# City of Hutto

## Agenda

## City Council Meeting

## Thursday, February 2, 2023 at 7:00 PM

## City Council Chambers

## Hutto City Hall

## 500 W. Live Oak Street

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. **INVOCATION**
4. **PLEDGE OF ALLEGIANCE**
5. **PROCLAMATIONS**
   - 5.1. Black History Month
   - 5.2. World Hippo Day
6. **PRESENTATIONS**
   - 6.1. Monthly Presentation for Capital Improvement Projects for Fiscal Year 2023 (Matt Rector)
7. **CITY MANAGER COMMENTS**
8. **CITY COUNCIL COMMENTS**

   Pursuant to Texas Government Code Sec. 551.0415, a member of the governing body may make an announcement about items of community interest during a meeting of the governing body without given notice of the subject of the announcement. Items of Community Interests include: (1) expressions of thanks, congratulations, or condolence; (2) information regarding holiday schedule; (3) an honorary or salutary recognition of public official, public employee, or other citizen, except that a discussion regarding a change in the status of a person's public office or public employment is not an honorary or salutary recognition of the subdivision; (4) a reminder regarding social, ceremonial, or community event organized or sponsored by an entity other than the governing body that was attended or is scheduled to be attended by a member of the governing body or an official or employee of the political subdivision; and (5) announcements involving imminent threat to the public health and safety of people in the political subdivision that has arisen after the posting of the agenda.

   - 8.1. General Comments from City Council
   - 8.2. City Council Liaison Reports
   - 8.3. Future Agenda Items
9. **PUBLIC COMMENT**

   Any citizen wishing to speak during public comment may do so after completing the required registration form. The purpose of this item is to allow the residents of Hutto and other interested persons an opportunity to address the City Council on agenda issues and on non-agenda issues that

are a matter of the jurisdiction of the City Council (i.e., City policy or legislative issues). Non-agenda issues regarding daily operational or administrative matters should be first dealt with at the administrative level by calling City Hall at (512) 759-4839 during business hours. Each person providing public comment will be limited to 3 minutes. Any citizen wishing to speak during public comment may do so after completing the required registration form. Written comments for this meeting may also be sent to comments@huttotx.gov PRIOR to 4:00 pm on February 2, 2023. The email must include name, address, phone # and email to be recognized properly. Written comments will be provided to Council.

## 10. CONSENT AGENDA ITEMS

10.1. Discussion and possible action authorizing the City Manager to execute Individual Project Order 2023-09 for continuing professional services with Freese & Nichols Inc. (FNI) for engineering and design of the Lakeside Estates Phase 2 Sidewalk Project, from the approved FY 22-23 budget, in the not-to-exceed amount of $85,220.00. (Matt Rector)

10.2. Consideration and possible action on Resolution No. R-2023-020, a Resolution accepting the infrastructure improvements for the subdivision known as Covered Bridge Phase 1 (Richard Rodriguez)

10.3. Consideration and possible action on Ordinance No. O-2023-010 amending Chapter 18, Article 18.02, Division 1 of the Code of Ordinances to update the rules and regulations related to City Parks. (Jeff White) (First Reading)

a. Consideration and possible action on Ordinance No. O-2023-010 to dispense with the second reading pursuant to Hutto City Charter Article 3, Section 3.13 (Legal)

10.4. Presentation and possible action to accept the financial report for the month ending November 30, 2022. (Anne LaMere)

10.5. Consideration and possible action on approving the January 19, 2023 City Council and January 19, 2023 Work Session meeting minutes (Angela Lewis)

10.6. Consideration and possible action regarding Ordinance No. O-2023-008 to amend Section 2.03.042 of the Code of Ordinances to provide a definition of residency for the city manager residency requirement. (Mayor Snyder)

a. Consideration and possible action on Ordinance No. O-2023-008 to dispense with the second reading pursuant to Hutto City Charter Article 3, Section 3.13 (Legal)

10.7. Authorize release of January 27, 2023 Memo relating to Texas Constitutional Holdover Provision in a Home-Rule Municipality (Mayor Pro Tem Gordon, Legal)

10.8. Consideration and possible action on Ordinance No. O-2023-011 amending the Budget for the Fiscal Year of October 1, 2022 through September 30, 2023 by appropriating and setting aside funds in the amount of $6,000,000.00 for municipal purposes; providing for severability; and providing for an effective date. (First Reading) (Legal)

## 11. RESOLUTIONS

11.1. Consideration and possible action on Resolution R-2023-021, a Resolution approving the appointment of William Zito Jr. as the Emergency Management Coordinator for the City of Hutto, Texas (City Manager James Earp)

11.2. Consideration and possible action regarding the adoption of Resolution R-2023-022, providing an interpretation for the meaning of residing within the City of Hutto, Texas, related to Hutto City Charter Sections 3.02 and 3.06(b)(1). (Mayor Snyder)

## 12. OTHER BUSINESS

12.1. Consideration and possible action regarding possible appointments, re-appointments and/or removals to City Boards, Commissions, Task Forces, Economic Development Corporations, Local Government Corporations and Tax Increment Reinvestment Zone Boards, City Council Liaisons, and Area Government appointments.

12.2. Conduct a public hearing and possible action on the Hutto Soar 2040 Comprehensive Plan and approving Ordinance No. O-2023-009 (First Reading) (Ashley Bailey)

a. Consideration and possible action on Ordinance No. O-2023-009 to dispense with the second reading pursuant to Hutto City Charter Article 3, Section 3.13 (Legal)

12.3. Discussion and Possible Action on Financial Reserve Requirement Limits (Councilmember Clark, Mayor Pro Tem Gordon)

## 13. EXECUTIVE SESSION

The City Council for the City of Hutto reserves the right to adjourn into executive session at any time during the course of this meeting to discuss any of the matters listed above as authorized by the Texas Government Code Sections 551.071 (Litigation/Consultation with Attorney), 551.072 (Deliberations regarding real property), 551.073 (Deliberations regarding gifts and donations), 551.074 (Deliberations regarding personnel matters) or 551.076 (Deliberations regarding deployment/implementation of security personnel or devices) and 551.087 (Deliberations regarding Economic Development negotiations).

13.1. Receive legal advice pursuant to Texas Government Code Sec. 551.071 related to Pending Legal Requests, Potential Claims, Pending Litigation, Potential Litigation, and City Council Legal Requests.

13.2. Receive legal advice pursuant to Texas Government Code Section 551.071 relating to pending EEOC claims of former employee Stacy Schmitt.

13.3. Pursuant to Texas Government Code Sections 551.071 (legal consultation), 551.072 (Real Property) and 551.087 (Economic Development), to deliberate and seek legal advice regarding structure and funding of economic development real property acquisition and road construction by the Hutto Economic Development Corporation.

## 14. ACTION RELATIVE TO EXECUTIVE SESSION

14.1. Consideration and possible action related to legal advice received pursuant to Texas Government Code Sec. 551.071 related to Pending Legal Requests, Potential Claims, Pending Litigation, Potential Litigation, and City Council Legal Requests.

14.2. Consideration and possible action relating to legal advice received pursuant to Texas Government Code Section 551.071 relating to pending EEOC claims of former employee Stacy Schmitt.

14.3. Consideration and possible action related to legal advice received pursuant to Texas Government Code Sections 551.071 (legal consultation), 551.072 (Real Property) and 551.087 (Economic Development), regarding structure and funding of economic development real property acquisition by the Hutto Economic Development Corporation.

14.4. Discuss and consider a Resolution approving Cottonwood Development Corporation’s sale of the approximate 250 acres of property owned by the Corporation, under duress, accepting the Hutto Economic Development Corporation’s offer to purchase the property as contained in the Bill of Sale issued by Hutto Economic Development Corporation Type B, under duress.

14.5. Discuss and consider a Resolution approving the Hutto Economic Development

Corporation's related expenditures to purchase the Cottonwood Development Corporation property, as contained in the Bill of Sale issued by Hutto Economic Development Corporation Type B, under duress.

14.6. Approve a Resolution approving a city sales tax funding and refunding agreement between the Hutto Economic Development Corporation and the City of Hutto, Texas in the amount of $6,000,000 to acquire 250 acres of land for economic development use which is currently owned by and being sold under duress by the Cottonwood Development Corporation.

**15. ADJOURNMENT**

**16. CERTIFICATION**

I certify that this notice of the February 2, 2023 Hutto City Council meeting was posted on the City of Hutto website and the City Hall bulletin board of the City of Hutto on January 30, 2023 before 5:00 P.M.

Angela Lewis

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 Angela.Lewis@huttotx.gov or call (512) 759-4033 for assistance.

# Official Proclamation

## A Proclamation Recognizing Black History Month, February 2023

WHEREAS, through bravery, perseverance, faith, and resolve, Black Americans have contributed to shaping the economic, cultural, spiritual, and political development of American life, often in the face of prejudice and hardship; and

WHEREAS, their fight for equality, representation, and respect motivates us to continue working for a more equitable and inclusive future for every American; and

WHEREAS, since February 1926, a week to celebrate Black history was initiated by American historian Carter G. Woodson; and

WHEREAS, in 1976 the week was expanded to Black History Month and recognized by the United States government; and

WHEREAS, Black History Month is an occasion to rediscover the enduring stories of Black Americans, many of whom lived through the scourge of slavery, segregation, racial prejudice, and discrimination; and

WHEREAS, Black History Month is a time to commemorate Black Americans' contributions to the character, culture, and economic life of our state and nation; and

WHEREAS, Black History Month is a time to honor Black Americans' heroism and patriotism that have given people of all backgrounds the

confidence and Courage to pursue their own dreams; and

WHEREAS, the observance of Black History Month focuses attention on the persistent need to combat racism and injustice of all types and build a society that Lives up to its egalitarian ideals; and

WHEREAS, the City of Hutto is strengthened and enriched by its diverse citizens; and

WHEREAS, the City of Hutto rejects any discrimination through its values, policies, and practices; and

WHEREAS, the City of Hutto has made diversity, equity, and inclusion of all groups a priority and supports the continued work of the City's Diversity and Inclusion Commission to raise awareness and promote a community that embraces all of its citizens;

NOW, THEREFORE, I, Mike Snyder, Mayor of the City of Hutto, do herby proclaim February 2023, as "Black History Month" in the City of Hutto. The City makes this proclamation to celebrate the Black community and to affirm the City's commitment to protect and serve everyone who resides in, works in, or visits the City of Hutto without discrimination and its belief in the dignity, equality, and civil rights of all people.

CITY OF HUTTO, TEXAS

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_____

Mike Snyder, Mayor




# *Official Proclamation*

## *World Hippo Day*

Whereas, World Hippo Day is a global celebration of the hippopotamus, held annually on February 15,

Whereas, the celebration holds special significance for the City of Hutto, as the only community in the United States with the hippo as its mascot; and

Whereas, a few theories have emerged over the years on how the hippo came to represent Hutto, the most popular of which involves a train;

Whereas, when in 1915 a circus train traveling through town stopped at the Hutto Depot to feed and water the animals on board, a hippo supposedly escaped its car and wandered into Cottonwood Creek near the rail line; and

Whereas, the hippo showed no inclination to remove itself, so residents tried to coax the reluctant hippo from the water while a telegram was issued to the east and west of Hutto stating: Stop Trains! Hippo Loose in Hutto; and

Whereas, soon after the circus train departed, Hutto High school adopted the hippo as its mascot, and as early as 1923 the hippo

appeared on official graduation announcements; and

Whereas, there are more than 3,000 concrete hippos of all sizes adorning the community and countless local sources of hippo spirit-wear, souvenirs, and décor;

Whereas, Hutto Independent School District, and by extension, the entire Hutto community, refers to itself proudly as “Hippo Nation.”

Now, Therefore, I, Mike Snyder, Mayor of the City of Hutto along with the Hutto City Council do hereby proclaim February 15th as “World Hippo Day” in Hutto.

CITY OF HUTTO, TEXAS

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_____

Mike Snyder, Mayor

# AGENDA ITEM REPORT
# 6.1.

| | |
|---|---|
| **To:** | City Council |
| **Subject:** | Monthly Presentation for Capital Improvement Projects for Fiscal Year 2023 (Matt Rector) |
| **Meeting:** | Thursday, February 2, 2023 |
| **Department:** | Engineering / |
| **Staff Contact:** | Matt Rector |

## BACKGROUND INFORMATION:

Monthly Presentation for Capital Improvement Projects for Fiscal Year 2023 (Matt Rector)

## SUMMARY OF REQUEST:

## STAFF REVIEW:

## FISCAL NOTES:

## ATTACHMENTS:

None

# AGENDA ITEM REPORT
# 10.1.

| | |
|---|---|
| **To:** | City Council |
| **Subject:** | Discussion and possible action authorizing the City Manager to execute Individual Project Order 2023-09 for continuing professional services with Freese & Nichols Inc. (FNI) for engineering and design of the Lakeside Estates Phase 2 Sidewalk Project, from the approved FY 22-23 budget, in the not-to-exceed amount of $85,220.00. (Matt Rector) |
| **Meeting:** | Thursday, February 2, 2023 |
| **Department:** | Engineering / |
| **Staff Contact:** | Matt Rector |

## BACKGROUND INFORMATION:

During the budget adoption process for the FY 2023 budget, council approved funding for the phased installation of sidewalks in the Lakeside Estates subdivision. Construction of Phase 1 sidewalks along the west sides of Little Lake Road and Estate Drive was recently completed in late January 2023.

The project includes approximately 3,600 linear feet of sidewalks for the following locations:
- Marjorie Drive from Little Lake Road to east of Dana Drive
- Kaatz Lane from Estate Drive to east of Dana Drive
- Dana Drive from Kaatz Lane to Estate Drive
- Cassandra Drive from Estate Drive to east of Saint Mary's Drive
- Lakemont Drive from Estate Drive to east of Saint Mary's Drive

The notice to proceed (NTP) will be issued immediately following Council approval and design is expected to be completed in late May 2023. Construction is anticipated to begin in August 2023 and end in November 2023. The initial cost estimate for sidewalk construction is approximately $655,000.

## SUMMARY OF REQUEST:

Authorize the City Manager to execute IPO 2023-09 for professional services with FNI for engineering and design of the Lakeside Estates Phase 2 Sidewalk Project in the amount of $85,220.00.

## STAFF REVIEW:

This IPO agreement has been reviewed for compliance with required state law certifications, including disclosure of interested parties (HB 1295), verification of no terrorist organizations (SB 252), and verification of no boycott of Israel (HB 89) and no discrimination against energy or firearm

entities (SB 13 and SB 19). These requirements were met by the prior Master Agreement, executed in July 2021.

## FISCAL NOTES:

**The FY 2023 budget includes the design and construction of the Lakeside Estates sidewalks project in the general fund as follows:**

| | |
|---|---|
| **Sidewalks (10-040-060-6655) budget** | **$1,525,000** |
| **Lakeside Estates Phase 1** | **$ 514,509** |
| **Lakeside Estates Phase 2 Design** | **$ 85,220** |
| **Balance remaining for Phase 2 Construction and future phases** | **$ 925,271** |

**Budget is available for the requested $85,220 for Lakeside Estates Sidewalk Phase 2 design.**

## ATTACHMENTS:

1. Lakeside Estates Sidewalks Phase 2 - Partially Executed
2. Resolution Approving FNI Agmt for Lakeside Estates Phase 2 Sidewalk
3. 2023-01-24 - Lakeside Estates - Ph1 and Ph 2 Construction Limits

# Individual Project Order 2023-09
# to the Master Agreement
# between the City of Hutto
# and Freese & Nichols (07/15/2021)

## Lakeside Estates Sidewalks

## Phase 2

Freese and Nichols IPO
2023-09

This Individual Project Order (IPO) is made by and between the **City of Hutto** (hereinafter referred to as "**City**") and **Freese and Nichols**, (hereinafter referred to as "**Consultant**") in accordance with the provisions of the MASTER AGREEMENT FOR CONTINUING PROFESSIONAL SERVICES executed on July 15, 2021 (the "Agreement").

Under this IPO, the City intends to contract with Consultant to prepare plans, cost estimates and construction documents and associated bidding and construction phase services for the replacement of the Lakeside Estates Sidewalks Phase 2 in Hutto, Texas.

Consultant will provide professional services related to these improvements as described herein. Terms not defined herein shall have the meaning assigned to them in the Agreement.

## SECTION 1 - SCOPE OF SERVICES

Consultant will perform the services specified in Attachment A.

## SECTION 2 – PAYMENT

Consultant proposes to furnish services as described herein for the hourly not-to-exceed (NTE) fee of eighty-five thousand two hundred and twenty dollars and zero cents ($85,220.00) for design, bidding, and construction phase services based on the rate table provided in Attachment B. The Owner will pay Consultant, for time spent on the project, at the rates shown in Attachment B for each classification of Consultant's personnel (may include contract staff classified at Consultant's discretion) plus reimbursable expenses including but not limited to printing, courier service, reproduction, and travel. The rates shown in Attachment B will be increased annually with the first increase effective on or about February, 2023.

The Owner will pay Consultant on a monthly basis, based upon statements submitted by Consultant to the Owner indicating the estimated hours spent on the effort within the billing period. It is anticipated that the services described in Attachment A will be provided until the NTE amount is exhausted, at which point a new IPO will be executed to extend the contract amount.

The Owner represents that funding sources are in place with the available funds necessary to pay Consultant. If any payment due Consultant under this agreement is not received within 60 days from date of invoice, Consultant may elect to suspend services under this agreement without penalty or liquidated damages assessed from the Owner.

## SECTION 3 – ATTACHMENTS

3.1 The following Attachments are attached to and made a part of this IPO:
- 3.1.1 Attachment A – Scope of Services
- 3.1.2 Attachment B – Fee Schedule and Unit Rates
- 3.1.3 Attachment C – Project Design Schedule

This IPO may be executed in two (2) or more counterparts each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

The effective date of this IPO shall be the last date written below.

| City of Hutto, Texas | Freese & Nichols |
|---|---|
| By: _____ *Signature* | By:  *Signature* |
| Name: _____ *Printed Name* | Name: John New *Printed Name* |
| Title: _____ | Title: Vice President |
| Date: _____ | Date: January 27, 2023 |
| Attest: _____ | Attest: _____ |

*Freese & Nichols IPO*
2023-09

**SCOPE OF SERVICES AND RESPONSIBILITIES OF CITY**

PROJECT UNDERSTANDING

The Basic Services to be provided under this Task Order are engineering design services for construction of the Lakeside Estates Sidewalks Phase 2 Project. Services include design, surveying, Texas Department of Licensing and Regulation requirements, the preparation of plans, specifications and estimates (PS&E), bidding and construction phase services.

The project includes approximately 3,600 linear feet of sidewalks and driveways for the following locations:

- Marjorie Drive from Little Lake Road to east of Dana Drive (No driveways)
- Kaatz Lane from Estate Drive to east of Dana Drive (No driveways)
- Dana Drive from Kaatz Lane to Estate Drive (Maximum of 8 driveways)
- Cassandra Drive from Estate Drive to east of Saint Mary's Drive (Maximum of 18 driveways)
- Lakemont Drive from Estate Drive to east of Saint Mary's Drive (Maximum of 8 driveways)

ARTICLE I

**BASIC SERVICES:** Consultant shall render the following professional services in connection with the development of the Project:

A. DESIGN PHASE: Consultant shall provide professional services in this phase as follows:

1. **PROJECT MANAGEMENT AND ADMINISTRATION**

1. Invoicing – The CONSULTANT will submit to the CITY its invoices of services completed and compensation due, arranged by tasks. The CONSULTANT will show the budgeted and currently authorized amounts for each task, along with the invoiced and to-date amounts. The invoice must be submitted to the CITY by the 10th calendar day of each month. In addition, the CONSULTANT's first invoice must include a schedule of anticipated monthly invoice amounts for the duration of the project. The invoice schedule must match the authorized contract amount.

2. Project Schedule - Each month, and included with the submission of each invoice, the CONSULTANT will update the Project Schedule and related documents in accordance with the Project Schedule.

3. Progress Report - Each month, and included with the submission of each invoice, the CONSULTANT will submit a monthly report of the status of work performed through the end of the previous month. The CONSULTANT will summarize decisions or agreements made, and will outline unresolved or pending issues requiring CITY involvement or decision.

4. Kick-Off Meeting - The CONSULTANT will attend a Project Kick-Off Meeting with the CITY. The CONSULTANT will prepare and distribute meeting minutes within three (3) business days of the meeting.

5. Monthly Progress Meetings - The CONSULTANT will meet with CITY monthly. The CONSULTANT will prepare and distribute the monthly meeting agenda twenty-four (24) hours

before the meeting. The CONSULTANT will prepare and distribute meeting minutes within three (3) business days of each meeting.

6. General Design Criteria - As applicable, the CONSULTANT shall prepare work in accordance with the latest version of City and/or State procedures, specifications, manuals, guidelines, standard drawings, and standard specifications or previously approved special provisions and special specifications, which may include the following:

    - TxDOT Roadway Design Manual
    - Texas Manual on Uniform Traffic Control Devices (TMUTCD)
    - TxDOT Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges (latest Edition)
    - City of Hutto Unified Development Code and other City and/or State approved manuals as may be applicable.

7. Right-of-Entry (ROE) – The CONSULTANT will notify the City of the anticipated need to enter property outside of the existing right-of-way to perform any surveying, environmental, engineering or geotechnical activities needed to execute the required scope of services and shall provide the City with a list of the Williamson County Appraisal District (WCAD) Property Identification Numbers for those properties. The City shall obtain ROE from the Property Owner on behalf of the Consultant.

2. **SURVEY SERVICES**

    1. Topographic Survey Services are not included in this scope of work. The CONSULTANT will use available aerial imagery, as-built information, and field measurements to aid in plan production. The CONSULTANT will visit the field in order to collect existing conditions and measurements as needed in lieu of survey.

3. **ENVIRONMENTAL SERVICES**

    Environmental Services are not included in this scope of work.

4. **GEOTECHNICAL ENGINEERING SERVICES**

    Geotechnical Engineering Services are not included in this scope of work.

5. **UTILITY COORDINATION SERVICES**

    Utility Coordination Services are not included in this scope of work.

6. **SUBSURFACE UTILITY ENGINEERING (SUE) SERVICES**

    SUE Services are not included in this scope of work.

7. **TRAFFIC CONTROL PLAN SERVICES**

    1. The CONSULTANT shall prepare the TCP using TxDOT standard details. Preparation of a detailed TCP is not included in this scope of work. Advanced warning signs as needed shall be shown on the project layout sheet. The CONSULTANT shall implement the current City/State Barricade and Construction (BC) standards and TCP standards as applicable.

8. **ROADWAY DESIGN SERVICES**

1. Title Sheet – The CONSULTANT will prepare a Title Sheet which will include pertinent project information and an Index of Sheets.

2. Project Layout Sheets – The CONSULTANT will prepare Project Layout Sheets that clearly indicate the limits of the entire project. The Project layout sheets will consist of layout sheets on aerials at 50-scale clearly identifying major geometry components of the location of the sidewalk.

3. Typical Sections – The CONSULTANT will prepare existing and proposed typical sections for roadways and structures. Typical sections must include width of travel lanes, direction of travel, shoulders, outer separations, border widths, curb and gutter, curb offsets, median islands, sidewalks, and other pertinent cross-sectional elements, as well as the ROW. The typical section must also depict proposed grade line, centerline, pavement section material types and depths, sodding or seeding limits, traffic barriers, SUP/sidewalks, and station limits.

4. Driveway Summary – The CONSULTANT will develop a driveway summary for driveways requiring reconstruction with dimensions and any other items required.

5. Miscellaneous Details – The CONSULTANT will prepare Miscellaneous Roadway Details which will include all necessary details not included in standard City of Hutto and/or TxDOT detail sheets necessary to fully construct all portions of the project.

6. Standards – The CONSULTANT will obtain the most current applicable City of Hutto, City of Austin and/or TxDOT standards for inclusion in all plan submittals. Standards that require modification will be modified and sealed by a Professional Engineer licensed by the State of Texas. All standards will have the title blocks filled out with the applicable project data.

7. Quantity Summaries – The CONSULTANT will calculate quantities for all items and prepare a quantity Summary Sheet(s).

8. Opinion of Probable Construction Cost (OPCC) – The CONSULTANT will prepare an Opinion of Probable Construction Cost utilizing calculated quantities, City of Hutto, City of Austin, TxDOT Austin District average unit prices, and TxDOT Statewide average unit prices as appropriate based on the judgment of the CONSULTANT.

9. Construction Schedule – The CONSULTANT will prepare a construction schedule utilizing the Critical path Method (CPM) with appropriate software. The CPM schedule will identify the major items of work for construction of the project with durations based on available production rates for those items. The schedule will indicate tasks, subtasks, critical dates, milestones, will depict the interdependence of the various items, and will be in calendar days.

10. Project Manual – The CONSULTANT will prepare a Project Manual including standard general provisions, instructions to bidders, bid forms, applicable prevailing wage rates, specifications, special provisions and any other information required for complete construction of the Project. The CITY will provide the front-end documents for use by the CONSULTANT.

11. Pedestrian Facilities - The CONSULTANT shall coordinate with the City to incorporate pedestrian facilities. Pedestrian facilities must be designed in accordance with the latest American with Disabilities Act Accessibility Guidelines (ADAAG) and the Texas Accessibility Standards (TAS). The CONSULTANT shall submit to TDLR (through Registered Accessibility

Specialists) for review at 60% in compliance with Chapter 469 of the Texas Government Code, State of Texas Architectural Barriers Act to verify compliance with TAS. See subconsultant proposal for additional detail.

9. **DRAINAGE DESIGN SERVICES**

   Drainage Design Services are not included in this scope of work.

10. **SIGNING AND PAVEMENT MARKING SERVICES**

    Signing and Pavement Marking Services are not included in this scope of work.

11. **ENVIRONMENTAL, STORMWATER POLLUTION PREVENTION PLAN (SW3P), AND TREE PRESERVATION SERVICES**

    1. EPIC Sheet - The CONSULTANT will prepare the Environmental Permits, Issues, and Commitments sheet.

    2. Tree Inventory Summary – The CONSULTANT will develop a Tree Inventory Summary Table listing the tree ID, type and size.

    3. Tree Protection Details – The CONSULTANT will develop Tree Protection Details.

12. **SUBMITTAL REQUIREMENTS**

    1. Submittals and Review Meetings:

       a. 60 and 100 percent submittals will be required.

       b. The CONSULTANT will attend a 60 percent submittal review meeting. Comments and revisions will be incorporated into the deliverables for the next submittal. The CONSULTANT will prepare meeting minutes and submit to the City within three (3) business days after the meeting date.

    2. Plan Sheet Sequence - As applicable, the CONSULTANT shall prepare plans following the sheet sequence below:

       General
       - Title Sheet
       - Project Layout
       - Roadway Typical Sections
       - General Notes
       - Quantity Summary Sheets

       Traffic Control Plan
       - Standards

       Roadway
       - Driveway Summary
       - Miscellaneous Details

- Standards

Environmental

- EPIC Sheet
- Tree Protection Plans
- Standards

3. **SUBMITTALS**

The Consultant shall provide the following at each submittal:

a. 60% Review Submittal
   - Plan set meeting City design and permitting standards
   - Electronic .pdf format of 11”x17” plan sheets
   - Opinion of Probable Construction Cost
   - Preliminary Contract Time Determination
   - Summary table of design waivers, variances and/or alternative compliance requests from City UDC. For waivers requiring Board and Commission or City Council approvals, Consultant will prepare justification letters and exhibits for requested variances
   - Project Manual including table of contents listing proposed standard specifications, standard technical specifications, special provisions, and special specifications
   - Project submitted to TDLR for review
   - Other supporting documents

b. 100% Submittal
   - Final plan sheets updated from 60% review comments
   - Electronic .pdf format of 11”x17” plan sheets
   - Updated Opinion of Probable Construction Cost
   - Updated Contract Time Determination
   - Response comments from 60% submittal
   - Summary table of design waivers, variances and/or alternative compliance requests from City UDC. For waivers requiring Board and Commission or City Council approvals, CONSULTANT will prepare justification letters and exhibits for requested variances
   - Project Manual including table of contents listing proposed standard specifications, standard technical specifications, special provisions, and special specifications
   - Final Supporting Documents

c. Signed and Sealed Submittal
   - Signed and sealed plan sheets updated from 100% review comments
   - Electronic .pdf format of 11”x17” plan sheets
   - Final Opinion of Probable Construction Cost
   - Final Contract Time Determination
   - Response comments from 100% submittal
   - Summary table of design waivers, variances and/or alternative compliance requests from City UDC. For waivers requiring Board and Commission or City Council

approvals, CONSULTANT will prepare justification letters and exhibits for requested variances

- Project Manual including table of contents listing proposed standard specifications, standard technical specifications, special provisions, and special specifications
- Final Supporting Documents
- All TDLR comments addressed and accepted.

B. BID PHASE: Upon completion of the design services and approval of 100% drawings and specifications by City, CONSULTANT shall provide professional services in this phase as follows:

1. The CONSULTANT will assist the City as needed in obtaining bids using the City's current advertisement system for the preparation of advertisement materials.

2. The CONSULTANT will respond to Contractor questions raised and develop revisions to the Construction Contract Documents as required.

3. The CONSULTANT will furnish a set of Final Conformed Construction Contract Documents including plan sheets and Project Manual to the Contractor including all Addenda.

D. CONSTRUCTION PHASE SERVICES: Upon completion of the bid phase services, CONSULTANT will proceed with the performance of construction phase services as described below.

In performing these services, it is understood that CONSULTANT does not guarantee the Contractor's performance, nor is CONSULTANT responsible for the supervision of the Contractor's operation and employees. CONSULTANT shall not be responsible for the means, methods, techniques, sequences or procedures of construction selected by the Contractor, or any safety precautions and programs relating in any way to the condition of the premises, the work of the Contractor or any Subcontractor. CONSULTANT shall not be responsible for the acts or omissions of any person (except its own employees or agents) at the Project site or otherwise performing any of the work of the Project.

1. The CONSULTANT will attend the Pre-Construction Meeting with the City and the awarded Contractor. The CONSULTANT will prepare meeting minutes and submit to the City within three (3) business days of the meeting.

2. The CONSULTANT will attend bi-weekly status meetings (up to eight (8) meetings) using a virtual platform or at the project location in conjunction with site visits with the City and the Contractor. The CONSULTANT will prepare meeting minutes and submit to the City within three (3) business days of the meeting.

3. **The CONSULTANT will make weekly site visits (up to sixteen (16)) with the Contractor as needed to adjust sidewalk and curb ramp locations based on site conditions to ensure compliance with TLDR. During these site visits, the CONSULTANT will also observe as an experienced and qualified design professional the progress and quality of the executed work, and to determine in general if the work is proceeding in accordance with the plans and specifications. The CONSULTANT will not be required to make continuous on-site inspections to check the quality or quantity of the work. The RAS Specialist will attend site visits as needed (up to six (6)) to ensure compliance with TLDR.**

4. The CONSULTANT will review the Contractor's submittals such as Shop Drawings, Product Data and samples and take appropriate action (approve, approve with modifications, reject, etc.), but only for conformance with the design concept of the project and compliance with the information given in the Contract Documents. Reviews and approvals or other action will not extend to means, methods, techniques, sequences, or procedures of construction or to safety precautions and programs incident thereto.

5. City will require the Contractor to submit to the CONSULTANT any necessary requests for additional information (RFI). The CONSULTANT will review and deliver to the City its written recommendation regarding the RFI. It is anticipated that there will be two (2) RFI's per month during the Project. RFIs deemed to be due to inconsistencies in the Contract Documents will not be counted in the estimated number of RFI's in the contract.

6. The CONSULTANT will review monthly pay estimates and recommend approval or other appropriate action on such estimates.

7. The CONSULTANT will perform with CITY representative(s) a final inspection of the Project to observe any apparent defects in the completed construction with regard to conformance with the design concept and intent of the specifications, assist the CITY in consultation and discussions with the Contractor concerning such deficiencies, and make recommendations as to replacement or correction of the defective work.

8. The CONSULTANT will revise the construction drawings in accordance with the information furnished by construction Contractor(s) reflecting changes in the Project made during construction. Furnish City two (2) sets of printed copies and one (1) electronic copy (.pdf format) of "Record Drawings."

ARTICLE II

**SPECIAL SERVICES:** Consultant shall render the following professional services, which are not included in the Basic Services described above, in connection with the development of the Project:

No special services are included.

ARTICLE III

**ADDITIONAL SERVICES:** Any services performed by CONSULTANT that are not included in the Basic Services or Special Services described above are Additional Services.

ARTICLE IV

**TIME OF COMPLETION:** CONSULTANT is authorized to commence work on the Project upon execution of this Agreement and agrees to complete the services in accordance with the schedule presented in Attachment X.

If CONSULTANT'S services are delayed through no fault of CONSULTANT, CONSULTANT shall be entitled to adjust contract schedule consistent with the number of days of delay. These delays may include but are not limited to delays in Client or regulatory reviews, delays on the flow of information to be provided to

CONSULTANT, governmental approvals, etc. These delays may result in an adjustment to compensation as outlined on the face of this Agreement and in Attachment CO.

ARTICLE V

**RESPONSIBILITIES OF CITY:** City shall perform the following in a timely manner so as not to delay the services of CONSULTANT:

A. City recognizes and expects that change orders may be required to be issued during construction. The responsibility for the costs of change orders will be determined on the basis of applicable contractual obligations and professional liability standards. CONSULTANT will not be responsible for any change order costs due to unforeseen site conditions, changes made by or due to the City or Contractor, or any change order costs not caused by the negligent errors or omissions of CONSULTANT. Nothing in this provision creates a presumption that, or changes the professional liability standard for determining if, CONSULTANT is liable for change order costs. It is recommended that the City budget a minimum of 5% for new construction and a minimum of 10% for construction that includes refurbishing existing structures.

B. Designate in writing a person to act as City's representative with respect to the services to be rendered under this Agreement. Such person shall have contract authority to transmit instructions, receive information, interpret and define City's policies and decisions with respect to CONSULTANT'S services for the Project.

C. Provide all criteria and full information as to City's requirements for the Project, including design objectives and constraints, space, capacity and performance requirements, flexibility and expandability, and any budgetary limitations; and furnish copies of all design and construction standards which City will require to be included in the drawings and specifications.

D. Assist CONSULTANT by placing at CONSULTANT'S disposal all available information pertinent to the Project including previous reports and any other data relative to design or construction of the Project.

E. Arrange for access to and make all provisions for CONSULTANT to enter upon public and private property as required for CONSULTANT to perform services under this Agreement.

F. Examine all studies, reports, sketches, drawings, specifications, proposals and other documents presented by CONSULTANT, obtain advice of an attorney, insurance counselor and other consultants as City deems appropriate for such examination and render in writing decisions pertaining thereto within a reasonable time so as not to delay, or cause rework in, the services of CONSULTANT.

G. Furnish approvals and permits from all governmental authorities having jurisdiction over the Project and such approvals and consents from others as may be necessary for completion of the Project.

H. City shall make or arrange to have made all subsurface investigations, including but not limited to borings, test pits, soil resistivity surveys, and other subsurface explorations. City shall also make or arrange to have made the interpretations of data and reports resulting from such investigations. All costs associated with such investigations shall be paid by City.

I. Provide such accounting, independent cost estimating and insurance counseling services as may be required for the Project, such legal services as City may require or CONSULTANT may reasonably

request with regard to legal issues pertaining to the Project including any that may be raised by Contractor(s), such auditing service as City may require to ascertain how or for what purpose any Contractor has used the moneys paid under the construction contract, and such inspection services as City may require to ascertain that Contractor(s) are complying with any law, rule, regulation, ordinance, code or order applicable to their furnishing and performing the work.

J. If City designates a person to serve in the capacity of Resident Project Representative who is not CONSULTANT or CONSULTANT'S agent or employee, the duties, responsibilities and limitations of authority of such Resident Project Representative(s) will be set forth in an Attachment attached to and made a part of this Agreement before the Construction Phase of the Project begins.

K. Attend the pre-bid conference, bid opening, preconstruction conferences, construction progress and other job-related meetings and substantial completion inspections and final payment inspections.

L. Give prompt written notice to CONSULTANT whenever City observes or otherwise becomes aware of any development that affects the scope or timing of Consultant's services, or any defect or nonconformance of the work of any Contractor.

M. Furnish, or direct CONSULTANT to provide, Additional Services as stipulated in Attachment SC, Article III of this Agreement or other services as required.

N. Bear all costs incident to compliance with the requirements of this Article V.

January 26, 2023

Arturo Terrazas
Freese and Nichols, Inc.

**RE: TAS Proposal for the Lakeside Estates Sidewalks Phase 2 Project**

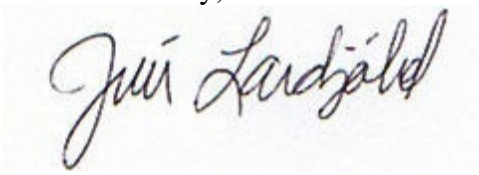
Dear Arturo:

This is a proposal for the project registration, plan review, and inspection of the Lakeside Estates Sidewalks Phase 2 Project in Hutto, Texas for compliance with Chapter 469 of the Texas Government Code, State of Texas Architectural Barriers Act, and TDLR Administrative Rule 68.102.

Altura Solutions proposes to perform the project registration with TDLR, perform the plan review, and inspection for compliance with the State of Texas Architectural Barriers Act. The client has chosen to use the Public Rights-of-Way Guidelines (PROWAG) as the standard to achieve compliance for all work located within the Public Right-of-Way.

Feel free to contact us at (512) 410-7059 to answer any questions or discuss details of the proposal. Thank you for considering Altura Solutions to meet your accessibility consulting needs. We look forward to working with you on the project.

Sincerely,



Jesús Lardizábal,
RAS #1051
Manager

## PROJECT SCOPE AND DESCRIPTION

Construction of approximately 3,600 linear feet of sidewalks and pedestrian infrastructure; includes the following locations:

- Marjorie Drive from Little Lake Road to east of Dana Drive
- Kaatz Lane from Estate Drive to east of Dana Drive
- Dana Drive from Kaatz Lane to Estate Drive
- Cassandra Drive from Estate Drive to east of Saint Mary's Drive
- Lakemont Drive from Estate Drive to east of Saint Mary's Drive

## SCOPE OF WORK

Altura Solutions proposes to perform the following services in compliance with Chapter 469 of the Texas Government Code, State of Texas Architectural Barriers Act. PROWAG will be used as the standard to determine compliance with TDLR Administrative Rule 68.102. The following elements will be performed by Altura:

- Register the project with TDLR
- Perform plan review of the project construction documents (as provided by client)
- Perform the final inspection of the project upon completion

## EXCLUSIONS

The proposal excludes services to determine compliance with other federal, state or local accessibility requirements and accessibility requirements of building and housing codes such as the International Building Code (IBC).

## SCHEDULE

Altura Solutions will perform the project registration within three working days of receiving the required documents and registration fee.

Altura Solutions will perform the plan review and provide a report of findings within fifteen working days after receiving all required documents.

Altura Solutions will perform the final inspection and deliver the Inspection Report within fifteen working days of receiving access to the facility and payment of Inspection Fee.

## DELIVERABLES

The following items will be produced and delivered by Altura Solutions as part of this project:

- Altura Solutions will provide proof of project registration via the TDLR Proof of Registration Sheet.
- Altura Solutions will provide the Plan Review Report detailing the non-compliant findings of the project in the construction documents.
- Altura Solutions will provide the Inspection Report detailing the findings of the final inspection of the built project.

## CONSULTING FEE AND INVOICING

The following fees are proposed for the services outlined in this proposal:

- Project Registration (includes TDLR's required registration fee).....$300.00
- TAS Plan Review Report.....$800.00
- TAS Inspection Report .....$1,100.00
- Site Visit (up to 4 visits at $650 per visit) .....$2,600.00

The total proposed consulting fee under this agreement is four thousand eight hundred dollars and zero cents ($4,800.00).

To initiate services, the following items must be provided:

- Signed agreement
- Completed Project Registration and Proof of Submission forms
- A set of construction documents
- A check for $1,100.00 for the Project Registration and Plan Review fees should be made out to Altura Solutions, LLC.

The fees listed above are limited to one plan review and one hour of technical assistance/consulting, up to 4 site visits, and one final inspection. Preliminary reviews, plan review revisions, meetings, additional site visits, re-inspections, and additional consulting will be considered additional services and will be billed in addition to the contract amount above. This consulting rate is $195 per hour and $250 for site visits. Plan Review fees are valid for six months from date of proposal and inspection fees are valid for twelve months from original estimated completion date, after which Altura Solutions reserves the right to propose an increased fee.

Invoices for services are due within 30 days of receipt by client.

## LIMIT OF LIABILITY

Client agrees that Altura Solutions' limit of liability for any claim against it for services performed under this contract shall be limited to the total of fees paid to Altura Solutions pursuant to this agreement, but excluding the Texas Department of Licensing and Regulation (TDLR) required project filing fees.

| **Altura Solutions, LLC** | **Client** |
|---|---|
| By: _____ | By: _____ |
| Print Name: Jesús Lardizábal | Print Name: _____ |
| Title: Manager | Title: _____ |
| Date: _____ | Date: _____ |

**City of Hutto**
**Lakeside Estates Phase 2**
**1/13/2023**
**Detailed Cost Breakdown**

| Project Fee Summary | |
|---|---|
| Basic Services | $ 85,220 |
| Special Services | $ - |
| Total Project | $ 85,220 |

| Project Fee Summary |
|---|
| Basic Services |
| Special Services |
| Total Project |

| Project Fee Summary |
|---|
| Basic Services |
| Special Service |
| Total Project |

| Tasks | | | | | Labor | | | | | | | | | Expenses | | | Subconsultants | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phase | Task | Activity | Basic or Special | Task Description | QA/QC $278 | Project Manager $195 | Project Engineer $151 | EIT $110 | Accounting $131 | CM / Arborist $202 | Admin/Clerical $95 | Total Hours | Total Labor Effort | Tech Charge | Miles | Total Expense Effort | Altura | Total Sub Effort | Total Effort |
| | | | | **Internal Project Management** | | | | | | | | | $ - | | | $ - | | $ - | $ - |
| | | | | Internal kickoff meeting | | 1 | 1 | 1 | | | | 3 | $ 456 | 3 | | $ 26 | | $ - | $ 481 |
| | | | | Periodic internal team meetings (3 meetings) | | 3 | 3 | 3 | | | | 9 | $ 1,367 | 9 | | $ 77 | | $ - | $ 1,443 |
| | | | | Corporate Support (Operations Analyst) | | | | | 6 | | | 6 | $ 784 | 6 | | $ 51 | | $ - | $ 835 |
| | | | | Project Closeout | | 2 | | | 2 | | | 4 | $ 650 | 4 | | $ 34 | | $ - | $ 684 |
| | | | | **Quality Management** | | | | | | | | | $ - | | | $ - | | $ - | $ - |
| | | | | Senior Advisor | 4 | | | | | | | 4 | $ 1,113 | 4 | | $ 34 | | $ - | $ 1,147 |
| | | | | Quality Control reviews (60 and 100 percent submittals) | 2 | 8 | 8 | | | | | 18 | $ 3,319 | 18 | | $ 153 | | $ - | $ 3,472 |
| | | | | Quality Assurance reviews | 2 | 2 | | | | | | 4 | $ 946 | 4 | | $ 34 | | $ - | $ 980 |
| | | | | **1. Project Management and Administration** | | | | | | | | | $ - | | | $ - | | $ - | $ - |
| | | | | 1.1 Invoicing (1.5 hr per mo) | | | 6 | | | | 12 | 18 | $ 2,042 | 18 | | $ 153 | | $ - | $ 2,195 |
| | | | | 1.2 Design Schedule (0.5 hr per mo) | | | 2 | | | | | 2 | $ 301 | 2 | | $ 17 | | $ - | $ 318 |
| | | | | 1.3 Progress Report (0.5 hr per mo) | | | 6 | | | | | 6 | $ 904 | 6 | | $ 51 | | $ - | $ 955 |
| | | | | 1.4 Client Kick-Off Meeting | | 2 | 2 | | | | | 4 | $ 691 | 4 | 36 | $ 58 | | $ - | $ 748 |
| | | | | 1.5 Monthly Progress Meetings with City (Design and Bid Phase, assume 5 months) | | 5 | 10 | | | | | 15 | $ 2,480 | 15 | | $ 128 | | $ - | $ 2,608 |
| | | | | 1.6 General Design Criteria (No fee included) | | | | | | | | | $ - | | | $ - | | $ - | $ - |
| | | | | 1.7 Right-of-Entry (Not Included) | | | | | | | | | $ - | | | $ - | | $ - | $ - |
| | | | | **2. Survey Services** | | | | | | | | | $ - | | | $ - | | $ - | $ - |
| | | | | 2.1 Field Visit (2 one day visits) | | | 16 | 16 | | | | 32 | $ 4,176 | 32 | 72 | $ 319 | | $ - | $ 4,495 |
| | | | | **3. Environmental Services (Not Included)** | | | | | | | | | $ - | | | $ - | | $ - | $ - |
| | | | | **4. Geotechnical Engineering Services (Not Included)** | | | | | | | | | $ - | | | $ - | | $ - | $ - |
| | | | | **5. Utility Coordination Services (Not Included)** | | | | | | | | | $ - | | | $ - | | $ - | $ - |
| | | | | **6. Subsurface Utility Engineering Services (Not Included)** | | | | | | | | | $ - | | | $ - | | $ - | $ - |
| | | | | **7. Traffic Control Plan Services** | | | | | | | | | $ - | | | $ - | | $ - | $ - |
| | | | | 7.1 Standards | | | 1 | 2 | | | | 3 | $ 371 | 3 | | $ 26 | | $ - | $ 397 |
| | | | | **8. Roadway Design Services** | | | | | | | | | $ - | | | $ - | | $ - | $ - |
| | | | | 8.1 Title Sheet (1 sheet) | | | 2 | 4 | | | | 6 | $ 743 | 6 | | $ 51 | | $ - | $ 794 |
| | | | | 8.2 Project Layout Sheets (50-scale, 6 sheets) | | | 20 | 40 | | | | 60 | $ 7,426 | 60 | | $ 510 | | $ - | $ 7,936 |
| | | | | 8.3 Typical Sections (2 sheets) | | | 2 | 4 | | | | 6 | $ 743 | 6 | | $ 51 | | $ - | $ 794 |
| | | | | 8.4 Driveway Summary (2 sheets) | | | 16 | 24 | | | | 40 | $ 5,058 | 40 | | $ 340 | | $ - | $ 5,398 |
| | | | | 8.5 Misc. Details (1 sheet) | | | 2 | 4 | | | | 6 | $ 743 | 6 | | $ 51 | | $ - | $ 794 |
| | | | | 8.6 Standards | | | 2 | 4 | | | | 6 | $ 743 | 6 | | $ 51 | | $ - | $ 794 |
| | | | | 8.7 Quantity Summary (1 sheet) | | | 4 | 8 | | | | 12 | $ 1,485 | 12 | | $ 102 | | $ - | $ 1,587 |
| | | | | 8.8 OPCC | | | 4 | 8 | | | | 12 | $ 1,485 | 12 | | $ 102 | | $ - | $ 1,587 |
| | | | | 8.9 Construction Schedule | | | 4 | | | | | 4 | $ 603 | 4 | | $ 34 | | $ - | $ 637 |
| | | | | 8.10 Project Manual | | 2 | 8 | 8 | | | | 18 | $ 2,477 | 18 | | $ 153 | | $ - | $ 2,630 |
| | | | | 8.11 Pedestrian Facilities (TDLR) | | | 2 | | | | | 2 | $ 301 | 2 | | $ 17 | 1,100 | $ 1,100 | $ 1,418 |
| | | | | **9. Drainage Design Services (Not Included)** | | | | | | | | | $ - | | | $ - | | $ - | $ - |
| | | | | **10. Signing and Pavement Marking Services (Not Included)** | | | | | | | | | $ - | | | $ - | | $ - | $ - |
| | | | | **11. Evironmental, SW3P, and Tree Preservation Services** | | | | | | | | | $ - | | | $ - | | $ - | $ - |
| | | | | 11.1 EPIC Sheet (1 sheet) | | | 1 | 4 | | | | 5 | $ 592 | 5 | | $ 43 | | $ - | $ 634 |
| | | | | 11.2 Tree Inventory Summary Table | | | 2 | 4 | | 8 | | 14 | $ 2,360 | 14 | 36 | $ 143 | | $ - | $ 2,503 |
| | | | | 11.3 Tree Protection Details | | | 2 | 4 | | | | 6 | $ 743 | 6 | | $ 51 | | $ - | $ 794 |
| | | | | **12. Submittal Requirements** | | | | | | | | | $ - | | | $ - | | $ - | $ - |
| | | | | 12.1.b. 60% Comment Review Meeting | | 1 | 1 | 2 | | | | 4 | $ 566 | 4 | | $ 34 | | $ - | $ 600 |
| | | | | 12.2.a. 100% Comment Review Meeting | | 1 | 1 | 2 | | | | 4 | $ 566 | 4 | | $ 34 | | $ - | $ 600 |
| | | | | **B. Bid Phase** | | | | | | | | | $ - | | | $ - | | $ - | $ - |
| | | | | 1. Assist with Bidnet Direct | | | 4 | 4 | | | | 8 | $ 1,044 | 8 | | $ 68 | | $ - | $ 1,112 |
| | | | | 2. Respond to Questions | | | 8 | 4 | | | | 12 | $ 1,647 | 12 | | $ 102 | | $ - | $ 1,749 |
| | | | | 3. Conformed Documents | | | 4 | 6 | | | | 10 | $ 1,265 | 10 | | $ 85 | | $ - | $ 1,350 |
| | | | | **C. Construction Phase Services** | | | | | | | | | $ - | | | $ - | | $ - | $ - |
| | | | | 1. Pre-Con Meeting | | 2 | 2 | 2 | | | | 6 | $ 911 | 6 | 36 | $ 75 | | $ - | $ 986 |
| | | | | 2. Bi-Weekly Status Meeting (8 meetings) | | 2 | 8 | 8 | | | | 18 | $ 2,477 | 18 | | $ 153 | | $ - | $ 2,630 |
| | | | | 4. Field Engineering Site Visits (16 visits) | | 4 | 32 | 32 | | 8 | | 76 | $ 10,748 | 76 | 576 | $ 1,023 | 2,600 | $ 2,600 | $ 14,371 |
| | | | | 5. Submittal Review | | 4 | 8 | 4 | | 4 | | 20 | $ 3,234 | 20 | | $ 170 | | $ - | $ 3,404 |
| | | | | 6. RFIs (4) | 2 | 2 | 8 | 4 | | | | 16 | $ 2,593 | 16 | | $ 136 | | $ - | $ 2,729 |
| | | | | 7. Monthly Pay Estimates | | | 6 | | | | | 6 | $ 904 | 6 | | $ 51 | | $ - | $ 955 |
| | | | | 8. Final Walkthrough | | 4 | 4 | 4 | | | | 12 | $ 1,822 | 12 | 36 | $ 126 | 1,100 | $ 1,100 | $ 3,048 |
| | | | | 9. Record Drawings | | 2 | 8 | 8 | | | | 18 | $ 2,477 | 18 | | $ 153 | | $ - | $ 2,630 |
| | | | | **Total Hours / Quantity** | **10** | **47** | **220** | **218** | **8** | **20** | **12** | **535** | | **535** | **792** | | **$ 4,800** | | |
| | | | | **Total Effort** | **$ 2,783** | **$ 9,144** | **$ 33,163** | **$ 24,039** | **$ 1,045** | **$ 4,044** | **$ 1,137** | | **$ 75,354** | **$ 4,548** | **$ 519** | **$ 5,066** | **$ 4,800** | **$ 4,800** | **$ 85,220** |

**COMPENSATION**

Compensation to FNI for Basic Services in Attachment SC shall be computed on the basis of the following Schedule of Charges, but shall not exceed Eighty Five Thousand Two Hundred Twenty Dollars ($85,220).

If FNI sees the Scope of Services changing so that Additional Services are needed, including but not limited to those services described as Additional Services in Attachment SC, FNI will notify OWNER for OWNER's approval before proceeding. Additional Services shall be computed based on the following Schedule of Charges.

| | Hourly Rate | |
|---|---|---|
| **Position** | **Min** | **Max** |
| Professional 1 | 78 | 136 |
| Professional 2 | 101 | 159 |
| Professional 3 | 97 | 222 |
| Professional 4 | 153 | 231 |
| Professional 5 | 182 | 325 |
| Professional 6 | 197 | 384 |
| Construction Manager 1 | 96 | 125 |
| Construction Manager 2 | 84 | 160 |
| Construction Manager 3 | 123 | 151 |
| Construction Manager 4 | 144 | 197 |
| Construction Manager 5 | 178 | 248 |
| Construction Manager 6 | 219 | 279 |
| Construction Representative 1 | 78 | 80 |
| Construction Representative 2 | 80 | 88 |
| Construction Representative 3 | 92 | 147 |
| Construction Representative 4 | 106 | 169 |
| CAD Technician/Designer 1 | 64 | 134 |
| CAD Technician/Designer 2 | 104 | 155 |
| CAD Technician/Designer 3 | 136 | 197 |
| Corporate Project Support 1 | 53 | 108 |
| Corporate Project Support 2 | 69 | 173 |
| Corporate Project Support 3 | 110 | 258 |
| Intern / Coop | 46 | 78 |

**Rates for In-House Services and Equipment**

**Mileage**

Standard IRS Rates

**Technology Charge**

$8.50 per hour

**Bulk Printing and Reproduction**

| | B&W | Color |
|---|---|---|
| Small Format (per copy) | $0.10 | $0.25 |
| Large Format (per sq. ft.) | | |
| Bond | $0.25 | $0.75 |
| Glossy / Mylar | $0.75 | $1.25 |
| Vinyl / Adhesive | $1.50 | $2.00 |
| Mounting (per sq. ft.) | $2.00 | |
| Binding (per binding) | $0.25 | |

**Equipment**

| | | |
|---|---|---|
| Valve Crew Vehicle (hour) | | $75 |
| Pressure Data Logger (each) | | $200 |
| Water Quality Meter (per day) | | $100 |
| Microscope (each) | | $150 |
| Pressure Recorder (per day) | | $100 |
| Ultrasonic Thickness Guage (per day) | | $275 |
| Coating Inspection Kit (per day) | | $275 |
| Flushing / Cfactor (each) | | $500 |
| Backpack Electrofisher (each) | | $1,000 |
| | Survey Grade | Standard |
| Drone (per day) | $200 | $100 |
| GPS (per day) | $150 | $50 |

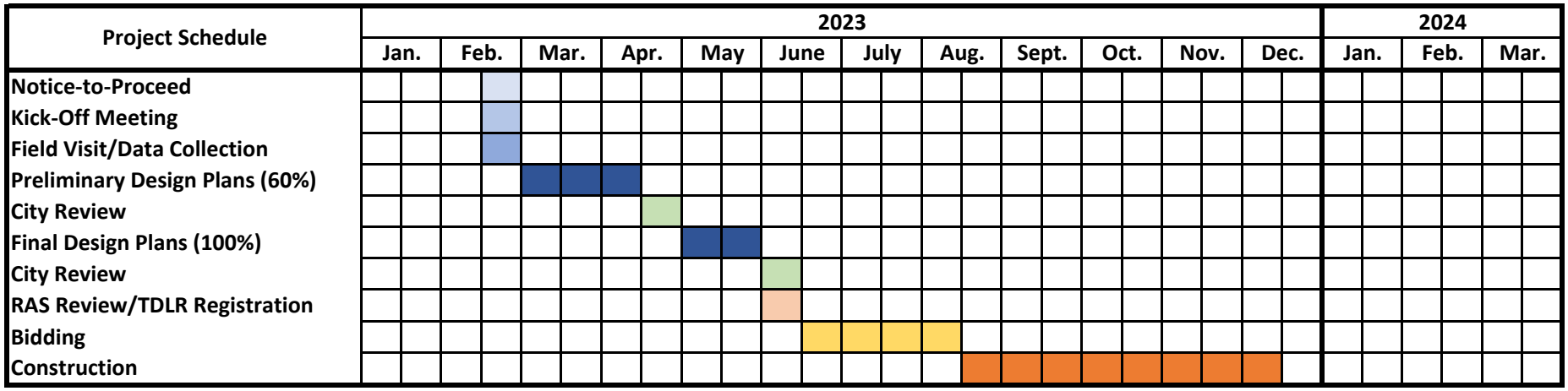
**OTHER DIRECT EXPENSES**:

Other direct expenses are reimbursed at actual cost times a multiplier of 1.00. They include outside printing and reproduction expense, communication expense, travel, transportation and subsistence away from the FNI office. For other miscellaneous expenses directly related to the work, including costs of laboratory analysis, test, and other work required to be done by independent persons other than staff members, these services will be billed at a cost times a multipler of 1.00. For Resident Representative services performed by non-FNI employees and CAD services performed In-house by non-FNI employees where FNI provides workspace and equipment to perform such services, these services will be billed at cost times a multiplier of 2.0. This markup approximates the cost to FNI if an FNI employee was performing the same or similar services.

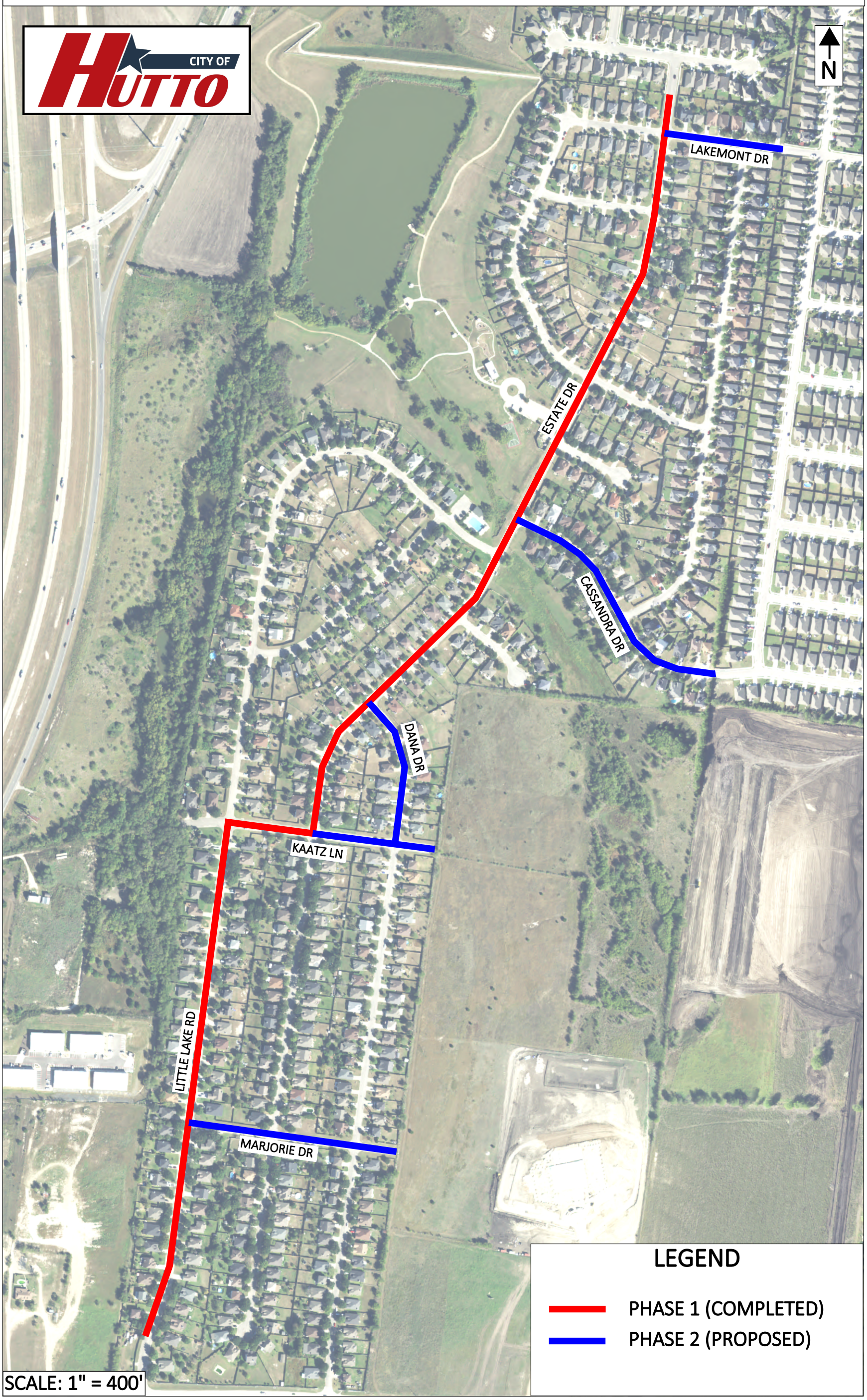
**These ranges and/or rates will be adjusted annually in February. Last updated 2022.**

325062022

**Attachment A - Schedule**



# LAKESIDE ESTATES SIDEWALKS



**RESOLUTION NO. R-2023-023**

**A RESOLUTION OF THE CITY OF HUTTO, TEXAS, APPROVING AN AGREEMENT BETWEEN THE CITY OF HUTTO AND FREESE & NICHOLS, INC., FOR PROFESSIONAL SERVICES RELATED TO THE LAKESIDE ESTATES PHASE 2 SIDEWALK PROJECT IN THE AMOUNT OF $85,220.00; AUTHORIZING THE CITY MANAGER TO EXECUTE THE AGREEMENT; PROVIDING PROPER NOTICE & MEETING, AND PROVIDING AN EFFECTIVE DATE.**

**WHEREAS,** the City of Hutto, Texas ("City") adopted as part of its Fiscal Year 2023 budget funding for the phased installation of sidewalks in the Lakeside Estates subdivision; and

**WHEREAS**, the City desires to enter an agreement with Freese & Nichols, Inc., for professional services for engineering and design of the Lakeside Estates Phase 2 Sidewalk Project in the amount of $85,220.00 ("Agreement"), a copy of which is attached hereto as Exhibit A and incorporated by reference; and

**WHEREAS,** the City Council desires to authorize the City Manager to execute the Agreement with Freese & Nichols, Inc. for such services, a copy of which is attached as Exhibit A and incorporated by reference.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF HUTTO, TEXAS, THAT:**

**Section 1:** The findings set forth in the recitals of this Resolution are hereby found to be true and correct and are hereby adopted as findings of the City Council and are incorporated into the body of this Resolution as if fully set forth herein.

**Section 2:** That the Hutto City Council hereby approves and authorizes the City Manager to execute Agreement with Freese & Nichols, Inc., a copy of same being attached hereto as Exhibit A and incorporated herein for all purposes.

**Section 3:** The City Council hereby finds and declares that written notice of the date, hour, place and subject of the meeting at which this Resolution was adopted was posted and that such meeting was open to the public as required by law at all times during which this Resolution and the subject matter hereof were discussed, considered and formally acted upon, all as required by the Open Meetings Act, Chapter 551, Texas Government Code, as amended.

**Section 4.** This Resolution shall take effect immediately upon its passage.

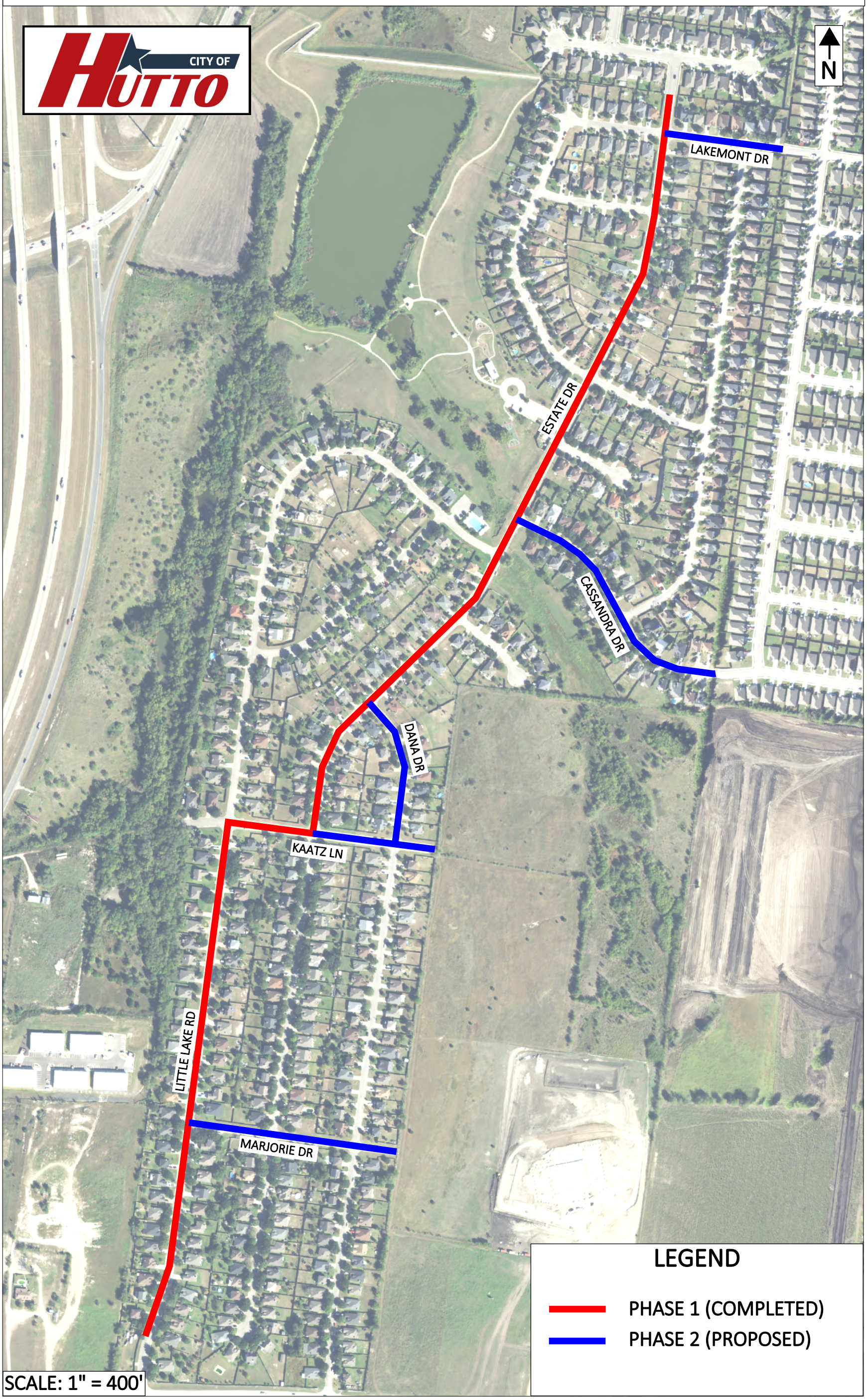
**RESOLVED** this 2nd day of February, 2023.

_____
Mike Snyder, Mayor

**ATTEST:**

_____
Angela Lewis, City Secretary

# LAKESIDE ESTATES SIDEWALKS



# AGENDA ITEM REPORT
# 10.2.

| | |
|---|---|
| **To:** | City Council |
| **Subject:** | Consideration and possible action on Resolution No. R-2023-020, a Resolution accepting the infrastructure improvements for the subdivision known as Covered Bridge Phase 1 (Richard Rodriguez) |
| **Meeting:** | Thursday, February 2, 2023 |
| **Department:** | Public Works / |
| **Staff Contact:** | Richard Rodriguez |

## BACKGROUND INFORMATION:

This project is located in the southwest section of Hutto and consists of 127 residential lots. The public infrastructure has been completed and is ready for acceptance. The City staff have inspected the work performed by the contractor and reviewed the final paperwork. We recommend acceptance of the infrastructure.

## SUMMARY OF REQUEST:

This project is located in the southwest section of Hutto and consists of 127 residential lots. The public infrastructure has been completed at $5,374,731.86 and is ready for acceptance. The City staff inspected the work performed by the contractor and reviewed the final paperwork. We recommend acceptance of the infrastructure.

## STAFF REVIEW:

The staff reviewed the infrastructure and the associated documents and found them to be complete and acceptable.

## FISCAL NOTES:

## ATTACHMENTS:

1. Engineer Concurrence Letter
2. Project Construction Summary - Covered Bridge
3. Final Cost and Quantities
4. Maintenance Bond
5. Record Drawings
6. R-2023-020 Resolution-Covered Bridge Phase 1 Infrastructure Improvements

# AGENDA ITEM REPORT
# 10.2.

December 13, 2022

City of Hutto
500 W. Live Oak Street
Hutto, TX 78634

**RE: Covered Bridge, Phase 1 Concurrence Letter**

Dear City of Hutto Staff,

On December 13, 2022, I, the undersigned Professional Engineer in the state of Texas, or my representative, made a final visual inspection of the Covered Bridge, Phase 1 construction project. This inspection represented the culmination of multiple site visits conducted by BGE, Inc., singly as well as joint site visit(s) conducted with City of Hutto staff accompanied by Contractor personnel. The conclusion drawn from this final inspection and those site visits conducted during construction is that the construction project has been constructed in general compliance with the approved plans, specifications and requirements of the associated regulatory permits. I, therefore, recommend acceptance of this project by City of Hutto.

Revegetation of areas disturbed in this construction project remain in progress with appropriate erosion controls in place to minimize erosive potential during the grow-in period.

Sincerely,
BGE, Inc.

12/13/2022




Josh Janysek, P.E.
Project Manager

cc: Jeff Way, City of Hutto
Frank Del Castillo, Ashton Woods
Tanner Thrift, DNT

# PROJECT CONSTRUCTION SUMMARY

PROJECT NAME: Covered Bridge Phase 1

FINAL ACCEPTANCE DATE: _____

INSPECTOR: Jeff Way

CONTRACTOR: DNT Construction

| Maintained By: | |
|---|---|
| COH | Other |
| | |
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| | |
| Boxes checked by COH | |

***CONSTRUCTION COSTS***

STREET IMPROVEMENT COST: $1,730,792.18

SIDEWALK IMPROVEMENT COST: $108,871.68

SIDEWALK RAMP IMPROVEMENT COST: $56,085.48

BRIDGE IMPROVEMENT COST: N/A

POND(S) COST: $267,020.26

DRAINAGE IMPROVEMENT COST: $1,958,014.98

WATER IMPROVEMENT COST: N/A

WASTEWATER IMPROVEMENT COST: $1,082,210.41

RESTORATION COST: $171,736.87

***TOTAL IMPROVEMENT COST:*** $5,374,731.86

PREPARED BY (DESIGN ENGINEER): Josh Janysek Josh Janysek

CHECKED BY (CITY INSPECTOR): _____

## CONSTRUCTION SUMMARY FOR STREETS & SIDEWALKS

| STREET PAVING | | | | | | | |
|---|---|---|---|---|---|---|---|
| STREET NAME | Address from | Address to | Pavement Design (Thickness) Asphalt / Base | Pavement Width (FT) (foc-foc) | L (FT) | PRIVATE | ETJ |
| KAATZ LANE | | | 2” / 10” | 41’ | 1200’ | NO | NO |
| MARJORIE DRIVE | | | 2” / 8” | 26’ | 272’ | NO | NO |
| PALO BREA LOOP | | | 2” / 8” | 26’ | 3,359’ | NO | NO |
| PINYON COVE | | | 2” / 8” | 26’ | 260’ | NO | NO |
| PINYON PINE PASS | | | 2” / 8” | 26’ | 431’ | NO | NO |
| TESTOA COVE | | | 2” /8” | 26’ | 235’ | NO | NO |
| | | | | | | | |
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| SIDEWALKS / SIDEWALK RAMPS | | | | | | |
|---|---|---|---|---|---|---|
| STREET NAME | Address from | Address to | W (FT) | L (FT) | SIDES [1] | CURB RAMP [2] |
| KAATZ LANE | | | 5 | 967 | S | 5 |
| KAATZ LANGE | | | 5 | 1,110 | N | 5 |
| PALO BREA LOOP | | | 5 | 253 | E | 8 |
| PALO BREA LOOP | | | 5 | 216 | W | 8 |
| TESTOA COVE | | | 5 | 49 | N | 2 |
| MARJORIE DRIVE | | | 0 | 0 | N/A | 2 |
| PINYON COVE | | | 0 | 0 | N/A | 2 |
| PINYON PINE PASS | | | 0 | 0 | N/A | 4 |

1 – Designates location of existing sidewalk (E, W, S, N, SE, SW, NE, NW of designated street)
2 – Number of Ramps

## CONSTRUCTION SUMMARY FOR BRIDGES

| BRIDGES / BRIDGE CLASS CULVERTS / DRAINAGE CULVERTS ACROSS ROW | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| STREET NAME AND ADDRESS OR LOCATION | FEATURE CROSSED [1] | TYPE [2] | DESCRIPTION [3] | DECK | | COST | PRIVATE | ETJ |
| | | | | W (FT) [4] | L (FT) [5] | | | |
| | | | | | | | | |
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| | | | | | | | | |

1 – Feature Crossed: Creek name if major creek or branch, or roadway name if overpass.

2 – Type: B – Bridge, C - Culvert, P – Pipe. All crossings 20’ and wider including multiple box culverts totaling 20’ or wider shall be classified as a B – Bridge. Culverts are precast of cast-in-place box culverts. Pipes are smaller drainage pipe crossings with or without headwalls.

3 – Description: i.e. 2 spans (Bridge), 2 – 5 X 7’ (Culverts), 2 – 24” RCP (Pipes).

4 – Deck Width: Use “footprint” of culvert/pipes for width on buried culvert/pipes; include full “out to out” dimension, including sidewalks and railings, for width of standard bridges.

