joe's would be great and a shopping center were Perfect Game was going.

HUTTO TODAY

GROWTH & LAND USE

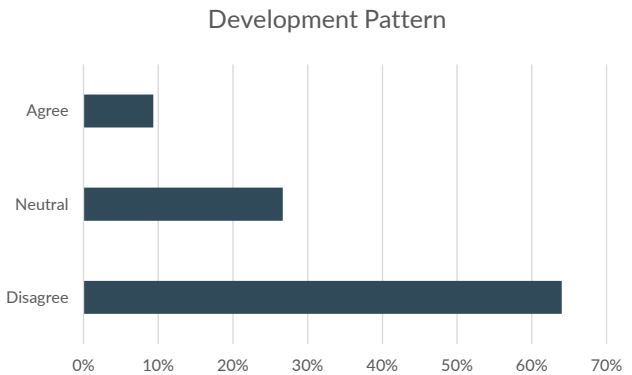
Daily Needs: I do most of my shopping in Hutto.

Rating	Input	%
Agree	14	18.67%
Neutral	12	16.00%
Disagree	49	65.33%
Total	75	100%



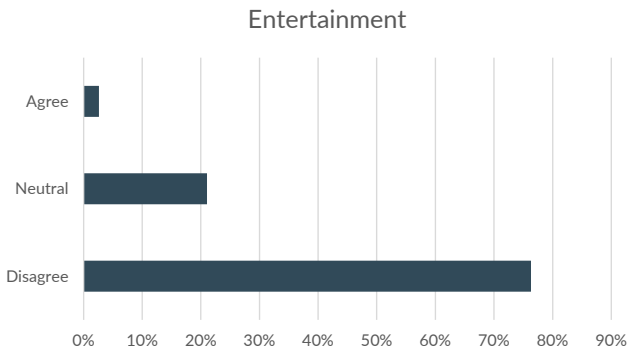
Development Pattern: Hutto has the right mix of land use types, density, and open spaces.

Rating	Input	%
Agree	7	9.33%
Neutral	20	26.67%
Disagree	48	64.00%
Total	75	100%



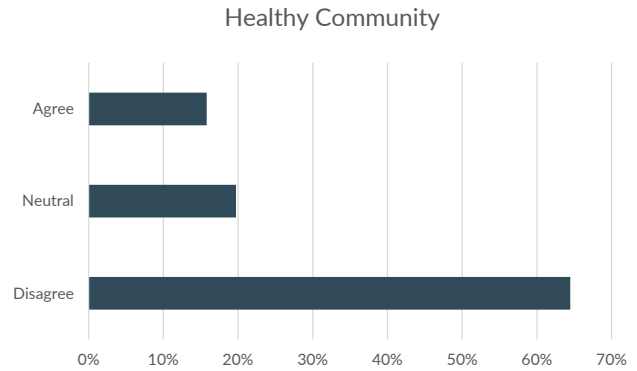
Entertainment: Hutto has the types of activities and entertainment that I enjoy.

Rating	Input	%
Agree	2	2.63%
Neutral	16	21.05%
Disagree	58	76.32%
Total	76	100%



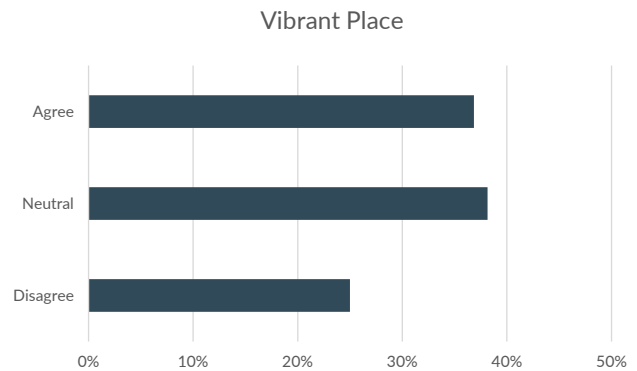
Healthy Community: Hutto has adequate access to fresh food, health and medical care, and recreational amenities.

Rating	Input	%
Agree	12	15.79%
Neutral	15	19.74%
Disagree	49	64.47%
Total	76	100%



Vibrant Place: I think of Hutto as a vibrant, welcoming place.

Rating	Input	%
Agree	28	36.84%
Neutral	29	38.16%
Disagree	19	25.00%
Total	76	100%



ADDITIONAL COMMENTS

Suggest another Growth & Land Use statement you would like to address.

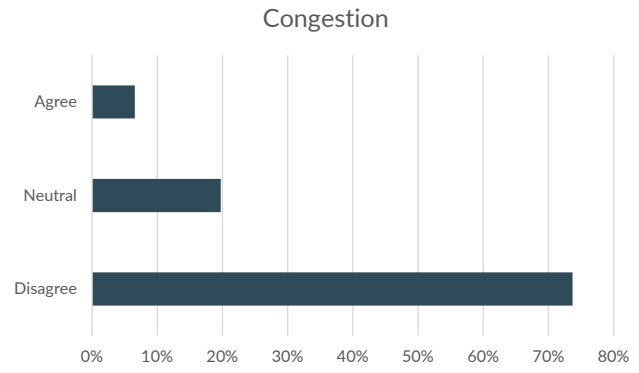
#	Feedback
1	More nightlife, better restaurants (not fast food), drafthouse, movie theater, develop downtown.
2	My family would love to see new or more varied playground equipment in the public parks.
3	Increase natural spaces, having mid-high density spread out instead of congregated in one area.
4	Make a strong push for an ALDI in Hutto. Bombard them with growth facts and projections.
5	Stop wasting money fighting LEGAL information requests and a "diversity and inclusion" department that is wasting taxpayer money on a problem that doesn't actually exist in Hutto
6	I would like to see more parks, but would also like to see more local eateries. We have enough fast food.
7	Public Park / Event Center / Large grocery store north of HW79
8	Transportation
9	Lack of a grocery store
10	Don't allow so many large commercial businesses so close to residential areas - like the ones behind Emory Farms!
11	Need a community center with space for public entertainment.
12	Hutto needs a hospital with a ER. It is to the size where it needs one. Going 20minutes into Round Rock in a emergency is too far.
13	We need a hospital with an ER
14	Need a grocery store in Hutto
15	More parks, another dog park, recreation center with programs for kids
16	County Road 138 and apartment complex that has been built. Traffic coming east and west congestion and cars exceeding speed limit. I know without proper lights Derby day road and current and future traffic is going to be terrible. Cars are speeding thru the Lakemont subdivision. Large trucks and construction trucks are coming thru Lakemont Estates!
17	Need bus system.
18	An Aldi's grocery store
19	Kroger Signature store
20	Need a place to buy fresh food closer to home - especially for folks on the north side of town
21	ADD AN H-E-B OR SHOPPING CENTER ON THE OTHER SIDE OF 79. POSSIBLE CHANDLER ROAD

HUTTO TODAY

TRANSPORTATION & MOBILITY

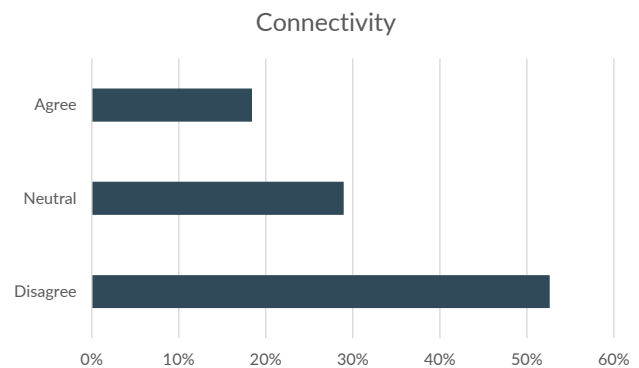
Congestion: Hutto's roadways are typically uncongested and free flowing..

Rating	Input	%
Agree	5	6.58%
Neutral	15	19.74%
Disagree	56	73.68%
Total	76	100%



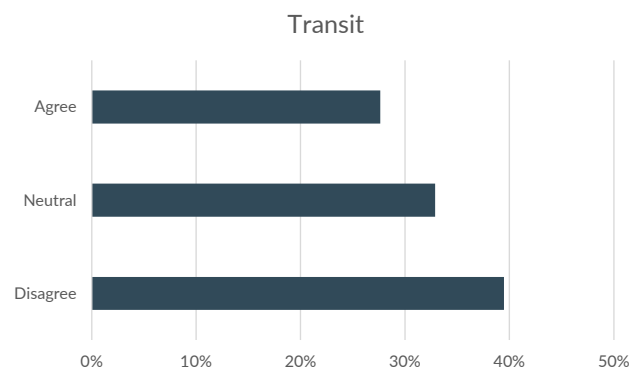
Connectivity: It's easy to get from Point A to Point B around town.

Rating	Input	%
Agree	14	18.42%
Neutral	22	28.95%
Disagree	40	52.63%
Total	76	100%



Transit: If transit was more available in Hutto, I would use it.

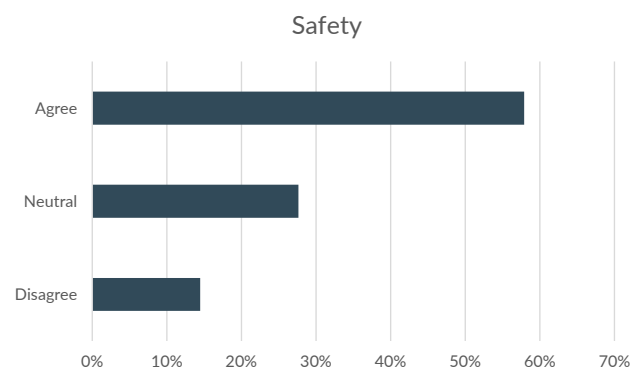
Rating	Input	%
Agree	21	27.63%
Neutral	25	32.89%
Disagree	30	39.47%
Total	76	100%



14 HUTTO SOAR 2040

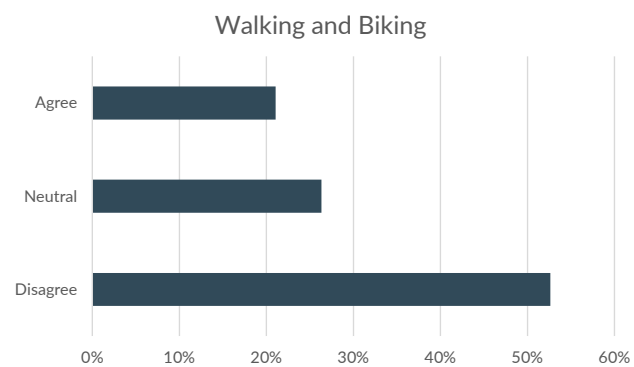
Safety: I feel safe traveling in a vehicle throughout Hutto.

Rating	Input	%
Agree	44	57.89%
Neutral	21	27.63%
Disagree	11	14.47%
Total	76	100%



Walking & Biking: I am able to walk or bike to places I'd like to go in Hutto.

Rating	Input	%
Agree	16	21.05%
Neutral	20	26.32%
Disagree	40	52.63%
Total	76	100%



ADDITIONAL COMMENTS

Suggest another Transportation & Mobility statement you would like to address.

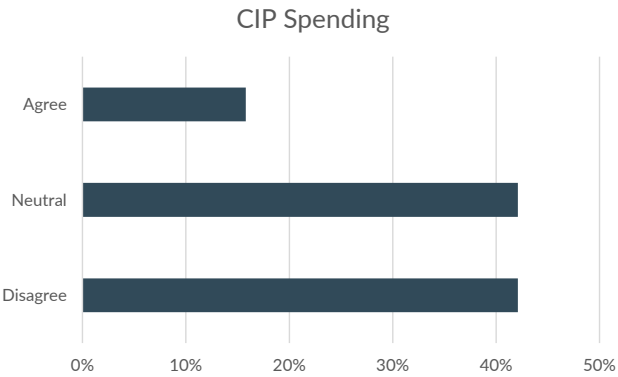
#	Feedback
1	Make the trail more connected across town and towards Round Rock.
2	Please add right turn lanes at 1660!
3	Traffic enforcement needs work. Many people drive carelessly, recklessly and violate many traffic laws frequently.
4	More sidewalks on 79 to allow pedestrian traffic and bikes. Work something out to have the roads not owned by the city be actually and properly maintained by the County and TXDOT
5	Installation of additional traffic signals.
6	Adding more exits out of neighborhoods, wider roads,
7	Better walking/biking options for crossing Hwy 79 nearer to downtown. More sidewalks and making sure sidewalks keep connecting and don't disappear for sections and then reappear.
8	Unimpeded crossings at the major rail crossings.
9	Start FIXING side streets in housing areas that are total mess and been neglected for years
10	The roads need to be repaved in a lot of areas.
11	More roads, expand roads and add bike lanes
12	Intersection of Chris Kelly + Knowles is super dangerous.
13	Do we have city buses in this town? Rarely see them.
14	Sidewalks
15	More bike trails.
16	Need more bike racks/trails/lanes if you want people to bike to locations.
17	More sidewalks and wider driving lanes
18	Hutto can't build an adequately transportation now as the time has passed due to the growth and housing & lack of adequate infrastructure in Hutto and surrounding counties!
19	Wider 1660
20	Elevate the rail road track through Hutto or tunnel; right turn lanes in all directions along Limmer Loop; traffic light at CR119 and Chandler road
21	1660 and Limmer Loop badly need turn lanes to keep traffic flowing especially at peak hours
22	Add sidewalks and crosswalks/pedestrian bridge for safety.

HUTTO TODAY

INFRASTRUCTURE

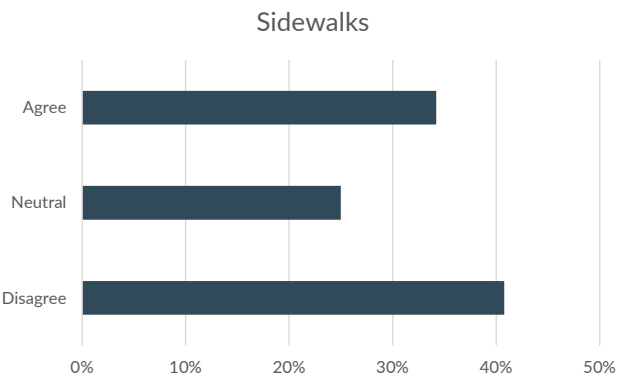
CIP Spending: The City effectively/responsibly invests in capital improvements (new streets, utility lines, buildings, etc.).

Rating	Input	%
Agree	12	15.79%
Neutral	32	42.11%
Disagree	32	42.11%
Total	76	100%



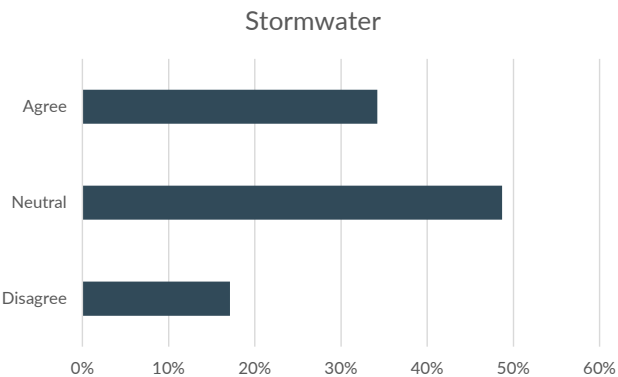
Sidewalks: The City's sidewalks are wide enough and accessible for all abilities.

Rating	Input	%
Agree	26	34.21%
Neutral	19	25.00%
Disagree	31	40.79%
Total	76	100%



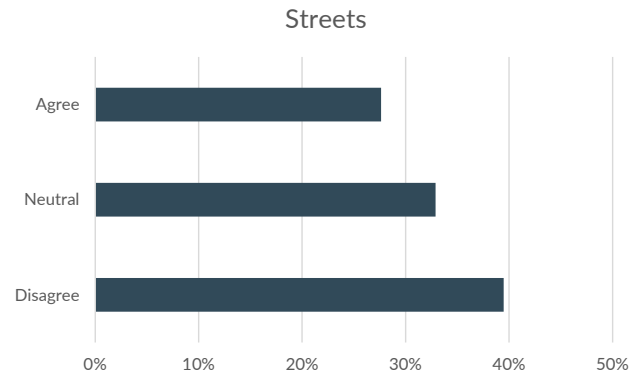
Stormwater: The City successfully manages stormwater and flooding issues.

Rating	Input	%
Agree	26	34.21%
Neutral	37	48.68%
Disagree	13	17.11%
Total	76	100%



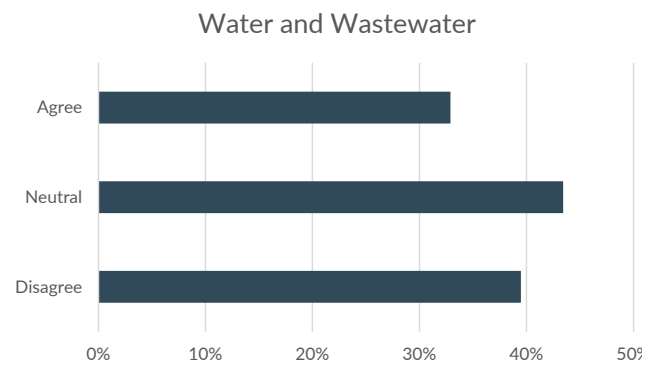
Streets: The City's streets are well maintained.

Rating	Input	%
Agree	21	27.63%
Neutral	25	32.89%
Disagree	30	39.47%
Total	76	100%



Water and Wastewater: The City successfully manages water and wastewater infrastructure.

Rating	Input	%
Agree	25	32.89%
Neutral	33	43.42%
Disagree	18	23.68%
Total	76	100%



ADDITIONAL COMMENTS

Suggest another Infrastructure statement you would like to address.