5 – Deck Length: Measured along the centerline of the roadway

## CONSTRUCTION SUMMARY FOR PONDS

| POND TYPE [1] | LOCATION (ADDRESS OR LOT / BLOCK #) | SIZE (SY) [2] | DRAINAGE AREA (ACRES) | PRIVATE [3] | ETJ | COST |
|---|---|---|---|---|---|---|
| D | North side of Project | 11,158 | 26.62 | N/A | NO | $194,230.00 |
| | | | | | | |
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1 – BD = Bio–Detention
D = Detention Only
DSF = Detention / Sedimentation / Filtration
F = Filtration Only
S = Sedimentation Only
SF = Sedimentation / Filtration
SFI = Sedimentation / Filtration / Infiltration
SI = Sedimentation / Irrigation
WP = Wet Pond

2 – Approximate boundary area

3 – Provide copy of recorded agreement for privately maintained ponds

# CONSTRUCTION SUMMARY FOR DRAINAGE

| STORM DRAIN | | | MANHOLES | | | INLETS | | |
|---|---|---|---|---|---|---|---|---|
| SIZE (inches) (H' x W') | MATERIAL TYPE [2] | L (FT) | QTY | SIZE (Dia – FT) | MATERIAL TYPE [2] | QTY | SIZE Length (feet) | TYPE [1] |
| 18" | RCP | 1895' | | | | 24 | 10' | CURB |
| 24" | RCP | 10' | | | | 7 | 15' | CURB |
| 30" | RCP | 161' | | | | | | |
| 48" | RCP | 1230' | | | | | | |
| 54" | RCP | 934' | | | | | | |
| 5'x4' | RCB | 224' | | | | | | |
| 5'X5' | RCB | 380' | | | | | | |
| 7'X5' | RCB | 244' | | | | | | |
| 8'X8' | RCB | 688' | | | | | | |

| JUNCTION BOXES | | | OUTFALL STRUCTURES | | |
|---|---|---|---|---|---|
| QTY | SIZE (FT x FT x FT) | MATERIAL TYPE [2] | QTY | SIZE [3] | DESCRIPTION [4] |
| 1 | 5'X5' | PRECAST | 1 | 5'X5' | HEADWALL |
| 3 | 6'X6' | PRECAST | 1 | 8'X8' | HEADWALL |
| 8 | 7'X7' | PRECAST | | | |
| 1 | 9'X9' | PRECAST | | | |
| 1 | 10'X10' | PRECAST | | | |
| 3 | 11'X11' | PRECAST | | | |

| CHANNEL | | | |
|---|---|---|---|
| LENGTH (FT) | BOTTOM WIDTH (FT) | SIDE SLOPE (FT/FT) | LINING MATERIAL TYPE |
| | | | |
| | | | |
| | | | |
| | | | |

1) Grate, Area, Curb, Recessed Curb, Combination, Slotted Drain
2) Cast-in-Place, Precast
3) Pipe size / Culvert Size
4) Headwall, Wing Walls, Gabions

## CONSTRUCTION SUMMARY FOR WATER

| VALVES INSTALLED | | |
|---|---|---|
| SIZE | DESCRIPTION | NO. |
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| AIR RELEASE | | |
|---|---|---|
| SIZE | TYPE | NO. |
| | | |
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| PIPE | | |
|---|---|---|
| SIZE | TYPE | LENGTH |
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| SERVICES INSTALLED | |
|---|---|
| NO. | TYPE |
| | SINGLE |
| | DOUBLE |
| | IRRIGATION |

| FIRE HYDRANTS | | |
|---|---|---|
| SIZE | TYPE | NO. |
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# CONSTRUCTION SUMMARY FOR WASTEWATER

| PIPE | | | MANHOLES | | | | | |
|---|---|---|---|---|---|---|---|---|
| SIZE | TYPE | LENGTH | DEPTH | MAKE | STA. NO. | B.C. | EYE | STREET |
| 8” | SDR-26 | 5567’ | 14’ | PRECAST | 4+24 | YES | 2 | N/A |
| 10” | SDR-26 | 1295’ | 13’ | PRECAST | 8+12 | YES | 2 | N/A |
| | | | 14’ | PRECAST | 10+85 | NO | 3 | KAATZ LN |
| | | | 11’ | PRECAST | 12+77 | NO | 2 | PALO BREA LP |
| | | | 12’ | PRECAST | 14+87 | NO | 3 | PALO BREA LP |
| | | | 14’ | PRECAST | 17+45 | NO | 2 | PALO BREA LP |
| | | | 22’ | PRECAST | 20+62 | NO | 3 | PALO BREA LP |
| | | | 22’ | PRECAST | 20+91 | NO | 2 | PALO BREA LP |
| | | | 21’ | PRECAST | 21+53 | NO | 2 | PALO BREA LP |
| | | | 20’ | PRECAST | 23+40 | NO | 2 | PALO BREA LP |
| | | | 20’ | PRECAST | 24+04 | NO | 2 | PALO BREA LP |
| | | | 19’ | PRECAST | 24+62 | NO | 3 | PALO BREA LP |
| | | | 15’ | PRECAST | 27+64 | NO | 3 | PALO BREA LP |
| | | | 12’ | PRECAST | 30+67 | NO | 3 | PALO BREA LP |
| | | | 10’ | PRECAST | 34+16 | NO | 1 | PALO BREA LP |
| | | | 13’ | PRECAST | 1+68 | NO | 2 | KAATZ LN |
| | | | 10’ | PRECAST | 2+93 | NO | 2 | KAATZ LN |
| | | | 11’ | PRECAST | 5+74 | NO | 2 | KAATZ LN |
| | | | 10’ | PRECAST | 6+70 | NO | 2 | PINYON PINE PASS |
| | | | 10’ | PRECAST | 7+31 | NO | 2 | PINYON PINE PASS |
| | | | 7’ | PRECAST | 9+27 | NO | 1 | PINYON PINE PASS |
| | | | 9’ | PRECAST | 2+80 | NO | 2 | PALO BREA LP |
| | | | 7’ | PRECAST | 6+58 | NO | 1 | PALO BREA LP |
| | | | 10’ | PRECAST | 3+11 | NO | 1 | TESTOA CV |
| | | | 10’ | PRECAST | 3+11 | NO | 1 | MARJORIE DR |
| | | | 8’ | PRECAST | 3+11 | NO | 1 | PINYON CV |
| | | | 6’ | PRECAST | 13+87 | YES | 2 | N/A |
| | | | 7’ | PRECAST | 13+21 | YES | 3 | N/A |
| | | | 6’ | PRECAST | 9+81 | YES | 3 | N/A |
| | | | 7’ | PRECAST | 8+27 | YES | 2 | N/A |
| | | | 15’ | PRECAST | 6+45 | YES | 2 | N/A |
| | | | 20’ | PRECAST | 2+15 | YES | 2 | N/A |
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**SERVICES INSTALLED**

| NO. | TYPE |
|---|---|
| 49 | Single |
| 62 | Double |

**TYPE OF MANHOLE COATING**:
**RAVEN 405**

## LIMITS OF CONSTRUCTION FOR WATER/WASTEWATER PROJECTS ONLY

PROJECT NAME _____ WORK ORDER #_____

W/WW JOB I.D. _____ SUBDIVISION FILE # _____

LIMITS OF PROJECT WILL BE GIVEN BY ADDRESS OF STREETS LISTED BELOW

| STREET NAME | FROM | TO |
|---|---|---|
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**THIS SHEET MUST BE USED WHEN THERE IS NOT A STREET AND DRAINAGE SUMMARY INCLUDED.**

# FINAL COSTS AND QUANTITES

**PROJECT:** Covered Bridge Phase 1
**ENGINEER:** BGE, Inc.
**CONTRACTOR:** DNT Construction

| WASTEWATER IMPROVEMENTS | | | | | |
|---|---|---|---|---|---|
| ITEM | DESCRIPTION | QUANTITY | UNIT | UNIT PRICE | AMOUNT |
| 1 | 8-INCH WASTEWATER (GREEN) SDR-26 PVC PIPE AND APPURTENANCES, ALL DEPTHS, PER LINEAR FOOT, CIP | 5,493 | LF | $ 60.00 | $ 329,580.00 |
| 2 | STANDARD MANHOLE FOR WASTEWATER, 4-FOOT DIA. PER EACH, CIP | 21 | EA | $ 4,700.00 | $ 98,700.00 |
| 3 | DROP MANHOLE FOR WASTEWATER, 4-FOOT DIA. PER EACH, CIP | 5 | EA | $ 6,200.00 | $ 31,000.00 |
| 4 | EXTRA DEPTH, 4-FOOT MANHOLE, PER VERTICAL LINEAR FOOT, CIP | 164 | VF | $ 375.00 | $ 61,500.00 |
| 5 | SINGLE WASTEWATER SERVICE PER EACH, CIP | 44 | EA | $ 1,700.00 | $ 74,800.00 |
| 6 | DOUBLE WASTEWATER SERVICE PER EACH, CIP | 60 | EA | $ 2,600.00 | $ 156,000.00 |
| 7 | TRENCH SAFETY SYSTEMS (ALL DEPTHS) PER LINEAR FOOT, CIP | 5,493 | LF | $ 1.00 | $ 5,493.00 |
| 8 | CONNECT TO EXISTING, PER EACH, CIP | 1 | EA | $ 700.00 | $ 700.00 |
| CO #02 | BASE TRENCH BACKFILL | 5,428 | TN | $ 19.35 | $ 105,031.80 |
| CO #03 | ADDED WW DROP CONNCECTION | 1 | EA | $ 985.00 | $ 985.00 |
| CO #04 | CONNECT TO EXISTING, PER EACH, CIP | 1 | EA | $ 8,300.79 | $ 8,300.79 |
| CO #04 | 20" STEEL ENCASEMENT | 60 | LF | $ 236.00 | $ 14,160.00 |
| CO #04 | 8-INCH WASTEWATER (GREEN) SDR-26 PVC PIPE AND APPURTENANCES, ALL DEPTHS, PER LINEAR FOOT, CIP | 74 | LF | $ 130.52 | $ 9,658.48 |
| CO #04 | 10-INCH WASTEWATER (GREEN) SDR-26 PVC PIPE AND APPURTENANCES, ALL DEPTHS, PER LINEAR FOOT, CIP | 1,295 | LF | $ 97.25 | $ 125,938.75 |
| CO #04 | STANDARD MANHOLE FOR WASTEWATER, 4-FOOT DIA. PER EACH, CIP | 6 | EA | $ 7,039.97 | $ 42,239.82 |
| CO #04 | SINGLE WASTEWATER SERVICE PER EACH, CIP | 5 | EA | $ 2,143.98 | $ 10,719.90 |
| CO #04 | DOUBLE WASTEWATER SERVICE PER EACH, CIP | 2 | EA | $ 2,914.26 | $ 5,828.52 |
| CO #04 | TRENCH SAFETY SYSTEMS (ALL DEPTHS) PER LINEAR FOOT, CIP | 1,369 | LF | $ 1.15 | $ 1,574.35 |
| **SUBTOTAL WASTEWATER IMPROVEMENTS** | | | | | **$ 1,082,210.41** |

| DRAINAGE IMPROVEMENTS | | | | | |
|---|---|---|---|---|---|
| ITEM | DESCRIPTION | QUANTITY | UNIT | UNIT PRICE | AMOUNT |
| 1 | 18-INCH RCP, CLASS III PIPE (ALL DEPTHS) PER LINEAR FOOT, CIP | 1,895 | LF | $ 58.00 | $ 109,910.00 |
| 2 | 24-INCH RCP, CLASS III PIPE (ALL DEPTHS) PER LINEAR FOOT, CIP | 10 | LF | $ 61.00 | $ 610.00 |
| 3 | 30-INCH RCP, CLASS III PIPE (ALL DEPTHS) PER LINEAR FOOT, CIP | 161 | LF | $ 84.00 | $ 13,524.00 |
| 4 | 48-INCH RCP, CLASS III PIPE (ALL DEPTHS) PER LINEAR FOOT, CIP | 1,230 | LF | $ 186.00 | $ 228,780.00 |
| 5 | 54-INCH RCP, CLASS III PIPE (ALL DEPTHS) PER LINEAR FOOT, CIP | 934 | LF | $ 280.00 | $ 261,520.00 |
| 6 | 5X4 RCB CLASS III, PER LINEAR FOOT, CIP | 224 | LF | $ 330.00 | $ 73,920.00 |
| 7 | 5X5 RCB CLASS III, PER LINEAR FOOT, CIP | 380 | LF | $ 365.00 | $ 138,700.00 |
| 8 | 7X5 RCB CLASS III, PER LINEAR FOOT, CIP | 244 | LF | $ 535.00 | $ 130,540.00 |
| 9 | 8X8 RCB CLASS III, PER LINEAR FOOT, CIP | 688 | LF | $ 725.00 | $ 498,800.00 |
| 10 | 5x5 TxDOT PW-1 HEADWALL, PER EACH, CIP | 1 | EA | $ 12,250.00 | $ 12,250.00 |
| 11 | 8x8 TxDOT PW-1 HEADWALL, PER EACH, CIP | 1 | EA | $ 53,000.00 | $ 53,000.00 |
| 12 | TRENCH SAFETY, PER LINEAR FOOT, CIP | 5,766 | LF | $ 1.00 | $ 5,766.00 |
| 13 | 5X5 BOX MANHOLE, PER EACH, CIP | 1 | EA | $ 3,850.00 | $ 3,850.00 |
| 14 | 6X6 BOX MANHOLE, PER EACH, CIP | 3 | EA | $ 7,800.00 | $ 23,400.00 |
| 15 | 7X7 BOX MANHOLE, PER EACH, CIP | 8 | EA | $ 10,000.00 | $ 80,000.00 |
| 16 | 9X9 BOX MANHOLE, PER EACH, CIP | 1 | EA | $ 20,000.00 | $ 20,000.00 |
| 17 | 10X10 BOX MANHOLE, PER EACH, CIP | 1 | EA | $ 22,500.00 | $ 22,500.00 |
| 18 | 11X11 BOX MANHOLE, PER EACH, CIP | 3 | EA | $ 30,000.00 | $ 90,000.00 |
| 19 | AREA INLET PER EACH, CIP | 1 | EA | $ 3,100.00 | $ 3,100.00 |
| 20 | 10-FOOT STANDARD CURB INLET PER EACH, CIP | 24 | EA | $ 4,500.00 | $ 108,000.00 |
| 21 | 15-FOOT STANDARD CURB INLET PER EACH, CIP | 7 | EA | $ 6,000.00 | $ 42,000.00 |
| 22 | DETENTION POND, INCLUDING ALL ITEMS SHOWN IN PLANS, EXCAVATION, EMBANKMENT, TRICKLE CHANNEL, RIP-RAP, MULTIBOX OUTLET & HEADWALL, WEIR, REVEG…ETC., PER LUMP SUM, CIP | 1 | LS | $ 194,230.00 | $ 194,230.00 |
| CO #03 | 24-INCH RCP, CLASS III PIPE | -10 | LF | $ 61.00 | $ (610.00) |
| CO #03 | 30-INCH RCP, CLASS III PIPE | 10 | LF | $ 84.00 | $ 840.00 |
| CO #03 | REVISED PROFILE 8X8 RCB CLASS III | 688 | LF | $ 65.00 | $ 44,720.00 |
| CO #03 | EXTENDED 7X7 BOX MANHOLE | 2 | VF | $ 695.00 | $ 1,390.00 |
| CO #07 | 5X5 TxDOT PW-1 HEADWALL, PER EACH, CIP | 1 | EA | $ 4,171.36 | $ 4,171.36 |

| | | | | | |
|---|---|---|---|---|---|
| CO #07 | 8x8 TxDOT PW-1 HEADWALL, PER EACH, CIP | 1 | EA | $ 13,403.19 | $ 13,403.19 |
| CO #07 | 10-FOOT STANDARD CURB INLET PER EACH, CIP | 24 | EA | $ 1,151.71 | $ 27,641.04 |
| CO #07 | 15-FOOT STANDARD CURB INLET PER EACH, CIP | 7 | EA | $ 1,512.09 | $ 10,584.63 |
| CO #07 | DETENTION POND, INCLUDING ALL ITEMS SHOWN IN PLANS, EXCAVATION, EMBANKMENT, TRICKLE CHANNEL, RIP-RAP, MULTIBOX OUTLET & HEADWALL, WEIR, REVEG…ETC., PER LUMP SUM, CIP | 1 | LS | $ 48,355.26 | $ 48,355.26 |
| CO #07 | DETENTION POND, INCLUDING ALL ITEMS SHOWN IN PLANS, EXCAVATION, EMBANKMENT, TRICKLE CHANNEL, RIP-RAP, MULTIBOX OUTLET & HEADWALL, WEIR, REVEG…ETC., PER LUMP SUM, CIP | 10,860 | LF | $ 2.25 | $ 24,435.00 |
| CO #07 | DNT TEAM CONTRIBUTION | 1 | LS | $ (64,295.24) | $ (64,295.24) |
| **SUBTOTAL DRAINAGE IMPROVEMENTS** | | | | | **$ 2,225,035.24** |

| **EROSION AND SEDIMENTATION CONTROLS** | | | | | |
|---|---|---|---|---|---|
| **ITEM** | **DESCRIPTION** | **QUANTITY** | **UNIT** | **UNIT PRICE** | **AMOUNT** |
| 1 | HYDROMULCH SEEDING FOR EROSION CONTROL (ALL DISTURBED AREAS WITHIN ROW+ OFFSITE UTILITY), PER SQUARE YARD, CIP | 88,862 | SY | $ 1.50 | $ 133,293.00 |
| 2 | INLET PROTECTION (NEW INLET) PER EACH, CIP | 32 | EA | $ 75.00 | $ 2,400.00 |
| 3 | SILT FENCE FOR EROSION CONTROL PER LINEAR FOOT, CIP | 6,069 | LF | $ 2.55 | $ 15,475.95 |
| 4 | ROCK BERM PER LINEAR FOOT, CIP | 83 | LF | $ 22.00 | $ 1,826.00 |
| 5 | STABILIZED CONSTRUCTION ENTRANCE PER EACH, CIP | 1 | EA | $ 1,050.00 | $ 1,050.00 |
| CO #04 | SILT FENCE FOR EROSION CONTROL PER LINEAR FOOT, CIP | 758 | LF | $ 4.07 | $ 3,085.06 |
| CO #04 | ROCK BERM PER LINEAR FOOT, CIP | 87 | LF | $ 22.93 | $ 1,994.91 |
| CO #04 | INLET PROTECTION (NEW INLET) PER EACH, CIP | 5 | EA | $ 112.37 | $ 561.85 |
| CO #04 | HYDROMULCH SEEDING FOR EROSION CONTROL (ALL DISTURBED AREAS WITHIN ROW+ OFFSITE UTILITY), PER SQUARE YARD, CIP | 4,463 | SY | $ 2.70 | $ 12,050.10 |
| **SUBTOTAL EROSION AND SEDIMENTATION CONTROLS** | | | | | **$ 171,736.87** |

| **PAVING IMPROVEMENTS** | | | | | |
|---|---|---|---|---|---|
| **ITEM** | **DESCRIPTION** | **QUANTITY** | **UNIT** | **UNIT PRICE** | **AMOUNT** |
| 1 | SUBGRADE PREPARATION + LIME PER SQUARE YARD, CIP | 26,390 | SY | $ 8.85 | $ 233,551.50 |
| 2 | CLEAR AND GRUB, PER ACRE, CIP | 44 | AC | $ 1,500.00 | $ 65,250.00 |
| 3 | CRUSHED LIMESTONE BASE MATERIAL, 8-INCH THICKNESS, PER SQUARE YARD, CIP | 19,426 | SY | $ 9.00 | $ 174,834.00 |
| 4 | CRUSHED LIMESTONE BASE MATERIAL, 10-INCH THICKNESS, PER SQUARE YARD, CIP | 6,964 | SY | $ 11.00 | $ 76,604.00 |
| 5 | HMAC, 2-INCH THICKNESS, TYPE D, PER SQUARE YARD, CIP | 20,493 | SY | $ 12.50 | $ 256,162.50 |
| 6 | MACHINE LAID CURB AND GUTTER, PER LINEAR FOOT, CIP | 10,860 | LF | $ 16.50 | $ 179,190.00 |
| 7 | RIBBON CURB, PER LINEAR FOOT, CIP | 77 | LF | $ 15.50 | $ 1,193.50 |
| 8 | P.C. CONCRETE SIDEWALK, 5-FEET WIDE, 4-INCH THICKNESS PER LINEAR FOOT, CIP | 2,658 | LF | $ 31.00 | $ 82,398.00 |
| 9 | P.C. SIDEWALK RAMP WITH PAVERS (TYPE I) PER EACH, CIP | 36 | EA | $ 1,250.00 | $ 45,000.00 |
| 10 | P.C. CONCRETE VALLEY GUTTER, PER EACH, CIP | 6 | EA | $ 4,600.00 | $ 27,600.00 |
| 11 | TYPE II DRIVEWAY, PER EACH, CIP | 1 | EA | $ 9,500.00 | $ 9,500.00 |
| 12 | STREET SIGNS AND PAVEMENT MARKINGS PER LUMP SUM, CIP | 1 | LS | $ 11,500.00 | $ 11,500.00 |
| 13 | STREET END BARRICADES PER EACH, CIP | 4 | EA | $ 1,100.00 | $ 4,400.00 |
| 14 | EXCAVATION (INCLUDES LOTS), PER CUBIC YARD, CIP | 98,895 | CY | $ 3.00 | $ 296,685.00 |
| 15 | EMBANKMENT (INCLUDES LOTS), PER CUBIC YARD, CIP | 98,895 | CY | $ 2.50 | $ 247,237.50 |
| 16 | FINE GRADING OF LOTS (INCLUDING BLUE TOPS), PER LOT, CIP | 120 | LOT | $ 150.00 | $ 18,000.00 |
| 17 | RETAINING WALLS, PER FF, CIP | 5,473 | FF | $ 15.00 | $ 82,095.00 |
| CO #03 | STREET REPAIR ALLOWANCE | 1 | LS | $ 8,500.00 | $ 8,500.00 |
| CO #03 | ADDITIONAL ROCK RETAINING WALLS | 711 | FF | $ 18.00 | $ 12,798.00 |
| CO #04 | TRAFFIC CONTROL | 1 | LS | $ 5,733.38 | $ 5,733.38 |
| CO #04 | REMOVE AND REPLACE CURB | 30 | LF | $ 61.91 | $ 1,857.30 |
| CO #04 | REMOVE AND REPLACE PAVEMENT | 1 | LS | $ 12,132.58 | $ 12,132.58 |
| CO #07 | PAVING INCREASE | 20,493 | SY | $ 2.25 | $ 46,109.25 |
| CO #07 | RIBBON CURB, PER LINEAR FOOT, CIP | 77 | LF | $ 2.50 | $ 192.50 |
| CO #07 | P.C. CONCRETE SIDEWALK, 5-FEET WIDE, 4-INCH THICKNESS PER LINEAR FOOT, CIP | 2,658 | LF | $ 9.96 | $ 26,473.68 |
| CO #07 | P.C. SIDEWALK RAMP WITH PAVERS (TYPE I) PER EACH, CIP | 36 | EA | $ 307.93 | $ 11,085.48 |
| CO #07 | P.C. CONCRETE VALLEY GUTTER, PER EACH, CIP | 6 | EA | $ 532.21 | $ 3,193.26 |
| CO #07 | DNT TEAM CONTRIBUTION | 1 | LS | $ (43,527.09) | $ (43,527.09) |
| **SUBTOTAL PAVING IMPROVEMENTS** | | | | | **$ 1,895,749.34** |

8/2/2022

STATE OF TEXAS
JOSHUA K. JANYSEK
134412
LICENSED
PROFESSIONAL ENGINEER

| | |
|---|---|
| **OTAL COST FOR PHASE 1 IMPROVEMENTS** | $ 5,374,731.86 |

# Philadelphia Indemnity Insurance Company

One Bala Plaza, Suite 100
Bala Cynwyd, PA 19004
877-438-7459

Bond No. PB03016800889

## MAINTENANCE BOND

KNOW ALL MEN BY THESE PRESENTS, that we DNT Construction, LLC as Principal, and Philadelphia Indemnity Insurance Company, a corporation organized under the laws of the State of Pennsylvania, and duly authorized to do business in the State of Texas as Surety, are held and firmly bound unto City of Hutto as Obligee, in the penal sum of Five Million Three Hundred Seventy Four Thousand Seven Hundred Thirty One and 86/100 ($5,374,731.86) to which payment well and truly to be made we do bind ourselves, and each of our heirs, executors, administrators, successors and assigns jointly and severally, firmly by these presents.

WHEREAS, the said Principal has entered into contract with City of Hutto for Covered Bridge, Phase 1 Williamson County, Texas - "Paving, Drainage, Water, Wastewater, Sidewalk and Ramp Improvements", which contract is hereinafter referred to as the "Contract."

WHEREAS, said Obligee requires that the Principal furnish a bond conditioned to guarantee for the period of Two year (s) from date of acceptance of the work performed under the Contract against all defects in workmanship and materials which would have been the responsibility under the Contract for which written notice is made to Surety during said period

NOW THEREFORE, THE CONDITIONS OF THIS OBLIGATION IS SUCH that, if the Principal shall indemnify the Obligee for all loss that the Obligee may sustain by reason of any defective materials or workmanship which may become apparent and with respect to which notice is delivered to Surety in writing during the period of Two year (s) from and after date of acceptance of the work under the Contract, then this obligation shall be void, otherwise to remain in full force and effect.

No right of action shall accrue hereunder to or for the benefit of any person or entity other the Obligee named herein, nor shall any suit be filed or action maintained on this bond more than twenty five (25) months after the date of the earliest timely notice of defect by Obligee to Surety.

SIGNED, SEALED AND DATED THIS 15th day of August, 2022.

DNT Construction, LLC
Principal

By: _____
Dean Tomme, President

Philadelphia Indemnity Insurance Company

By: _____
Jeremy Farque, Attorney-in-Fact

**PHILADELPHIA INDEMNITY INSURANCE COMPANY**
One Bala Plaza, Suite 100
Bala Cynwyd, PA 19004-0950

**Power of Attorney**

KNOW ALL PERSONS BY THESE PRESENTS: That **PHILADELPHIA INDEMNITY INSURANCE COMPANY** (the Company), a corporation organized and existing under the laws of the Commonwealth of Pennsylvania, does hereby constitute and appoint **Tom Mulanax, Michael Whorton, David Whorton, Rachel Martinez, Rosemarie Lopez, Jeremy Farque and/or Noe Moreno of Whorton Insurance Services,** its true and lawful Attorney-in-fact with full authority to execute on its behalf bonds, undertakings, recognizances and other contracts of indemnity and writings obligatory in the nature thereof, issued in the course of its business and to bind the Company thereby, in an amount not to exceed **$50,000,000.**

This Power of Attorney is granted and is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of PHILADELPHIA INDEMNITY INSURANCE COMPANY on the 14th of November, 2016.

**RESOLVED:** That the Board of Directors hereby authorizes the President or any Vice President of the Company: (1) Appoint Attorney(s) in Fact and authorize the Attorney(s) in Fact to execute on behalf of the Company bonds and undertakings, contracts of indemnity and other writings obligatory in the nature thereof and to attach the seal of the Company thereto; and (2) to remove, at any time, any such Attorney-in-Fact and revoke the authority given. And, be it

**FURTHER RESOLVED:** That the signatures of such officers and the seal of the Company may be affixed to any such Power of Attorney or certificate relating thereto by facsimile, and any such Power of Attorney so executed and certified by facsimile signatures and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking to which it is attached.

IN TESTIMONY WHEREOF, PHILADELPHIA INDEMNITY INSURANCE COMPANY HAS CAUSED THIS INSTRUMENT TO BE SIGNED AND ITS CORPORATE SEALTO BE AFFIXED BY ITS AUTHORIZED OFFICE THIS 5TH DAY OF MARCH, 2021.

(Seal)

John Glomb, President & CEO
Philadelphia Indemnity Insurance Company

On this 5th day of March, 2021 before me came the individual who executed the preceding instrument, to me personally known, and being by me duly sworn said that he is the therein described and authorized officer of the **PHILADELPHIA INDEMNITY INSURANCE COMPANY**; that the seal affixed to said instrument is the Corporate seal of said Company; that the said Corporate Seal and his signature were duly affixed.

Commonwealth of Pennsylvania - Notary Seal
Vanessa Mckenzie, Notary Public
Montgomery County
My commission expires November 3, 2024
Commission number 1366394
Member, Pennsylvania Association of Notaries

Notary Public: Vanessa McKenzie

residing at: Bala Cynwyd, PA

My commission expires: November 3, 2024

I, Edward Sayago, Corporate Secretary of PHILADELPHIA INDEMNITY INSURANCE COMPANY, do hereby certify that the foregoing resolution of the Board of Directors and the Power of Attorney issued pursuant thereto on the 5th day March, 2021 are true and correct and are still in full force and effect. I do further certify that John Glomb, who executed the Power of Attorney as President, was on the date of execution of the attached Power of Attorney the duly elected President of PHILADELPHIA INDEMNITY INSURANCE COMPANY.

In Testimony Whereof I have subscribed my name and affixed the facsimile seal of each Company this 15th day of August, 2022.

Edward Sayago, Corporate Secretary
**PHILADELPHIA INDEMNITY INSURANCE COMPANY**

# CONSTRUCTION PLANS FOR COVERED BRIDGE, PHASE 1 WILLIAMSON COUNTY, TEXAS "PAVING, DRAINAGE, WATER & WASTEWATER IMPROVEMENTS"

# OCTOBER 2021

## SUMMARY NOTES

ENGINEER: BGE, INC., TBPE F-1046
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TEXAS 78744
(512) 879-0400

SURVEYOR: BGE, INC., TBPE F-1046
101 WEST LOUIS HENNA BLVD, SUITE 400
AUSTIN, TX 78728
(512) 879-0400

PROPERTY OWNER: STARLIGHT HOMES TEXAS, L.L.C.
10721 RESEARCH BLVD., SUITE B-210
AUSTIN, TX 78759

UTILITY PROVIDERS: CITY OF HUTTO
MANVILLE WATER SUPPLY
ONCOR ENERGY
ATMOS GAS

## LEGAL DESCRIPTION:

25.888 ACRE TRACT OF LAND IN THE JOHN KELSEY SURVEY, ABSTRACT NO. 377, WILLIAMSON COUNTY, TEXAS; BEING OUT OF A CALLED 49.950 ACRE TRACT OF LAND AS CONVEYED UNTO NPC MANAGEMENT LLC AND NEXUS MANAGEMENT, LLC IN DOCUMENT NUMBER 2020057192 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS

## APPROVED BY

CITY OF HUTTO ENGINEERING — DATE 11/16/21

WILLIAMSON COUNTY ESD #3 — DATE 10-28-2021

MANVILLE WATER SUPPLY CORPORATION — DATE 10-20-21

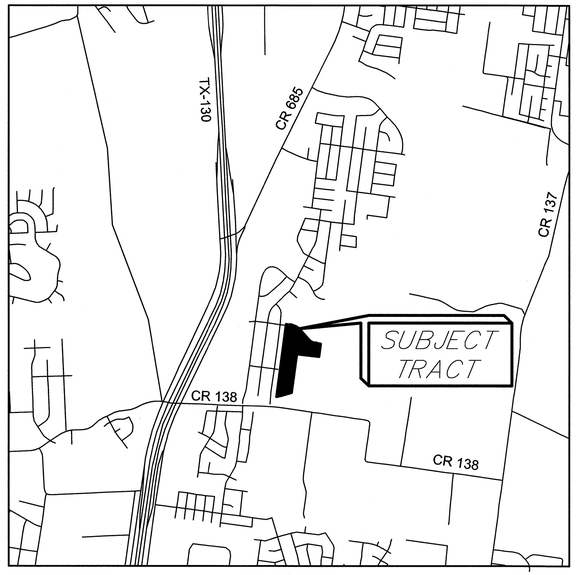
## SUBMITTED BY

TIMOTHY M. HOLLAND, P.E. — DATE 10/20/2021
BGE, INC. TBPE NO. F-1046
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TEXAS 78744
(512) 879-0400 (MAIN)

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED
PROFESSIONAL ENGINEER

ALL RESPONSIBILITY FOR THE ADEQUACY OF THESE PLANS REMAINS WITH THE ENGINEER WHO PREPARED THEM. IN ACCEPTING THESE PLANS, THE CITY OF HUTTO MUST RELY UPON THE ADEQUACY OF THE WORK OF THE DESIGN ENGINEER.

## VICINITY MAP




VICINITY MAP
NOT TO SCALE

NOTES:
1. THIS PROJECT IS LOCATED WITHIN THE BRUSHY CREEK WATERSHED.
2. THIS PROJECT IS NOT LOCATED WITHIN THE EDWARDS AQUIFER RECHARGE ZONE.
3. GRADING SHOWN FOR DRAINAGE WILL BE COMPLETED WITH THIS PROJECT.
4. NO PORTION OF THIS TRACT IS ENCROACHED BY ANY SPECIAL FLOOD HAZARD AREAS INUNDATED BY THE 1% ANNUAL CHANCE FLOODPLAIN AS IDENTIFIED BY THE U.S. FEDERAL EMERGENCY MANAGEMENT AGENCY BOUNDARY MAP (FLOOD INSURANCE RATE MAP) COMMUNITY PANEL NUMBER 48491C0515F, EFFECTIVE DATE DECEMBER 20, 2019, FOR WILLIAMSON COUNTY, TEXAS."

REVISIONS/CORRECTIONS

| SHEET LIST | DESCRIPTION | DATE | REVISE (R) ADD (A) VOID (V) SHEET NO.'S | ACCEPTED BY | APPROVAL DATE |
|---|---|---|---|---|---|
| 7,8,9,30,33,35 | DATUM ADJUSTMENT CORRECTION | 12/28/2021 | R | | |
| 6,10,18,19,21,29 | INLET REVISION | 2/16/2022 | R | W. BENTON | 3/25/2022 |
| 47 | WATERLINE TIE IN CORRECTION | 3/29/2022 | R | E. PRINZ | 3/30/2022 |
| 65A, 65B | OFFSITE WASTEWATER REVISION | 4/19/2022 | A | | |
| | | | | | |

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| 13 | PINYON COVE PLAN AND PROFILE (1+00 TO END) |
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RECORD DRAWING

THESE RECORD DRAWINGS HAVE BEEN PREPARED USING INFORMATION PROVIDED BY THE CONSTRUCTION CONTRACTOR AND/OR OWNER. THE SIGNATURE BELOW SIGNIFIES THAT THESE PLANS HAVE BEEN REVISED IN ACCORDANCE WITH THE INFORMATION PROVIDED. THIS DOCUMENT IS FOR INFORMATION AND REFERENCE IN CONNECTION WITH THE OWNER'S USE AND OCCUPANCY OF THE PROJECT AND IS NOT INTENDED FOR BID, PERMIT OR CONSTRUCTION.

By: Josh Janysek Date: 9/10/2022

BROWN & GAY ENGINEERS
TBPE REGISTRATION No. F-1046


BGE, Inc.
1701 Directors Boulevard, Suite 1000
Austin, TX 78744
Tel: 512-879-0400 ● www.browngay.com
TBPE Registration No. F-1046

CITY OF HUTTO - GENERAL CONSTRUCTION NOTES
UPDATED MARCH 2019

1. THE CONTRACTOR IS TO CONTACT ONE OF THE FOLLOWING: TEXAS811 811 LONE STAR 1-800-669-8344 FOR LOCATION OF EXISTING FACILITIES AT LEAST 48 HOURS PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES.
2. PRIOR TO ANY CONSTRUCTION, THE DESIGN ENGINEER SHALL CONVENE A PRECONSTRUCTION CONFERENCE BETWEEN THE CITY OF HUTTO, HIMSELF, THE CONTRACTOR, OTHER UTILITY COMPANIES, ANY AFFECTED PARTIES AND ANY OTHER ENTITY THE CITY OR ENGINEER MAY REQUIRE. IF CONSTRUCTION IS NOT STARTED ON THE SITE WITHIN 30 CALENDAR DAYS AFTER THE PRE-CONSTRUCTION CONFERENCE, THE ENGINEER SHALL CONVENE A NEW PRECONSTRUCTION CONFERENCE BETWEEN THE CITY OF HUTTO, HIMSELF, AND ALL THE ABOVE MENTIONED ENTITIES.
3. PRIOR TO ANY CHANGES TO THE CONSTRUCTION SITE, VIDEO OF THE SITE MUST BE TAKEN AND PROVIDED TO THE CITY BEFORE CONSTRUCTION COMMENCES.
4. ALL CONSTRUCTION OPERATIONS SHALL BE PERFORMED IN ACCORDANCE WITH CITY OF HUTTO ENGINEERING MANUAL AND STANDARD CONSTRUCTION SPECIFICATIONS AND DETAILS. IF CITY OF HUTTO ENGINEERING MANUAL UNAVAILABLE, OR NOT APPLICABLE, REFER TO TXDOT AND/OR CITY OF GEORGETOWN MANUAL, STANDARDS AND/OR SPECIFICATIONS.
5. ALL STORM SEWER BENDS AND WYES SHALL BE PREFABRICATED.
6. ALL STORM SEWER MAINS TO BE FIELD-TESTED FOR WATER TIGHTNESS NO SOONER THAN 30 DAYS AFTER TOTAL COMPLETION OF THE STORM SEWER LINES.
7. ALL STORM SEWER MAINS TO BE VIDEO TAPED BY CAMERA NO SOONER THAN 30 DAYS AFTER TOTAL COMPLETION OF THE STORM SEWER LINES. TWO DIGITAL COPIES SHALL BE SUPPLIED TO THE CITY BEFORE CLOSEOUT. ALL STORM SEWER CONDUITS WILL BE INSPECTED BY THE CITY BEFORE CITY ACCEPTANCE, VIDEO MUST SHOW DETAILS OF ALL IRREGULARITIES OR OFFSETS (MINIMUM 10 SECONDS OF VIDEO TIME).
8. ALL CONSTRUCTION OPERATIONS SHALL BE ACCOMPLISHED IN ACCORDANCE WITH APPLICABLE REGULATIONS OF THE U.S. OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION. OSHA STANDARDS MAY BE PURCHASED FROM THE GOVERNMENT PRINTING OFFICE; INFORMATION AND RELATED REFERENCE MATERIALS MAY BE PURCHASED FROM OSHA, 611 E. 6TH STREET, AUSTIN, TEXAS.
9. CONTRACTOR SHALL TAKE ALL DUE PRECAUTIONS TO PROTECT EXISTING FACILITIES FROM DAMAGE. ANY DAMAGE INCURRED TO EXISTING FACILITIES AS A RESULT OF CONSTRUCTION OPERATIONS TO BE REPAIRED IMMEDIATELY BY THE CONTRACTOR, AT NO ADDITIONAL COST TO OWNER.
10. CONTRACTOR TO GIVE NOTICE TO ALL AUTHORIZED INSPECTORS, SUPERINTENDENTS OR PERSONS IN CHARGE OF PUBLIC AND PRIVATE UTILITIES AFFECTED BY HIS OPERATIONS AT LEAST 48 HOURS PRIOR TO COMMENCEMENT OF WORK.
11. CONTRACTOR TO COMPLY WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL REQUIREMENTS REGARDING EXCESS AND WASTE MATERIAL, INCLUDING METHODS OF HANDLING AND DISPOSAL.
12. CONTRACTOR TO COORDINATE INTERRUPTIONS OF ALL UTILITIES AND SERVICES. ALL WORK TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE APPLICABLE UTILITY COMPANY OR AGENCY INVOLVED.
13. WHEN UN-LOCATED OR INCORRECTLY LOCATED, A BREAK IN UTILITY LINES, OR OTHER UTILITIES AND SERVICES ARE ENCOUNTERED DURING SITE WORK OPERATIONS, CONTRACTOR SHALL NOTIFY THE APPLICABLE UTILITY COMPANY IMMEDIATELY TO OBTAIN PROCEDURE DIRECTIONS. CONTRACTOR SHALL COOPERATE WITH THE APPLICABLE UTILITY COMPANY IN MAINTAINING ACTIVE SERVICES IN OPERATION.
14. CONTRACTOR TO LOCATE, PROTECT, AND MAINTAIN BENCHMARKS, MONUMENTS, CONTROL POINTS AND PROJECT ENGINEERING REFERENCE POINTS. RE-ESTABLISH DISTURBED OR DESTROYED ITEMS BY REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF TEXAS, AT NO ADDITIONAL COST TO OWNER.
15. WHEN CONSTRUCTION IS BEING CARRIED OUT WITHIN EASEMENTS, THE CONTRACTOR SHALL CONFINE HIS WORK TO WITHIN THE PERMANENT AND TEMPORARY EASEMENTS. PRIOR TO FINAL ACCEPTANCE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ALL TRASH AND DEBRIS WITHIN THE PERMANENT AND TEMPORARY EASEMENTS. CLEAN-UP SHALL BE TO THE SATISFACTION OF THE ENGINEER.
16. THE CONTRACTOR AND THE ENGINEER SHALL KEEP ACCURATE RECORDS OF ALL CONSTRUCTION THAT DEVIATES FROM THE PLANS. ACCURATE "RECORD" DRAWINGS WILL BE PROVIDED TO THE CITY OF HUTTO, ALONG WITH A LETTER CERTIFICATION FROM A REGISTERED PROFESSIONAL ENGINEER LICENSED IN THE STATE OF TEXAS, STATING THAT SAID PROJECT HAS BEEN CONSTRUCTED IN ACCORDANCE WITH THESE PLANS, PRIOR TO THE OWNER BEING ISSUED A CERTIFICATION OF COMPLETION AND FINAL ACCEPTANCE. THESE "RECORD" DRAWINGS SHALL MEET WITH THE SATISFACTION OF THE ENGINEERING AND DEVELOPMENT SERVICES DEPARTMENTS PRIOR TO FINAL ACCEPTANCE.
17. CONTRACTOR SHALL STRIP SIX (6) INCHES OF TOPSOIL FROM ALL AREAS SUBJECT TO GRADE MODIFICATION. REMOVE ALL AREAS OF WEAK SOIL.
18. THE CONTRACTOR SHALL PROTECT ALL EXISTING FENCES. IN THE EVENT THAT A FENCE MUST BE REMOVED, THE CONTRACTOR SHALL REPLACE SAID FENCE OR PORTION THEREOF WITH THE SAME TYPE OF FENCING TO A QUALITY OF EQUAL OR BETTER THAN THE ORIGINAL FENCE.
19. UPON COMPLETION OF THE PROJECT, THE SITE(S) AS DEFINED HEREIN SHALL BE CLEANED OF ALL DEBRIS AND LEFT IN A NEAT AND PRESENTABLE CONDITION.
20. ALL ADJOINING PAVEMENT SECTIONS SHALL BE PROTECTED DURING ALL PHASES OF CONSTRUCTION AND ANY DAMAGES INCURRED DUE TO CONTRACTOR'S OPERATION SHALL BE REPAIRED AND/OR REPLACED AT THE CONTRACTOR'S EXPENSE.
21. CONTRACTOR TO CONTROL DUST CAUSED BY THE WORK AND COMPLY WITH POLLUTION CONTROL REGULATIONS OF GOVERNING AUTHORITIES (NO SEPARATE PAY).
22. TRAFFIC CONTROLS TO BE INSTALLED IN ACCORDANCE WITH THE CURRENT TXDOT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND TXDOT BARRICADE AND CONSTRUCTION STANDARDS.
23. REVEGETATE ALL DISTURBED AREAS UPON COMPLETION OF THE WORK PER CITY OF GEORGETOWN CONSTRUCTION STANDARDS.
24. CONTRACTOR TO EXERCISE CAUTION DURING CONSTRUCTION NEAR AND AROUND GAS LINES AND POWER LINES.
25. NO WORK IS TO BE PERFORMED BETWEEN THE HOURS OF 6:00 P.M. AND 7:00 A.M. ALL WORK REQUIRING CITY INSPECTION SHALL BE PERFORMED MONDAY THRU FRIDAY. THE CITY RESERVES THE RIGHT TO REQUIRE THE CONTRACTOR TO UNCOVER ALL WORK PERFORMED WITHOUT INSPECTION.
26. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION VERTICALLY AND HORIZONTALLY OF ALL EXISTING UTILITIES PRIOR TO COMMENCING WORK, AND SHALL NOTIFY THE ENGINEER AND THE CITY IF THE EXISTING UTILITY LOCATION AND DEPTHS ARE DIFFERENT FROM WHAT IS SHOWN ON THE PLANS. THE CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE ASSOCIATED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
27. ALL FIRE LINES SHALL BE DUCTILE IRON.
28. DETECTABLE TAPE SHALL BE USED FOR ALL UNDERGROUND UTILITIES. TAPE MUST BE 12" WIDE 5 MIL WITH APPLICABLE COLOR AND LABEL.
29. CONTRACTOR WILL BE RESPONSIBLE FOR KEEPING ROADS AND DRIVES ADJACENT TO AND NEAR THE SITE FREE FROM SOIL, SEDIMENT AND DEBRIS. CONTRACTOR WILL NOT REMOVE SOIL, SEDIMENT OR DEBRIS FROM ANY AREA OR VEHICLE BY MEANS OF WATER. ONLY SHOVELING AND SWEEPING WILL BE ALLOWED. CONTRACTOR WILL BE RESPONSIBLE FOR DUST CONTROL FROM THE SITE.
30. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE TO PRIVATE PROPERTY WHICH OCCURS AS A RESULT OF ANY PORTION OF THIS PROJECT. ANY DAMAGE TO PRIVATE PROPERTY SHALL BE REPAIRED TO EQUAL OR BETTER CONDITION. THE CONTRACTOR SHALL PAY AND/OR SETTLE WITH PRIVATE PROPERTY OWNER(S) FOR ALL COST RELATED TO DAMAGE. THE CITY WILL NOT PROVIDE SEPARATE PAY FOR REPAIR OF DAMAGES, REIMBURSEMENTS OR SETTLEMENTS.

CITY OF HUTTO - EROSION, SEDIMENTATION AND TREE PROTECTION NOTES
UPDATED AUGUST 2018

1. THE CONTRACTOR TO INSTALL AND MAINTAIN EROSION/SEDIMENTATION CONTROLS AND TREE/NATURAL AREA PROTECTIVE FENCING PRIOR TO ANY SITE PREPARATION WORK (CLEARING, GRUBBING, GRADING, OR EXCAVATION). CONTRACTOR TO REMOVE EROSION/SEDIMENTATION CONTROLS AT THE COMPLETION OF THE PROJECT AND GRASS RESTORATION.
2. THE PLACEMENT OF EROSION/SEDIMENTATION CONTROLS TO BE IN ACCORDANCE WITH THE APPROVED EROSION AND SEDIMENTATION CONTROL PLAN AND WATER POLLUTION ABATEMENT PLAN. DEVIATIONS FROM THE APPROVED PLAN MUST BE SUBMITTED TO AND APPROVED BY THE OWNER'S REPRESENTATIVE.
3. ALL PLANTING SHALL BE DONE BETWEEN MAY 1ST AND SEPTEMBER 15TH EXCEPT AS SPECIFICALLY AUTHORIZED IN WRITING. IF PLANTING IS AUTHORIZED TO BE DONE OUTSIDE THE DATE SPECIFIED, THE SEED SHALL BE PLANTED WITH THE ADDITION OF WINTER FESCUE (KENTUCKY 31) AT A RATE OF 100 LBS/ACRE. GRASS SHALL BE COMMON BERMUDA GRASS, HULLED, MINIMUM 82% PURE LIVE SEED. ALL GRASS SEED SHALL BE FREE FROM NOXIOUS WEED, GRADE "A" RECENT CROP, CLEANED AND TREATED WITH APPROPRIATE FUNGICIDE AT TIME OF MIXING. SEED SHALL BE FURNISHED IN SEALED, STANDARD CONTAINERS WITH DEALER'S GUARANTEED ANALYSIS.
4. ALL DISTURBED AREAS TO BE RESTORED AS NOTED IN THE WATER POLLUTION ABATEMENT PLAN.
5. THE PLANTED AREA TO BE IRRIGATED OR SPRINKLED IN A MANNER THAT WILL NOT ERODE THE TOPSOIL, BUT WILL SUFFICIENTLY SOAK THE SOIL TO A DEPTH OF FOUR INCHES (4"). THE IRRIGATION TO OCCUR AT 10-DAY INTERVALS DURING THE FIRST TWO MONTHS TO INSURE GERMINATION AND ESTABLISHMENT OF THE GRASS. RAINFALL OCCURRENCES OF ONE HALF AND INCH (1/2") OR GREATER TO POSTPONE THE WATER SCHEDULE ONE WEEK.
6. RESTORATION TO BE ACCEPTABLE WHEN THE GRASS HAS GROWN AT LEAST ONE AND ONE HALF INCHES (1.5") HIGH WITH 95% COVERAGE, PROVIDED NO BARE SPOTS LARGER THAN TWENTY-FIVE SQUARE FEET EXIST.
7. A MINIMUM OF FOUR INCHES (4") OF TOPSOIL TO BE PLACE IN ALL AREA DISTURBED BY CONSTRUCTION.
8. THE CONTRACTOR TO HYDRO MULCH OR SOD (AS SHOWN ON PLANS) ALL EXPOSED CUTS AND FILLS UPON COMPLETION OF CONSTRUCTION.
9. EROSION AND SEDIMENTATION CONTROLS TO BE INSTALLED OR MAINTAINED IN A MANNER WHICH DOES NOT RESULT IN SOIL BUILDUP WITHIN TREE DRIP LINE.
10. TO AVOID SOIL COMPACTION. CONTRACTOR SHALL NOT ALLOW VEHICULAR TRAFFIC, PARKING, OR STORAGE OF EQUIPMENT OR MATERIALS IN THE TREE DRIP LINE AREA.
11. WHERE A FENCE IS CLOSER THAN FOUR FEET (4') TO A TREE TRUCK, PROTECT THE TRUNK WITH STRAPPED-ON PLANKING TO A HEIGHT OF EIGHT FEET (8'), OR THE LIMITS OF LOWER BRANCHING, IN ADDITION TO THE FENCING.
12. TREES TO BE REMOVED IN A MANNER WHICH DOES NOT IMPACT TREES TO BE PRESERVED.
13. ANY ROOT EXPOSED BY THE CONSTRUCTION ACTIVITY TO BE PRUNED FLUSH WITH THE SOIL. BACKFILL ROOT AREA WITH GOOD QUALITY TOPSOIL AS SOON AS POSSIBLE. IF EXPOSED ROOT AREAS ARE NOT BACKFILLED WITHIN TWO DAYS, COVER THEM WITH ORGANIC MATTER IN A MANNER WHICH REDUCES SOIL TEMPERATURE AND MINIMIZES WATER LOSS DUE TO EVAPORATION.
14. CONTRACTOR TO PRUNE VEGETATION TO PROVIDE CLEARANCE FOR STRUCTURE, VEHICULAR TRAFFIC, AND EQUIPMENT BEFORE DAMAGE OCCURS (RIPPING OF BRANCHES, ETC.). ALL FINISHED PRUNING TO BE DONE ACCORDING TO RECOGNIZED, APPROVED STANDARDS OF THE INDUSTRY (REFERENCE THE "NATIONAL ARBORIST ASSOCIATION PRUNING STANDARDS FOR SHADE TREES").
15. THE CONTRACTOR IS TO INSPECT THE CONTROLS AT WEEKLY INTERVALS AND AFTER EVERY RAINFALL EXCEEDING ONE-QUARTER INCH (1/4") TO VERIFY THAT THEY HAVE NOT BEEN SIGNIFICANTLY DISTURBED. ANY ACCUMULATED SEDIMENT AFTER A SIGNIFICANT RAINFALL TO BE REMOVED AND PLACED IN THE OWNER DESIGNATED SPOIL DISPOSAL SITE. THE CONTRACTOR TO CONDUCT PERIODIC INSPECTIONS OF ALL EROSION/SEDIMENTATION CONTROLS AND TO MAKE ANY REPAIRS OR MODIFICATIONS NECESSARY TO ASSURE CONTINUED EFFECTIVE OPERATION OF EACH DEVICE.
16. WHERE THERE IS TO BE AN APPROVED GRADE CHANGE, IMPERMEABLE PAVING SURFACE, TREE WELL, OR OTHER SUCH SITE DEVELOPMENT IMMEDIATELY ADJACENT TO A PROTECTED TREE, ERECT THE FENCE APPROXIMATELY TWO TO FOUR FEET (2'-4') BEHIND THE AREA IN QUESTION.
17. NO ABOVE AND/OR BELOW GROUND TEMPORARY FUEL STORAGE FACILITIES TO BE STORED ON THE PROJECT SITE.
18. IF EROSION AND SEDIMENTATION CONTROL SYSTEMS ARE EXISTING FROM PRIOR CONTRACTS, OWNER'S REPRESENTATIVE AND THE CONTRACTOR TO EXAMINE THE EXISTING EROSION AND SEDIMENTATION CONTROL SYSTEMS FOR DAMAGE PRIOR TO CONSTRUCTION. ANY DAMAGE TO PREEXISTING EROSION AND SEDIMENTATION CONTROLS NOTED TO BE REPAIRED AT OWNER'S EXPENSE.
19. INTENTIONAL RELEASE OF VEHICLE OR EQUIPMENT FLUIDS ONTO THE GROUND IS NOT ALLOWED. CONTAMINATED SOIL RESULTING FROM ACCIDENTAL SPILL TO BE REMOVED AND DISPOSED OF PROPERLY.

CITY OF HUTTO - WASTEWATER NOTES
UPDATED AUGUST 2018

1. WASTEWATER SYSTEMS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF HUTTO ENGINEERING DESIGN MANUAL, STANDARD SPECIFICATIONS AND STANDARD DETAILS.
2. NO CURVILINEAR WASTEWATER DESIGN/LAYOUT IS PERMITTED.
3. ALL WASTEWATER SERVICE, AND VALVE LOCATIONS SHALL BE APPROPRIATELY MARKED AS FOLLOWS:
   A. WASTEWATER SERVICE "S" ON TOP OF CURB
   B. VALVE "V" ON TOP OF CURB
4. TOOLS FOR MARKING CURBS SHALL BE PROVIDED BY THE CONTRACTOR. OTHER APPROPRIATE MEANS OF MARKING SERVICE AND VALVE LOCATIONS SHALL BE PROVIDED IN AREAS WITHOUT CURBS. SUCH MEANS OF MARKING SHALL BE SPECIFIED BY THE DESIGN ENGINEER AND APPROVED BY THE CITY OF HUTTO.
5. THRUST BLOCKING AND RESTRAINTS SHALL BE IN ACCORDANCE WITH CITY OF HUTTO STANDARD SPECIFICATIONS.
6. MANDREL TESTING WILL BE REQUIRED ON ALL WASTEWATER PIPE AS PER CITY OF HUTTO CONSTRUCTION SPECIFICATIONS.
7. ALL GRAVITY WASTEWATER MAINS TO BE FIELD-TESTED FOR WATER TIGHTNESS AND VIDEO TAPED BY CAMERA SO SOONER THAN 30-DAYS AFTER TOTAL COMPLETION OF WASTEWATER LINES. TWO DIGITAL COPIES SHALL BE PROVIDED TO THE CITY BEFORE CLOSEOUT. VIDEO INSPECTION OF WASTEWATER MAINS SHALL BE COMPLETED IN ACCORDANCE WITH THE APPLICABLE CITY OF AUSTIN STANDARD SPECIFICATION.
8. HYDROSTATIC PRESSURE AND LEAKAGE TESTS SHALL BE PERFORMED ON ALL PRESSURE PIPELINES CARRYING WASTEWATER.
9. ALL MANHOLES SHALL BE TESTED FOR LEAKAGE SEPARATELY AND INDEPENDENTLY OF WASTEWATER LINES BY HYDROSTATIC EXFILTRATION TESTING OR OTHER CITY APPROVED METHOD PER CITY OF HUTTO CONSTRUCTION SPECIFICATIONS.
10. EXISTING MANHOLES SHALL BE TESTED FOR LEAKAGE PRIOR TO CORING OR ADJUSTMENT.
11. EXISTING MANHOLES SHALL HAVE ALL CONCRETE SURFACES CLEANED AND COATED PER CITY OF HUTTO WASTEWATER DETAILS AFTER CORING OR ADJUSTMENT.
12. ALL NEWLY INSTALLED PIPES AND RELATED PRODUCTS MUST CONFORM TO AMERICAN NATIONAL STANDARDS INSTITUTE / NATIONAL SANITATION FOUNDATION STANDARD 61 AND MUST BE CERTIFIED BY AN ORGANIZATION ACCREDITED BY ANSI.
13. PIPE MATERIAL FOR PRESSURE WASTEWATER MAINS SHALL BE PVC (AWWA C900, MIN. DR 14), OR DUCTILE IRON (AWWA C151, MIN. CLASS 350). DUCTILE IRON FOR PRESSURE WASTEWATER MAINS SHALL HAVE A CORROSION RESISTANT INTERIOR LINING ACCEPTABLE TO OWNER. PIPE MATERIAL FOR GRAVITY WASTEWATER MAINS SHALL BE PVC SDR-26, ASTM D-3034.
14. ALL PVC PIPE (ALL TYPES AND SDR/DR WALL THICKNESS TO BE USED) SHALL HAVE RUBBER GASKET EQUIPPED BELL AND SPIGOT JOINTS CONFORMING TO ASTM D-3212. THE GASKET MATERIAL SHALL CONFORM TO ASTM F-477. SOLVENT WELDED JOINTS WILL NOT BE APPROVED FOR THIS PROJECT.
15. ALL SANITARY SEWER FACILITIES AND POTABLE WATERLINES MUST BE INSTALLED SO AS TO PROVIDE A MINIMUM OF NINE FEET OF CLEARANCE IN ANY DIRECTION BETWEEN THEM. WHERE THE NINE FOOT SEPARATION DISTANCE CANNOT BE ACHIEVED, FOLLOW THESE SPECIAL PROCEDURES.
   A. IF A COLLECTION SYSTEM PIPE PARALLELS A PUBLIC WATER SUPPLY PIPE THE FOLLOWINGREQUIREMENTS APPLY:
      I. A COLLECTION SYSTEM PIPE MUST BE CONSTRUCTED OF CAST IRON, DUCTILE IRON, OR PVC MEETING ASTM SPECIFICATIONS WITH AT LEAST 150 POUNDS PER SQUARE INCH (PSI) PRESSURE RATING FOR BOTH THE PIPE AND JOINTS.
      II. VERTICAL SEPARATION MUST BE AT LEAST TWO FEET BETWEEN THE OUTSIDE DIAMETERS OF THE PIPES.
      III. HORIZONTAL SEPARATION MUST BE AT LEAST FOUR FEET BETWEEN OUTSIDE DIAMETERS OF THE PIPES.
      IV. COLLECTION SYSTEM PIPE MUST BE BELOW WATER SUPPLY PIPE.
   B. IF A COLLECTION SYSTEM PIPE CROSSES A PUBLIC WATER SUPPLY PIPE, THE FOLLOWING REQUIREMENTS APPLY:
      I. IF A COLLECTION SYSTEM IS CONSTRUCTED OF CAST IRON, DUCTILE IRON, OR PVC WITH A MINIMUM PRESSURE RATING OF 150 PSI, THE FOLLOWING REQUIREMENTS APPLY:
         a. A MINIMUM DISTANCE OF SIX (6) INCHES BETWEEN OUTSIDE DIAMETERS OF THE PIPES.
         b. A COLLECTION SYSTEM PIPE MUST BE BELOW A PUBLIC WATER SUPPLY PIPE.
         c. COLLECTION SYSTEM PIPE JOINTS MUST BE LOCATED AS FAR AS POSSIBLE FROM AN INTERSECTION WITH A PUBLIC WATER SUPPLY LINE.
      II. IF A COLLECTION SYSTEM CROSSES OVER A PUBLIC WATER SUPPLY PIPE, EACH PORTION OF A COLLECTION SYSTEM PIPE WITHIN NINE FEET OF A PUBLIC WATER SUPPLY PIPE MUST BE CONSTRUCTED OF CAST IRON, DUCTILE IRON, OR PVC PIPE WITH A PRESSURE RATING OF AT LEAST 150 PSI USING APPROPRIATE ADAPTERS.
16. AN INDEPENDENT QUALIFIED LAB, AT THE CONTRACTOR'S EXPENSE, SHALL PERFORM QUALITY TESTING FOR ALL WASTEWATER PIPE INSTALLED AND PRESSURE HYDROSTATIC TESTING OF ALL WATER LINES CONSTRUCTED. THE CONTRACTOR SHALL PROVIDE ALL EQUIPMENT (INCLUDING PUMPS AND GAGES), SUPPLIES, AND LABOR NECESSARY TO PERFORM THE TESTS. A CITY OF HUTTO CONSTRUCTION INSPECTOR MUST BE PRESENT FOR ALL TESTING.
17. THE CONTRACTOR SHALL PROVIDE THE DESIGN ENGINEER AND THE CITY NOT LESS THAN 24 HOURS NOTICE PRIOR TO PERFORMING STERILIZATION, QUALITY TESTING, OR PRESSURE TESTING.
18. THE CONTRACTOR SHALL NOT OPEN OR CLOSE ANY VALVES UNLESS AUTHORIZED BY THE CITY OF HUTTO.
19. ALL VALVE BOXES AND COVERS SHALL BE CAST IRON PER CITY OF HUTTO STANDARD DETAILS.
20. ALL MANHOLES SHALL BE CONCRETE WITH CAST IRON RING AND COVER. ALL MANHOLES LOCATED OUTSIDE OF PAVEMENT SHALL HAVE BOLTED AND GASKETED COVERS. CONCRETE MANHOLES TO BE COATED PER STANDARD DETAIL AND CONSTRUCTION SPECIFICATIONS. TAPPING OF FIBERGLASS MANHOLES SHALL NOT BE PERMITTED.
21. ALL WASTEWATER PIPING AND FITTINGS SHALL BE VIRGIN STOCK.
22. ALL MECHANICAL RESTRAINTS SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS.

CITY OF HUTTO - WATER NOTES
UPDA
TED MARCH 2019

1. WATER SYSTEMS SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY OF HUTTO ENGINEERING MANUAL, STANDARD SPECIFICATIONS AND STANDARD DETAILS.
2. FIRE HYDRANTS ON MAINS UNDER CONSTRUCTION SHALL BE SECURELY WRAPPED WITH A POLY WRAP BAG AND TAPED INTO PLACE. THE POLY WRAP SHALL BE REMOVED WHEN THE MAINS ARE ACCEPTED AND BROUGHT INTO SERVICE. ALL FIRE LINES SHALL BE DUCTILE. IRON
3. ALL WATER SERVICE, WASTEWATER SERVICE, AND VALVE LOCATIONS SHALL BE APPROPRIATELY MARKED AS FOLLOWS:
   A. WATER SERVICE "W" ON TOP OF CURB
   B. VALVE "V" ON TOP OF CURB OR VALVE SIGN AS INSTRUCTED BY CITY ENGINEER
4. TOOLS FOR MARKING CURBS SHALL BE PROVIDED BY THE CONTRACTOR. OTHER APPROPRIATE MEANS OF MARKING SERVICE AND VALVE LOCATIONS SHALL BE PROVIDED IN AREAS WITHOUT CURBS. SUCH MEANS OF MARKING SHALL BE SPECIFIED BY THE ENGINEER AND APPROVED BY THE CITY OF HUTTO.
5. THRUST BLOCKING AND RESTRAINTS SHALL BE IN ACCORDANCE WITH CITY OF HUTTO STANDARD SPECIFICATIONS.
6. HYDROSTATIC PRESSURE AND LEAKAGE TESTS SHALL BE PERFORMED ON ALL PRESSURE PIPELINES CARRYING WATER.
7. ALL NEWLY INSTALLED PIPES AND RELATED PRODUCTS MUST CONFORM TO AMERICAN NATIONAL STANDARDS INSTITUTE MUST BE CERTIFIED BY AN ORGANIZATION ACCREDITED BY ANSI.
8. PIPE MATERIAL FOR WATER MAINS SHALL BE PVC (AWWA C900/C905, MIN. DR 14), OR DUCTILE IRON (AWWA C151, MIN. CLASS 350). WATER SERVICES (2" OR SMALLER) SHALL BE POLYETHYLENE TUBING (BLACK, 200 PSI, DR 9),
9. ALL DUCTILE IRON PIPE (D.I.P) SHALL BE WRAPPED WITH EIGHT (8) MIL, BLACK VIRGIN POLYETHYLENE WRAP AS SPECIFIED IN ANSI/AWWA C105/A21.5.
10. ALL D.I.P. SHALL BE LINED WITH VIRGIN POLYETHYLENE CONFORMING TO ASTM D-1248; 40 MIL THICKNESS (NOMINAL), 35 MILS (MINIMUM). LINER TO BE POLYBOND OR EQUAL, AT ANY POINT WHERE DIP CANNOT BE WRAPPED IN POLYETHYLENE, COAT THE EXTERIOR WITH POLYBOND OR APPROVED EQUAL.
11. ALL PVC PIPE (ALL TYPES AND SDR/DR WALL THICKNESS TO BE USED) SHALL HAVE RUBBER GASKET EQUIPPED BELL AND SPIGOT JOINTS CONFORMING TO ASTM D-3212. THE GASKET MATERIAL SHALL CONFORM TO ASTM F-477. SOLVENT WELDED JOINTS WILL NOT BE APPROVED FOR THIS PROJECT.
12. ALL POTABLE WATERLINES AND SANITARY SEWER FACILITIES MUST BE INSTALLED SO AS TO PROVIDE A MINIMUM OF NINE FEET OF CLEARANCE IN ANY DIRECTION BETWEEN THEM. WHERE THE NINE FOOT SEPARATION DISTANCE CANNOT BE ACHIEVED, FOLLOW THESE SPECIAL PROCEDURES.
   A. IF A COLLECTION SYSTEM PIPE PARALLELS A PUBLIC WATER SUPPLY PIPE THE FOLLOWING REQUIREMENTS APPLY:
      I. A COLLECTION SYSTEM PIPE MUST BE CONSTRUCTED OF CAST IRON, DUCTILE IRON, OR PVC MEETING ASTM SPECIFICATIONS WITH AT LEAST 150 POUNDS PER SQUARE INCH (PSI) PRESSURE RATING FOR BOTH THE PIPE AND JOINTS.
      II. VERTICAL SEPARATION MUST BE AT LEAST TWO FEET BETWEEN THE OUTSIDE DIAMETERS OF THE PIPES.
      III. HORIZONTAL SEPARATION MUST BE AT LEAST FOUR FEET BETWEEN OUTSIDE DIAMETERS OF THE PIPES.
      IV. COLLECTION SYSTEM PIPE MUST BE BELOW WATER SUPPLY PIPE.
   B. IF A COLLECTION SYSTEM PIPE CROSSES A PUBLIC WATER SUPPLY PIPE, THE FOLLOWING REQUIREMENTS APPLY:
      I. IF A COLLECTION SYSTEM IS CONSTRUCTED OF CAST IRON, DUCTILE IRON, OR PVC WITH A MINIMUM PRESSURE RATING OF 150 PSI, THE FOLLOWING REQUIREMENTS APPLY:
         a. A MINIMUM DISTANCE OF SIX (6) INCHES BETWEEN OUTSIDE DIAMETERS OF THE PIPES.
         b. A COLLECTION SYSTEM PIPE MUST BE BELOW A PUBLIC WATER SUPPLY PIPE.
         c. COLLECTION SYSTEM PIPE JOINTS MUST BE LOCATED AS FAR AS POSSIBLE FROM AN INTERSECTION WITH A PUBLIC WATER SUPPLY LINE.
      II. IF A COLLECTION SYSTEM CROSSES OVER A PUBLIC WATER SUPPLY PIPE, EACH PORTION OF A COLLECTION SYSTEM PIPE WITHIN NINE FEET OF A PUBLIC WATER SUPPLY PIPE MUST BE CONSTRUCTED OF CAST IRON, DUCTILE IRON, OR PVC PIPE WITH A PRESSURE RATING OF AT LEAST 150 PSI USING APPROPRIATE ADAPTERS.
13. THE CONTRACTOR MUST OBTAIN A TEMPORARY WATER METER FROM THE CITY OF HUTTO UTILITY BILLING DEPARTMENT FOR ALL WATER USED DURING CONSTRUCTION.
14. CONTRACTOR TO SCHEDULE WATER VALVE CLOSURE THROUGH CITY OF HUTTO: DEPARTMENT OF PUBLIC WORKS UTILITY DIVISION WITH ADVANCE NOTICE OF 7 DAYS. CONTRACTOR TO CONTACT PUBLIC WORKS AT PHONE 512-759-4016 AND NOTIFY CONSTRUCTION INSPECTOR. WATER VALVE CLOSURE WILL ONLY BE SCHEDULED FOR TUESDAY THROUGH THURSDAY. CONTRACTOR TO NOTIFY ALL BUSINESSES AND RESIDENTS AFFECTED BY VALVE CLOSURES. CLOSURES MUST BE COORDINATED TO MINIMIZE EFFECTS ON EXISTING CUSTOMERS WITH CONSIDERATIONS GIVEN TO BUSINESSES THAT REQUIRE WATER TO MAINTAIN OPERATIONS.
15. LINE FLUSHING OR ANY ACTIVITY USING A LARGE QUANTITY OF WATER MUST BE SCHEDULED WITH THE CITY OF HUTTO. CONTRACTOR WILL BE RESPONSIBLE FOR TRACKING THE AMOUNT OF WATER USED DURING FLUSHING AND BE REQUIRED TO REIMBURSE THE CITY FOR WATER USE, IF NOT ALREADY METERED.
16. THE CONTRACTOR, AT HIS EXPENSE, SHALL PERFORM STERILIZATION OF ALL POTABLE WATER LINES AND SHALL PROVIDE ALL EQUIPMENT NECESSARY (INCLUDING TEST GAGES), SUPPLIES (INCLUDING CONCENTRATED CHLORINE DISINFECTION MATERIAL) AND NECESSARY LABOR REQUIRED FOR THE STERILIZATION PROCEDURE. THE STERILIZATION PROCEDURE SHALL BE MONITORED BY THE ENGINEER AND A CITY OF HUTTO CONSTRUCTION INSPECTOR. WATER SAMPLES WILL BE COLLECTED TO VERIFY EACH TREATED LINE HAS ATTAINED AN INITIAL CHLORINE CONCENTRATION OF 50 PPM.
17. AN INDEPENDENT QUALIFIED LAB, AT THE CONTRACTOR'S EXPENSE, SHALL PERFORM QUALITY TESTING FOR ALL WASTEWATER PIPE INSTALLED AND PRESSURE HYDROSTATIC TESTING OF ALL WATER LINES CONSTRUCTED. THE CONTRACTOR SHALL PROVIDE ALL EQUIPMENT (INCLUDING PUMPS AND GAGES), SUPPLIES, AND LABOR NECESSARY TO PERFORM THE TESTS. A CITY OF HUTTO CONSTRUCTION INSPECTOR MUST BE PRESENT FOR ALL TESTING.
18. THE CONTRACTOR SHALL PROVIDE THE ENGINEER AND THE CITY NOT LESS THAN 24 HOURS NOTICE PRIOR TO PERFORMING STERILIZATION, QUALITY TESTING, OR PRESSURE TESTING.
19. THE CONTRACTOR SHALL NOT OPEN OR CLOSE ANY VALVES UNLESS AUTHORIZED BY THE CITY OF HUTTO.
20. ALL VALVE BOXES AND COVERS SHALL BE CAST IRON PER CITY OF HUTTO STANDARD DETAILS.
21. ALL MANHOLES SHALL BE CONCRETE WITH CAST IRON RING AND COVER. ALL MANHOLES LOCATED OUTSIDE OF PAVEMENT SHALL HAVE BOLTED AND GASKETED COVERS. CONCRETE MANHOLES TO BE COATED PER STANDARD DETAIL AND CONSTRUCTION SPECIFICATIONS. TAPPING OF FIBERGLASS MANHOLES SHALL NOT BE PERMITTED.
22. ALL FIRE LINES SHALL BE DUCTILE IRON PIPE (AWWA C-100, CLASS 200).
23. ALL FIRE HYDRANTS SHALL BE SILVER IN COLOR INCLUDING BONNET AND INSTALLED PER CITY OF HUTTO STANDARD DETAIL.
24. ALL WATER PIPING AND FITTINGS SHALL BE VIRGIN STOCK.
25. ALL MECHANICAL RESTRAINTS SHALL BE INST

TCEQ WATER DISTRIBUTION SYSTEM GENERAL CONSTRUCTION NOTES

1. THIS WATER DISTRIBUTION SYSTEM MUST BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT TEXAS COMMISSION ON ENVIRONMENTAL QUALITY (TCEQ) RULES AND REGULATIONS FOR PUBLIC WATER SYSTEMS 30 TEXAS ADMINISTRATIVE CODE (TAC) CHAPTER 290 SUBCHAPTER D. WHEN CONFLICTS ARE NOTED WITH LOCAL STANDARDS, THE MORE STRINGENT REQUIREMENT SHALL BE APPLIED. AT A MINIMUM, CONSTRUCTION FOR PUBLIC WATER SYSTEMS MUST ALWAYS MEET TCEQ'S "RULES AND REGULATIONS FOR PUBLIC WATER SYSTEMS."

2. ALL NEWLY INSTALLED PIPES AND RELATED PRODUCTS MUST CONFORM TO AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI)/NSF INTERNATIONAL STANDARD 61 AND MUST BE CERTIFIED BY AN ORGANIZATION ACCREDITED BY ANSI [§290.44(A)(1)].

3. PLASTIC PIPE FOR USE IN PUBLIC WATER SYSTEMS MUST BEAR THE NSF INTERNATIONAL SEAL OF APPROVAL (NSF-PW) AND HAVE AN ASTM DESIGN PRESSURE RATING OF AT LEAST 150 PSI OR A STANDARD DIMENSION RATIO OF 26 OR LESS [§290.44(A)(2)].

4. NO PIPE WHICH HAS BEEN USED FOR ANY PURPOSE OTHER THAN THE CONVEYANCE OF DRINKING WATER SHALL BE ACCEPTED OR RELOCATED FOR USE IN ANY PUBLIC DRINKING WATER SUPPLY [§290.44(A)(3)].

5. ALL WATER LINE CROSSINGS OF WASTEWATER MAINS SHALL BE PERPENDICULAR [§290.44(E)(4)(B)].

6. WATER TRANSMISSION AND DISTRIBUTION LINES SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS. HOWEVER, THE TOP OF THE WATER LINE MUST BE LOCATED BELOW THE FROST LINE AND IN NO CASE SHALL THE TOP OF THE WATER LINE BE LESS THAN 24 INCHES BELOW GROUND SURFACE [§290.44(A)(4)].

7. THE MAXIMUM ALLOWABLE LEAD CONTENT OF PIPES, PIPE FITTINGS, PLUMBING FITTINGS, AND FIXTURES IS 0.25 PERCENT [§290.44(B)].

8. THE CONTRACTOR SHALL INSTALL APPROPRIATE AIR RELEASE DEVICES WITH VENT OPENINGS TO THE ATMOSPHERE COVERED WITH 16-MESH OR FINER, CORROSION RESISTANT SCREENING MATERIAL OR AN ACCEPTABLE EQUIVALENT [§290.44(D)(1)].

9. THE CONTRACTOR SHALL NOT PLACE THE PIPE IN WATER OR WHERE IT CAN BE FLOODED WITH WATER OR SEWAGE DURING ITS STORAGE OR INSTALLATION [§290.44(F)(1)].

10. WHEN WATERLINES ARE LAID UNDER ANY FLOWING OR INTERMITTENT STREAM OR SEMI-PERMANENT BODY OF WATER THE WATERLINE SHALL BE INSTALLED IN A SEPARATE WATERTIGHT PIPE ENCASEMENT. VALVES MUST BE PROVIDED ON EACH SIDE OF THE CROSSING WITH FACILITIES TO ALLOW THE UNDERWATER PORTION OF THE SYSTEM TO BE ISOLATED AND TESTED [§290.44(F)(2)].

11. PURSUANT TO 30 TAC §290.44(A)(5), THE HYDROSTATIC LEAKAGE RATE SHALL NOT EXCEED THE AMOUNT ALLOWED OR RECOMMENDED BY THE MOST CURRENT AWWA FORMULAS FOR PVC PIPE, CAST IRON AND DUCTILE IRON PIPE. INCLUDE THE FORMULAS IN THE NOTES ON THE PLANS. O THE HYDROSTATIC LEAKAGE RATE FOR POLYVINYL CHLORIDE (PVC) PIPE AND APPURTENANCES SHALL NOT EXCEED THE AMOUNT ALLOWED OR RECOMMENDED BY FORMULAS IN AMERICA WATER WORKS ASSOCIATION (AWWA) C-605 AS REQUIRED IN 30 TAC §290.44(A)(5). PLEASE ENSURE THAT

    THE FORMULA FOR THIS CALCULATION IS CORRECT AND MOST CURRENT FORMULA IS IN USE;

    $Q = \frac{LD\sqrt{P}}{148{,}000}$

    WHERE:
    Q = THE QUANTITY OF MAKEUP WATER IN GALLONS PER HOUR,
    L = THE LENGTH OF THE PIPE SECTION BEING TESTED, IN FEET,
    D= THE NOMINAL DIAMETER OF THE PIPE IN INCHES, AND
    P = THE AVERAGE TEST PRESSURE DURING THE HYDROSTATIC TEST IN POUNDS PER SQUARE INCH (PSI).

    THE HYDROSTATIC LEAKAGE RATE FOR DUCTILE IRON (DI) PIPE AND APPURTENANCES SHALL NOT EXCEED THE AMOUNT ALLOWED OR RECOMMENDED BY FORMULAS IN AMERICA WATER WORKS ASSOCIATION (AWWA) C-600 AS REQUIRED IN 30 TAC §290.44(A)(5). PLEASE ENSURE THAT THE FORMULA FOR THIS CALCULATION IS CORRECT AND MOST CURRENT FORMULA IS IN USE;

    $L = \frac{SD\sqrt{P}}{148{,}000}$

    WHERE:
    L = THE QUANTITY OF MAKEUP WATER IN GALLONS PER HOUR,
    S = THE LENGTH OF THE PIPE SECTION BEING TESTED, IN FEET,
    D = THE NOMINAL DIAMETER OF THE PIPE IN INCHES, AND
    P = THE AVERAGE TEST PRESSURE DURING THE HYDROSTATIC TEST IN POUNDS PER SQUARE INCH (PSI).

12. THE CONTRACTOR SHALL MAINTAIN A MINIMUM SEPARATION DISTANCE IN ALL DIRECTIONS OF NINE FEET BETWEEN THE PROPOSED WATERLINE AND WASTEWATER COLLECTION FACILITIES INCLUDING MANHOLES. IF THIS DISTANCE CANNOT BE MAINTAINED, THE CONTRACTOR MUST IMMEDIATELY NOTIFY THE PROJECT ENGINEER FOR FURTHER DIRECTION. SEPARATION DISTANCES, INSTALLATION METHODS, AND MATERIALS UTILIZED MUST MEET §290.44(E)(1)-(4).

13. THE SEPARATION DISTANCE FROM A POTABLE WATERLINE TO A WASTEWATER MAIN OR LATERAL MANHOLE OR CLEANOUT SHALL BE A MINIMUM OF NINE FEET. WHERE THE NINE-FOOT SEPARATION DISTANCE CANNOT BE ACHIEVED, THE POTABLE WATERLINE SHALL BE ENCASED IN A JOINT OF AT LEAST 150 PSI PRESSURE CLASS PIPE AT LEAST 18 FEET LONG AND TWO NOMINAL SIZES LARGER THAN THE NEW CONVEYANCE, THE SPACE AROUND THE CARRIER PIPE SHALL BE SUPPORTED AT FIVE-FOOT INTERVALS WITH SPACERS OR BE FILLED TO THE SPRINGLINE WITH WASHED SAND, THE ENCASEMENT PIPE SHALL BE CENTERED ON THE CROSSING AND BOTH ENDS SEALED WITH CEMENT GROUT OR MANUFACTURED SEALANT [§290.44(E)(5)].

14. FIRE HYDRANTS SHALL NOT BE INSTALLED WITHIN NINE FEET VERTICALLY OR HORIZONTALLY OF ANY WASTEWATER LINE, WASTEWATER LATERAL, OR WASTEWATER SERVICE LINE REGARDLESS OF CONSTRUCTION [§290.44(E)(6)].

15. SUCTION MAINS TO PUMPING EQUIPMENT SHALL NOT CROSS WASTEWATER MAINS, WASTEWATER LATERALS, OR WASTEWATER SERVICE LINES. RAW WATER SUPPLY LINES SHALL NOT BE INSTALLED WITHIN FIVE FEET OF ANY TILE OR CONCRETE WASTEWATER MAIN, WASTEWATER LATERAL, OR WASTEWATER SERVICE LINE [§290.44(E)(7)].

16. WATERLINES SHALL NOT BE INSTALLED CLOSER THAN TEN FEET TO SEPTIC TANK DRAINFIELDS [§290.44(E)(8)].

17. THE CONTRACTOR SHALL DISINFECT THE NEW WATERLINES IN ACCORDANCE WITH AWWA STANDARD C-651-14OR MOST RECENT, THEN FLUSH AND SAMPLE THE LINES BEFORE BEING PLACED INTO SERVICE. SAMPLES SHALL BE COLLECTED FOR MICROBIOLOGICAL ANALYSIS TO CHECK THE EFFECTIVENESS OF THE DISINFECTION PROCEDURE WHICH SHALL BE REPEATED IF CONTAMINATION PERSISTS. A MINIMUM OF ONE SAMPLE FOR EACH 1,000 FEET OF COMPLETED WATERLINE WILL BE REQUIRED OR AT THE NEXT AVAILABLE SAMPLING POINT BEYOND 1,000 FEET AS DESIGNATED BY THE DESIGN ENGINEER [§290.44(F)(3)].

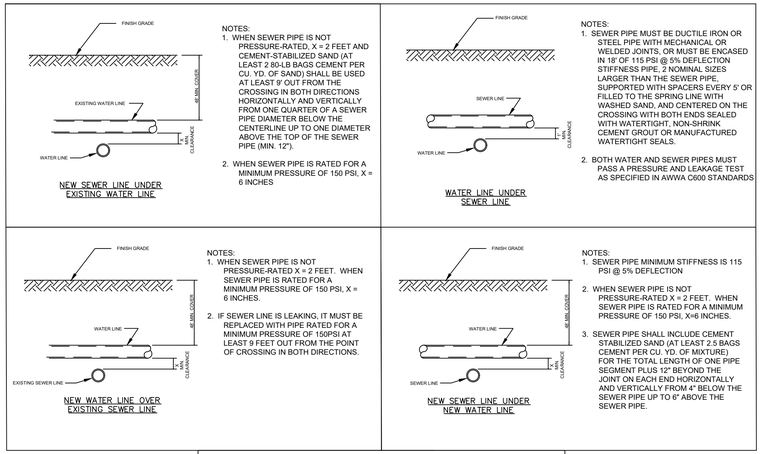
18. DECHLORINATION OF DISINFECTING WATER SHALL BE IN STRICT ACCORDANCE WITH CURRENT AWWA STANDARD C655-09 OR MOST RECENT.

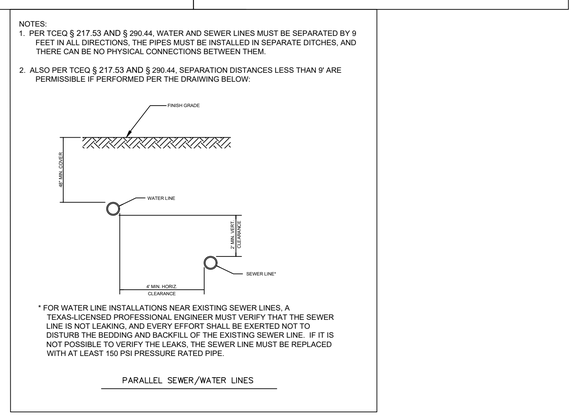
**RECOMMENDATIONS - PAVEMENT THICKNESS SECTIONS**

| Street Classification | Subgrade Material | Hot Mix Asphaltic Concrete, in | Crushed Limestone Base, in | Lime Stabilized Subgrade, in |
|---|---|---|---|---|
| Residential Local | Subgrade PI > 25 | 2.0 | 8 | 8* |
| Residential Collectors | Subgrade PI > 25 | 2.0 | 10 | 8* |
| Major Collectors | Subgrade PI > 25 | 3.0 | 13 | 8* |

**Notes:**

- * Lime stabilization can be omitted if the subgrade is composed of severely weathered or intact limestone.
- Any expansive fill (PI > 25) placed in the subgrade shall be considered expansive subgrade.
- The surface clay must first be tested for sulfate reaction and a mix design should be completed to determine the proper lime content, lime type, mixing procedure and curing conditions required.
- The subgrade improvement should be extended 3 feet beyond the back of the curb line.
- These pavement thickness designs are intended to transfer the load from the anticipated traffic conditions.
- The responsibility of assigning street classification to the streets in this project is left to the civil engineer.
- If pavement designs other than those listed above are desired, please contact MLA Geotechnical.




TRENCH SAFETY NOTES:

1. IN ACCORDANCE WITH THE LAWS OF THE STATE OF TEXAS AND THE U. S. OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION REGULATIONS, ALL TRENCHES OVER 5 FEET IN DEPTH IN EITHER HARD AND COMPACT OR SOFT AND UNSTABLE SOIL SHALL BE SLOPED, SHORED, SHEETED, BRACED OR OTHERWISE SUPPORTED. FURTHERMORE, ALL TRENCHES LESS THAN 5 FEET IN DEPTH SHALL ALSO BE EFFECTIVELY PROTECTED WHEN HAZARDOUS GROUND MOVEMENT MAY BE EXPECTED. TRENCH SAFETY SYSTEMS TO BE UTILIZED FOR THIS PROJECT WILL BE PROVIDED BY THE CONTRACTOR.
2. IN ACCORDANCE WITH THE U. S. OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION REGULATIONS, WHEN PERSONS ARE IN TRENCHES 4-FEET DEEP OR MORE, ADEQUATE MEANS OF EXIT, SUCH AS A LADDER OR STEPS, MUST BE PROVIDED AND LOCATED SO AS TO REQUIRE NO MORE THAN 25 FEET OF LATERAL TRAVEL.
3. IF TRENCH SAFETY SYSTEM DETAILS WERE NOT PROVIDED IN THE PLANS BECAUSE TRENCHES WERE ANTICIPATED TO BE LESS THAN 5 FEET IN DEPTH AND DURING CONSTRUCTION IT IS FOUND THAT TRENCHES ARE IN FACT 5 FEET OR MORE IN DEPTH OR TRENCHES LESS THAN 5 FEET IN DEPTH ARE IN AN AREA WHERE HAZARDOUS GROUND MOVEMENT IS EXPECTED, ALL CONSTRUCTION SHALL CEASE, THE TRENCHED AREA SHALL BE BARRICADED AND THE ENGINEER NOTIFIED IMMEDIATELY. CONSTRUCTION SHALL NOT RESUME UNTIL APPROPRIATE TRENCH SAFETY SYSTEM DETAILS, AS DESIGNED BY A PROFESSIONAL ENGINEER, ARE RETAINED AND COPIES SUBMITTED TO THE CITY OF HUTTO.

FIRE DEPARTMENT:

1. AN ALL WEATHER DRIVING SURFACE MUST BE INSTALLED IN LOCATIONS SHOWN ON THE SITE PLAN TO BE FIRE LANES, PRIOR TO ANY BUILDING CONSTRUCTION BEYOND THE FOUNDATION PHASE.
2. THE FOUR AND ONE HALF-INCH STEAMER OPENING MUST FACE THE DRIVEWAY OR STREET WITH THREE TO SIX FEET SET BACKS FROM THE CURB LINE(S). NO OBSTRUCTION IS ALLOWED WITHIN THREE (3) FEET OF ANY FIRE HYDRANT, AND THE FOUR AND ONE HALF OPENING MUST BE TOTALLY UNOBSTRUCTED FROM THE STREET/DRIVEWAY.
3. ALL PERVIOUS/DECORATIVE PAVEMENTS SHALL BE ENGINEERED AND INSTALLED FOR 75,000 LB. LIVE-VEHICLE LOADS. THE DISTRICT MUST APPROVE ANY PERVIOUS/DECORATIVE PAVING WITHIN 100 FT. OF ANY BUILDING.
4. COMMERCIAL DUMPSTERS AND CONTAINERS WITH AN INDIVIDUAL CAPACITY OF 1.5 CUBIC YARDS OR GREATER SHALL NOT BE STORED OR PLACED WITHIN TEN- (10) FT. OF OPENINGS, COMBUSTIBLE WALLS, OR COMBUSTIBLE EAVE LINES.
5. VERTICAL CLEARANCE REQUIRED FOR FIRE APPARATUS IS 13 FEET, 6 INCHES, FOR THE FULL 25 FEET WIDTH OF ALL ACCESS DRIVES AND ROUTES FOR INTERNAL CIRCULATION. DEAD-END FIRE APPARATUS ACCESS ROADS IN EXCESS OF 150 FEET IN LENGTH SHALL BE PROVIDED WITH APPROVED PROVISIONS FOR THE TURNING AROUND OF FIRE APPARATUS.
6. FIRE LANES SHALL BE STENCILED "FIRE LANE-TOW AWAY ZONE" IN WHITE LETTERS THREE INCHES TALL, AT INTERVALS NOT TO EXCEEDING 35 FEET. CURBS ALONG THE FIRE LANES SHALL BE PAINTED RED IN AREAS AS INDICATED ON THE SITE PLAN. WHERE NO CURB AND GUTTER EXISTS, FIRE APPARATUS ACCESS ROADS SHALL BE MARKED WITH PERMANENT FIRE LANE- TOW AWAY ZONE SIGNS AT INTERVALS NOT EXCEEDING 50 FEET. SIGNS SHALL HAVE A MINIMUM DIMENSION OF 12 INCHES WIDE AND 18 INCHES HIGH AND HAVE RED LETTERS ON A WHITE REFLECTIVE BACKGROUND. SIGNS SHALL BE POSTED ON ONE SIDE OR BOTH SIDES OF THE FIRE APPARATUS ROAD AS REQUIRED BY LOCAL AMENDMENTS.

GENERAL NOTES:

1. UNLESS OTHERWISE LISTED HEREIN, ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF GEORGETOWN STANDARD SPECIFICATIONS, WHICH ARE HEREBY REFERENCED FOR THIS CONSTRUCTION PLAN SET.
2. WHERE A STATE OR LOCAL MUNICIPAL STANDARD DETAIL DUPLICATES A DETAIL SHOWN IN THE PLANS, THE MORE STRINGENT DETAIL, AS DETERMINED BY THE REVIEWING AGENCY, SHALL APPLY.
3. ANY EXISTING UTILITIES, PAVEMENT, CURBS, SIDEWALKS, STRUCTURES, TREES, ETC., THAT ARE DAMAGED OR REMOVED SHALL BE REPAIRED OR REPLACED TO EXISTING OR BETTER CONDITION BY THE CONTRACTOR AT NO COST TO THE OWNER.

| | | | | | | | |
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| | | | | | | | DESCRIPTION |
| ◁ | ◁ | ◁ | ◁ | ◁ | ◁ | | REV |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.bgeinc.com


COVERED BRIDGE PHASE 1
HUTTO, TEXAS

GENERAL NOTES (2 OF 2)

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
4/2/2021

SHEET
3 OF 65

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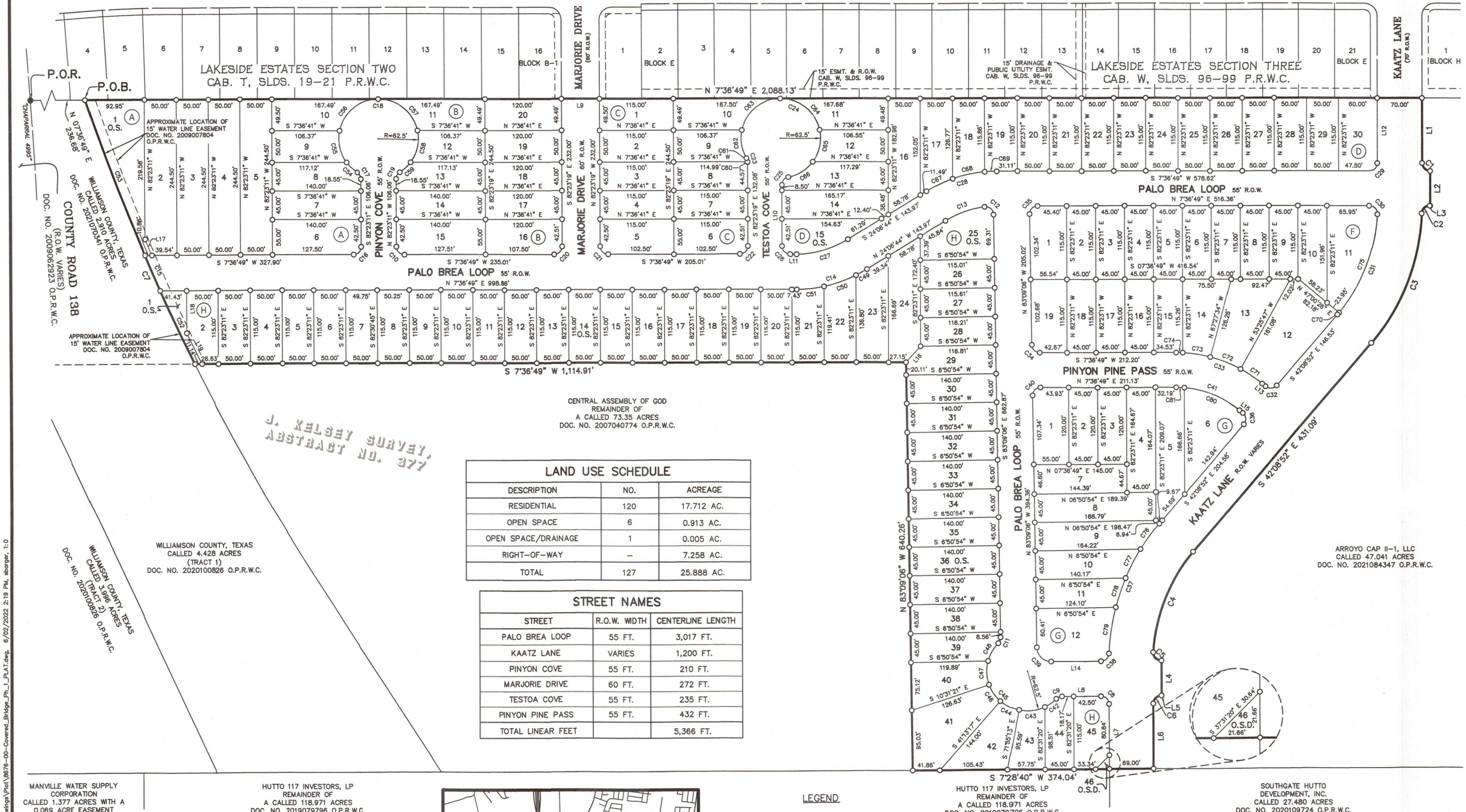
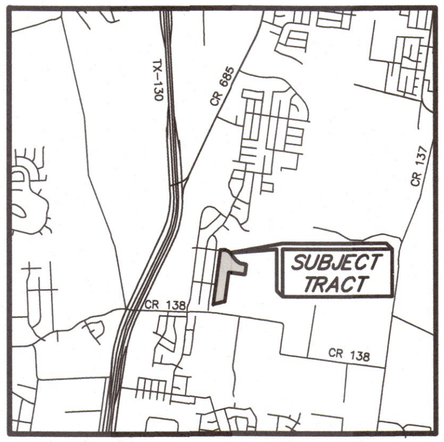



## LAND USE SCHEDULE

| DESCRIPTION | NO. | ACREAGE |
|---|---|---|
| RESIDENTIAL | 120 | 17.712 AC. |
| OPEN SPACE | 6 | 0.913 AC. |
| OPEN SPACE/DRAINAGE | 1 | 0.005 AC. |
| RIGHT–OF–WAY | – | 7.258 AC. |
| TOTAL | 127 | 25.888 AC. |

## STREET NAMES

| STREET | R.O.W. WIDTH | CENTERLINE LENGTH |
|---|---|---|
| PALO BREA LOOP | 55 FT. | 3,017 FT. |
| KAATZ LANE | VARIES | 1,200 FT. |
| PINYON COVE | 55 FT. | 210 FT. |
| MARJORIE DRIVE | 60 FT. | 272 FT. |
| TESTOA COVE | 55 FT. | 235 FT. |
| PINYON PINE PASS | 55 FT. | 432 FT. |
| TOTAL LINEAR FEET | | 5,366 FT. |




LEGEND

| | |
|---|---|
| CAB. | CABINET |
| DOC. | DOCUMENT |
| D.R.W.C. | DEED RECORDS OF WILLIAMSON COUNTY |
| ELEC. | ELECTRIC |
| ESMT. | EASEMENT |
| NO. | NUMBER |
| NOS. | NUMBERS |
| O.S. | OPEN SPACE |
| O.P.R.W.C. | OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY |
| O.R.W.C. | OFFICIAL RECORDS OF WILLIAMSON COUNTY |
| PG. | PAGE |
| P.O.B. | POINT OF BEGINNING |
| P.R.W.C. | PLAT RECORDS OF WILLIAMSON COUNTY |
| R.O.W. | RIGHT–OF–WAY |
| SLDS. | SLIDES |
| VOL. | VOLUME |
| ● | FOUND 1/2" IRON ROD |
| ○ | SET 1/2" IRON ROD W/CAP STAMPED "BGE INC" |
| | SCALE BREAK SYMBOL |

0 100 200 300

BEARING BASIS NOTE:

BEARING ORIENTATION IS BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE 4203, NAD83. COORDINATES AND DISTANCES SHOWN HEREON ARE SURFACE VALUES. COMBINED SCALE FACTOR = 0.9998896092.

# FINAL PLAT
# COVERED BRIDGE PHASE 1

A SUBDIVISION OF 25.888 ACRES OF LAND
LOCATED IN THE
JOHN KELSEY SURVEY, ABSTRACT NO. 377
WILLIAMSON COUNTY, TEXAS


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. 10106502

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## METES & BOUNDS DESCRIPTION

FIELD NOTES FOR A 25.888 ACRE TRACT OF LAND IN THE JOHN KELSEY SURVEY, ABSTRACT NO. 377, WILLIAMSON COUNTY, TEXAS; BEING OUT OF A CALLED 47.041 ACRE TRACT OF LAND AS CONVEYED UNTO ARROYO CAP II–1, LLC IN DOCUMENT NUMBER 2021084347 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS; SAID 25.888 ACRE TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

COMMENCING AT A POINT OF REFERENCE, a 1/2–inch iron rod with a cap stamped "CHAPARRAL 4995" found on the north right–of–way line of County Road 138 (R.O.W. ~ varies) as described in Document Number 2009062923 of the Official Public Records of Williamson County, Texas, at the common corner of a called 2.910 acre tract of land as conveyed to Williamson County, Texas, in Document Number 2021070341 of the Official Public Records of Williamson County, Texas, and Lot 1, Block B–1, Lakeside Estates Section Two, as recorded in Cabinet T, Slides 19–21 of the Plat Records of Williamson County, Texas; Thence, N 07°36'49" E, coincident with the common line of the 2.910 acre tract and said Lakeside Estates Section Two, a distance of 236.68 feet to a 1/2–inch iron rod with a cap stamped "BGE INC" set at the southwest corner of the above described Arroyo Cap 47.041 acre Tract, for the southwest corner and POINT OF BEGINNING of the herein described tract;

THENCE, N 07°36'49" E, with the west line of said 47.041 acre tract and partially with the east line of said Lakeside Estates Section Two and partially with the east line of Lakeside Estates Section Three, as recorded in Cabinet W, Slides 96–99 of the Plat Records of Williamson County, Texas, a distance of 2,088.13 feet to a 1/2–inch iron rod with a cap stamped "BGE INC" set at the common corner of Lot 1, Block "H", of said Lakeside Estates Section Three and Kaatz Lane (R.O.W. ~ 70') as shown on the plat of said Lakeside Estates Section Three for the northwest corner of the herein described tract;

THENCE, departing said common line, over and across the 47.041 acre tract the following eleven (11) courses:

1) S 82° 23' 19" E, a distance of 102.50 feet to a 1/2–inch iron rod with a cap stamped "BGE INC" set for a point of curvature of the herein described tract;

2) Curving to the left, with a radius of 12.50 feet, an arc length of 19.63 feet, a central angle of 89° 59' 52", a chord bearing of N 52° 36' 45" E, and a chord distance of 17.68 feet to a 1/2–inch iron rod with a cap stamped "BGE INC" set at the end of this curve;

3) S 82° 23' 11" E, a distance of 55.00 feet to a 1/2–inch iron rod with a cap stamped "BGE INC" set at the beginning of a non–tangent curve of the herein described tract;

4) Curving to the left, with a radius of 12.54 feet, an arc length of 19.92 feet, a central angle of 91° 00' 21", a chord bearing of S 34° 31' 33" E, and a chord distance of 17.89 feet to a 1/2–inch iron rod with a cap stamped "BGE INC" set at the end of this curve and the beginning of a non–tangent curve of the herein described tract;

5) Curving to right with a radius of 337.88 feet, an arc length of 221.49 feet, a central angle of 37° 33' 30", a chord bearing of S 61° 07' 26" E, and a chord distance of 217.54 feet to 1/2–inch iron rod with a cap stamped "BGE INC" set at the end of this curve;

6) S 42° 08' 52" E, a distance of 431.09 feet to a 1/2–inch iron rod with a cap stamped "BGE INC" set at the beginning of a non–tangent curve of the herein described tract;

7) Curving to the left with a radius of 269.76 feet, an arc length of 171.62 feet, a central angle of 36° 27' 06", a chord bearing of S 60° 40' 36" E, and a chord distance of 168.74 feet to a 1/2–inch iron rod with a cap stamped "BGE INC" set at the end of this curve and the beginning of a non–tangent curve of the herein described tract;

8) Curving to the left with a radius of 12.50 feet, an arc length of 20.36 feet, a central angle of 93° 18' 59", a chord bearing of N 54° 08' 10" E, and a chord distance of 18.18 feet to a 1/2–inch iron rod with a cap stamped "BGE INC" set at the end of this curve;

9) S 82° 31' 20" E, a distance of 55.00 feet to a 1/2–inch iron rod with a cap stamped "BGE INC" set at the beginning of a non–tangent curve of the herein described tract;

10) Curving to the left with a radius of 12.51 feet, an arc length of 20.06 feet, a central angle of 91° 51' 56", a chord bearing of S 36° 34' 02" E, and a chord distance of 17.98 feet to a 1/2–inch iron rod with a cap stamped "BGE INC" set at the end of this curve;

11) S 82° 31' 20" E, a distance of 102.50 feet to a 1/2–inch iron rod with a cap stamped "BGE INC" set on the common line of the 47.041 acre tract and a called 27.480 acre tract of land as conveyed unto Southgate Hutto Development, Inc. in Document Number 2020109724 of the Official Public Records of Williamson County, Texas, for the northeast corner of the herein described tract;

THENCE, S 07° 28' 40" W, coincident with the common line of the 47.041 acre tract, said 27.480 acre tract and a called 118.971 acre tract of land as conveyed unto Hutto 117 Investors, LP in Document Number 2019079796 of the Official Public Records of Williamson County, Texas, a distance of 374.04 feet to a 1/2–inch iron rod with a cap stamped "BGE INC" set at the common corner of the 47.041 acre tract and the remainder of a called 73.35 acre tract of land as conveyed unto the Central Assembly of God in Document Number 2007040774 of the Official Public Records of Williamson County, Texas, for an easterly corner of the herein described tract;

THENCE, N 83° 09' 06" W, departing said common line, coincident with the common line of the 47.041 acre tract and said remainder of the 73.35 acre tract, a distance of 640.26 feet to a 1/2–inch iron rod with a cap stamped "BGE INC" set for a re–entrant corner of the herein described tract;

THENCE, S 07° 36' 49" W, continuing coincident with said common line, a distance of 1,114.91 feet to a 1/2–inch iron rod with a cap stamped "BGE INC" set at the northeast corner of said Williamson County, Texas, 2.910 acre tract and the northwest corner of a called 4.428 acre tract of land described as Tract 1 as conveyed unto Williamson County, Texas, in Document Number 2020100826 of the Official Public Records of Williamson County, Texas, for the beginning of a non–tangent curve and the southeasterly corner of the herein described tract;

THENCE, curving to the right, coincident with the common line of the 47.041 acre tract and said 2.910 acre tract, with a radius of 3,400.00 feet, an arc length of 448.35 feet, a central angle of 07° 33' 20", a chord bearing of S 75° 18' 18" W, and a chord distance of 448.03 feet to the POINT OF BEGINNING and containing 25.888 acre of land, more or less.

**CURVE DATA**

| NUMBER | RADIUS | DELTA ANGLE | ARC DISTANCE | CHORD BEARING | CHORD DISTANCE |
|---|---|---|---|---|---|
| C1 | 12.50' | 89°59'52" | 19.63' | N 52°36'45" E | 17.68' |
| C2 | 12.50' | 87°42'49" | 19.14' | S 36°14'35" E | 17.32' |
| C3 | 334.50' | 37°57'08" | 221.57' | N 61°07'26" W | 217.54' |
| C4 | 265.50' | 37°03'28" | 171.72' | S 60°40'36" E | 168.74' |
| C5 | 12.50' | 93°18'59" | 20.36' | N 54°08'10" E | 18.18' |
| C6 | 12.50' | 90°00'00" | 19.63' | S 37°31'20" E | 17.68' |
| C7 | 3400.00' | 7°33'20" | 448.35' | N 75°18'18" E | 448.03' |
| C8 | 12.50' | 90°00'00" | 19.63' | S 52°28'40" W | 17.68' |
| C9 | 12.50' | 45°34'23" | 9.94' | S 15°18'31" E | 9.68' |
| C10 | 12.50' | 89°59'52" | 19.63' | N 52°36'49" E | 17.68' |
| C11 | 12.50' | 45°34'23" | 9.94' | N 60°21'55" W | 9.68' |
| C12 | 12.50' | 96°27'36" | 21.04' | S 48°37'06" W | 18.65' |
| C13 | 160.02' | 23°19'58" | 65.16' | S 11°51'43" E | 64.72' |
| C14 | 207.50' | 31°43'33" | 114.90' | N 8°14'57" W | 113.43' |
| C15 | 3400.00' | 1°00'37" | 59.95' | N 74°10'16" E | 59.95' |
| C16 | 12.50' | 90°00'08" | 19.64' | N 37°23'11" W | 17.68' |
| C17 | 12.50' | 57°46'09" | 12.60' | S 68°43'45" W | 12.08' |
| C18 | 62.50' | 295°32'17" | 322.38' | S 7°36'49" W | 66.67' |
| C19 | 12.50' | 57°46'09" | 12.60' | S 53°30'07" E | 12.08' |
| C20 | 12.50' | 90°00'08" | 19.64' | N 37°23'15" W | 17.68' |
| C21 | 12.50' | 89°59'52" | 19.63' | N 52°36'45" E | 17.68' |
| C22 | 12.50' | 90°00'08" | 19.64' | N 37°23'15" W | 17.68' |
| C23 | 12.50' | 29°55'35" | 6.53' | S 82°38'53" W | 6.45' |
| C24 | 62.50' | 288°23'22" | 314.58' | S 31°52'46" W | 73.13' |
| C25 | 12.50' | 78°27'46" | 17.12' | S 43°09'26" E | 15.81' |
| C26 | 12.50' | 89°59'52" | 19.63' | N 52°36'45" E | 17.68' |
| C27 | 152.50' | 31°43'33" | 84.44' | N 8°14'57" W | 83.37' |
| C28 | 207.50' | 31°43'33" | 114.90' | S 8°14'57" E | 113.43' |
| C29 | 12.50' | 90°00'08" | 19.64' | N 37°23'15" W | 17.68' |
| C30 | 12.50' | 93°08'12" | 20.32' | S 54°10'55" W | 18.15' |
| C31 | 265.50' | 37°06'07" | 171.92' | N 60°41'55" W | 168.94' |
| C32 | 12.50' | 90°00'00" | 19.63' | N 2°51'08" E | 17.68' |
| C33 | 207.50' | 40°14'19" | 145.73' | S 27°43'58" W | 142.75' |
| C34 | 12.50' | 89°14'05" | 19.47' | N 52°13'51" E | 17.56' |
| C35 | 12.50' | 90°45'55" | 19.80' | S 37°46'09" E | 17.80' |
| C36 | 12.50' | 90°00'00" | 19.63' | N 87°08'52" W | 17.68' |
| C37 | 334.50' | 37°57'25" | 221.60' | S 61°07'35" E | 217.57' |
| C38 | 12.50' | 87°34'57" | 19.11' | N 36°18'48" W | 17.30' |
| C39 | 22.50' | 89°22'14" | 35.10' | N 52°09'47" E | 31.64' |
| C40 | 12.50' | 90°45'55" | 19.80' | S 37°46'09" E | 17.80' |
| C41 | 152.50' | 40°14'19" | 107.10' | S 27°43'58" W | 104.91' |
| C42 | 62.50' | 20°14'53" | 22.09' | N 27°58'16" W | 21.97' |

**CURVE DATA**

| NUMBER | RADIUS | DELTA ANGLE | ARC DISTANCE | CHORD BEARING | CHORD DISTANCE |
|---|---|---|---|---|---|
| C43 | 62.50' | 37°44'00" | 41.16' | N 1°01'11" E | 40.42' |
| C44 | 62.50' | 29°04'57" | 31.72' | N 34°25'39" E | 31.38' |
| C45 | 62.50' | 180°30'59" | 196.91' | N 52°09'47" E | 125.00' |
| C46 | 62.50' | 29°01'46" | 31.67' | N 63°29'01" E | 31.33' |
| C47 | 62.50' | 34°45'00" | 37.91' | S 84°37'37" E | 37.33' |
| C48 | 62.50' | 29°40'24" | 32.37' | S 52°24'55" E | 32.01' |
| C49 | 207.50' | 5°13'46" | 18.94' | N 21°29'51" W | 18.93' |
| C50 | 207.50' | 14°39'23" | 53.08' | N 11°33'16" W | 52.93' |
| C51 | 207.50' | 11°50'24" | 42.88' | N 1°41'37" E | 42.80' |
| C52 | 3400.00' | 2°08'19" | 126.91' | N 72°35'48" E | 126.91' |
| C53 | 3400.00' | 4°24'24" | 261.49' | N 76°52'46" E | 261.43' |
| C54 | 62.50' | 21°28'41" | 23.43' | N 50°35'01" E | 23.29' |
| C55 | 62.50' | 48°18'09" | 52.69' | N 85°28'26" E | 51.14' |
| C56 | 62.50' | 77°58'58" | 85.07' | S 31°23'01" E | 78.65' |
| C57 | 62.50' | 77°59'05" | 85.07' | S 46°36'42" W | 78.65' |
| C58 | 62.50' | 48°18'14" | 52.69' | N 70°14'38" W | 51.14' |
| C59 | 62.50' | 21°28'29" | 23.43' | N 35°21'17" W | 23.29' |
| C60 | 12.50' | 1°58'43" | 0.43' | N 83°22'38" W | 0.43' |
| C61 | 12.50' | 27°56'52" | 6.10' | S 81°39'31" W | 6.04' |
| C62 | 62.50' | 41°56'45" | 45.76' | N 88°39'28" E | 44.74' |
| C63 | 62.50' | 77°58'57" | 85.07' | S 31°22'41" E | 78.65' |
| C64 | 62.50' | 77°58'41" | 85.06' | S 46°36'11" W | 78.65' |
| C65 | 62.50' | 48°18'05" | 52.69' | N 70°15'26" W | 51.14' |
| C66 | 62.50' | 42°10'52" | 46.01' | N 25°00'58" W | 44.98' |
| C67 | 207.50' | 12°20'09" | 44.68' | S 17°56'39" E | 44.59' |
| C68 | 207.50' | 14°10'01" | 51.31' | S 4°41'34" E | 51.18' |
| C69 | 207.50' | 5°13'23" | 18.92' | S 5°00'08" W | 18.91' |
| C70 | 265.50' | 0°50'42" | 3.92' | N 42°34'13" W | 3.92' |
| C71 | 207.50' | 11°16'55" | 40.86' | S 42°12'41" W | 40.79' |
| C72 | 207.50' | 14°01'47" | 50.81' | S 29°33'20" W | 50.68' |
| C73 | 207.50' | 12°02'03" | 43.58' | S 16°31'24" W | 43.50' |
| C74 | 207.50' | 2°53'34" | 10.48' | S 9°03'36" W | 10.47' |
| C75 | 265.50' | 36°15'25" | 168.01' | N 61°07'16" W | 165.22' |
| C76 | 334.50' | 8°30'28" | 49.67' | S 46°24'06" E | 49.62' |
| C77 | 334.50' | 8°44'54" | 51.07' | S 55°01'47" E | 51.02' |
| C78 | 334.50' | 8°11'30" | 47.82' | S 63°29'59" E | 47.78' |
| C79 | 334.50' | 12°30'33" | 73.03' | S 73°51'00" E | 72.89' |
| C80 | 152.50' | 35°25'13" | 94.28' | S 30°08'31" W | 92.78' |
| C81 | 152.50' | 4°49'06" | 12.82' | S 10°01'22" W | 12.82' |

**LINE DATA**

| NUMBER | BEARING | DISTANCE |
|---|---|---|
| L1 | S82°23'19"E | 102.50' |
| L2 | S82°23'11"E | 55.00' |
| L3 | S7°36'49"W | 0.77' |
| L4 | S82°31'20"E | 55.00' |
| L5 | S7°28'40"W | 0.42' |
| L6 | S82°31'20"E | 102.50' |
| L7 | S82°31'20"E | 102.50' |
| L8 | N7°28'40"E | 60.67' |
| L9 | S7°36'49"W | 60.00' |
| L10 | N82°23'19"W | 96.01' |
| L11 | S7°36'49"W | 9.80' |
| L12 | S82°23'19"E | 102.50' |
| L13 | S47°51'08"W | 6.77' |
| L14 | S7°28'40"W | 77.45' |
| L15 | N47°51'08"E | 6.77' |
| L16 | N40°11'07"W | 34.02' |

FINAL PLAT

# COVERED BRIDGE PHASE 1

A SUBDIVISION OF 25.888 ACRES OF LAND
LOCATED IN THE
JOHN KELSEY SURVEY, ABSTRACT NO. 377
WILLIAMSON COUNTY, TEXAS

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. 10106502



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2022102453

STATE OF TEXAS §
COUNTY OF ~~TRAVIS~~ WILLIAMSON §

KNOW ALL MEN BY THESE PRESENTS:

THAT ARROYO CAP II–1, LLC, A DELAWARE LIMITED LIABILITY COMPANY, ACTING HEREIN BY AND THROUGH JEFFREY B. BROUELETTE, EXECUTIVE VICE PRESIDENT, BEING THE OWNER OF 47.041 ACRES OF LAND IN THE JOHN KELSEY SURVEY A–337, WILLIAMSON COUNTY, TEXAS AS CONVEYED TO IT BY SPECIAL WARRANTY DEED RECORDED IN DOCUMENT NUMBER 2021084347 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS, DOES HEREBY SUBDIVIDE SAID 25.888 ACRES OF LAND IN ACCORDANCE WITH THE PLAT SHOWN HEREON, TO BE KNOWN AS:

COVERED BRIDGE PHASE 1

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 13th DAY OF JUNE, 2022, A.D.

Jeffrey B Brouelette

JEFFREY B. BROUELETTE, EXECUTIVE VICE PRESIDENT
ARROYO CAP II–1 LLC
18575 JAMBOREE ROAD, SUITE300
IRVINE, CALIFORNIA 92612

STATE OF CALIFORNIA §
COUNTY OF Orange §

BEFORE ME, THE UNDERSIGNED AUTHORITY, PERSONALLY APPEARED JEFFREY B. BROUELETTE, 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.

Rachel Mayo

NOTARY PUBLIC, STATE OF CALIFORNIA

RACHEL MAYO
Notary Public - California
Los Angeles County
Commission # 2263143
My Comm. Expires Oct 18, 2022

Rachel Mayo

PRINT NOTARY'S NAME
MY COMMISSION EXPIRES Oct 18, 2022

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.

Timothy M Holland

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

6/6/22
DATE

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED
PROFESSIONAL ENGINEER

I, DION P. ALBERTSON, AM AUTHORIZED UNDER THE LAWS OF THE STATE OF TEXAS, TO PRACTICE THE PROFESSION OF SURVEYING, AND DO HEREBY CERTIFY THAT THIS PLAT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND WAS PREPARED FROM AN ACTUAL ON THE GROUND SURVEY OF THE PROPERTY UNDER MY SUPERVISION.

Dion P. Albertson

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

6/2/22
DATE

STATE OF TEXAS
REGISTERED
DION P. ALBERTSON
4963
PROFESSIONAL
LAND SURVEYOR

GENERAL NOTES:

1. BEARING ORIENTATION IS BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE 4203, NAD83. COMBINED SCALE FACTOR = 0.9998896092
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 UDC REQUIREMENTS, AS AMENDED.
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. 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)
7. NO LOT IN THIS SUBDIVISION SHALL BE OCCUPIED UNTIL CONNECTION IS MADE TO PUBLIC WATER AND WASTEWATER UTILITIES.
8. SIDEWALKS AND TREES SHALL BE PROVIDED ON BOTH SIDES OF ALL STREETS WITHIN THIS SUBDIVISION.
9. 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 11144 (NANVILLE WSC) AND WASTEWATER CCN SERVICE AREA 20122 (CITY OF HUTTO). WASTEWATER WILL BE AVAILABLE THROUGH THE CITY OF HUTTO AFTER THE APPROPRIATE WASTEWATER SYSTEMS ARE INSTALLED TO THIS SITE. THE CITY OF HUTTO 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. NO PORTION OF THIS TRACT IS ENCROACHED BY ANY SPECIAL FLOOD HAZARD AREAS INUNDATED BY THE 1% ANNUAL CHANCE FLOODPLAIN AS IDENTIFIED BY THE U.S. FEDERAL EMERGENCY MANAGEMENT AGENCY BOUNDARY MAP (FLOOD INSURANCE RATE MAP) COMMUNITY PANEL NUMBER 48491C0515F, EFFECTIVE DATE DECEMBER 20, 2019, FOR WILLIAMSON COUNTY, TEXAS.
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 ½" 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.

CITY DEVELOPMENT SERVICES SIGNATURES:

THIS SUBDIVISION IS LOCATED WITHIN THE CITY LIMITS OF HUTTO, THIS THE 15 DAY OF July, 2022.

~~ASHLEY LUMPKIN~~, DEVELOPMENT SERVICES DIRECTOR
ASHLEY BAILEY

7/15/22
DATE

THIS PLAT WAS APPROVED FOR RECORDING BY THE HUTTO PLANNING AND ZONING COMMISSION ON THE ON THE 1ST DAY OF JUNE, 2021.

RICHARD HUDSON, CHAIR

5 JULY 2022
DATE

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

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 1st DAY OF September, 2022 A.D., AT 3:45 O'CLOCK P M. AND DULY RECORDED ON THE 1st DAY OF September, 2022 A.D., AT 4:03 O'CLOCK P M. IN THE PLAT RECORDS OF SAID COUNTY, IN DOCUMENT NO. 2022102453

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

COUNTY COURT
WILLIAMSON COUNTY, TEXAS

BY: Diana Lara
DEPUTY

# FINAL PLAT
# COVERED BRIDGE PHASE 1

A SUBDIVISION OF 25.888 ACRES OF LAND
LOCATED IN THE
JOHN KELSEY SURVEY, ABSTRACT NO. 377
WILLIAMSON COUNTY, TEXAS

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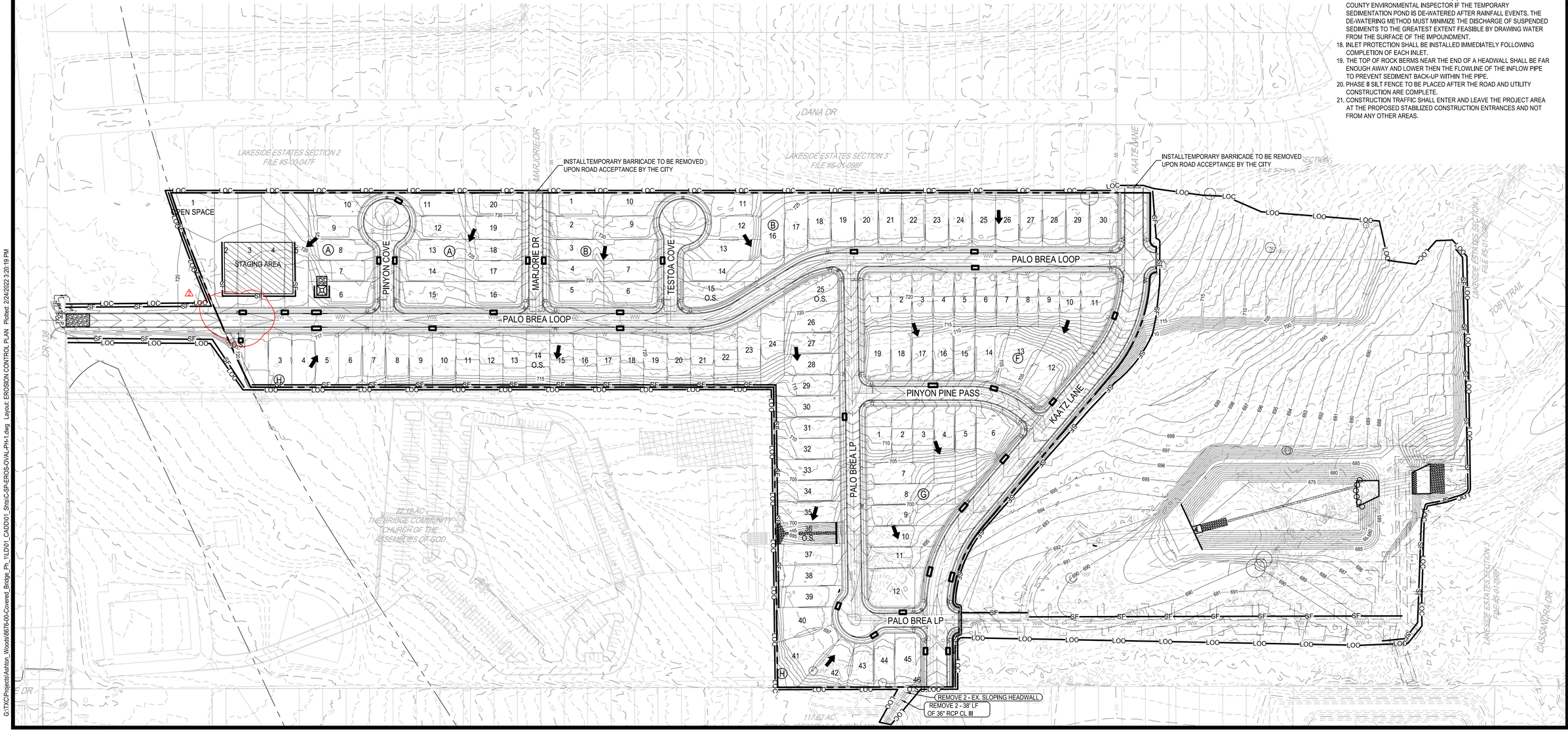
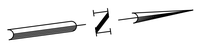
TBPELS Licensed Surveying Firm No. 10106502



G:\TXC\Projects\Ashton_Woods\8676-00-Covered_Bridge_Ph_1\SIV\04_Finals\Drawings\Plat\8676-00-Covered_Bridge_Ph_1_PLAT.dwg, 6/02/2022 2:20 PM, sberger, 1:0



0 50' 100' 200'

SCALE: 1" = 100'

## LEGEND

- LOC — LIMITS OF CONSTRUCTION
- SF — SILT FENCE
- SF* — PHASE II SILT FENCE (SEE NOTE 21 THIS SHEET)
- 100 — ENGINEERED 100YR FLOODPLAIN
- FEMA — FEMA 100YR FLOODPLAIN
- WATERWAY SETBACK
- XXX — EXISTING MAJOR CONTOURS
- EXISTING MINOR CONTOURS
- XXX — PROPOSED MAJOR CONTOURS
- PROPOSED MINOR CONTOURS
- INLET PROTECTION
- ROCK BERM
- DIRECTION OF FLOW
- STORAGE AND STAGING AREA
- CONSTRUCTION ENTRANCE

1. IF A CONCRETE WASHOUT IS TO BE UTILIZED DURING CONSTRUCTION THE LOCATION WILL BE DETERMINED ONCE CONSTRUCTION HAS BEGUN AND WILL BE PROPERLY NOTATED ON THE SITE MAP AT THAT TIME.
2. ALL REQUIRED NOTICES AND PERMITS MUST BE PLACED IN A HIGHLY VISIBLE LOCATION ONSITE BEFORE THE COMMENCEMENT OF CONSTRUCTION.
3. ALL EROSION AND SEDIMENTATION CONTROLS (ESC) MUST BE INSTALLED PRIOR TO ANY DISTURBANCE TO THE PROJECT SITE.
4. INSTALL SILT FENCE ACCORDINGLY FOR RUN-ON DIVERSION OR OFFSITE SEDIMENT CONTROL DEPENDING ON UP OR DOWN SLOPE, FACING POST SIDE ON THE DOWN GRADIENT SIDE.
5. ALL ESC USED ONSITE MUST BE REGULARLY MONITORED AND MAINTAINED AS NEEDED.
6. MUD AND OR DIRT TRACKED INTO THE ROADWAY MUST BE IMMEDIATELY REMOVED UPON DISCOVERY.
7. EXCESS MATERIALS THAT WILL BE TRANSPORTED TO AN OFFSITE LOCATION MUST HAVE THAT LOCATION CLEARED BY COUNTY INSPECTOR.
8. LOOSE TRASH AND DEBRIS MUST BE DISPOSED OF PROPERLY ONSITE.
9. CONTRACTOR SHALL MAINTAIN AND UTILIZE DUST CONTROL FOR THE DURATION OF THE PROJECT.
10. THE STABILIZED CONSTRUCTION ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT PREVENTS TRACKING ONTO THE PUBLIC ROADWAY ON AN ONGOING/REGULAR BASIS.
11. INITIATE TEMPORARY STABILIZATION WHEN CONSTRUCTION CEASES IN A DISTURBED AREA FOR 14 DAYS.
12. INITIATE PERMANENT STABILIZATION IMMEDIATELY ONCE WORK HAS CEASED AND FINAL GRADE HAS BEEN ACHIEVED.
13. ALL DISTURBED/BARE AREAS WILL REQUIRE PERMANENT STABILIZATION BEFORE FINAL ACCEPTANCE CAN BE ACHIEVED. AVOID DISTURBING AREAS OF THE PROJECT THAT ARE NOT NECESSARY FOR CONSTRUCTION.
14. COUNTY INSPECTOR MAY REQUEST ADDITIONAL CONTROLS BE INSTALLED ONSITE AS NEEDED.
15. CONTRACTOR MUST REMOVE SEDIMENT FROM ALL STORM SEWER INLET BOXES, LINES, PIPES AND CULVERTS BEFORE CONDITIONAL/FINAL ACCEPTANCE CAN OBTAINED.
16. PERMITTEE SHALL INSPECT ALL INLET PROTECTION DEVICES AS PART OF THE WEEKLY SWP3 REPORT, UPON RECEIVING A FORECAST CALLING FOR A RAIN EVENT FOR AN EXTENDED PERIOD, MODIFICATION OF INLET PROTECTION SHOULD BE MADE TO PREVENT FLOODING OR PONDING OF WATER IF TRAFFIC OR PROPERTY CONCERNS ARISE.
17. A DE-WATERING PLAN FOR THE POND(S) MUST BE APPROVED BY THE COUNTY ENVIRONMENTAL INSPECTOR IF THE TEMPORARY SEDIMENTATION POND IS DE-WATERED AFTER RAINFALL EVENTS. THE DE-WATERING METHOD MUST MINIMIZE THE DISCHARGE OF SUSPENDED SEDIMENTS TO THE GREATEST EXTENT FEASIBLE BY DRAWING WATER FROM THE SURFACE OF THE IMPOUNDMENT.
18. INLET PROTECTION SHALL BE INSTALLED IMMEDIATELY FOLLOWING COMPLETION OF EACH INLET.
19. THE TOP OF ROCK BERMS NEAR THE END OF A HEADWALL SHALL BE FAR ENOUGH AWAY AND LOWER THEN THE FLOWLINE OF THE INFLOW PIPE TO PREVENT SEDIMENT BACK-UP WITHIN THE PIPE.
20. PHASE II SILT FENCE TO BE PLACED AFTER THE ROAD AND UTILITY CONSTRUCTION ARE COMPLETE.
21. CONSTRUCTION TRAFFIC SHALL ENTER AND LEAVE THE PROJECT AREA AT THE PROPOSED STABILIZED CONSTRUCTION ENTRANCES AND NOT FROM ANY OTHER AREAS.

| REV | DESCRIPTION | DATE | APR |
|---|---|---|---|
| | | | |
| A | Record Drawing | | |
| A | INLET LOCATION UPDATED | 01/19/2022 | |

DESIGNED BY: DAZ

REVIEWED BY: TMH

DRAWN BY: DAZ

BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com

# COVERED BRIDGE PHASE 1
# HUTTO, TEXAS

## EROSION CONTROL PLAN

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
2/24/2022

SHEET
6 OF 65

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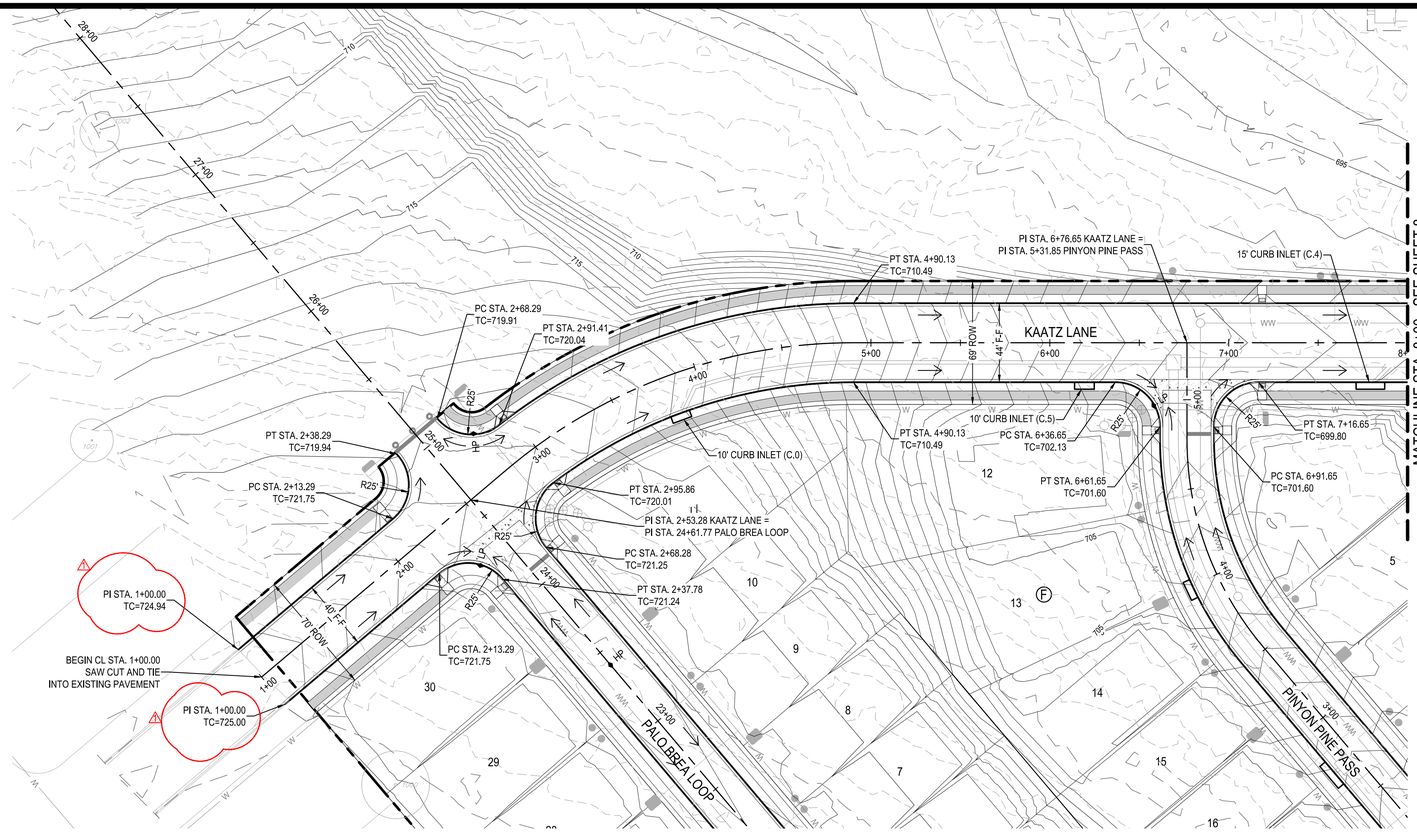



0 20' 40' 80'
SCALE: 1" = 40'

## LEGEND

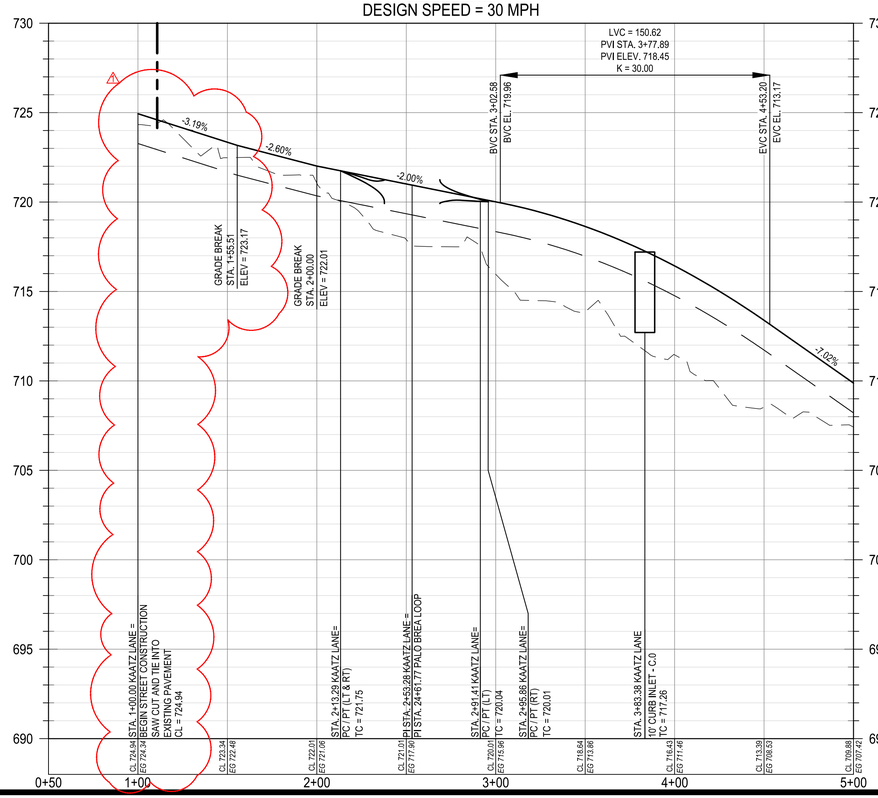
- PROPERTY BOUNDARY
- PROPOSED RIGHT OF WAY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- OE — OVERHEAD ELECTRIC
- HAND RAIL
- 28 — LOT NUMBER
- ROAD CENTERLINE
- RIBBON CURB
- CURB AND GUTTER
- DIRECTION OF FLOW
- CURB INLET
- 5' SIDEWALK TO BE CONSTRUCTED WITH SUBDIVISION IMPROVEMENTS (TYP)
- 5' SIDEWALK TO BE CONSTRUCTED BY BUILDER (TYP)
- CURB RAMP
- CONCRETE VALLEY GUTTER
- AVG — ASPHALT VALLEY GUTTER

NOTES:
1. ALL CURB RETURN RADII TO BE 25' AT FACE OF CURB UNLESS OTHERWISE NOTED.
2. THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE ASSOCIATED WITH THE CONTRACTORS FAILURE TO LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
3. SIDEWALKS ADJACENT TO SINGLE FAMILY LOTS ARE TO BE CONSTRUCTED CONCURRENTLY WITH EACH SINGLE FAMILY HOUSE.
4. ALL CURBS TO BE CURB AND GUTTER UNLESS OTHERWISE NOTED.
5. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
6. ALL PAVEMENT MARKINGS SHALL BE PER THE CURRENT "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.): PART III MARKINGS". ALL STRIPING TO BE THERMOPLASTIC.
7. FOR STANDARD STREET END BARRICADE SEE DETAIL ON SHEET 52.

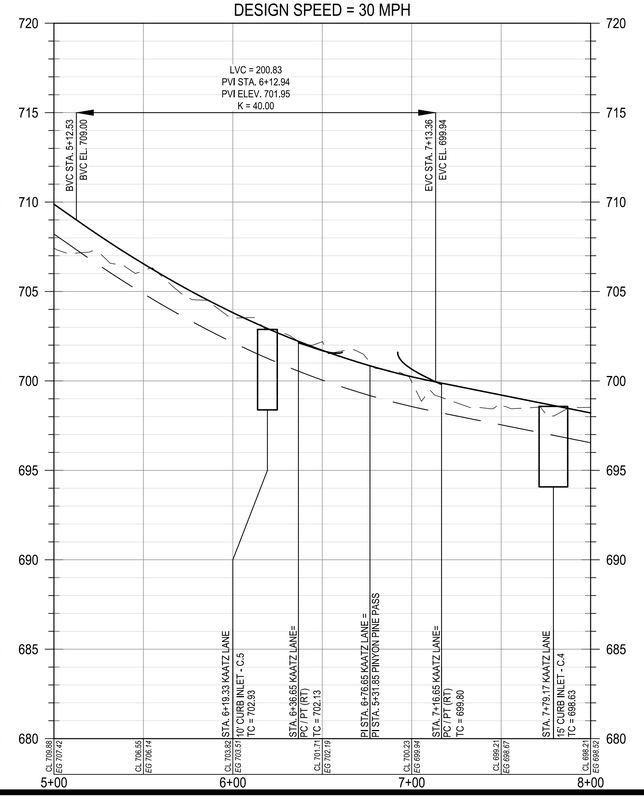
## PROFILE LEGEND

- PROPOSED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- PROPOSED CURB INLET

## KAATZ LANE
## DESIGN SPEED = 30 MPH




## KAATZ LANE
## DESIGN SPEED = 30 MPH




| | | | | | | APR |
|---|---|---|---|---|---|---|
| 12/21/2021 | | | | | | DATE |
| ADJUSTED STREET ELEVATIONS AND GRADES | | | | Record Drawing | | DESCRIPTION |
| | | | | | | REV |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
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TEL: 512-879-0400 www.brwngey.com


# COVERED BRIDGE PHASE 1
# HUTTO, TEXAS
# KAATZ LANE PLAN AND PROFILE
# (1+00 TO 8+00)

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94648
LICENSED PROFESSIONAL ENGINEER
12/29/2021

SHEET
7 OF 65

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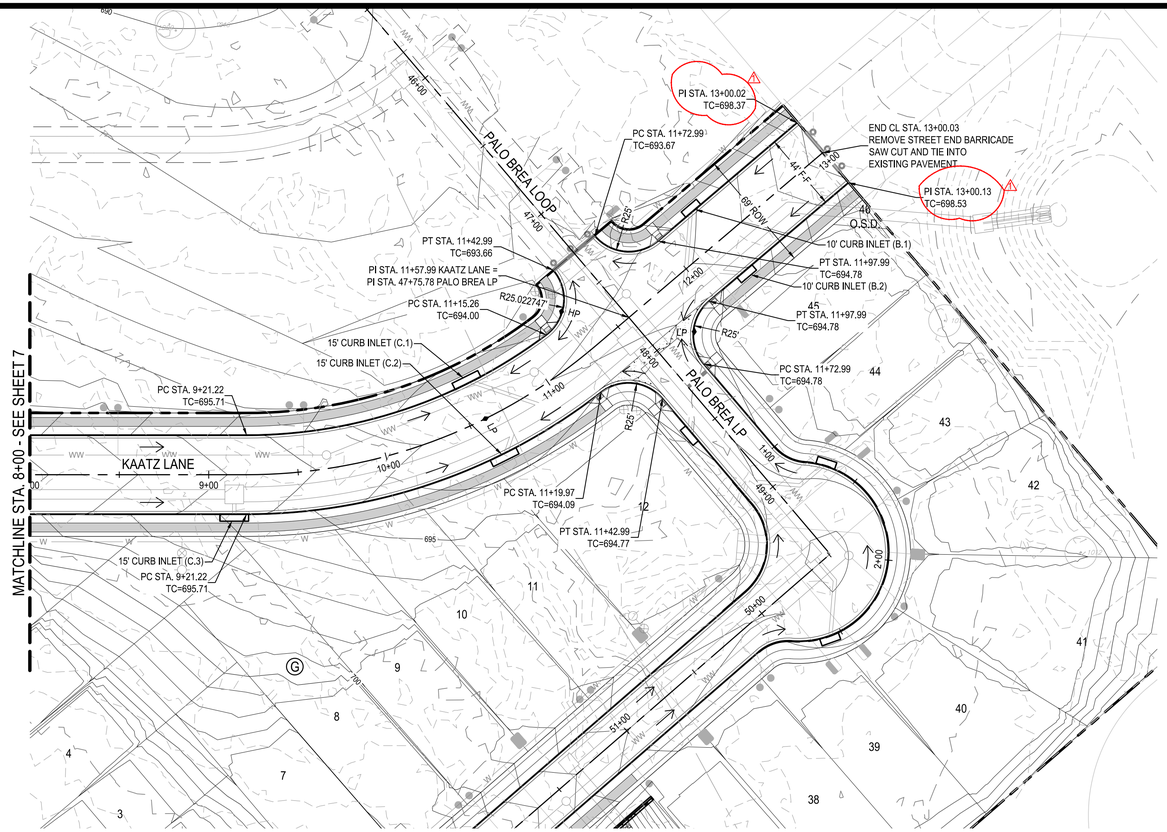


0 20' 40' 80'

SCALE: 1" = 40'

## LEGEND

- PROPERTY BOUNDARY
- PROPOSED RIGHT OF WAY
- EXISTING MAJOR CONTOUR
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NOTES:

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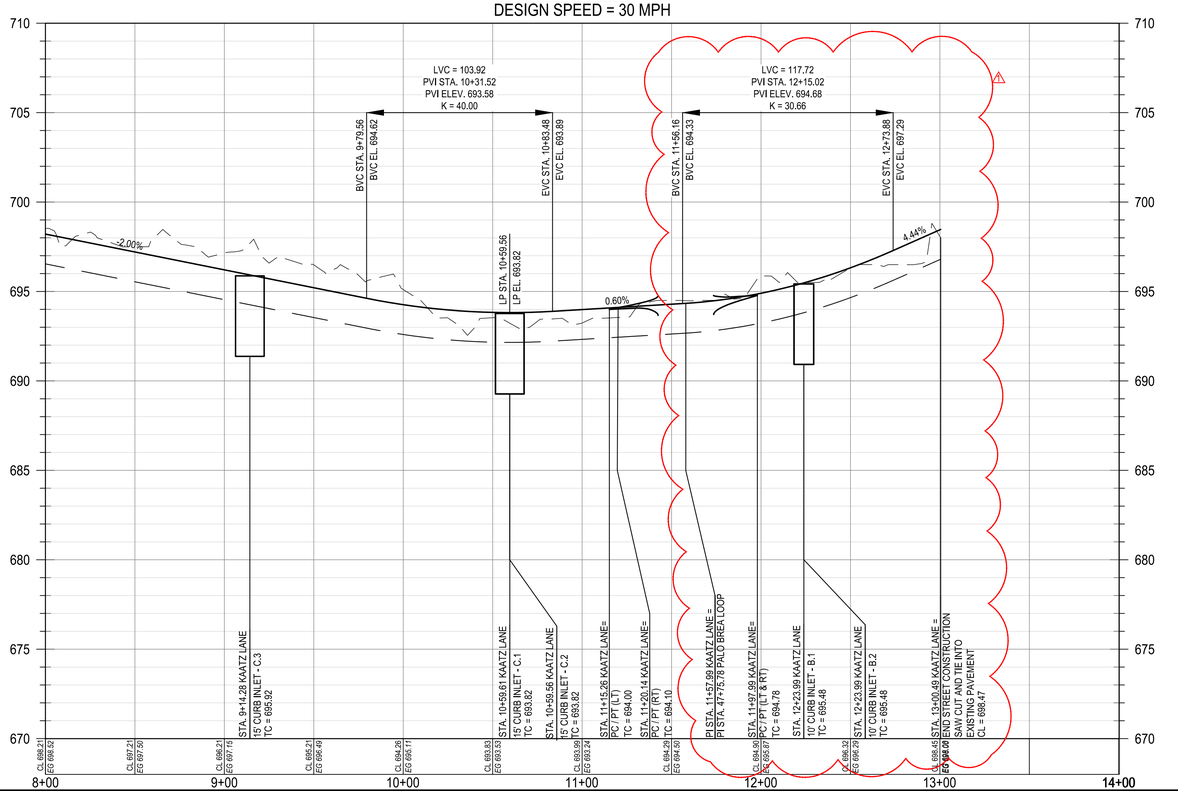
7. FOR STANDARD STREET END BARRICADE SEE DETAIL ON SHEET 52.

## PROFILE LEGEND

- PROPOSED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- PROPOSED CURB INLET

## KAATZ LANE
## DESIGN SPEED = 30 MPH




| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | APR |
| 12/21/2021 | | | | | | | DATE |
| ADJUSTED STREET ELEVATIONS AND GRADES | | | | Record Drawing | | | DESCRIPTION |
| | | | | | | | REV |

DESIGNED BY: DAZ

REVIEWED BY: TMH

DRAWN BY: DAZ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AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.brownbgey.com

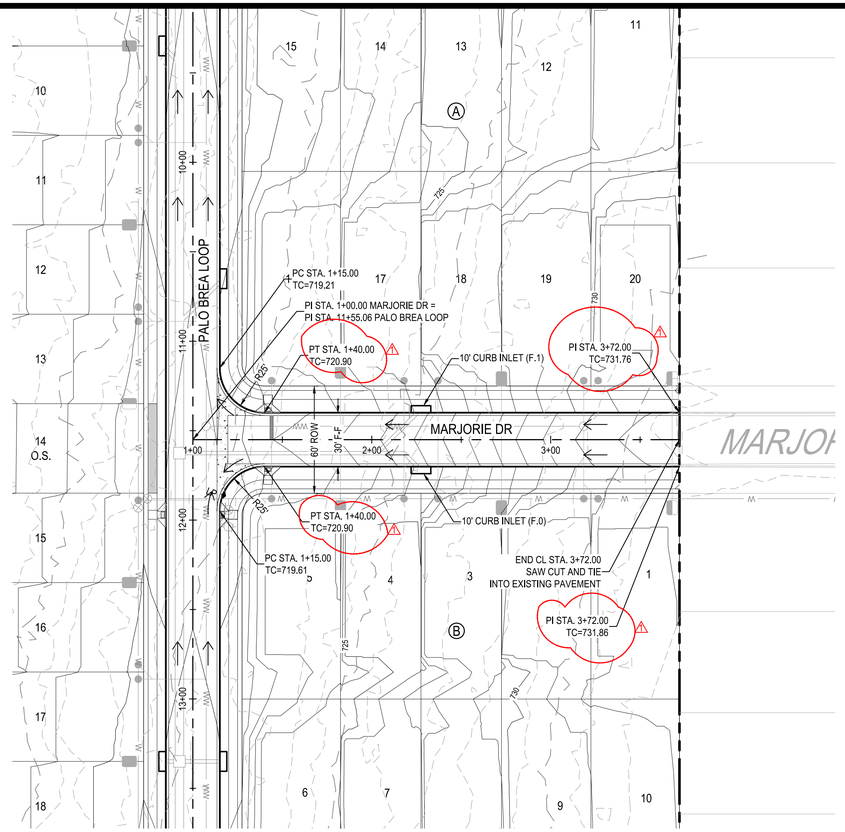

# COVERED BRIDGE PHASE 1
# HUTTO, TEXAS
# KAATZ LANE PLAN AND PROFILE (8+00 TO END)

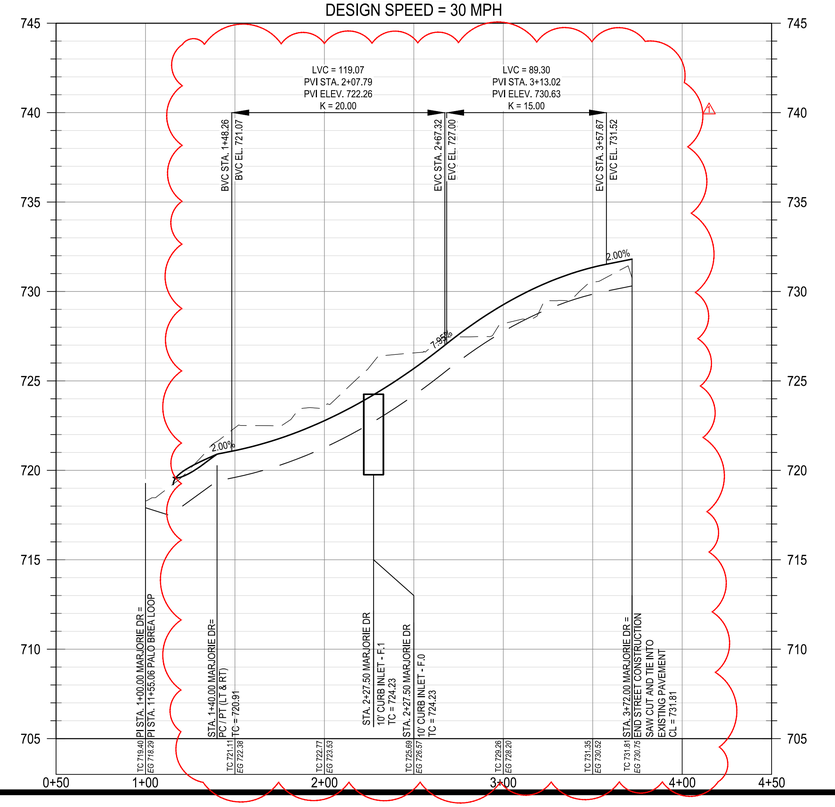
SUBMITTAL DATE: 04-02-2021

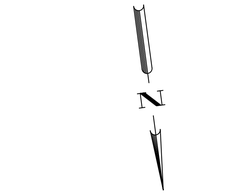
STATE OF TEXAS
TIMOTHY M. HOLLAND
94648
LICENSED PROFESSIONAL ENGINEER
12/20/2021

SHEET
8 OF 65

G:\TXC\Projects\Ashton_Woods\9676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SR-ROAD-P&P-PH-1.dwg Layout: KAATZ LANE PLAN AND PROFILE (8+00 TO END) Plotted: 12/27/2021 10:05:49 AM




## LEGEND

- PROPERTY BOUNDARY
- PROPOSED RIGHT OF WAY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- OE — OVERHEAD ELECTRIC
- HAND RAIL
- 28 — LOT NUMBER
- ROAD CENTERLINE
- RIBBON CURB
- CURB AND GUTTER
- DIRECTION OF FLOW
- CURB INLET
- 5' SIDEWALK TO BE CONSTRUCTED WITH SUBDIVISION IMPROVEMENTS (TYP)
- 5' SIDEWALK TO BE CONSTRUCTED BY BUILDER (TYP)
- CURB RAMP
- CONCRETE VALLEY GUTTER
- AVG — ASPHALT VALLEY GUTTER

NOTES:

1. ALL CURB RETURN RADII TO BE 25' AT FACE OF CURB UNLESS OTHERWISE NOTED.
2. THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE ASSOCIATED WITH THE CONTRACTORS FAILURE TO LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
3. SIDEWALKS ADJACENT TO SINGLE FAMILY LOTS ARE TO BE CONSTRUCTED CONCURRENTLY WITH EACH SINGLE FAMILY HOUSE.
4. ALL CURBS TO BE CURB AND GUTTER UNLESS OTHERWISE NOTED.
5. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
6. ALL PAVEMENT MARKINGS SHALL BE PER THE CURRENT "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.): PART III MARKINGS". ALL STRIPING TO BE THERMOPLASTIC.
7. FOR STANDARD STREET END BARRICADE SEE DETAIL ON SHEET 52.

## PROFILE LEGEND

- PROPOSED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- PROPOSED CURB INLET

| REV | DESCRIPTION | DATE | APR |
|---|---|---|---|
| | Record Drawing | | |
| | ADJUSTED STREET ELEVATIONS AND GRADES | 12/21/2021 | |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ

BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com

COVERED BRIDGE PHASE 1
HUTTO, TEXAS

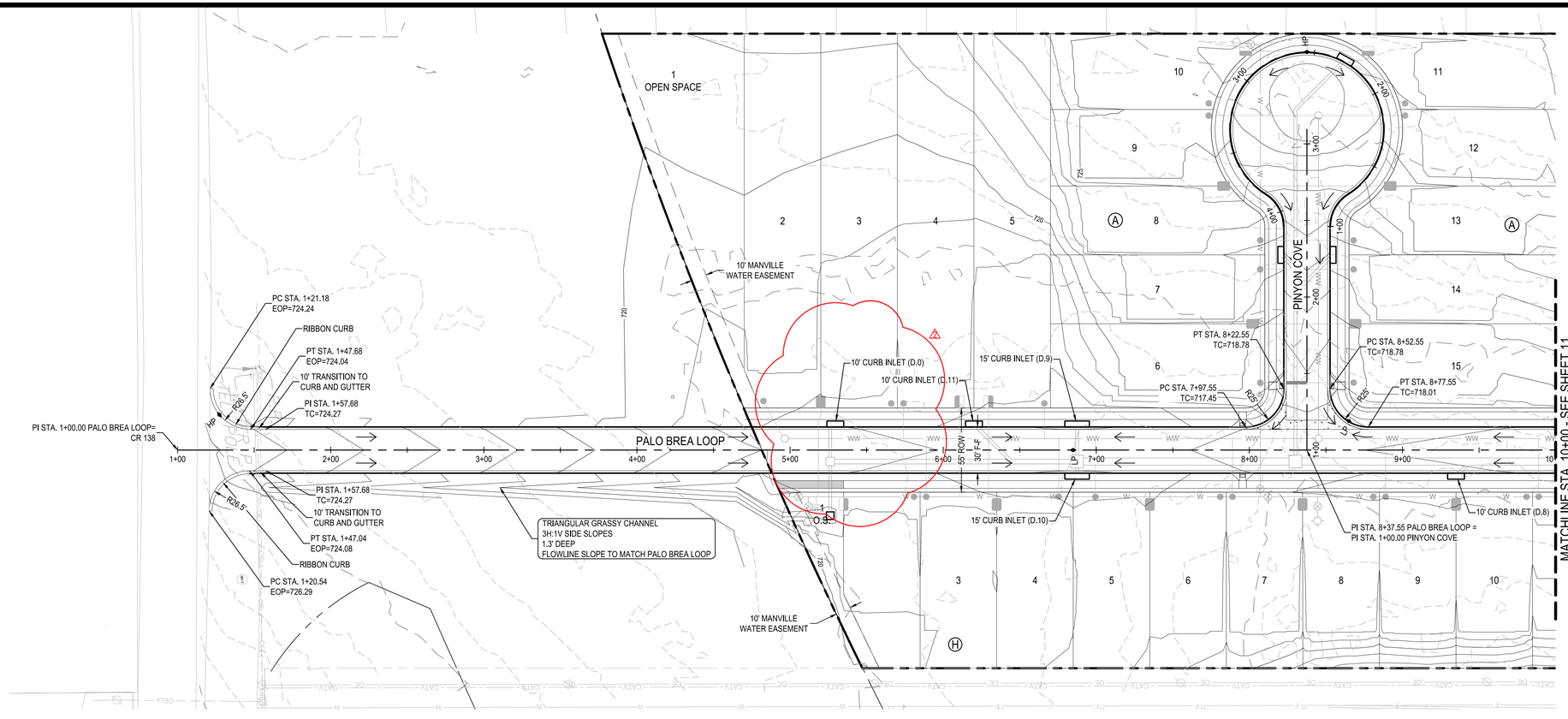
MARJORIE DR PLAN AND PROFILE
(1+00 TO END)

SUBMITTAL DATE: 04-02-2021

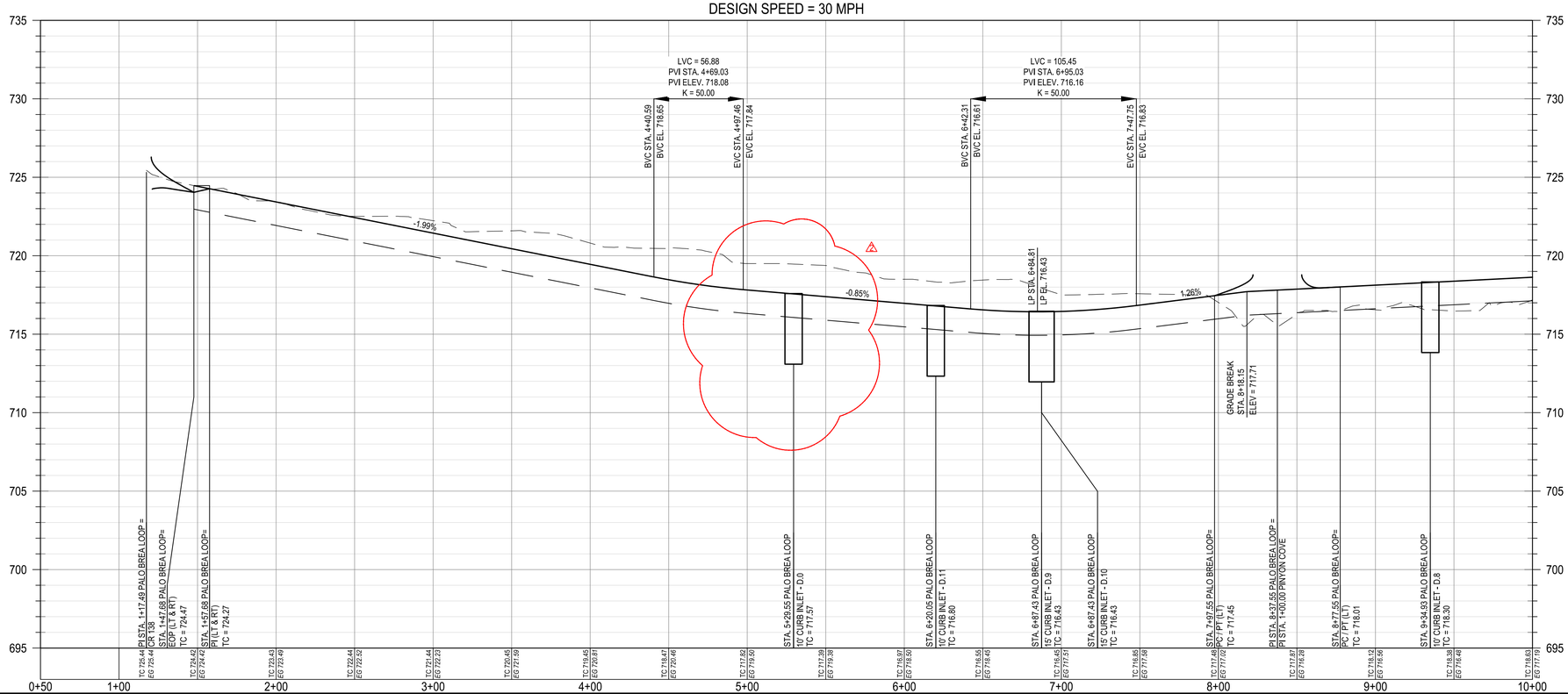
STATE OF TEXAS
TIMOTHY M. HOLLAND
94648
LICENSED PROFESSIONAL ENGINEER
12/28/2021

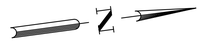
SHEET
9 OF 65

G:\TXC\Projects\Ashton_Woods\9676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SR-ROAD-P&P-PH-1.dwg Layout: MARJORIE DR PLAN AND PROFILE (1+00 TO END) Plotted: 12/27/2021 10:06:07 AM




PALO BREA LOOP
DESIGN SPEED = 30 MPH



0 20' 40' 80'
SCALE: 1" = 40'

## LEGEND

- PROPERTY BOUNDARY
- PROPOSED RIGHT OF WAY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- OE — OVERHEAD ELECTRIC
- HAND RAIL
- 28 — LOT NUMBER
- ROAD CENTERLINE
- RIBBON CURB
- CURB AND GUTTER
- DIRECTION OF FLOW
- CURB INLET
- 5' SIDEWALK TO BE CONSTRUCTED WITH SUBDIVISION IMPROVEMENTS (TYP)
- 5' SIDEWALK TO BE CONSTRUCTED BY BUILDER (TYP)
- CURB RAMP
- CONCRETE VALLEY GUTTER
- AVG — ASPHALT VALLEY GUTTER

NOTES:
1. ALL CURB RETURN RADII TO BE 25' AT FACE OF CURB UNLESS OTHERWISE NOTED.
2. THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE ASSOCIATED WITH THE CONTRACTORS FAILURE TO LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
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7. FOR STANDARD STREET END BARRICADE SEE DETAIL ON SHEET 52.

## PROFILE LEGEND

- PROPOSED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- PROPOSED CURB INLET

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | | | | APR |
| | | | | | | DATE |
| | 01/19/2022 | | | | | |
| INLET LOCATION UPDATED | | | | | | DESCRIPTION |
| | | | | | | REV |

Record Drawing

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ

BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.brwngay.com

COVERED BRIDGE PHASE 1
HUTTO, TEXAS

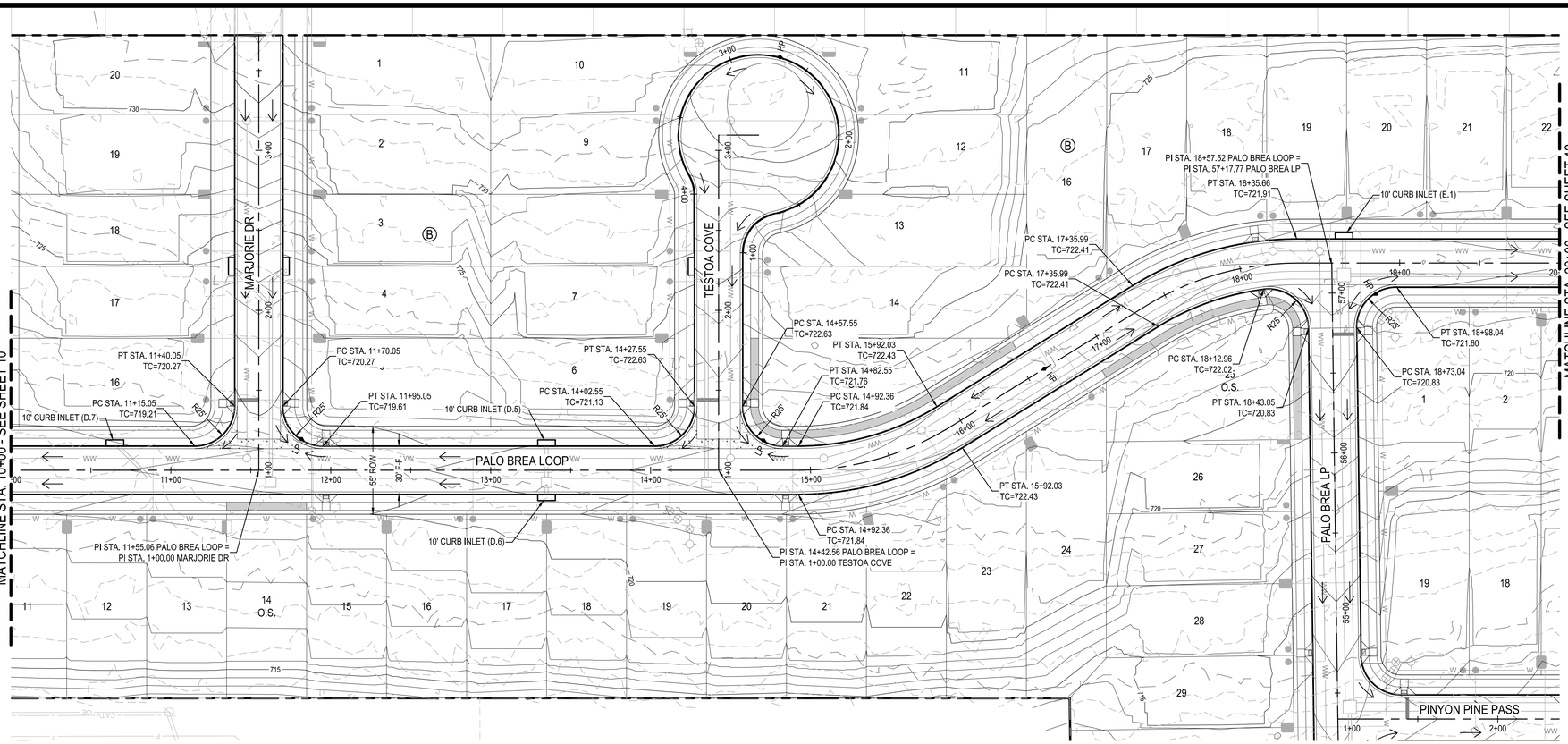
PALO BREA LOOP PLAN AND PROFILE
(1+00 TO 10+00)

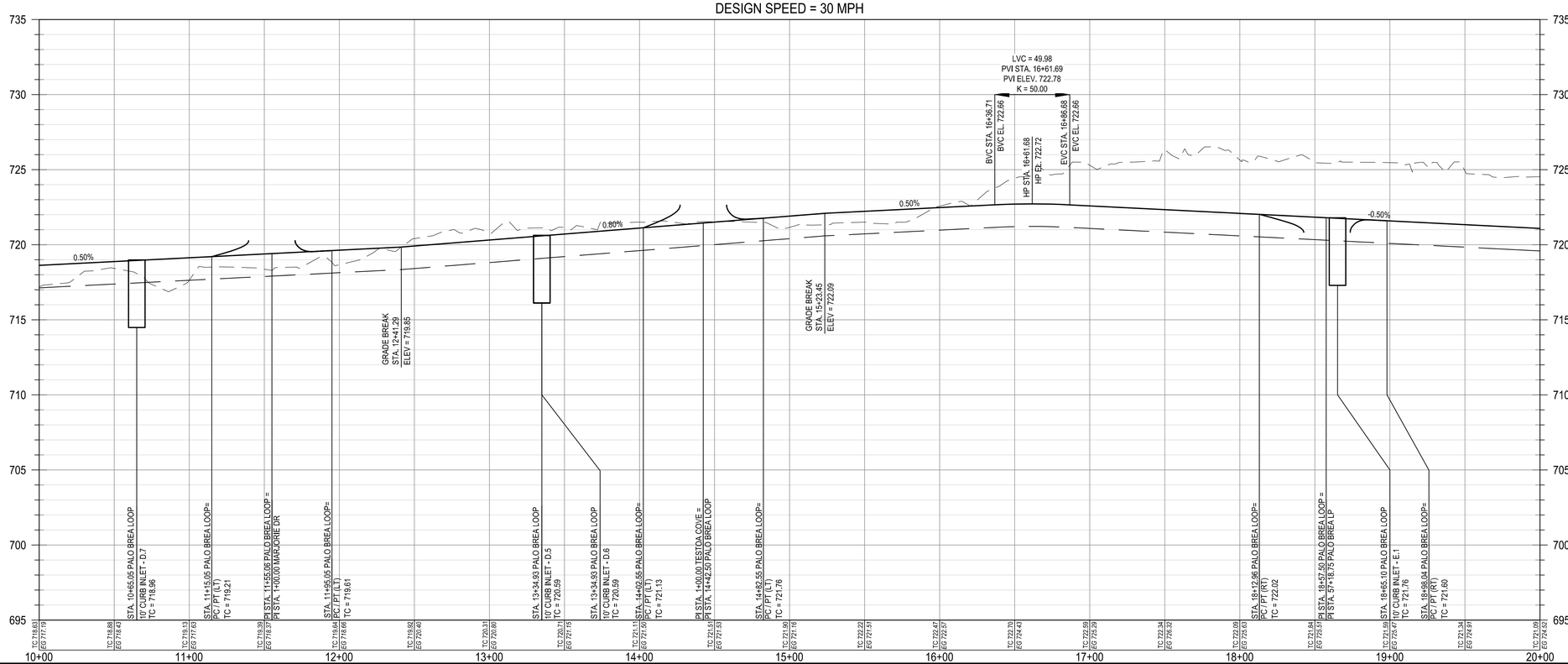
SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
04/24/2022

SHEET
10 OF 65

G:\TXCD\Projects\Ashton_Woods\9676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SR-ROAD-PAP-PH-1.dwg Layout: PALO BREA LOOP PLAN AND PROFILE (1+00 TO 10+00) Plotted: 2/24/2022 3:21:32 PM




0 20' 40' 80'
SCALE: 1" = 40'

## LEGEND

- PROPERTY BOUNDARY
- PROPOSED RIGHT OF WAY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- OE — OVERHEAD ELECTRIC
- HAND RAIL
- 28 — LOT NUMBER
- ROAD CENTERLINE
- RIBBON CURB
- CURB AND GUTTER
- DIRECTION OF FLOW
- CURB INLET
- 5' SIDEWALK TO BE CONSTRUCTED WITH SUBDIVISION IMPROVEMENTS (TYP)
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7. FOR STANDARD STREET END BARRICADE SEE DETAIL ON SHEET 52.