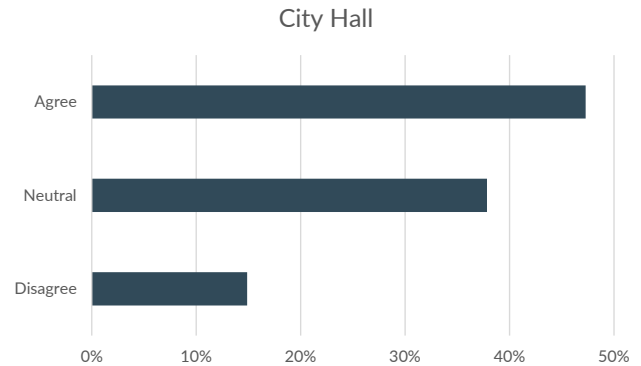
#	Feedback
1	There needs to be a study on the water contract and figure out how to get out of it. The winter storm this year is concerning for our community especially if the infrastructure was not built for repeated winters of cold temperature. We've been lucky this December so far, but a study on materials used to build the infrastructure may be beneficial for emergency preparedness as well as preemptive maintenance.
2	Re-Painting of Street Lines & Markers
3	With the funding mess left by prior councils and manager, there isn't much you can do. Glad to see the Live Oak project (supposedly) going.
4	Money wasted on City Hall building development that would have been better spent on repairing and upgrading infrastructure - it is bad habit that has not changed since I moved to Hutto in 2000
5	We need to try to address the weatherproofing issue for water in Hutto
6	More roads, wider roads.
7	Water rates are so high.
8	Sorry, recently moved to Hutto.
9	Brushy Creek needs to be cleaned up for a park
10	Exchange Blvd need to be re-surfaced
11	Roads need better upkeep, especially in old town, and if you start a road project it needs to be completed without a gap in time (Live Oak Street).
12	Governor Abbott ineffectiveness leadership during freeze in Hutto, Texas. No emergency plan or the equipment to prepare for extreme weather conditions.
13	Traffic light at chandler street and cr119
14	Not all streets are good. Heavy traffic areas need help
15	Taste of water is undrinkable
16	Water is too expensive compared to neighboring towns
17	NEED DIFFERENT WATER SOURCE. JONAH IS EXPENSIVE

HUTTO TODAY

CITY SERVICES & FACILITIES

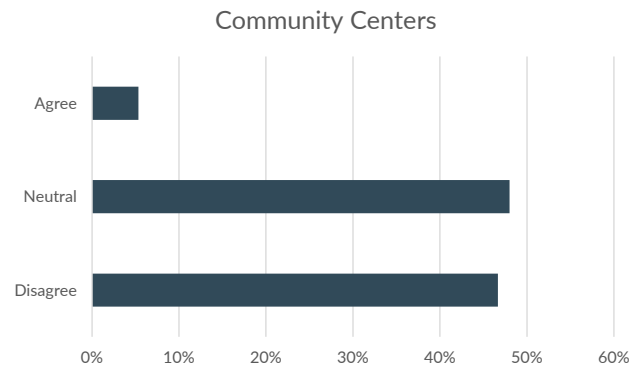
City Hall: City Hall is welcoming to visit and projects a positive image of the City.

Rating	Input	%
Agree	35	47.30%
Neutral	28	37.84%
Disagree	11	14.86%
Total	74	100%



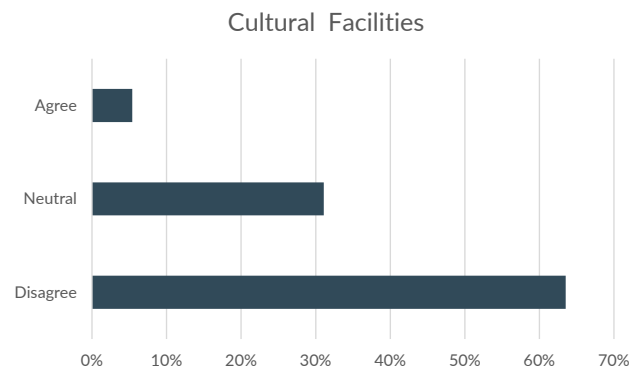
Community Centers: Hutto has community centers and facilities available to meet my needs for hosting events, organized gatherings, and conferences.

Rating	Input	%
Agree	4	5.33%
Neutral	36	48.00%
Disagree	35	46.67%
Total	75	100%



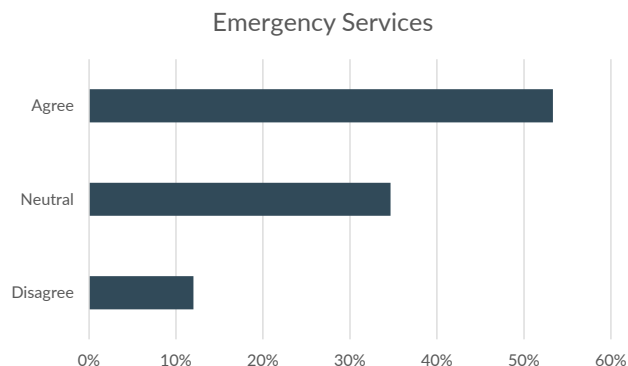
Cultural Facilities: Hutto has a good variety of cultural, art, and historic facilities.

Rating	Input	%
Agree	4	5.41%
Neutral	23	31.08%
Disagree	47	63.51%
Total	74	100%



Emergency Services: Hutto's emergency services (like police) meet or exceed my expectations.

Rating	Input	%
Agree	40	53.33%
Neutral	26	34.67%
Disagree	9	12.00%
Total	75	100%



ADDITIONAL COMMENTS

Suggest another City Services & Facilities statement you would like to address.

#	Feedback
1	Response times need improved
2	There is a severe lack of "things to do" in Hutto, which is why everyone travels so often to Round Rock or Pflugerville. There are no "destination" (quality, sit-down) restaurants (vs. a plethora of low-quality fast-food places) and there are no entertainment establishments/facilities (movie theaters, tap rooms, game/amusement centers, live music venues/fine-arts centers).
3	Emergency services seem fine. Fortunately, I have not had to use them.
4	Money wasted on City Hall building development that would have been better spent on repairing and upgrading infrastructure - it is bad habit that has not changed since I moved to Hutto in 2000
5	We need more library staff and more access to books, audiobooks, and ebooks in the library.
6	Hutto's website. Please see the City of Taylor's revamped website. It is impressive. Then come to our city's website and see how it would be hard to attract big businesses here. There is a great deal of information missing also for the residents of Hutto and those who may want to move here.
7	Library
8	Need more advertising on where these cultural activities take place.
9	Shelter for emergencies (weather events)
10	NEED RECREATION CENTER WITH COMMUNITY INVOLVMENT FOR FREE TO PUBLIC.

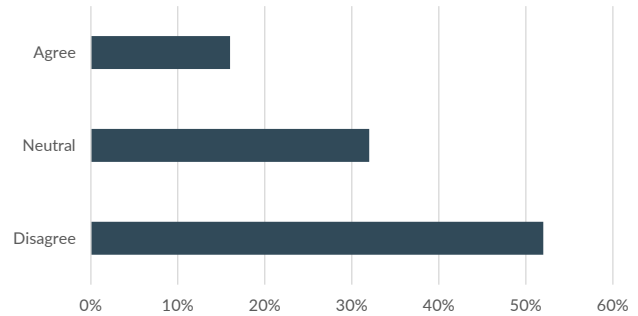
HUTTO TODAY

ECONOMIC DEVELOPMENT

Attracting Businesses: Hutto does a good job of attracting new businesses into the community.

Rating	Input	%
Agree	12	16.00%
Neutral	24	32.00%
Disagree	39	52.00%
Total	75	100%

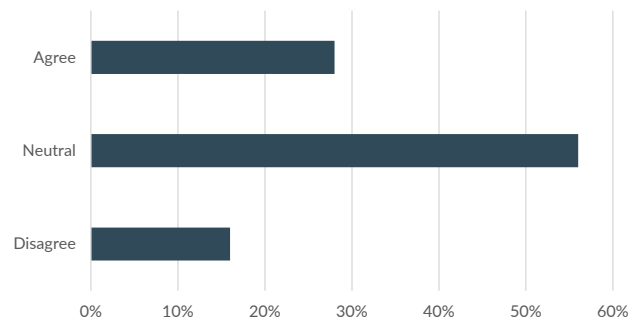
Attracting Businesses



Keeping Businesses: Hutto does a good job of keeping its existing businesses open and helping them expand.

Rating	Input	%
Agree	21	28.00%
Neutral	42	56.00%
Disagree	12	16.00%
Total	75	100%

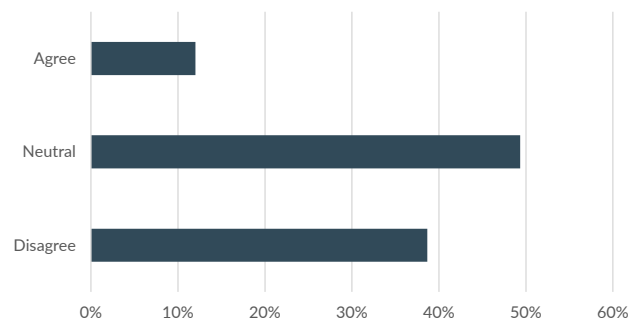
Keeping Businesses



Local Employment: Hutto does a good job of ensuring a range of local employment opportunities.

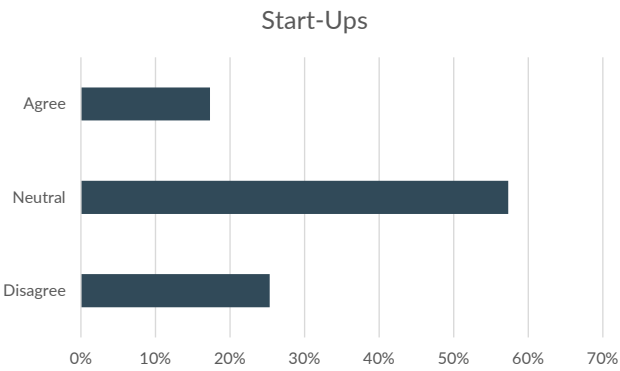
Rating	Input	%
Agree	9	12.00%
Neutral	37	49.33%
Disagree	29	38.67%
Total	75	100%

Local Employment



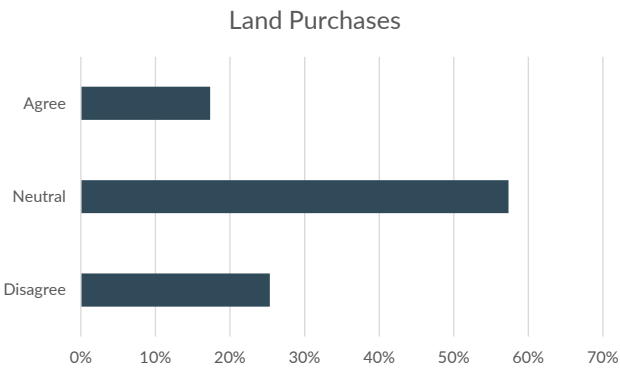
Start-Ups: Hutto does a good job of supporting start-up businesses and entrepreneurs.

Rating	Input	%
Agree	13	17.33%
Neutral	43	57.33%
Disagree	19	25.33%
Total	75	100%



Land Purchases: The City should proactively acquire land to attract new or expanding businesses.

Rating	Input	%
Agree	38	50.67%
Neutral	19	25.33%
Disagree	18	24.00%
Total	75	100%



ADDITIONAL COMMENTS

Suggest another Economic Development statement you would like to address.

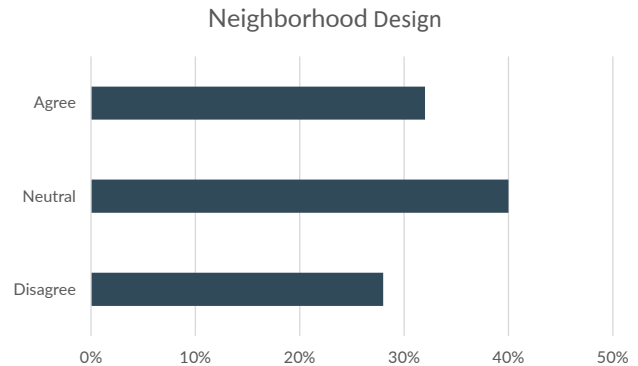
#	Feedback
1	The lawsuits against the Co-Op developers I think have left a black eye on the city. When I first moved here in 2016 we were told that the development would be completed in 2017. I know this was a previous administration, but the halt on construction (not just due to COVID) has made a potential beautiful location an eyesore for the last 3-4 years.
2	Growth is good. Controlled growth is even better.
3	Adding commercial business for retail and entertainment. Less fast food, car washes, nail salons, and convenient stores.
4	Stop with the nail salons and fast food and chain food establishments, unless the city of Hutto would like to become something akin to a "trailer park" town.
5	There is very little in the way of shopping for things like clothing or groceries near downtown Hutto (HEB is only slightly closer to get to than Walmart on 79 but with a more complicated driving route)
6	We have enough fast food places. Find something else to attract, such as a grocery store!
7	There is a long track record of the FAILURES of Hutto City Management that is too concerned with lining their own pockets instead of serving the citizens of Hutto
8	Again, we need more food places.
9	Restaurants who employ seniors and disabled people then not pay them should be shut down.
10	More nightlife.
11	Work with property owners to have them take the lead
12	Please attract a sit down or fast casual type restaurant. We have enough fast food.
13	Home owners code enforcements in all neighborhoods.
14	Need more development between 79 and Carl Stern, steakhouse, small businesses, less fast food places
15	Be discerning in partnering with developers
16	We need more sit down restaurants and shopping centers.
17	While I'm happy about the new businesses coming to town I'm worried that they all seem to be fast food. We need a grocery store to support folks in the north end of town

HUTTO TODAY

HOUSING AND NEIGHBORHOODS

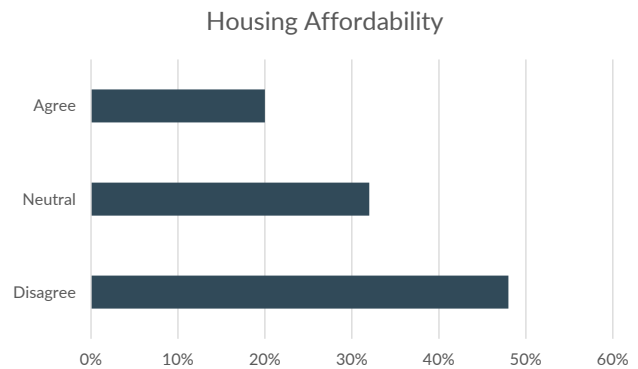
Neighborhood Design: Our neighborhoods are well designed and provide the amenities that I would like in my neighborhood.

Rating	Input	%
Agree	24	32.00%
Neutral	30	40.00%
Disagree	21	28.00%
Total	75	100%



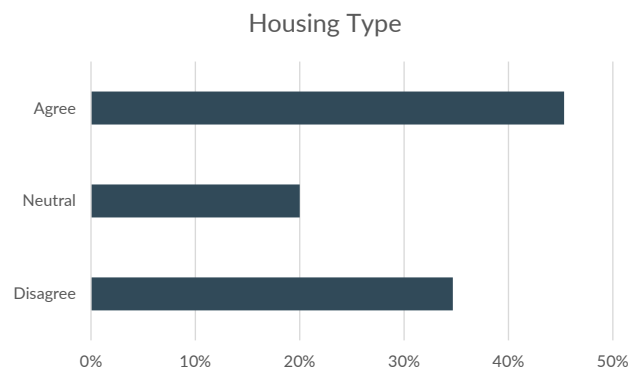
Housing Affordability: Housing in Hutto is generally affordable to buy or rent.

Rating	Input	%
Agree	15	20.00%
Neutral	24	32.00%
Disagree	36	48.00%
Total	75	100%



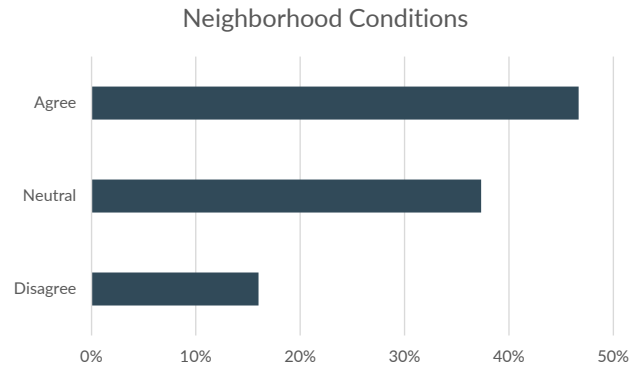
Housing Type: Hutto has housing for all age groups, such as young professionals, families, and seniors.

Rating	Input	%
Agree	34	45.33%
Neutral	15	20.00%
Disagree	26	34.67%
Total	75	100%



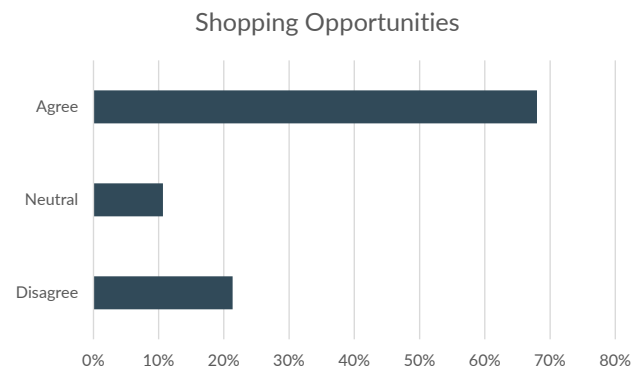
Neighborhood Conditions: Hutto's neighborhoods are well-maintained and reflect a positive image of the community.