## PROFILE LEGEND

- PROPOSED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- PROPOSED CURB INLET

| | APR | DATE | DESCRIPTION | REV |
|---|---|---|---|---|
| | | | Record Drawing | |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com


COVERED BRIDGE PHASE 1
HUTTO, TEXAS

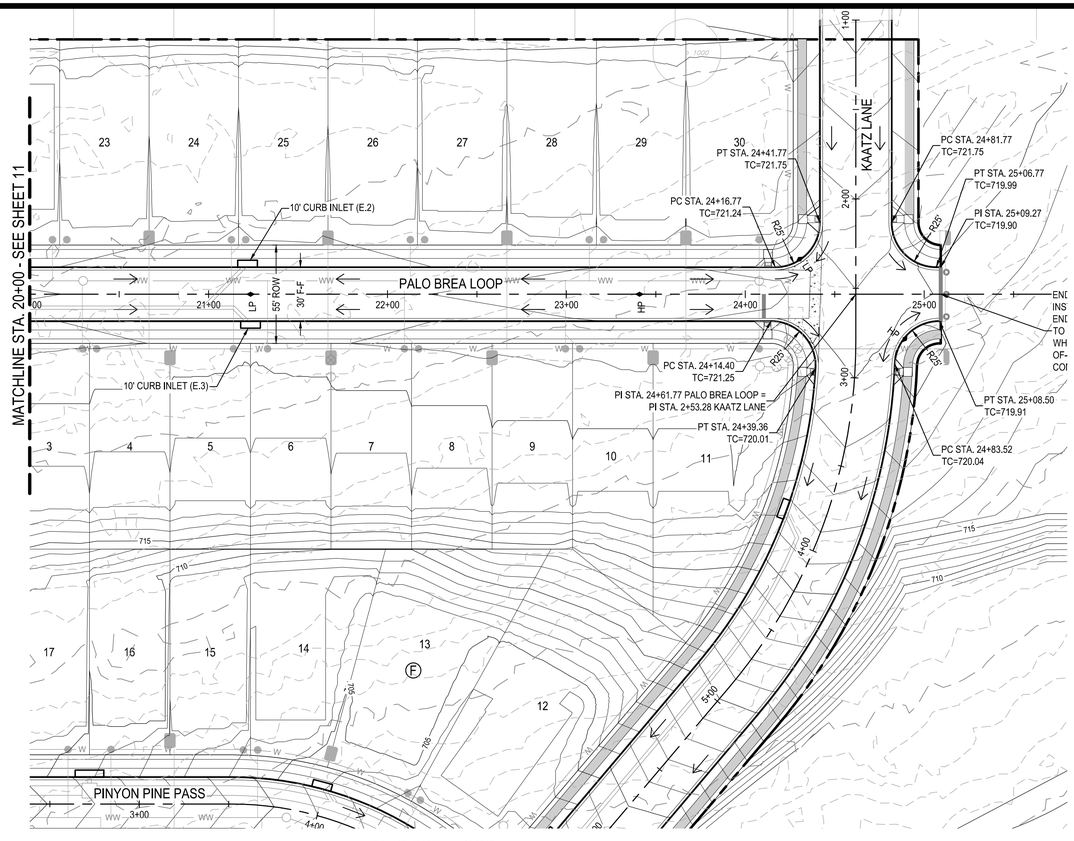
PALO BREA LOOP PLAN AND PROFILE
(10+00 TO 20+00)

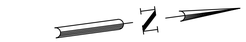
SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

SHEET
11 OF 65


G:\TXCD\Projects\Ashton_Woods\9676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-ROAD-PAP-PH-1.dwg Layout: PALO BREA LOOP PLAN AND PROFILE (10+00 TO 20+00) Plotted: 11/8/2021 4:31:26 PM



0 20' 40' 80'

SCALE: 1" = 40'

## LEGEND

- PROPERTY BOUNDARY
- PROPOSED RIGHT OF WAY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- OE — OVERHEAD ELECTRIC
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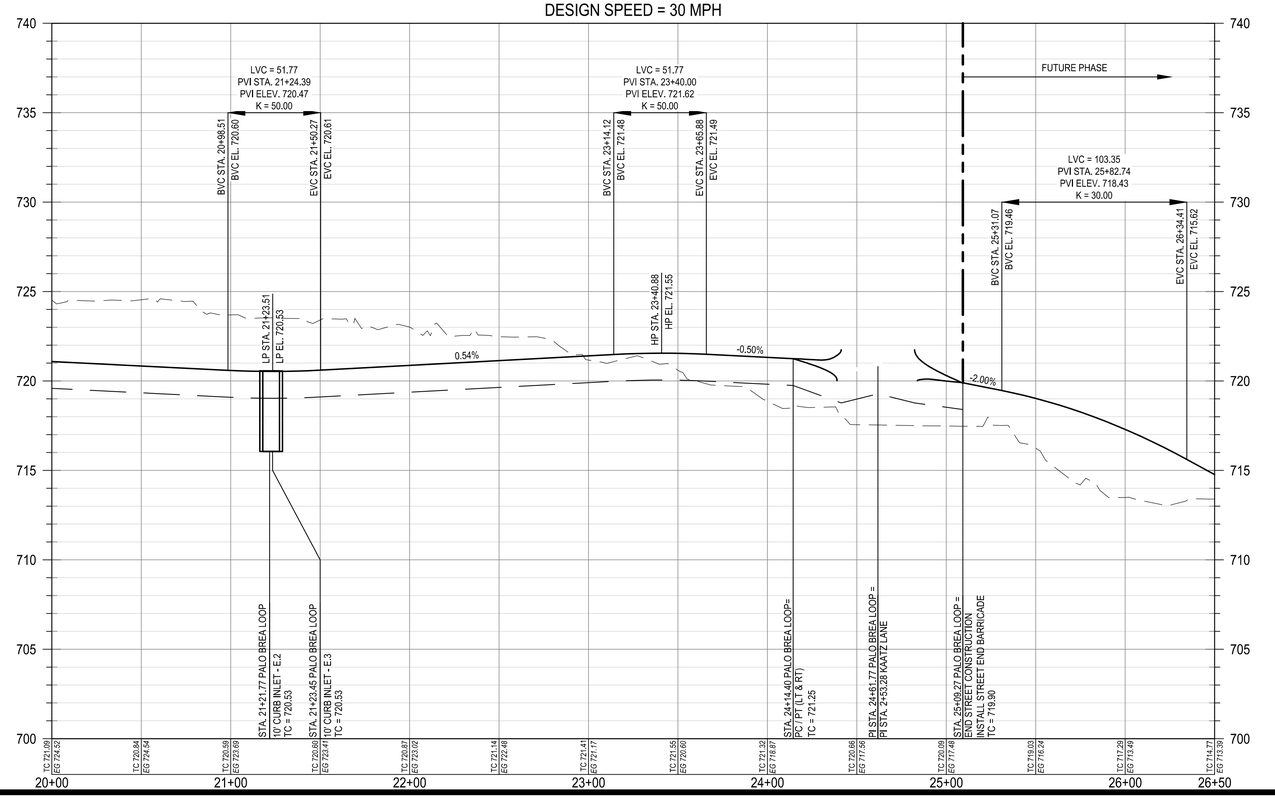
7. FOR STANDARD STREET END BARRICADE SEE DETAIL ON SHEET 52.

## PALO BREA LOOP
## DESIGN SPEED = 30 MPH




## PROFILE LEGEND

- PROPOSED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- PROPOSED CURB INLET

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | | | | APR |
| | | | | | | DATE |
| | | | | | Record Drawing | DESCRIPTION |
| ◁ | ◁ | ◁ | ◁ | ◁ | | REV |

DESIGNED BY: DAZ

REVIEWED BY: TMH

DRAWN BY: DAZ


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.brownbgy.com


# COVERED BRIDGE PHASE 1
# HUTTO, TEXAS

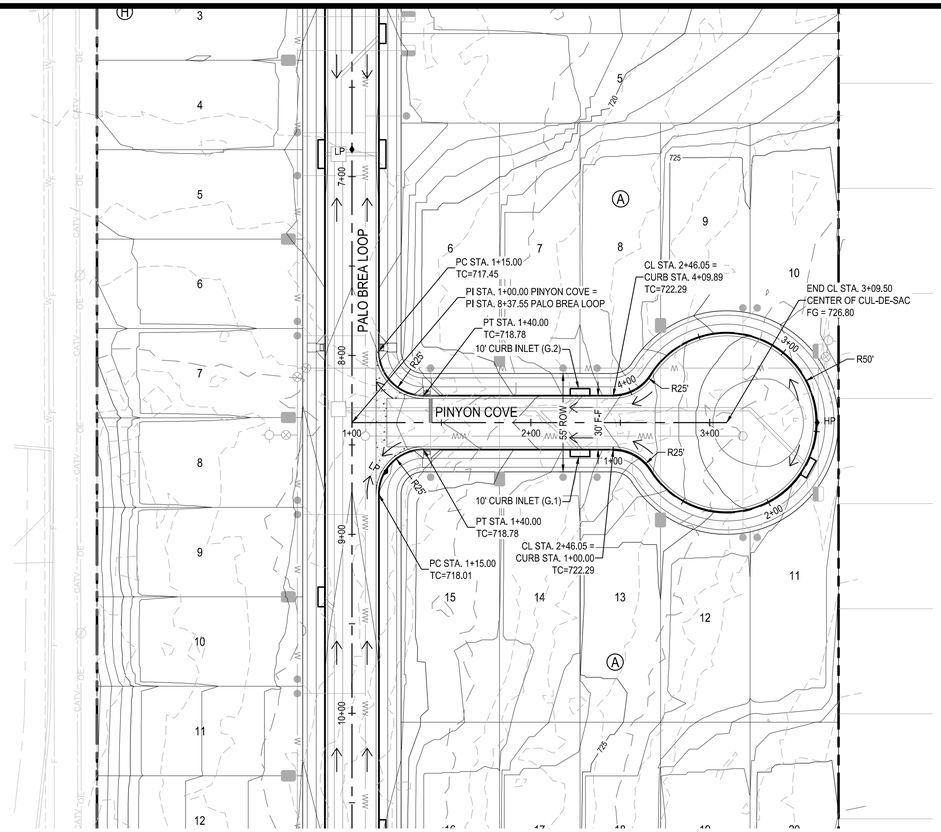
## PALO BREA LOOP PLAN AND PROFILE
## (20+00 TO 25+09.27)

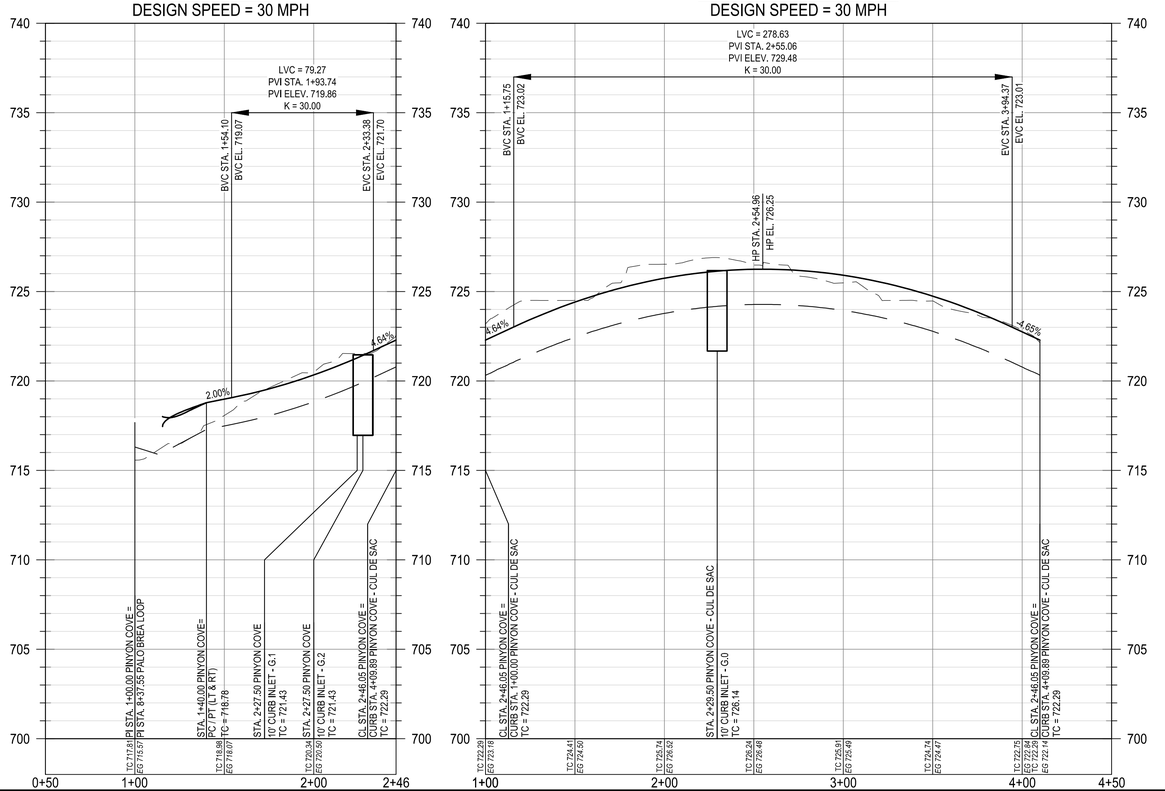
SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
04/20/2021

SHEET
12 OF 65

G:\TXC\Projects\Ashton_Woods\8676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-ROAD-P&P-PH-1.dwg Layout: PALO BREA LOOP PLAN AND PROFILE (20+00 TO 25+09.27) Plotted: 11/8/2021 4:31:54 PM







## LEGEND

- PROPERTY BOUNDARY
- PROPOSED RIGHT OF WAY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- OVERHEAD ELECTRIC
- HAND RAIL
- 28 LOT NUMBER
- ROAD CENTERLINE
- RIBBON CURB
- CURB AND GUTTER
- DIRECTION OF FLOW
- CURB INLET
- 5' SIDEWALK TO BE CONSTRUCTED WITH SUBDIVISION IMPROVEMENTS (TYP)
- 5' SIDEWALK TO BE CONSTRUCTED BY BUILDER (TYP)
- CURB RAMP
- CONCRETE VALLEY GUTTER
- AVG ASPHALT VALLEY GUTTER

NOTES:

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7. FOR STANDARD STREET END BARRICADE SEE DETAIL ON SHEET 52.

## PROFILE LEGEND

- PROPOSED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- PROPOSED CURB INLET

| | | | | | | APR |
|---|---|---|---|---|---|---|
| | | | | | | DATE |
| | | | | | Record Drawing | DESCRIPTION |
| | | | | | | REV |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ

BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.brownbgy.com

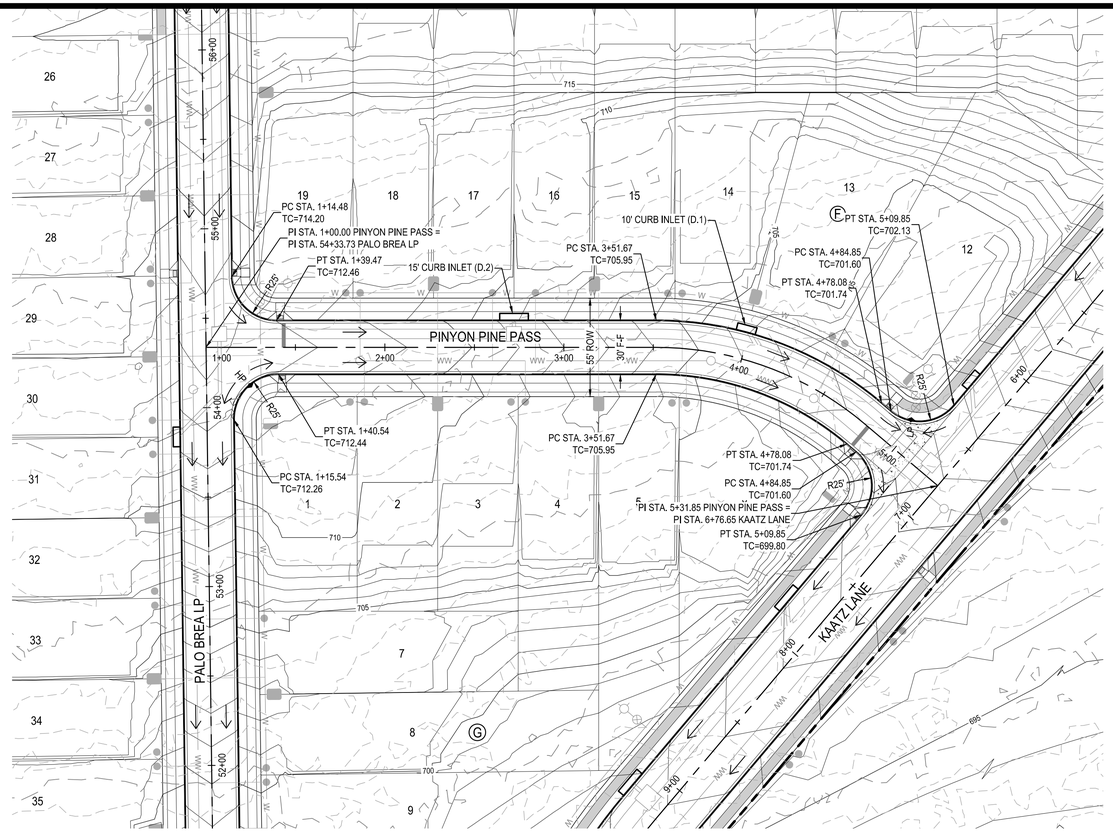
# COVERED BRIDGE PHASE 1
# HUTTO, TEXAS
# PINYON COVE PLAN AND PROFILE (1+00 TO END)

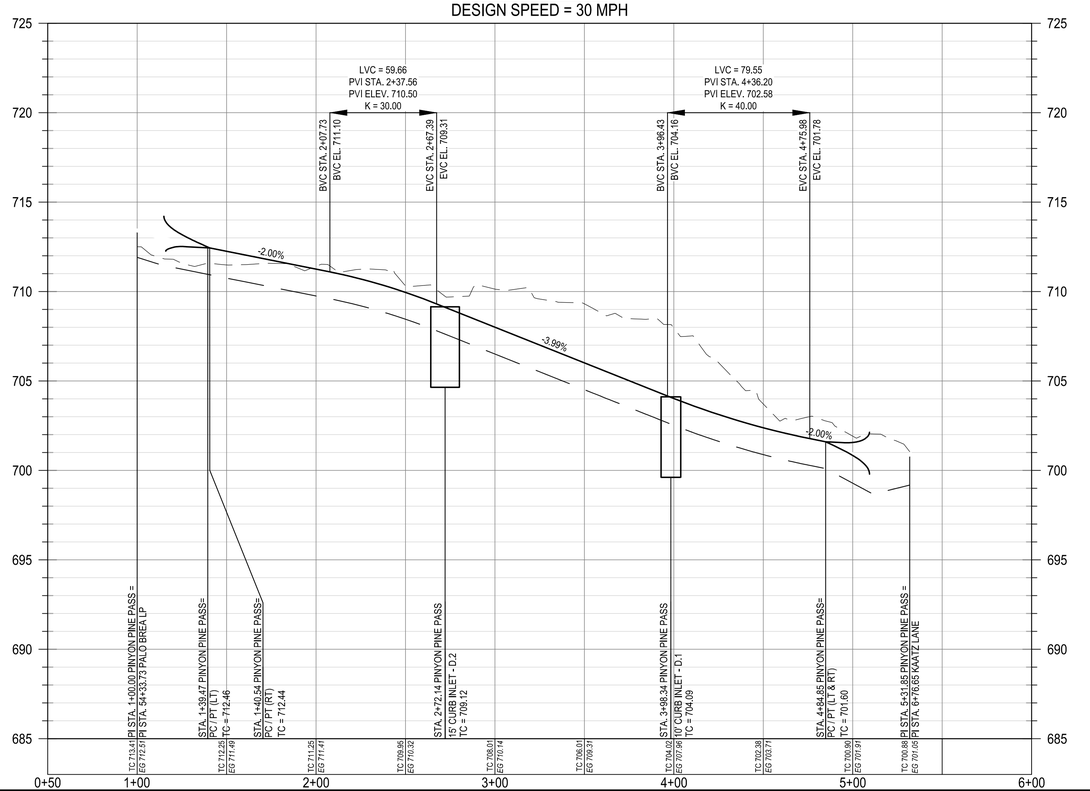
SUBMITTAL DATE: 04-02-2021

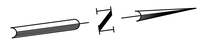
STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
04/30/2021

SHEET
13 OF 65

G:\TXC\Projects\Ashton_Woods\9676-00\Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SR-ROAD-P&P-PH-1.dwg Layout: PINYON COVE PLAN AND PROFILE (1+00 TO END) Plotted: 11/8/2021 4:32:18 PM



SCALE: 1" = 40'

## LEGEND

- PROPERTY BOUNDARY
- PROPOSED RIGHT OF WAY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- OE — OVERHEAD ELECTRIC
- HAND RAIL
- 28 — LOT NUMBER
- ROAD CENTERLINE
- RIBBON CURB
- CURB AND GUTTER
- DIRECTION OF FLOW
- CURB INLET
- 5' SIDEWALK TO BE CONSTRUCTED WITH SUBDIVISION IMPROVEMENTS (TYP)
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- CURB RAMP
- CONCRETE VALLEY GUTTER
- AVG — ASPHALT VALLEY GUTTER

NOTES:

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7. FOR STANDARD STREET END BARRICADE SEE DETAIL ON SHEET 52.

## PROFILE LEGEND

- PROPOSED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- PROPOSED CURB INLET

| | | | | | | APR |
|---|---|---|---|---|---|---|
| | | | | | | DATE |
| | | | | | Record Drawing | DESCRIPTION |
| ◁ | ◁ | ◁ | ◁ | ◁ | | REV |

DESIGNED BY: DAZ

REVIEWED BY: TMH

DRAWN BY: DAZ


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
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TBPE Registration No. F-1046
TEL: 512-879-0400 www.brownbgy.com


COVERED BRIDGE PHASE 1
HUTTO, TEXAS

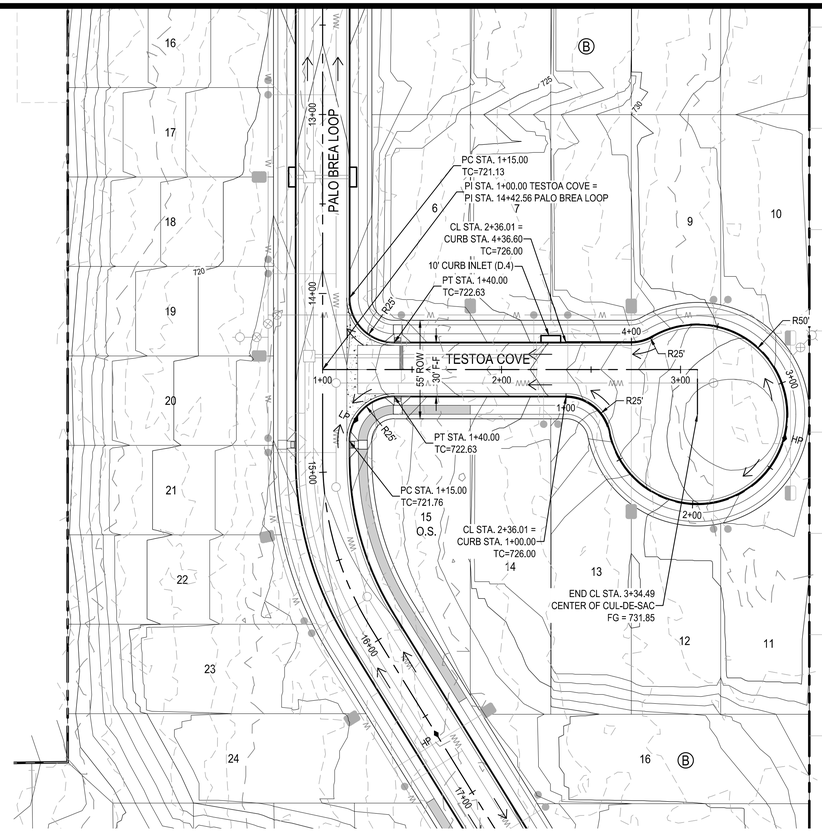
PINYON PINE PASS PLAN AND PROFILE
(1+00 TO END)

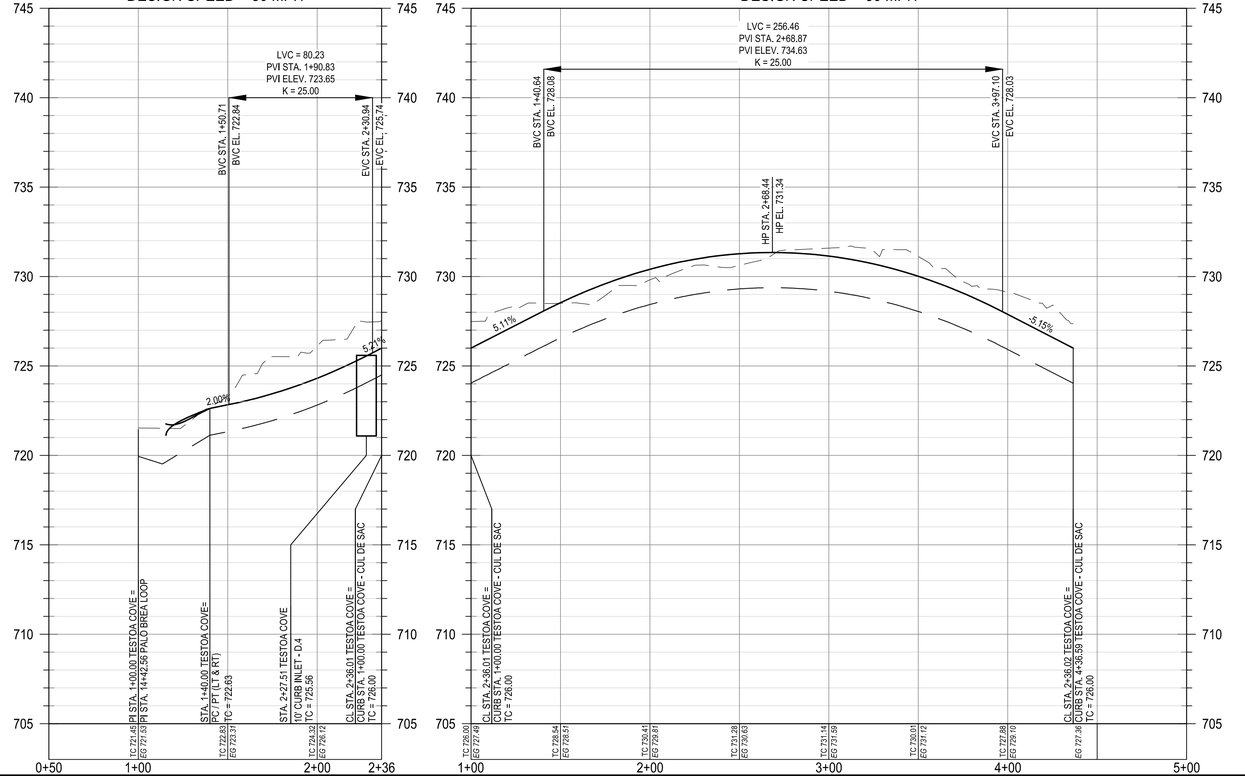
SUBMITTAL DATE: 04-02-2021




SHEET
14 OF 65

G:\TXC\Projects\Ashton_Woods\9676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SR-ROAD-P&P-PH-1.dwg Layout: PINYON PINE PASS PLAN AND PROFILE (1+00 TO END) Plotted: 11/8/2021 4:32:41 PM




0 20' 40' 80'

SCALE: 1" = 40'

## LEGEND

- PROPERTY BOUNDARY
- PROPOSED RIGHT OF WAY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- OE — OVERHEAD ELECTRIC
- HAND RAIL
- 28 — LOT NUMBER
- ROAD CENTERLINE
- RIBBON CURB
- CURB AND GUTTER
- DIRECTION OF FLOW
- CURB INLET
- 5' SIDEWALK TO BE CONSTRUCTED WITH SUBDIVISION IMPROVEMENTS (TYP)
- 5' SIDEWALK TO BE CONSTRUCTED BY BUILDER (TYP)
- CURB RAMP
- CONCRETE VALLEY GUTTER
- AVG — ASPHALT VALLEY GUTTER

NOTES:

1. ALL CURB RETURN RADII TO BE 25' AT FACE OF CURB UNLESS OTHERWISE NOTED.
2. THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE ASSOCIATED WITH THE CONTRACTORS FAILURE TO LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
3. SIDEWALKS ADJACENT TO SINGLE FAMILY LOTS ARE TO BE CONSTRUCTED CONCURRENTLY WITH EACH SINGLE FAMILY HOUSE.
4. ALL CURBS TO BE CURB AND GUTTER UNLESS OTHERWISE NOTED.
5. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
6. ALL PAVEMENT MARKINGS SHALL BE PER THE CURRENT "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.): PART III MARKINGS". ALL STRIPING TO BE THERMOPLASTIC.
7. FOR STANDARD STREET END BARRICADE SEE DETAIL ON SHEET 52.

## PROFILE LEGEND

- PROPOSED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- PROPOSED CURB INLET

| APR | DATE | DESCRIPTION | REV |
|---|---|---|---|
| | | Record Drawing | |

DESIGNED BY: DAZ

REVIEWED BY: TMH

DRAWN BY: DAZ


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com

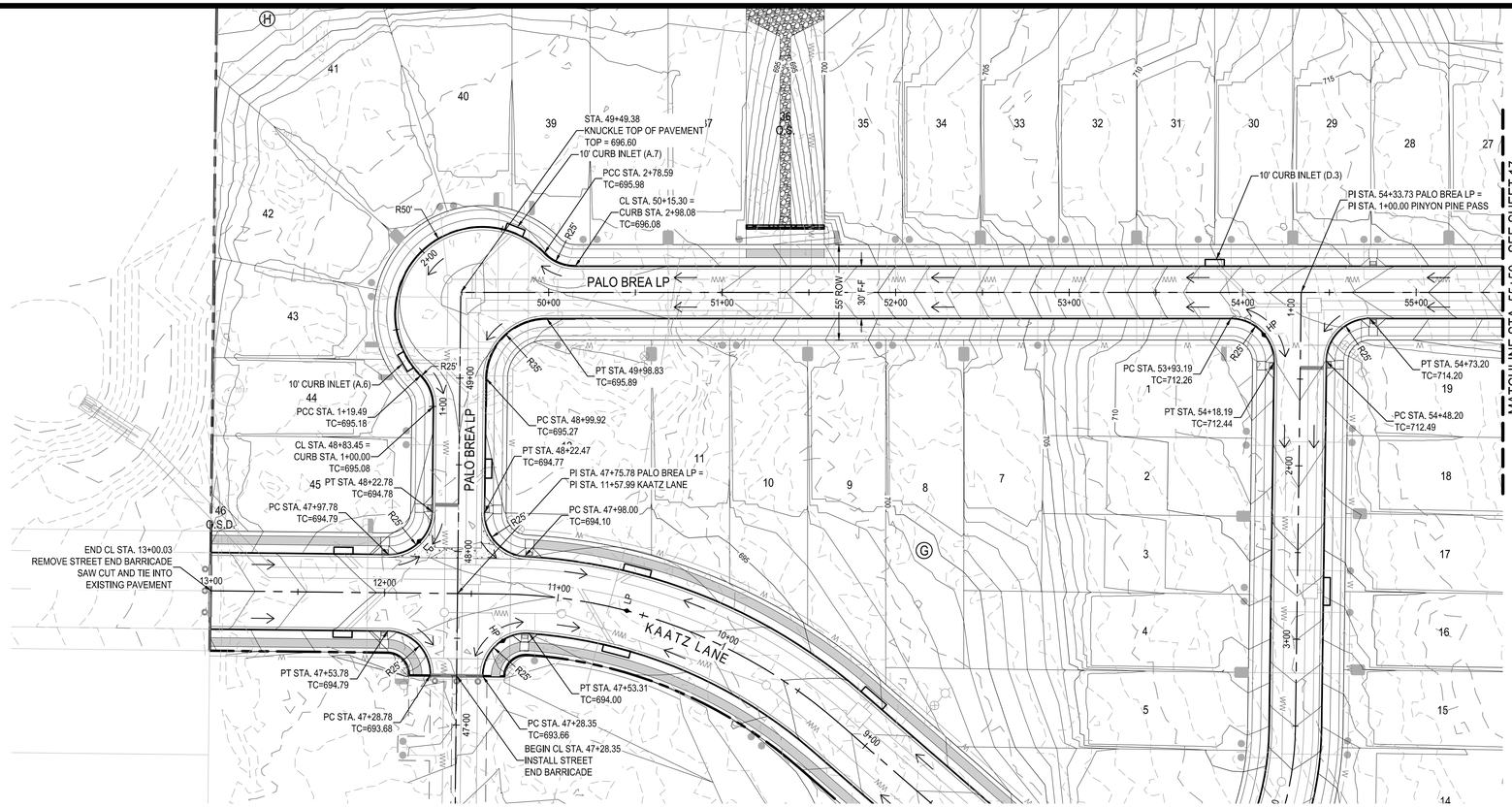

# COVERED BRIDGE PHASE 1
# HUTTO, TEXAS
# TESTOA COVE PLAN AND PROFILE (1+00 TO END)

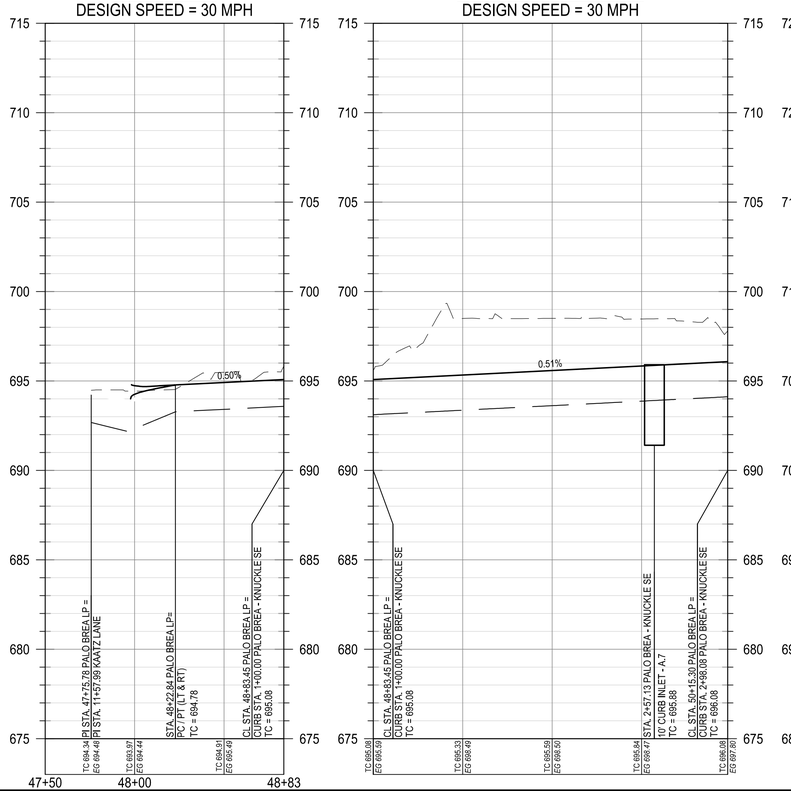
SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
04/30/2021

SHEET
15 OF 65

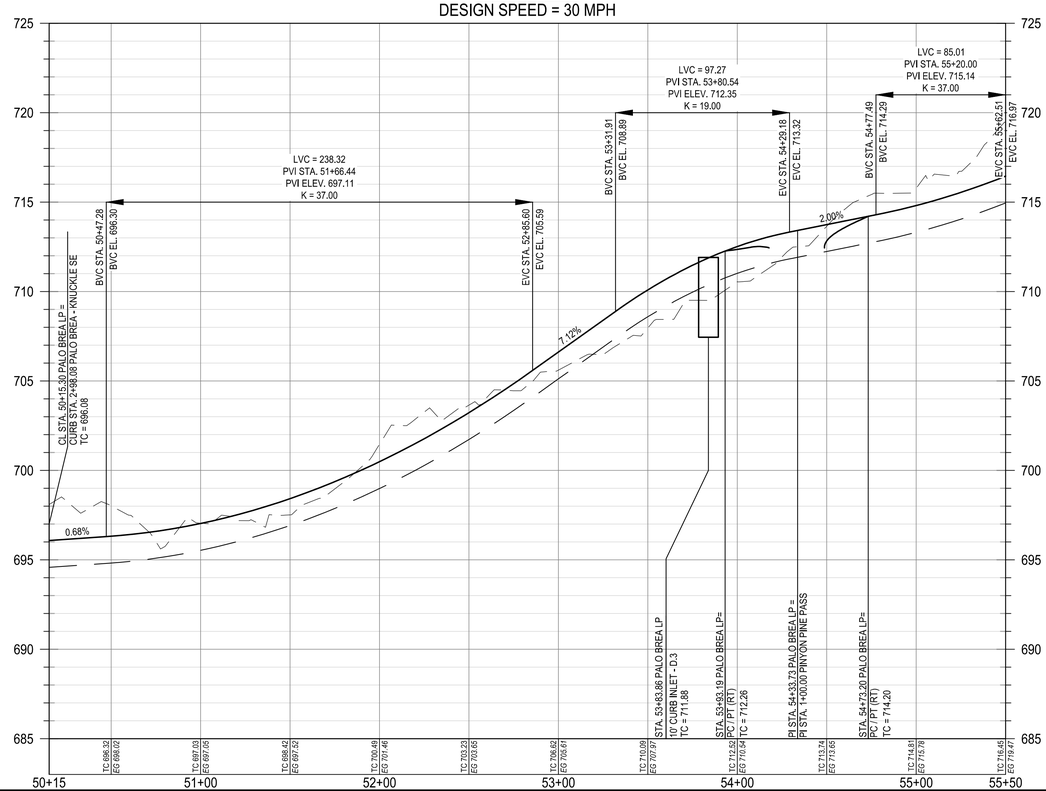
G:\TXC\Projects\Ashton_Woods\8676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-ROAD-P&P-PH-1.dwg Layout: TESTOA COVE P LAN AND PROFILE (1+00 TO END) Plotted: 11/8/2021 4:33:07 PM










## LEGEND

- PROPERTY BOUNDARY
- PROPOSED RIGHT OF WAY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- OVERHEAD ELECTRIC
- HAND RAIL
- LOT NUMBER
- ROAD CENTERLINE
- RIBBON CURB
- CURB AND GUTTER
- DIRECTION OF FLOW
- CURB INLET
- 5' SIDEWALK TO BE CONSTRUCTED WITH SUBDIVISION IMPROVEMENTS (TYP)
- 5' SIDEWALK TO BE CONSTRUCTED BY BUILDER (TYP)
- CURB RAMP
- CONCRETE VALLEY GUTTER
- ASPHALT VALLEY GUTTER

SCALE: 1" = 40'

NOTES:

1. ALL CURB RETURN RADII TO BE 25' AT FACE OF CURB UNLESS OTHERWISE NOTED.
2. THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE ASSOCIATED WITH THE CONTRACTORS FAILURE TO LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
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7. FOR STANDARD STREET END BARRICADE SEE DETAIL ON SHEET 52.

## PROFILE LEGEND

- PROPOSED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- PROPOSED CURB INLET

| | APR | DATE | DESCRIPTION | REV |
|---|---|---|---|---|
| | | | Record Drawing | |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ

BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.bgeinc.com

COVERED BRIDGE PHASE 1
HUTTO, TEXAS

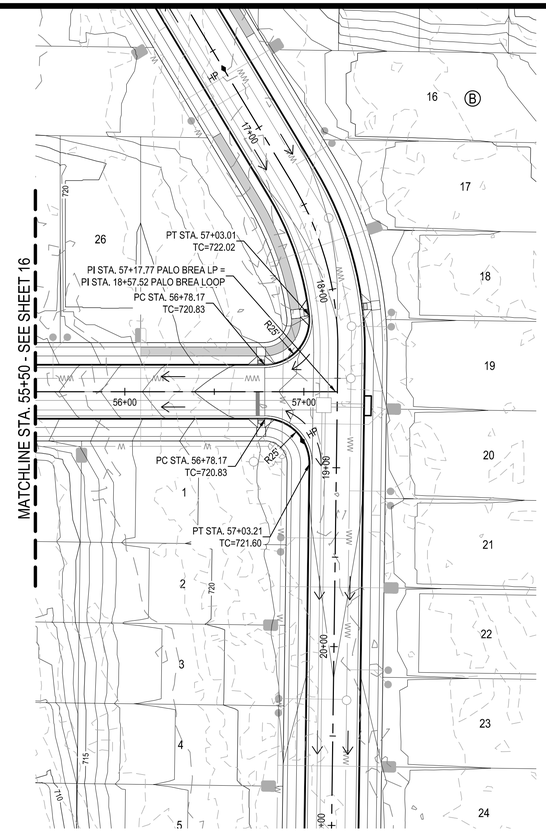
PALO BREA LP PLAN AND PROFILE
(47+28.35 TO 55+50)

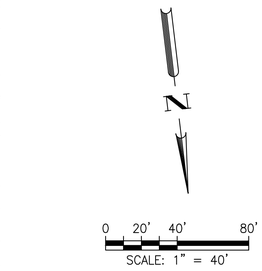
SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
04/02/2021

SHEET
16 OF 65

G:\TXC\Projects\Ashton_Woods\8676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-ROAD-PAP-PH-1.dwg Layout: PALO BREA LP PLAN AND PROFILE (47+28.35 TO 55+50) Plotted: 11/8/2021 4:33:34 PM




LEGEND

- PROPERTY BOUNDARY
- PROPOSED RIGHT OF WAY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- OE — OVERHEAD ELECTRIC
- HAND RAIL
- 28 — LOT NUMBER
- ROAD CENTERLINE
- RIBBON CURB
- CURB AND GUTTER
- DIRECTION OF FLOW
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- 5' SIDEWALK TO BE CONSTRUCTED BY BUILDER (TYP)
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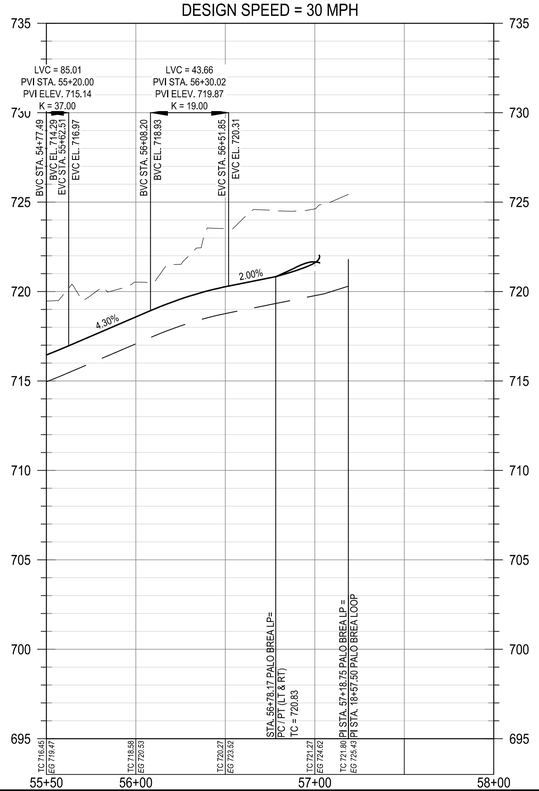
7. FOR STANDARD STREET END BARRICADE SEE DETAIL ON SHEET 52.

PROFILE LEGEND

- PROPOSED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- PROPOSED CURB INLET

PALO BREA LP
DESIGN SPEED = 30 MPH




| | | | | | | APR |
|---|---|---|---|---|---|---|
| | | | | | | DATE |
| | | | | | | DESCRIPTION |
| | | | | | | REV |

Record Drawing

| | |
|---|---|
| DESIGNED BY: | DAZ |
| REVIEWED BY: | TMH |
| DRAWN BY: | DAZ |


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.brwengtgy.com


COVERED BRIDGE PHASE 1
HUTTO, TEXAS

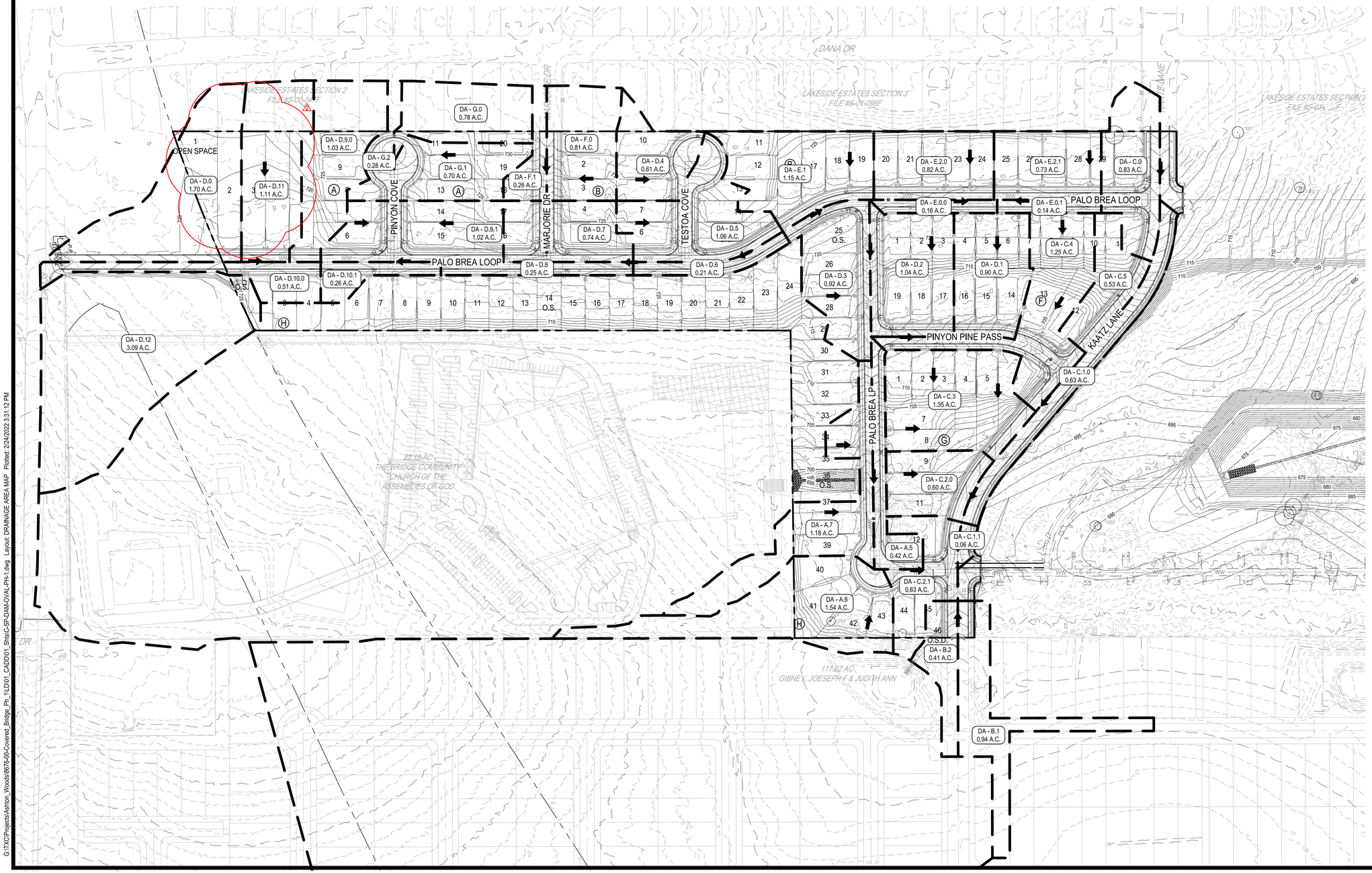
PALO BREA LP PLAN AND PROFILE
(55+50 TO END)

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

SHEET
17 OF 65

G:\TXC\Projects\Ashton_Woods\8676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-ROAD-P&P-PH-1.dwg Layout: PALO BREA LP PLAN AND PROFILE (55+50 TO END) Plotted: 11/8/2021 4:33:57 PM




0 50' 100' 200'

SCALE: 1" = 100'

LEGEND

- PROPERTY BOUNDARY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- FLOW ARROW
- DRAINAGE DIVIDE
- DA-XX / XX A.C. — INLET ID / DRAINAGE AREA

| REV | DESCRIPTION | DATE | APR |
|---|---|---|---|
| | DRAINAGE BOUNDARY UPDATED | 01/18/2022 | |
| | Record Drawing | | |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ

BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com

COVERED BRIDGE PHASE 1
HUTTO, TEXAS

DRAINAGE AREA MAP

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
03/24/2022

SHEET
18 OF 65

G:\TXC\Projects\Ashton_Woods\9678-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-DAM-OVAL-PH-1.dwg Layout: DRAINAGE AREA MAP Plotted: 2/24/2022 3:31:12 PM

## CALCULATION OF IMPERVIOUS COVER AND "C" VALUES

| ASSUMPTIONS | | |
|---|---|---|
| 45 ft Lot | 2703 | sf |
| 50 ft Lot | 2510 | sf |
| One half Street (residential) (55' ROW) | 20.5 | lf |
| One half Street (collector) (69' ROW) | 27.5 | lf |
| Knuckle (62.5' radius) | 9253.33 | sf |
| Impervious C25 | 0.87 | |
| Pervious C25 | 0.34 | |
| Impervious C100 | 0.96 | |
| Pervious C100 | 0.41 | |

Note: Street and knuckle impervious cover includes sidewalk

| AREA | ACRES | MISC. IC (SF) | # OF LOTS 45 FT | # OF LOTS 50 FT | ST LENGTH (RES) (55) | ST LENGTH (COL) (69) | KNUCKLE | IC (SF) | IMPERV. COVER | C25 | C100 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| DA - A.1 | 0.77 | 0 | 5 | 0 | 209 | 0 | 0 | 17799.5 | 53% | 0.621 | 0.702 |
| DA - A.2.0 | 0.59 | 0 | 4 | 0 | 180 | 0 | 0 | 14502 | 56% | 0.639 | 0.720 |
| DA - A.2.1 | 0.80 | 0 | 4 | 0 | 336 | 0 | 0 | 17700 | 51% | 0.609 | 0.689 |
| DA - A.3.0 | 0.24 | 0 | 0 | 0 | 389 | 0 | 0 | 7974.5 | 76% | 0.744 | 0.830 |
| DA - A.3.1 | 0.10 | 0 | 0 | 0 | 186 | 0 | 0 | 3813 | 88% | 0.804 | 0.891 |
| DA - A.4 | 0.72 | 0 | 1.5 | 2 | 100 | 66 | 0 | 12939.5 | 41% | 0.559 | 0.637 |
| DA - A.5 | 0.42 | 0 | 0.5 | 0 | 445 | 0 | 0.3 | 13250 | 72% | 0.724 | 0.808 |
| DA - A.6 | 1.54 | 0 | 4 | 0 | 0 | 0 | 0.1 | 11737.33 | 17% | 0.433 | 0.506 |
| DA - A.7 | 1.18 | 0 | 3.5 | 0 | 369 | 0 | 0.2 | 18875.67 | 37% | 0.535 | 0.612 |
| DA - B.1 | 0.94 | 0 | 0 | 1.5 | 445 | 324 | 0 | 21797.5 | 53% | 0.622 | 0.703 |
| DA - B.2 | 0.41 | 0 | 0.5 | 0 | 0 | 324 | 0 | 10261.5 | 57% | 0.645 | 0.726 |
| DA - C.1.0 | 0.63 | 0 | 0 | 0 | 0 | 806 | 0 | 22165 | 81% | 0.768 | 0.854 |
| DA - C.1.1 | 0.06 | 0 | 0 | 0 | 0 | 61.7 | 0 | 1696.75 | 65% | 0.684 | 0.767 |
| DA - C.2.0 | 0.6 | 0 | 3 | 0 | 0 | 161 | 0 | 12536.5 | 48% | 0.594 | 0.674 |
| DA - C.2.1 | 0.63 | 0 | 2 | 0 | 111 | 173 | 0.2 | 14289.67 | 52% | 0.616 | 0.696 |
| DA - C.3 | 1.35 | 0 | 7.5 | 0 | 0 | 135 | 0 | 23985 | 41% | 0.556 | 0.634 |
| DA - C.4 | 1.25 | 0 | 5 | 0 | 160 | 461 | 0 | 29472.5 | 54% | 0.627 | 0.708 |
| DA - C.5 | 0.53 | 0 | 1.75 | 0 | 0 | 236 | 0 | 11220.25 | 49% | 0.598 | 0.677 |
| DA - C.0 | 0.83 | 391 | 0.25 | 1.5 | 417 | 146 | 0 | 17395.25 | 48% | 0.595 | 0.675 |
| DA - D.1 | 0.90 | 0 | 6.5 | 0 | 126 | 0 | 0 | 20152.5 | 51% | 0.612 | 0.693 |
| DA - D.2 | 1.04 | 0 | 6 | 0 | 431 | 0 | 0 | 25053.5 | 55% | 0.633 | 0.714 |
| DA - D.3 | 0.92 | 0 | 3.5 | 0 | 531 | 0 | 0 | 20346 | 51% | 0.609 | 0.689 |
| DA - D.4 | 0.61 | 0 | 3 | 0 | 45 | 0 | 0.4 | 12732.83 | 48% | 0.594 | 0.674 |
| DA - D.5 | 1.06 | 0 | 3 | 0 | 520 | 0 | 0.6 | 24321 | 53% | 0.619 | 0.700 |
| DA - D.6 | 0.21 | 0 | 0 | 0 | 335 | 0 | 0 | 6867.5 | 75% | 0.738 | 0.823 |
| DA - D.7 | 0.74 | 0 | 3 | 0 | 470 | 0 | 0 | 17744 | 55% | 0.632 | 0.713 |
| DA - D.8 | 0.25 | 0 | 0 | 0 | 400 | 0 | 0 | 8200 | 75% | 0.739 | 0.824 |
| DA - D.9.0 | 1.03 | 3800.8 | 3.5 | 0.5 | 65 | 0 | 0 | 15848.8 | 35% | 0.527 | 0.604 |
| DA - D.9.1 | 1.02 | 0 | 4.5 | 0 | 580.5 | 0 | 0 | 24083.75 | 54% | 0.627 | 0.708 |
| DA - D.10.0 | 0.51 | 1008.6 | 0 | 1.25 | 578 | 0 | 0 | 15995.1 | 72% | 0.722 | 0.806 |
| DA - D.10.1 | 0.26 | 0 | 0 | 0 | 242 | 0 | 0 | 4961 | 44% | 0.572 | 0.651 |
| DA - D.11 | 1.11 | 4276.7 | 0 | 2.5 | 100 | 0 | 0 | 12601.7 | 26% | 0.478 | 0.553 |
| DA - D.12 | 3.09 | 6706.3 | 0 | 0.5 | 0 | 0 | 0 | 7961.3 | 6% | 0.371 | 0.443 |
| DA - D.0 | 1.7 | 1071 | 0 | 1 | 413 | 0 | 0 | 12047.5 | 16% | 0.426 | 0.499 |
| DA - E.1 | 1.15 | 0 | 2.5 | 4 | 205 | 0 | 0 | 21000 | 42% | 0.562 | 0.641 |
| DA - E.2.0 | 0.82 | 0 | 0 | 5 | 200 | 0 | 0 | 16650 | 47% | 0.587 | 0.666 |
| DA - E.2.1 | 0.73 | 0 | 0 | 4.5 | 225 | 0 | 0 | 15907.5 | 50% | 0.605 | 0.685 |
| DA - E.0.0 | 0.16 | 0 | 0 | 0 | 266 | 0 | 0 | 5453 | 78% | 0.755 | 0.840 |
| DA - E.0.1 | 0.14 | 0 | 0 | 0 | 217 | 0 | 0 | 4448.5 | 73% | 0.727 | 0.811 |
| DA - F.0 | 0.81 | 1634.4 | 3 | 0 | 239 | 0 | 0 | 14642.9 | 42% | 0.560 | 0.638 |
| DA - F.1 | 0.26 | 0 | 0.75 | 0 | 239 | 0 | 0 | 6926.75 | 61% | 0.664 | 0.746 |
| DA - G.1 | 0.70 | 0 | 4.25 | 0 | 19 | 0 | 0.4 | 15578.58 | 51% | 0.611 | 0.691 |
| DA - G.2 | 0.28 | 976.6 | 0.25 | 0 | 18.5 | 0 | 0.5 | 6658.265 | 55% | 0.629 | 0.710 |
| DA - G.0 | 0.78 | 5580.4 | 1 | 0 | 0 | 0 | 0.1 | 9208.733 | 27% | 0.484 | 0.559 |

## Post-Development TC'S

| Drainage Area | Total Area, acres | Time of Conc'n, Tc (min) |
|---|---|---|
| DA - A.1 | 0.77 | 5.00 |
| DA - A.2.0 | 0.59 | 5.00 |
| DA - A.2.1 | 0.8 | 7.09 |
| DA - A.3.0 | 0.24 | 5.00 |
| DA - A.3.1 | 0.1 | 5.00 |
| DA - A.4 | 0.72 | 5.83 |
| DA - A.5 | 0.42 | 5.00 |
| DA - A.6 | 1.54 | 12.37 |
| DA - A.7 | 1.18 | 10.53 |
| DA - B.1 | 0.94 | 6.50 |
| DA - B.2 | 0.41 | 6.50 |
| DA - C.1.0 | 0.63 | 5.00 |
| DA - C.1.1 | 0.06 | 5.00 |
| DA - C.2.0 | 0.6 | 7.68 |
| DA - C.2.1 | 0.63 | 5.04 |
| DA - C.3 | 1.35 | 5.13 |
| DA - C.4 | 1.25 | 5.18 |
| DA - C.5 | 0.53 | 5.00 |
| DA - C.0 | 0.83 | 6.51 |
| DA - D.1 | 0.9 | 5.00 |
| DA - D.2 | 1.04 | 5.42 |
| DA - D.3 | 0.92 | 6.86 |
| DA - D.4 | 0.61 | 5.12 |
| DA - D.5 | 1.06 | 8.51 |
| DA - D.6 | 0.21 | 5.00 |
| DA - D.7 | 0.74 | 5.89 |
| DA - D.8 | 0.25 | 5.40 |
| DA - D.9.0 | 1.03 | 7.80 |
| DA - D.9.1 | 1.02 | 8.94 |
| DA - D.10.0 | 0.51 | 5.00 |
| DA - D.10.1 | 0.26 | 5.00 |
| DA - D.11 | 1.11 | 9.05 |
| DA - D.12 | 3.09 | 12.26 |
| DA - D.0 | 1.70 | 15.69 |
| DA - E.1 | 1.15 | 9.37 |
| DA - E.2.0 | 0.82 | 7.44 |
| DA - E.2.1 | 0.73 | 6.74 |
| DA - E.0.0 | 0.16 | 5.00 |
| DA - E.0.1 | 0.14 | 5.00 |
| DA - F.0 | 0.81 | 5.14 |
| DA - F.1 | 0.26 | 5.00 |
| DA - G.1 | 0.70 | 7.15 |
| DA - G.2 | 0.28 | 5.87 |
| DA - G.0 | 0.78 | 6.11 |

## STREET / INLET CAPACITIES
## 25-YEAR

Crown Height Collect. 0.58
Crown Height Local 0.50

| Drainage Area | Inlet Type | Upstream | Q(pass) (cfs) | $Q_{(25)}$ (cfs) | STREET CAPACITY: Street Width (ft) | Slope (ft/ft) | a (ft) | $Y_o$ (ft) | Ponded Width (ft) | INLET ON GRADE: $Q_a/L_a$ (ft) | Length Needed (ft) | Length (ft) | $L/L_{need}$ '*=>Qpass | a/$Y_o$ | Possible Q (cfs) | $Q_{(bypass)}$ (cfs) | SUMP INLET: Clogging Factor | $Q_{(25)}$ (cfs) | Allowable head (ft) | Inlet Length (ft) | Calculated head (ft) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DA - A.1 | Grade Inlet | | 0 | 5.6 | 30 | 0.0220 | 0.42 | 0.38 | 7.65 | 0.84 | 6.69 | 10 | 1.0 | 1.10 | 8.37 | 0 | | | | | |
| DA - A.2.0 | Sump Inlet | DA - A.1 | 0 | 4.4 | 30 | 0.0240 | 0.42 | 0.35 | 6.67 | | | | | | | | 10% | 9.50 | 0.5 | 10 | 0.50 |
| DA - A.2.1 | Sump Inlet | | 0 | 5.1 | 30 | 0.0103 | 0.42 | 0.42 | 8.91 | | | | | | | | | | | | |
| DA - A.3.0 | Sump Inlet | | 0 | 2.1 | 30 | 0.0240 | 0.42 | 0.27 | 4.85 | | | | | | | | 10% | 3.00 | 0.5 | 10 | 0.23 |
| DA - A.3.1 | Sump Inlet | | 0 | 0.9 | 30 | 0.0103 | 0.42 | 0.24 | 4.09 | | | | | | | | | | | | |
| DA - A.4 | Grade Inlet | DA - B.1 | 0 | 4.5 | 30 | 0.0065 | 0.42 | 0.43 | 9.48 | 0.89 | 5.03 | 10 | 1.0 | 0.96 | 8.94 | 0 | | | | | |
| DA - A.5 | Grade Inlet | | 0 | 3.5 | 30 | 0.0050 | 0.42 | 0.42 | 8.84 | 0.88 | 4.00 | 10 | 1.0 | 1.00 | 8.76 | 0 | | | | | |
| DA - A.6 | Grade Inlet | DA - A.7 | 0 | 5.6 | 30 | 0.0050 | 0.42 | 0.49 | 12.43 | 0.95 | 5.88 | 10 | 1.0 | 0.86 | 9.53 | 0 | | | | | |
| DA - A.7 | Grade Inlet | DA - D.3 | 0 | 5.7 | 30 | 0.0050 | 0.42 | 0.49 | 12.69 | 0.96 | 5.96 | 10 | 1.0 | 0.85 | 9.56 | 0 | | | | | |
| DA - B.1 | Grade Inlet | | 0 | 6.3 | 44 | 0.0250 | 0.42 | 0.36 | 8.54 | 0.82 | 7.68 | 10 | 1.0 | 1.14 | 8.21 | 0 | | | | | |
| DA - B.2 | Grade Inlet | | 0 | 2.8 | 44 | 0.0250 | 0.42 | 0.27 | 5.98 | 0.73 | 3.85 | 10 | 1.0 | 1.52 | 7.26 | 0 | | | | | |
| DA - C.1.0 | Sump Inlet | | 0 | 5.6 | 44 | 0.0200 | 0.42 | 0.36 | 8.51 | | | | | | | | | | | | |
| DA - C.1.1 | Sump Inlet | | 0 | 0.5 | 44 | 0.0060 | 0.42 | 0.19 | 3.98 | | | | | | | | 10% | 6.10 | 0.5 | 15 | 0.30 |
| DA - C.2.0 | Sump Inlet | DA - C.3 | 0 | 3.6 | 44 | 0.0200 | 0.42 | 0.31 | 6.98 | | | | | | | | | | | | |
| DA - C.2.1 | Sump Inlet | DA - A.6 DA - A.5 | 0 | 4.5 | 44 | 0.0060 | 0.42 | 0.42 | 10.25 | | | | | | | | 10% | 8.10 | 0.5 | 15 | 0.36 |
| DA - C.3 | Grade Inlet | DA - C.4 | 0 | 8.7 | 44 | 0.0200 | 0.42 | 0.43 | 10.56 | 0.89 | 9.82 | 15 | 1.0 | 0.98 | 13.29 | 0 | | | | | |
| DA - C.4 | Grade Inlet | DA - C.5 DA - D.1 | 0 | 9.0 | 44 | 0.0200 | 0.42 | 0.43 | 10.74 | 0.89 | 10.09 | 15 | 1.0 | 0.97 | 13.38 | 0 | | | | | |
| DA - C.5 | Grade Inlet | DA - C.0 | 0 | 3.7 | 44 | 0.0440 | 0.42 | 0.27 | 5.97 | 0.73 | 5.10 | 10 | 1.0 | 1.52 | 7.26 | 0 | | | | | |
| DA - C.0 | Grade Inlet | | 0 | 5.3 | 44 | 0.0520 | 0.42 | 0.30 | 6.71 | 0.75 | 7.02 | 10 | 1.0 | 1.38 | 7.55 | 0 | | | | | |
| DA - D.1 | Grade Inlet | DA - D.2 | 0 | 6.4 | 30 | 0.0360 | 0.42 | 0.37 | 7.24 | 0.82 | 7.78 | 10 | 1.0 | 1.14 | 8.22 | 0 | | | | | |
| DA - D.2 | Grade Inlet | | 0 | 7.5 | 30 | 0.0400 | 0.42 | 0.38 | 7.63 | 0.84 | 8.97 | 15 | 1.0 | 1.10 | 12.54 | 0 | | | | | |
| DA - D.3 | Grade Inlet | | 0 | 5.9 | 30 | 0.0380 | 0.42 | 0.35 | 6.88 | 0.81 | 7.30 | 10 | 1.0 | 1.18 | 8.09 | 0 | | | | | |
| DA - D.4 | Grade Inlet | | 0 | 4.2 | 30 | 0.0510 | 0.42 | 0.30 | 5.53 | 0.75 | 5.57 | 10 | 1.0 | 1.38 | 7.54 | 0 | | | | | |
| DA - D.5 | Grade Inlet | DA - D.4 | 0 | 6.4 | 30 | 0.0080 | 0.42 | 0.47 | 11.29 | 0.93 | 6.85 | 10 | 1.0 | 0.89 | 9.35 | 0 | | | | | |
| DA - D.6 | Grade Inlet | | 0 | 1.8 | 30 | 0.0080 | 0.42 | 0.31 | 5.72 | 0.76 | 2.36 | 10 | 1.0 | 1.35 | 7.62 | 0 | | | | | |
| DA - D.7 | Grade Inlet | DA - D.5 DA - F.0 DA - F.1 | 0 | 5.2 | 30 | 0.0050 | 0.42 | 0.47 | 11.55 | 0.94 | 5.53 | 10 | 1.0 | 0.88 | 9.40 | 0 | | | | | |
| DA - D.8 | Grade Inlet | DA - D.6 | 0 | 2.1 | 30 | 0.0059 | 0.42 | 0.35 | 6.81 | 0.81 | 2.60 | 10 | 1.0 | 1.19 | 8.06 | 0 | | | | | |
| DA - D.9.0 | Sump Inlet | DA - D.11 | 0 | 5.5 | 30 | 0.0085 | 0.42 | 0.44 | 9.89 | | | | | | | | | | | | |
| DA - D.9.1 | Sump Inlet | DA - D.7 DA - G.1 DA - G.2 | 0 | 6.2 | 30 | 0.0126 | 0.42 | 0.43 | 9.42 | | | | | | | | 10% | 11.70 | 0.5 | 15 | 0.46 |
| DA - D.10.0 | Sump Inlet | | 0 | 4.3 | 30 | 0.0085 | 0.42 | 0.41 | 8.55 | | | | | | | | | | | | |
| DA - D.10.1 | Sump Inlet | DA - D.8 | 0 | 1.7 | 30 | 0.0126 | 0.42 | 0.28 | 5.08 | | | | | | | | 10% | 6.00 | 0.5 | 15 | 0.30 |
| DA - D.11 | Grade Inlet | DA - D.0 | 0 | 5.1 | 30 | 0.0085 | 0.42 | 0.43 | 9.43 | 0.89 | 5.71 | 10 | 1.0 | 0.97 | 8.93 | 0 | | | | | |
| DA - D.12 | Area Inlet | | 0 | 9.7 | | | | | | | | | | | | | 10% | 9.70 | 1 | 16 | 0.39 |
| DA - D.0 | Grade Inlet | | 0 | 5.5 | 30 | 0.0140 | 0.42 | 0.41 | 8.53 | 0.87 | 6.35 | 10 | 1.0 | 1.02 | 8.66 | 0 | | | | | |
| DA - E.1 | Grade Inlet | | 0 | 6.1 | 30 | 0.0050 | 0.42 | 0.50 | 14.41 | 0.97 | 6.30 | 10 | 1.0 | 0.83 | 9.69 | 0 | | | | | |
| DA - E.2.0 | Sump Inlet | | 0 | 4.9 | 30 | 0.0050 | 0.42 | 0.46 | 11.00 | | | | | | | | | | | | |
| DA - E.2.1 | Sump Inlet | | 0 | 4.7 | 30 | 0.0054 | 0.42 | 0.45 | 10.37 | | | | | | | | 10% | 9.60 | 0.5 | 10 | 0.50 |
| DA - E.0.0 | Sump Inlet | | 0 | 1.4 | 30 | 0.0050 | 0.42 | 0.31 | 5.68 | | | | | | | | | | | | |
| DA - E.0.1 | Sump Inlet | | 0 | 1.2 | 30 | 0.0054 | 0.42 | 0.29 | 5.24 | | | | | | | | 10% | 2.60 | 0.5 | 10 | 0.21 |
| DA - F.0 | Grade Inlet | | 0 | 5.2 | 30 | 0.0590 | 0.42 | 0.32 | 5.88 | 0.77 | 6.76 | 10 | 1.0 | 1.32 | 7.69 | 0 | | | | | |
| DA - F.1 | Grade Inlet | | 0 | 2.0 | 30 | 0.0590 | 0.42 | 0.23 | 3.98 | 0.68 | 2.93 | 10 | 1.0 | 1.81 | 6.82 | 0 | | | | | |
| DA - G.1 | Grade Inlet | DA - G.0 | 0 | 4.5 | 30 | 0.0440 | 0.42 | 0.32 | 5.89 | 0.77 | 5.85 | 10 | 1.0 | 1.32 | 7.69 | 0 | | | | | |
| DA - G.2 | Grade Inlet | | 0 | 2.0 | 30 | 0.0440 | 0.42 | 0.24 | 4.21 | 0.69 | 2.88 | 10 | 1.0 | 1.73 | 6.94 | 0 | | | | | |
| DA - G.0 | Grade Inlet | | 0 | 4.1 | 30 | 0.0080 | 0.42 | 0.41 | 8.47 | 0.86 | 4.74 | 10 | 1.0 | 1.03 | 8.64 | 0 | | | | | |

## STREET / INLET CAPACITIES
## 100-YEAR

| Drainage Area | Inlet Type | Upstream | $Q_{(100)}$ (cfs) | $Q_{(add)}$ (cfs) | $Q_{(pass)}$ (cfs) | $Q_{(int)}$ (cfs) | STREET CAPACITY: Street Width (ft) | Slope (ft/ft) | a (ft) | $Y_o$ (ft) | Ponded Width (ft) | INLET ON GRADE: $Q_a/L_a$ (ft) | Length Needed (ft) | Length (ft) | $L/L_{need}$ '*=>Qpass | a/$Y_o$ | Possible Q (cfs) | $Q_{(bypass)}$ (cfs) | SUMP INLET: Clogging Factor | $Q_{(int)}$ (cfs) | Allowable head (ft) | Inlet Length (ft) | Calculated head (ft) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DA - A.1 | Grade Inlet | 0 0 0 0 | 8.30 | | 0.00 | **8.30** | 30 | 0.0220 | 0.42 | 0.43 | 9.50 | 0.89 | 9.28 | 10 | 1.0 | 0.96 | 8.94 | 0.00 | | | | | |
| DA - A.2.0 | Sump Inlet | DA - A.1 0 0 0 | 6.50 | | 0.00 | **6.50** | 30 | 0.0240 | 0.42 | 0.39 | 8.08 | | | | | | | | | | | | |
| DA - A.2.1 | Sump Inlet | 0 0 0 0 | 7.60 | 0.31 | 0.00 | **7.91** | 30 | 0.0103 | 0.42 | 0.48 | 12.22 | | | | | | | | 10% | 9.66 | 0.5 | 10 | 0.50 |
| DA - A.3.0 | Sump Inlet | 0 0 0 0 | 3.10 | | 0.00 | **3.10** | 30 | 0.0240 | 0.42 | 0.31 | 5.71 | | | | | | | | | | | | |
| DA - A.3.1 | Sump Inlet | 0 0 0 0 | 1.40 | | 0.00 | **1.40** | 30 | 0.0103 | 0.42 | 0.27 | 4.88 | | | | | | | | 10% | 9.25 | 0.5 | 10 | 0.49 |
| DA - A.4 | Grade Inlet | DA - B.1 0 0 0 | 6.70 | 0.59 | 0.31 | **6.98** | 30 | 0.0065 | 0.42 | 0.50 | 14.71 | 0.97 | 7.53 | 10 | 1.0 | 0.83 | 9.69 | 0.00 | | | | | |
| DA - A.5 | Grade Inlet | 0 0 0 0 | 5.20 | | 0.00 | **5.20** | 30 | 0.0050 | 0.42 | 0.47 | 11.55 | 0.94 | 5.53 | 10 | 1.0 | 0.88 | 9.40 | 0.00 | | | | | |
| DA - A.6 | Grade Inlet | DA - A.7 0 0 0 | 8.70 | 2.66 | 5.24 | **6.12** | 30 | 0.0050 | 0.42 | 0.50 | 14.68 | 0.97 | 11.72 | 10 | 0.9 | 0.83 | 9.69 | 1.67 | | | | | |
| DA - A.7 | Grade Inlet | DA - D.3 0 0 0 | 8.60 | 0.18 | 2.66 | **6.12** | 30 | 0.0050 | 0.42 | 0.50 | 14.68 | 0.97 | 9.06 | 10 | 1.0 | 0.83 | 9.69 | 0.00 | | | | | |
| DA - B.1 | Grade Inlet | 0 0 0 0 | 9.40 | | 0.00 | **9.40** | 44 | 0.0250 | 0.42 | 0.42 | 10.37 | 0.88 | 10.68 | 10 | 0.9 | 0.99 | 8.81 | 0.59 | | | | | |
| DA - B.2 | Grade Inlet | 0 0 0 0 | 4.20 | | 0.00 | **4.20** | 44 | 0.0250 | 0.42 | 0.32 | 7.11 | 0.77 | 5.46 | 10 | 1.0 | 1.32 | 7.70 | 0.00 | | | | | |
| DA - C.1.0 | Sump Inlet | 0 0 0 0 | 8.20 | | 0.00 | **8.20** | 44 | 0.0200 | 0.42 | 0.42 | 10.24 | | | | | | | | | | | | |
| DA - C.1.1 | Sump Inlet | 0 0 0 0 | 0.70 | 0.31 | 0.00 | **1.01** | 44 | 0.0060 | 0.42 | 0.25 | 5.27 | | | | | | | | 10% | 12.87 | 0.5 | 15 | 0.49 |
| DA - C.2.0 | Sump Inlet | DA - C.3 0 0 0 | 5.40 | 0.00 | 0.00 | **5.40** | 44 | 0.0200 | 0.42 | 0.36 | 8.37 | | | | | | | | | | | | |
| DA - C.2.1 | Sump Inlet | DA - A.6 DA - A.5 0 0 | 6.70 | 5.24 | 0.31 | **11.63** | 44 | 0.0060 | 0.42 | 0.58 | 21.64 | | | | | | | | 10% | 13.37 | 0.5 | 15 | 0.50 |
| DA - C.3 | Grade Inlet | DA - C.4 0 0 0 | 13.00 | 0.00 | 0.00 | **13.00** | 44 | 0.0200 | 0.42 | 0.49 | 13.22 | 0.96 | 13.57 | 15 | 1.0 | 0.85 | 14.37 | 0.00 | | | | | |
| DA - C.4 | Grade Inlet | DA - C.5 DA - D.1 0 0 | 13.40 | 0.96 | 0.00 | **14.35** | 44 | 0.0200 | 0.42 | 0.51 | 14.09 | 0.98 | 14.69 | 15 | 1.0 | 0.82 | 14.67 | 0.00 | | | | | |
| DA - C.5 | Grade Inlet | DA - C.0 0 0 0 | 5.50 | | 0.00 | **5.50** | 44 | 0.0440 | 0.42 | 0.31 | 7.07 | 0.77 | 7.16 | 10 | 1.0 | 1.32 | 7.68 | 0.00 | | | | | |
| DA - C.0 | Grade Inlet | 0 0 0 0 | 7.90 | | 0.00 | **7.90** | 44 | 0.0520 | 0.42 | 0.35 | 8.01 | 0.80 | 9.85 | 10 | 1.0 | 1.20 | 8.02 | 0.00 | | | | | |
| DA - D.1 | Grade Inlet | DA - D.2 0 0 0 | 9.60 | 0.18 | 0.00 | **9.78** | 30 | 0.0360 | 0.42 | 0.42 | 9.05 | 0.88 | 11.09 | 10 | 0.9 | 0.99 | 8.82 | 0.96 | | | | | |
| DA - D.2 | Grade Inlet | 0 0 0 0 | 11.10 | 3.08 | 0.00 | **14.18** | 30 | 0.0400 | 0.42 | 0.47 | 11.20 | 0.93 | 15.19 | 15 | 1.0 | 0.89 | 14.00 | 0.18 | | | | | |
| DA - D.3 | Grade Inlet | 0 0 0 0 | 8.80 | | 0.00 | **8.80** | 30 | 0.0380 | 0.42 | 0.40 | 8.40 | 0.86 | 10.21 | 10 | 1.0 | 1.03 | 8.62 | 0.18 | | | | | |
| DA - D.4 | Grade Inlet | 0 0 0 0 | 6.20 | | 0.00 | **6.20** | 30 | 0.0510 | 0.42 | 0.34 | 6.57 | 0.80 | 7.78 | 10 | 1.0 | 1.22 | 7.97 | 0.00 | | | | | |
| DA - D.5 | Grade Inlet | DA - D.4 0 0 0 | 9.60 | | 1.85 | **7.75** | 30 | 0.0080 | 0.42 | 0.50 | 14.86 | 0.97 | 9.90 | 10 | 1.0 | 0.83 | 9.69 | 0.00 | | | | | |
| DA - D.6 | Grade Inlet | 0 0 0 0 | 2.60 | 1.85 | 0.00 | **4.45** | 30 | 0.0080 | 0.42 | 0.42 | 8.86 | 0.88 | 5.08 | 10 | 1.0 | 1.00 | 8.76 | 0.00 | | | | | |
| DA - D.7 | Grade Inlet | DA - D.5 DA - F.0 DA - F.1 0 | 7.70 | | 1.58 | **6.12** | 30 | 0.0050 | 0.42 | 0.50 | 14.68 | 0.97 | 7.95 | 10 | 1.0 | 0.83 | 9.69 | 0.00 | | | | | |
| DA - D.8 | Grade Inlet | DA - D.6 0 0 0 | 3.10 | 1.58 | 0.00 | **4.68** | 30 | 0.0050 | 0.42 | 0.46 | 10.62 | 0.92 | 5.08 | 10 | 1.0 | 0.91 | 9.22 | 0.00 | | | | | |
| DA - D.9.0 | Sump Inlet | DA - D.11 0 0 0 | 8.30 | | 0.31 | **7.99** | 30 | 0.0085 | 0.42 | 0.50 | 14.92 | | | | | | | | | | | | |
| DA - D.9.1 | Sump Inlet | DA - D.7 DA - G.1 DA - G.2 0 | 9.10 | | 0.00 | **9.10** | 30 | 0.0126 | 0.42 | 0.49 | 12.78 | | | | | | | | 10% | 13.60 | 0.7 | 15 | 0.52 |
| DA - D.10.0 | Sump Inlet | 0 0 0 0 | 6.39 | 0.31 | 0.00 | **6.61** | 30 | 0.0085 | 0.42 | 0.47 | 11.30 | | | | | | | | | | | | |
| DA - D.10.1 | Sump Inlet | DA - D.8 0 0 0 | 2.60 | 0.00 | 0.00 | **2.60** | 30 | 0.0126 | 0.42 | 0.32 | 6.09 | | | | | | | | 10% | 12.50 | 0.7 | 15 | 0.48 |
| DA - D.11 | Grade Inlet | DA - D.0 0 0 0 | 7.70 | | 0.00 | **7.70** | 30 | 0.0085 | 0.42 | 0.49 | 13.35 | 0.96 | 8.00 | 10 | 1.0 | 0.84 | 9.63 | 0.00 | | | | | |
| DA - D.12 | Area Inlet | 0 0 0 0 | 15.30 | | 0.00 | **15.30** | | | | | | | | | | | | | 10% | 15.30 | 1 | 16 | 0.53 |
| DA - D.0 | Grade Inlet | 0 0 0 0 | 8.50 | | 0.00 | **8.50** | 30 | 0.0140 | 0.42 | 0.47 | 11.32 | 0.94 | 9.08 | 10 | 1.0 | 0.89 | 9.36 | 0.00 | | | | | |
| DA - E.1 | Grade Inlet | 0 0 0 0 | 9.20 | | 3.08 | **6.12** | 30 | 0.0050 | 0.42 | 0.50 | 14.68 | 0.97 | 9.49 | 10 | 1.0 | 0.83 | 9.69 | 0.00 | | | | | |
| DA - E.2.0 | Sump Inlet | 0 0 0 0 | 7.48 | | 1.28 | **6.12** | 30 | 0.0050 | 0.42 | 0.50 | 14.68 | | | | | | | | | | | | |
| DA - E.2.1 | Sump Inlet | 0 0 0 0 | 7.00 | | 0.64 | **6.36** | 30 | 0.0054 | 0.42 | 0.50 | 14.67 | | | | | | | | 10% | 9.66 | 0.5 | 10 | 0.50 |
| DA - E.0.0 | Sump Inlet | 0 0 0 0 | 2.10 | 1.28 | 0.00 | **3.38** | 30 | 0.0050 | 0.42 | 0.41 | 8.67 | | | | | | | | | | | | |
| DA - E.0.1 | Sump Inlet | 0 0 0 0 | 1.70 | 0.64 | 0.00 | **2.34** | 30 | 0.0054 | 0.42 | 0.36 | 7.04 | | | | | | | | 10% | 8.54 | 0.5 | 10 | 0.47 |
| DA - F.0 | Grade Inlet | 0 0 0 0 | 7.90 | | 0.00 | **7.90** | 30 | 0.0590 | 0.42 | 0.36 | 7.11 | 0.82 | 9.66 | 10 | 1.0 | 1.15 | 8.18 | 0.00 | | | | | |
| DA - F.1 | Grade Inlet | 0 0 0 0 | 3.00 | | 0.00 | **3.00** | 30 | 0.0590 | 0.42 | 0.26 | 4.67 | 0.72 | 4.19 | 10 | 1.0 | 1.59 | 7.15 | 0.00 | | | | | |
| DA - G.1 | Grade Inlet | DA - G.0 0 0 0 | 6.60 | | 0.00 | **6.60** | 30 | 0.0440 | 0.42 | 0.36 | 7.00 | 0.81 | 8.11 | 10 | 1.0 | 1.16 | 8.14 | 0.00 | | | | | |
| DA - G.2 | Grade Inlet | 0 0 0 0 | 2.90 | | 0.00 | **2.90** | 30 | 0.0440 | 0.42 | 0.27 | 4.89 | 0.73 | 4.00 | 10 | 1.0 | 1.53 | 7.25 | 0.00 | | | | | |
| DA - G.0 | Grade Inlet | 0 0 0 0 | 6.30 | | 0.00 | **6.30** | 30 | 0.0080 | 0.42 | 0.47 | 11.14 | 0.93 | 6.76 | 10 | 1.0 | 0.89 | 9.32 | 0.00 | | | | | |

| APR | DATE | DESCRIPTION | REV |
|---|---|---|---|
| | 01/19/2022 | CALCULATIONS UPDATED | 1 |
| | | Record Drawing | |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ

BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com

COVERED BRIDGE PHASE 1
HUTTO, TEXAS

DRAINAGE AREA CALCULATIONS

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
2/24/2022

SHEET
19 OF 65

G:\TXC\Projects\Ashton_Woods\8676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-DAM-OVAL-PH-1.dwg Layout: DRAINAGE AREA CALCULATIONS Plotted: 2/24/2022 3:28:45 PM

| REV | DESCRIPTION | DATE | APR |
|---|---|---|---|
| | Record Drawing | | |

DESIGNED BY: DAZ

REVIEWED BY: TMH

DRAWN BY: DAZ


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com


# COVERED BRIDGE PHASE 1
# HUTTO, TEXAS

## OVERALL GRADING PLAN

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

SHEET
20 OF 65

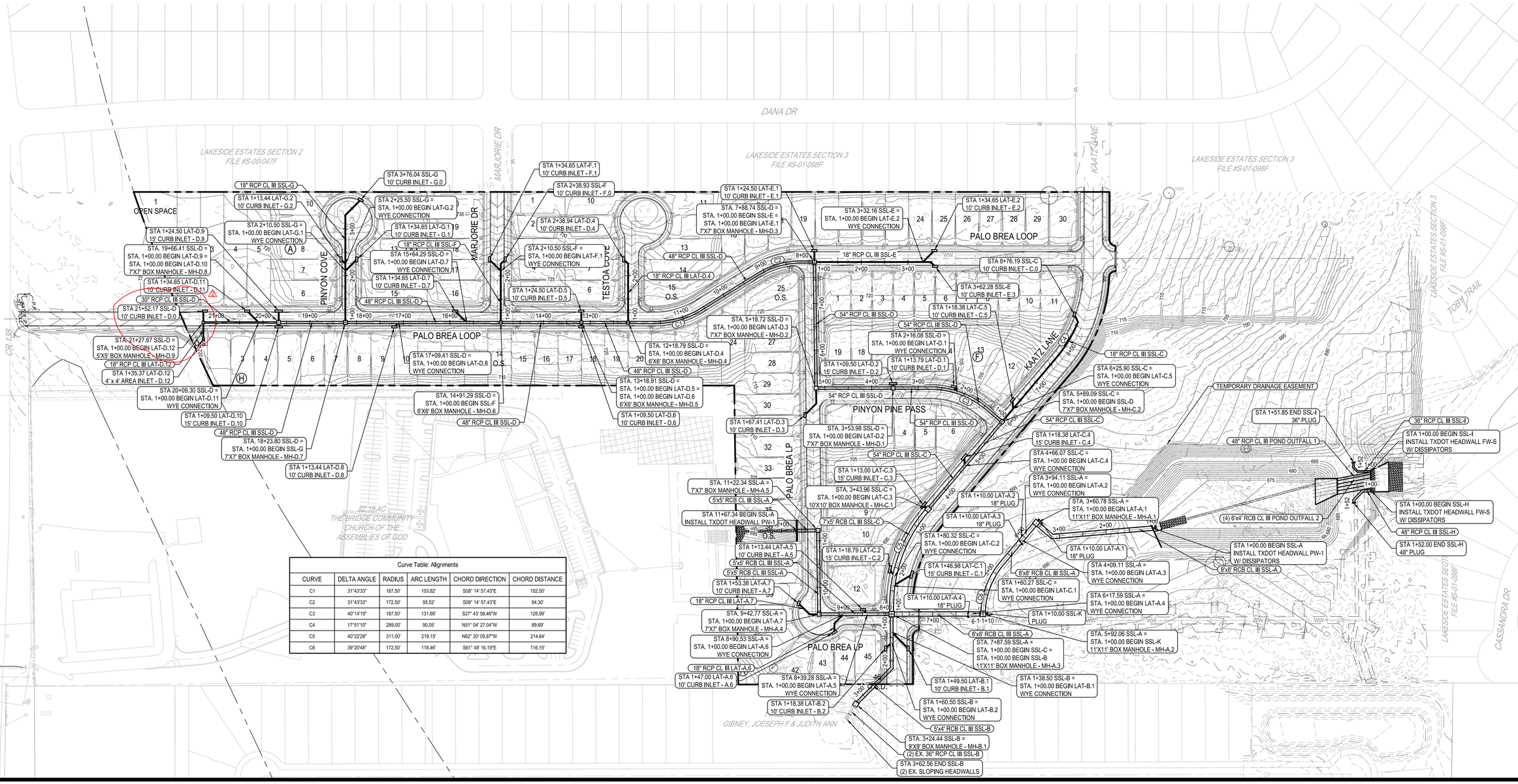
G:\TXC\Projects\Ashton_Woods\8676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-GRAD-OVAL-PH1.dwg Layout: OVERALL GRADING PLAN Plotted: 11/8/2021 4:35:45 PM

LEGEND

- PROPERTY BOUNDARY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- STORM SEWER FLOW DIRECTION
- PROPOSED MANHOLE
- 10' CURB INLET

NOTES:
1. ALL INLET WYE CONNECTIONS TO BE 45 DEGREES UNLESS OTHERWISE NOTED.
2. CONTRACTOR TO BE AWARE OF OVERHEAD ELECTRIC LINES AT ALL TIMES.
3. ALL MANHOLE COVERS SHALL BE STAMPED "STORM DRAIN" ONLY WITHOUT ANY CITY REFERENCES.

0 50' 100' 200'
SCALE: 1" = 100'




Curve Table: Alignments

| CURVE | DELTA ANGLE | RADIUS | ARC LENGTH | CHORD DIRECTION | CHORD DISTANCE |
|---|---|---|---|---|---|
| C1 | 31°43'33" | 187.50' | 103.82' | S08° 14' 57.43"E | 102.50' |
| C2 | 31°43'33" | 172.50' | 95.52' | S08° 14' 57.43"E | 94.30' |
| C3 | 40°14'19" | 187.50' | 131.68' | S27° 43' 58.46"W | 128.99' |
| C4 | 17°51'10" | 289.00' | 90.05' | N51° 04' 27.04"W | 89.69' |
| C5 | 40°22'28" | 311.00' | 219.15' | N62° 20' 05.87"W | 214.64' |
| C6 | 39°20'48" | 172.50' | 118.46' | S61° 49' 16.19"E | 116.15' |

| REV | DESCRIPTION | DATE | APR |
|---|---|---|---|
| | INLET LOCATION UPDATED | 01/19/2022 | |
| | Record Drawing | | |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL 512-879-0400 www.browngay.com


COVERED BRIDGE PHASE 1
HUTTO, TEXAS

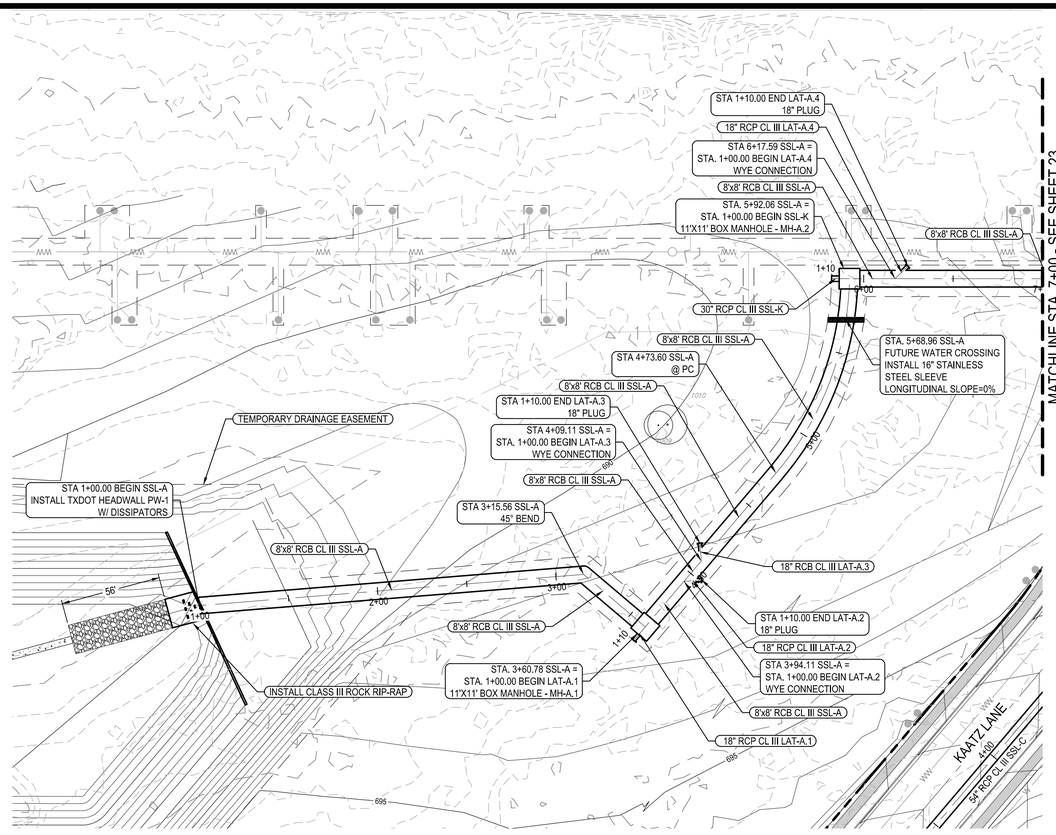
OVERALL STORM PLAN

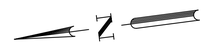
SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
03/24/2022

SHEET
21 OF 65

G:\TXC\Projects\Ashton_Woods\86754-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-STRM-OVAL-PH1.dwg Layout: OVERALL STORM PLAN Plotted: 2/24/2022 3:24:46 PM



0 20' 40' 80'

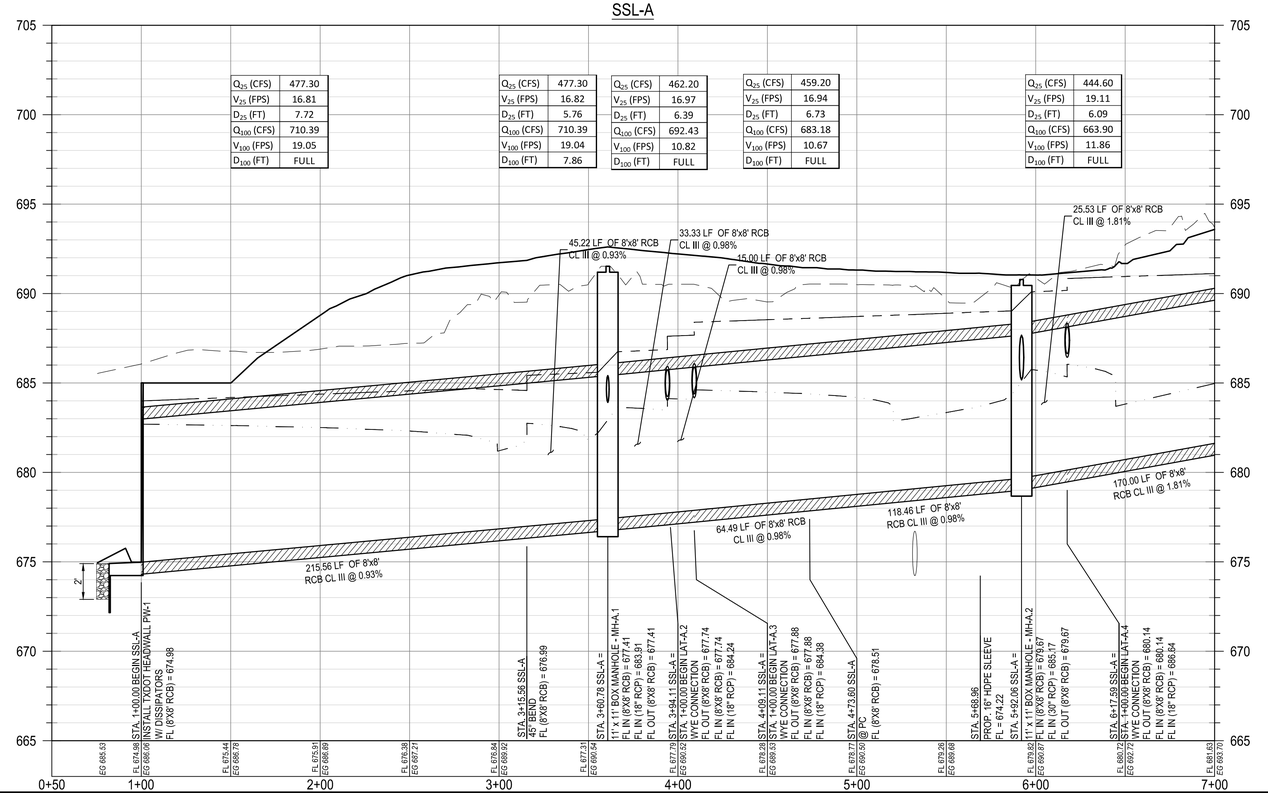
SCALE: 1" = 40'

## LEGEND

- PROPERTY BOUNDARY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- STORM SEWER FLOW DIRECTION
- PROPOSED MANHOLE
- PROPOSED 10' CURB INLET
- PROPOSED 4'X4' AREA INLET

NOTES:
1. ALL INLET WYE CONNECTIONS TO BE 45 DEGREES UNLESS OTHERWISE NOTED.

## SSL-A




## PROFILE LEGEND

- PROPOSED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- 100 YEAR HGL LINE
- 25 YEAR HGL LINE
- PROPOSED STORM LINE
- PROPOSED STORM CURB INLET
- PROPOSED STORM MANHOLE
- PROPOSED STORM BOX MANHOLE

| REV | DESCRIPTION | DATE | APR |
|---|---|---|---|
| | Record Drawing | | |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com

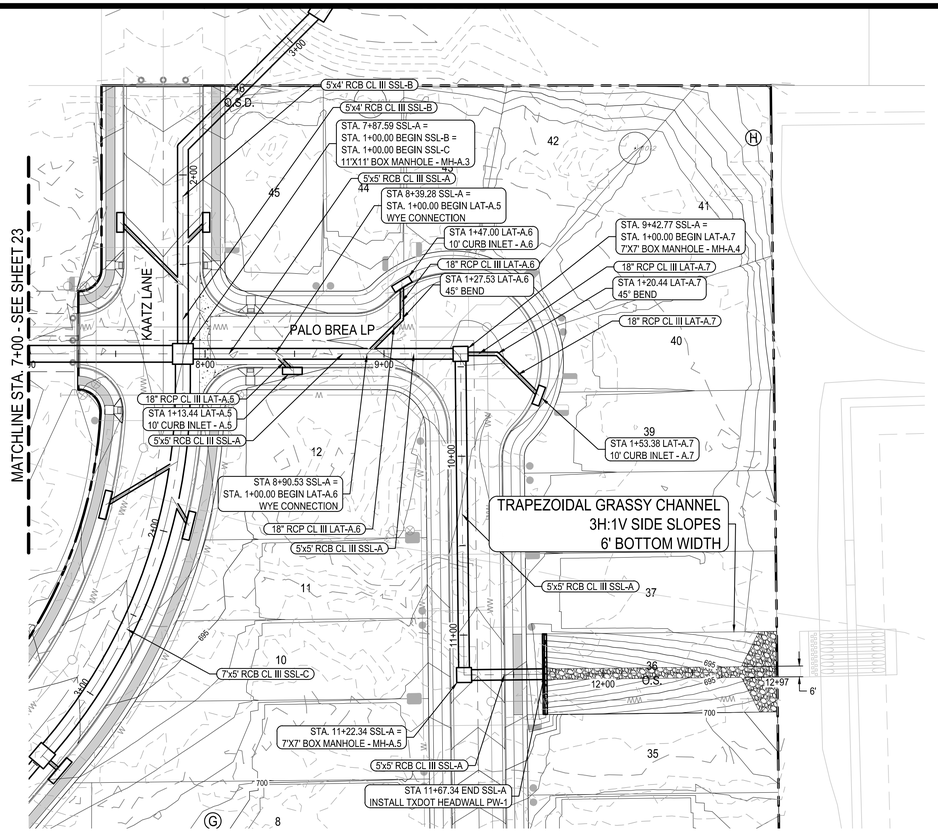

# COVERED BRIDGE PHASE 1
# HUTTO, TEXAS
# SSL-A PLAN AND PROFILE
# (1+00 TO 7+00)

SUBMITTAL DATE: 04-02-2021




SHEET 22 OF 65

G:\TX\CP\projects\Ashton_Woods\86676-00-Covered_Bridge_Ph_1\LD\01_CAD\D01_Shts\C-SP-STRM-P&P-PH-1.dwg Layout: SSL-A PLAN AND PROFILE (1+00 TO 7+00) Plotted: 11/8/2021 4:39:01 PM





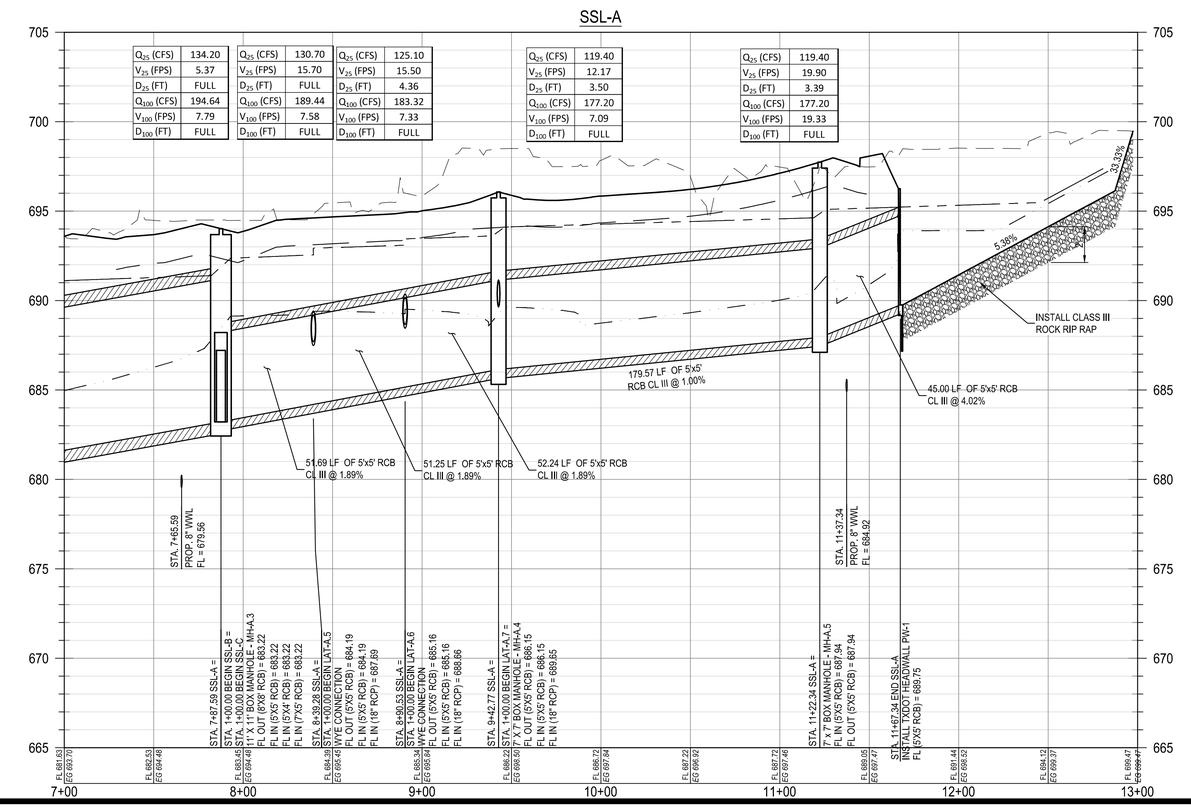

0 20' 40' 80'

SCALE: 1" = 40'

LEGEND

- PROPERTY BOUNDARY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- STORM SEWER FLOW DIRECTION
- PROPOSED MANHOLE
- PROPOSED 10' CURB INLET
- PROPOSED 4'X4' AREA INLET

NOTES:
1. ALL INLET WYE CONNECTIONS TO BE 45 DEGREES UNLESS OTHERWISE NOTED.




PROFILE LEGEND

- PROPOSED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- 100 YEAR HGL LINE
- 25 YEAR HGL LINE
- PROPOSED STORM LINE
- PROPOSED STORM CURB INLET
- PROPOSED STORM MANHOLE
- PROPOSED STORM BOX MANHOLE

| REV | DATE | DESCRIPTION |
|---|---|---|
| | | Record Drawing |

APR

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ


BGE
BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com


COVERED BRIDGE PHASE 1
HUTTO, TEXAS

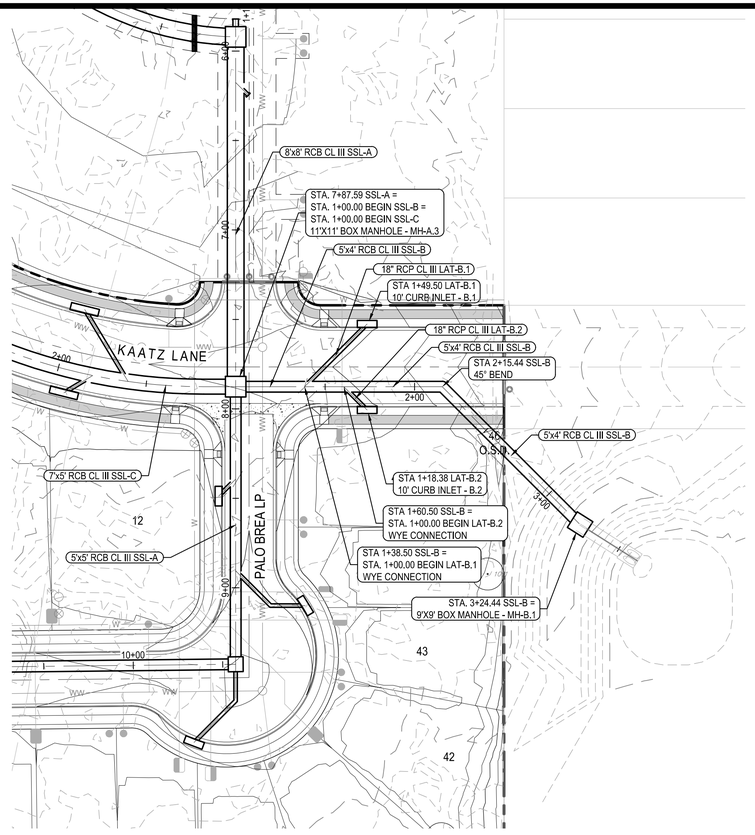
SSL-A PLAN AND PROFILE
(7+00 TO END)

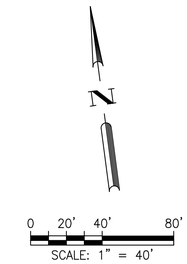
SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED
PROFESSIONAL ENGINEER
10/20/2021

SHEET
23 OF 65

G:\TX\CP\projects\Ashton_Woods\86676-00-Covered_Bridge_Ph_1\LD\01_CAD\D\01_Shts\C-SP-STRM-P&P-PH-1.dwg, Layout: SSL-A P, AN AND PROFILE (7+00 TO END) Plotted: 11/8/2021 4:39:34 PM



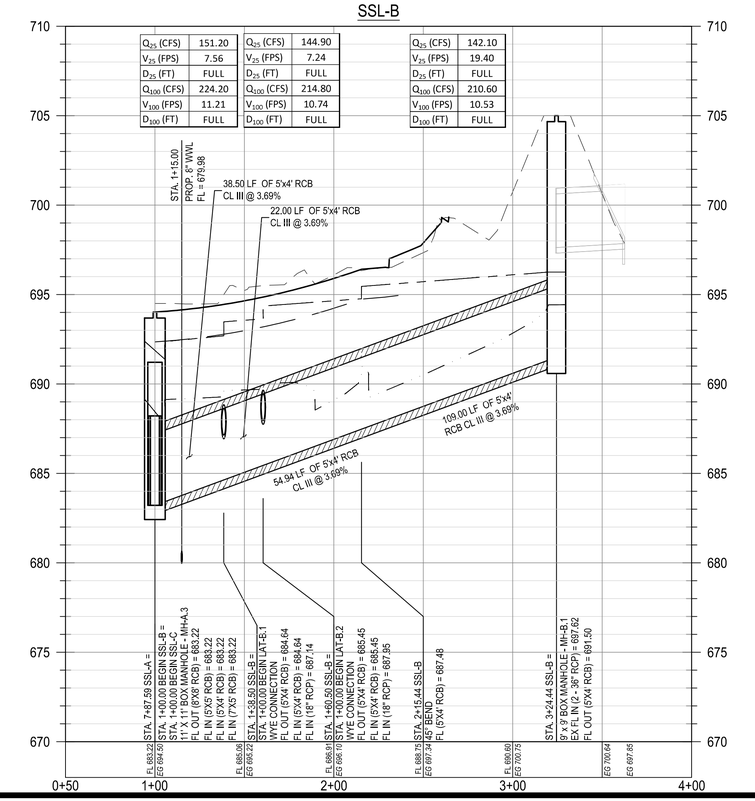

LEGEND

- PROPERTY BOUNDARY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- STORM SEWER FLOW DIRECTION
- PROPOSED MANHOLE
- PROPOSED 10' CURB INLET
- PROPOSED 4'X4' AREA INLET

NOTES:
1. ALL INLET WYE CONNECTIONS TO BE 45 DEGREES UNLESS OTHERWISE NOTED.

SSL-B

| | | | | | |
|---|---|---|---|---|---|
| $Q_{25}$ (CFS) | 151.20 | $Q_{25}$ (CFS) | 144.90 | $Q_{25}$ (CFS) | 142.10 |
| $V_{25}$ (FPS) | 7.56 | $V_{25}$ (FPS) | 7.24 | $V_{25}$ (FPS) | 19.40 |
| $D_{25}$ (FT) | FULL | $D_{25}$ (FT) | FULL | $D_{25}$ (FT) | FULL |
| $Q_{100}$ (CFS) | 224.20 | $Q_{100}$ (CFS) | 214.80 | $Q_{100}$ (CFS) | 210.60 |
| $V_{100}$ (FPS) | 11.21 | $V_{100}$ (FPS) | 10.74 | $V_{100}$ (FPS) | 10.53 |
| $D_{100}$ (FT) | FULL | $D_{100}$ (FT) | FULL | $D_{100}$ (FT) | FULL |




PROFILE LEGEND

- PROPOSED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- 100 YEAR HGL LINE
- 25 YEAR HGL LINE
- PROPOSED STORM LINE
- PROPOSED STORM CURB INLET
- PROPOSED STORM MANHOLE
- PROPOSED STORM BOX MANHOLE

| REV | DESCRIPTION | DATE | APR |
|---|---|---|---|
| | Record Drawing | | |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.bgeinc.com

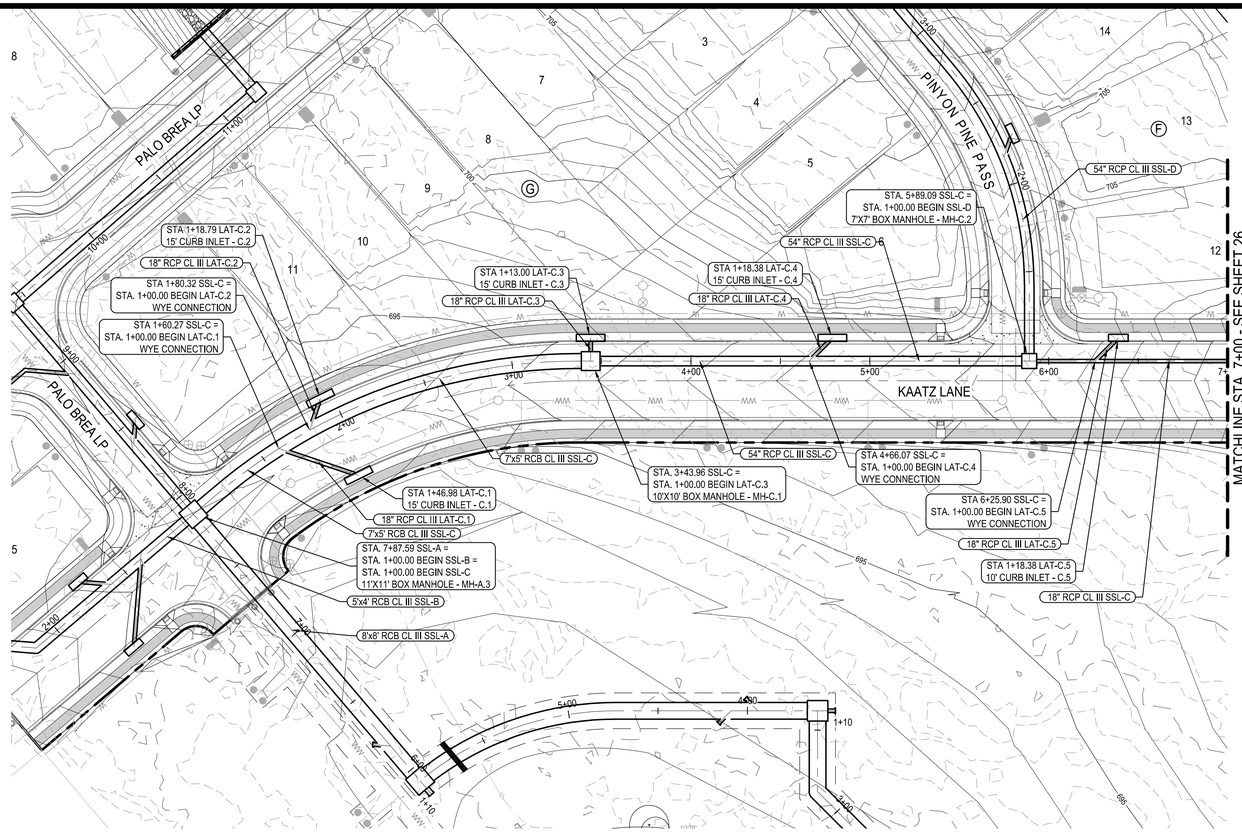

# COVERED BRIDGE PHASE 1
# HUTTO, TEXAS
## SSL-B PLAN AND PROFILE (1+00 TO END)

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

SHEET
24 OF 65

G:\TX\C\Projects\Ashton_Woods\86876-00-Covered_Bridge_Ph_1\LD\01_CAD\D\01_Shts\C-SP-STRM-P&P-PH-1.dwg Layout: SSL-B P, AN AND PROFILE (1+00 TO END) Plotted: 11/8/2021 4:40:07 PM

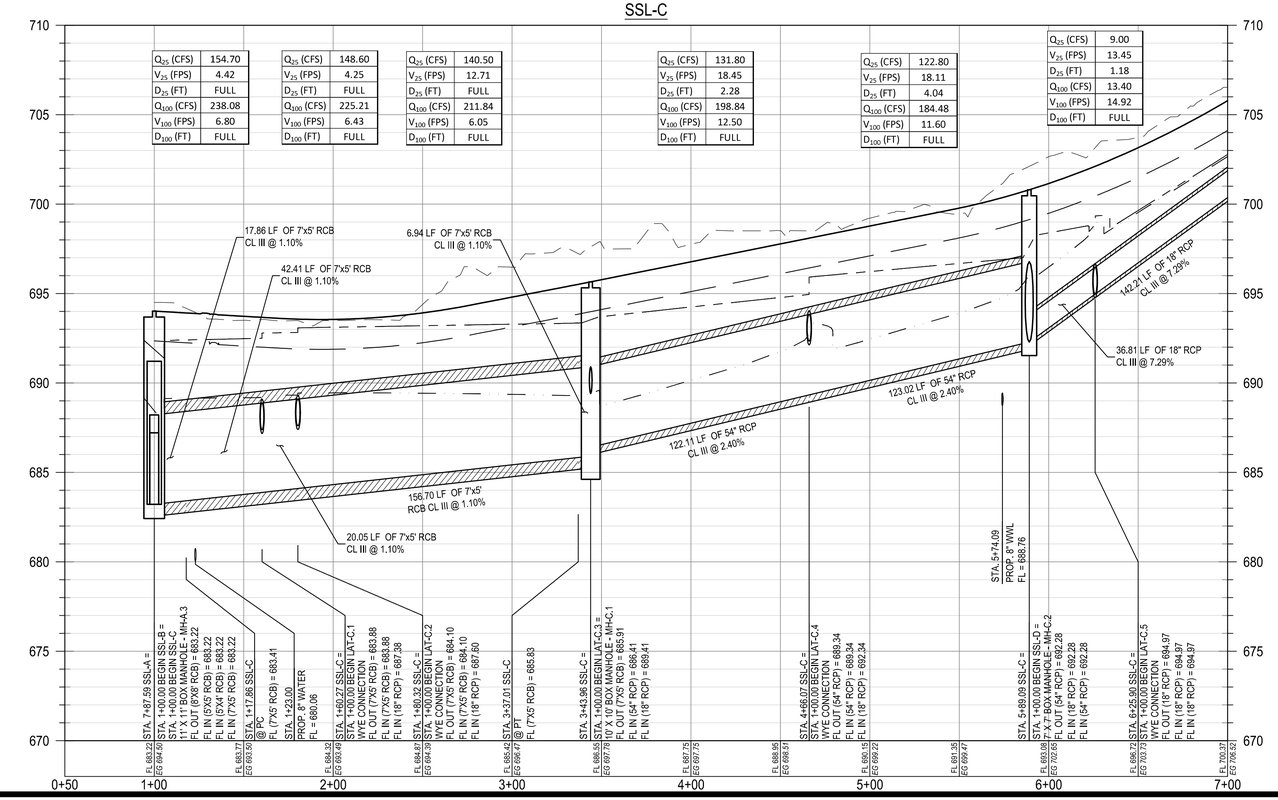



## LEGEND

- PROPERTY BOUNDARY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- STORM SEWER FLOW DIRECTION
- PROPOSED MANHOLE
- PROPOSED 10' CURB INLET
- PROPOSED 4'X4' AREA INLET

NOTES:
1. ALL INLET WYE CONNECTIONS TO BE 45 DEGREES UNLESS OTHERWISE NOTED.

## SSL-C




| $Q_{25}$ (CFS) | 154.70 |
|---|---|
| $V_{25}$ (FPS) | 4.42 |
| $D_{25}$ (FT) | FULL |
| $Q_{100}$ (CFS) | 238.08 |
| $V_{100}$ (FPS) | 6.80 |
| $D_{100}$ (FT) | FULL |

| $Q_{25}$ (CFS) | 148.60 |
|---|---|
| $V_{25}$ (FPS) | 4.25 |
| $D_{25}$ (FT) | FULL |
| $Q_{100}$ (CFS) | 225.21 |
| $V_{100}$ (FPS) | 6.43 |
| $D_{100}$ (FT) | FULL |

| $Q_{25}$ (CFS) | 140.50 |
|---|---|
| $V_{25}$ (FPS) | 12.71 |
| $D_{25}$ (FT) | FULL |
| $Q_{100}$ (CFS) | 211.84 |
| $V_{100}$ (FPS) | 6.05 |
| $D_{100}$ (FT) | FULL |

| $Q_{25}$ (CFS) | 131.80 |
|---|---|
| $V_{25}$ (FPS) | 18.45 |
| $D_{25}$ (FT) | 2.28 |
| $Q_{100}$ (CFS) | 198.84 |
| $V_{100}$ (FPS) | 12.50 |
| $D_{100}$ (FT) | FULL |

| $Q_{25}$ (CFS) | 122.80 |
|---|---|
| $V_{25}$ (FPS) | 18.11 |
| $D_{25}$ (FT) | 4.04 |
| $Q_{100}$ (CFS) | 184.48 |
| $V_{100}$ (FPS) | 11.60 |
| $D_{100}$ (FT) | FULL |

| $Q_{25}$ (CFS) | 9.00 |
|---|---|
| $V_{25}$ (FPS) | 13.45 |
| $D_{25}$ (FT) | 1.18 |
| $Q_{100}$ (CFS) | 13.40 |
| $V_{100}$ (FPS) | 14.92 |
| $D_{100}$ (FT) | FULL |

## PROFILE LEGEND

- PROPOSED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- 100 YEAR HGL LINE
- 25 YEAR HGL LINE
- PROPOSED STORM LINE
- PROPOSED STORM CURB INLET
- PROPOSED STORM MANHOLE
- PROPOSED STORM BOX MANHOLE

| APR | DATE | DESCRIPTION | REV |
|---|---|---|---|
| | | Record Drawing | |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com

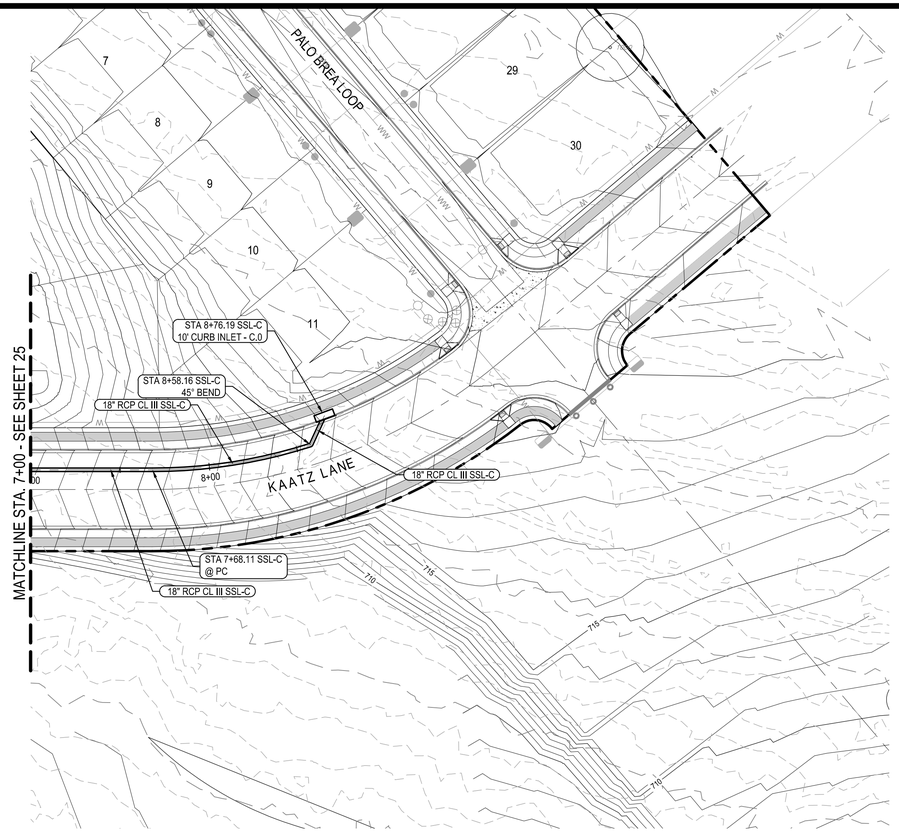

# COVERED BRIDGE PHASE 1
# HUTTO, TEXAS
# SSL-C PLAN AND PROFILE (1+00 TO 7+00)

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

SHEET
25 OF 65

G:\TX\CP\Projects\Ashton_Woods\86876-00-Covered_Bridge_Ph_1\LD\01_CAD\D01_Shts\C-SP-STRM-P&P-PH-1.dwg Layout: SSL-C PLAN AND PROFILE (1+00 TO 7+00) Plotted: 11/8/2021 4:40:42 PM



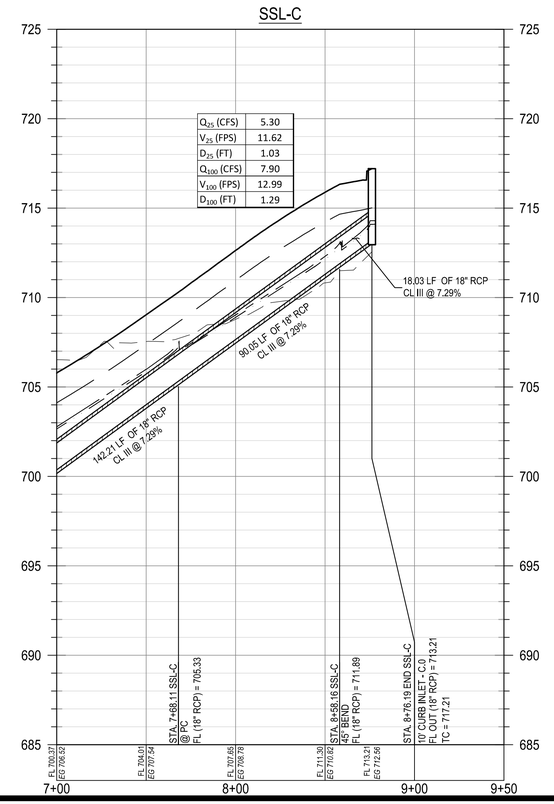

0 20' 40' 80'

SCALE: 1" = 40'

LEGEND

- PROPERTY BOUNDARY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- STORM SEWER FLOW DIRECTION
- PROPOSED MANHOLE
- PROPOSED 10' CURB INLET
- PROPOSED 4'X4' AREA INLET

NOTES:
1. ALL INLET WYE CONNECTIONS TO BE 45 DEGREES UNLESS OTHERWISE NOTED.




PROFILE LEGEND

- PROPOSED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- 100 YEAR HGL LINE
- 25 YEAR HGL LINE
- PROPOSED STORM LINE
- PROPOSED STORM CURB INLET
- PROPOSED STORM MANHOLE
- PROPOSED STORM BOX MANHOLE

| REV | DESCRIPTION | DATE | APR |
|---|---|---|---|
| | Record Drawing | | |

| | |
|---|---|
| DESIGNED BY: | DAZ |
| REVIEWED BY: | TMH |
| DRAWN BY: | DAZ |


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com


COVERED BRIDGE PHASE 1
HUTTO, TEXAS

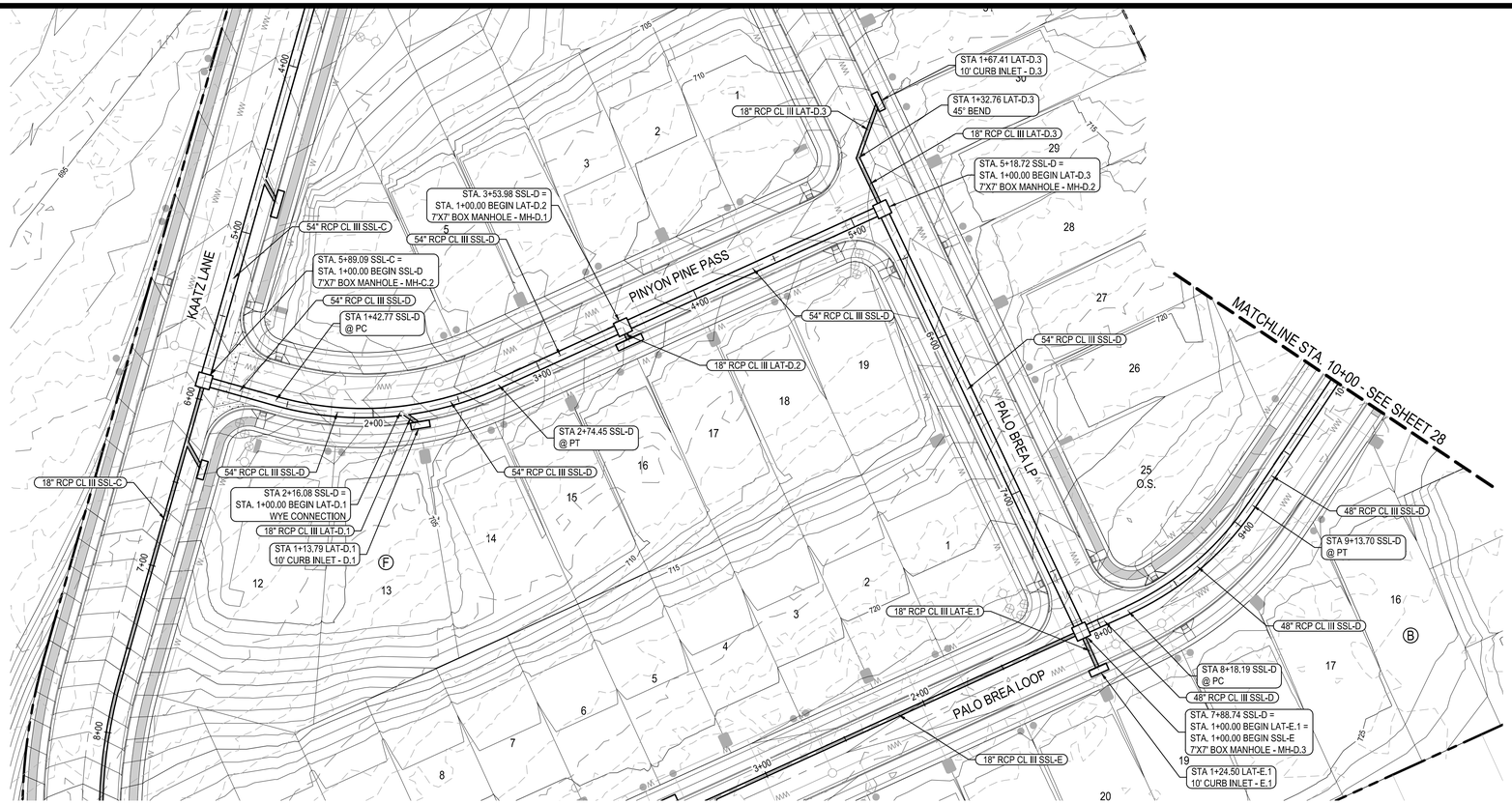
SSL-C PLAN AND PROFILE
(7+00 TO END)

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

SHEET
26 OF 65

G:\TX\CP\projects\Ashton_Woods\86676-00-Covered_Bridge_Ph_1\LD\01_CAD\D\01_Shts\C-SP-STRM+P&P-PH-1.dwg Layout: SSL-C PLAN AND PROFILE (7+00 TO END) Plotted: 11/8/2021 4:41:14 PM




0 20' 40' 80'
SCALE: 1" = 40'

LEGEND

- PROPERTY BOUNDARY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- STORM SEWER FLOW DIRECTION
- PROPOSED MANHOLE
- PROPOSED 10' CURB INLET
- PROPOSED 4'X4' AREA INLET

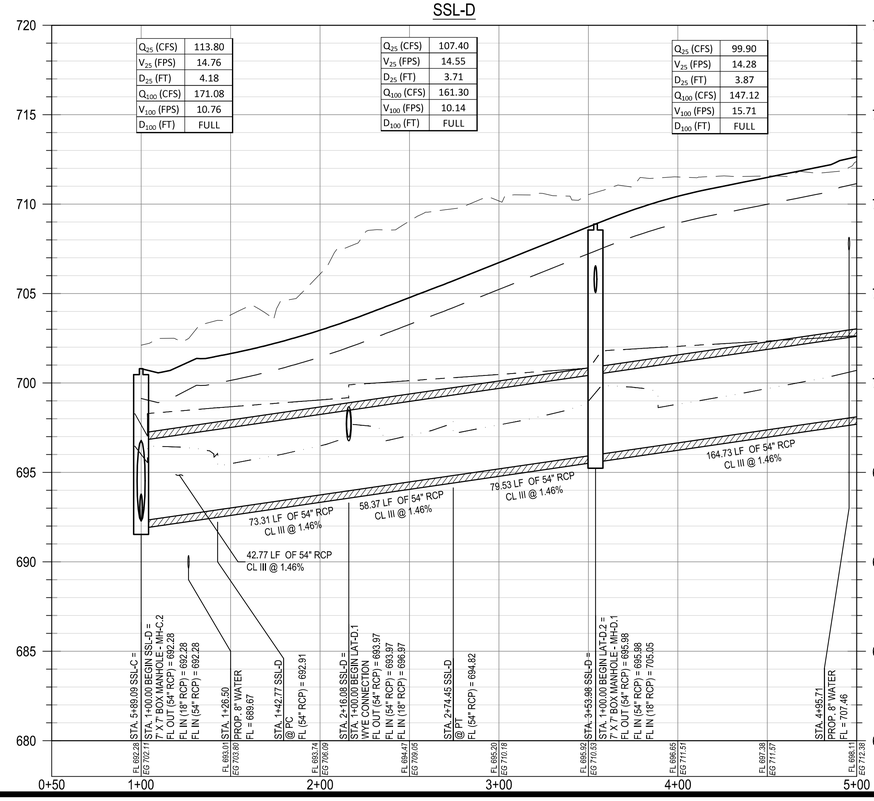
NOTES:
1. ALL INLET WYE CONNECTIONS TO BE 45 DEGREES UNLESS OTHERWISE NOTED.

## SSL-D

| | |
|---|---|
| $Q_{25}$ (CFS) | 113.80 |
| $V_{25}$ (FPS) | 14.76 |
| $D_{25}$ (FT) | 4.18 |
| $Q_{100}$ (CFS) | 171.08 |
| $V_{100}$ (FPS) | 10.76 |
| $D_{100}$ (FT) | FULL |

| | |
|---|---|
| $Q_{25}$ (CFS) | 107.40 |
| $V_{25}$ (FPS) | 14.55 |
| $D_{25}$ (FT) | 3.71 |
| $Q_{100}$ (CFS) | 161.30 |
| $V_{100}$ (FPS) | 10.14 |
| $D_{100}$ (FT) | FULL |

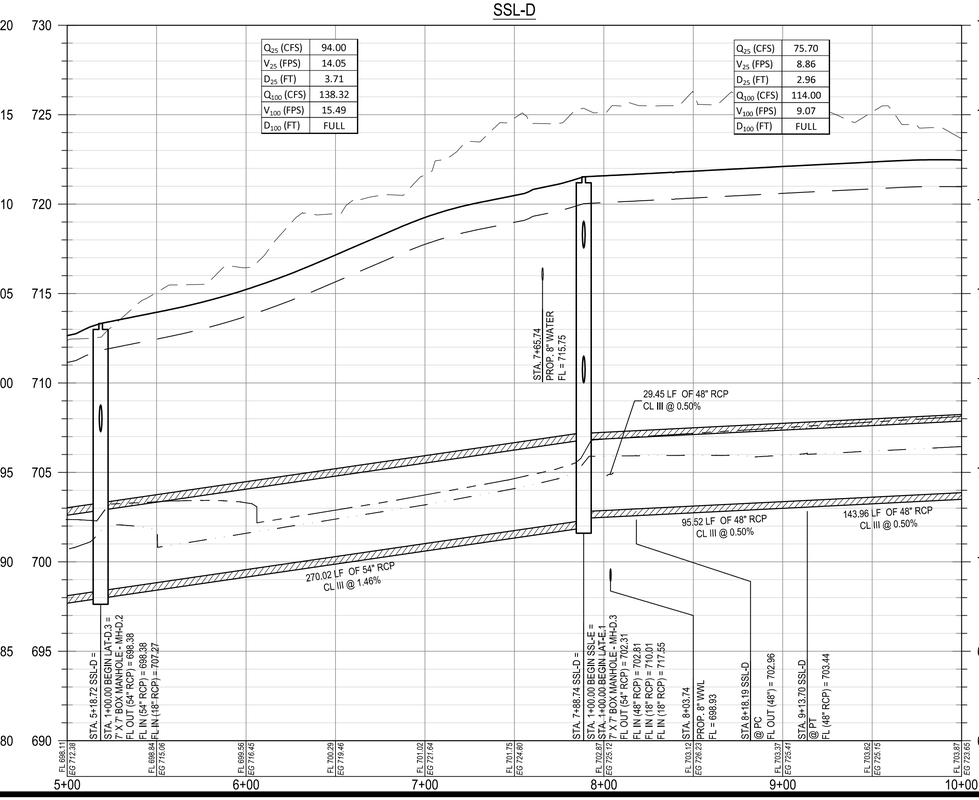
| | |
|---|---|
| $Q_{25}$ (CFS) | 99.90 |
| $V_{25}$ (FPS) | 14.28 |
| $D_{25}$ (FT) | 3.87 |
| $Q_{100}$ (CFS) | 147.12 |
| $V_{100}$ (FPS) | 15.71 |
| $D_{100}$ (FT) | FULL |




## SSL-D

| | |
|---|---|
| $Q_{25}$ (CFS) | 94.00 |
| $V_{25}$ (FPS) | 14.05 |
| $D_{25}$ (FT) | 3.71 |
| $Q_{100}$ (CFS) | 138.32 |
| $V_{100}$ (FPS) | 15.49 |
| $D_{100}$ (FT) | FULL |

| | |
|---|---|
| $Q_{25}$ (CFS) | 75.70 |
| $V_{25}$ (FPS) | 8.86 |
| $D_{25}$ (FT) | 2.96 |
| $Q_{100}$ (CFS) | 114.00 |
| $V_{100}$ (FPS) | 9.07 |
| $D_{100}$ (FT) | FULL |




PROFILE LEGEND

- PROPOSED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- 100 YEAR HGL LINE
- 25 YEAR HGL LINE
- PROPOSED STORM LINE
- PROPOSED STORM CURB INLET
- PROPOSED STORM MANHOLE
- PROPOSED STORM BOX MANHOLE

| REV | DESCRIPTION | DATE | APR |
|---|---|---|---|
| | Record Drawing | | |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ

BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com

COVERED BRIDGE PHASE 1
HUTTO, TEXAS

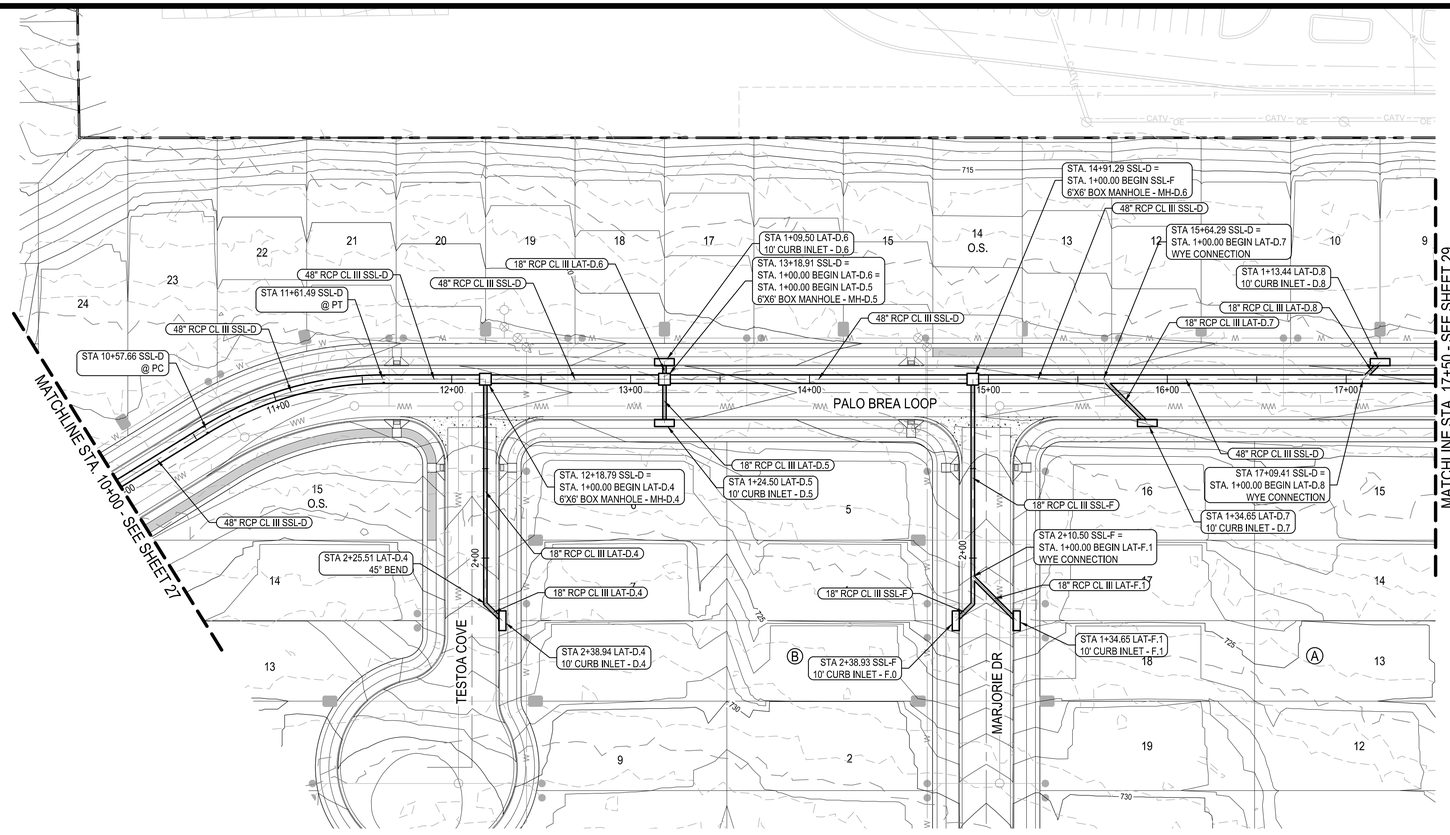
SSL-D PLAN AND PROFILE
(1+00 TO 10+00)

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

SHEET
27 OF 65

G:\TX\CP\Projects\Ashton_Woods\86676-00-Covered_Bridge_Ph_1\1LD\01_CAD\D01_Shts\C-SP-STRM-P&P-PH-1.dwg, Layout: SSL-D PLAN AND PROFILE (1+00 TO 10+00) Plotted: 11/8/2021 4:41:38 PM




LEGEND

- PROPERTY BOUNDARY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- STORM SEWER FLOW DIRECTION
- PROPOSED MANHOLE
- PROPOSED 10' CURB INLET
- PROPOSED 4'X4' AREA INLET

NOTES:
1. ALL INLET WYE CONNECTIONS TO BE 45 DEGREES UNLESS OTHERWISE NOTED.

## SSL-D

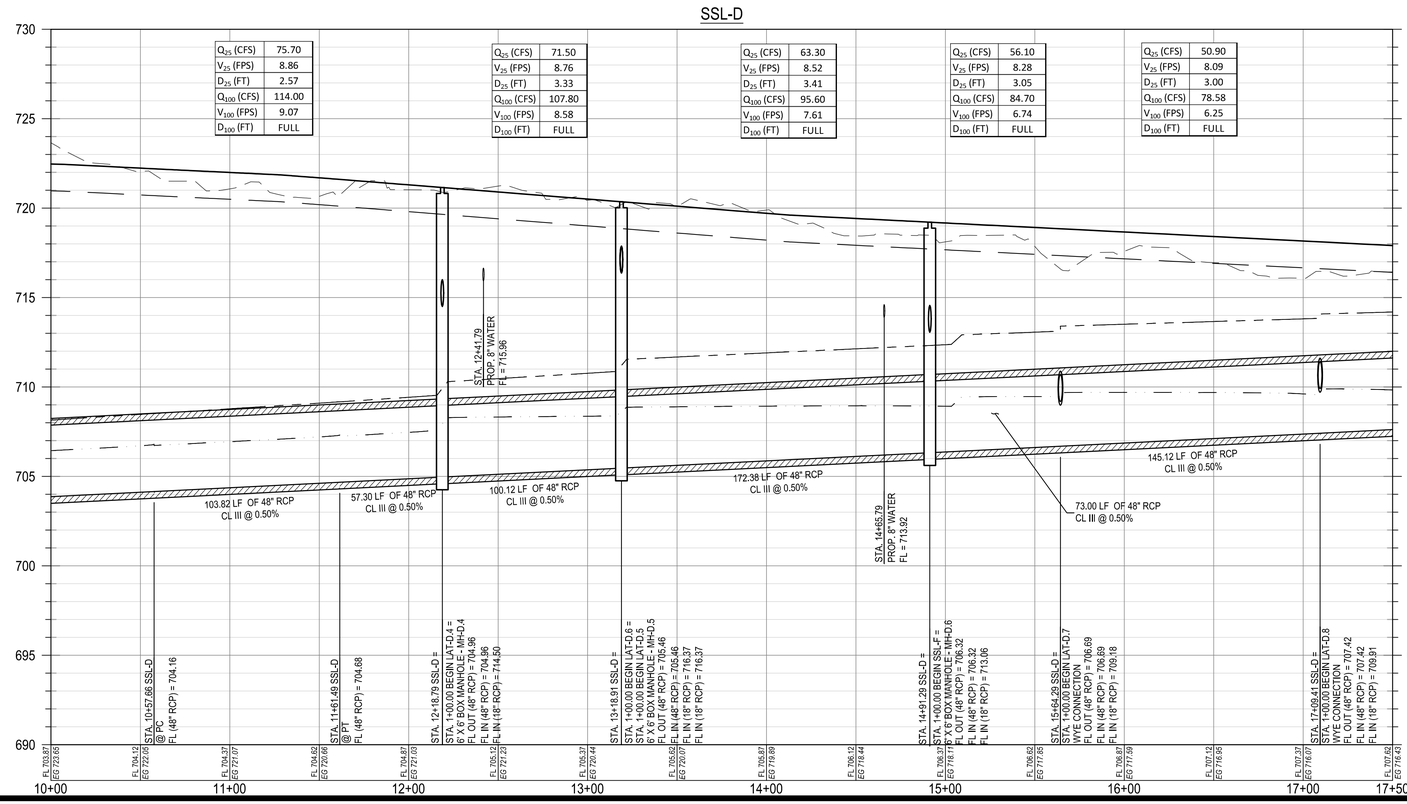
| | |
|---|---|
| $Q_{25}$ (CFS) | 75.70 |
| $V_{25}$ (FPS) | 8.86 |
| $D_{25}$ (FT) | 2.57 |
| $Q_{100}$ (CFS) | 114.00 |
| $V_{100}$ (FPS) | 9.07 |
| $D_{100}$ (FT) | FULL |

| | |
|---|---|
| $Q_{25}$ (CFS) | 71.50 |
| $V_{25}$ (FPS) | 8.76 |
| $D_{25}$ (FT) | 3.33 |
| $Q_{100}$ (CFS) | 107.80 |
| $V_{100}$ (FPS) | 8.58 |
| $D_{100}$ (FT) | FULL |

| | |
|---|---|
| $Q_{25}$ (CFS) | 63.30 |
| $V_{25}$ (FPS) | 8.52 |
| $D_{25}$ (FT) | 3.41 |
| $Q_{100}$ (CFS) | 95.60 |
| $V_{100}$ (FPS) | 7.61 |
| $D_{100}$ (FT) | FULL |

| | |
|---|---|
| $Q_{25}$ (CFS) | 56.10 |
| $V_{25}$ (FPS) | 8.28 |
| $D_{25}$ (FT) | 3.05 |
| $Q_{100}$ (CFS) | 84.70 |
| $V_{100}$ (FPS) | 6.74 |
| $D_{100}$ (FT) | FULL |

| | |
|---|---|
| $Q_{25}$ (CFS) | 50.90 |
| $V_{25}$ (FPS) | 8.09 |
| $D_{25}$ (FT) | 3.00 |
| $Q_{100}$ (CFS) | 78.58 |
| $V_{100}$ (FPS) | 6.25 |
| $D_{100}$ (FT) | FULL |




PROFILE LEGEND

- PROPOSED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- 100 YEAR HGL LINE
- 25 YEAR HGL LINE
- PROPOSED STORM LINE
- PROPOSED STORM CURB INLET
- PROPOSED STORM MANHOLE
- PROPOSED STORM BOX MANHOLE

| | APR | DATE | DESCRIPTION | REV |
|---|---|---|---|---|
| | | | Record Drawing | |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com


COVERED BRIDGE PHASE 1
HUTTO, TEXAS

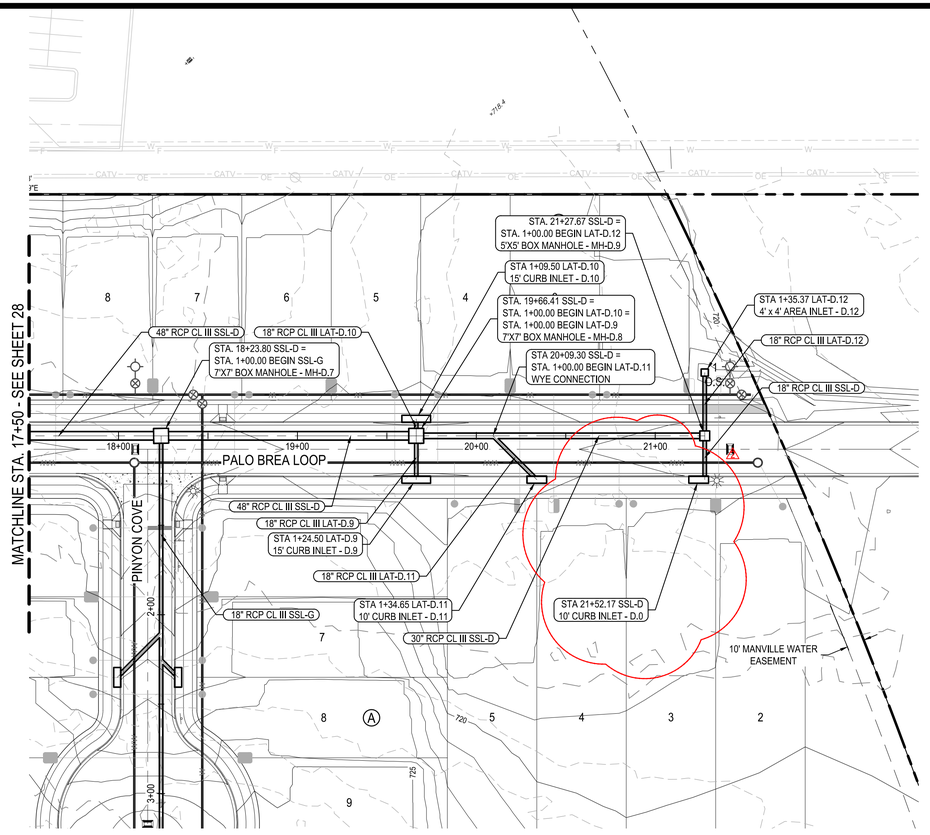
SSL-D PLAN AND PROFILE
(10+00 TO 17+50)

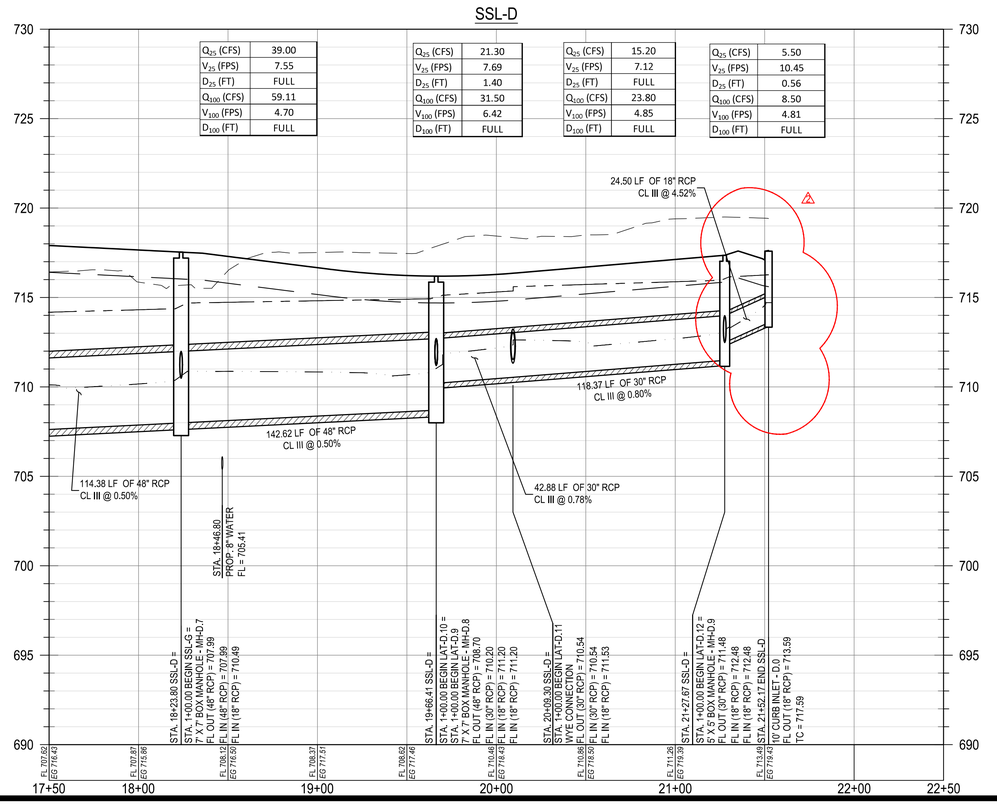
SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

SHEET
28 OF 65

G:\TX\CP\Projects\Ashton_Woods\86676-00-Covered_Bridge_Ph_1\LD\01_CAD\D01_Shts\C-SP-STRM-P&P-PH-1.dwg Layout: SSL-D PLAN AND PROFILE (10+00 TO 17+50) Plotted: 11/8/2021 4:42:05 PM




PROFILE LEGEND

- PROPOSED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- 100 YEAR HGL LINE
- 25 YEAR HGL LINE
- PROPOSED STORM LINE
- PROPOSED STORM CURB INLET
- PROPOSED STORM MANHOLE
- PROPOSED STORM BOX MANHOLE

0 20' 40' 80'

SCALE: 1" = 40'

LEGEND

- PROPERTY BOUNDARY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- STORM SEWER FLOW DIRECTION
- PROPOSED MANHOLE
- PROPOSED 10' CURB INLET
- PROPOSED 4'X4' AREA INLET

NOTES:
1. ALL INLET WYE CONNECTIONS TO BE 45 DEGREES UNLESS OTHERWISE NOTED.

| REV | DESCRIPTION | DATE | APR |
|---|---|---|---|
| 1 | INLET LOCATION UPDATED | 01/19/2022 | |

**Record Drawing**

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.brwengey.com


COVERED BRIDGE PHASE 1
HUTTO, TEXAS

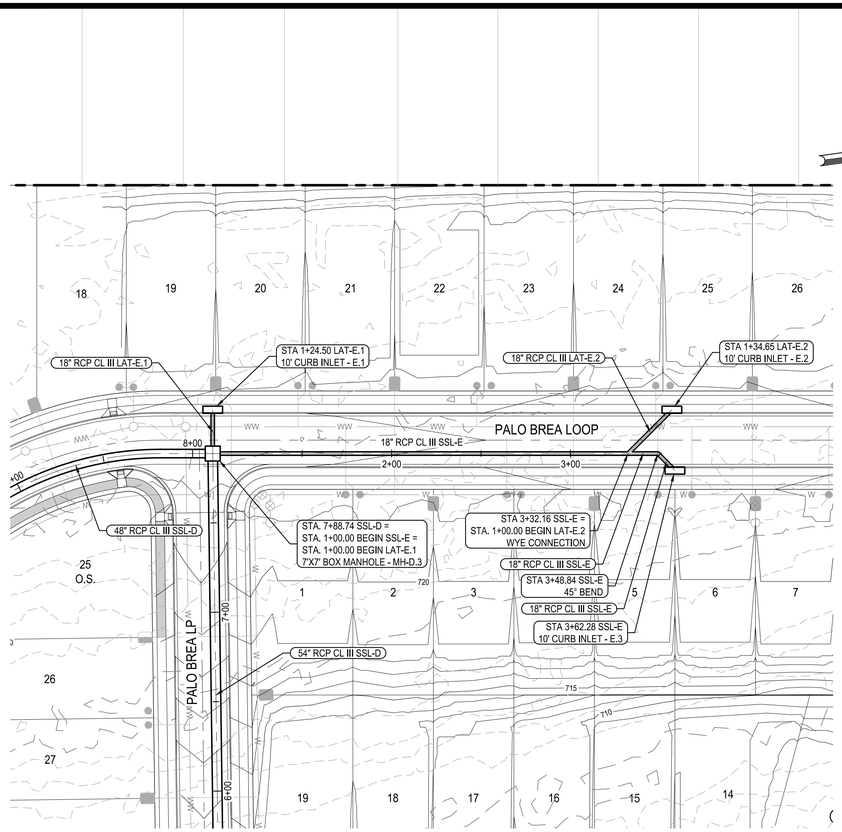
SSL-D PLAN AND PROFILE
(17+50 TO END)

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
04/04/2022

SHEET
29 OF 65

G:\TX\CP\projects\Ashton_Woods\86676-00-Covered_Bridge_Ph_1\LD\01_CAD\D01_Shts\C-SP-STRM-P&P-PH-1.dwg Layout: SSL-D PLAN AND PROFILE (17+50 TO END) Plotted: 3/24/2022 5:07:54 PM

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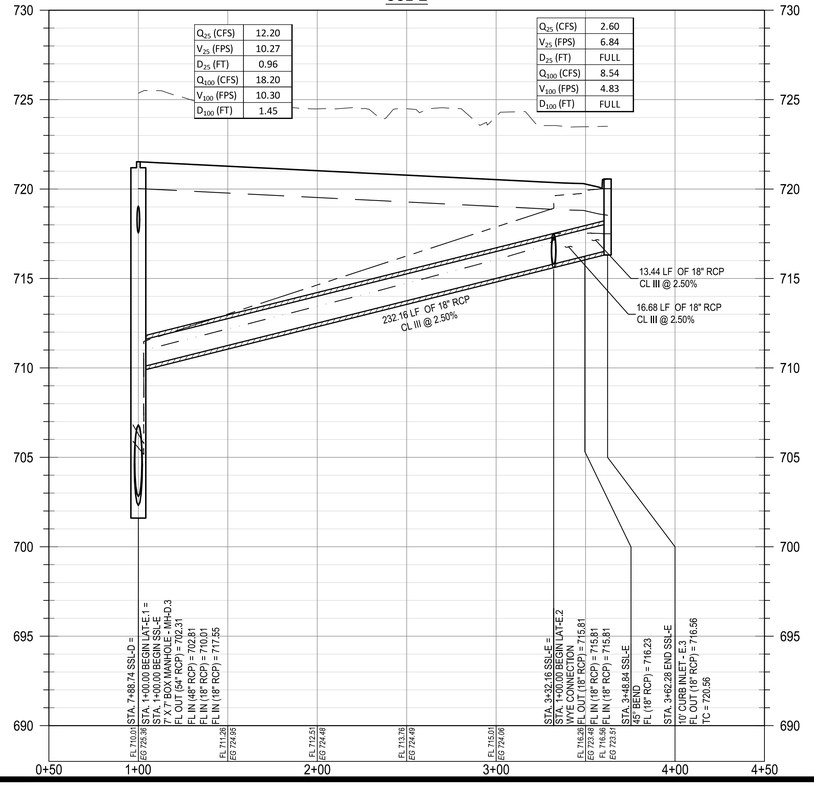
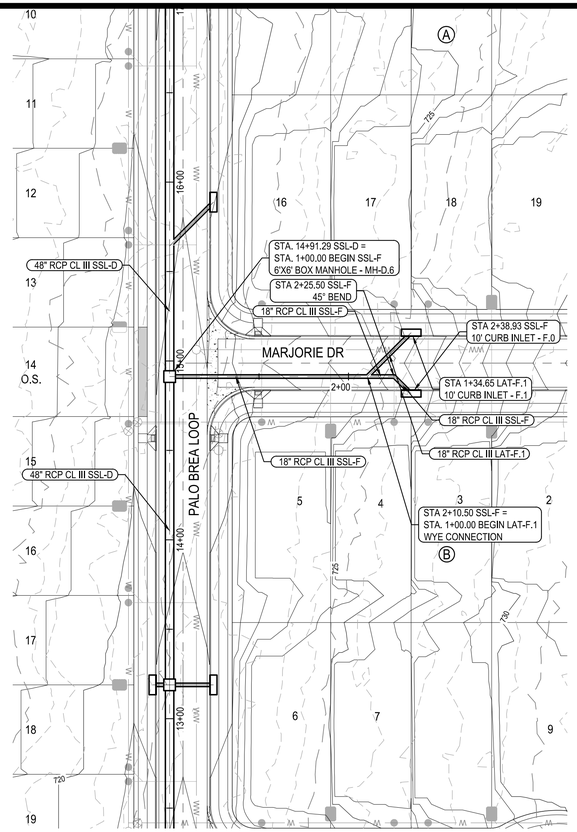
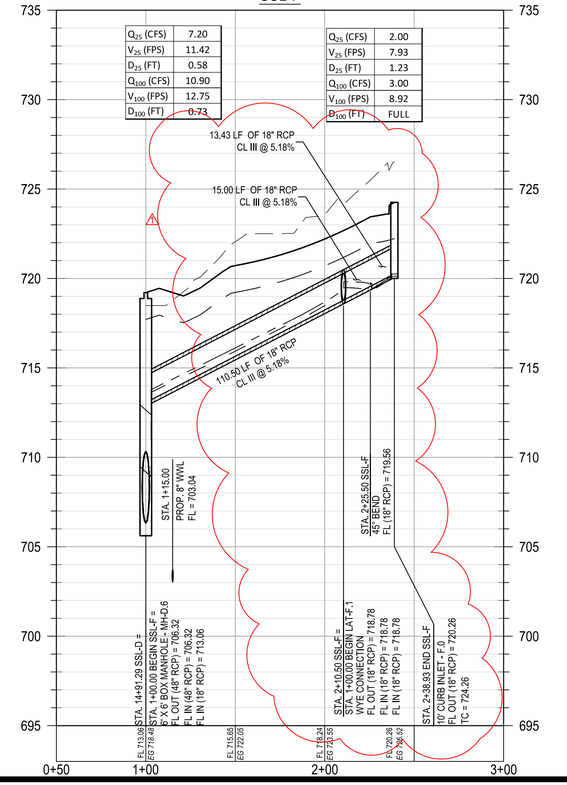
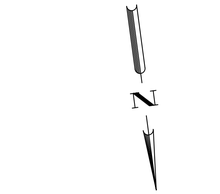



SSL-F




LEGEND

- PROPERTY BOUNDARY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- STORM SEWER FLOW DIRECTION
- PROPOSED MANHOLE
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- PROPOSED 4'X4' AREA INLET

NOTES:
1. ALL INLET WYE CONNECTIONS TO BE 45 DEGREES UNLESS OTHERWISE NOTED.