Rating	Input	%
Agree	35	46.67%
Neutral	28	37.33%
Disagree	12	16.00%
Total	75	100%



Shopping Opportunities: I would like more commercial services within walking distance of my home.

Rating	Input	%
Agree	51	68.00%
Neutral	8	10.67%
Disagree	16	21.33%
Total	75	100%



ADDITIONAL COMMENTS

Suggest another Housing & Neighborhoods statement you would like to address.

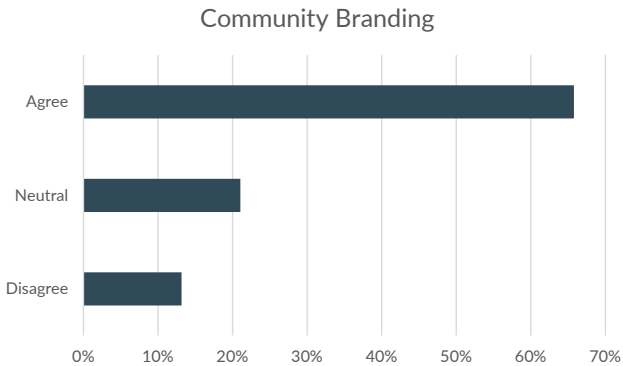
#	Feedback
1	Prices are going up, but there's nothing the government can or should do to influence the market. There aren't many neighbors with anything walking distance to get a bite to eat or a coffee. Most new neighbors are just crammed in homes with nothing in the community but the houses.
2	Price of housing should not compete with California. This is Texas NOT California.
3	Particularly a grocery store such as an ALDI at the Co-Op!
4	Again, taxpayer money WASTED on unnecessary projects instead of maintaining and upgrading streets and sidewalks
5	We need more shops outside of the downtown area
6	Bookstores; a Central Market at the Co Op; train used as passenger-ridden instead of just cargo, for small trips; a community
7	HEB, Walmart etc, to be built NORTH of HW-79
8	Please no more apartments off Carl Stern
9	Why are so many of the houses in Hutto so close together? Everybody doesn't want to live like sardines.
10	Encourage parking in the garages. Limit street parking
11	Traffic conditions in housing developments
12	Neighbor options will minimal amenities so less HOA fees
13	More senior complexes with appropriate management and housing cost for seniors
14	We should try to attract more homes for seniors, nursing homes, memory cares etc as the young population of this town will be caring for aging parents in the coming years

HUTTO TODAY

URBAN DESIGN & CHARACTER

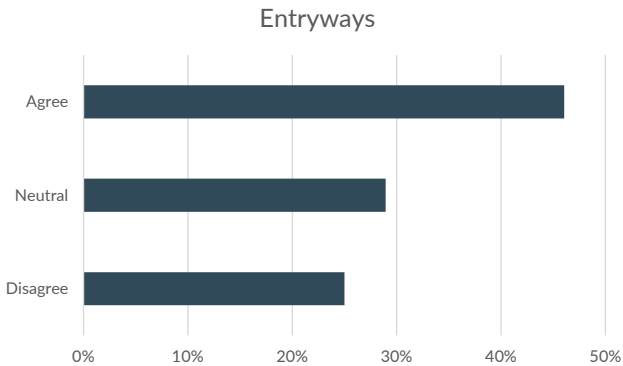
Community Brand: Hutto has a unique and positive community brand.

Rating	Input	%
Agree	50	65.79%
Neutral	16	21.05%
Disagree	10	13.16%
Total	76	100%



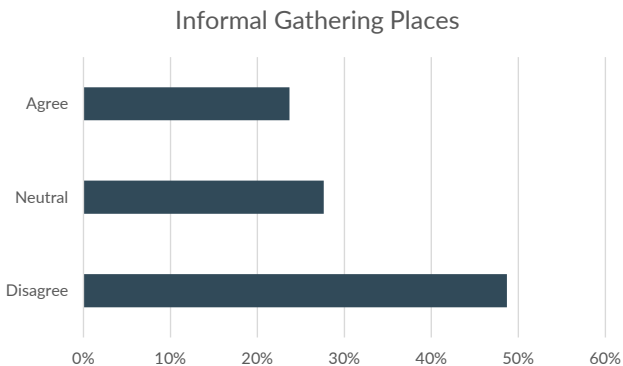
Entryways: It's easy to tell when I'm entering or within Hutto because of entryway signs or distinctive character.

Rating	Input	%
Agree	35	46.05%
Neutral	22	28.95%
Disagree	19	25.00%
Total	76	100%



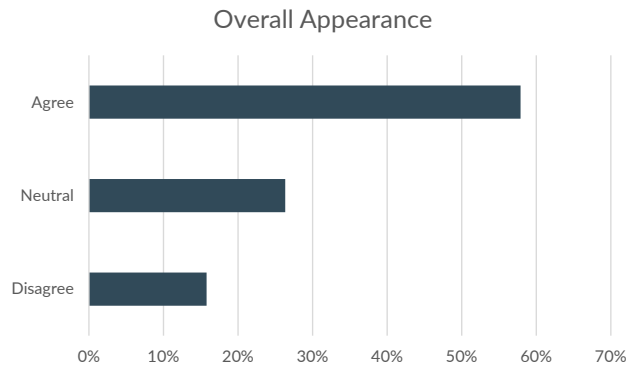
Informal Gathering Places: There are enough places to visit with friends, have a picnic, or attend a small event.

Rating	Input	%
Agree	18	23.68%
Neutral	21	27.63%
Disagree	37	48.68%
Total	76	100%



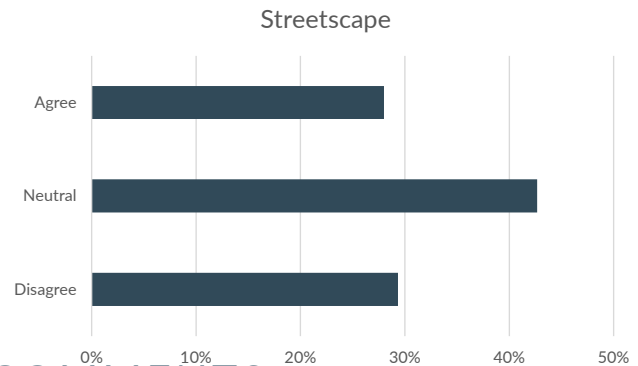
Overall Appearance: Overall, I think Hutto is an attractive community.

Rating	Input	%
Agree	44	57.89%
Neutral	20	26.32%
Disagree	12	15.79%
Total	76	100%



Streetscape: Hutto projects a positive image to people traveling along its roadways or sidewalks.

Rating	Input	%
Agree	21	28.00%
Neutral	32	42.67%
Disagree	22	29.33%
Total	75	100%



ADDITIONAL COMMENTS

Suggest another Urban Design & Character statement you would like to address.

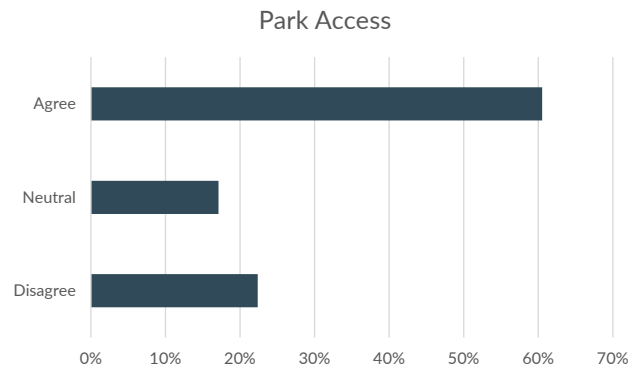
#	Feedback
1	Coming in from CR 137, a Hutto sign would be nice perhaps by the amphitheater. The Hippo imagery is great and unique, but we need something else to distinguish ourselves as a suburb of a major city.
2	Fast food place, fast food place, fast food place, nail salon, fast food place, fast food place....If you want a "unique and positive community brand" and "distinctive character," again, stop with the fast food and chain stores. These are the antithesis of charm and character.
3	I (personally) prefer "charming and quirky" to "big and fancy"
4	Fix the light on the 130 sign coming on 79. Looks like Hutto. Except for that unneeded press box stadium, all I see when entering Hutto are fast food and casual dining establishments (I'm ignoring the railway, nothing much we can do about that).
5	Failure to properly maintain ALL streets and sidewalks continues to be an issue IGNORED by City Management
6	We need more street lights.
7	The train! It is hard to travel from one side of Hutto to the other. The noise it makes and the overall unkemptness of the railway lines.
8	Better landscaping along 79
9	The apartments built by the 130 and 79 are an eyesore to the town coming into town. The "HUTTO" sign on the south side of 79 by the 130 needs to be bigger and brighter! It's a good spot, maybe putting up a lit-up orange hippo can make it stand out more
10	Complete the work in front of the City Hall already!
11	Make the Coop a huge park and farmer's market, like a bazaar
12	CO OP should be cohesive with Old Town and under Historic Preservation
13	Need urgent attention to the new and partially built out area around city hall. It's taken too long to get the minimal results we have
14	The brand/logo designs on the Co-op silos look like stickers on a junior high binder. They clash and look haphazard. Visually unpleasant.

HUTTO TODAY

PARKS & OPEN SPACE

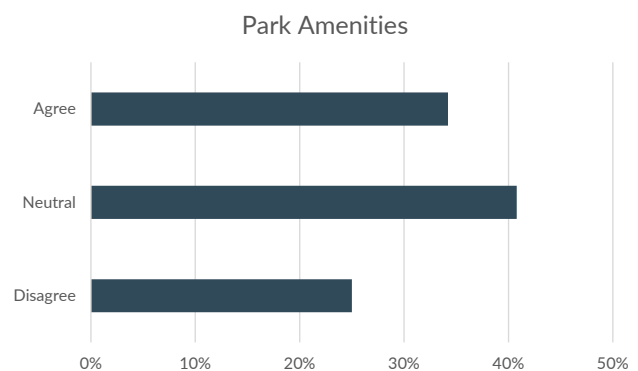
Park Access: I have adequate access to nearby parks.

Rating	Input	%
Agree	46	60.53%
Neutral	13	17.11%
Disagree	17	22.37%
Total	76	100%



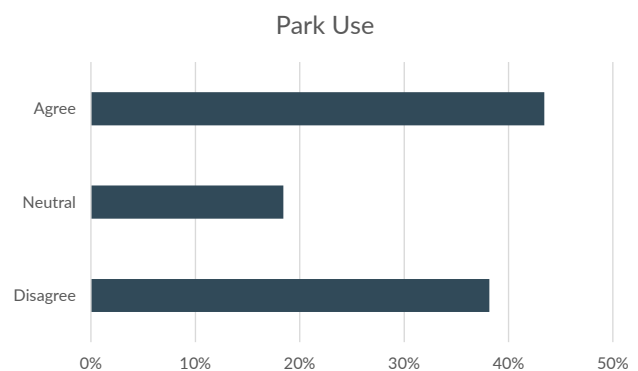
Park Amenities: The City's parks offer amenities and facilities for people of all ages and abilities.

Rating	Input	%
Agree	26	34.21%
Neutral	31	40.79%
Disagree	19	25.00%
Total	76	100%



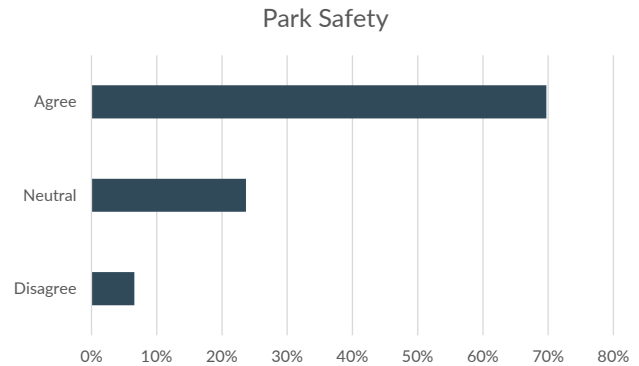
Park Use : I visit the City's parks and trails frequently (once a month or more).

Rating	Input	%
Agree	33	43.42%
Neutral	14	18.42%
Disagree	29	38.16%
Total	76	100%



Park Safety: I feel safe visiting the City's parks.

Rating	Input	%
Agree	53	69.74%
Neutral	18	23.68%
Disagree	5	6.58%
Total	76	100%



ADDITIONAL COMMENTS

Suggest another Parks & Open Space statement you would like to address.

#	Feedback
1	Adding more green spaces, maintaining existing spaces, increase tree canopy, protect natural areas
2	More parks and public activity spaces. We have so many families with small children (who will be growing into teenagers of course)
3	I still feel that we need more parks.
4	Boxing ring; racquetball
5	Focus on cleaning and maintaining parks
6	Need more trees.
7	Better bathrooms. Better lighting
8	All the parks need more trees, trails, benches, picnic tables. Also need to incorporate wildflower, bluebonnet, fields in the parks.
9	Rec Center, rec programs, park improvements, more parks and rec staff
10	Would like more bike trails and lighting along the trails.
11	Would love more parks, another dog park, more splash pads/community pool
12	More bike trails; expand and maintain the existing bike trails.
13	I'm not familiar with the parks near me. Advertise the locations
14	Need larger pavilions to rent and use
15	Connectivity between trails and parks.

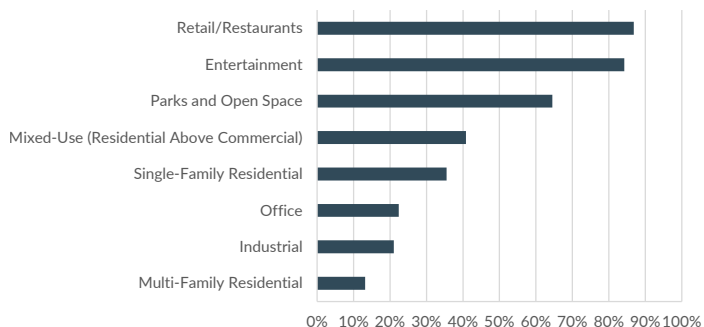
HUTTO IN THE FUTURE

GROWTH AND LAND USE

What land use types would you like to see more of in the future? Check all that apply

Rating	Input	%
Retail/Restaurants	66	86.84%
Entertainment	64	84.21%
Parks and Open Space	49	64.47%
Mixed-Use (Residential Above Commercial)	31	40.79%
Single-Family Residential	27	35.53%
Office	17	22.37%
Industrial	16	21.05%
Multi-Family Residential	10	13.16%
Answered	76	

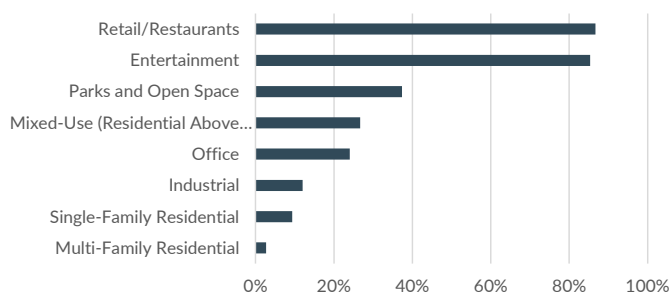
What land use types would you like to see more of in the future?



What land use types would you like to see more of along the 79 corridor? Check all that apply

Rating	Input	%
Retail/Restaurants	65	86.67%
Entertainment	64	85.33%
Parks and Open Space	28	37.33%
Mixed-Use (Residential Above Commercial)	20	26.67%
Office	18	24.00%
Industrial	9	12.00%
Single-Family Residential	7	9.33%
Multi-Family Residential	2	2.67%
Answered	75	

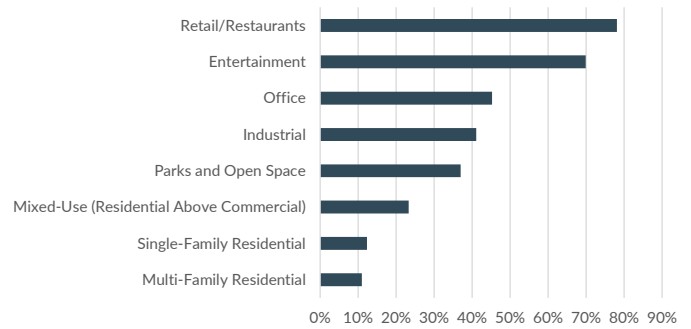
What land use types would you like to see more of along the 79 corridor?



What land use types would you like to see more of along the 130 corridor? Check all that apply

Rating	Input	%
Retail/Restaurants	57	78.08%
Entertainment	51	69.86%
Office	33	45.21%
Industrial	30	41.10%
Parks and Open Space	27	36.99%
Mixed-Use (Residential Above Commercial)	17	23.29%
Single-Family Residential	9	12.33%
Multi-Family Residential	8	10.96%
Answered	73	

What land use types would you like to see more of along the 130 corridor?



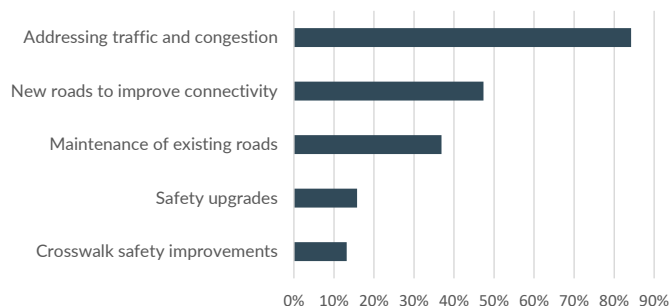
HUTTO IN THE FUTURE

TRANSPORTATION AND MOBILITY

Which transportation or mobility upgrades are the most important to you? Pick up to 2

Rating	Input	%
Addressing traffic and congestion	64	84.21%
New roads to improve connectivity	36	47.37%
Maintenance of existing roads	28	36.84%
Safety upgrades	12	15.79%
Crosswalk safety improvements	10	13.16%
Answered	76	

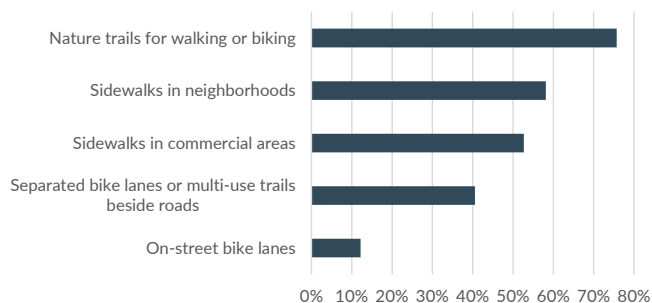
Which transportation or mobility upgrades are the most important to you?



What types of pedestrian/bike amenities would you like to see more of in Hutto? Pick up to 3

Rating	Input	%
Nature trails for walking or biking	56	75.68%
Sidewalks in neighborhoods	43	58.11%
Sidewalks in commercial areas	39	52.70%
Separated bike lanes or multi-use trails beside roads	30	40.54%
On-street bike lanes	9	12.16%
Answered	76	

What types of pedestrian/bike amenities would you like to see more of in Hutto?



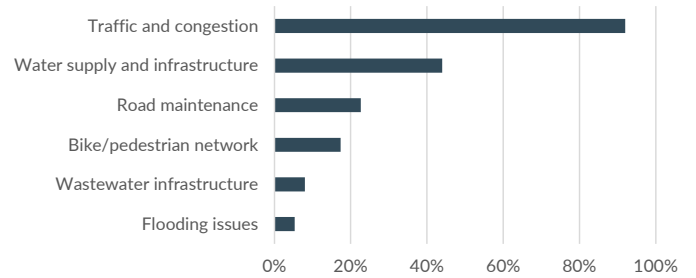
HUTTO IN THE FUTURE

INFRASTRUCTURE

What do you consider to be the greatest infrastructure issues facing Hutto in the future? Pick up to 2.

Rating	Input	%
Traffic and congestion	69	92.00%
Water supply and infrastructure	33	44.00%
Road maintenance	17	22.67%
Bike/pedestrian network	13	17.33%
Wastewater infrastructure	6	8.00%
Flooding issues	4	5.33%
Answered	76	

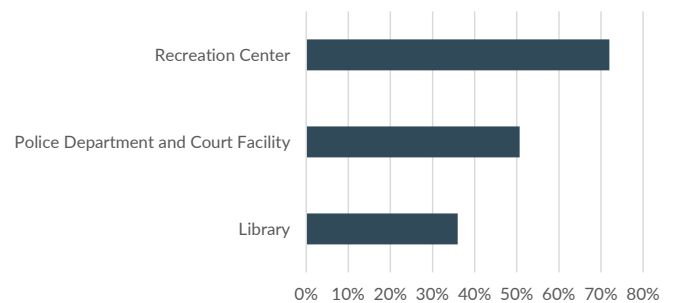
What do you consider to be the greatest infrastructure issues facing Hutto in the future?



Which City services or facilities should be prioritized for improvements in the future? Pick up to 2

Rating	Input	%
Recreation Center	54	72.00%
Police Department and Court Facility	38	50.67%
Library	27	36.00%
Answered	75	

Which City services or facilities should be prioritized for improvements in the future?



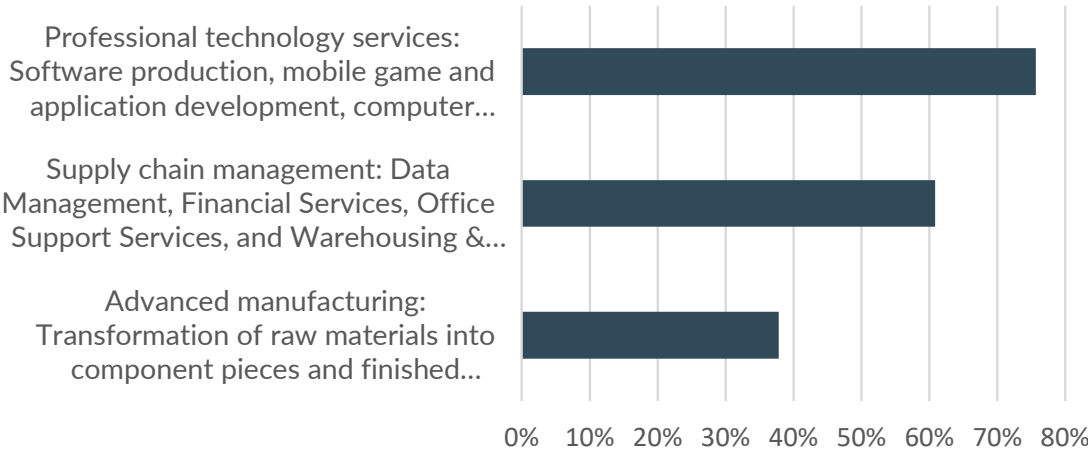
HUTTO IN THE FUTURE

ECONOMIC DEVELOPMENT

Of the industries below, which industries do you think the City should provide incentives to attract or retain? Check all that apply.

Rating	Input	%
Professional technology services: Software production, mobile game and application development, computer systems research and development, computer systems design, data security, and technology consulting services	56	75.68%
Supply chain management: Data Management, Financial Services, Office Support Services, and Warehousing & Distribution	45	60.81%
Advanced manufacturing: Transformation of raw materials into component pieces and finished products using machinery	28	37.84%
Answered	74	

Of the industries below, which industries do you think the City should provide incentives to attract or retain?



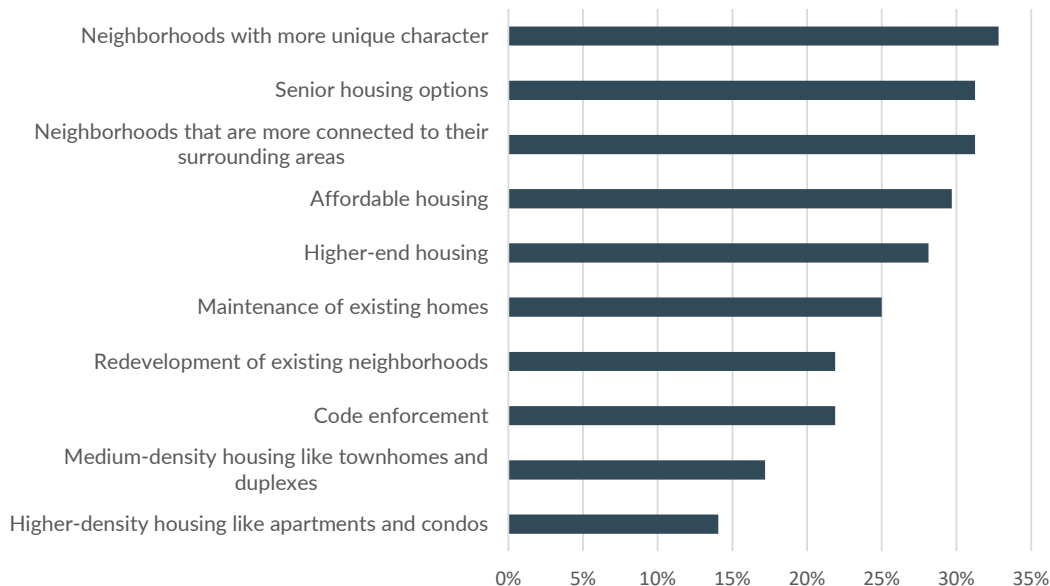
HUTTO IN THE FUTURE

HOUSING AND NEIGHBORHOODS

What do you think are the biggest needs for Hutto's future housing and neighborhoods?
Pick up to 3.

Rating	Input	%
Neighborhoods with more unique character	24	32.81%
Neighborhoods that are more connected to their surrounding areas	26	31.25%
Senior housing options	23	31.25%
Affordable housing	25	29.69%
Higher-end housing	21	28.13%
Maintenance of existing homes	20	25.00%
Code enforcement	16	21.88%
Redevelopment of existing neighborhoods	16	21.88%
Medium-density housing like townhomes and duplexes	12	17.19%
Higher-density housing like apartments and condos	10	14.06%
Answered	76	

What do you think are the biggest needs for Hutto's future housing and neighborhoods?



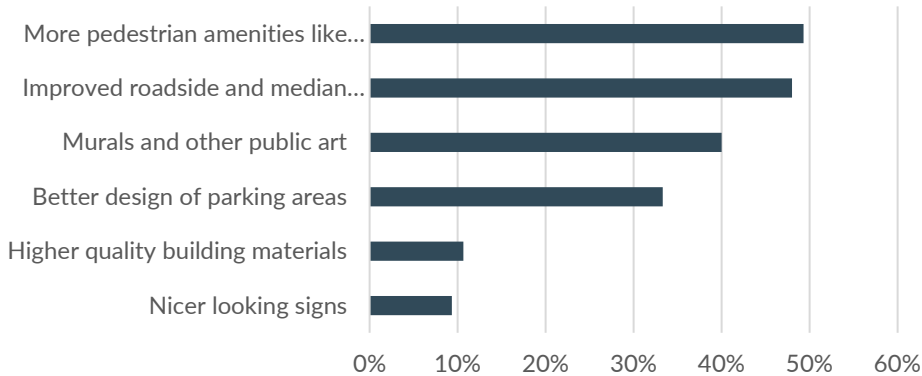
HUTTO IN THE FUTURE

URBAN DESIGN & CHARACTER

What should the City do to improve the appearance of its retail, office, and commercial areas? Pick up to 2.

Rating	Input	%
More pedestrian amenities like benches and lighting	37	49.33%
Improved roadside and median landscaping	36	48.00%
Murals and other public art	30	40.00%
Better design of parking areas	25	33.33%
Higher quality building materials	8	10.67%
Nicer looking signs	7	9.33%
Answered	76	

What should the City do to improve the appearance of its retail, office, and commercial areas?



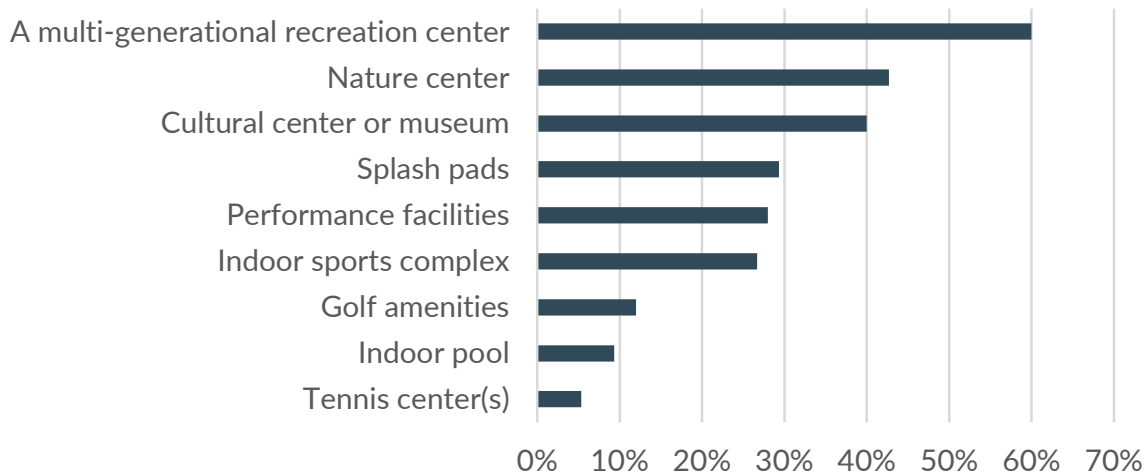
HUTTO IN THE FUTURE

PARKS & OPEN SPACE

What facilities would you like to see added/increased in Hutto's parks and recreation system over the next 10 years? Pick up to 3.

Rating	Input	%
A multi-generational recreation center	45	60.00%
Nature center	32	42.67%
Cultural center or museum	30	40.00%
Splash pads	22	29.33%
Performance facilities	21	28.00%
Indoor sports complex	20	26.67%
Golf amenities	9	12.00%
Indoor pool	7	9.33%
Tennis center(s)	4	5.33%
Answered	75	

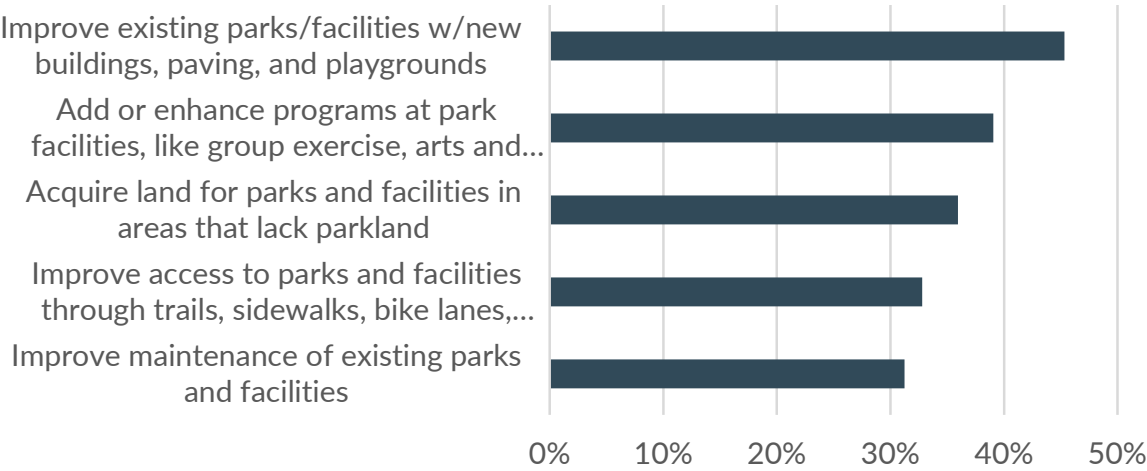
What facilities would you like to see added/increased in Hutto's parks and recreation system over the next 10 years?



Which of the following actions should the City take to improve its parks and recreation amenities? Pick up to 2.

Rating	Input	%
Improve existing parks/facilities w/new buildings, paving, and playgrounds	34	45.31%
Add or enhance programs at park facilities, like group exercise, arts and culture, farmers markets, etc.	29	39.06%
Acquire land for parks and facilities in areas that lack parkland	28	35.94%
Improve access to parks and facilities through trails, sidewalks, bike lanes, and safer crossings	27	32.81%
Improve maintenance of existing parks and facilities	23	31.25%
Answered	76	

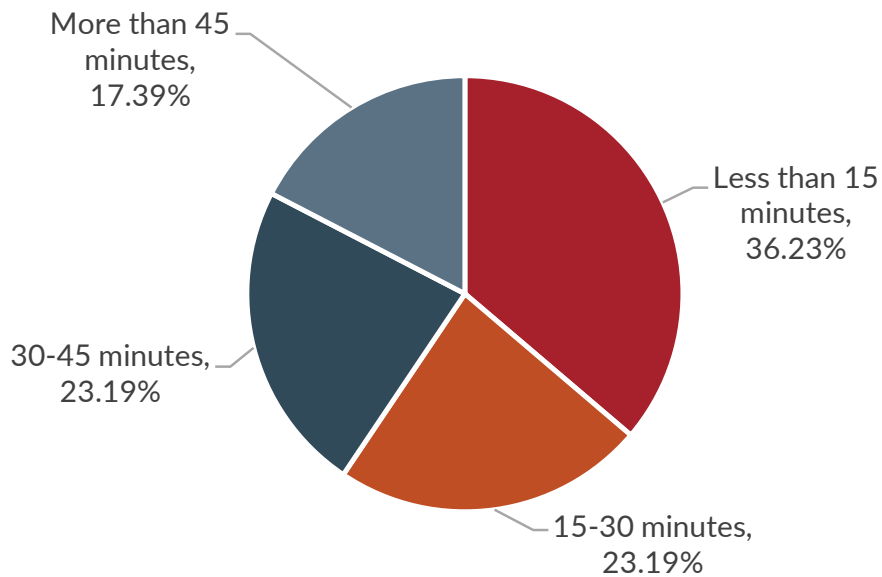
Which of the following actions should the City take to improve its parks and recreation amenities?



About how long does it take you to commute to work in one direction each day?

Rating	Input	%
Less than 15 minutes	25	36.23%
15-30 minutes	16	23.19%
30-45 minutes	16	23.19%
More than 45 minutes	12	17.39%
Answered	69	

About how long does it take you to commute to work in one direction each day?