PROFILE LEGEND

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- PROPOSED SUBGRADE
- EXISTING GRADE
- 100 YEAR HGL LINE
- 25 YEAR HGL LINE
- PROPOSED STORM LINE
- PROPOSED STORM CURB INLET
- PROPOSED STORM MANHOLE
- PROPOSED STORM BOX MANHOLE

| REV | DESCRIPTION | DATE | APR |
|---|---|---|---|
| 1 | ADJUSTED STORM ELEVATIONS AND SLOPES | 12/21/2021 | |

Record Drawing

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.brwngby.com


COVERED BRIDGE PHASE 1
HUTTO, TEXAS

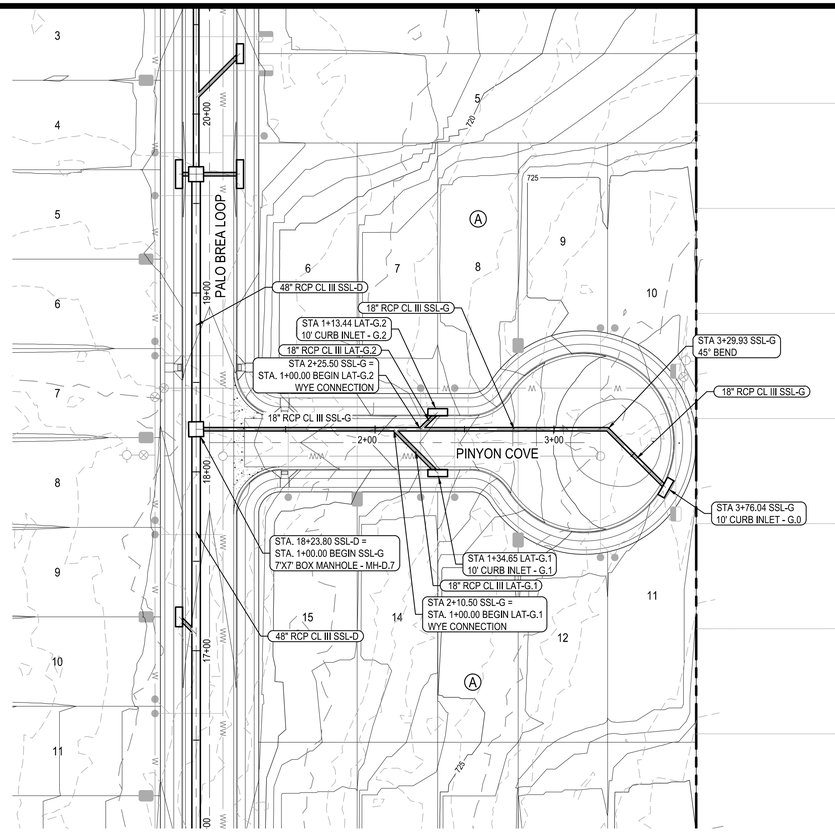
SSL-E & SSL-F PLAN AND PROFILE
(1+00 TO END)

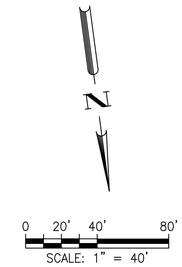
SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOUSE
94645
LICENSED PROFESSIONAL ENGINEER
12/21/2021

SHEET
30 OF 65

G:\TXCD\Projects\Ashton_Woods\9676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-STRM-PAP-PH-1.dwg Layout: SSL-E & SSL-F PLAN AND PROFILE (1+00 TO END) Plotted: 12/21/2021 2:31:07 PM




LEGEND

- PROPERTY BOUNDARY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- STORM SEWER FLOW DIRECTION
- PROPOSED MANHOLE
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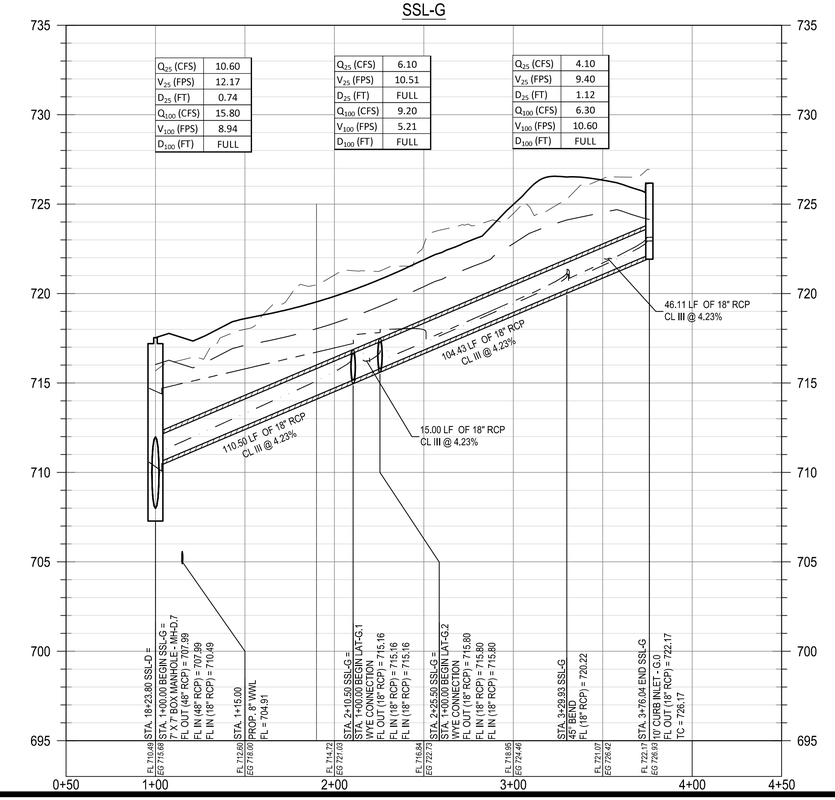
- PROPOSED 4'X4' AREA INLET

NOTES:
1. ALL INLET WYE CONNECTIONS TO BE 45 DEGREES UNLESS OTHERWISE NOTED.

## SSL-G




PROFILE LEGEND

- PROPOSED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- 100 YEAR HGL LINE
- 25 YEAR HGL LINE
- PROPOSED STORM LINE
- PROPOSED STORM CURB INLET
- PROPOSED STORM MANHOLE
- PROPOSED STORM BOX MANHOLE

| REV | DESCRIPTION | DATE | APR |
|---|---|---|---|
| | Record Drawing | | |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
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TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com

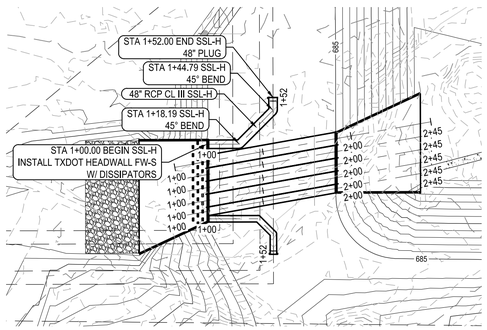

# COVERED BRIDGE PHASE 1
# HUTTO, TEXAS
# SSL-G PLAN AND PROFILE (1+00 TO END)

SUBMITTAL DATE: 04-02-2021

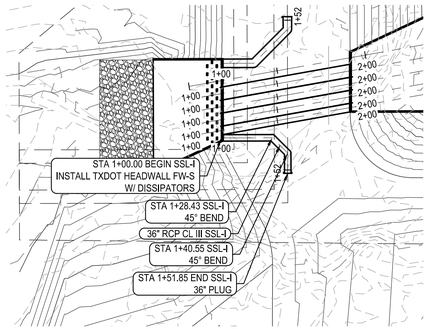
STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

SHEET
31 OF 65

G:\TX\C\Projects\Ashton_Woods\86676-00-Covered_Bridge_Ph_1\LD\01_CAD\D\01_Shts\C-SP-STRM+P&P-PH-1.dwg Layout: SSL-G PLAN AND PROFILE (1+00 TO END) Plotted: 11/8/2021 4:43:46 PM




SSL-H

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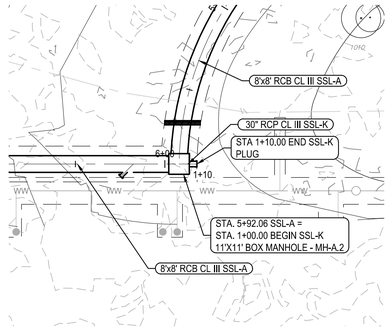


SSL-K

0 20' 40' 80'

SCALE: 1" = 40'

LEGEND

- PROPERTY BOUNDARY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
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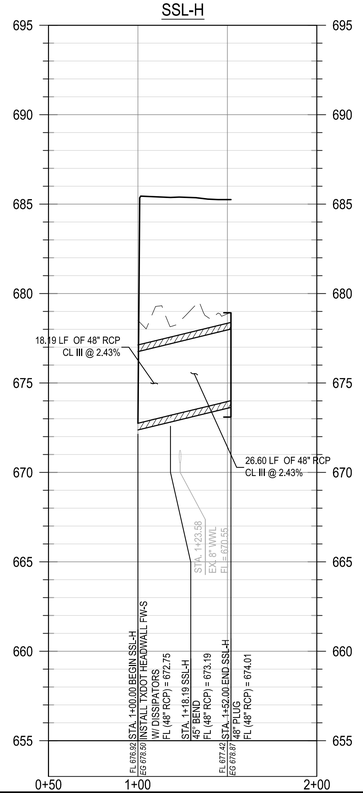
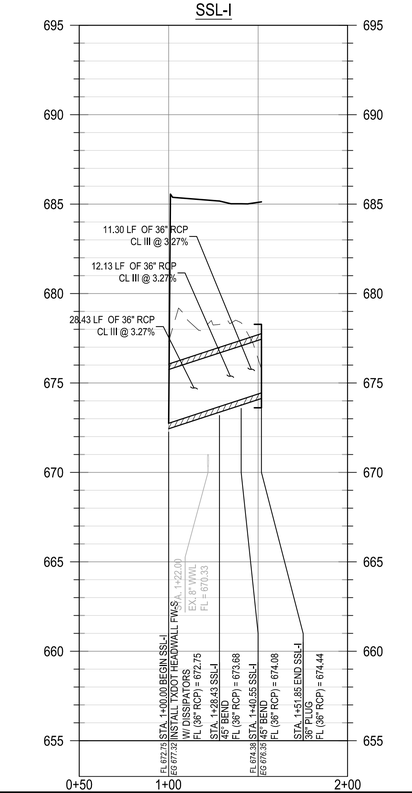
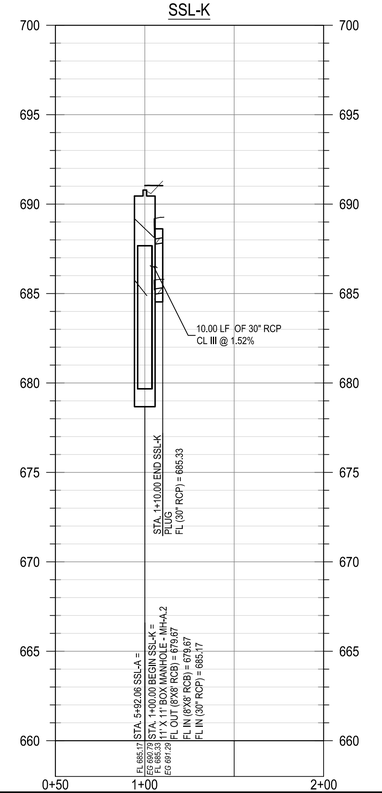
NOTES:
1. ALL INLET WYE CONNECTIONS TO BE 45 DEGREES UNLESS OTHERWISE NOTED.




PROFILE LEGEND

- PROPOSED GRADE
- PROPOSED SUBGRADE
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- 100 YEAR HGL LINE
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- PROPOSED STORM BOX MANHOLE

| REV | DESCRIPTION | DATE | APR |
|---|---|---|---|
| | Record Drawing | | |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com


COVERED BRIDGE PHASE 1
HUTTO, TEXAS

SSL-H, SSL-I & SSL-K PLAN AND PROFILE
(1+00 TO END)

SUBMITTAL DATE: 04-02-2021

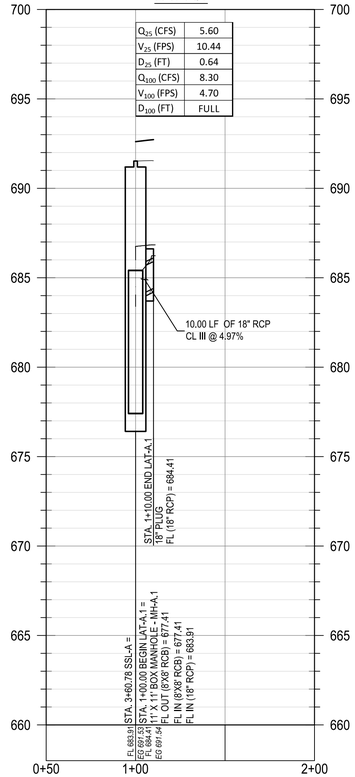
STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED
PROFESSIONAL ENGINEER
04/20/2021

SHEET
32 OF 65


G:\TXC\Projects\Ashton_Woods\8870-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-STRM-P&P-PH-1.dwg Layout: SSL-H SSL-I & SSL-K PLAN AND PROFILE (1+00 TO END) Plotted: 11/8/2021 4:45:11 PM

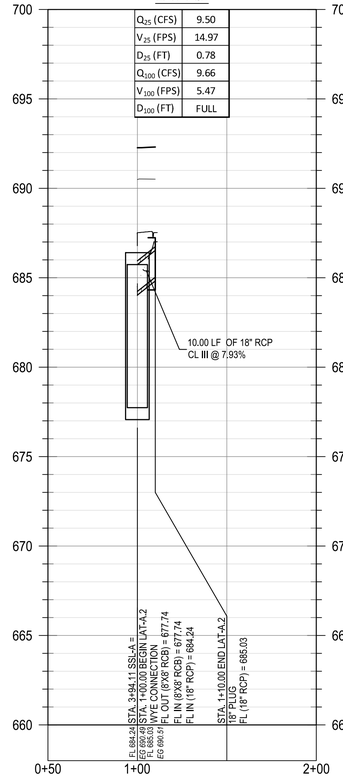
## LAT-A.1

| | |
|---|---|
| $Q_{25}$ (CFS) | 5.60 |
| $V_{25}$ (FPS) | 10.44 |
| $D_{25}$ (FT) | 0.64 |
| $Q_{100}$ (CFS) | 8.30 |
| $V_{100}$ (FPS) | 4.70 |
| $D_{100}$ (FT) | FULL |



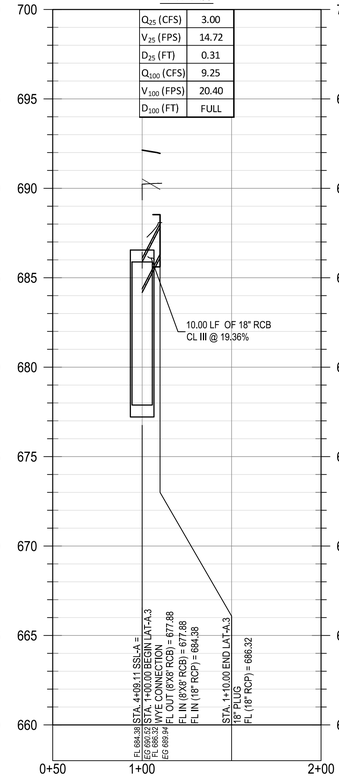

## LAT-A.2

| | |
|---|---|
| $Q_{25}$ (CFS) | 9.50 |
| $V_{25}$ (FPS) | 14.97 |
| $D_{25}$ (FT) | 0.78 |
| $Q_{100}$ (CFS) | 9.66 |
| $V_{100}$ (FPS) | 5.47 |
| $D_{100}$ (FT) | FULL |



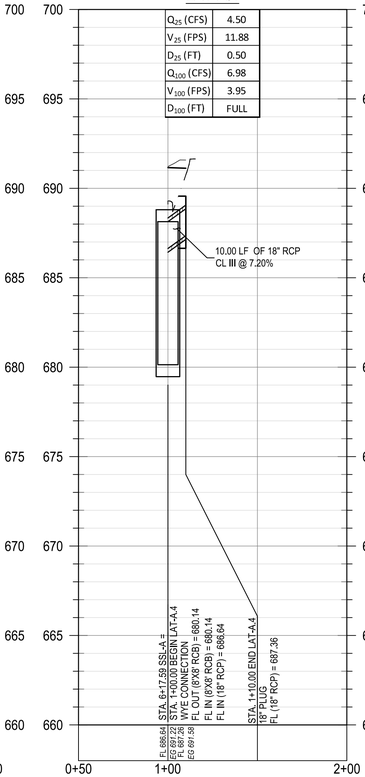

## LAT-A.3

| | |
|---|---|
| $Q_{25}$ (CFS) | 3.00 |
| $V_{25}$ (FPS) | 14.72 |
| $D_{25}$ (FT) | 0.31 |
| $Q_{100}$ (CFS) | 9.25 |
| $V_{100}$ (FPS) | 20.40 |
| $D_{100}$ (FT) | FULL |



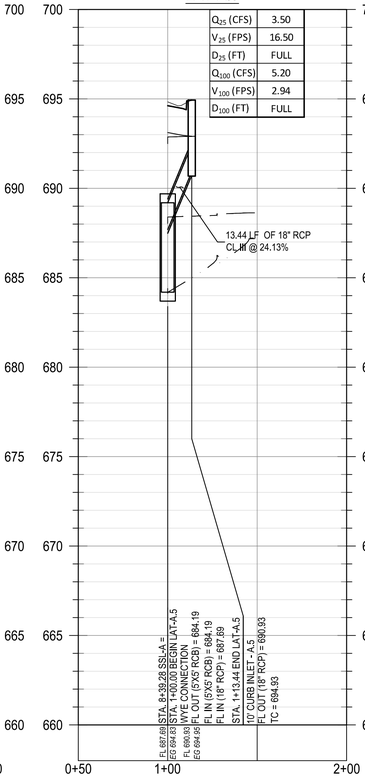

## LAT-A.4

| | |
|---|---|
| $Q_{25}$ (CFS) | 4.50 |
| $V_{25}$ (FPS) | 11.88 |
| $D_{25}$ (FT) | 0.50 |
| $Q_{100}$ (CFS) | 6.98 |
| $V_{100}$ (FPS) | 3.95 |
| $D_{100}$ (FT) | FULL |



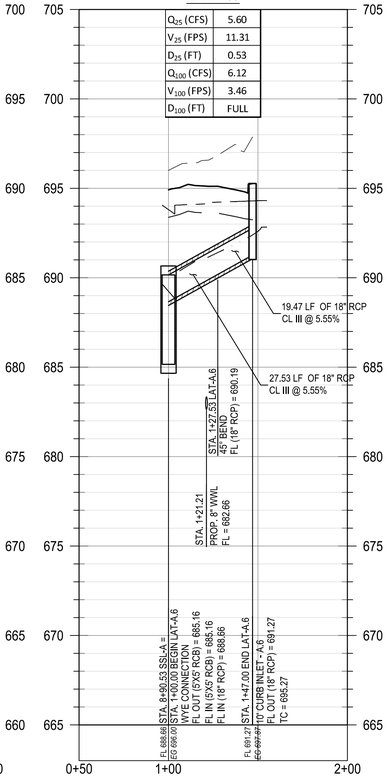

## LAT-A.5

| | |
|---|---|
| $Q_{25}$ (CFS) | 3.50 |
| $V_{25}$ (FPS) | 16.50 |
| $D_{25}$ (FT) | FULL |
| $Q_{100}$ (CFS) | 5.20 |
| $V_{100}$ (FPS) | 2.94 |
| $D_{100}$ (FT) | FULL |



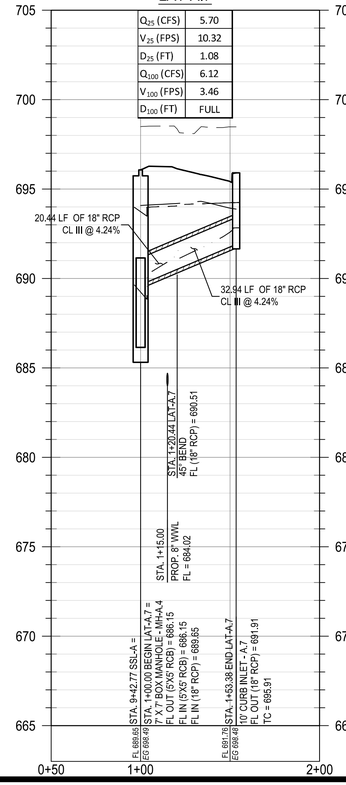

## LAT-A.6

| | |
|---|---|
| $Q_{25}$ (CFS) | 5.60 |
| $V_{25}$ (FPS) | 11.31 |
| $D_{25}$ (FT) | 0.53 |
| $Q_{100}$ (CFS) | 6.12 |
| $V_{100}$ (FPS) | 3.46 |
| $D_{100}$ (FT) | FULL |



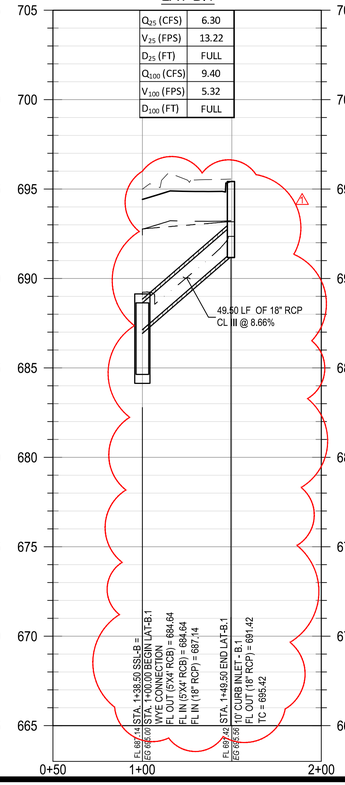

## LAT-A.7

| | |
|---|---|
| $Q_{25}$ (CFS) | 5.70 |
| $V_{25}$ (FPS) | 10.32 |
| $D_{25}$ (FT) | 1.08 |
| $Q_{100}$ (CFS) | 6.12 |
| $V_{100}$ (FPS) | 3.46 |
| $D_{100}$ (FT) | FULL |



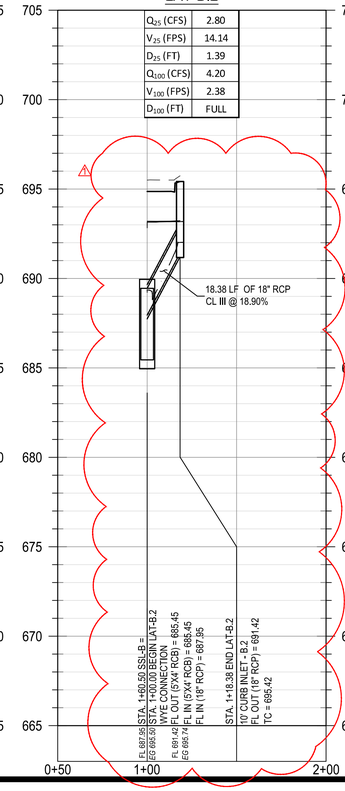

## LAT-B.1

| | |
|---|---|
| $Q_{25}$ (CFS) | 6.30 |
| $V_{25}$ (FPS) | 13.22 |
| $D_{25}$ (FT) | FULL |
| $Q_{100}$ (CFS) | 9.40 |
| $V_{100}$ (FPS) | 5.32 |
| $D_{100}$ (FT) | FULL |



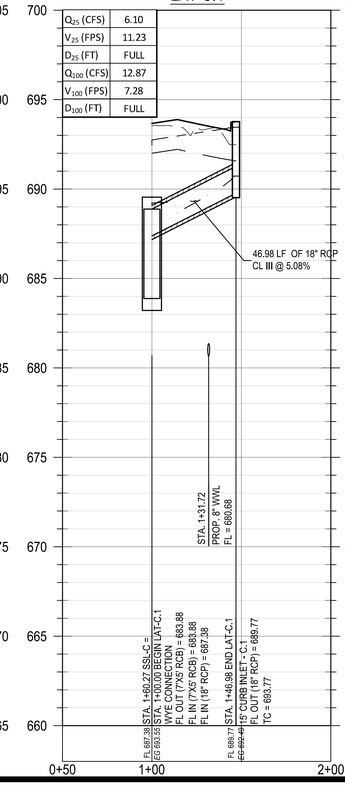

## LAT-B.2

| | |
|---|---|
| $Q_{25}$ (CFS) | 2.80 |
| $V_{25}$ (FPS) | 14.14 |
| $D_{25}$ (FT) | 1.39 |
| $Q_{100}$ (CFS) | 4.20 |
| $V_{100}$ (FPS) | 2.38 |
| $D_{100}$ (FT) | FULL |



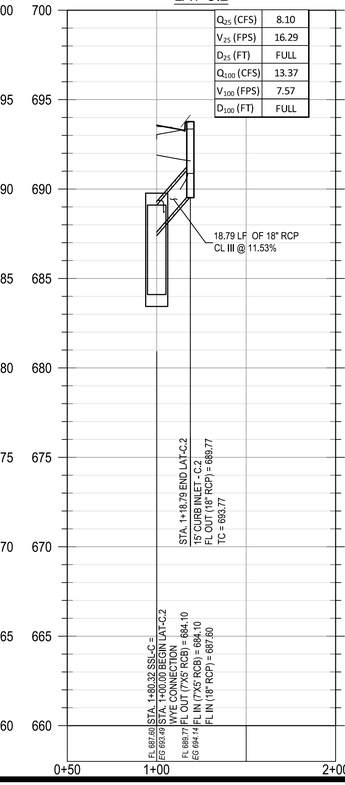

## LAT-C.1

| | |
|---|---|
| $Q_{25}$ (CFS) | 6.10 |
| $V_{25}$ (FPS) | 11.23 |
| $D_{25}$ (FT) | FULL |
| $Q_{100}$ (CFS) | 12.87 |
| $V_{100}$ (FPS) | 7.28 |
| $D_{100}$ (FT) | FULL |



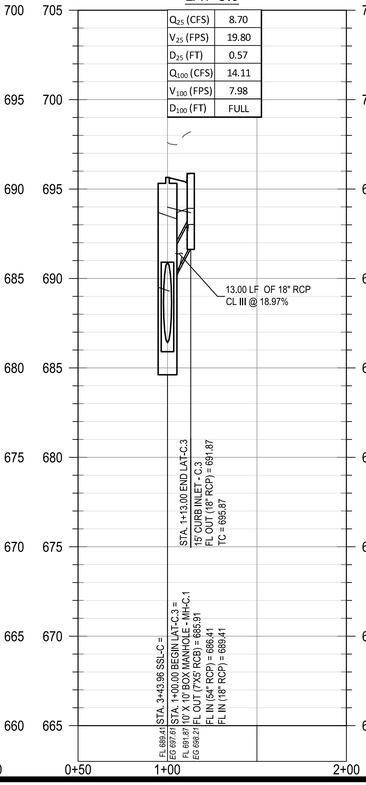

## LAT-C.2

| | |
|---|---|
| $Q_{25}$ (CFS) | 8.10 |
| $V_{25}$ (FPS) | 16.29 |
| $D_{25}$ (FT) | FULL |
| $Q_{100}$ (CFS) | 13.37 |
| $V_{100}$ (FPS) | 7.57 |
| $D_{100}$ (FT) | FULL |




## LAT-C.3

| | |
|---|---|
| $Q_{25}$ (CFS) | 8.70 |
| $V_{25}$ (FPS) | 19.80 |
| $D_{25}$ (FT) | 0.57 |
| $Q_{100}$ (CFS) | 14.11 |
| $V_{100}$ (FPS) | 7.98 |
| $D_{100}$ (FT) | FULL |




G:\TXC\Projects\Ashton_Woods\8676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-STRM-P&P-PPH-1.dwg Layout: LATS (1 OF 3) Plotted: 12/21/2021 2:31:35 PM

| APR | DATE | DESCRIPTION | REV |
|---|---|---|---|
| | 12/21/2021 | ADJUSTED STORM ELEVATIONS AND SLOPES | 1 |

**Record Drawing**

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ

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TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com

# COVERED BRIDGE PHASE 1
# HUTTO, TEXAS

## LATS (1 OF 3)

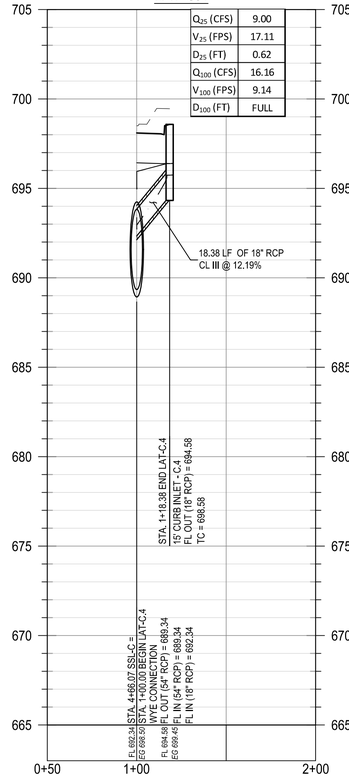
SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY H. MCLEAN
LICENSED PROFESSIONAL ENGINEER
94846
12/20/2021

SHEET
33 OF 65

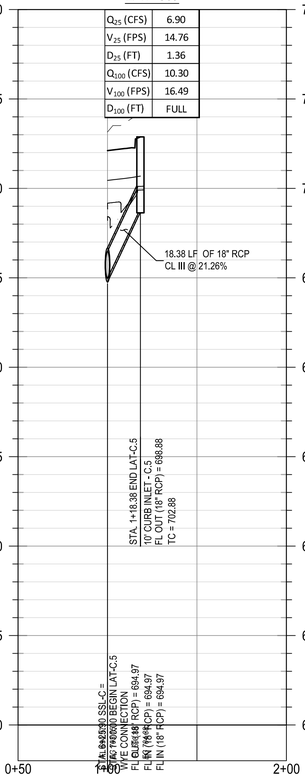
## LAT-C.4

| | |
|---|---|
| $Q_{25}$ (CFS) | 9.00 |
| $V_{25}$ (FPS) | 17.11 |
| $D_{25}$ (FT) | 0.62 |
| $Q_{100}$ (CFS) | 16.16 |
| $V_{100}$ (FPS) | 9.14 |
| $D_{100}$ (FT) | FULL |



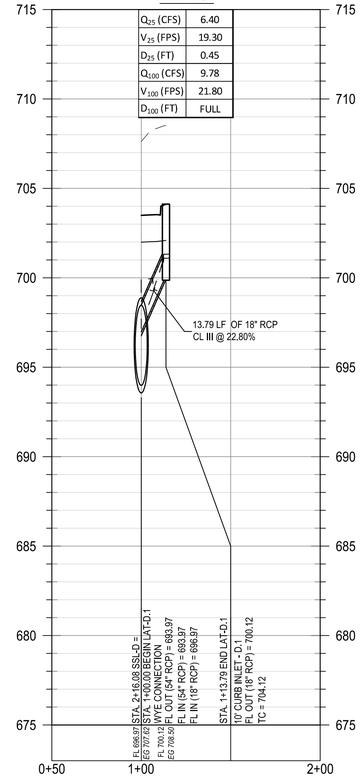

## LAT-C.5

| | |
|---|---|
| $Q_{25}$ (CFS) | 6.90 |
| $V_{25}$ (FPS) | 14.76 |
| $D_{25}$ (FT) | 1.36 |
| $Q_{100}$ (CFS) | 10.30 |
| $V_{100}$ (FPS) | 16.49 |
| $D_{100}$ (FT) | FULL |



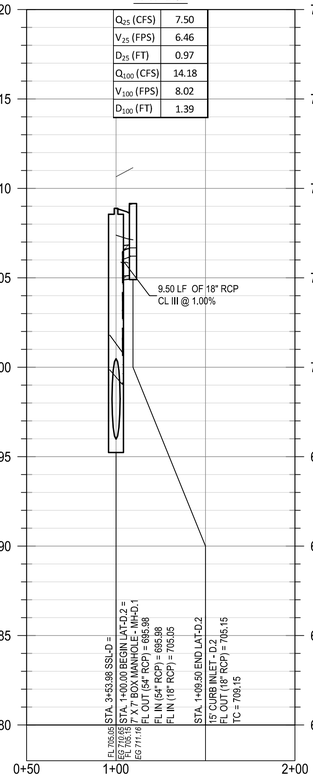

## LAT-D.1

| | |
|---|---|
| $Q_{25}$ (CFS) | 6.40 |
| $V_{25}$ (FPS) | 19.30 |
| $D_{25}$ (FT) | 0.45 |
| $Q_{100}$ (CFS) | 9.78 |
| $V_{100}$ (FPS) | 21.80 |
| $D_{100}$ (FT) | FULL |



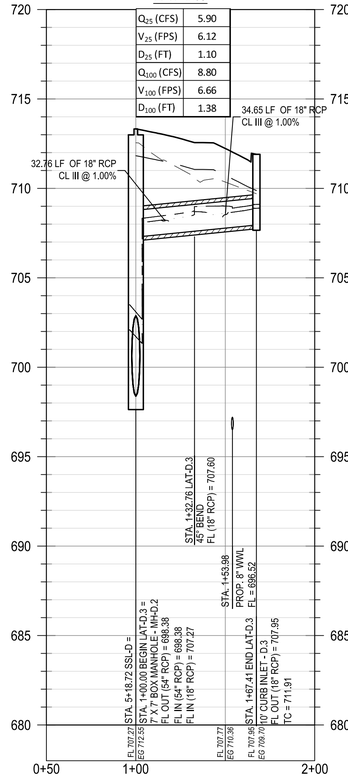

## LAT-D.2

| | |
|---|---|
| $Q_{25}$ (CFS) | 7.50 |
| $V_{25}$ (FPS) | 6.46 |
| $D_{25}$ (FT) | 0.97 |
| $Q_{100}$ (CFS) | 14.18 |
| $V_{100}$ (FPS) | 8.02 |
| $D_{100}$ (FT) | 1.39 |



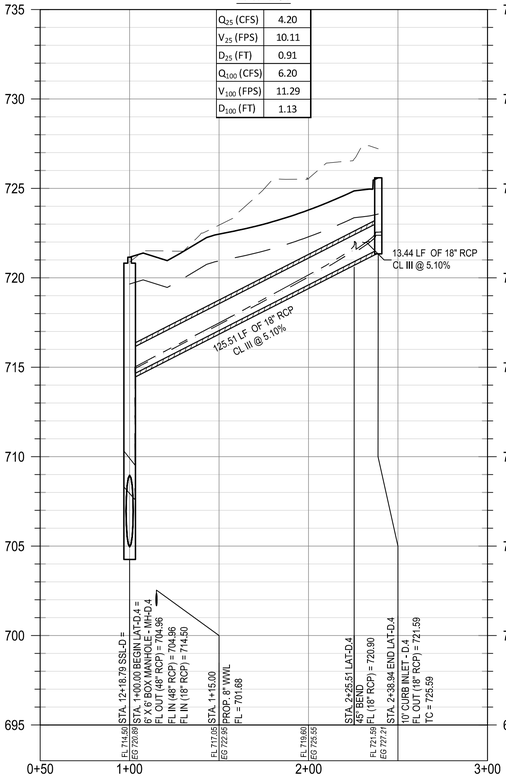

## LAT-D.3

| | |
|---|---|
| $Q_{25}$ (CFS) | 5.90 |
| $V_{25}$ (FPS) | 6.12 |
| $D_{25}$ (FT) | 1.10 |
| $Q_{100}$ (CFS) | 8.80 |
| $V_{100}$ (FPS) | 6.66 |
| $D_{100}$ (FT) | 1.38 |



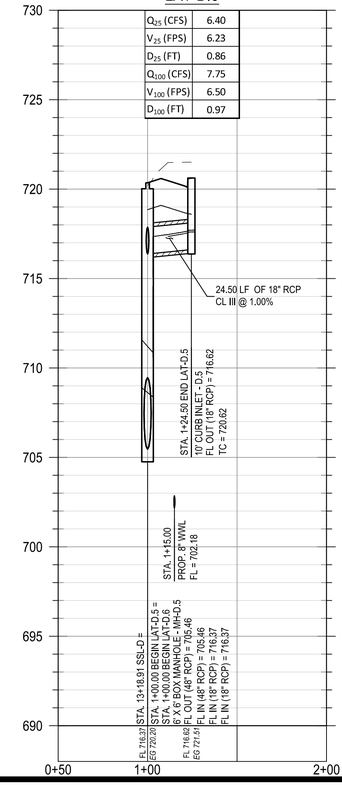

## LAT-D.4

| | |
|---|---|
| $Q_{25}$ (CFS) | 4.20 |
| $V_{25}$ (FPS) | 10.11 |
| $D_{25}$ (FT) | 0.91 |
| $Q_{100}$ (CFS) | 6.20 |
| $V_{100}$ (FPS) | 11.29 |
| $D_{100}$ (FT) | 1.13 |



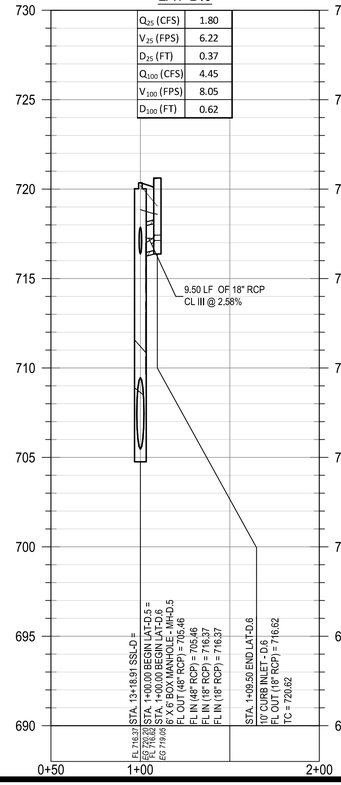

## LAT-D.5

| | |
|---|---|
| $Q_{25}$ (CFS) | 6.40 |
| $V_{25}$ (FPS) | 6.23 |
| $D_{25}$ (FT) | 0.86 |
| $Q_{100}$ (CFS) | 7.75 |
| $V_{100}$ (FPS) | 6.50 |
| $D_{100}$ (FT) | 0.97 |



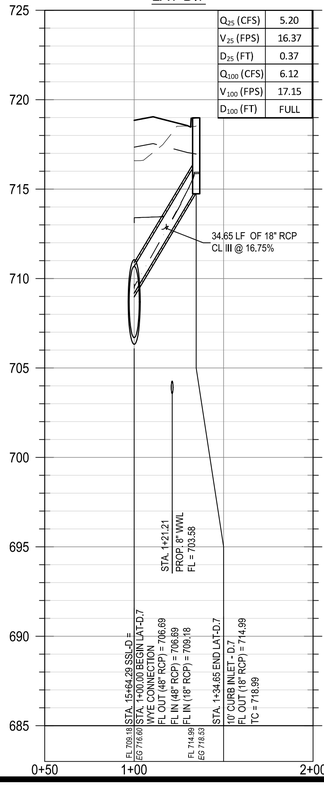

## LAT-D.6

| | |
|---|---|
| $Q_{25}$ (CFS) | 1.80 |
| $V_{25}$ (FPS) | 6.22 |
| $D_{25}$ (FT) | 0.37 |
| $Q_{100}$ (CFS) | 4.45 |
| $V_{100}$ (FPS) | 8.05 |
| $D_{100}$ (FT) | 0.62 |



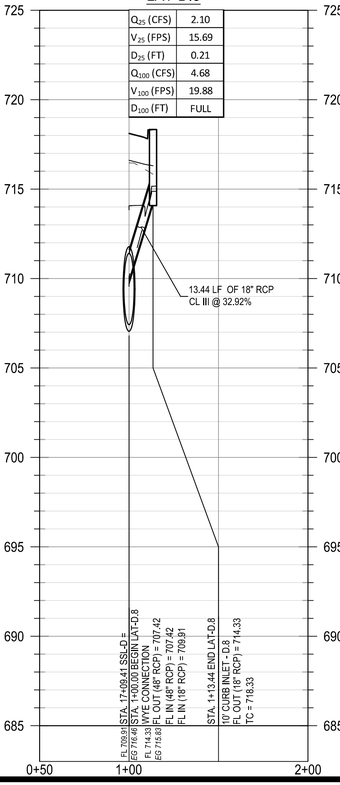

## LAT-D.7

| | |
|---|---|
| $Q_{25}$ (CFS) | 5.20 |
| $V_{25}$ (FPS) | 16.37 |
| $D_{25}$ (FT) | 0.37 |
| $Q_{100}$ (CFS) | 6.12 |
| $V_{100}$ (FPS) | 17.15 |
| $D_{100}$ (FT) | FULL |



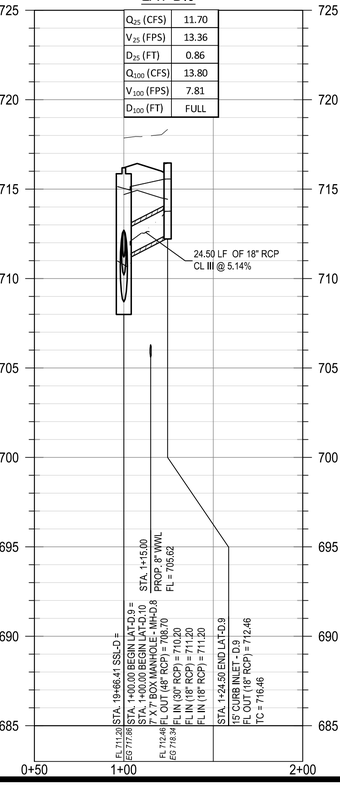

## LAT-D.8

| | |
|---|---|
| $Q_{25}$ (CFS) | 2.10 |
| $V_{25}$ (FPS) | 15.69 |
| $D_{25}$ (FT) | 0.21 |
| $Q_{100}$ (CFS) | 4.68 |
| $V_{100}$ (FPS) | 19.88 |
| $D_{100}$ (FT) | FULL |



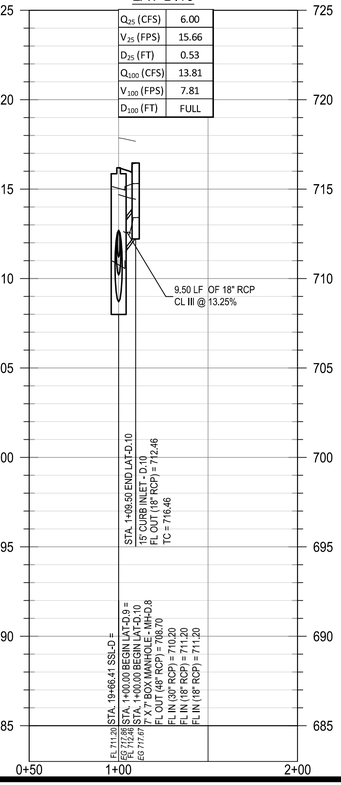

## LAT-D.9

| | |
|---|---|
| $Q_{25}$ (CFS) | 11.70 |
| $V_{25}$ (FPS) | 13.36 |
| $D_{25}$ (FT) | 0.86 |
| $Q_{100}$ (CFS) | 13.80 |
| $V_{100}$ (FPS) | 7.81 |
| $D_{100}$ (FT) | FULL |




## LAT-D.10

| | |
|---|---|
| $Q_{25}$ (CFS) | 6.00 |
| $V_{25}$ (FPS) | 15.66 |
| $D_{25}$ (FT) | 0.53 |
| $Q_{100}$ (CFS) | 13.81 |
| $V_{100}$ (FPS) | 7.81 |
| $D_{100}$ (FT) | FULL |




| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | APR |
| | | | | | | | DATE |
| | | | | | | | DESCRIPTION |
| △ | △ | △ | △ | △ | △ | | REV |

**Record Drawing**

DESIGNED BY: DAZ

REVIEWED BY: TMH

DRAWN BY: DAZ


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com


COVERED BRIDGE PHASE 1
HUTTO, TEXAS

LATS (2 OF 3)

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

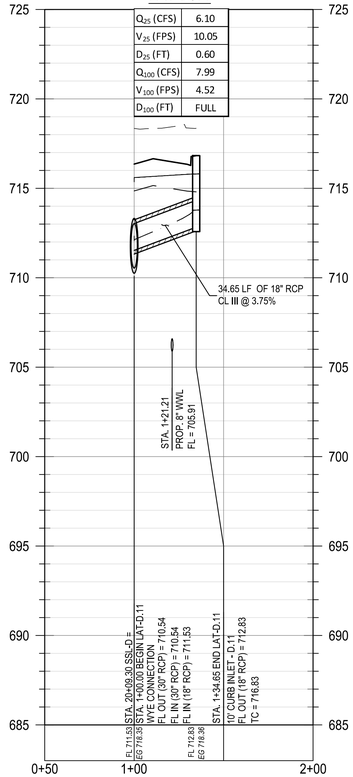
SHEET
34 OF 65

G:\TXC\Projects\Ashton_Woods\8676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-STRM-P&P-PH-1.dwg Layout: LATS (2 OF 3) Plotted: 11/8/2021 4:47:07 PM

G:\TXC\Projects\Ashton_Woods\6876-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-STRM-P&P-PH-1.dwg Layout: LATS (3 OF 3) Plotted: 12/21/2021 2:32:02 PM

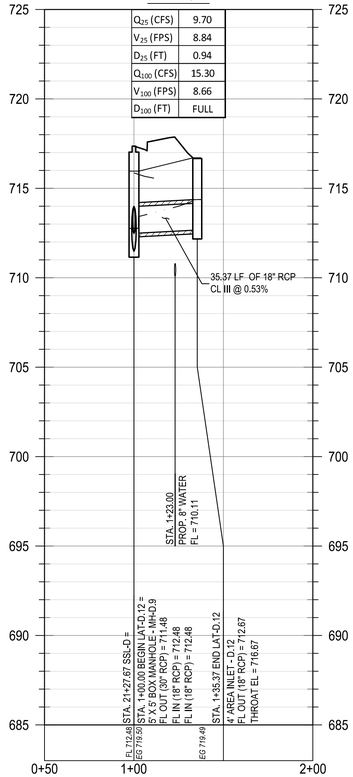
## LAT-D.11

| | |
|---|---|
| $Q_{25}$ (CFS) | 6.10 |
| $V_{25}$ (FPS) | 10.05 |
| $D_{25}$ (FT) | 0.60 |
| $Q_{100}$ (CFS) | 7.99 |
| $V_{100}$ (FPS) | 4.52 |
| $D_{100}$ (FT) | FULL |



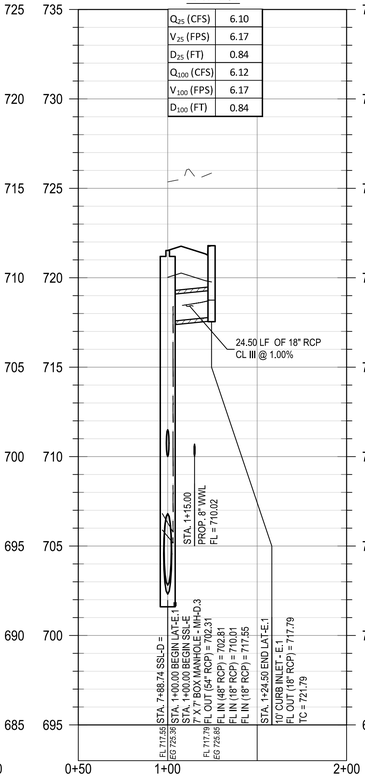

## LAT-D.12

| | |
|---|---|
| $Q_{25}$ (CFS) | 9.70 |
| $V_{25}$ (FPS) | 8.84 |
| $D_{25}$ (FT) | 0.94 |
| $Q_{100}$ (CFS) | 15.30 |
| $V_{100}$ (FPS) | 8.66 |
| $D_{100}$ (FT) | FULL |



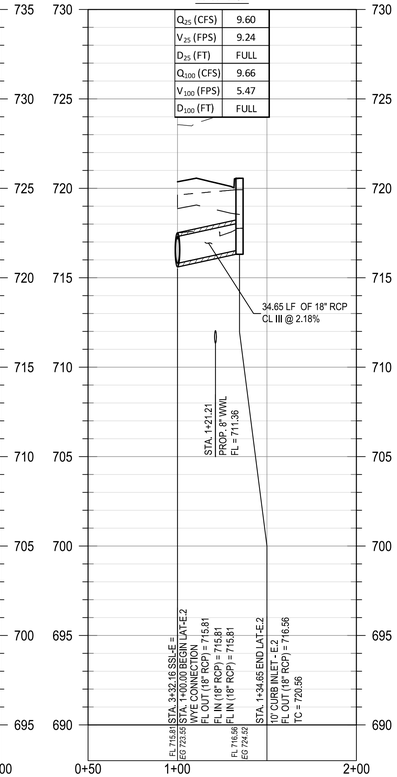

## LAT-E.1

| | |
|---|---|
| $Q_{25}$ (CFS) | 6.10 |
| $V_{25}$ (FPS) | 6.17 |
| $D_{25}$ (FT) | 0.84 |
| $Q_{100}$ (CFS) | 6.12 |
| $V_{100}$ (FPS) | 6.17 |
| $D_{100}$ (FT) | 0.84 |



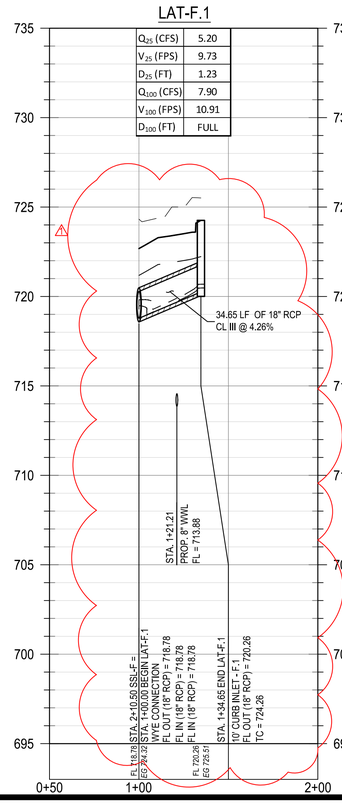

## LAT-E.2

| | |
|---|---|
| $Q_{25}$ (CFS) | 9.60 |
| $V_{25}$ (FPS) | 9.24 |
| $D_{25}$ (FT) | FULL |
| $Q_{100}$ (CFS) | 9.66 |
| $V_{100}$ (FPS) | 5.47 |
| $D_{100}$ (FT) | FULL |



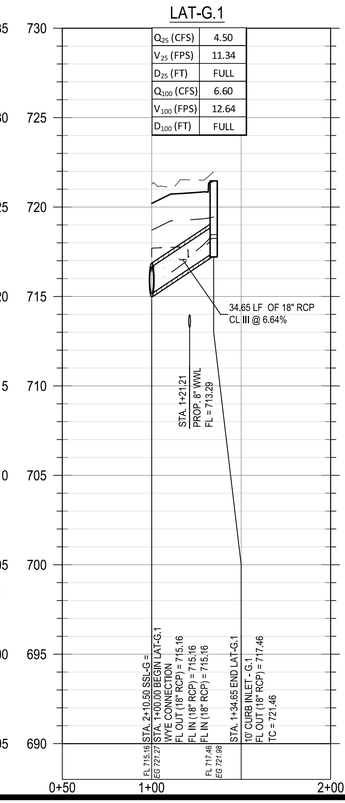

## LAT-F.1

| | |
|---|---|
| $Q_{25}$ (CFS) | 5.20 |
| $V_{25}$ (FPS) | 9.73 |
| $D_{25}$ (FT) | 1.23 |
| $Q_{100}$ (CFS) | 7.90 |
| $V_{100}$ (FPS) | 10.91 |
| $D_{100}$ (FT) | FULL |



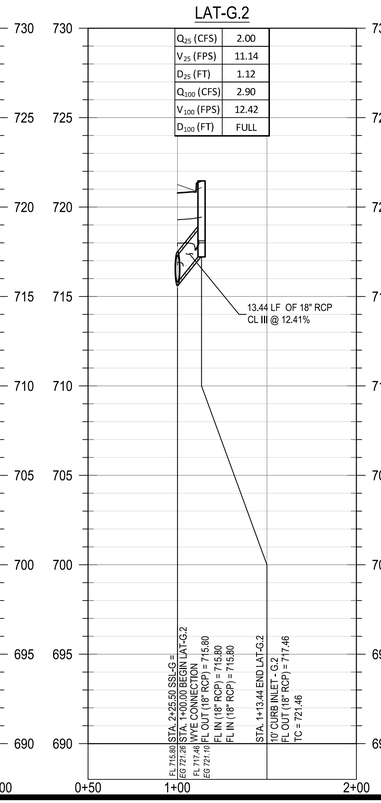

## LAT-G.1

| | |
|---|---|
| $Q_{25}$ (CFS) | 4.50 |
| $V_{25}$ (FPS) | 11.34 |
| $D_{25}$ (FT) | FULL |
| $Q_{100}$ (CFS) | 6.60 |
| $V_{100}$ (FPS) | 12.64 |
| $D_{100}$ (FT) | FULL |




## LAT-G.2

| | |
|---|---|
| $Q_{25}$ (CFS) | 2.00 |
| $V_{25}$ (FPS) | 11.14 |
| $D_{25}$ (FT) | 1.12 |
| $Q_{100}$ (CFS) | 2.90 |
| $V_{100}$ (FPS) | 12.42 |
| $D_{100}$ (FT) | FULL |




| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | APR |
| | | | | | | | 12/21/2021 | DATE |
| ADJUSTED STORM ELEVATIONS AND SLOPES | | | | | | Record Drawing | | DESCRIPTION |
| 1 | 2 | 3 | 4 | 5 | 6 | | | REV |

| | |
|---|---|
| DESIGNED BY: | DAZ |
| REVIEWED BY: | TMH |
| DRAWN BY: | DAZ |

BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.brwngey.com

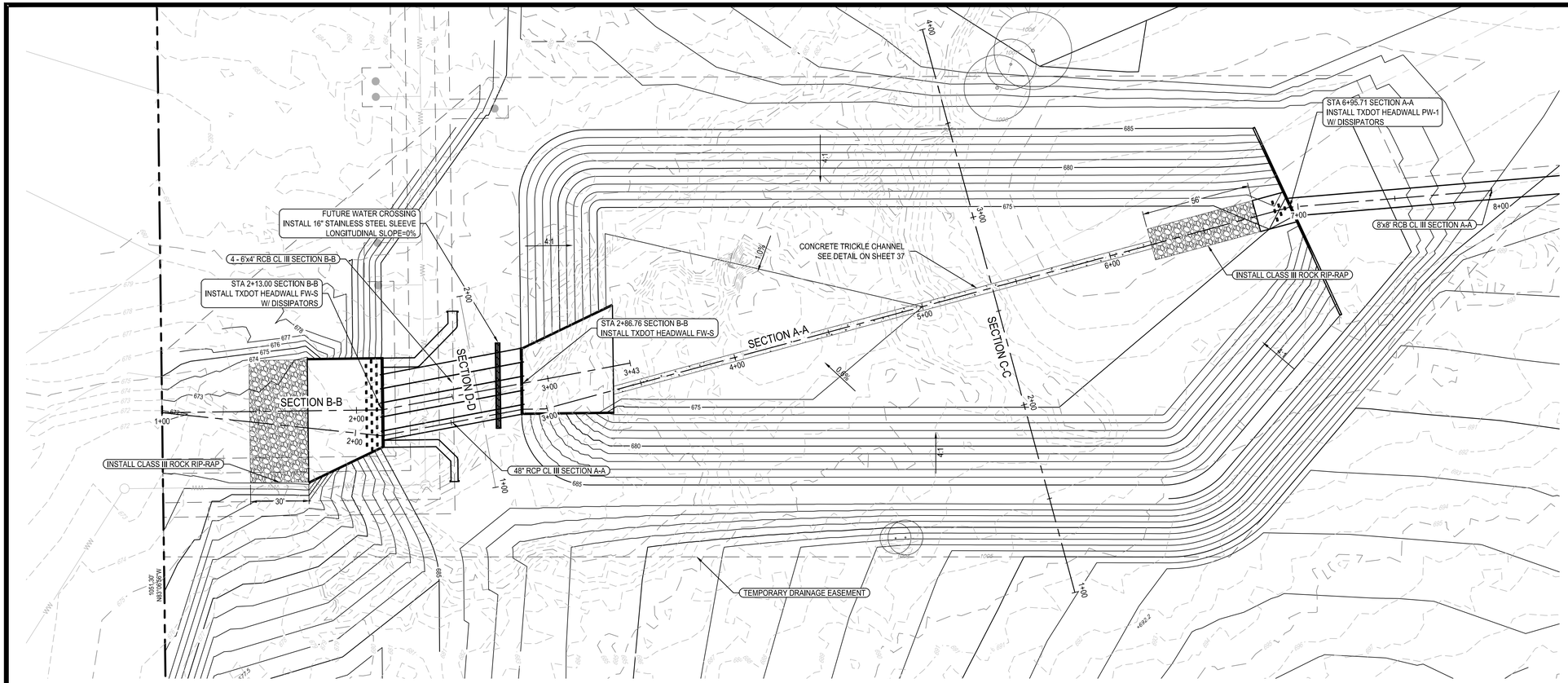
COVERED BRIDGE PHASE 1
HUTTO, TEXAS

LATS (3 OF 3)

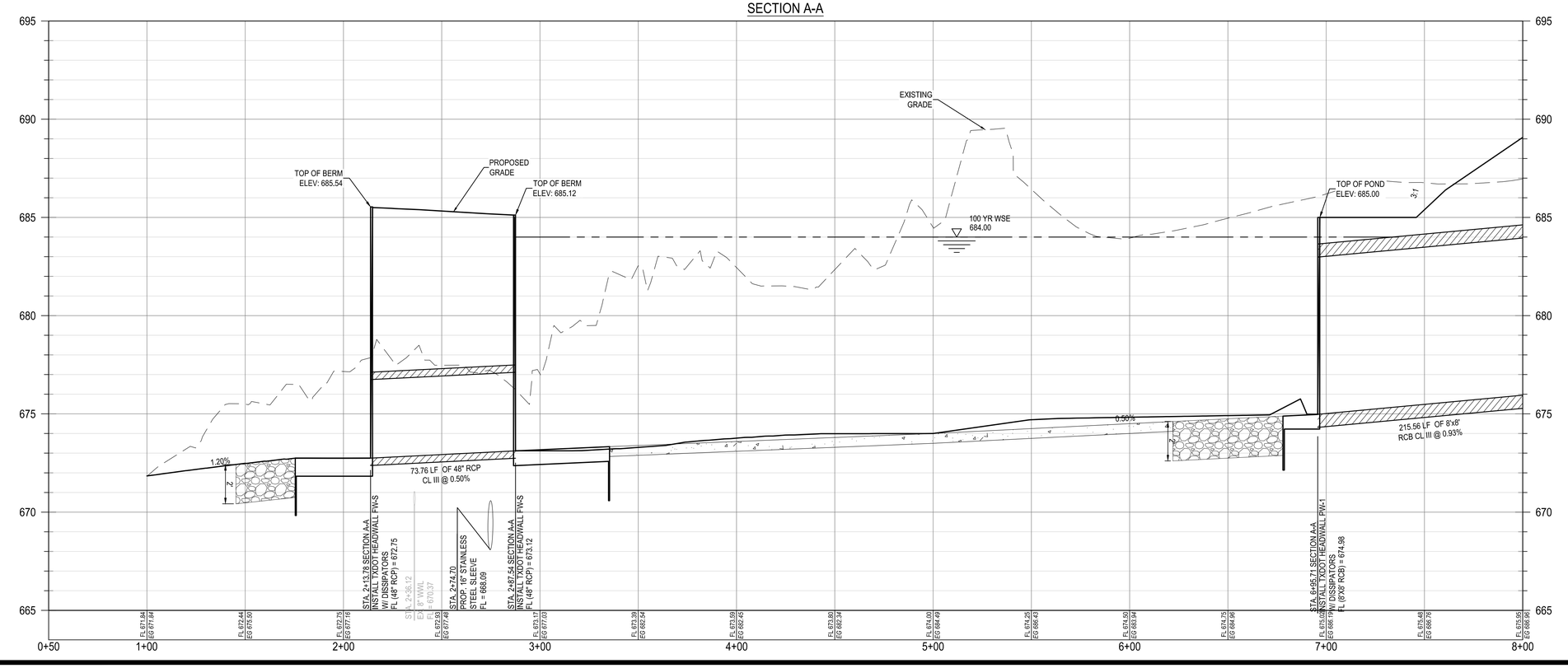
SUBMITTAL DATE: 04-02-2021

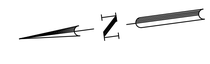
TIMOTHY M. HOLLAND
94846
LICENSED PROFESSIONAL ENGINEER
12/28/2021

SHEET
35 OF 65




SECTION A-A




LEGEND

- PROPERTY BOUNDARY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- STORM SEWER FLOW DIRECTION
- PROPOSED MANHOLE
- PROPOSED 10' CURB INLET
- PROPOSED 4'X4' AREA INLET

NOTES:
1. ALL INLET WYE CONNECTIONS TO BE 45 DEGREES UNLESS OTHERWISE NOTED.

PROFILE LEGEND

- PROPOSED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- 100 YEAR HGL LINE
- 25 YEAR HGL LINE
- PROPOSED STORM LINE
- PROPOSED STORM CURB INLET
- PROPOSED STORM MANHOLE
- PROPOSED STORM BOX MANHOLE

| | | | | | | APR |
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| | | | | | | DATE |
| | | | | | Record Drawing | DESCRIPTION |
| ◁ | ◁ | ◁ | ◁ | ◁ | | REV |

| | |
|---|---|
| DESIGNED BY: | DAZ |
| REVIEWED BY: | TMH |
| DRAWN BY: | DAZ |


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com


COVERED BRIDGE PHASE 1
HUTTO, TEXAS

POND PLAN (1 OF 2)

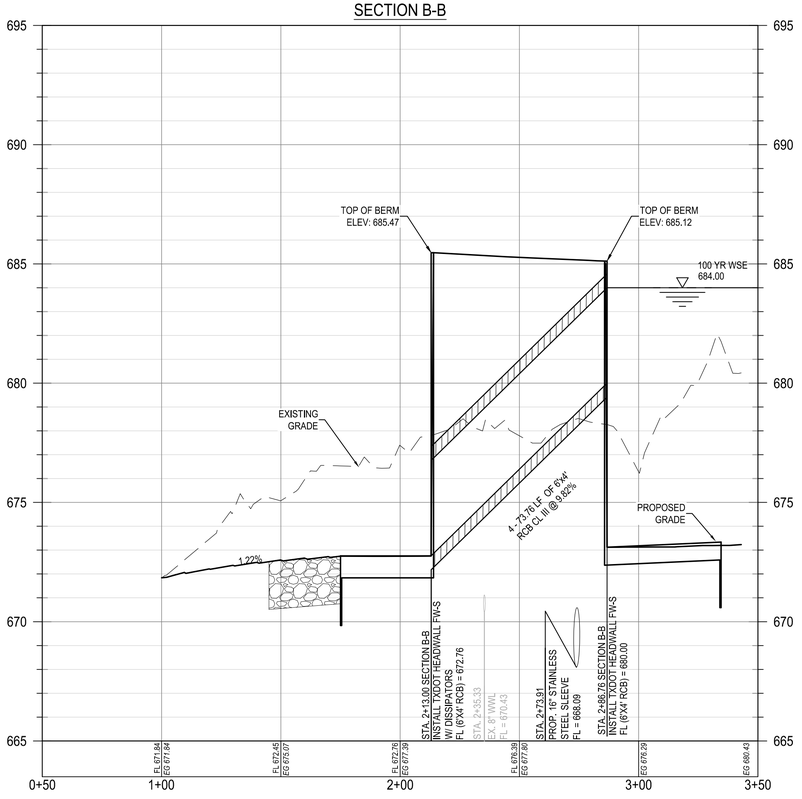
SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

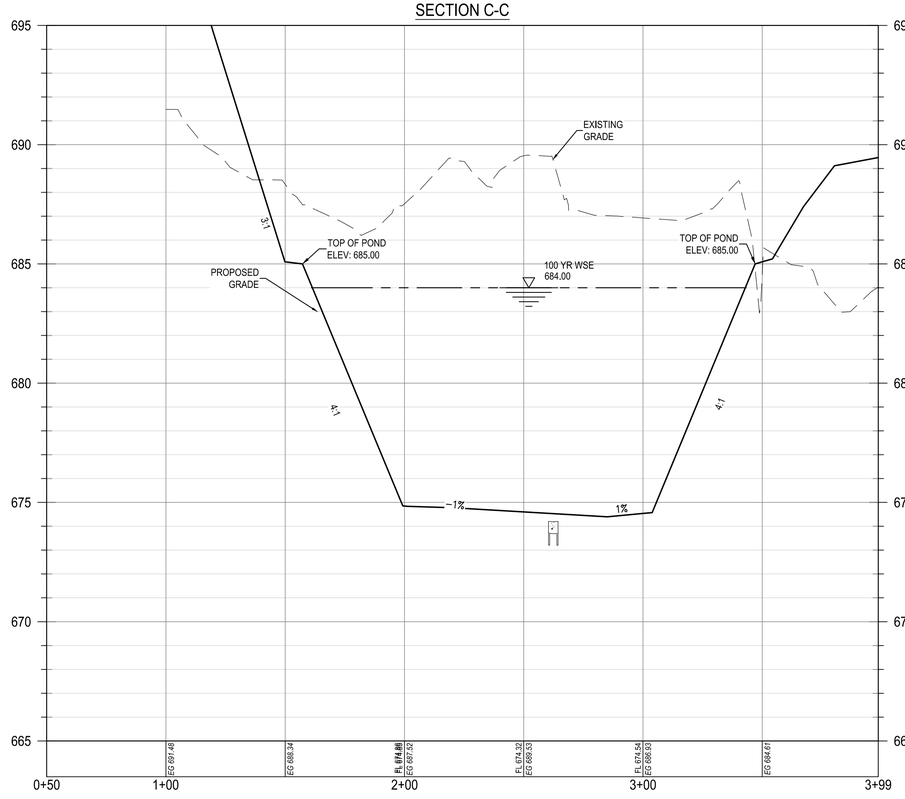
SHEET
36 OF 65

G:\TX\CP\projects\Ashton_Woods\86676-00-Covered_Bridge_Ph_1\LD\01_CAD\D\01_Shts\C-SP-POND-PH-1.dwg Layout: POND PLAN (1 OF 2) Plotted: 11/8/2021 4:48:17 PM

## SECTION B-B




## SECTION C-C




0 15' 30' 60'

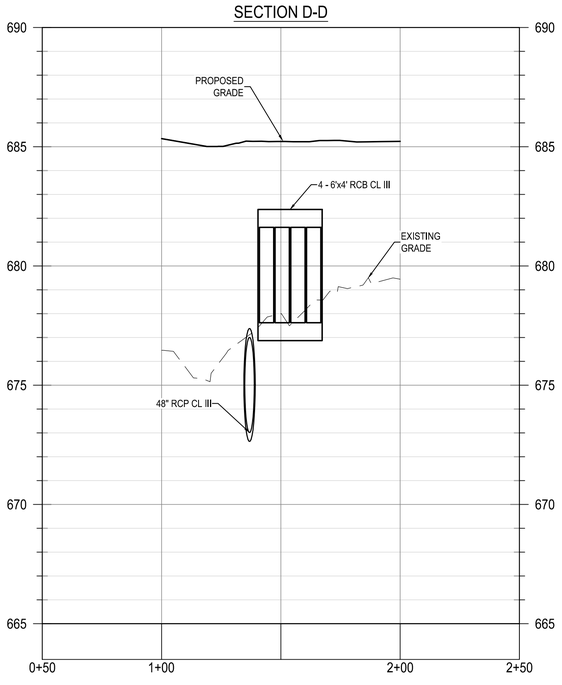
SCALE: 1" = 30'

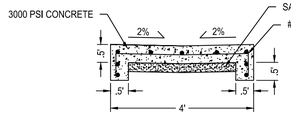
### LEGEND

- PROPERTY BOUNDARY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- STORM SEWER FLOW DIRECTION
- PROPOSED MANHOLE
- PROPOSED 10' CURB INLET
- PROPOSED 4'X4' AREA INLET

NOTES:
1. ALL INLET WYE CONNECTIONS TO BE 45 DEGREES UNLESS OTHERWISE NOTED.

## SECTION D-D




TYPICAL CONCRETE TRICKLE CHANNEL
N.T.S.

NOTES:
1. CONCRETE TRICKLE CHANNELS ARE REQUIRED IN ALL UN-LINED CHANNELS.
2. TICKLE CHANNELS SHALL HAVE CONTRACTION JOINTS EVERY 20'.

### PROFILE LEGEND

- PROPOSED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- 100 YEAR HGL LINE
- 25 YEAR HGL LINE
- PROPOSED STORM LINE
- PROPOSED STORM CURB INLET
- PROPOSED STORM MANHOLE
- PROPOSED STORM BOX MANHOLE

| REV | DESCRIPTION | DATE | APR |
|---|---|---|---|
| | Record Drawing | | |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.bgeinc.com


# COVERED BRIDGE PHASE 1
# HUTTO, TEXAS

# POND PLAN (2 OF 2)

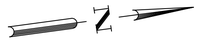
SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

SHEET
37 OF 65

G:\TXC\Projects\Ashton_Woods\8676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-POND-PH-1.dwg Layout: POND PLAN (2 OF 2) Plotted: 11/8/2021 4:48:26 PM

| Sanitary Sewer Line Capacity Calculations | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Line # | Pipe Size (in) | Station | MH# | Upstream Slope (%) | # of SF LUEs Added | # of Other LUEs Added | Total # of LUEs | F | PDWF (gpm) | Area Added (AC) | Total Area (AC) | I/I(gpm) | PWWF (gpm) | Depth of PDWF (in) | % Full | Depth of PWWF (in) | % Full | Velocity (FULL, ft/s) |
| A | 8 | 30+67.00 | A14 | 0.50% | 10 | 0 | 10 | 1.94 | 8.45 | 2.53 | 7.09 | 3.69 | 12.14 | 0.70 | 9.10% | 0.90 | 10.80% | 3.18 |
| A | 8 | 27+49.49 | A13 | 0.50% | 6 | 20 | 26 | 5.06 | 21.51 | 0.38 | 10.00 | 5.21 | 26.72 | 1.10 | 14.10% | 1.30 | 15.70% | 3.18 |
| A | 8 | 24+61.99 | A12 | 0.50% | 5 | 36 | 41 | 7.97 | 33.46 | 0.37 | 11.99 | 6.24 | 39.71 | 1.40 | 17.50% | 1.50 | 19.10% | 3.18 |
| A | 8 | 24+03.77 | A11 | 0.50% | 2 | 50 | 52 | 10.11 | 42.09 | 0.08 | 13.59 | 7.08 | 49.17 | 1.60 | 19.60% | 1.70 | 21.20% | 3.18 |
| A | 8 | 23+40.10 | A10 | 0.50% | 0 | 52 | 52 | 10.11 | 42.09 | 0.06 | 13.65 | 7.11 | 49.20 | 1.60 | 19.60% | 1.70 | 21.20% | 3.18 |
| A | 8 | 21+52.76 | A9 | 0.50% | 5 | 52 | 57 | 11.08 | 45.98 | 0.60 | 14.25 | 7.42 | 53.40 | 1.60 | 20.50% | 1.80 | 22.10% | 3.18 |
| A | 8 | 20+90.89 | A8 | 0.50% | 0 | 57 | 57 | 11.08 | 45.98 | 0.06 | 14.31 | 7.45 | 53.43 | 1.60 | 20.50% | 1.80 | 22.10% | 3.18 |
| A | 8 | 20+61.76 | A7 | 0.50% | 2 | 57 | 59 | 11.47 | 47.53 | 0.30 | 14.61 | 7.61 | 55.14 | 1.70 | 20.90% | 1.80 | 22.50% | 3.18 |
| A | 8 | 17+45.69 | A6 | 0.50% | 4 | 81 | 85 | 16.53 | 67.43 | 1.03 | 19.30 | 10.05 | 77.49 | 2.00 | 24.80% | 2.10 | 26.60% | 3.18 |
| A | 8 | 14+86.77 | A5 | 4.72% | 9 | 85 | 94 | 18.28 | 74.23 | 1.07 | 20.37 | 10.61 | 84.84 | 1.20 | 15.00% | 1.30 | 16.00% | 9.76 |
| A | 8 | 12+77.37 | A4 | 0.50% | 6 | 116 | 122 | 23.72 | 95.09 | 1.19 | 24.56 | 12.79 | 107.88 | 2.40 | 29.60% | 2.50 | 31.60% | 3.18 |
| A | 8 | 10+85.35 | A3 | 2.27% | 6 | 122 | 128 | 24.89 | 99.51 | 1.35 | 25.91 | 13.49 | 113.01 | 1.70 | 20.70% | 1.80 | 22.00% | 6.78 |
| A | 8 | 8+12.84 | A2 | 0.50% | 7 | 151 | 158 | 30.72 | 121.39 | 1.27 | 31.28 | 16.29 | 137.69 | 2.70 | 33.60% | 2.90 | 36.00% | 3.18 |
| A | 8 | 4+24.28 | A1 | 0.50% | 14 | 158 | 172 | 33.44 | 131.48 | 2.20 | 33.48 | 17.44 | 148.92 | 2.80 | 35.10% | 3.00 | 37.40% | 3.18 |
| A | 8 | 1+00.00 | PLUG | 1.08% | 14 | 172 | 186 | 36.17 | 141.50 | 2.07 | 35.55 | 18.52 | 160.02 | 2.40 | 29.80% | 2.50 | 31.80% | 4.68 |
| B | 8 | 7+30.90 | B5 | 5.00% | 12 | 0 | 12 | 2.33 | 10.10 | 2.09 | 2.09 | 1.09 | 11.19 | 0.50 | 5.70% | 0.50 | 6.00% | 10.06 |
| B | 8 | 6+69.69 | B4 | 4.00% | 0 | 12 | 12 | 2.33 | 10.10 | 0.06 | 2.15 | 1.12 | 11.22 | 0.50 | 6.10% | 0.50 | 6.40% | 9.00 |
| B | 8 | 5+74.32 | B3 | 3.00% | 2 | 12 | 14 | 2.72 | 11.75 | 0.62 | 2.77 | 1.44 | 13.19 | 0.60 | 7.00% | 0.60 | 7.30% | 7.79 |
| B | 8 | 2+92.62 | B2 | 1.50% | 8 | 14 | 22 | 4.28 | 18.28 | 0.46 | 3.23 | 1.68 | 19.96 | 0.80 | 10.10% | 0.80 | 10.50% | 5.51 |
| B | 8 | 1+67.59 | B1 | 3.00% | 0 | 22 | 22 | 4.28 | 18.28 | 0.57 | 3.80 | 1.98 | 20.26 | 0.70 | 8.50% | 0.70 | 9.00% | 7.79 |
| B | 8 | 1+00.00 | A3 | 0.50% | 1 | 22 | 23 | 4.47 | 19.09 | 0.30 | 4.10 | 2.14 | 21.22 | 1.10 | 13.40% | 1.10 | 14.10% | 3.18 |
| C | 8 | 2+80.00 | C1 | 0.50% | 14 | 0 | 14 | 2.72 | 11.75 | 2.38 | 2.38 | 1.24 | 12.99 | 0.80 | 10.60% | 0.90 | 11.10% | 3.18 |
| C | 8 | 1+00.00 | A7 | 0.50% | 8 | 14 | 22 | 4.28 | 18.28 | 1.28 | 3.66 | 1.91 | 20.18 | 1.00 | 13.10% | 1.10 | 14.10% | 3.18 |
| D | 8 | 1+00.00 | A12 | 4.00% | 9 | 0 | 9 | 1.75 | 7.61 | 1.52 | 1.52 | 0.79 | 8.41 | 0.40 | 5.30% | 0.40 | 5.50% | 9.00 |
| E | 8 | 1+00.00 | A13 | 4.50% | 10 | 0 | 10 | 1.94 | 8.45 | 1.62 | 1.62 | 0.84 | 9.29 | 0.40 | 5.40% | 0.50 | 5.70% | 9.55 |
| F | 8 | 1+00.00 | A14 | 3.50% | 10 | 0 | 10 | 1.94 | 8.45 | 2.53 | 2.53 | 1.32 | 9.76 | 0.50 | 5.70% | 0.50 | 6.10% | 8.42 |
| G | 8 | 1+00.00 | A5 | 2.00% | 22 | 0 | 22 | 4.28 | 18.28 | 3.00 | 3.00 | 1.56 | 19.84 | 0.80 | 9.40% | 0.80 | 9.80% | 6.36 |



0 50' 100' 200'

SCALE: 1" = 100'

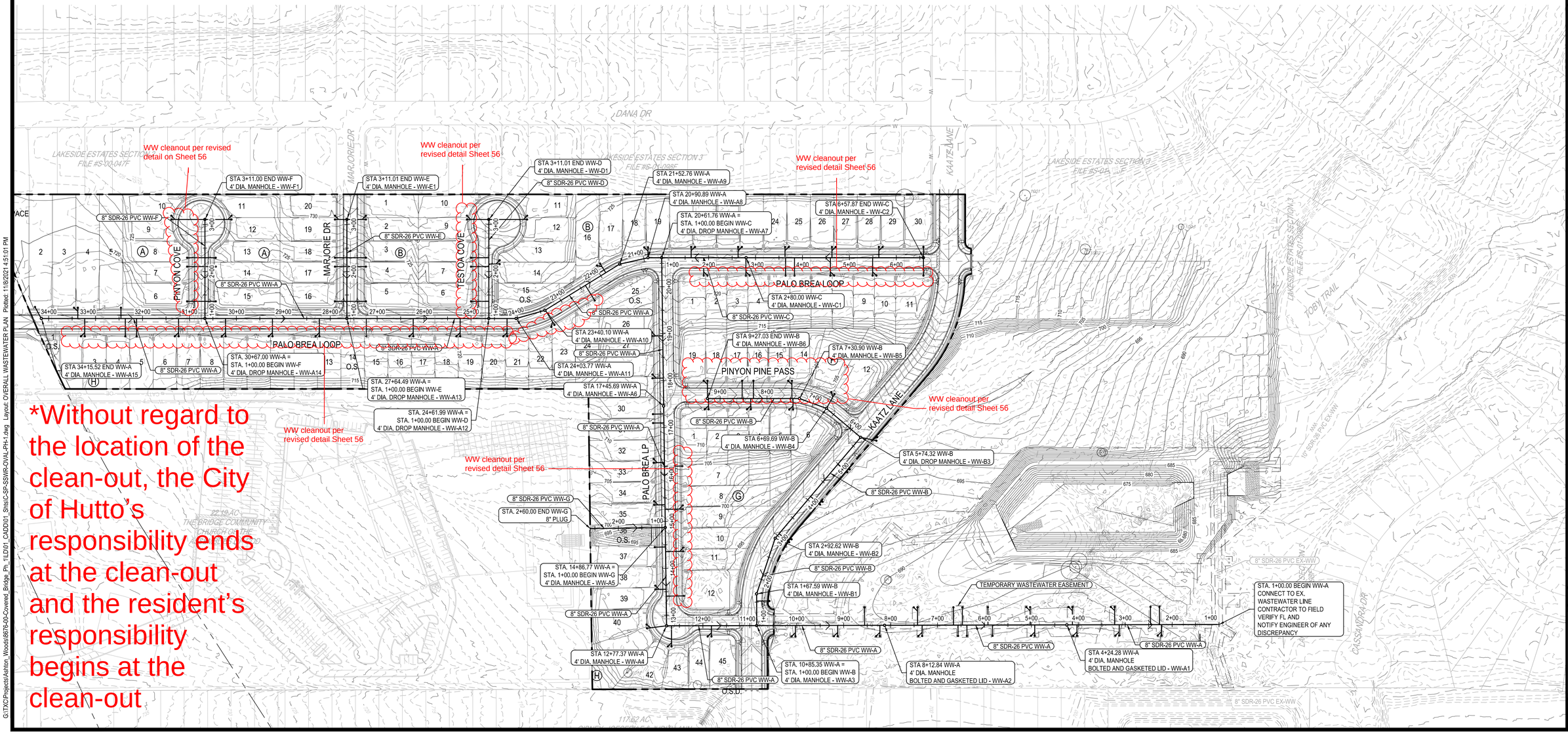
LEGEND

- PROPERTY BOUNDARY
- PROPOSED RIGHT OF WAY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- WASTEWATER LINE
- WASTEWATER MANHOLE
- DIRECTION OF FLOW
- DOUBLE WASTEWATER SERVICE
- SINGLE WASTEWATER SERVICE
- DOUBLE WATER SERVICE
- SINGLE WATER SERVICE

* ALL WASTEWATER SYMBOLS ARE NOT TO SCALE, AND ARE ONLY SHOWN FOR ILLUSTRATION PURPOSES. REFER TO DETAILS SHOWN IN THIS PLAN SET.