ADDITIONAL COMMENTS

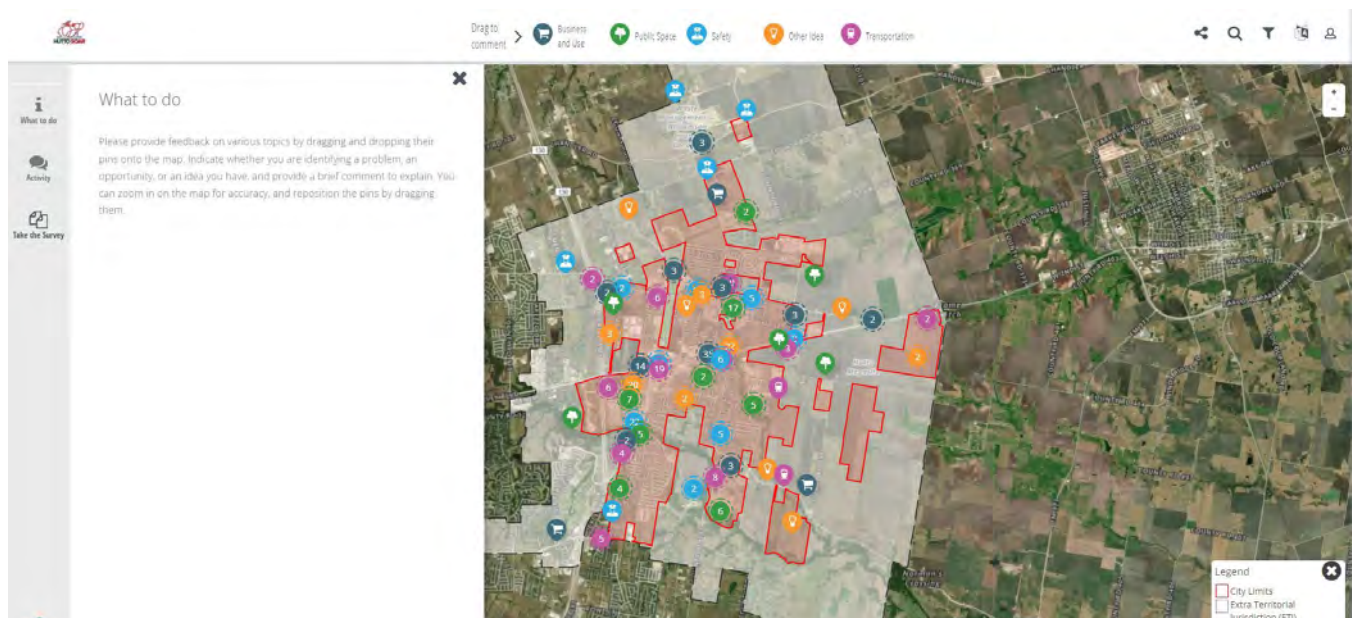
In a few words, describe the type of job you would need in order to both live and work in Hutto.

#	Feedback
1	I work from home now
2	A private school close by.
3	N/A (retired)
4	One that pays a livable wage.
5	I currently work from home, my wife works at a new salon near the HEB, so all within Hutto. I do plan on opening a facility in the Greater Austin area soon, so I may need to commute. Hutto would be a great choice, but it would have me traveling down 79 in the morning which tends to back up. Addressing congestion on 79 would be preferred.
6	IT Consulting
7	More Title industry related companies.
8	Office
9	I work from home.
10	I am an Events Director so, it would either have to continue to be remote work or a business with an events department for conferences, board meetings, etc.
11	N/A retired.
12	N/A
13	Salaries \$80k+
14	More accounting positions
15	\$37/hr LVN job
16	N/A
17	Social services
18	Managerial Marketing Position
19	Office management
20	None. I don't need a job. Volunteer opportunities.
21	I do work here
22	Great paying job
23	Work from home job
24	Chemistry based laboratory
25	Office work
26	Remote employment or a job closer to my home instead of hour / half commute into Austin.
27	Work at home type of job
28	We need jobs that aren't fast food.
29	Remote co-working space
30	Software implementation and support
31	University of Texas-Satellite Campus

#	Feedback
32	Education
33	Work from home tech
34	Commercial Property Management
35	Professional office type work
36	Marketing
37	Nursing
38	Remote Workplace
39	Entertainment district that can pay me \$25k+/yr
40	Software Development. I'm an Engineering manager for software.
41	Higher paying public sector

MAP EXERCISE

Participants were instructed to provide feedback on various topics by dragging and dropping their pins onto the map. Indicate whether you are identifying a problem, an opportunity, or an idea you have, and provide a brief comment to explain.





MAP COMMENTS

BUSINESS AND USE

#	Comment Type	Comment	Up Votes	Down Votes
1	Business and Use	Allow for extra parking in backyard of this building.	6	0
2	Business and Use	Can we get our own HEB instead of sharing with pflugerville / round rock	55	5
3	Business and Use	Sit down restaurants please! We don't need anymore fast food. It would be nice to stay in Hutto to sit down for dinner with my family. As it is we usually head to Round Rock for more choices.	88	0
4	Business and Use	Get a reason for non residents to come spend money and places for residents to work close to home! Do it before Taylor does.	37	0
5	Business and Use	Big-box retail, grocery, and/or sporting goods store as anchors; smaller retail/commercial infill. Grocery should be niche chain (Trader Joes, Whole Foods, etc.), while sporting goods should be Academy (or possibly Dick's) to support Hutto Youth sports.	11	4
6	Business and Use	Tap Room. Entice brewery or winery or distillery (local preferred) to include a tap room or wine tasting space, with possibility of on-site purchases.	58	5
7	Business and Use	Gun Range. Private or public shooting range with indoor facilities and outdoor shooting lanes, almost adjacent to existing WilCo LEO range.	19	8
8	Business and Use	can we not fill this space with nail salons and chain restaurants?	42	4
9	Business and Use	It would be nice to have our own movie theater	46	0
10	Business and Use	LOVE the idea of a niche grocery store chain, or even an HEB, but dislike the sporting goods store concept.	18	0
11	Business and Use	Downtown smaller grocery store or health foods store - Trader Joes, Whole Foods, Sprouts, etc. would be amazing	59	1
12	Business and Use	I understand (accurately, I hope) this old Tex-Mix facility and eye sore in general is going away. If/when it's gone, it would be really nice to see it developed into anything other than a row of nail salons, convenient stores, or fast food/chain restaurants, A Trader Joe's, HEB Central Market, or Walmart Neighborhood Market would provide an alternative to the Hutto HEB, which is becoming increasingly busy.	42	2
13	Business and Use	We need a large supermarket in the region. HEB is great but smaller brands would be successful	40	0
14	Business and Use	Keep the small-town charm of downtown, but enhance with more small businesses that draw people in.	25	0
15	Business and Use	CENTRAL MARKET	32	3
16	Business and Use	Great spot for a local craft outlet	8	4
17	Business and Use	Promote Business in Old Town, both south of the RR tracks and north. REDO ALL THE STREETS AND UTILITIES IN NEED IN ALL OF OLD TOWN. Make it a unique and special place in both north and south Old Town. Add art in public places in these areas first.	23	1

#	Comment Type	Comment	Up Votes	Down Votes
18	Business and Use	A walgreens/CVS and grocery store would be great for the neighbors north of 79. Will also reduce traffic build up down these small one-lane streets and into 79. Think of expanding behind Lowe's and Home Depot... what a convenient spot for this community!	12	1
19	Business and Use	Reopen Lamppost Coffee! The location is prime! This would be a great place to meet a friend for coffee or work from. We need more of these in Hutto!	15	0
20	Business and Use	Bad place for Gas Station and car wash next to a community pool	14	0
21	Business and Use	It would be great to have a farm to table restaurant. Something higher quality and more local than our mini fast food joints.	40	1
22	Business and Use	This would be a great spot for a small strip center with a few businesses the neighborhood can access	15	12
23	Business and Use	Commercial Plaza with Grocery Anchor store	15	6
24	Business and Use	"Make this commercial Zone for groceries there's no reason why H-E-B "Hutto" is actually on the other side and it's more of Round Rock than it is in Hutto. we need more commercial and grocery stores nearby. This location would be perfect to be zoned that way."	24	0
25	Business and Use	Retail Commercial space	7	0
26	Business and Use	Have a unified, mixed use building that maintains open space for festivals, live music, landscaping. Build and design a public forum, creative space, small local grocer (thoms but better). Take architectural elements of "old" high school 20s deco. Roof top gardens.	16	3
27	Business and Use	"Higher quality restaurants for families. There is only so much fast food one can have. We also need children's entertainment or places for families to gather."	34	0
28	Business and Use	We need a movie theater	6	0
29	Business and Use	Businesses or housing to benefit students at the college and businesses in the industry park	8	0
30	Business and Use	Would be nice if this town had NO MORE FAST FOOD places but instead, HEALTHY PLACES - sushi restaurant, Whole Foods or SunHarvest Farms! Look around at the folks in this town and how unhealthy they are - stop w/ all the fast food! Also, no more nail salons, Dollar Stores (they are trash), Liquor Stores. Need clothing /shoe stores, craft /hobby stores, cleaners type stores. Hutto is a joke outside of the town b/c of the hippo mascot and all the heavy people - let's get healthier!	29	1
31	Business and Use	Can we get a grocery store that is not H-E-B, something with more healthy options. A sprouts, or whole foods, or heck even an Aldi's. We don't need another H-E-B.	23	9
32	Business and Use	Would be nice to have a craft store in town	14	2
33	Business and Use	Expand the Downtown scene. Encourage small business growth, including bars, local retail, etc. The place to walk a dog, let your kids run, sit and have a beer and listen to live music, eat great food.... Without having to drive to Georgetown or Austin.	27	0

#	Comment Type	Comment	Up Votes	Down Votes
34	Business and Use	A Target would be awesome, something other than more dollar stores.	25	1
35	Business and Use	I think a Target would go well here.	10	4
36	Business and Use	4 star restaurant or a healthy option please	25	0
37	Business and Use	An HEB or a Walmart would be great!	17	1
38	Business and Use	WHOLE FOODS AND/OR SPROUTS!!	24	1
39	Business and Use	Add a bowling alley!!	9	4
40	Business and Use	A non fast food restaurant would be awesome. Also an HEB	18	0
41	Business and Use	This area has Lealco waste transfer station and a concrete company our neighborhood fought to keep out. Now another waste station wants to apply called Griffin. We are overwhelmed with trucks, trash and horrible roads because of all the trucks. Please start taxing these entities for their road use more \$\$ to keep them from building these terrible businesses. There is trash all over the ditches and fields. CR 130 has become another dump. WE need leadership that will fight these businesses.	6	1
42	Business and Use	How about a Grocery Store on THIS side of Hwy 79, instead of the rental homes they want to put on this parcel:-)	14	0
43	Business and Use	Just hoping that we can bring other big businesses to Hutto and hopefully we can get a Committee to oversee the contracts so citizens don't have to pay more taxes than we are now.	5	0
44	Business and Use	Sports bar and restaurant! PLUCKERS!!!!	6	0
45	Business and Use	Bring us more places to spend money within the city limits. Sit down+Take-out restaurants, cafes with patios, shared kitchens (that do take-out/delivery only), and spaces for small pop-up/stall markets. Give us reasons to hang around. We'll also need affordable places for the employees to live. Why work those jobs if they don't cover your rent and bills?	16	0
46	Business and Use	Why not make this a park since there's not much else to do with the failed co-op.	3	2
47	Business and Use	Can we get a grocery store (not Whole Foods) ANYWHERE on the north side of town?	4	0
48	Business and Use	This area badly needs retail and grocery. A neighborhood Walmart would be great. For retail shopping like a Marshalls, TJ Maxx or Burlington would be awesome. It's such a shame Hutto residents have to travel Pflugerville or Round Rock to shop. Bring retail shopping will bring more revenue for Hutto.	13	2
49	Business and Use	Where are the good paying jobs? 70k plus? It'd be nice to have.	6	1
50	Business and Use	Maybe a Quick Trip gas station	0	1
51	Business and Use	I would like to see a family restaurant like there use to be. like po folks, -sizzles. I believe Hutto will have enough fast food and Mexican food.	0	0
52	Business and Use	A shopping center or grocery store would be great here.	4	0
53	Business and Use	A shopping center and restaurants like Pflugerville Town center would be great here.	9	0
54	Business and Use	Movie theatre!	6	1
55	Business and Use	Nice sit down restaurants	8	0

#	Comment Type	Comment	Up Votes	Down Votes
56	Business and Use	Target/Walmart/HEB	11	1
57	Business and Use	Sit down restaurants	11	0
58	Business and Use	Nice hotel/conference centers	4	2
59	Business and Use	Top Golf	2	7
60	Business and Use	Lots of potential here- large empty lot for sale	2	1
61	Business and Use	Great empty lot for business use. Has been on the market for a long time.	2	0
62	Business and Use	Can we not make this area like the Domain? Restaurants, bars, clubs, places like Top Golf, bowling, retail, etc.	8	0
63	Business and Use	As Southeast Loop starts coming through this area in the next decade, ensure zoning is modified to allow adequate commercial areas along the entire stretch (not just residential). Most area from Brushy Creek to 1660 is listed as Residential use on Future Land Use Map but need to modify.	4	0
64	Business and Use	This area of 1660 needs to be reserved for local commercial (i.e. local restaurants, strip center, etc) versus changed to residential. Allows easy walking access from numerous neighborhoods plus Farley MS.	5	0
65	Business and Use	EDC needs to use funds to entice Small Business to move to Hutto (versus just utilizing money for corporations). Short term tax breaks (or payback of lease cost for a few months) would be a huge benefit to bring small business here.	1	0
66	Business and Use	Please make the entire gun range facility indoors. At all hours of the morning and night, guns are fired. The noise is extremely frustrating to all those that live in the area. And there is more development in the area coming. An outdoor range like this needs to be enclosed.	8	1
67	Business and Use	Small commercial plaza similar to the Triangle in Austin with grocery store, fitness studio and coffee shop/other small business	10	0
68	Business and Use	A Mexican grocery store would be great here to accommodate existing and growing Latino population.	2	0
69	Business and Use	Long John Silvers please!! Enough burger and chicken places.	0	3
70	Business and Use	To add to Mexican grocery store idea. This location would also equally accommodate Latino population in Taylor and it's growing population.	2	0
71	Business and Use	Small market/ small commercial plaza for the residents in the neighborhood	8	1
72	Business and Use	This stretch of Limmer Loop would be perfect for a commercial area with everything residents need such as a grocery store, a gym, restaurants/entertainment, shopping, craft store, and playground areas for the children.	4	0
73	Business and Use	It would be so nice to have some children's entertainment or maybe even a children's museum (like the Thinkery in Austin) here	2	1
74	Business and Use	Entertainment of some kind for kids and adults - something like a Main event/Dave busters or jump place idea or a movie theatre	1	0
75	Business and Use	Vegan restaurant (or a place with actual options) for us non-burger, non-chicken folks - I'd plus 1 to the Whole Foods ideas as a compromise	1	1

#	Comment Type	Comment	Up Votes	Down Votes
76	Business and Use	A trader joes, natural grocers, or central market location would be great here. It will encourage high school students to eat healthier and also help this area for seniors and families without cars access food.	2	0
77	Business and Use	I think some shopping options here that are not easily accessible in Pflugerville and Round rock would really make this shopping center standout: Michaels, Joann crafts store, Trader Joes, Modern Market, Mary's Honest Foods, sweet green or mad greens, Nordstrom's rack, Marshalls or tj-Max! Please consider as these are wholesome family retailers that could benefit everyone in Hutto.	1	0
78	Business and Use	Grocery or big box/junior box retail. Back portion multi-family	0	0
79	Business and Use	Can we get a trader joes or natural grocers? Joann Art and crafts? Or even a Michaels? Something that helps kids eat healthy and stay creative?	0	0
80	Business and Use	Michaels, Joann crafts store, Trader Joes, Modern Market, Mary's Honest Foods, sweet green, Nordstrom's rack, Marshalls or tj-Max! Please consider as these are wholesome family retailers that could benefit everyone in Hutto.	1	0
81	Business and Use	Please no more fast food, liquor stores, salons... its like Hutto City of-ficials dont care about its tax payers health... please bring more health choices like central market, trader joes, honest Marys, Whole Foods, sweet greens...	0	0



MAP COMMENTS

OTHER IDEAS

#	Comment Type	Comment	Up Votes	Down Votes
1	Other Idea	Please stop building (especially apartments) in this area. This road is a congested nightmare and for those of us who spent hundreds of thousands of dollars to live in this "nice" area it is extremely frustrating trying to travel in and out, especially at rush hour. Getting off Carl Stern onto 130 heading to Round Rock is difficult. Cars are speeding down Carl Stern, honking when we try and turn into OUR OWN STREET and cars will pass you on the shoulder on Carl Stern at the 130 intersection.	35	0
2	Other Idea	Need another lane because traffic backs up too far	32	0
3	Other Idea	Upon completion of CR132/US79 interchange, close Front Street at CR199. This limits traffic conflicts at FM1660 south and Front Street. Current and future developments will access US79 from CR132, and not from FM1660 south.	7	6
4	Other Idea	Trail System. Extend existing trail to existing Safe Walk to School sidewalks on FM1660, continuing north of HuttoParke to the 9th Grade Center.	18	0
5	Other Idea	Heritage Farm. Farmers have the right to sell their land, but we can retain this important Hutto heritage. Partner with A&M, FFA, 4H, Chamber of Commerce, etc. to keep an existing farm as a farm, encouraging ag programs and preserving Hutto history.	29	1
6	Other Idea	Please stop building new apartments and cookie cutter houses. I moved here because of the small town feel and now it is being taken over and the traffic is horrible. I miss the open fields!	11	9
7	Other Idea	It would be nice if we had more streetlights to brighten up the new areas of the neighborhood a bit more	20	0
8	Other Idea	"Can we ever make all of the railroad crossings, at least three of them, in Hutto "quiet zone" crossings like they have done in Round Rock and other cities? Having to hear the very loud train horns, especially in the middle of the night while people are trying to sleep, is very irritating."	32	2
9	Other Idea	We need a nice sit down (date night for parents) restaurant local in Hutto. We have some good places but we always have to leave the area for a steak place.	27	0
10	Other Idea	Need to invest into a noise barrier wall between high way 130 and residential homes.	11	8
11	Other Idea	We cannot accommodate the growth in population the way things are. The schools, buses, roads, retailers cannot fit the rapid growth. We should not be building multi complex apartment buildings without properly preparing for the growth. We will need more schools, businesses, more lanes, etc quickly. Need larger retailers like Target, Whole Foods, etc to help lower taxes and keep investments within Hutto. Right now we all go to other towns to spend our money.	41	0

#	Comment Type	Comment	Up Votes	Down Votes
12	Other Idea	"Current sand volleyball court is unusable. Renovate the existing sand volleyball courts to become playable and used again. Hutto has no quality playable sand volleyball courts, so we have to go outside to surrounding cities to play instead. Give us a reason to play in Hutto! With two courts in place, they be used to host both youth and adult leagues and tournaments in the city. (Finer grain & deeper sand, adjustable height nets for youth/women/men, lights)"	11	0
13	Other Idea	Behind the homes on Marimoor Drive is a parcel of land that cannot be built on. How about a charter? (a document, issued by a sovereign or state, outlining the conditions under which a corporation, colony, city, or other corporate body is organized, and defining its rights and privileges.) We can build a place to display it. We can meet and have bake sales, et al.	3	0
14	Other Idea	"Can we update the curb appeal of these fences down Limmer Loop? They are falling over and becoming an eyesore. Hutto Highlands entrance could use some landscaping."	9	0
15	Other Idea	Economic development and growth concerns galore!!! Hutto is currently land rich and cash poor. Flip this to our advantage through the long-term lease and sale of certain assets for the benefit of taxpayers and the community. Would be happy to provide in-depth ideas and potential solutions. Need more primary jobs created for our citizens, need a hospital in Hutto, need a quality north side of US79 grocery store.	18	0
16	Other Idea	Second Hutto regional sewer treatment plant to partially gravity flow serving the northern growth of Hutto based on topography. WILL BE NEEDED FOR HUTTO'S FUTURE!!!	16	1
17	Other Idea	Agree with the other comments! Let's make these rail road crossings quiet areas. The trains in the middle of the night are so loud and so many studies have demonstrated their negative impact on sleep patterns.	16	2
18	Other Idea	Bring back the pit!!! Take down the poles and give us our pit back	3	5
19	Other Idea	Please make some kind of shopping area in this location that includes grocery or retail. It is frustrating to have only one grocery location located on the other side of 130 to serve all of Hutto. Keep options closer to the main part of Hutto and 79 corridor. This area is currently only developed with fast food chains and dental it would also be nice to see other food options other than hamburgers and chicken.	44	0
20	Other Idea	Make "Welcome to Hutto" bigger and stand out more , maybe add lights or make it look like Co-Op Distric sign	15	0
21	Other Idea	Let volunteers help with the flower beds	9	0
22	Other Idea	Repair or remove water ponds	6	0
23	Other Idea	A village green with a charter. Maybe a small building to sell locally made baked goods, jams, et al. Proceeds to benefit the Hutto area- members of Hutto, landscaping, library, etc.	2	0
24	Other Idea	Clean this duck pond regularly. It seems that trash has been left uncollected for quite a while. It used to be very clean until the last year or so.	7	0

#	Comment Type	Comment	Up Votes	Down Votes
25	Other Idea	Please stop building apartments here. It is too congested on a one lane Carl stern street. The buildings are also an eyesore coming down 79. It's better off having shops, restaurants, and one major retail store	16	1
26	Other Idea	"This was the worst idea ever. Please stop building apartments, it looks awful already. The traffic will be horrible."	27	0
27	Other Idea	The traffic light issue going east on Carl stern changes too quickly causing congestion.	9	0
28	Other Idea	Community Center behind Home Depot	10	0
29	Other Idea	Please bring some new sit-down restaurants to Hutto. Tired of all the fast food! We need more variety! A great sandwich place would be good too.	35	0
30	Other Idea	Work with technical college on community education courses and I'd like to be better informed on what they offer.	3	1
31	Other Idea	Fix the fields. I know there are plans but this needs to be addressed.	6	0
32	Other Idea	A small dog park here would be amazing. Somewhere to walk the dogs to instead of driving to starmark.	6	0
33	Other Idea	This was the worst idea the city could have approved. Who thinks it's a good idea to place apartments in the middle of a neighborhood. Shame on whoever approved this.	7	0
34	Other Idea	A rec center or something for the kids to do to help keep them out of trouble. Paint ball. Roller skating rink. We have nothing to offer the children in Hutto.	19	0
35	Other Idea	Build a higher class neighborhood with larger homes. All of the neighborhoods being built are all cookie cutter basic homes.	10	3
36	Other Idea	Hutto is of the size it could use a hospital with an attached ER. The only urgent care is by the HEB and the nearest ER is 15minutes away in Round Rock (when traffic is good!) Hutto is in need of a hospital/medical center.	11	1
37	Other Idea	Traffic light may be beneficial specifically during peak hours	12	0
38	Other Idea	A drive in theater would be a lot of fun. We drive down to New Braunfels for the one there. Doesn't need to be this location, but it could draw a large crowd. If not a drive in, a movie theater of some sort.	6	3
39	Other Idea	This area is very dark at night... would be nice to have some lights.	5	0
40	Other Idea	More street lights on Montell Lane. At least brighter bulbs	0	0
41	Other Idea	Hutto High school needs to have the 9 th graders with their older peers. The 9 grader alone in the New building is disastrous. No steady Or permanent teachers, discipline was terrible, they had no mentors, The first experience in high school was supposed to be a place where it's organized, find help and acceptance which sometimes their peers from the higher grades could've done. The school looked like lord of the flies, No child should have to go through that.your school rating is not true.	1	0
42	Other Idea	Please improve the drainage and creek. Please implement the creek remediation plan the City already paid for. We don't want our homes to flood again.	2	0

#	Comment Type	Comment	Up Votes	Down Votes
43	Other Idea	Extend center turn lane all the way to 79 and add large shoulders for turning.	4	0
44	Other Idea	Paint a "don't block the box" cross hatch box in this intersection.	4	0
45	Other Idea	Need more parking and traffic solutions for the Middle School.	5	0
46	Other Idea	Improve traffic flow at this intersection.	3	0
47	Other Idea	Fix the road. It hS becom very bumpy with potholes forming	2	0
48	Other Idea	Put a sign here (and maybe other ingress routes) that lists what restaurants are in the area by Panda Express and Chik-Fil-A. Like tourist signs that show where food, gas, and hotels are on highways.	1	0
49	Other Idea	Brunch spots, wine tasting rooms, local shops, tap houses, bistro lights, seasonal decorations, etc. just like Georgetown. If we can make Hutto a classy destination we will bring in more money for the community	6	0
50	Other Idea	A luxury gym would be great somewhere in Hutto!! At least like a nice LA fitness (would love something like Equinox). The YMCA is crazy overcrowded and really more family-oriented rather than for fitness. Young tech workers/families are moving here in droves and will want somewhere nice to workout	5	0
51	Other Idea	There is always a bunch of equipment, huge piles of stones, work trucks, etc off the road here and it looks like trash. Such an eyesore that brings the whole place down.	3	0
52	Other Idea	Grocery shopping, retail and restaurants! Target, Trader Joe's, Sprouts, Natural Grocers. Sit down restaurants (preferably that are unique to Hutto and aren't found just down the street). No more fast food please. Shopping, book stores, clothing, etc.	13	0
53	Other Idea	Make a road/ exit	0	0
54	Other Idea	Shopping center ! Tj Max, Marshalls , Ross anything would be fine we have to go to round rock to buy clothes all the time would be nice to have outlets here , please expand the lanes if so	1	0
55	Other Idea	"Road should be divided & marked into 3 lanes: 1) to come into neighborhood, 2) to turn left into Limmer Loop, 3) to turn right to Limmer Loop. This exit gets too congested in the mornings& after school with all the school traffic trying to exit the neighborhood. Overall, the roads that lead to the elementary and middle school need to be improved or something needs to be done for a better flow of traffic and for the neighborhood residents to get to their house or exit the neighborhood."	3	0
56	Other Idea	MF (apartments) for EWCHEC and future commercial development	1	0
57	Other Idea	More streetlights over here would be great!	2	0
58	Other Idea	More garbage/dog waste cans in this neighborhood would be great	1	0
59	Other Idea	Do not allow additional expansion of businesses until 79 traffic issues are resolved and the city makes good on promises made to old town residents.	0	0
60	Other Idea	Fix the driveway the city destroyed located at 306 w Live Oak st	1	0

#	Comment Type	Comment	Up Votes	Down Votes
61	Other Idea	Locate the money that was allocated for the Live Oak St improvement projects and use them for Live Oak St following what was demanded by citizens and voters of Hutto.	0	0
62	Other Idea	Creates noise ordinance that would limit the level of vibrational bass noise businesses would be able to create prior to 9am on Sundays	0	0
63	Other Idea	City should maintain the ditches	1	0
64	Other Idea	Would like to have some more housing for move-ups and bigger lots. Hutto is a town starter homes on .2 acres lots. Maybe something like the lookout at brushy creek or fountain wood in Georgetown. With more high tech jobs coming to Hutto/Taylor the incomes may be there to support it.	2	0
65	Other Idea	This comment addresses the housing project currently under construction northwest of the intersection of Limmer Loop and Ed Schmidt. These houses are atrocious looking. They are nothing more than "cracker boxes" that do not in any way reflect the character of Hutto. Hutto can and should do far better than this in its approval of housing projects. I simply cannot understand why the city would approve a development that is as unsightly as this.	0	0
66	Other Idea	We should add some kind of light or something to signal a road here because at night this is hard to see and comes off dangerous	2	0
67	Other Idea	Can gas in Hutto be the same price as the surrounding towns. I drive to Pflugerville, Round Rock or Georgetown to get my gas right now because of the higher prices here. Gas is always 10-14 cents more a gallon here than our neighbor towns.	0	0
68	Other Idea	This light is entirely too short with all the business on this side, please extend timing	0	0
69	Other Idea	Major eye sore that makes Hutto look junky	0	0
70	Other Idea	Add a senior center. There is nothing in Hutto for the elderly to do. There is the centers in Round Rock but for those that do not drive or do not drive far, they are unable to get there	0	0
71	Other Idea	4-way crosswalk intersection	1	0
72	Other Idea	Trees, lots of trees to line this part of hutto since it leads to the co-op and down town.	1	0
73	Other Idea	Baseball & Softball turf fields.	0	0
74	Other Idea	Senior center	0	0



MAP COMMENTS

PUBLIC SPACE

#	Comment Type	Comment	Up Votes	Down Votes
1	Public Space	Please stop cutting down trees. The trees in this area are large and beautiful and we don't need another building here.	34	0
2	Public Space	When will the Brushy Creek Regional Trail be connected from Hutto to Red Bud Ln? Hutto is in dire need of an extensive trail system. Not just a mile here or a mile there.	36	0
3	Public Space	Off-leash dog park. The area is creek-side and prone to flooding, so structures are probably a no-go, but a fenced dog park would be of benefit to residents north of US79.	19	0
4	Public Space	I would love to take my kids to a BIG park with lots of things to do, other than a slide and a swing set. And a good running trail more than a mile	31	0
5	Public Space	This area is 3 acres +/- parkland to be dedicated from the Durango development. Can we Durango PID fees to improve this park? The HPC would like to see the old RR depot relocated here for a Civic or Senior Center. So much potential for this large park parcel.	14	0
6	Public Space	Can there be a trail added throughout the park? I know festivals are the money-maker, but having a useable park for the other 90% of the time would be a major plus for residents.	38	1
7	Public Space	It would be nice to have more trees and landscape buffers along FM685/ Chris Kelly to decreased noise, light pollution, and overall a better scenic view for Hutto Lake Park.	24	0
8	Public Space	Adding a playground here so that the park can be used for more than just main events. And would be really cool to add this golf to the side along the creek.	15	3
9	Public Space	It would be great to have walking trails and public park space along Brushy Creek.	19	0
10	Public Space	A place to keep community strong. A village feel in a small town.	4	0
11	Public Space	With the growing residential developments on this side of 79, increasing the number of public spaces would help these families reduce travel time to far away parks and would provide a community spot for these neighbors in close proximity.	13	0

#	Comment Type	Comment	Up Votes	Down Votes
12	Public Space	Utilize existing parkland and important destination areas such as the COOP and Old Town to create more people friendly and places of interest and art for the community. Interconnect all City parks and Old Town via sidewalks and trails utilizing Cottonwood Creek, Brushy Creek and other natural amenities. Include and appreciate local history via history related marker system Tie in County regional trails and be very creative. Ampitheater has awesome possibilities but is an art desert.	18	0
13	Public Space	As a runner, I love the idea of using Limmer Loop but it's too dangerous with drive-thru trucks and small lanes. A long distance trail in our city would be great... Old Settlers has a 3.5 mile loop (a bit too short in my opinion) nonetheless, it's a great spot I often see families and runners out.	7	0
14	Public Space	The need for sidewalks and drainage in Old Town is desperate. Especially with so much new construction coming. There will be far more car striving our streets and with outside walks we don't have safe places for our kids to play.	11	0
15	Public Space	I would love to see this park area developed.	8	0
16	Public Space	There should be easy, safe walkable entry to this park from the Brooklands neighborhood	12	0
17	Public Space	Perfect Game was lost and it's now in Cedar Park, now replace it with something better and more unique to our community.	10	0
18	Public Space	"Public Park inspired by Old Settlers Park in Round Rock / similar. retail commercial real estate development with tenants like. HEB Walmart Sams Club"	12	1
19	Public Space	big Public Park - with bike trail / sport complex.	16	0
20	Public Space	Maintain open space here. Wildflower center? Prairie restoration. Natural lands, black land education. Bird watching, biking, pictures and native grasses.	18	0
21	Public Space	Keep the name Brushy Creek. Geographic reference is missing sorely from Hutto. To name this newly established park along a notable water way after a vague historical figure is patriarchal and continues a loss of "sense of place" in Hutto.	9	1
22	Public Space	Lot of room here for something! City Pool. Water features. Skate park. BMX dirt track.	14	1
23	Public Space	This would be a great location for a new community park and voter approval rec center	18	0
24	Public Space	Would love to see this trail connect to other trails and become more useful for biking and walking!	19	0
25	Public Space	This 7 acres is owned by HISD, could be ideal for disc golf course or nature trail.	13	0

#	Comment Type	Comment	Up Votes	Down Votes
26	Public Space	Could be a spot for a Rec Center? Collaborate with TSTC to shared costs	2	0
27	Public Space	Skate park next to AEND	3	1
28	Public Space	Trail	13	1
29	Public Space	Put in a bridge to complete the trail from Creekside to Cross Creek	19	0
30	Public Space	A city the size of Hutto should have a recreation center for the community, with multiple spaces for youth, teen, adult, and senior activities, as well as a large public meeting space.	11	0
31	Public Space	This would be a perfect spot for a public playground. The only playground in this area is at the school. Also siblings of children playing soccer could play here during the games.	8	1
32	Public Space	A nine hole disc golf course added around this park would be fun.	10	0
33	Public Space	Pickleball/tennis courts to go alongside basketball courts.	6	0
34	Public Space	Is there a way to get this to retain water, during the summer it's a mud pit and extremely smelly. It's a lot more beautiful when it has *some* water.	5	0
35	Public Space	Add a trail that runs between Soccer fields and Hutto Lake Park.	5	0
36	Public Space	After moving here 21 years ago, I enjoy seeing the trains on ih79 from our neighborhood. I'd like to see this land reserved for public parks hike, bike and disc golf area. Lots of trees and trails like Old Settlers with pavilions and playgrounds. I do not want to look at concrete walls or trash bins for industrial purposes. Keep it natural for nearby family or community fun. No giant flood lights bearing down on our homes. We enjoy the stars in our night sky. Why not a splash pad and pool.	7	0
37	Public Space	"Community pool, splash pad Small water park connecting to hike trail n disc golf course."	8	0
38	Public Space	Public/city (residents of hutto only) use pool!!	8	4
39	Public Space	A community park here would be fabulous! Even a basketball court	8	1
40	Public Space	We need a space to bring our kids to play. For example, trampoline park, bowling alley, Little Land type of business, or even like a Mount Playmore type of place.	10	3
41	Public Space	Hutto is a small town in comparison to the towns that surround it, my main concern is the green area and space so that it's not congested so much we need to preserve a lot of the green area.	4	0
42	Public Space	Terrible fences all around - lots of stray dogs in the neighborhood escaping from yards.	0	0

#	Comment Type	Comment	Up Votes	Down Votes
43	Public Space	I would like to see more public spaces like parks and walk / bike paths. Maybe utilize the open space where the gas line is buried, I don't see why that can't be a way to connect multiple neighborhoods and their parks with nice green space. Dog parks, jogging loop, bike paths, etc. I would feel better about kids coming and going without having to cross Carl Stern just to safely move from one neighborhood to another.	5	0
44	Public Space	Could we use this empty utility path for Greenway that connects the park with the neighborhoods to the west?	5	0
45	Public Space	My wife and several other people I've talked with say that they feel unsafe on this part of the Hutto Lake Park trail. This is mainly because it is out of sight from practically every angle. I have no real thoughts on how this could be improved, other than perhaps thinning some of the tree line so that the trail can be seen from across the lake.	0	1
46	Public Space	There's a walking trail somewhere over here, but not obvious way to get to it - which is a shame because I think it just doesn't get used.	3	0
47	Public Space	This is planned for new development for more housing. This is a flood zone and will require a huge amount of moving dirt. It would be a lovely space for a community park with a natural creek and the only trees in the area left.	4	0
48	Public Space	Can this area be rezoned to Institutional and used for a community park? If we apply for grants we could easily get funding for ball fields, disc golf course, skatepark, and more. This is much more needed than current Industrial zoning (especially with Megasite just to the east).	3	0
49	Public Space	Fix the disconnected trails in Hutto. Right now there is a trail on the east (in Cross Creek) that ends and needs connection to Creekside Park. All trails should be coordinated and mapped (including online interactive map) to allow people to utilize them fully.	6	0
50	Public Space	Protect trees in this area from clearing	3	0
51	Public Space	Pocket park	4	0
52	Public Space	The asphalt parking lot not only creates a heat island but will cause serious burns to bare feet and paws. Adding shade and trees will help during those hot summer months. Every time I've been to this park, cars by pass the parking lot and drive through the grass to a shaded area.	2	0
53	Public Space	We are desperate for a park with a pool. it was promised to the neighborhood, but never developed. A park would be wonderful.	2	0
54	Public Space	Create a small wildflower garden and butterfly sanctuary	3	0
55	Public Space	Create a small wildflower garden and butterfly sanctuary	3	0