NOTE:

1. ALL ITEMS ARE TO BE FURNISHED AND INSTALLED BY CONTRACTOR. REFERENCE CONSTRUCTION DETAILS SHEETS FOR ADDITIONAL INFORMATION.
2. ALL GRAVITY LINES ARE TO BE INSTALLED FROM DOWNSTREAM TO UPSTREAM.
3. ALL WASTEWATER LINES SHALL BE PVC SDR-26 CONFORMING TO ASTM D30304 WITH MINIMUM PIPE STIFFNESS OF 115 PSI AS DETERMINED BY ASTM D2412.
4. AT ALL WATER LINE CROSSINGS, WASTEWATER MAIN SHALL BE ASTM 2241, SDR-26 CLASS 160 OR BETTER PVC FOR MINIMUM 20 FEET CENTERED ON WATER LINE.
5. CONTRACTOR SHALL MAINTAIN A MINIMUM SEPARATION DISTANCE IN ALL DIRECTIONS OF NINE FEET BETWEEN PROPOSED WATERLINE AND WASTEWATER COLLECTION FACILITIES INCLUDING MANHOLES. IF THIS DISTANCE CANNOT BE MAINTAINED, CONTRACTOR MUST IMMEDIATELY NOTIFY PROJECT ENGINEER FOR FURTHER DIRECTION.
6. TRACER TAPE SHALL BE PLACED ABOVE ALL PLASTIC PIPES.
7. CAUTION: CONTRACTOR TO VERIFY ALL EXISTING UTILITIES VERTICALLY AND HORIZONTALLY PRIOR TO CONSTRUCTION. CONTRACTOR TO NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
8. FOR ALL EXISTING MANHOLES MODIFIED BY CONSTRUCTION TO BE TESTED, REPAIRED AND RECOATED PER DETAIL WW-03.




*Without regard to the location of the clean-out, the City of Hutto's responsibility ends at the clean-out and the resident's responsibility begins at the clean-out

| | | | | | | | APR |
|---|---|---|---|---|---|---|---|
| | | | | | | | DATE |
| | | | Record Drawing | | | | DESCRIPTION |
| ◁ | ◁ | ◁ | ◁ | ◁ | ◁ | | REV |

DESIGNED BY: DAZ

REVIEWED BY: TMH

DRAWN BY: DAZ


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.brownandgay.com


COVERED BRIDGE PHASE 1
HUTTO, TEXAS

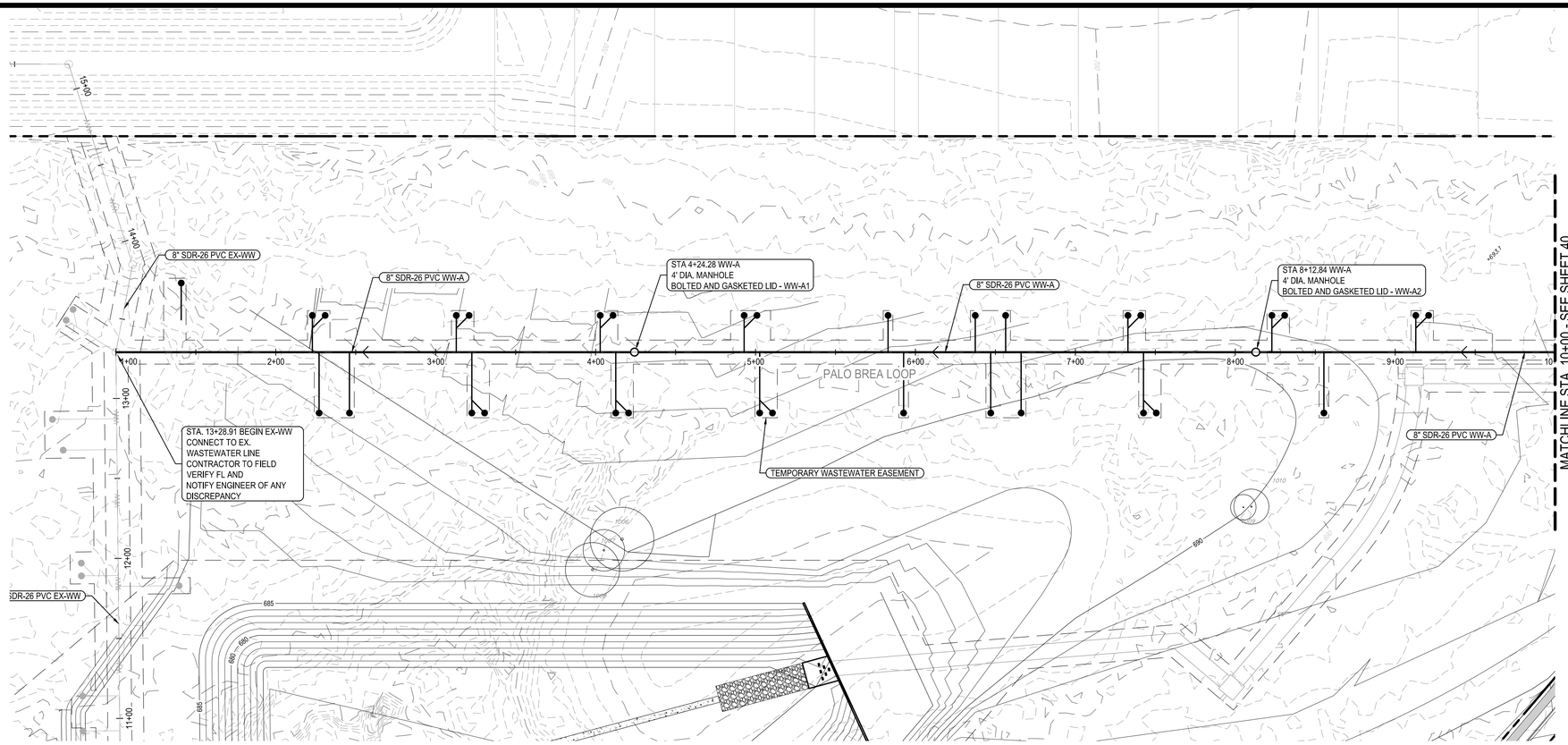
OVERALL WASTEWATER PLAN

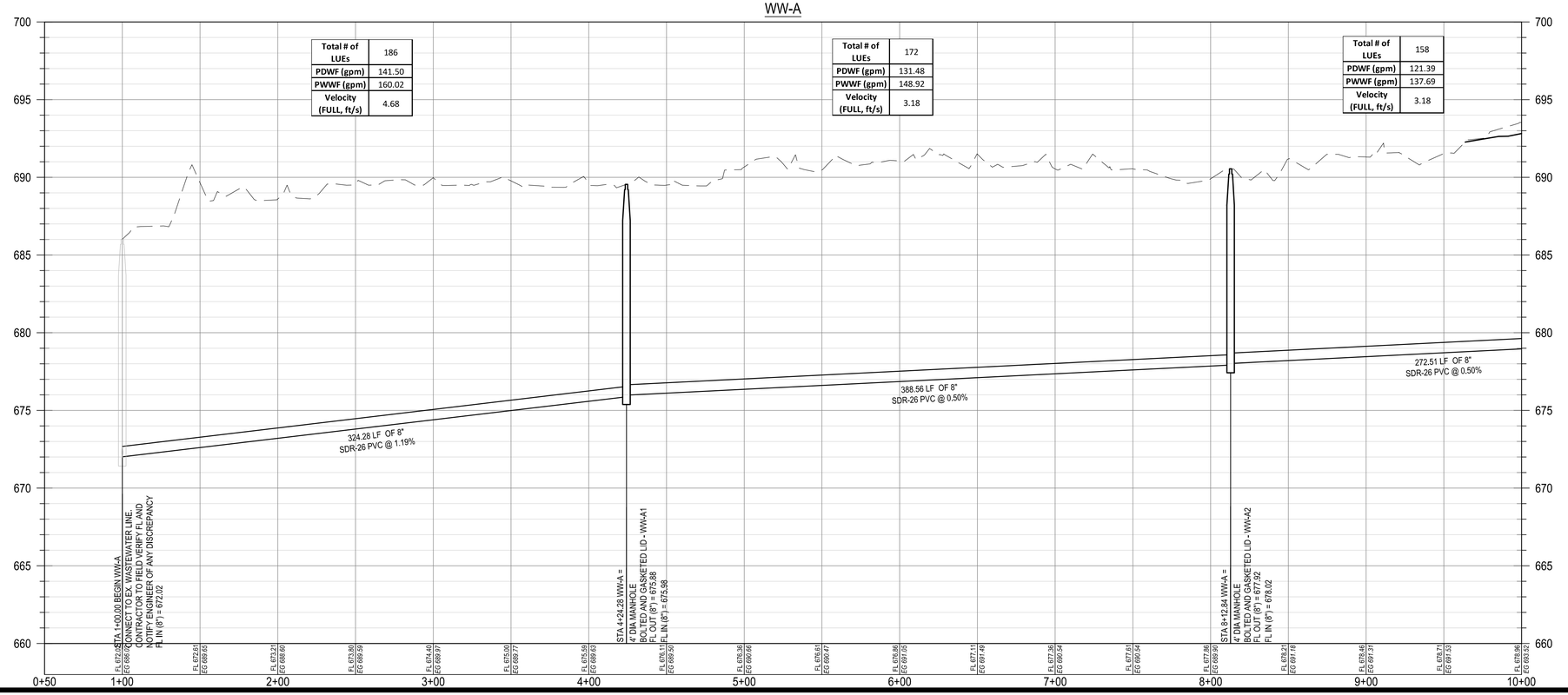
SUBMITTAL DATE: 04-02-2021

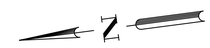
STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

SHEET
38 OF 65

G:\TX\CP\projects\Ashton_Woods\86676-00-Covered_Bridge_Ph_1\1\D\01_CAD\D01_Shts\C-SP-SSWR-OVAL-PH1.dwg Layout: OVERALL WASTEWATER PLAN Plotted: 11/8/2021 4:51:01 PM



0 20' 40' 80'
SCALE: 1" = 40'

## LEGEND

- PROPERTY BOUNDARY
- PROPOSED RIGHT OF WAY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- WASTEWATER LINE
- WASTEWATER MANHOLE
- DIRECTION OF FLOW
- DOUBLE WASTEWATER SERVICE
- SINGLE WASTEWATER SERVICE
- DOUBLE WATER SERVICE
- SINGLE WATER SERVICE

* ALL WASTEWATER SYMBOLS ARE NOT TO SCALE, AND ARE ONLY SHOWN FOR ILLUSTRATION PURPOSES. REFER TO DETAILS SHOWN IN THIS PLAN SET.

NOTE:

1. ALL MANHOLES SHALL BE COATED WITH RAVEN 405, OR APPROVED EQUAL, WITH A UNIFORM THICKNESS OF 124 MILS AND A MINIMUM THICKNESS OF 100 MILS, APPLIED AFTER MANHOLES HAVE PASSED THE VACUUM TEST (CITY STANDARD WW-03).
2. TOPS OF MANHOLES UNDER PAVEMENT SHALL BE ADJUSTED TO MATCH FINISH GRADES PRIOR TO ACCEPTANCE OF WORK.
3. CORE EXISTING MANHOLE, INSERT GASKET AND PROVIDE PRECO GROUT SEAL INSIDE AND OUR, OR APPROVED EQUAL.
4. ALL WASTEWATER LINES SHALL BE PVC SDR-26 CONFORMING TO ASTM D3034 WITH MINIMUM PIPE STIFFNESS OF 115 PSI AS DETERMINED BY ASTM D2412.
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## PROFILE LEGEND

- FINISHED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- PROPOSED WASTEWATER LINE
- PROPOSED WASTEWATER MANHOLE

| APR | DATE | DESCRIPTION | REV |
|---|---|---|---|
| | | Record Drawing | |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com


COVERED BRIDGE PHASE 1
HUTTO, TEXAS

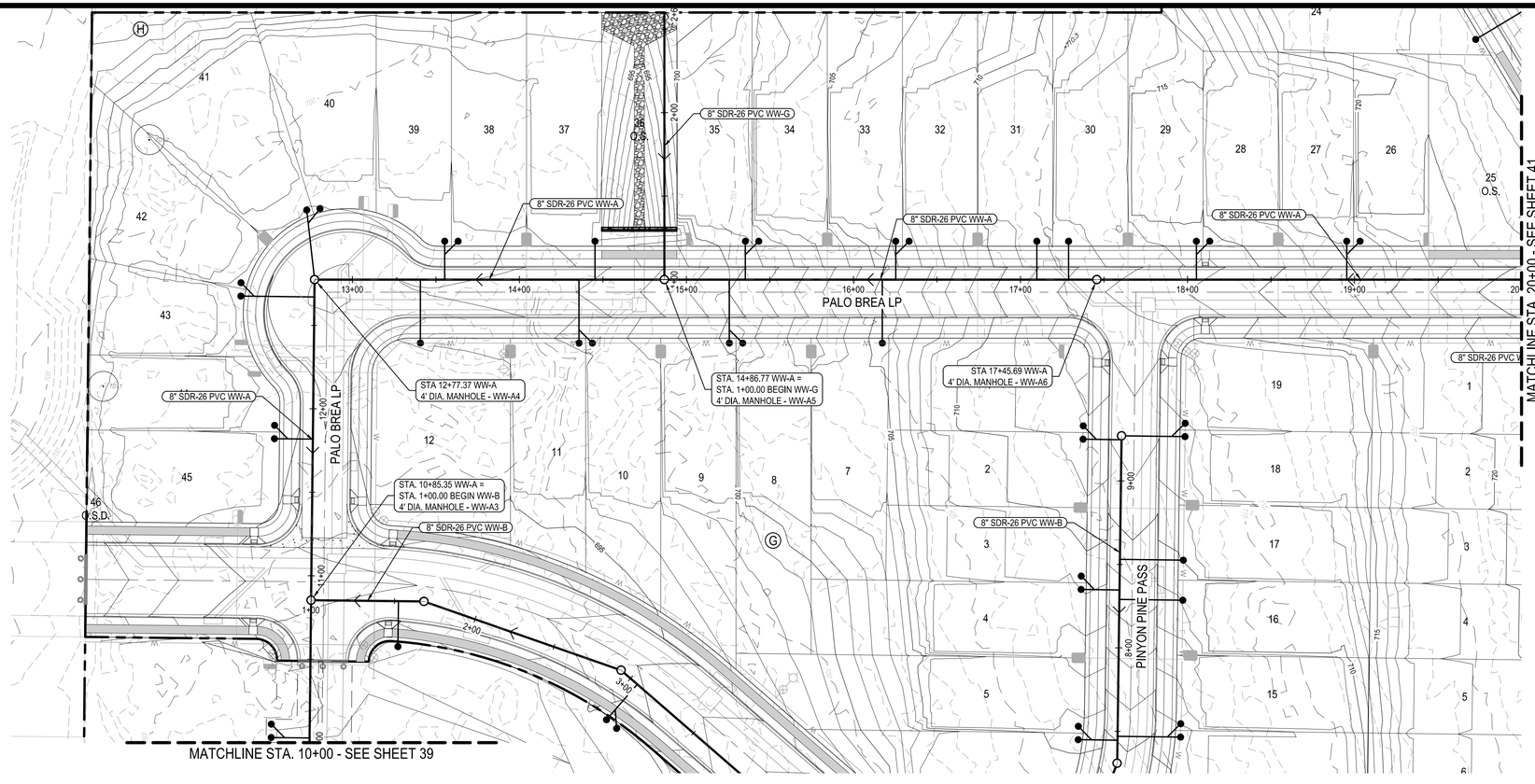
WW-A PLAN AND PROFILE
(1+00 TO 10+00)

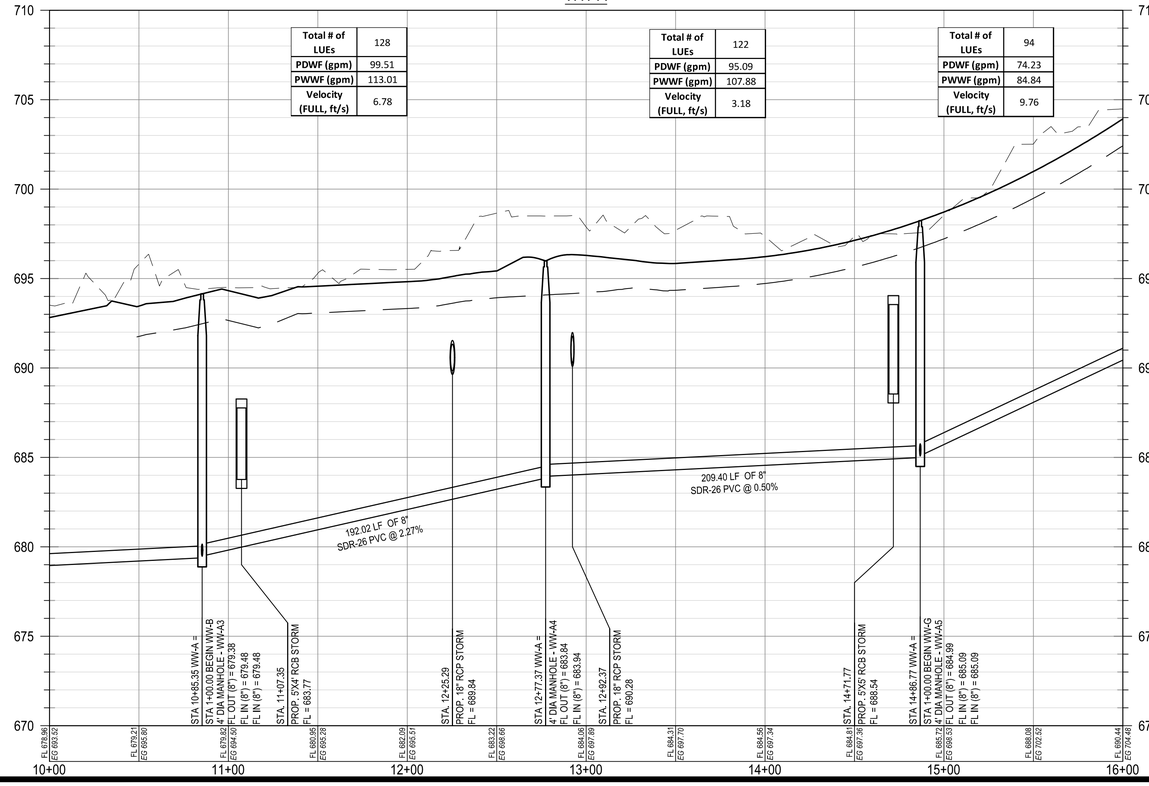
SUBMITTAL DATE: 04-02-2021

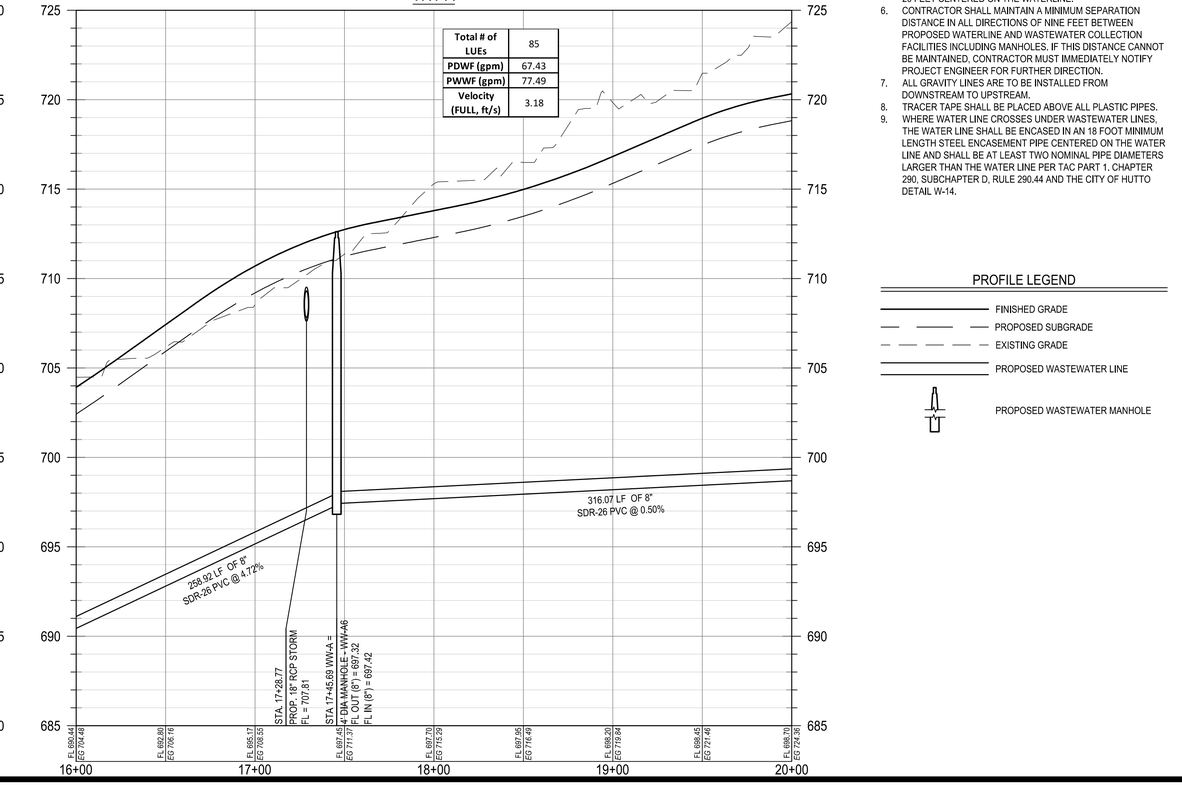



SHEET
39 OF 65

G:\TXC\Projects\Ashton_Woods\9676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-SSWR-P&P-PH-1.dwg Layout: WW-A PLAN AND PROFILE (1+00 TO 10+00) Plotted: 11/8/2021 4:53:02 PM




N

0 20' 40' 80'
SCALE: 1" = 40'

## LEGEND

- PROPERTY BOUNDARY
- PROPOSED RIGHT OF WAY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- WASTEWATER LINE
- WASTEWATER MANHOLE
- DIRECTION OF FLOW
- DOUBLE WASTEWATER SERVICE
- SINGLE WASTEWATER SERVICE
- DOUBLE WATER SERVICE
- SINGLE WATER SERVICE

* ALL WASTEWATER SYMBOLS ARE NOT TO SCALE, AND ARE ONLY SHOWN FOR ILLUSTRATION PURPOSES. REFER TO DETAILS SHOWN IN THIS PLAN SET.

NOTE:

1. ALL MANHOLES SHALL BE COATED WITH RAVEN 405, OR APPROVED EQUAL, WITH A UNIFORM THICKNESS OF 124 MILS AND A MINIMUM THICKNESS OF 100 MILS, APPLIED AFTER MANHOLES HAVE PASSED THE VACUUM TEST (CITY STANDARD WW-03).
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3. CORE EXISTING MANHOLE, INSERT GASKET AND PROVIDE PRECO GROUT SEAL INSIDE AND OUR, OR APPROVED EQUAL.
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## PROFILE LEGEND

- FINISHED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- PROPOSED WASTEWATER LINE
- PROPOSED WASTEWATER MANHOLE

| | | | | | | | APR |
|---|---|---|---|---|---|---|---|
| | | | | | | | DATE |
| | | | | | | Record Drawing | DESCRIPTION |
| ◁ | ◁ | ◁ | ◁ | ◁ | ◁ | | REV |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ

BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.brownbgy.com

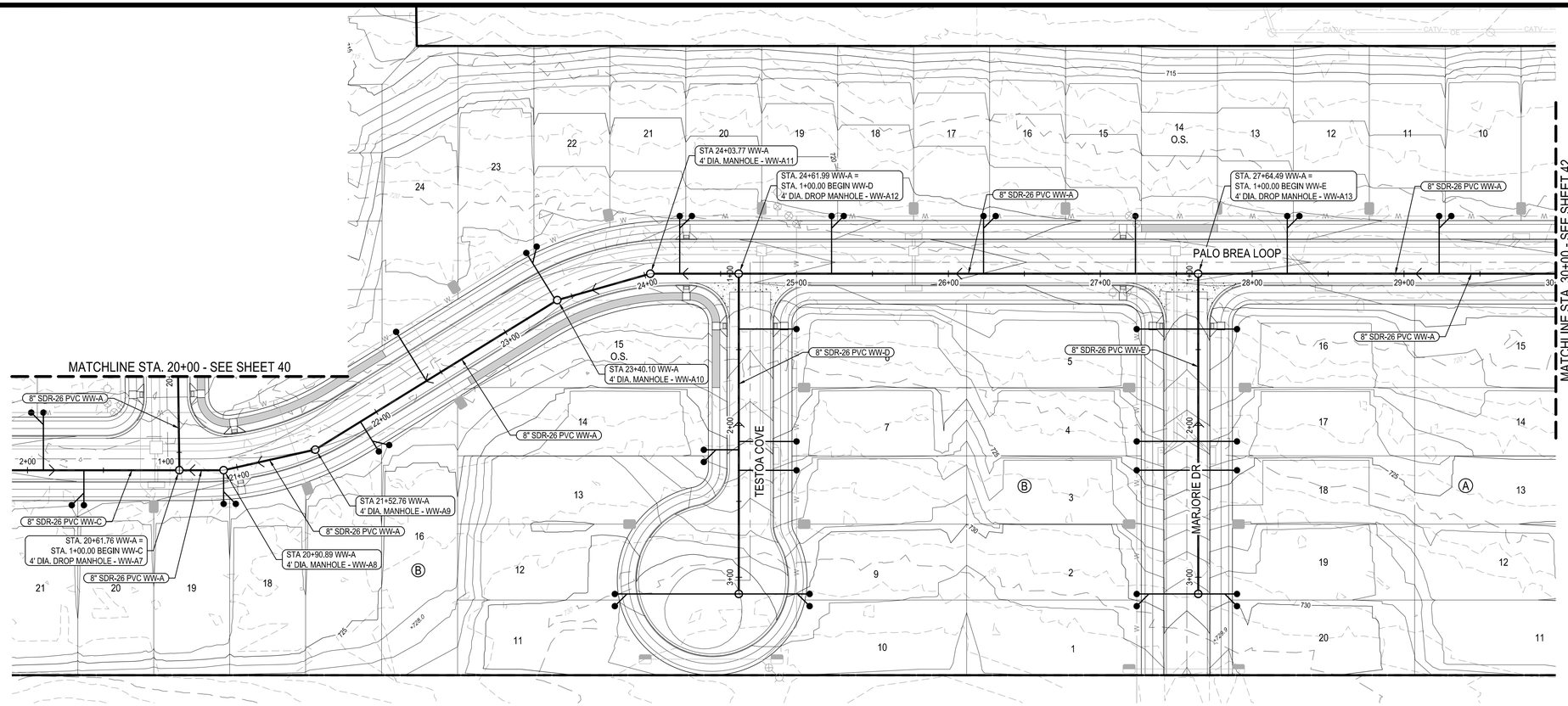
COVERED BRIDGE PHASE 1
HUTTO, TEXAS
WW-A PLAN AND PROFILE
(10+00 TO 20+00)

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
04/02/2021

SHEET
40 OF 65

G:\TXCD\Projects\Ashton_Woods\9676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-SSWR-P&P-PH-1.dwg Layout: WW-A PLAN AND PROFILE (10+00 TO 20+00) Plotted: 11/8/2021 4:53:31 PM




## LEGEND

- PROPERTY BOUNDARY
- PROPOSED RIGHT OF WAY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- WASTEWATER LINE
- WASTEWATER MANHOLE
- DIRECTION OF FLOW
- DOUBLE WASTEWATER SERVICE
- SINGLE WASTEWATER SERVICE
- DOUBLE WATER SERVICE
- SINGLE WATER SERVICE

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NOTE:

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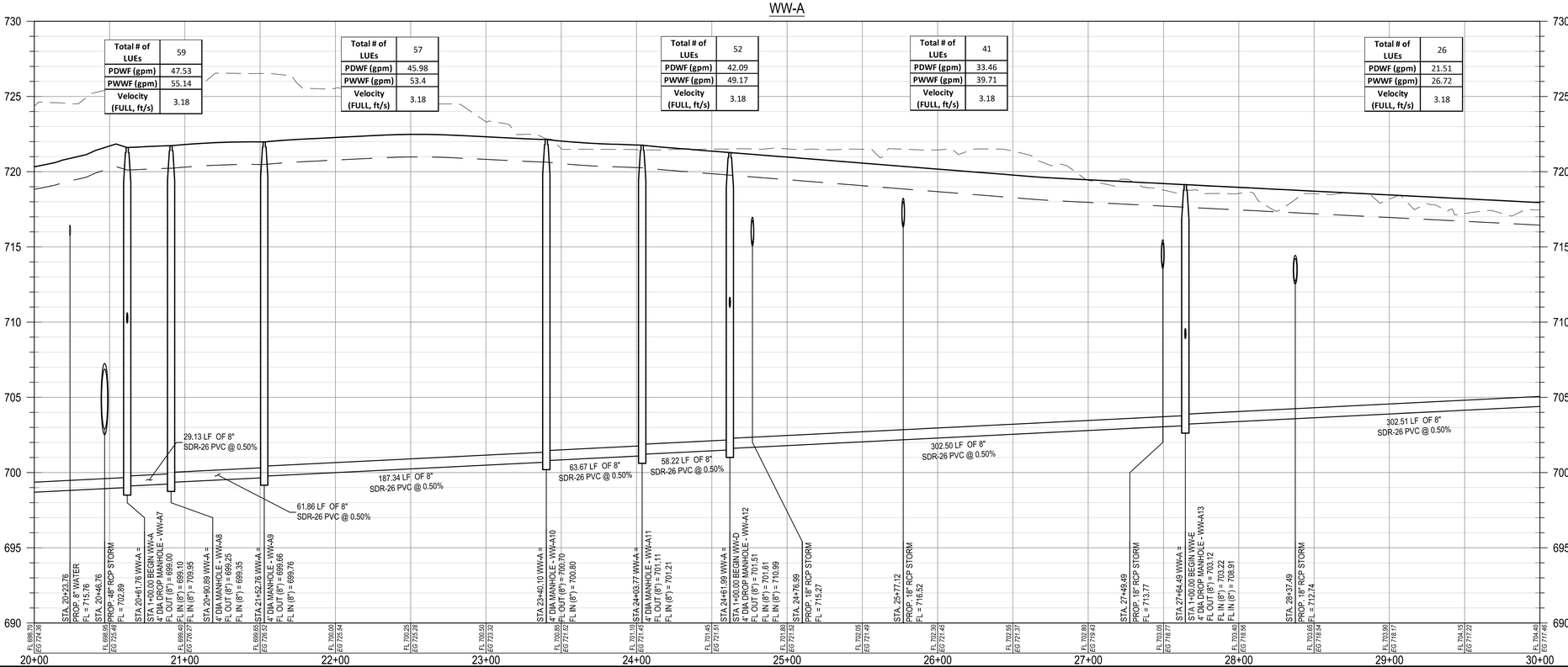
## WW-A




## PROFILE LEGEND

- FINISHED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- PROPOSED WASTEWATER LINE
- PROPOSED WASTEWATER MANHOLE

| | | | | | | | APR |
|---|---|---|---|---|---|---|---|
| | | | | | | | DATE |
| | | | | | | Record Drawing | DESCRIPTION |
| ◁ | ◁ | ◁ | ◁ | ◁ | ◁ | | REV |

| | |
|---|---|
| DESIGNED BY: | DAZ |
| REVIEWED BY: | TMH |
| DRAWN BY: | DAZ |


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com

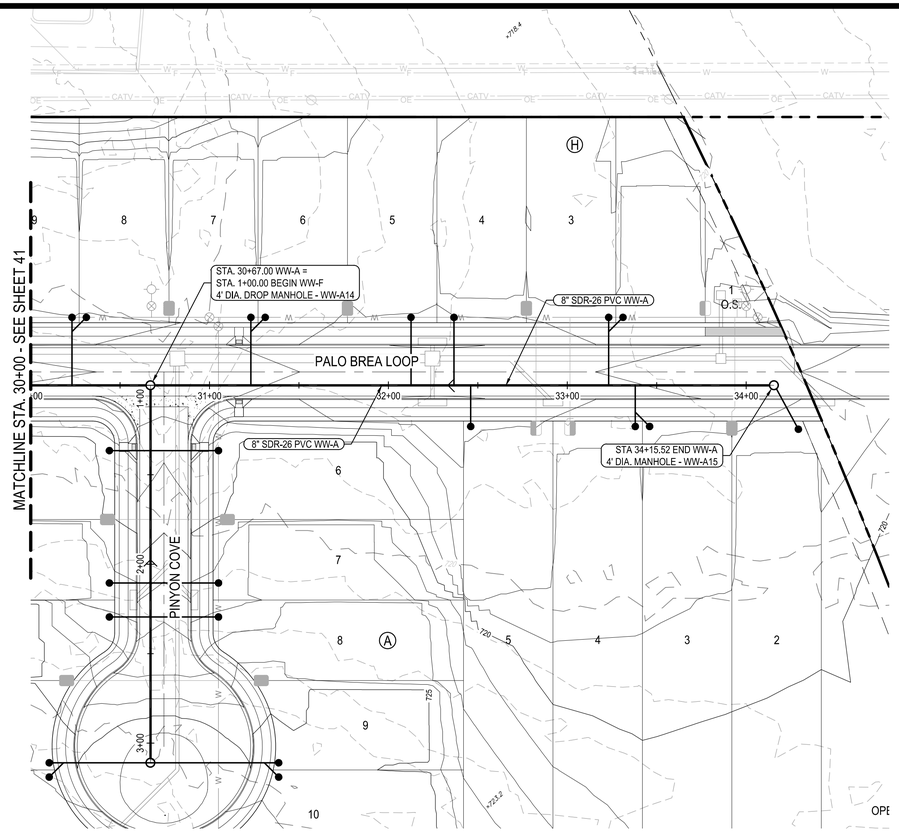

# COVERED BRIDGE PHASE 1
# HUTTO, TEXAS
## WW-A PLAN AND PROFILE
## (20+00 TO 30+00)

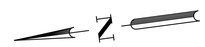
SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
04/30/2021

SHEET
41 OF 65

G:\TXCD\Projects\Ashton_Woods\9676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-SSWR-P&P-PH-1.dwg Layout: WW-A PLAN AND PROFILE (20+00 TO 30+00) Plotted: 1/18/2021 4:54:02 PM



0 20' 40' 80'

SCALE: 1" = 40'

LEGEND

- PROPERTY BOUNDARY
- PROPOSED RIGHT OF WAY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- WASTEWATER LINE
- WASTEWATER MANHOLE
- DIRECTION OF FLOW
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NOTE:

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3. CORE EXISTING MANHOLE, INSERT GASKET AND PROVIDE PRECO GROUT SEAL INSIDE AND OUR, OR APPROVED EQUAL.
4. ALL WASTEWATER LINES SHALL BE PVC SDR-26 CONFORMING TO ASTM D3034 WITH MINIMUM PIPE STIFFNESS OF 115 PSI AS DETERMINED BY ASTM D2412.
5. AT ALL WATERLINE CROSSINGS, WASTEWATER MAIN SHALL BE ASTM 2241, SDR-26CLASS 160 OR BETTER PVC FOR MINIMUM 20 FEET CENTERED ON THE WATERLINE.
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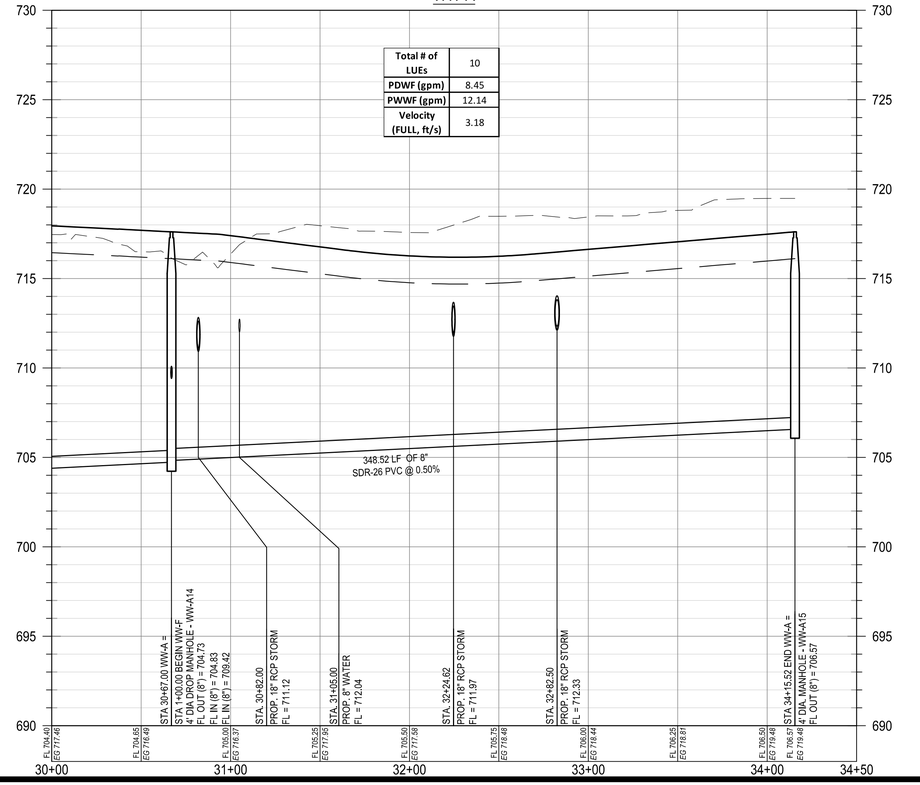
WW-A




PROFILE LEGEND

- FINISHED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- PROPOSED WASTEWATER LINE
- PROPOSED WASTEWATER MANHOLE

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | APR |
| | | | | | | | DATE |
| | | | | | | Record Drawing | DESCRIPTION |
| ◁ | ◁ | ◁ | ◁ | ◁ | ◁ | | REV |

DESIGNED BY: DAZ

REVIEWED BY: TMH

DRAWN BY: DAZ


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com


COVERED BRIDGE PHASE 1
HUTTO, TEXAS

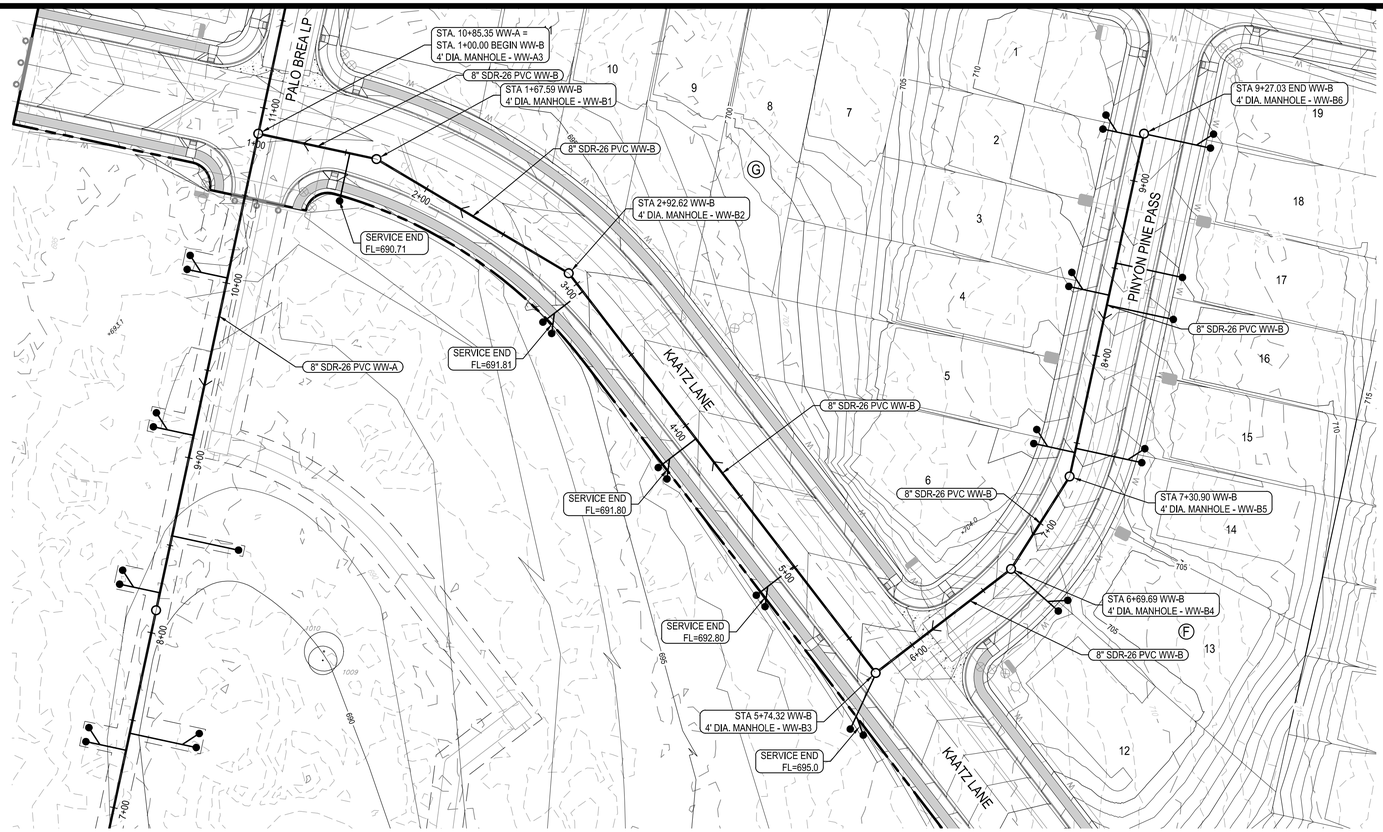
WW-A PLAN AND PROFILE
(30+00 TO END)

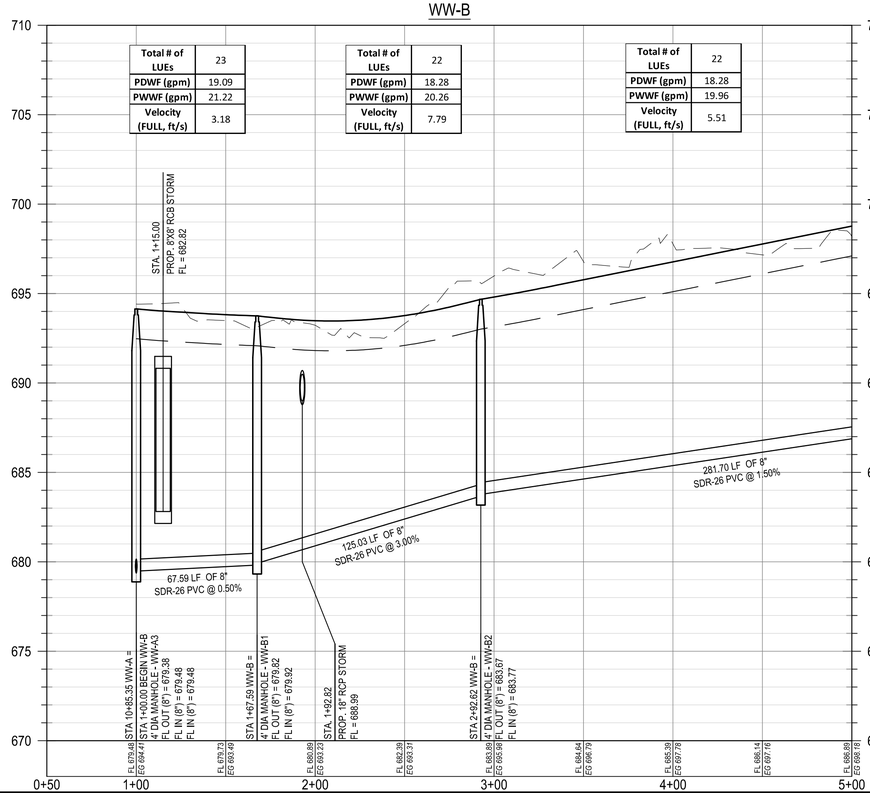
SUBMITTAL DATE: 04-02-2021

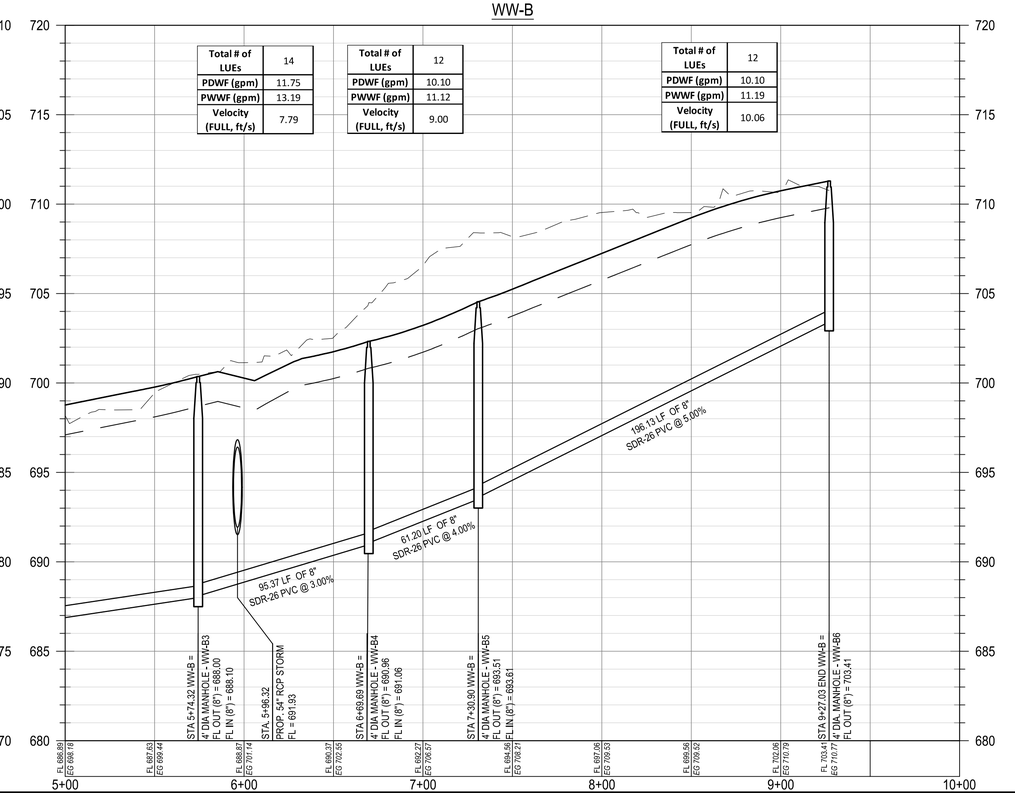



SHEET
42 OF 65

G:\TXC\Projects\Ashton_Woods\9676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-SSWR-P&P-PH-1.dwg Layout: WW-A PLAN AND PROFILE (30+00 TO END) Plotted: 11/8/2021 4:54:20 PM




N

0 20' 40' 80'

SCALE: 1" = 40'

## LEGEND

- PROPERTY BOUNDARY
- PROPOSED RIGHT OF WAY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- WASTEWATER LINE
- WASTEWATER MANHOLE
- DIRECTION OF FLOW
- DOUBLE WASTEWATER SERVICE
- SINGLE WASTEWATER SERVICE
- DOUBLE WATER SERVICE
- SINGLE WATER SERVICE

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## PROFILE LEGEND

- FINISHED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- PROPOSED WASTEWATER LINE
- PROPOSED WASTEWATER MANHOLE

| | APR |
|---|---|
| | DATE |
| Record Drawing | DESCRIPTION |
| | REV |

DESIGNED BY: DAZ

REVIEWED BY: TMH

DRAWN BY: DAZ


BGE

BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.brownsgly.com


# COVERED BRIDGE PHASE 1
# HUTTO, TEXAS
## WW-B PLAN AND PROFILE (1+00 TO END)

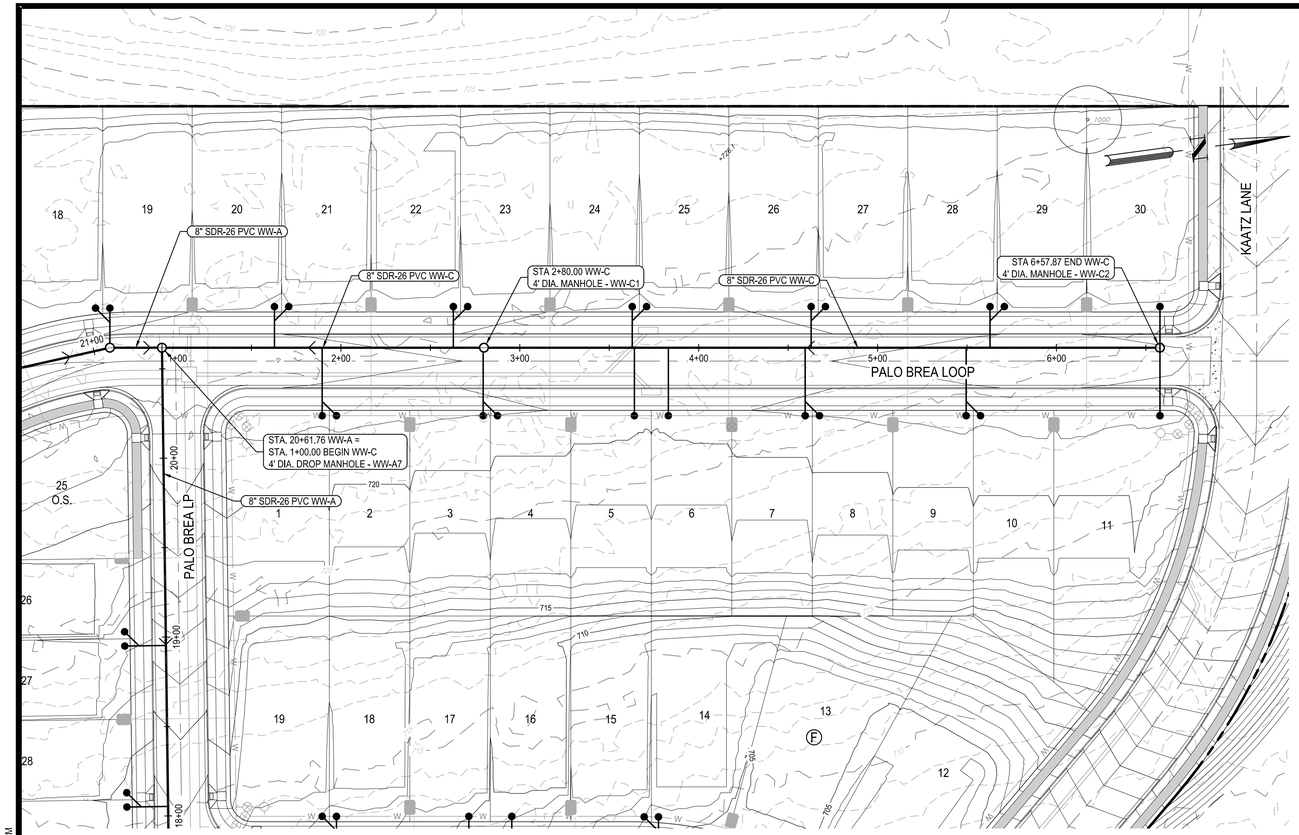
SUBMITTAL DATE: 04-02-2021

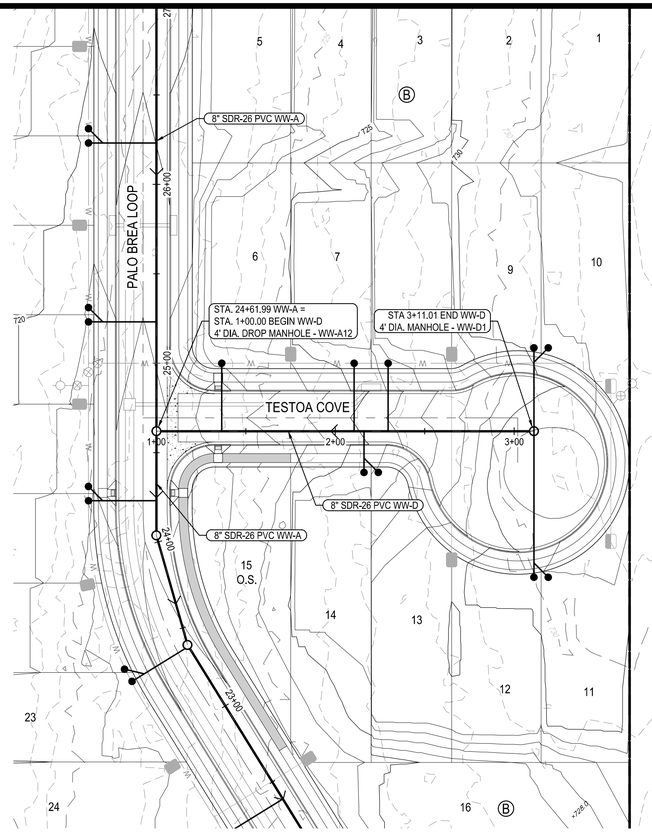
STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
04/30/2021

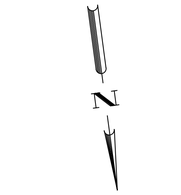
SHEET
43 OF 65



G:\TXCD\Projects\Ashton_Woods\9676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-SSWR-P&P-PH-1.dwg Layout: WW-B PLAN AND PROFILE (1+00 TO END) Plotted: 12/8/2021 11:39:46 AM




## LEGEND

- PROPERTY BOUNDARY
- PROPOSED RIGHT OF WAY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- WASTEWATER LINE
- WASTEWATER MANHOLE
- DIRECTION OF FLOW
- DOUBLE WASTEWATER SERVICE
- SINGLE WASTEWATER SERVICE
- DOUBLE WATER SERVICE
- SINGLE WATER SERVICE

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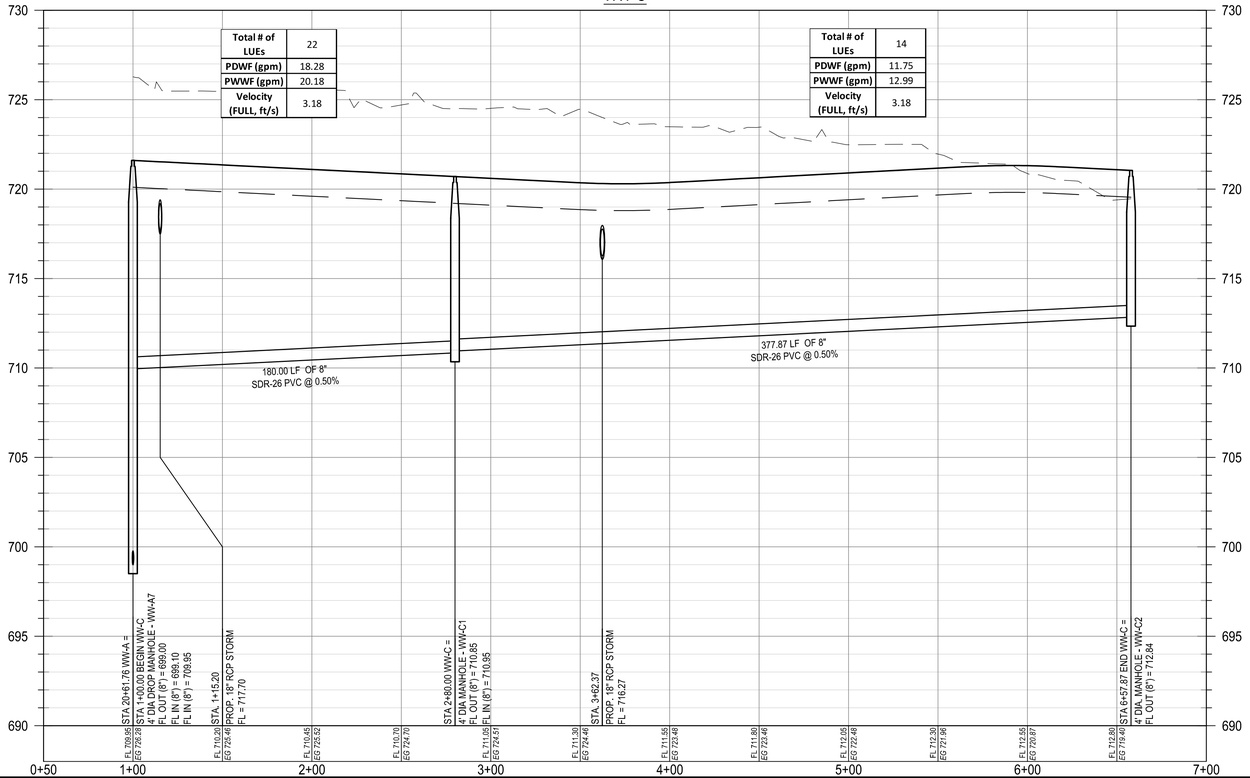
WW-C

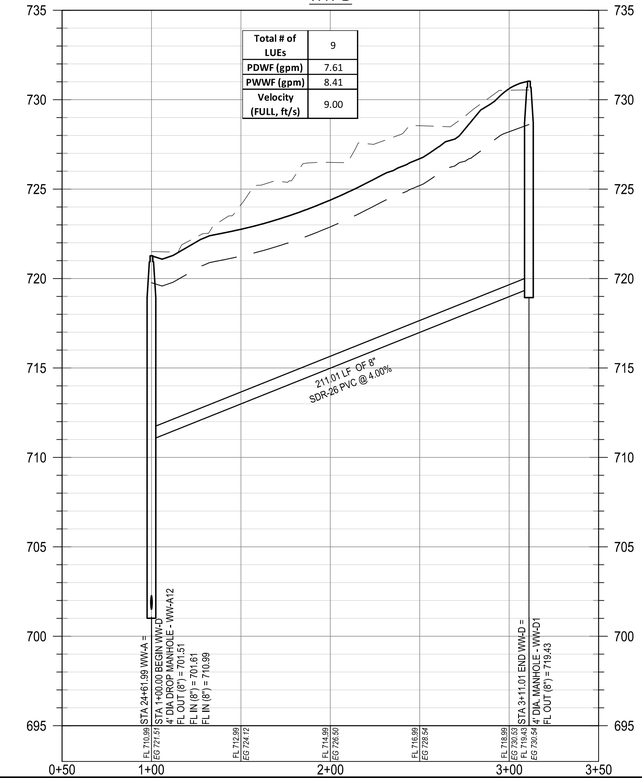
| Total # of LUEs | 22 |
|---|---|
| PDWF (gpm) | 18.28 |
| PWWF (gpm) | 20.18 |
| Velocity (FULL, ft/s) | 3.18 |

| Total # of LUEs | 14 |
|---|---|
| PDWF (gpm) | 11.75 |
| PWWF (gpm) | 12.99 |
| Velocity (FULL, ft/s) | 3.18 |




WW-D

| Total # of LUEs | 9 |
|---|---|
| PDWF (gpm) | 7.61 |
| PWWF (gpm) | 8.41 |
| Velocity (FULL, ft/s) | 9.00 |




## PROFILE LEGEND

- FINISHED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- PROPOSED WASTEWATER LINE
- PROPOSED WASTEWATER MANHOLE

| | | | | | | | APR |
|---|---|---|---|---|---|---|---|
| | | | | | | | DATE |
| | | | | | | Record Drawing | DESCRIPTION |
| | | | | | | | REV |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ

BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.brownandgay.com

COVERED BRIDGE PHASE 1
HUTTO, TEXAS

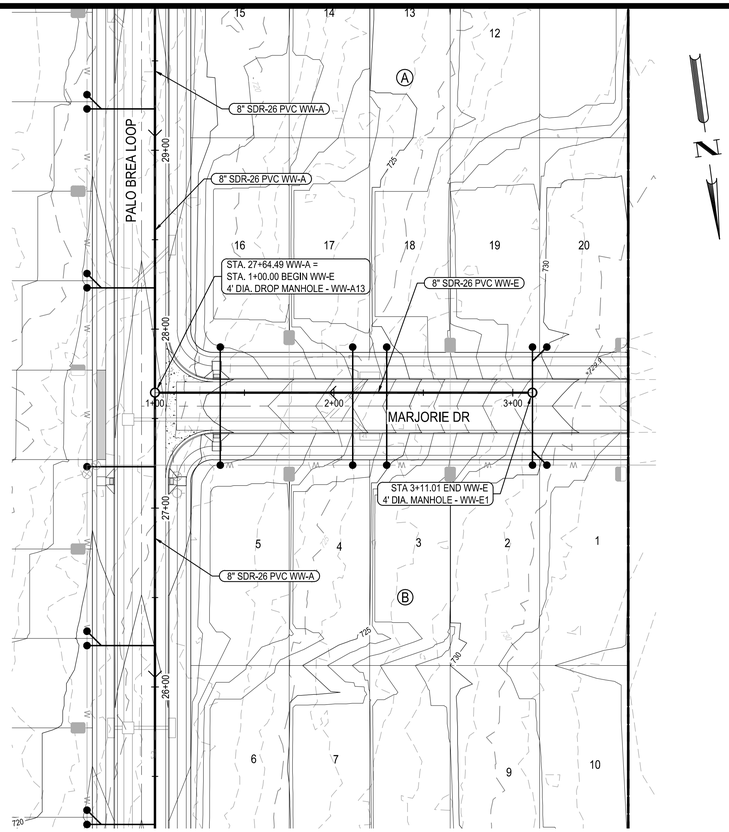
WW-C & WW-D PLAN AND PROFILE
(1+00 TO END)

SUBMITTAL DATE: 04-02-2021

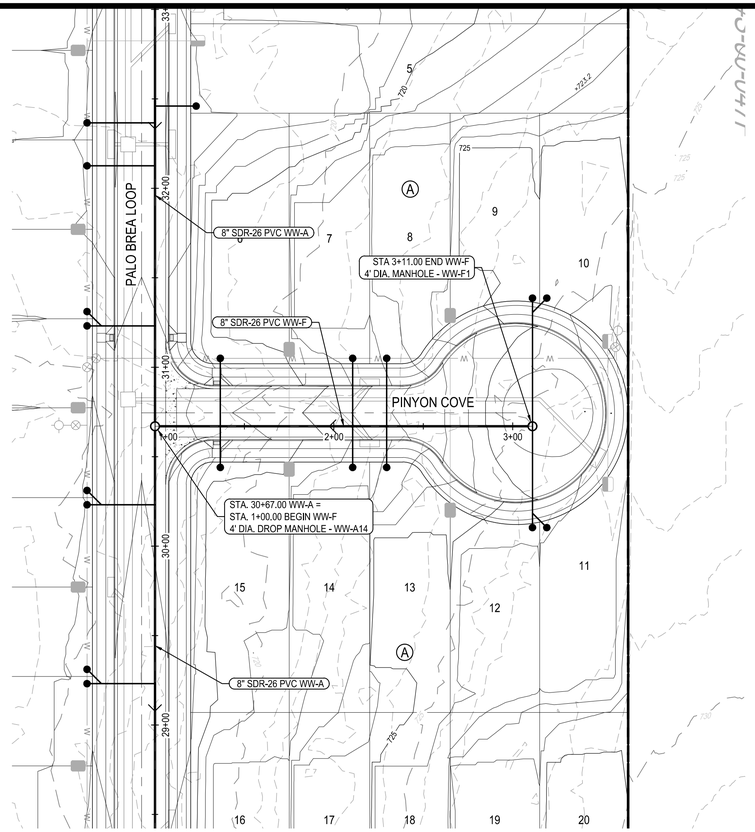
STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
04/02/2021

SHEET
44 OF 65

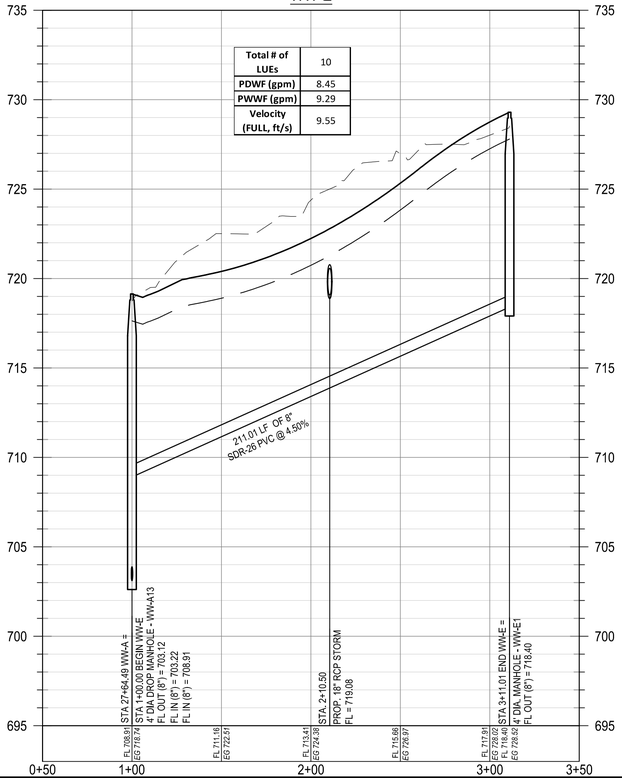
G:\TXC\Projects\Ashton_Woods\9676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-SSWR-P&P-PH-1.dwg Layout: WW-C & WW-D PLAN AND PROFILE (1+00 TO END) Plotted: 11/8/2021 4:55:29 PM



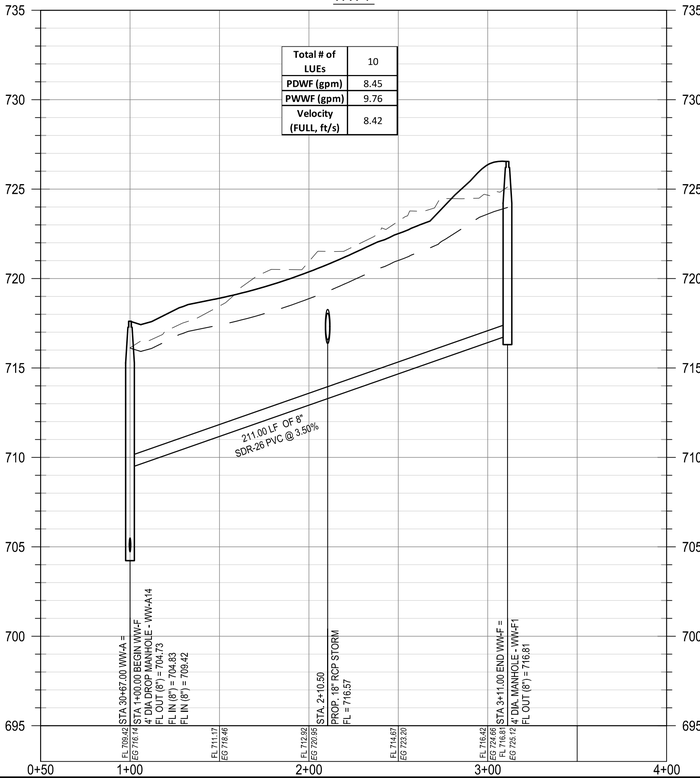

WW-E



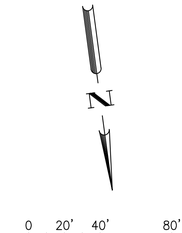

WW-F




WW-E




WW-F




## LEGEND

- PROPERTY BOUNDARY
- PROPOSED RIGHT OF WAY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- WASTEWATER LINE
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- DOUBLE WASTEWATER SERVICE
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## PROFILE LEGEND

- FINISHED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- PROPOSED WASTEWATER LINE
- PROPOSED WASTEWATER MANHOLE

| | | | | | | APR |
|---|---|---|---|---|---|---|
| | | | | | | DATE |
| | | | | | Record Drawing | DESCRIPTION |
| ◁ | ◁ | ◁ | ◁ | ◁ | | REV |

| | |
|---|---|
| DESIGNED BY: | DAZ |
| REVIEWED BY: | TMH |
| DRAWN BY: | DAZ |

BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
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TEL: 512-879-0400 www.browngay.com

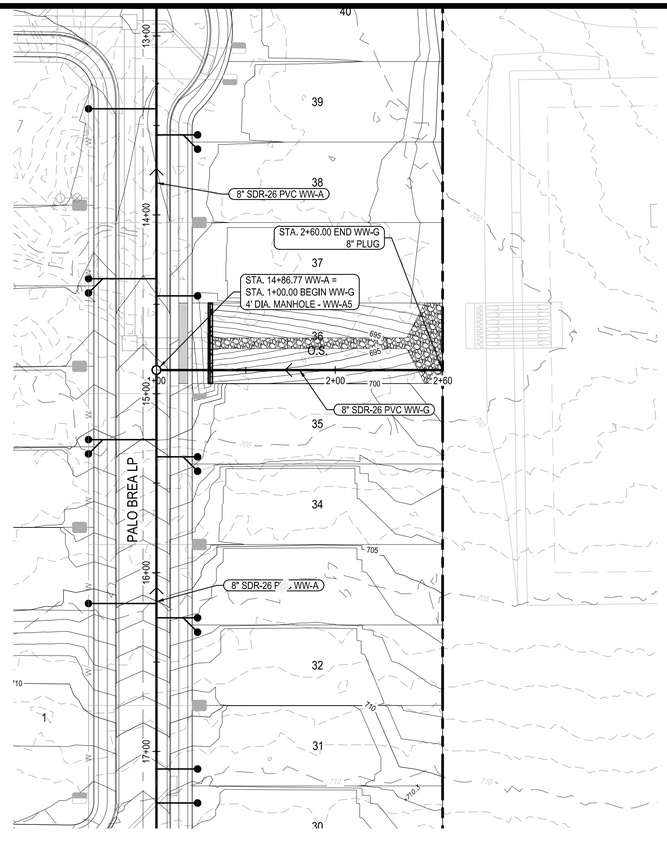
# COVERED BRIDGE PHASE 1
# HUTTO, TEXAS
## WW-E & WW-F PLAN AND PROFILE (1+00 TO END)

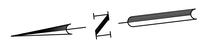
SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
04/30/2021

SHEET
45 OF 65

G:\TXC\Projects\Ashton_Woods\8676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-SSWR-P&P-PH-1.dwg Layout: WW-E & WW-F PLAN AND PROFILE (1+00 TO END) Plotted: 11/8/2021 4:56:10 PM



0 20' 40' 80'

SCALE: 1" = 40'

## LEGEND

- PROPERTY BOUNDARY
- PROPOSED RIGHT OF WAY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- WASTEWATER LINE
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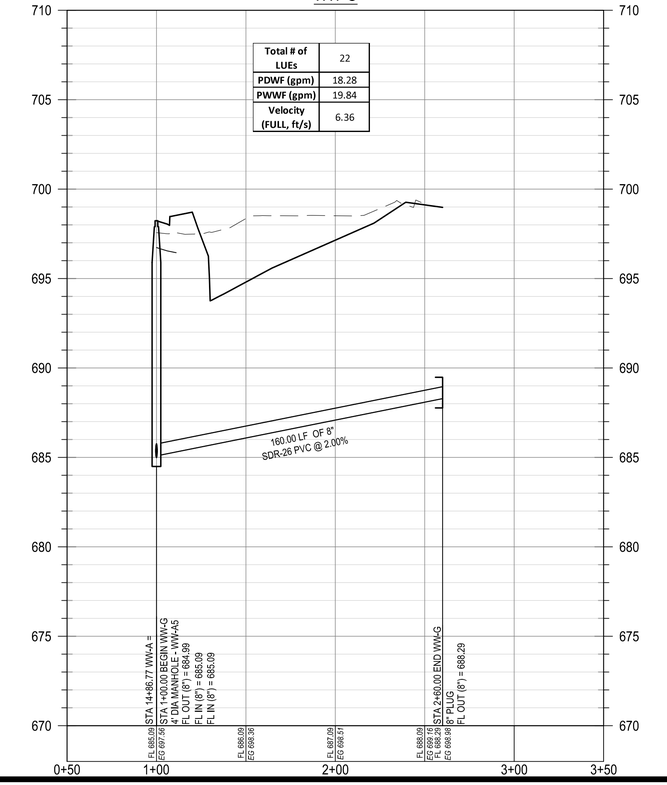
## WW-G

| | |
|---|---|
| Total # of LUEs | 22 |
| PDWF (gpm) | 18.28 |
| PWWF (gpm) | 19.84 |
| Velocity (FULL, ft/s) | 6.36 |




## PROFILE LEGEND

- FINISHED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- PROPOSED WASTEWATER LINE
- PROPOSED WASTEWATER MANHOLE

| REV | DESCRIPTION | DATE | APR |
|---|---|---|---|
| | Record Drawing | | |

DESIGNED BY: DAZ

REVIEWED BY: TMH

DRAWN BY: DAZ


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
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TEL: 512-879-0400 www.brwngby.com


# COVERED BRIDGE PHASE 1
# HUTTO, TEXAS
# WW-G PLAN AND PROFILE (1+00 TO END)

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
04/30/2021

SHEET
46 OF 65

G:\TXC\Projects\Ashton_Woods\9676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-SSWR-P&P-PH-1.dwg Layout: WW-G PLAN AND PROFILE (1+00 TO END) Plotted: 11/8/2021 4:56:33 PM

CONSTRUCTION NOTES:

1. CONTRACTOR MUST CONTACT DONNA HALL WITH CUSTOMER SERVICE AT MANVILLE WSC WHEN ACQUIRING FOR BULK WATER SERVICE FOR CONSTRUCTION.
   EMAIL: customerservice@manvillewsc.org OR CALL 512-856-2488 ext.: 232
2. PRE-CONSTRUCTION MEETING SHALL BE REQUIRED WITH MANVILLE WSC PRIOR TO CONSTRUCTION WORK.
   CONTACT: RAUL OCHOA AT raulo@manvillewsc.org TO SCHEDULE MEETING

PROJECT APPROVAL NOTES FROM MANVILLE WSC:

1. ALL SUBDIVISION CLOSE-OUT DOCUMENTS; AS-BUILTS, TESTING REPORTS, BACKFLOW REPORTS, APPROVED SUBMITTALS ETC. SHALL BE SUBMITTEDTO ERIK PRINZ AT development@manvillewsc.org BEFORE A "FINAL ACCEPTANCE LETTER" IS ISSUED.
2. A FINAL ACCEPTANCE LETTER FROM MANVILLE'S DIRECTOR OF OPERATIONS IS REQUIRED BEFORE CUSTOMER SERVICE AT MANVILLE WILL PROCESS SERVICE APPLICATION(S) FOR SETTING A WATER METER.
3. AFTER YOU RECEIVE FINAL ACCEPTANCE LETTER FROM MANVILLE STATING THE PROJECT IS ACCEPTABLE, OWNER(S) WILL NEED TO FILL OUT SERVICE APPLICATION FORM (FOUND ON MANVILLE'S WEBSITE) AND SUBMIT TO CUSTOMER SERVICE AND MAKE FULL PAYMENT OF ALL FEES BEFORE METER(S) CAN BE INSTALLED FOR THIS DEVELOPMENT.

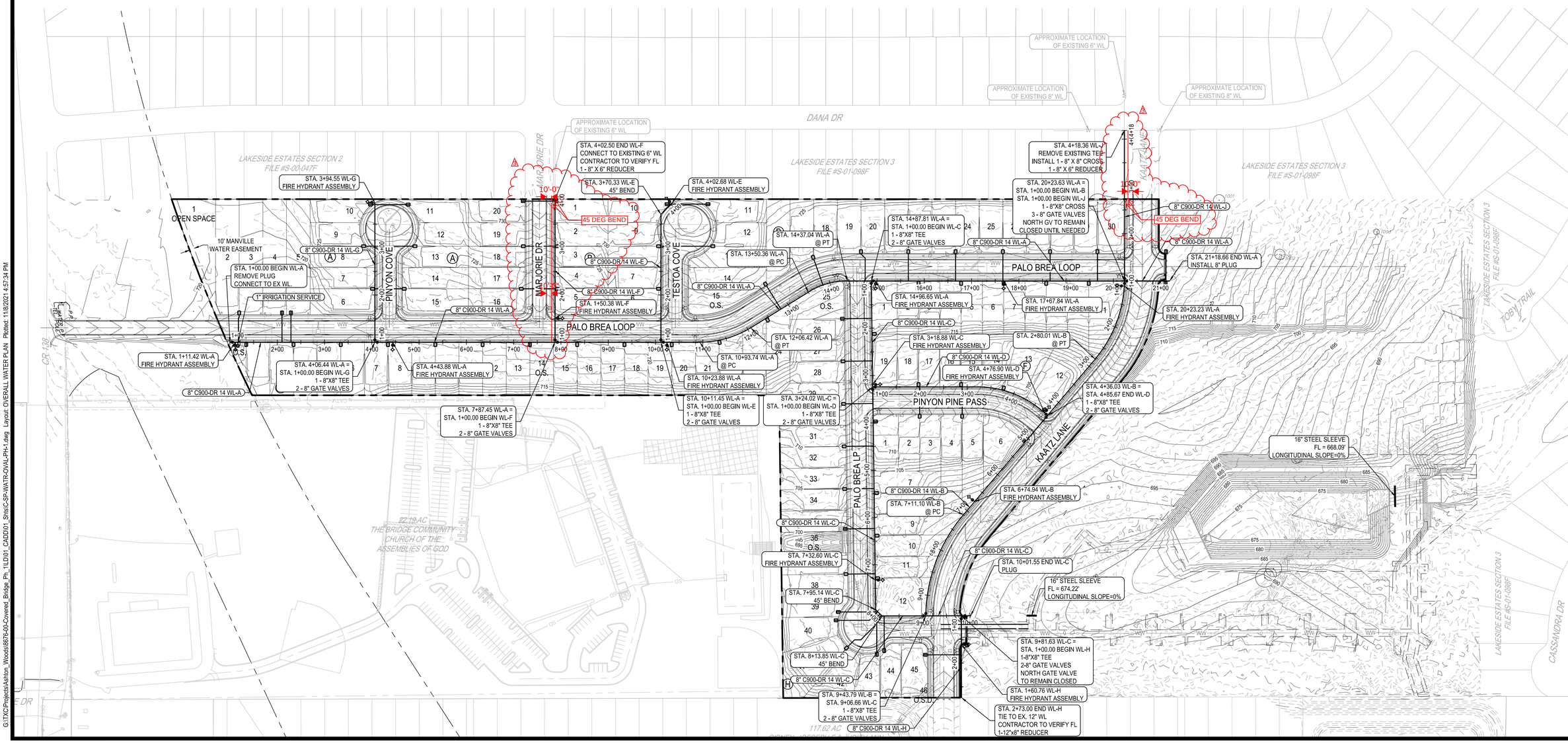
N

0 50' 100' 200'
SCALE: 1" = 100'

## LEGEND

- PROPERTY BOUNDARY
- PROPOSED RIGHT OF WAY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- FIRE HYDRANT ASSEMBLY
- GATE VALVE
- CAP
- 1" IRRIGATION SERVICE
- DOUBLE WATER SERVICE
- SINGLE WATER SERVICE
- DOUBLE WASTEWATER SERVICE
- SINGLE WASTEWATER SERVICE
- 1 - 4" SLEEVE
  1 - 6" SLEEVE
- ARV — AIR RELEASE VALVE

* ALL WATER SYMBOLS ARE NOT TO SCALE AND ARE ONLY SHOWN FOR ILLUSTRATION PURPOSES.
* DEMOLITION OF EXISTING WATERLINE TO FOLLOW.