#	Comment Type	Comment	Up Votes	Down Votes
56	Public Space	Create wildflower space and butterfly sanctuary. Create space for children to learn about the importance of native species	2	0
57	Public Space	Why are we planting Palo Verdes here which are not native to Blackland prairie? City hall should lead by example.	1	0
58	Public Space	Gardens should be restored and used as a community space to teach children and newcomers about caring for native wildlife organically	2	0
59	Public Space	Add restrooms that are not port-o-potties!	1	0
60	Public Space	Add walking/ jogging/ biking trail along creek like Zilker Park	1	0
61	Public Space	Add soccer fields	0	0
62	Public Space	Hutto Rec Center	1	0
63	Public Space	This park is named after Hutto and it looks forgotten. I would love a lovely garden, manicured walking path, and maybe some landscaping to make this place stand out. Many people come to walk here from neighboring cities and are disappointed. This might be a great Central Park for Hutto.	2	0
64	Public Space	This walking path could be a great walking and biking path, but it is constantly littered, and I am afraid to take kids here because I have seen empty alcohol bottles scattered. The garbage can in the lake is awful. I think some flowers here year round could make this place really glow.	1	0
65	Public Space	Other towns have small arboretum or gardening societies that children and families can learn about the plants and trees best for the town. A green house with garden would be great! I also think we need a hippo statue here!	3	0
66	Public Space	Lets make a fantastic biking path that people will want to ride through!	0	0
67	Public Space	It would be nice to have walking, biking trails, native trees, picnic areas.	2	0
68	Public Space	Extend the sidewalk from the end of this path to that extends to the corner of Chris Kelly and 1660. It would be a 3.3 mile run from the Riverwalk subdivision to this point. It would be a nice running path (dashed lines like a street for running to and from) for those who want to see all of Hutto crossing all businesses and part of the farmland as well. I would love for this be on the other side of Chris Kelly so you can loop this run.	0	0
69	Public Space	senior center	0	0



MAP COMMENTS

SAFETY

#	Comment Type	Comment	Up Votes	Down Votes
1	Safety	Need traffic light for safety since so much development in this area	8	4
2	Safety	There needs to be a traffic light here. When crossing Limmer Loop to go into Highlands on Carol Drive it is not easy to see if a car is coming from the left due to the curve in the road, and with the speed limit being 50 mph this can be a dangerous situation.	6	0
3	Safety	We need a sidewalk or bike lane on Limmer Loop between Highlands to 1660 for safety. With the neighborhood continuing to grow more and more people are walking and bike riding there now.	12	0
4	Safety	There needs to be speed bumps or something to SLOW people down on Carol Drive!! There is way to many people that drive over the speed limit on this street. I do not even want to let my kid play in the front yard because of this and when he gets off the bus the cars are speeding as soon as the bus turns off its stop lights. It's really ridiculous.	6	6
5	Safety	We desperately need a traffic light at Knowles and Chris's Kelly	32	0
6	Safety	Excellent location for Justice/Safety Center when CR132 Bridge is underway or completed.	6	0
7	Safety	Traffic Signal. Absolutely necessary PRIOR to completion of Live Oak connection. Reduce speed limit to 35mph between US79 and Live Oak (when completed).	11	1
8	Safety	Sometimes there are 2-3 accidents a week in this crazy intersection that no one knows how to use	21	0
9	Safety	There needs to be a sidewalk on both sides of 1660 all the way to Farley and the Elementary school. I see kids coming out of the neighborhoods on the west side of the street and they have to walk across 1660 to get to the sidewalk. There's too much traffic for this and someone is going to get hit.	31	0
10	Safety	Decreased speed limit from 60mph to 50 on FM685/ Chris Kelly. It's difficult exiting neighborhoods and commercial driveways with traffic going that fast.	21	15
11	Safety	We have a traffic issue, and it is going to get much worse with growth. Infrastructure MUST be addressed now otherwise it will be impossible to safely protect the community with fire and police services. I live in Carmel Creek and it takes 25 minutes after 4pm to even go to downtown Hutto.	7	0

#	Comment Type	Comment	Up Votes	Down Votes
12	Safety	We are badly in need of school zone for CCES and HMS. The traffic in this area in the mornings is awful and just waiting for an accident to happen.	16	1
13	Safety	NEED a traffic light for safety.	18	0
14	Safety	Star Ranch Blvd needs sidewalks running along each side (or at least one).	6	0
15	Safety	Traffic light needed.	23	0
16	Safety	Elevated walkway over 685 needed to prevent students from crossing as more businesses pop up across from the high school.	21	0
17	Safety	Please revisit to enforce NO PARKING within 20 feet of a stop sign. Most people cannot see when exiting their homes and the turn lane is obscured by cars. Also when school is out many cars park in entry of subdivision, both sides of road. Can't navigate around them to get home.	3	0
18	Safety	Fix all of the streets in Old Town, south and north. Empower police officers and other safety officials to proactively improve community by fixing safety concerns themselves via feet on the ground community outreach and even addressing, signage, potholes, blind spots created by foliage and other obstructions.	10	1
19	Safety	In HIGH need of cross walk for kids walking to school and painting turning lanes at the Stop sign.	14	0
20	Safety	"High risk intersection with no 4 way stop / traffic light. no street light/ high speed vehicles."	10	0
21	Safety	Recommending at light at Carol Dr and Limmer Loop. It can be very dangerous crossing due to the curve and low visibility.	3	0
22	Safety	The train crossing guards at this station come down very late. Cars still have a green light and the arms up to cross the tracks when the train is in view, blowing its horn. The train gets extremely close before the crossing guards go down.	6	0
23	Safety	Confusing intersection with too many accidents. A traffic light here will save lives!	15	0
24	Safety	4 Way stop signs on Emory Farms Ave to slow down all of the non-resident traffic that is flying through. And more police patrols at the busiest times of the day. (6:30-8:00AM) (3:30-5:30PM)	1	2
25	Safety	The traffic circle is dangerous. Drivers are turning left from Emory Farms without completing the circle and traffic does not yield correctly.	5	0

#	Comment Type	Comment	Up Votes	Down Votes
26	Safety	We need more walkable/bike friendly spaces specially for our highs school kids, this intersection is a very dangerous one when you are in the car imagine walking through it. I believe a pedestrian overpass is a great solution, to keep traffic going and have a safe way to travel by foot or bike. Also need actual sidewalks on Ed Schmidt Blvd, there are bits and pieces here and there and again not safe to walk or bike	22	0
27	Safety	Need a traffic light for safety!	12	0
28	Safety	"This intersection is unclear and unsafe when it changes to blinking red and yellow lights at night. There are no signs to indicate that cross traffic (North/South) does NOT stop when the lights are flashing. (North/South gets a flashing yellow light, East/West gets a flashing red.)"	9	10
29	Safety	Chris Kelley (FM 685) needs more traffic lights; folks speed too fast on this road!	5	12
30	Safety	Need more lights on Chris Kelly (FM 685) to slow traffic speed! People drive crazy on this FM Road!	5	10
31	Safety	Traffic light desperately needed at Knowles Dr & Chris Kelly. People edge out of subdivision or crossway and/or drive across thinking they can beat the oncoming traffic. Will it take someone getting killed here to install safety measures ??	0	0
32	Safety	Lower speed limit on FM 685 (Chris Kelly) - this is not a Formula One racetrack	14	13
33	Safety	Have a street light here at this major intersection	18	0
34	Safety	Crossing guards here (and all over Hutto) need to be trained. I've seen them walk out and almost get hit by a vehicle as if their sign will make trucks with trailers automatically brake. They will also back up traffic to an intersection causing a dangerous traffic hazard.	9	0
35	Safety	Need street lights on this road	9	0
36	Safety	People use the turning lane as a passing lane when people are turning off Limmer. May times there are people in turning lane waiting to make a turn. There will eventually be a wreck there. Many times people are waiting to turn after picking their kids up from school.	3	0
37	Safety	Improve intersection. It's difficult to come into neighborhood with all the business traffic.	8	0
38	Safety	All around Hanson's Corner shopping mall needs sidewalks... (may cover all 79 and Ed Schmidt Blvd) there's more foot traffic since we have more residents, specially for the schools kids.	8	0
39	Safety	Add sidewalks all around this comercial area too... for safety purposes.	6	0

#	Comment Type	Comment	Up Votes	Down Votes
40	Safety	A light needs to be put in this intersection. There are many accidents and even more people using this intersection incorrectly and unsafely.	5	0
41	Safety	The light on Chris Kelley heading South, so if you are sitting at the light Walgreens is on your right. This green light is so short, less than 5 seconds most times. I have never seen it longer than 10.	8	0
42	Safety	The right turn onto Chris Kelley as if you are leaving the Circle K gas station has a huge drop off from the side of the road! That whole right turn needs to be filled and repaired so cars do not fall off taking that right turn too wide.	4	0
43	Safety	There is a huge drop off on the right turn lane if you are turning onto 79. If you take that turn too wide your tire could fall off the side of the road on the turn.	1	0
44	Safety	HUGE pot holes in this intersection in the shopping center so a lot of traffic. They have been here for at least 4 years since we moved here.	8	0
45	Safety	Pot holes on this street! Close to the curve of Reagan Wells Dr & Concan Dr	0	0
46	Safety	On top of a traffic light and school zone that are desperately needed here, a crosswalk is necessary for parents and children coming from Hutto Town Square North	8	0
47	Safety	This I believe is the entrance to Carmel Creek. The problem in this intersection is that there are so many accidents in this cross. I think the only thing that would help that area right there would be a light signal light. Putting the stop signs won't help because people just want to hustle in to that small area and sometimes you can't see the other traffic coming from the opposite way.	1	0
48	Safety	There's too many folks running red lights causing multiple accidents at 79 and 685. Suggest lowering speed limits on 79 coming into town from the West side.	2	2
49	Safety	I join multiple others in recommending installation of traffic light here. There are accidents couple of times per week and near misses on any given day.	0	0
50	Safety	Please make this crossing much more visible. Traffic is heavier with all the new homes and many children cross here.	6	0
51	Safety	Fix the sinage in this intersection when cross traffic doesn't stop. Or, maintain normal operation of the signal 24 hours a day.	6	1
52	Safety	Improve signage for no U-turns at this intersection.	4	1
53	Safety	Lower the speed limit coming into town to help prevent high-speed collisions at 79 and Chris Kelley.	1	1

#	Comment Type	Comment	Up Votes	Down Votes
54	Safety	There's no dedicated left turn lane when heading southbound.	2	0
55	Safety	People are constantly blocking the intersection here, which blocks traffic from going thru on Front St or coming off of 79	1	0
56	Safety	WE NEED A STREETLIGHT AT THIS SPLIT Off - you can barely see!	3	0
57	Safety	Crime in Hutto Parke & Hutto Town Square is rising rapidly - theft, burglary and more.	1	0
58	Safety	Constant stray dogs over here, around house 116.	0	0
59	Safety	This corner is a death trap with no visibility due to excessive street parking, a bus stop in the middle and no stop signs.	0	0
60	Safety	You can't see anything back here - a street light at very least at the intersection would be beneficial.	6	0
61	Safety	It's exceedingly difficult to make a left on this road due to poor traffic patterns. Having a light near the housing complex or by the daycare/dentist area would be helpful as not everyone lives towards the tracks. Especially with all the existing and new business on this road.	2	0
62	Safety	How about fixing the sidewalk that had a section removed on 685 between Great Western and Riverwalk. The city tore it up and never completed the project by repairing the sidewalk. Pretty simple but needed job.	3	0
63	Safety	Add a traffic light here to deal with the increased traffic and school zone traffic	0	3
64	Safety	Traffic signal needed at this intersection. Very dangerous and dark intersection, lots of accidents here	2	0
65	Safety	Add an extra traffic light or more ways to exit this area since it gets really congested and very dangerous to cross the street.	9	0
66	Safety	Speed limit needs to be lowered and treated as school zone.	4	2
67	Safety	Pedestrian sidewalk	5	0
68	Safety	Some street lamps here would be nice. Lots of kids play here and it gets very dark at night.	1	0
69	Safety	Given how narrow the roads are in the Riverwalk development, I think that 30mph is just too fast in general for the speed limit. 25mph seems more appropriate. Not only are the roads narrow, there are lots of cars parked on the street usually and kids are present all the time. I've seen folks just fly through this neighborhood with no regard for safety.	1	1

#	Comment Type	Comment	Up Votes	Down Votes
70	Safety	There is a roughly 20 foot length of sidewalk just missing on this stretch, which is somewhat treacherous, especially for runners. It was torn up about a year ago and never replaced.	5	0
71	Safety	Crossing guards for the HS are jerks. Very poor training. Will walk right into the middle of oncoming traffic with no warning and then get mad and gesture rudely when vehicles can't come to an immediate stop on a dime.	0	0
72	Safety	Traffic light would be good here	0	0
73	Safety	Definitely needs traffic light here ! Stop making all the restaurants in one place causing way too much traffic! Spread them out	2	0
74	Safety	Improve school zone signs and enforce somehow. People speed during school hours and sometimes don't stop for buses.	3	0
75	Safety	With all the complaints of trucks driving through Emory Farms to reach Innovation Park, considering adding Chicanes or Speed Humps to slow traffic down and prevent trucks from going through. The recent plan of gates or overhead sign would not work as we need free flow of traffic still.	0	0
76	Safety	During afternoon pickup times, parent vehicles spill out onto Carl Stern causing backups and people going around in opposing lanes. Hutto ISD needs to re-evaluate plan for routing vehicles through their lot (potentially setup additional cones to channel vehicles through parking spaces to allow two additional "rows" of waiting cars).	0	0
77	Safety	This road is awful after it passes Kates Way. It needs to be fixed and widened. Two vehicles barely fit and there are holes everywhere.	2	0
78	Safety	Roads need to be updated and include lanes. Designated bike lane from school to post office. Better school zone lights and updated time frame.	1	0
79	Safety	Continued sidewalk from Elementary to Middle school	1	0
80	Safety	Need sidewalk to connect from Limmer to 1660 light.	3	0
81	Safety	Easy connection from neighborhood to park sounds good in theory, however this is going to encourage people attending events to park up the neighborhood on event days.	0	2
82	Safety	Please fix the street lights on Carl Stern. They have been out for over a year.	0	0
83	Safety	Fix the toll road exit so only one lane can exit, not 2. With only 1 toll booth open, this causes people to slam on their brakes to let the lanes merge.	0	0

#	Comment Type	Comment	Up Votes	Down Votes
84	Safety	Sidewalks. 20 years ago when this neighborhood was built there was one community. Now nearly every new neighborhood has people exiting through Lakeside Estates.	0	0
85	Safety	Road is very poorly made an bumpy. Floods easily too!	3	0
86	Safety	Need another crossover here to access stores. Seems like wasted space.	2	0
87	Safety	Pedestrian skywalk over the train and 79 would add to downtown accessibility. When I first moved here I would walk over there to support those businesses but now with the growth it is not safe to.	1	0
88	Safety	We need some sort of signal to slow cars down coming over the hill toward the intersection of Lemmons and Limmer Loop. We also desperately need a street light at that intersection	0	0
89	Safety	Complete the removal of ditches by replacing them with sidewalks and parallel parking following what voters had voted in and asked for.	2	0
90	Safety	Do not allow pet grooming businesses to dump truck contents into ditches. Better yet, remove the ditches.	1	0
91	Safety	This road is very narrow and could use a bit of widening and two way yellow paint	2	0
92	Safety	Install pedestrian overpass. Extreme congestion from pedestrians crossing during high peak times. Would reduce congestion and eliminate safety issues.	0	0
93	Safety	Remove driveway. Conflict with viscosity to Kothman. Will significantly reduce conflicts. CVS has access to Kothman.	0	0
94	Safety	Adding to the importance of needing a stop light here and to improve the conditions of the county road	1	0
95	Safety	We need a turning lane into and out of the North Creek apartments.	0	0
96	Safety	We need a u-turn lane here for direct access onto the toll road without having to sit through three lights to get into the toll. Traffic gets backed up here constantly.	3	0
97	Safety	There should be a turning lane here so people can turn into these businesses without sitting at the light; particularly during train crossings when the lane gets severely backed up.	2	0
98	Safety	Sidewalk from Farley to brushy creek park	0	0
99	Safety	Lighting and a sidewalk. This road has increasing auto and pedestrian traffic as people walk over to Dutch Bros, Wendy's, etc.	0	0
100	Safety	Sidewalk to accommodate increasing foot traffic.	0	0



MAP COMMENTS

TRANSPORTATION

#	Comment Type	Comment	Up Votes	Down Votes
1	Transportation	"1) Turning east from SH130 feeder unto Carl Stern Dr. : turn is to narrow, cars drive into grass or cross into the oncoming traffic lane. 2) Turning from Car Stern unto SH130 feeder northbound a) cars existing SH130 at high speed and people arrive from Car Stern Dr. have to make risky maneuvers to get in the left-hand lane. 3) Carl Stern Dr. east of Chris Kelly Blvd.: There are no alternative routes as land gest developed North and South of Carl Stern Drive."	33	1
2	Transportation	For the love of God, please install RIGHT TURN LANES. There is so much slowing down/congestion for drivers turning right onto FM 1660.	41	0
3	Transportation	Dangerous road! People pass on a no-pass two-lane road!!!! Speed Bumps? Lights?	5	13
4	Transportation	CR132 Bridge provides connectivity between north and south sides of city. Additionally, provides access from housing developments south of US79 to the US79 corridor and to Round Rock and Samsung Complex in Taylor.	7	0
5	Transportation	U-Turn lane. Coordinate with TXDOT for construction of u-turn lane to alleviate traffic on SB 130.	26	1
6	Transportation	Frontage road. Coordinate with TXDOT to connect SB 130 Frontage Road from US79 to Chris Kelley Blvd. Allows for access to Star Ranch and HEB without increasing traffic on Chris Kelley or paying a toll to go 3700 feet.	26	1
7	Transportation	Frontage Road. Coordinate with TXDOT for construction of NB 130 Frontage Road from Chris Kelley Blvd. to US 79. Alleviates traffic on Chris Kelley and allows for greater connectivity with north side of city.	23	0
8	Transportation	Widen Ed Schmidt Blvd. Increased commercial and retail business demands increase in traffic lanes north of Home Depot/Lowes. Installation of medians to control traffic crossing or turning onto Ed Schmidt.	30	0
9	Transportation	The traffic in this area gets so backed up. I suggest we add lights instead of all the stop signs. maybe widen the road. It can take me almost 30 min when normally it would take me 8min	15	2

#	Comment Type	Comment	Up Votes	Down Votes
10	Transportation	is there any way we can widen this road and make it 4 lanes?	17	0
11	Transportation	With all the growth along Route 137 from the park to 1660, the road should be widened to allow cars to pass safely when people are turning into and out of the school and the subdivision. Also, both large lots across 137 and 1660 from the school will be developed soon, which will mean even more traffic in this area.	16	1
12	Transportation	This intersection needs more lanes! We need right turn lanes for all directions especially with all the housing being built right in this area.	28	0
13	Transportation	Need more lanes. Population is increasing rapidly and the roads can no longer accommodate the traffic.	30	0
14	Transportation	Need more lanes. Population is growing rapidly and roads can no longer accommodate the traffic.	14	0
15	Transportation	School traffic here is always backed up. Many turn into the school to continue on 1660 towards co rd 137 and from the school. A long turn lane would alleviate quite a bit of traffic here. Along with another sidewalk on the other side.	20	0
16	Transportation	Need road expansion or other solution to accommodate traffic now that high school end time corresponds with rush hour traffic.	25	1
17	Transportation	Consider underpass or overpass to alleviate traffic and improve safety.	28	1
18	Transportation	The traffic build up in these one-lane streets during rush hour times leaves people spending 20-30 minutes in line. Expanding these lanes especially with the expansion of the lanes coming from IKEA would really help the traffic flow for this commute in north RR/Hutto and for those picking up kids in school or coming/going to work.	11	0
19	Transportation	Think intelligent BIG picture on all transportation issues; connectivity, looped systems, working very closely with TxDOT, Williamson County, Hutto ISD, Hutto ESD and surrounding communities of Taylor, Round Rock, Pflugerville and Georgetown to better serve every one of these partners.	8	0
20	Transportation	I'm not sure what Hutto can do about this, as I think it is a TXDot issue, But being able to go south on 130 here would be a huge help to our many traffic problems.	14	0
21	Transportation	Exchange is in need of repaving as well as having a sidewalk the extends the entire length	10	0

#	Comment Type	Comment	Up Votes	Down Votes
22	Transportation	There should be a sidewalk between the Brooklands neighborhood and Farley Middle School	19	0
23	Transportation	Traffic light 7. dark and open road makes it for high speeds and people always crossing with a lot of close calls.	2	0
24	Transportation	"MAJOR and HIGH RISK cross roads, it needs 4 stop or traffic light. A lot of industrial complex going up and increase in population but no safe intersection."	15	0
25	Transportation	Make Hutto the first regional train destination. If you build it they will come. Let's start the conversation and be leaders in the state. Integrate downtown area with attractive platforms and shop space.	7	3
26	Transportation	Train station. Let's get with the rail road and see why they're holding a utility depot downtown when there is a new huge rail depot 5 miles down the line.	2	2
27	Transportation	The traffic in this area can be dangerous at times. There is now the 9th grade center, and many new homes. It doesn't make any sense for this to be a two lane road. New design is warranted.	14	0
28	Transportation	Make this crossing (and others) a quite crossing	5	2
29	Transportation	Highway u-turn like common in Austin so those coming from Carmel creek neighborhood/Carl stern who want to go south on 130 don't have to sit at three lights just to turn around.	12	0
30	Transportation	This intersection is too congested. 1660 needs to be wider to accommodate the growth. And drivers are often caught waiting 20 minutes or more for the train. Given the rapid growth, it would be great if the entire train tracks were elevated eliminating the need for traffic delays altogether along 79 where the most commercial growth is happening	17	0
31	Transportation	Hwy 79 must be widened to at least 4 lanes. Traffic is already extremely congested at peak times. Plus major congestion, and lack of parking, will impact shopping/tourism	18	1
32	Transportation	Why does it feel like Lightning McQueen paved this road? Not only does the road need to be repaired, it should be widened to help with school congestion as well as congestion at the light. 2 lanes at the light would be so much better than almost being sideswiped by someone trying to squeeze past trying to turn right.	25	0

#	Comment Type	Comment	Up Votes	Down Votes
33	Transportation	This intersection needs turn lanes in every direction, and as many other lanes that will fit. Its long overdue. Whatever any traffic study indicates you need, multiply that by 5 for future growth. By time any changes are made, it'll be 5yrs behind already.	18	0
34	Transportation	1660 needs more lanes. Traffic always backs up all the way down from 79.	13	0
35	Transportation	This stretch of road is severely damaged and needs re-paving!!	21	0
36	Transportation	Please add as many lanes as you can to 1660 and 79 here!!! Way too congested!	10	0
37	Transportation	Can Carl Stern have Yield signs or lights instead of all of the Stop signs on this stretch? It takes 30mins to go through here sometimes.	2	2
38	Transportation	Are we ready for the 14.7mm sf Samsung facility and all the traffic it will bring. This includes the construction.	5	0
39	Transportation	Huttoparke has issues with people less than 20' from a stop sign. Please fix	1	0
40	Transportation	There needs to be a light or a lower speed limit here, cars come through way too fast on limmer and people pulling out of Kates way can't see them from around the neighborhood fence	1	0
41	Transportation	Busy intersection off of a high speed area of 79. This should be addressed ASAP. Cars turning and crossing here are so dangerous.	6	0
42	Transportation	Make a road go under the railroad tracks to cross from each side of 79.	12	1
43	Transportation	Needs more lanes along Limmer Loop.	16	0
44	Transportation	Complete the sidewalk from post office box to Carl Stern. Walkers have to go in the grass or cross the street	5	0
45	Transportation	Adding an exit from northbound SH130 to Limmer Loop would help with traffic on 79.	11	0
46	Transportation	It would be nice if we could connect to the Metro Rail system to get to downtown Austin and back. Similar to what Leander has.	10	1
47	Transportation	Traffic lights on 79 need to work in coordination. This will help alleviate some traffic congestion. Widening 79 would be best though.	14	0
48	Transportation	I'd like to see turn lanes added to this intersection to help with traffic.	10	0
49	Transportation	Can we make this a flashing yellow light to turn into Riverwalk?	5	6
50	Transportation	A city transportation system would be useful!	0	0

#	Comment Type	Comment	Up Votes	Down Votes
51	Transportation	Highway 79 is an absolute nightmare traffic wise after the hours of about 4:00 pm. SOMething has to be done about this!! Add express lanes, toll roads, more lanes, i dont know something.	2	0
52	Transportation	We need more public transportation options. Being constantly told my address is too rural for Carts and too urban for country bus made the years my mom was alive and going to dialysis a major stressor that shouldn't have been.	3	0
53	Transportation	I am still flabbergasted they redid this intersection and stop light... and DIDN'T create right-turn lanes to expedite traffic at this intersection- what a wasted opportunity! Now we will have to spend money in the near future to fix this intersection. Indeed, there is a lack of right-turn lanes at almost every stop light in Hutto.	3	0
54	Transportation	CR 138 needs to be widen with the current number of vehicles on the road but even more now that the new apartments and Riverwalk South are being completed.	7	0
55	Transportation	Double turn lane sign on light for left turn from Chris Kelley to 79. People are still turning wide from the inside lane to get into fast food restaurants.	3	0
56	Transportation	This road definitely needs to be wider to accommodate traffic, especially when the new apartments and subdivision are completed.	3	0
57	Transportation	This light is a nightmare and traffic is bad on Ed Schmidt.	4	0
58	Transportation	This needs additional traffic control - between speeding and it backing up since people ignore the 3 way stop.	0	0
59	Transportation	School busses (especially #38) and other cars are so backed up stop in the intersection and prevent residents from getting out.	1	0
60	Transportation	We need a light here please! Crazy speeders using it like NASCAR!	1	1
61	Transportation	Think about 1660 South at 79. Create a loop to 79 further east. Overpasses and tunnels should be entertained.	2	0
62	Transportation	A way to get to Carl Stern from 79 if you are driving towards Hutto	1	0
63	Transportation	An underpass is absolutely needed	2	0

#	Comment Type	Comment	Up Votes	Down Votes
64	Transportation	Instead of SLOWING traffic, improve entrance and exit options by adding dedicated turn lanes and/or entrance Lanes that merge. As of right now Chris Kelly is the only non-toll thru-street to the mid and northern parts of the city. Sometimes it takes me as long just to get from my house out past HEB as it does to commute the whole rest of the way to North Austin.	0	0
65	Transportation	“Neighborhoods are going up down CR 199 and two more fields have already been annexed for neighborhoods in the near future. The road headed out to Cross Creek and the new neighborhood being built are unacceptable. The road needs to be widened and a safer way to exit from CR 199 to 1660 South needs to be executed.”	3	0
66	Transportation	It's been stated a couple of times, but definitely worth repeating. Getting to 130 can be a long wait during morning traffic because 138 can't handle the existing traffic. Now with the apartments going in, it will just exponentially add to the problem. I've heard of road widening being planned for 138, but in my opinion it should have happened before they even broke ground on the apartment complex, which is now nearing completion.	2	0
67	Transportation	This intersection is horrible. Traffic from Front St is constantly cutting off traffic coming to/from 1660. Traffic on 1660 backs up badly and the light timing is off making things even worse. If a train comes? Forget about it, you could possibly be sitting for 15+ minutes.	6	0
68	Transportation	Please find some way to make the tracks a non-issue. Either a bridge over the tracks or somehow putting the tracks underground. In addition to the 5-20 minute delay, trains often park on the tracks blocking many of the major intersections through Hutto. I should not have to go miles out of my way to get to my home every other week.	4	0
69	Transportation	Traffic (think mostly large trucks, trailers, etc) coming from this feed store are a danger to traffic on 1660. They often cut off cars jumping out in front of traffic with no warning.	1	0
70	Transportation	This intersection is in desperate need of turning lanes coming off 79 and onto 1660.	2	0
71	Transportation	This road is in serious disrepair. Desperately needs to be repaved and expanded with all of the new residential areas coming in.	3	0

#	Comment Type	Comment	Up Votes	Down Votes
72	Transportation	Front St has become a major part of movement here in Hutto and desperately needs a facelift. Widening and paving the road would be great.	2	0
73	Transportation	Please find some way to make the tracks a non-issue. Either a bridge over the tracks or somehow putting the tracks underground. In addition to the 5-20 minute delay, trains often park on the tracks blocking many of the major intersections through Hutto.	2	0
74	Transportation	Put in a crossing here. We all laugh at "the pit" but it's stupid to have to go ALL the way past 130 to Uturn. I'm sure Starbucks and Sonic would appreciate the added business.	2	1
75	Transportation	The current Southeast Loop ultimate schematic shows a large intersection setup for SE Loop and FM1660, but no intersecting roads for 1660 to the north. Instead shows a two lane intersection to the frontage road only (slightly to the west of large new intersection). What is the plan to connect FM1660 to the future Southeast Loop? Who is funding this?	0	0
76	Transportation	Currently this curve at CR199 is not an adequate curve, but instead a corner. With future growth in this area occurring quickly this needs to become a true curve which requires additional ROW to the Northeast quickly. Then the entire segment of road (from Front Street section to CR 132) needs to be expanded with turn lanes for neighborhoods and widened with sidewalks and curbs.	2	0
77	Transportation	Recent developer submitted to extend Front Street to the east and provide commercial lots. What is the timeline for this addition? Also what mechanisms do we have to go ahead and extend Front Street beyond their development area all the way to CR 132? This connection is needed ASAP (unless CR199 is expanded and fixed within a year).	0	0
78	Transportation	Front Street is considered part of Old Town and should become a parkway feel. Add street parking, wide sidewalks, bike lanes, lighting, and landscaping. Would become pedestrian friendly area and even entice restaurants to move to this area (to add patios close to the street). Look into grants to cover some costs.	4	0
79	Transportation	As Carl Stern extends past the Cottonbrook Subdivision, ensure it is integrated into future road plan for CR132 and others. Carl Stern is one of only FOUR East/West thoroughfares in Hutto (Front Street/CR199, Limmer Loop, US79) and needs to be integrated all the way to the east eventually to 3349 (Southeast Loop).	1	0

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80	Transportation	Eventually Live Oak will be extended all the way through Emory Farms and through Innovation Business Park (with different street names). First, can we keep one consistent name across entire length? Second, can we ensure this road goes all the way to future Toll 130 Frontage Road? We need this eventual connection once frontage roads are built out.	0	0
81	Transportation	Ed Schmidt needs to be expanded to five lanes (two each direction with Two-Way Middle Turn Lane) all the way from US79 to Limmer Loop. Too much new development and traffic will worsen quickly. Consider channeled Left Turn lanes in some areas to prevent people from turning left out of some locations that are too close to other locations.	1	0
82	Transportation	When the co-op developers were originally laying out the area there would be a parking garage setup here. Ensure this still happens and ensure it's FREE as it needs to be used for City events and Downtown events.	6	0
83	Transportation	When Williamson County starts the Southeast Loop, ensure the two intersections here at CR 138 are reconfigured for the increased traffic. Potentially look into a Diverging Diamond interchange to help traffic flow much quicker and easier.	1	0
84	Transportation	Include more roundabouts in areas of Hutto that do not just need a stopsign. Helps traffic, safer for pedestrians to cross, and more.	2	0
85	Transportation	Please fix the right turn lane onto Carl Stern. Too many people get over into it and then change their mind once they realize they have to turn onto Carl Stern instead of 79.	1	0
86	Transportation	Please fix left turn (from Chris Kelly onto Carl Stern) green light to last longer than 5 seconds so more than 4 cars can turn.	0	0
87	Transportation	St. Patrick needs another entrance. Add more lanes to Ed Schmidt and another entrance to the church for an eastbound entrance and exit.	0	0
88	Transportation	Why does 79 exit sign on 130 not say Hutto. It only has RR and Taylor. Do we not exist?	0	0
89	Transportation	Farley Rd to Jakes Hill is terrible! Farley was damaged from snow storm and given poor patch work. Jakes Hill road is meant for old west chuck wagons. I drive this daily. My auto is only three years old and is in need of alignment work and I'm sure it's because of this one road. Please help.	2	0
90	Transportation	Do not create additional connections to the co op until the city completes live oak improvements as promised. Traffic is currently dangerous and we cannot afford to hurt Kurt children by increasing vehicle counts.	0	0

#	Comment Type	Comment	Up Votes	Down Votes
91	Transportation	Do not create additional connections to the co op until the city completes live oak improvements as promised. Traffic is currently dangerous and we cannot afford to hurt Kurt children by increasing vehicle counts.	0	0
92	Transportation	Fix potholes located at live oak and west	1	0
93	Transportation	Fix the roadway flooding that occurs on West street during rains	3	0
94	Transportation	Do not allow left hand turn off of West St into 79	0	0
95	Transportation	With Durango Farms adding population and increasing traffic, provide traffic safety improvements on Live Oak and north of East street. Improvements should include adding sidewalks, parallel parking, and repaving roads. Should also include speed bumps	3	0
96	Transportation	Turning on to live oak from 1660 can be dangerous. Create parallel parking on live oak and provide sidewalks.	0	0
97	Transportation	Would like to see some kind of improvement at this intersection to help reduce congestion during school drop-off/pick-up times. A possible roundabout to have continuous flow and not cause back-up.	0	0
98	Transportation	Installation of dedicated right turn lane to help reduce congestion during peak times.	0	0
99	Transportation	Heavy congestion during peak times. Installation of a roundabout would help with congestion and keep a continuous flow.	0	0
100	Transportation	This could use a light in the next few years. A lot of traffic will be coming on and off of CR 132 and 79.	1	1
101	Transportation	This road will be seeing large nump in everyday traffic. It needs to be widened and repaired.	2	0
102	Transportation	Entrance to Hutto Lake Park from 685 side	0	0
103	Transportation	I have seen some awful accidents on this stretch of Chris Kelley. I think some kind of traffic study needs to be done on this part of the road.	0	0
104	Transportation	CR 137 needs to be repaved with improved drainage design.	1	0



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