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| REV | DESCRIPTION | DATE | APR |
|---|---|---|---|
| | WATER LINE REVISIONS | | |

Record Drawing

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|---|---|
| DESIGNED BY: | DAZ |
| REVIEWED BY: | TMH |
| DRAWN BY: | DAZ |

BGE


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com

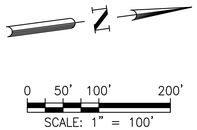

# COVERED BRIDGE PHASE 1
# HUTTO, TEXAS

# OVERALL WATER PLAN

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

SHEET
47 OF 65




SIGN TYPE "A"




SIGN TYPE "C"




(1) RED LETTERING ON A WHITE REFLECTIVE BACKGROUND

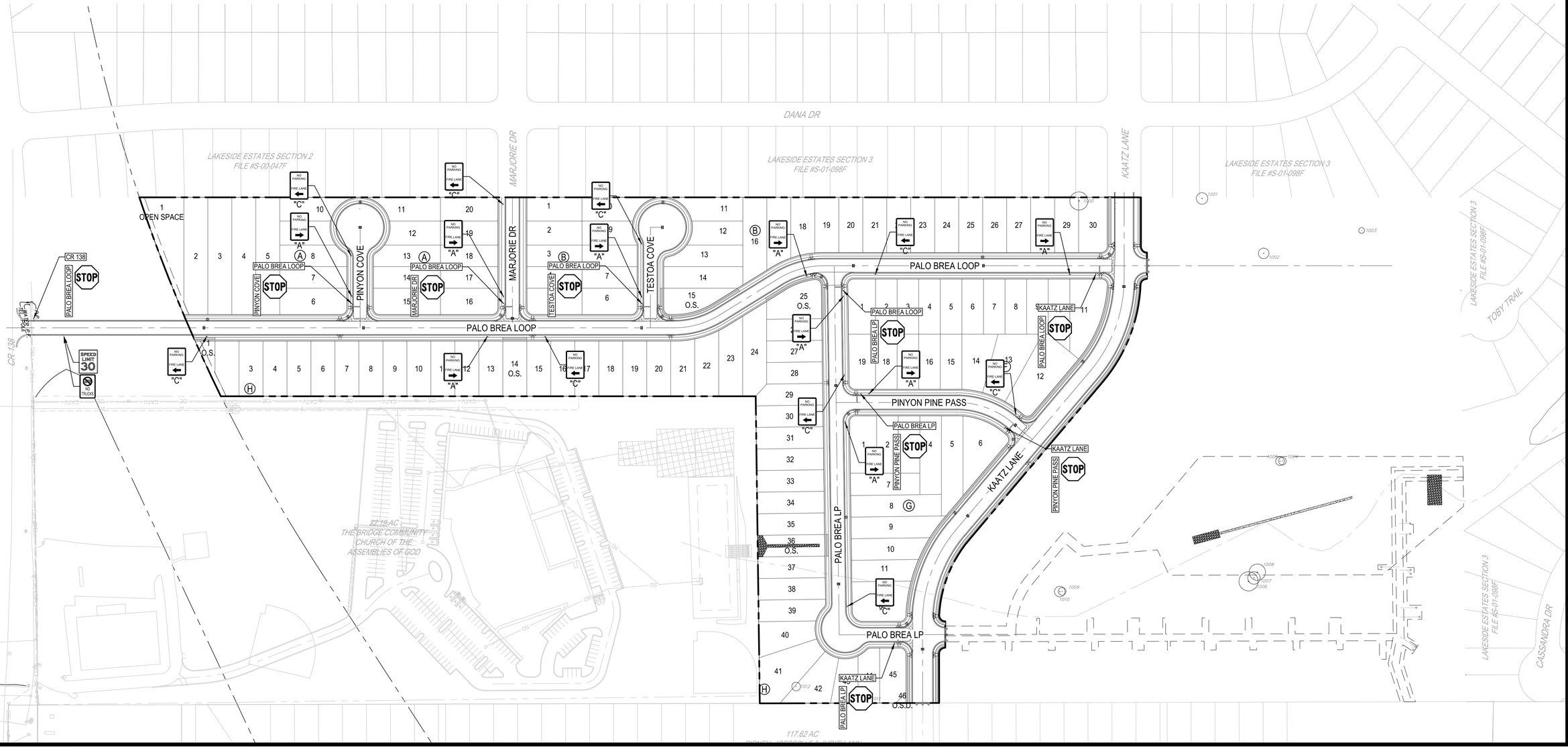
* NO PARKING SIGNS TO MEET 2018 IFC D103.3

## LEGEND

- PROPERTY BOUNDARY
- STREET NAME
- STREET NAME / STOP R1-1 30"x30" — PROPOSED STOP SIGN W/ STREET NAME SIGNS
- SPEED LIMIT 30 R2-1 — PROPOSED SPEED LIMIT SIGN
- PROPOSED STREET END BARRICADE
- PROPOSED SIGN
- PROPOSED STOP BAR
- PROPOSED BLUE FIRE HYDRANT DELINEATOR
- STREET LIGHT (BY OTHERS)
- IRRIGATION SLEEVE

## NOTES:

1. STREET NAMES SHALL BE DISPLAYED ON STANDARD D3-1 GUIDE SIGNS ERECTED AT EACH STREET INTERSECTION AND HAVE WHITE LETTERS ON A GREEN BACKGROUND IN ACCORDANCE WITH CITY OF HUTTO STANDARDS.
2. ALL SIGNS AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE TEXAS MANUAL OF UNIFORM TRAFFIC DEVICES (TxMUTCD).
3. PER TxMUTCD REQUIREMENTS, THERE MUST BE A 2' MINIMUM OFFSET BETWEEN THE FACE OF CURB AND THE OUTSIDE EDGE OF SIGNS.
4. BLUE FIRE HYDRANT DELINEATORS TO BE PLACED IN OUTSIDE TRAVEL LANE, 3' FROM LIP OF GUTTER.
5. ALL CHANGES TO THE TRAFFIC CONTROL PLAN MUSH BE APPROVED AND DOCUMENTED BY THE SEALING ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING ANY PROPOSED CHANGES TO THE TRAFFIC CONTROL PLAN TO THE ENGINEER FOR APPROVAL.
6. THE LETTERING FOR NAMES OF STREETS ON STREET NAME SIGNS SHALL BE COMPOSED OF A COMBINATION OF LOWER-CASE LETTERS WITH INITIAL UPPER-CASE LETTERS.
7. STOP SIGNS TO BE INSTALLED PER CITY OF HUTTO DETAIL SD-03
8. TYPE III BARRICADES TO THE INSTALLED PER CITY OF GEORGETOWN DETAIL SD22.
9. ALL STOP SIGNS TO BE ACCOMPANIED WITH ADJACENT 24 INCH WHITE STOP BAR.
10. ALL SIGNS AND STRIPING TO BE INSTALLED PER TxMUTCD.

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| DESIGNED BY: | DAZ |
| REVIEWED BY: | TMH |
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COVERED BRIDGE PHASE 1
HUTTO, TEXAS

OVERALL SIGNAGE PLAN

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
11/8/2021

SHEET
48 OF 65

## GUIDELINES FOR DESIGN AND INSTALLATION OF TEMPORARY EROSION AND SEDIMENTATION CONTROLS

| TYPE OF STRUCTURE | REACH LENGTH | MAXIMUM DRAINAGE AREA | SLOPE |
|---|---|---|---|
| SILT FENCE | N/A | 2 ACRES | 0 – 10% |
| | 200 FEET | 2 ACRES | 10 – 20% |
| | 100 FEET | 1 ACRE | 20 – 30% |
| | 50 FEET | 1/2 ACRE | > 30% |
| TRIANGLE FILTER DIKE | 100 FEET | 1/2 ACRE | < 30% SLOPE |
| | 50 FEET | 1/4 ACRE | > 30% SLOPE |
| ROCK BERM *, ** | 500 FEET | < 5 ACRES | 0 – 10% |

* FOR ROCK BERM DESIGN WHERE PARAMETERS ARE OTHER THAN STATED, DRAINAGE AREA CALCULATIONS AND ROCK BERM DESIGN MUST BE SUBMITTED FOR REVIEW.

** HIGH SERVICE ROCK BERMS MAY BE REQUIRED IN AREAS OF ENVIRONMENTAL SIGNIFICANCE AS DETERMINED BY THE CITY OF GEORGETOWN.

*The Architect/Engineer assumes responsibility for appropriate use of this standard.*

REVISION NOTE: ADOPTED 6/21/2006

CITY OF GEORGETOWN CONSTRUCTION STANDARDS AND DETAILS

TEMPORARY EROSION AND SEDIMENTATION CONTROL GUIDELINES

DRAWING NAME: EC01 | SCALE: NTS | DATE: 1/2003 | DRAWN BY: MRS | APPROVED BY: TRB

NOTE: THIS SECTION IS INTENDED TO ASSIST THOSE PERSONS PREPARING WATER POLLUTION ABATEMENT PLANS (WPAP) OR STORM WATER POLLUTION PREVENTION PLANS (SW3P) THAT COMPLY WITH FEDERAL, STATE AND/OR LOCAL STORM WATER REGULATIONS.

1. THE CONTRACTOR TO INSTALL AND MAINTAIN EROSION/SEDIMENTATION CONTROLS AND TREE/NATURAL AREA PROTECTIVE FENCING PRIOR TO ANY SITE PREPARATION WORK (CLEARING, GRUBBING, GRADING, OR EXCAVATION). CONTRACTOR TO REMOVE EROSION/SEDIMENTATION CONTROLS AT THE COMPLETION OF PROJECT AND GRASS RESTORATION.
2. ALL PROJECTS WITHIN THE RECHARGE ZONE OF THE EDWARD'S AQUIFER SHALL SUBMIT A BEST MANAGEMENT PRACTICES AND WATER POLLUTION AND ABATEMENT PLAN TO THE TNRCC FOR APPROVAL PRIOR TO ANY CONSTRUCTION.
3. THE PLACEMENT OF EROSION/SEDIMENTATION CONTROLS TO BE IN ACCORDANCE WITH THE APPROVED EROSION AND SEDIMENTATION CONTROL PLAN AND WATER POLLUTION ABATEMENT PLAN. DEVIATIONS FROM THE APPROVED PLAN MUST BE SUBMITTED TO AND APPROVED BY THE OWNER'S REPRESENTATIVE.
4. ALL PLANTING SHALL BE DONE BETWEEN MAY 1 AND SEPTEMBER 15 EXCEPT AS SPECIFICALLY AUTHORIZED IN WRITING. IF PLANTING IS AUTHORIZED TO BE DONE OUTSIDE THE DATES SPECIFIED, THE SEED SHALL BE PLANTED WITH THE ADDITION OF WINTER FESCUE (KENTUCKY 31) AT A RATE OF 100lb/ACRE. GRASS SHALL BE COMMON BERMUDA GRASS, HULLED, MINIMUM 82% PURE LIVE SEED. ALL GRASS SEED SHALL BE FREE FROM NOXIOUS WEED, GRADE "A" RECENT CROP, RECLEANED AND TREATED WITH APPROPRIATE FUNGICIDE AT TIME OF MIXING. SEED SHALL BE FURNISHED IN SEALED, STANDARD CONTAINERS WITH DEALER'S GUARANTEED ANALYSIS.
5. ALL DISTURBED AREAS TO BE RESTORED AS NOTED IN THE WATER POLLUTION ABATEMENT PLAN.
6. THE PLANTED AREA TO BE IRRIGATED OR SPRINKLED IN A MANNER THAT WILL NOT ERODE THE TOPSOIL, BUT WILL SUFFICIENTLY SOAK THE SOIL TO A DEPTH OF FOUR (4) INCHES. THE IRRIGATION TO OCCUR AT 10–DAY INTERVALS DURING THE FIRST TWO MONTHS TO INSURE GERMINATION AND ESTABLISHMENT OF THE GRASS . RAINFALL OCCURRENCES OF 1/2 INCH OR GREATER TO POSTPONE THE WATERING SCHEDULE ONE WEEK.
7. RESTORATION TO BE ACCEPTABLE WHEN THE GRASS HAS GROWN AT LEAST 1–1/2 INCHES HIGH WITH 95**% COVERAGE,** PROVIDED NO BARE SPOTS LARGER THAN 25 SQUARE FEET EXIST.
8. A MINIMUM OF FOUR (4) INCHES OF TOPSOIL TO BE PLACED IN ALL AREAS DISTURBED BY CONSTRUCTION.
9. THE CONTRACTOR TO HYDROMULCH OR SOD (AS SHOWN ON PLANS) ALL EXPOSED CUTS AND FILLS UPON COMPLETION OF CONSTRUCTION.
10. EROSION AND SEDIMENTATION CONTROLS TO BE INSTALLED OR MAINTAINED IN A MANNER WHICH DOES NOT RESULT IN SOIL BUILDUP WITHIN TREE DRIPLINE.
11. TO AVOID SOIL COMPACTION, CONTRACTOR SHALL NOT ALLOW VEHICULAR TRAFFIC, PARKING, OR STORAGE OF EQUIPMENT OR MATERIALS IN THE TREE DRIPLINE AREAS.
12. WHERE A FENCE IS CLOSER THAN FOUR (4) FEET TO A TREE TRUNK, PROTECT THE TRUNK WITH STRAPPED–ON PLANKING TO A HEIGHT OF EIGHT (8) FEET (OR TO THE LIMITS OF LOWER BRANCHING) IN ADDITION TO THE FENCING.
13. TREES TO BE REMOVED IN A MANNER WHICH DOES NOT IMPACT TREES TO BE PRESERVED.
14. ANY ROOT EXPOSED BY CONSTRUCTION ACTIVITY TO BE PRUNED FLUSH WITH THE SOIL. BACKFILL ROOT AREAS WITH GOOD QUALITY TOPSOIL AS SOON AS POSSIBLE. IF EXPOSED ROOT AREAS ARE NOT BACKFILLED WITHIN TWO DAYS, COVER THEM WITH ORGANIC MATERIAL IN A MANNER WHICH REDUCES SOIL TEMPERATURE AND MINIMIZES WATER LOSS DUE TO EVAPORATION.
15. CONTRACTOR TO PRUNE VEGETATION TO PROVIDE CLEARANCE FOR STRUCTURES, VEHICULAR TRAFFIC, AND EQUIPMENT BEFORE DAMAGE OCCURS (RIPPING OF BRANCHES, ETC.). ALL FINISHED PRUNING TO BE DONE ACCORDING TO RECOGNIZED, APPROVED STANDARDS OF THE INDUSTRY (REFERENCE THE "NATIONAL ARBORIST ASSOCIATION PRUNING STANDARDS FOR SHADE TREES").
16. THE CONTRACTOR IS TO INSPECT THE CONTROLS AT WEEKLY INTERVALS AND AFTER EVERY RAINFALL EXCEEDING 1/4 INCH TO VERIFY THAT THEY HAVE NOT BEEN SIGNIFICANTLY DISTURBED. ANY ACCUMULATED SEDIMENT AFTER A SIGNIFICANT RAINFALL TO BE REMOVED AND PLACED IN THE OWNER DESIGNATED SPOIL DISPOSAL SITE. THE CONTRACTOR TO CONDUCT PERIODIC INSPECTIONS OF ALL EROSION/SEDIMENTATION CONTROLS AND TO MAKE ANY REPAIRS OR MODIFICATIONS NECESSARY TO ASSURE CONTINUED EFFECTIVE OPERATION OF EACH DEVICE.
17. WHERE THERE IS TO BE AN APPROVED GRADE CHANGE, IMPERMEABLE PAVING SURFACE, TREE WELL, OR OTHER SUCH SITE DEVELOPMENT IMMEDIATELY ADJACENT TO A PROTECTED TREE, ERECT THE FENCE APPROXIMATELY TWO TO FOUR FEET (2'–4') BEHIND THE AREA IN QUESTION.
18. NO ABOVE AND/OR BELOW GROUND TEMPORARY FUEL STORAGE FACILITIES TO BE STORED ON THE PROJECT SITE.
19. IF EROSION AND SEDIMENTATION CONTROL SYSTEMS ARE EXISTING FROM PRIOR CONTRACTS, OWNER'S REPRESENTATIVE AND THE CONTRACTOR TO EXAMINE THE EXISTING EROSION AND SEDIMENTATION CONTROL SYSTEMS FOR DAMAGE PRIOR TO CONSTRUCTION. ANY DAMAGE TO PREEXISTING EROSION AND SEDIMENTATION CONTROLS NOTED TO BE REPAIRED AT OWNERS EXPENSE.
20. INTENTIONAL RELEASE OF VEHICLE OR EQUIPMENT FLUIDS ONTO THE GROUND IS NOT ALLOWED. CONTAMINATED SOIL RESULTING FROM ACCIDENTAL SPILL TO BE REMOVED AND DISPOSED OF PROPERLY.

*The Architect/Engineer assumes responsibility for appropriate use of this standard.*

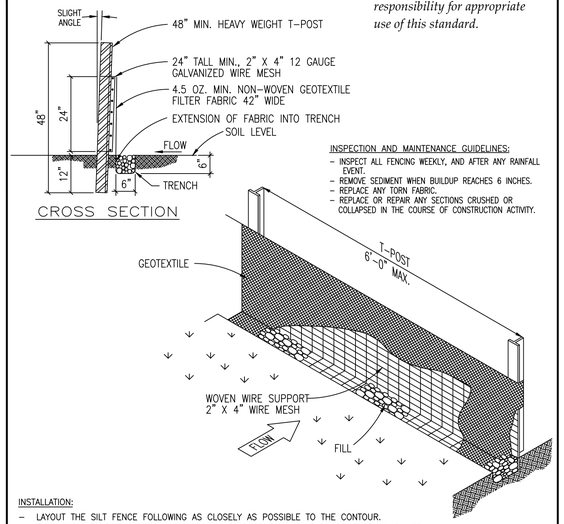
REVISION NOTE: ADOPTED 6/21/2006

CITY OF GEORGETOWN CONSTRUCTION STANDARDS AND DETAILS

EROSION AND SEDIMENTATION AND TREE PROTECTION NOTES

DRAWING NAME: EC01A | SCALE: NTS | DATE: 1/2003 | DRAWN BY: MRS | APPROVED BY: TRB

*The Architect/Engineer assumes responsibility for appropriate use of this standard.*




CROSS SECTION

INSPECTION AND MAINTENANCE GUIDELINES:
- INSPECT ALL FENCING WEEKLY, AND AFTER ANY RAINFALL EVENT.
- REMOVE SEDIMENT WHEN BUILDUP REACHES 6 INCHES.
- REPLACE ANY TORN FABRIC.
- REPLACE OR REPAIR ANY SECTIONS CRUSHED OR COLLAPSED IN THE COURSE OF CONSTRUCTION ACTIVITY.

INSTALLATION:
- LAYOUT THE SILT FENCE FOLLOWING AS CLOSELY AS POSSIBLE TO THE CONTOUR.
- CLEAR THE GROUND OF DEBRIS, ROCKS, PLANTS (INCLUDING GRASSES TALLER THAN 2") TO PROVIDE A SMOOTH FLOW APPROACH SURFACE. EXCAVATE 6" DEEP X 6" WIDE TRENCH ON UPSTREAM SIDE OF FACE PER PLANS.
- DRIVE THE HEAVY DUTY T–POST AT LEAST 12 INCHES INTO THE GROUND AND AT A SLIGHT ANGLE TOWARDS THE FLOW.
- ATTACH THE 2" X 4" 12 GAUGE WELDED WIRE MESH TO THE T–POST WITH 11 1/2 GAUGE GALVANIZED T–POST CLIPS. THE TOP OF THE WIRE TO BE 24" ABOVE GROUND LEVEL. THE WELDED WIRE MESH TO BE OVERLAPPED 6" AND TIED AT LEAST 6 TIMES WITH HOG RINGS.
- THE SILT FENCE TO BE INSTALLED WITH A SKIRT A MINIMUM OF 6" WIDE PLACED ON THE UPHILL SIDE OF THE FENCE INSIDE EXCAVATED TRENCH. THE FABRIC TO OVERLAP THE TOP OF THE WIRE BY 1".
- ANCHOR THE SILT FENCE BY BACKFILLING WITH EXCAVATED DIRT AND ROCKS (NOT LARGER THAN 2").
- GEOTEXTILE SPLICES SHOULD BE A MINIMUM OF 18" WIDE ATTACHED IN AT LEAST 6 PLACES. SPLICES IN CONCENTRATED FLOW AREAS WILL NOT BE ACCEPTED.
- SILT FENCE SHALL BE REMOVED WHEN THE SITE IS COMPLETELY STABILIZED SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE.

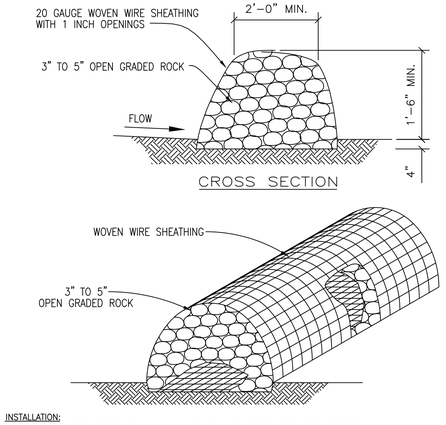
*The Architect/Engineer assumes responsibility for appropriate use of this standard.*

REVISION NOTE: ADOPTED 6/21/2006

CITY OF GEORGETOWN CONSTRUCTION STANDARDS AND DETAILS

SILT FENCE DETAIL

DRAWING NAME: EC02 | SCALE: NTS | DATE: 1/2003 | DRAWN BY: MRS | APPROVED BY: TRB




CROSS SECTION




INSTALLATION:
- LAYOUT THE ROCK BERM FOLLOWING AS CLOSELY AS POSSIBLE TO THE CONTOUR.
- CLEAR THE GROUND OF DEBRIS, ROCKS OR PLANTS THAT WILL INTERFERE WITH INSTALLATION.
- PLACE WOVEN WIRE FABRIC ON THE GROUND ALONG THE PROPOSED INSTALLATION WITH ENOUGH OVERLAP TO COMPLETELY ENCIRCLE THE FINISHED SIZE OF THE BERM.
- PLACE THE ROCK ALONG THE CENTER OF THE WIRE TO THE DESIGNATED HEIGHT.
- WRAP THE STRUCTURE WITH THE PREVIOUSLY PLACED WIRE MESH SECURE ENOUGH SO THAT WHEN WALKED ACROSS THE STRUCTURE RETAINS IT'S SHAPE.
- SECURE WITH TIE WIRE.
- THE ENDS OF THE BERM SHOULD BE TIED INTO EXISTING UPSLOPE GRADE AND THE BERM SHOULD BE BURIED IN A TRENCH APPROX. 4 INCHES DEEP TO PREVENT FAILURE OF THE CONTROL.
- THE ROCK BERM SHOULD BE LEFT IN PLACE UNTIL ALL UPSTREAM AREAS ARE STABILIZED AND ACCUMULATED SILT REMOVED.

INSPECTION AND MAINTENANCE GUIDELINES:
- INSPECTION SHOULD BE MADE WEEKLY AND AFTER EACH RAINFALL EVENT BY THE RESPONSIBLE PARTY. FOR INSTALLATIONS IN STREAMBEDS, ADDITIONAL DAILY INSPECTIONS SHOULD BE MADE.
- REMOVE SEDIMENT AND OTHER DEBRIS WHEN BUILDUP REACHES 6 INCHES AND DISPOSE OF THE ACCUMULATED SILT IN AN APPROVED MANNER.
- REPAIR ANY LOOSE WIRE SHEATHING.
- THE BERM SHOULD BE RESHAPED AS NEEDED DURING INSPECTION.
- THE BERM SHOULD BE REPLACED WHEN THE STRUCTURE CEASES TO FUNCTION AS INTENDED DUE TO SILT ACCUMULATION AMONG THE ROCKS, WASHOUT, CONSTRUCTION TRAFFIC DAMAGE, ETC.

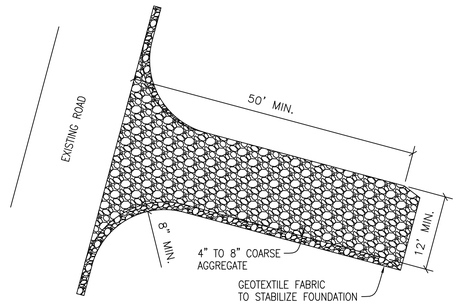
*The Architect/Engineer assumes responsibility for appropriate use of this standard.*

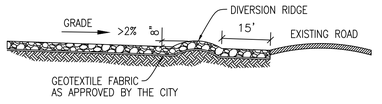
REVISION NOTE: ADOPTED 6/21/2006

CITY OF GEORGETOWN CONSTRUCTION STANDARDS AND DETAILS

ROCK BERM DETAIL

DRAWING NAME: EC03 | SCALE: NTS | DATE: 1/2003 | DRAWN BY: MRS | APPROVED BY: TRB




INSTALLATION:
- CLEAR THE AREA OF DEBRIS, ROCKS OR PLANTS THAT WILL INTERFERE WITH INSTALLATION.
- GRADE THE AREA FOR THE ENTRANCE TO FLOW BACK ON TO THE CONSTRUCTION SITE. RUNOFF FROM THE STABILIZED CONSTRUCTION
- PLACE GEOTEXTILE FABRIC AS APPROVED BY THE CITY.
- PLACE ROCK AS APPROVED BY THE CITY.

INSPECTIONS AND MAINTENANCE GUIDELINES:
- THE ENTRANCE SHOULD BE MAINTAINED IN A CONDITION, WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS–OF–WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
- ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ON TO PUBLIC RIGHTS–OF–WAY SHOULD BE REMOVED IMMEDIATELY BY CONTRACTOR.
- WHEN NECESSARY, WHEELS SHOULD BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHTS–OF–WAY.
- WHEN WASHING IS REQUIRED, IT SHOULD BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.
- ALL SEDIMENT SHOULD BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH OR WATER COURSE BY USING APPROVED METHODS.

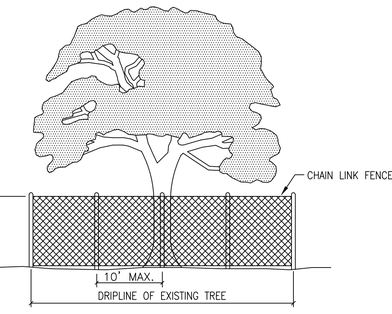
*The Architect/Engineer assumes responsibility for appropriate use of this standard.*

REVISION NOTE: ADOPTED 6/21/2006

CITY OF GEORGETOWN CONSTRUCTION STANDARDS AND DETAILS

STABILIZED CONSTRUCTION ENTRANCE

DRAWING NAME: EC06 | SCALE: NTS | DATE: 1/2003 | DRAWN BY: MRS | APPROVED BY: TRB




NOTES:

1. TREE PROTECTION FENCES SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF ANY SITE PREPARATION WORK (CLEARING, GRUBBING OR GRADING).
2. FENCES SHALL COMPLETELY SURROUND THE TREE, OR CLUSTERS OF TREES; WILL BE LOCATED AT THE OUTERMOST LIMIT OF THE TREE BRANCHES (DRIPLINE), AND WILL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PROJECT IN ORDER TO PREVENT THE FOLLOWING:
   A. SOIL COMPACTION IN THE ROOT ZONE AREA RESULTING FROM VEHICULAR TRAFFIC, OR STORAGE OF EQUIPMENT OR MATERIALS.
   B. ROOT ZONE DISTURBANCES DUE TO GRADE CHANGES (GREATER THAN SIX INCHES (6") CUT OR FILL, OR TRENCHING NOT REVIEWED AND AUTHORIZED BY THE CITY.
   C. WOUNDS TO EXPOSED ROOTS, TRUNKS OR LIMBS BY MECHANICAL EQUIPMENT.
   D. OTHER ACTIVITIES DETRIMENTAL TO TREES, SUCH AS CHEMICAL STORAGE, CEMENT TRUCK CLEANING AND FIRE.
3. EXCEPTIONS TO INSTALLING FENCES AT TREE DRIPLINES MAY BE PERMITTED IN THE FOLLOWING CASES:
   A. WHERE PERMEABLE PAVING IS TO BE INSTALLED, ERECT THE FENCE AT THE OUTER LIMITS OF THE PERMEABLE PAVING AREA.
   B. WHERE TREES ARE CLOSE TO PROPOSED BUILDINGS, ERECT THE FENCE NO CLOSER THAN SIX FEET (6'–0") TO BUILDING.

*The Architect/Engineer assumes responsibility for appropriate use of this standard.*

REVISION NOTE: ADOPTED 6/21/2006

CITY OF GEORGETOWN CONSTRUCTION STANDARDS AND DETAILS

TREE PROTECTION – CHAIN LINK FENCE

DRAWING NAME: EC09 | SCALE: NTS | DATE: 1/2003 | DRAWN BY: MRS | APPROVED BY: TRB

| | APR |
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| | DATE |
| Record Drawing | DESCRIPTION |
| | REV |

DESIGNED BY: DAZ

REVIEWED BY: TMH

DRAWN BY: DAZ


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COVERED BRIDGE PHASE 1
HUTTO, TEXAS

EROSION DETAILS (1 OF 2)

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

SHEET
49 OF 65

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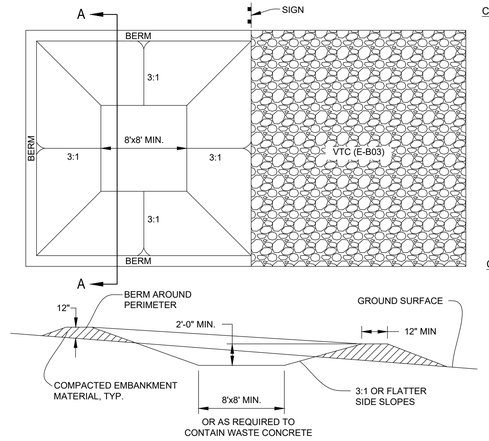



CROSS-SECTION A-A

CONCRETE WASHOUT AREA

CONCRETE WASHOUT AREA INSTALLATION NOTES

1. SELECT A SUITABLE LOCATION FOR CONCRETE WASHOUT AREA(S). (TO BE PLACED A MINIMUM OF 100' FROM DRAINAGE WAYS, BODIES OF WATER, AND INLETS.)
2. LOCATION FOR CONCRETE WASHOUT SHALL BE ADDED TO APPROVED SWP3 KEPT ON SITE.
3. THE CONCRETE WASHOUT AREA SHALL BE INSTALLED PRIOR TO ANY CONCRETE PLACEMENT ON SITE.
4. VEHICLE TRACKING CONTROL (VTC E-B03) IS REQUIRED AT THE ACCESS POINT.
5. SIGNS SHALL BE PLACED AT THE CONSTRUCTION ENTRANCE, AT THE WASHOUT AREA, AND ELSEWHERE AS NECESSARY TO CLEARLY INDICATE THE LOCATION OF THE CONCRETE WASHOUT AREA TO OPERATORS OF CONCRETE TRUCKS AND PUMP RIGS.
6. EXCAVATED MATERIAL SHALL BE UTILIZED IN PERIMETER BERM CONSTRUCTION.

CONCRETE WASHOUT AREA MAINTENANCE NOTES

1. THE CONCRETE WASHOUT AREA SHALL BE REPAIRED AND ENLARGED OR CLEANED OUT AS NECESSARY TO MAINTAIN CAPACITY FOR WASTED CONCRETE.
2. AT THE END OF CONSTRUCTION, ALL CONCRETE SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT AN APPROVED WASTE SITE.
3. WHEN THE CONCRETE WASHOUT AREA IS REMOVED, THE DISTURBED AREA SHALL BE DRILL SEEDED AND CRIMP MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.
4. INSPECT WEEKLY, DURING AND AFTER ANY STORM EVENT.

| REV | DESCRIPTION | DATE | APR |
|---|---|---|---|
| | Record Drawing | | |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ

BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com

COVERED BRIDGE PHASE 1
HUTTO, TEXAS

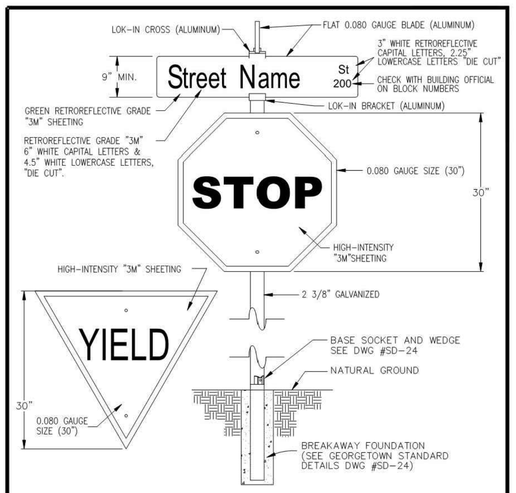
EROSION DETAILS (2 OF 2)

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

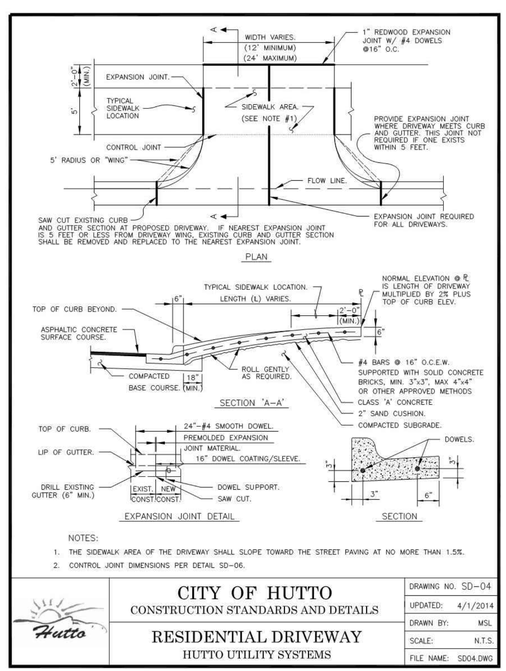
SHEET
50 OF 65

G:\TXC\Projects\Ashton_Woods\6876-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-DETL-PH-1.dwg Layout: EROSION DETAILS (2 OF 2) Plotted: 11/8/2021 4:59:11 PM



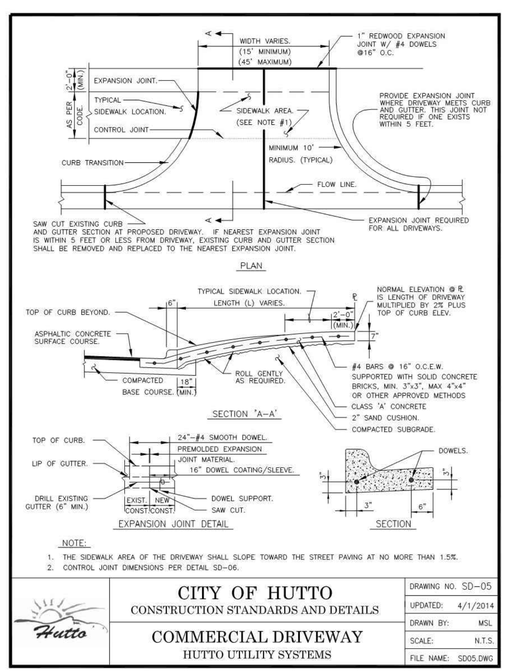

NOTES:
1. 7-FOOT MIN. HEIGHT FROM GROUND TO BOTTOM OF SIGN.
2. ALL SIGNS TO BE IN CONFORMANCE WITH THE CURRENT EDITION OF THE TEXAS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD).
3. ALL SIGNAGE SHEETINGS SHALL BE HIGH-INTENSITY "3M" SHEETING.

| CITY OF HUTTO<br>CONSTRUCTION STANDARDS AND DETAILS | DRAWING NO. SD-03 |
|---|---|
| STANDARD STREET SIGN DETAIL<br>HUTTO UTILITY SYSTEMS | UPDATED: 11/30/17<br>DRAWN BY: MSL<br>SCALE: N.T.S.<br>FILE NAME: SD03.DWG |



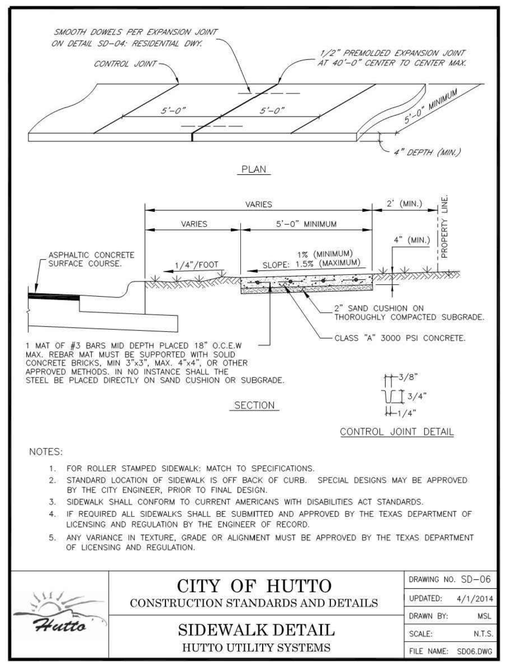

NOTES:
1. THE SIDEWALK AREA OF THE DRIVEWAY SHALL SLOPE TOWARD THE STREET PAVING AT NO MORE THAN 1.5%.
2. CONTROL JOINT DIMENSIONS PER DETAIL SD-06.

| CITY OF HUTTO<br>CONSTRUCTION STANDARDS AND DETAILS | DRAWING NO. SD-04 |
|---|---|
| RESIDENTIAL DRIVEWAY<br>HUTTO UTILITY SYSTEMS | UPDATED: 4/1/2014<br>DRAWN BY: MSL<br>SCALE: N.T.S.<br>FILE NAME: SD04.DWG |



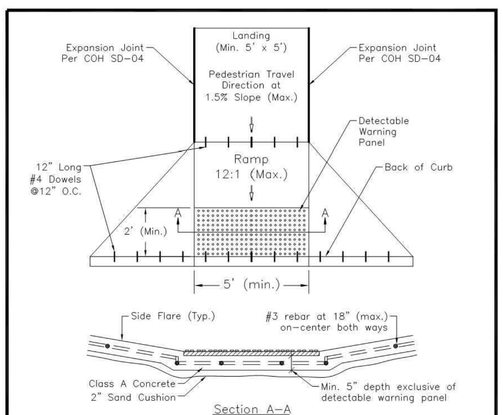

NOTE:
1. THE SIDEWALK AREA OF THE DRIVEWAY SHALL SLOPE TOWARD THE STREET PAVING AT NO MORE THAN 1.5%.
2. CONTROL JOINT DIMENSIONS PER DETAIL SD-06.

| CITY OF HUTTO<br>CONSTRUCTION STANDARDS AND DETAILS | DRAWING NO. SD-05 |
|---|---|
| COMMERCIAL DRIVEWAY<br>HUTTO UTILITY SYSTEMS | UPDATED: 4/1/2014<br>DRAWN BY: MSL<br>SCALE: N.T.S.<br>FILE NAME: SD05.DWG |



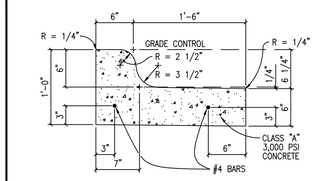

NOTES:
1. FOR ROLLER STAMPED SIDEWALK: MATCH TO SPECIFICATIONS.
2. STANDARD LOCATION OF SIDEWALK IS OFF BACK OF CURB. SPECIAL DESIGNS MAY BE APPROVED BY THE CITY ENGINEER, PRIOR TO FINAL DESIGN.
3. SIDEWALK SHALL CONFORM TO CURRENT AMERICANS WITH DISABILITIES ACT STANDARDS.
4. IF REQUIRED ALL SIDEWALKS SHALL BE SUBMITTED AND APPROVED BY THE TEXAS DEPARTMENT OF LICENSING AND REGULATION BY THE ENGINEER OF RECORD.
5. ANY VARIANCE IN TEXTURE, GRADE OR ALIGNMENT MUST BE APPROVED BY THE TEXAS DEPARTMENT OF LICENSING AND REGULATION.

| CITY OF HUTTO<br>CONSTRUCTION STANDARDS AND DETAILS | DRAWING NO. SD-06 |
|---|---|
| SIDEWALK DETAIL<br>HUTTO UTILITY SYSTEMS | UPDATED: 4/1/2014<br>DRAWN BY: MSL<br>SCALE: N.T.S.<br>FILE NAME: SD06.DWG |

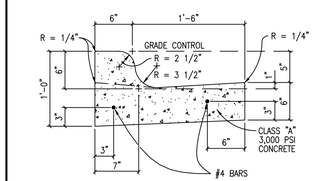



NOTES:
1. Curb ramps and detectable warning materials must be compliant with 2010 ADA Standards for Accessible Design and the 2012 TAS.
2. Detectable warning panels to be cast-in-place cast iron detectable warning plates manufactured by East Jordan Iron Works or Neenah Foundry.
3. Detectable warning panels to be installed per manufacturer's recommendations.
4. Detectable warning panels shall be located such that the edge nearest the curb line is at the back of curb. Align the rows of domes perpendicular to the grade break between the ramp run and the roadway.
5. Detectable warning panel to be contrasting color to the adjacent surfaces, including side flares.
6. Rebar to be installed per detail SD-06.

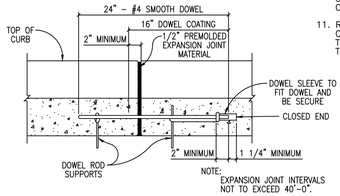
| CITY OF HUTTO<br>CONSTRUCTION STANDARDS AND DETAILS | DRAWING NO. SD-09 |
|---|---|
| STANDARD CURB RAMP<br>HUTTO UTILITY SYSTEMS | UPDATED: 2015-04-01<br>DRAWN BY: MSL<br>SCALE: N.T.S.<br>FILE NAME: SD09.DWG |




SPILL CURB




CATCH AND LAYDOWN CURB

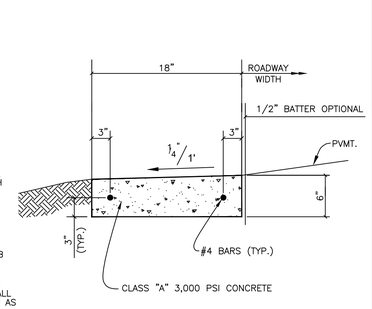



CURB DOWEL DETAIL

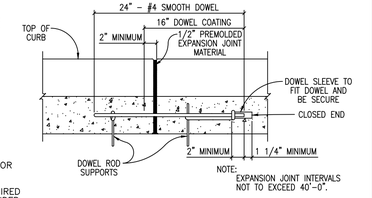
NOTES:
1. ALL WORK AND MATERIAL SHALL CONFORM TO ASTM A615, A615M, C309, AND D1752. BROOM FINISH EXPOSED SURFACE.
2. CONTRACTION JOINT SPACING 10' MAX.
3. EXPANSION JOINTS AS PER STD. ASTM D-1752.
4. 1/2" EXPANSION JOINT MATERIAL SHALL BE PROVIDED WHERE CURB IS ADJACENT TO SIDEWALK OR RIP-RAP.
5. TRANSITIONS BETWEEN CURBS OR DIFFERING CROSS SECTIONS SHALL OCCUR OVER A 20 FOOT LENGTH AS APPROVED BY THE ENGINEER OR THE CITY OF GEORGETOWN.
6. ALL CONCRETE SHALL BE CLASS A, 3000 PSI.
7. ALL SURFACES THAT ARE CHIPPED OR OTHERWISE DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED.
8. THE FOLLOWING SCHEME OF REINFORCEMENT SHALL BE REQUIRED. THE MANNER OF PLACEMENT AND LOCATION SHALL BE TO THE SATISFACTION OF THE ENGINEER OR THE CITY OF GEORGETOWN.
   A. ALL CURB AND CURB AND GUTTER (REINFORCED) SHALL HAVE TWO #4 LONGITUDINAL REINFORCING BARS.
9. REINFORCING BARS SHALL BE LAPPED A MINIMUM OF 15 INCH.
10. REINFORCING BARS SHALL BE SUPPORTED WITH REBAR CHAIRS OR OTHER APPROVED METHODS.
11. REBAR SUPPORTS ARE NOT REQUIRED ON MACHINE PLACED CURB PROVIDED THAT REBAR IS PROPERLY GUIDED INTO THE CURB SECTION.

*The Architect/Engineer assumes responsibility for appropriate use of this standard.*

| CITY OF GEORGETOWN<br>CONSTRUCTION STANDARDS AND DETAILS<br>CURB AND GUTTER DETAILS | REVISION NOTE: ADOPTED 6/21/2006<br>DRAWING NAME: SD06<br>SCALE: NTS DATE:<br>DRAWN BY: MRS APPROVED BY: TRB |
|---|---|




RIBBON CURB




CURB DOWEL DETAIL

NOTES:
1. ALL WORK AND MATERIAL SHALL CONFORM TO ASTM A615, A615M, C309, AND D1752. BROOM FINISH EXPOSED SURFACE.
2. CONTRACTION JOINT SPACING 10' MAX.
3. EXPANSION JOINTS AS PER STD. ASTM D-1752.
4. 1/2" EXPANSION JOINT MATERIAL SHALL BE PROVIDED WHERE CURB IS ADJACENT TO SIDEWALK OR RIP-RAP.
5. TRANSITIONS BETWEEN CURBS OR DIFFERING CROSS SECTIONS SHALL OCCUR OVER A 20 FOOT LENGTH AS APPROVED BY THE ENGINEER OR TH CITY OF GEORGETOWN.
6. ALL CONCRETE SHALL BE CLASS A, 3000 PSI.
7. ALL SURFACES THAT ARE CHIPPED OR OTHERWISE DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED.
8. ONE OF THE FOLLOWING SCHEMES OF REINFORCEMENT SHALL BE REQUIRED. THE MANNER OF PLACEMENT AND LOCATION SHALL BE TO THE SATISFACTION OF THE ENGINEER OR THE CITY OF GEORGETOWN.
   A. CURB AND GUTTER (REINFORCED) SHALL HAVE LONGITUDINAL REINFORCING BARS AS FOLLOWS: THREE #4,
   B. ALL TYPES OF CURB (REINFORCED) SHALL HAVE #4 BAR FOR LONGITUDINAL REINFORCEMENT.
9. REINFORCING BARS SHALL BE LAPPED A MINIMUM OF 15 INCH.
10. REINFORCING BARS SHALL BE SUPPORTED WITH REBAR CHAIRS OR OTHER APPROVED METHODS.
11. REBAR SUPPORTS ARE NOT REQUIRED ON MACHINE PLACED CURB PROVIDED THAT REBAR IS PROPERLY GUIDED INTO THE CURB SECTION.

*The Architect/Engineer assumes responsibility for appropriate use of this standard.*

| CITY OF GEORGETOWN<br>CONSTRUCTION STANDARDS AND DETAILS<br>RIBBON CURB DETAILS | REVISION NOTE: ADOPTED 6/21/2006<br>DRAWING NAME: SD08<br>SCALE: NTS DATE: 1/2003<br>DRAWN BY: MRS APPROVED BY: TRB |
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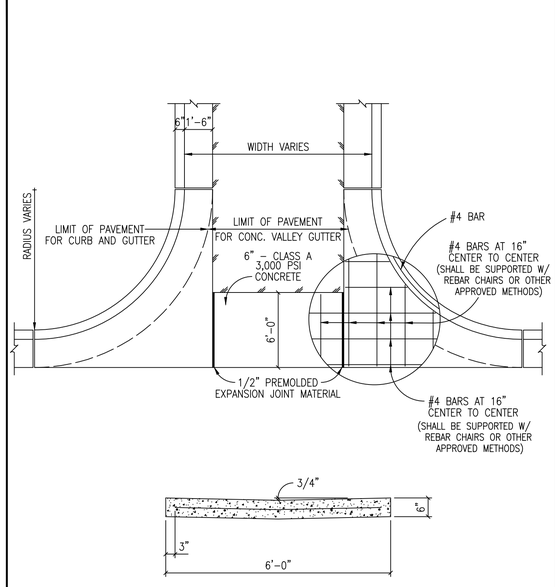


*The Architect/Engineer assumes responsibility for appropriate use of this standard.*

| CITY OF GEORGETOWN<br>CONSTRUCTION STANDARDS AND DETAILS<br>CONCRETE VALLEY GUTTER DETAIL | REVISION NOTE: ADOPTED 6/21/2006<br>DRAWING NAME: SD03<br>SCALE: NTS DATE: 1/2003<br>DRAWN BY: MRS APPROVED BY: TRB |
|---|---|

| APR | DATE | DESCRIPTION | REV |
|---|---|---|---|
| | | Record Drawing | |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ

BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
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TEL: 512-879-0400 www.browngay.com

COVERED BRIDGE PHASE 1
HUTTO, TEXAS

STREET DETAILS (1 OF 2)

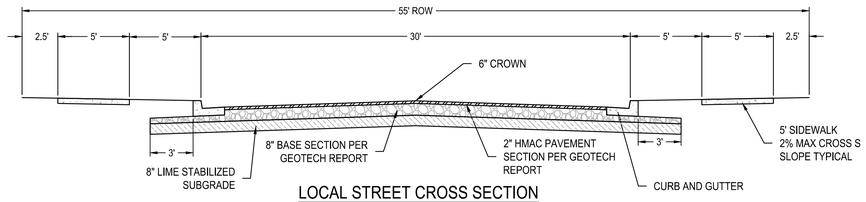
SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

SHEET
51 OF 65

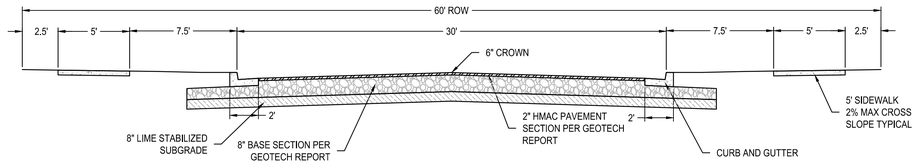


G:\TXC\Projects\Ashton_Woods\6876-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-DET1.dwg Layout: STREET DETAILS (1 OF 2) Plotted: 11/8/2021 4:59:14 PM



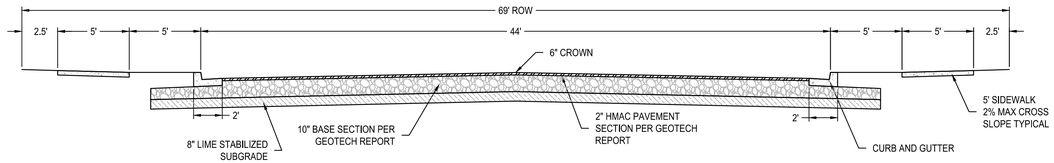

LOCAL STREET CROSS SECTION

NT.S.




MARJORIE DR. CROSS SECTION

NT.S.

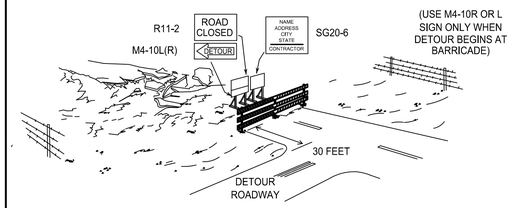



KAATZ LANE CROSS SECTION

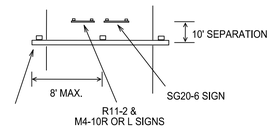
(TYP. UNLESS OTHERWISE SPECIFIED ON PLANS)

NT.S.

EACH ROADWAY OF DIVIDED HIGHWAY SHALL BE BARRICADED, IN THE SAME MANNER.




PERSPECTIVE VIEW




PLAN VIEW

1). R11-2 AND M4-10 SIGNS SHOULD BE MOUNTED ON INDEPENDENT SUPPORTS AT 7' MOUNTING HEIGHT IN CENTER OF ROADWAY.

2). ADVANCE SIGNING, INCLYDE CONSTRUCTION WARNING, SIGNS AND DETOUR SIGNING SHALL BE AS SPECIFIED ELSEWHERE IN THE PLANS.

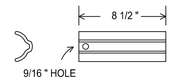
3). THE THREE RAILS ON TYPE III BARRICADES SHALL BE REFLECTIVE ORANGE AND REFLECTIVE WHITE STRIPES ON ONE SIDE FACING ONE-WAY TRAFFIC AND BOTH SIDES FOR TWO-WAY TRAFFIC.

4). BARRICADE STRIPING SHOULD SLANT DOWNWARD IN THE DIRECTON OF DETOUR.

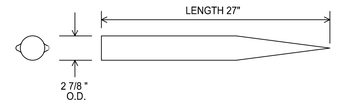
5). ALL SIGNS TO BE IN CONFORMANCE WITH THE CURRENT EDITION OF THE TEXAS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD).

*The Architect/Engineer assumes responsibility for appropriate use of this standard.*

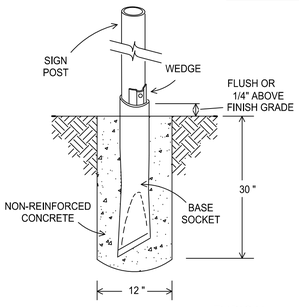
| | | |
|---|---|---|
| EST. 1848 GEORGETOWN TEXAS Georgetown Utility Systems Keep Community Owned Friendly | CITY OF GEORGETOWN CONSTRUCTION STANDARDS AND DETAILS<br>TYPE III CONSTRUCTION BARRICADE | REVISION NOTE: ADOPTED 6/21/2006<br>DRAWING NAME: SD22<br>SCALE: NTS; DATE: 1/2003<br>DRAWN BY: MRS; APPROVED BY: TRB |



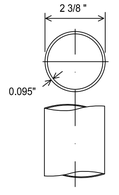

WEDGE




BASE SOCKET




TYPICAL ASSEMBLY




SIGN POST

*The Architect/Engineer assumes responsibility for appropriate use of this standard.*

| | | |
|---|---|---|
| EST. 1848 GEORGETOWN TEXAS Georgetown Utility Systems Keep Community Owned Friendly | CITY OF GEORGETOWN CONSTRUCTION STANDARDS AND DETAILS<br>POZ-LOC (BREAKAWAY FOUNDATION) | REVISION NOTE: ADOPTED 6/21/2006<br>DRAWING NAME: SD24<br>SCALE: NTS; DATE: 1/2003<br>DRAWN BY: MRS; APPROVED BY: TRB |

| | APR | DATE | DESCRIPTION | REV |
|---|---|---|---|---|
| | | | Record Drawing | |

DESIGNED BY: DAZ

REVIEWED BY: TMH

DRAWN BY: DAZ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COVERED BRIDGE PHASE 1
HUTTO, TEXAS

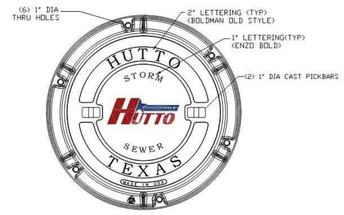
STREET DETAILS (2 OF 2)

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

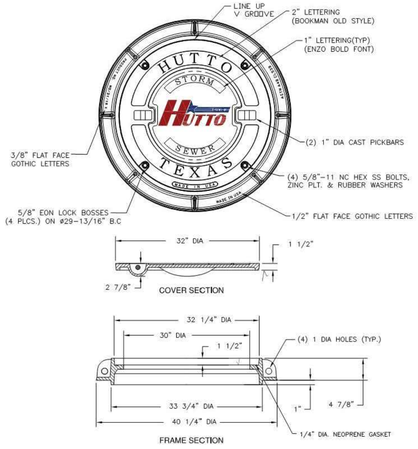
SHEET
52 OF 65

G:\TXC\Projects\Ashton_Woods\8676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-DETL-PH-1.dwg Layout: STREET DETAILS (2 OF 2) Plotted: 11/8/2021 4:59:17 PM




NOTES
1. STANDARD STORMSEWER MANHOLE SET TO BE EAST JORDAN IRON WORKS, INC. CATALOG NO. V1420RG/ V1432-3DI, OR APPROVED EQUAL. COVER TO BE STAMPED "STORM SEWER."
2. STANDARD STORMSEWER MANHOLE SET TO BE HEAVY DUTY LOAD RATED.
3. FOR MORE DETAILED SPECIFICATIONS, REFER TO EAST JORDAN IRON WORKS, INC. REFERENCE PRODUCT DRAWINGS 41432105A01 AND 41432105.
4. MANHOLE COVER TO BE DUCTILE IRON PER ASTM A536 (70-50-05). SEE EAST JORDAN IRON WORKS, INC. CATALOG NO. V1432-3.
5. MANHOLE FRAME TO BE GRAY IRON PER ASTM A48 CL35B.

| CITY OF HUTTO<br>CONSTRUCTION STANDARDS AND DETAILS | DRAWING NO. SD01 |
|---|---|
| | UPDATED: 02/01/2019 |
| STANDARD STORMSEWER MANHOLE SET<br>ENGINEERING & PUBLIC WORKS | DRAWN BY: BB |
| | SCALE: N.T.S. |
| | FILE NAME: SD01.DWG |




NOTES
1. BOLTED STORM WATER MANHOLE SET TO BE EAST JORDAN IRON WORKS, INC. CATALOG NO. V2432. OR APPROVED EQUAL. COVER TO BE STAMPED "STORM SEWER."
2. STANDARD STORMWATER MANHOLE SET TO BE HEAVY DUTY LOAD RATED.
3. FOR MORE DETAILED SPECIFICATIONS, REFER TO EAST JORDAN IRON WORKS, INC. REFERENCE PRODUCT DRAWING 42432114W01
4. FOR STANDARD STORMWATER MANHOLE SET REFER TO DETAIL SD01.
5. MANHOLE COVER TO BE DUCTILE IRON PER ASTM A536 (70-50-05). SEE EAST JORDAN IRON WORKS, INC CATALOG NO. V2432-3. PRODUCT DRAWING 42432114.
6. MANHOLE FRAME TO BE GRAY IRON PER ASTM A48 CL35B.

| CITY OF HUTTO<br>CONSTRUCTION STANDARDS AND DETAILS | DRAWING NO. SD1A |
|---|---|
| | UPDATED: 02/01/2019 |
| BOLTED STORMSEWER MANHOLE SET<br>ENGINEERING & PUBLIC WORKS | DRAWN BY: BB |
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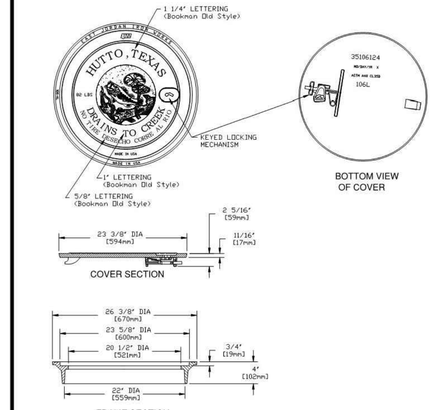
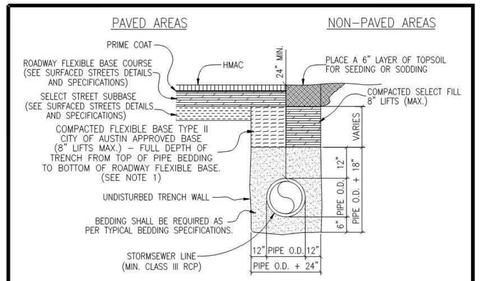


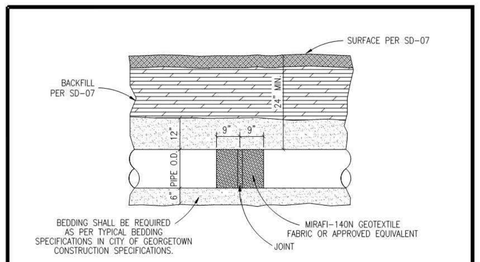

NOTES:
1. STANDARD CURB INLET LID SET TO BE EAST JORDAN IRON WORKS, INC. CATALOG NO. 106-4L, OR APPROVED EQUAL.
2. FOR MORE DETAILED SPECIFICATIONS, REFER TO EAST JORDAN IRON WORKS, INC. REFERENCE PRODUCT DRAWING 35506124.
3. CURB INLET LID AND FRAME TO BE GRAY IRON PER ASTM A48 CL35B.

| CITY OF HUTTO<br>CONSTRUCTION STANDARDS AND DETAILS | DRAWING NO. SD-02 |
|---|---|
| | UPDATED: 10/05/10 |
| STANDARD CURB INLET LID<br>HUTTO UTILITY SYSTEMS | DRAWN BY: MSL |
| | SCALE: N.T.S. |
| | FILE NAME: SD02.DWG |



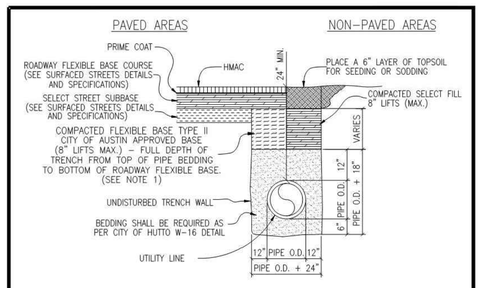

NOTES:
1. A MINIMUM OF ONE DENSITY TEST SHALL BE TAKEN EVERY TWO HUNDRED (200) FEET FOR EACH EIGHT (8) INCH LIFT OF BASE. PROCTORS FOR MATERIALS USED IN BACKFILLING SHALL BE OBTAINED BY A CERTIFIED LABORATORY. DENSITY TESTS SHALL BE CONDUCTED BY A CERTIFIED LABORATORY OR THE PERMITTEE'S CONSULTANTS. THE PERCENTAGE OF MAXIMUM DENSITY REQUIRED SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF "THE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AT THE TIME THE PERMIT WAS ISSUED. ALL DENSITY TESTS SHALL BE COMPLETED AND ACCEPTED ON EACH LAYER PRIOR TO ADDITIONAL BACKFILLING. A COPY OF ALL COMPLETED AND ACCEPTED DENSITY TESTS SHALL BE FURNISHED TO CITY OF HUTTO. BACKFILL COMPACTION SHALL BE A MINIMUM OF 95% MAXIMUM DENSITY PER TxDOT 113E SPECIFICATIONS.
2. THICKNESS FOR HMAC, ROADWAY FLEXIBLE BASE COURSE, AND SELECT STREET SUBBASE PER GEOTECHNICAL ENGINEER RECOMMENDATIONS.
3. CONTRACTOR OR ENGINEER MAY USE FLOWABLE BACKFILL AS AN ALTERNATE BACKFILL MATERIAL.
4. STORM SEWER PIPE SHALL BE REINFORCED CONCRETE CLASS III UNLESS DEPTH OF PIPE REQUIRES A STRONGER CLASS.
5. ALL JOINTS SHALL BE WRAPPED WITH GEOTEXTILE FABRIC PER DETAIL SD-08.

| CITY OF HUTTO<br>CONSTRUCTION STANDARDS AND DETAILS | DRAWING NO. SD-07 |
|---|---|
| | UPDATED: 12/13/17 |
| STORM SEWER TRENCH AND EMBEDMENT<br>HUTTO UTILITY SYSTEMS | DRAWN BY: BB |
| | SCALE: N.T.S. |
| | FILE NAME: SD07.DWG |




NOTES
1. PIPE SHALL BE REINFORCED CONCRETE PIPE CLASS III UNLESS THE DEPTH OF PIPE REQUIRES A STRONGER CLASS.
2. ALL FITTINGS AND WYES SHALL BE MANUFACTURED AND NOT CONSTRUCTED ON THE PROJECT WITHOUT PRIOR APPROVAL FROM THE CITY.
3. ALL JOINTS SHALL BE WRAPPED WITH MIRAFI-140N GEOTEXTILE FABRIC OR APPROVED EQUIVALENT. EACH JOINT SHALL BE WRAPPED WITH 18" WIDE FABRIC CENTERED ON THE JOINT.

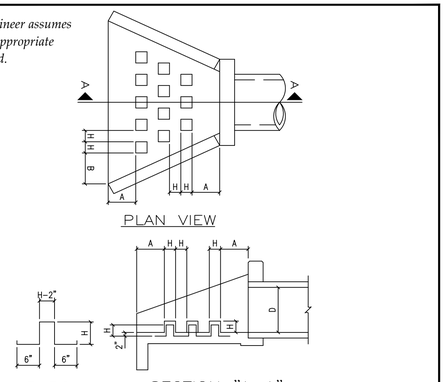
| CITY OF HUTTO<br>CONSTRUCTION STANDARDS AND DETAILS | DRAWING NO. SD-08 |
|---|---|
| | UPDATED: 10/27/14 |
| STORM SEWER TRENCH AND EMBEDMENT (PROFILE)<br>HUTTO UTILITY SYSTEMS | DRAWN BY: MSL |
| | SCALE: N.T.S. |
| | FILE NAME: SD08.DWG |




NOTES:
1. A MINIMUM OF ONE DENSITY TEST SHALL BE TAKEN EVERY TWO HUNDRED (200) FEET FOR EACH EIGHT (8) INCH LIFT OF BASE. PROCTORS FOR MATERIALS USED IN BACKFILLING SHALL BE OBTAINED BY A CERTIFIED LABORATORY. DENSITY TESTS SHALL BE CONDUCTED BY A CERTIFIED LABORATORY OR THE PERMITTEE'S CONSULTANTS. THE PERCENTAGE OF MAXIMUM DENSITY REQUIRED SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF "THE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AT THE TIME THE PERMIT WAS ISSUED. ALL DENSITY TESTS SHALL BE COMPLETED AND ACCEPTED ON EACH LAYER PRIOR TO ADDITIONAL BACKFILLING. A COPY OF ALL COMPLETED AND ACCEPTED DENSITY TESTS SHALL BE FURNISHED TO CITY OF HUTTO. BACKFILL COMPACTION SHALL BE A MINIMUM OF 95% MAXIMUM DENSITY PER TxDOT 113E SPECIFICATIONS.
2. THESE SPECIFICATIONS MAY BE SUPERSEDED BY THE GOVERNING AGENCY.
3. CITY ENGINEER MAY GIVE PERMISSION TO USE FLOWABLE BACKFILL AS AN ALTERNATE BACKFILL MATERIAL.
4. STORM SEWER PIPE SHALL BE REINFORCED CONCRETE CLASS III UNLESS DEPTH OF PIPE REQUIRES A STRONGER CLASS.
5. ALL JOINTS SHALL BE WRAPPED WITH GEOTEXTILE FABRIC PER DETAIL SD-08.

| CITY OF HUTTO<br>CONSTRUCTION STANDARDS AND DETAILS | DRAWING NO. SD-10 |
|---|---|
| | UPDATED: 12/13/17 |
| UTILITY TRENCH AND EMBEDMENT<br>HUTTO UTILITY SYSTEMS | DRAWN BY: BB |
| | SCALE: N.T.S. |
| | FILE NAME: SD10.DWG |

*The Architect/Engineer assumes responsibility for appropriate use of this standard.*



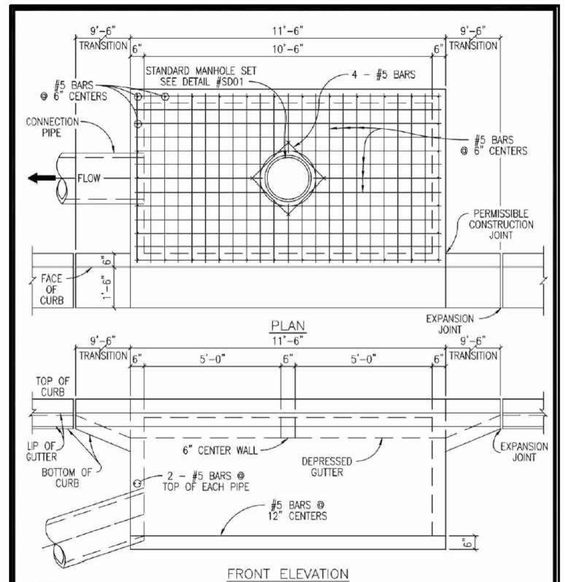

NOTES:
1. USE CLASS "A" CONCRETE, 3,000 PSI AT 28 DAYS, UNLESS NOTED.
2. REINFORCING STEEL - ASTM A615, GRADE 40, UNLESS NOTED.
3. LAP REINFORCING 30 BAR DIAMETERS MIN. AT SPLICES, UNLESS NOTED.
4. CHAMFER EXPOSED EDGES OF CONCRETE 3/4", UNLESS NOTED.
5. PLACE REINFORCING WITH THE CENTER OF THE OUTSIDE BARS 2 INCHES FROM THE SURFACE OF THE CONCRETE.

TABLE OF DIMENSIONS FOR ENERGY DISSIPATOR DETAIL

| D PIPE DIAMETER (INCHES) | NUMBER OF ROWS OF DISSIPATORS | NUMBER OF DISSIPATORS IN FRONT ROW | H (INCHES) | A (INCHES) | B (INCHES) |
|---|---|---|---|---|---|
| 12 | 1 | 3 | 4 | 4 | 9.1875 |
| 18 | 2 | 4 | 4 1/2 | 9 1/2 | 15.5625 |
| 24 | 2 | 5 | 6 | 14 3/4 | 16 1/2 |
| 30 | 3 | 6 | 7 1/2 | 12 1/2 | 14 3/8 |
| 36 | 3 | 6 | 9 | 16 1/4 | 18 5/16 |
| 42 | 3 | 6 | 10 1/2 | 20 | 22 1/4 |
| 48 | 3 | 6 | 12 | 23 3/4 | 26 1/4 |
| 54 | 3 | 6 | 13 1/2 | 27 1/2 | 27 3/4 |
| 60 | 3 | 6 | 15 | 31 1/4 | 31 5/8 |

| REVISION NOTE | ADOPTED 6/21/2006 |
|---|---|
| DRAWING NAME | SD20 |
| SCALE: NTS | DATE: 1/2003 |
| DRAWN BY: MRS | APPROVED BY: TRB |

| CITY OF GEORGETOWN<br>CONSTRUCTION STANDARDS AND DETAILS | |
|---|---|
| ENERGY DISSIPATER DETAIL | |




NOTES:
1. ALL CONCRETE SHALL BE CLASS "A" 3,000 PSI CONCRETE.
2. STORM SEWER PIPE MATERIAL TO BE R.C.P. (CLASS III) UNLESS OTHERWISE APPROVED BY THE CITY OF HUTTO.

| CITY OF HUTTO<br>CONSTRUCTION STANDARDS AND DETAILS | DRAWING NO. SD10 |
|---|---|
| | UPDATED: 08/15/18 |
| CURB INLET<br>ENGINEERING & PUBLIC WORKS | DRAWN BY: BB |
| | SCALE: N.T.S. |
| | FILE NAME: SD10.DWG |

| APR | DATE | DESCRIPTION | REV |
|---|---|---|---|
| | | Record Drawing | |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ

BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com

COVERED BRIDGE PHASE 1
HUTTO, TEXAS

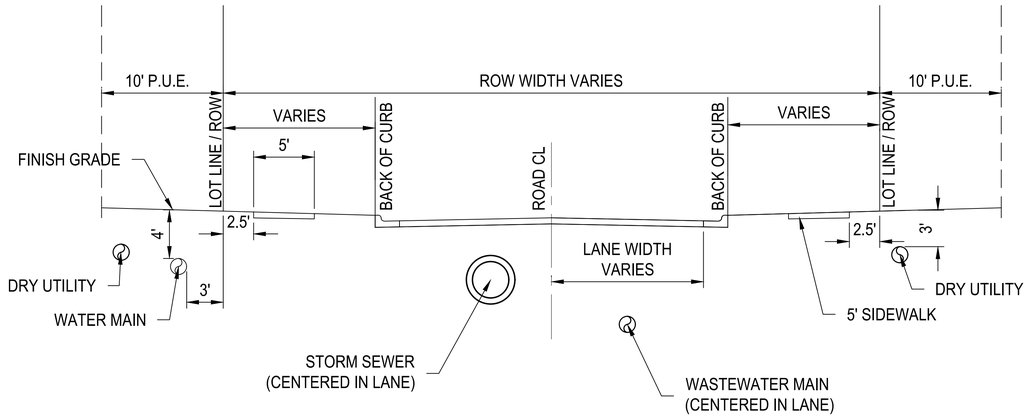
STORM DETAILS

SUBMITTAL DATE: 04-02-2021

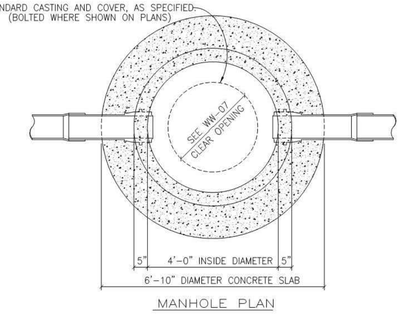
STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

SHEET
53 OF 65

G:\TXC\Projects\Ashton_Woods\6876-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-DET_PH-1.dwg Layout: STORM DETAILS Plotted: 11/8/2021 4:59:20 PM




# TYPICAL UTILITY CROSS SECTION



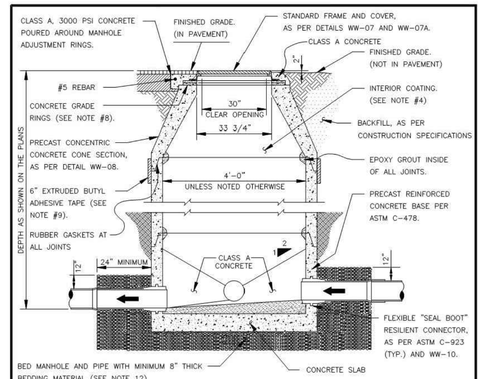

MANHOLE PLAN

CITY OF HUTTO NOTES:

MANHOLE DETAILS SHALL REFLECT THE CITY'S MINIMUM SPECIFICATIONS, AS STATED BELOW:

A. ALL MANHOLES SHALL BE 48" I.D., R.C.P., CLASS III, WITH RUBBER O-RING GASKET JOINTS CONFORMING TO ASTM C478, C433 AND C76.
B. ALL MANHOLES SHALL HAVE WATER-TIGHT FRAME AND COVER, WITH A MINIMUM 30" CLEAR OPENING, AS MANUFACTURED BY EAST JORDAN IRON WORKS (AS PER DETAIL # WW-07 & # WW-07A) OR APPROVED EQUAL.
C. ALL MANHOLES SHALL BE CONCRETE WITH CAST IRON FRAME AND COVER.
D. ALL MANHOLES SHALL HAVE A CONCENTRIC CONE.
E. MANHOLES MAY HAVE A FLAT LID, IF APPROVED BY CITY OF HUTTO, BEING 12" THICK WITH A MINIMUM 30" OPENING, AS MANUFACTURED BY CALVERT CONCRETE OR APPROVED EQUAL M.F.G. CONFORMING TO ASTM C478, 5000 P.S.I. CONCRETE, TRAFFIC BEARING, AND O-RING JOINT CONFORMING TO ASTM C443.
F. INVERTS AND FLEXIBLE SEAL BOOTS, PER ASTM C-923, SHALL BE CAST INTO BASE SECTION.
G. MINIMUM DROP BETWEEN INVERTS SHALL BE ONE-TENTH OF A FOOT (0.1').
H. TWO (2") INCH GRADE RINGS WITH AN I.D. TO MATCH FRAMES CLEAR OPENING, MINIMUM OF TWO (2), MAXIMUM OF FIVE (5) GRADE RINGS REQUIRED.

| | | |
|---|---|---|
| Hutto | CITY OF HUTTO<br>CONSTRUCTION STANDARDS AND DETAILS<br>STANDARD MANHOLE - PLAN<br>HUTTO UTILITY SYSTEMS | DRAWING NO. WW-02<br>UPDATED: 09/20/10<br>DRAWN BY: XXX<br>SCALE: N.T.S.<br>FILE NAME: WW02.DWG |

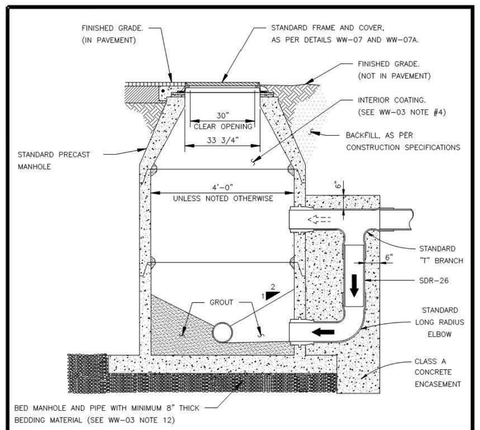



1. MANHOLES SHALL BE PRECAST ASTM C478 BELL AND SPIGOT WITH "O" RING JOINTS.
2. SEE CONSTRUCTION PLANS FOR MANHOLE SIZE, LOCATION, CONFIGURATION, TYPE OF TOP SECTION, VENTING REQUIREMENTS, PIPE SIZES AND TYPES.
3. SEE SPECIFICATIONS ON MATERIALS AND CONSTRUCTION.
4. ENTIRE INTERIOR OF WASTEWATER MANHOLES TO BE COATED WITH RAVEN 405, OR APPROVED EQUAL, WITH A UNIFORM THICKNESS OF 124 MILS AND A MINIMUM THICKNESS OF 100 MILS, APPLIED AFTER MANHOLE HAS PASSED THE VACUUM TEST.
5. ALL MANHOLE COVERS SHALL BE BOLTED AND GASKETED, WHEN MANHOLES ARE LOCATED OUTSIDE OF PAVEMENT.
6. MANHOLES TO BE VENTED ARE IDENTIFIED ON MANHOLE SCHEDULE, REFERENCE MANHOLE VENT DETAIL.
7. A FLOW CHANNEL SHALL BE CONSTRUCTED INSIDE MANHOLE TO DIRECT INFLUENT INTO THE FLOW STREAM. ALL P.V.C. PIPE SHALL BE REMOVED FROM INVERT.
8. FRAME ADJUSTMENT HEIGHT SHALL BE FIVE INCHES (5") MINIMUM AND EIGHTEEN INCHES (18") MAXIMUM.
9. EXTERIOR OF EACH JOINT TO BE WRAPPED IN 6" EXTRUDED BUTYL ADHESIVE TAPE WHEN MANHOLE IS LOCATED IN THE 100-YR FLOODPLAIN.
10. MANHOLES TO BE DESIGNED TO RESIST LATERAL AND VERTICAL SOIL FORCES RESULTING FROM MANHOLE DEPTH. ADDITIONALLY, MANHOLES LOCATED IN PAVEMENT TO BE DESIGNED FOR H20 TRAFFIC LOADING.
11. BASE SECTION SHALL BE DESIGNED FOR H-20 LOADING, PLUS EARTH LOAD AT 130 PCF.

12: MANHOLE BASE BEDDING MATERIAL SPECS. FOR 3/4" WASHED GRAVEL:

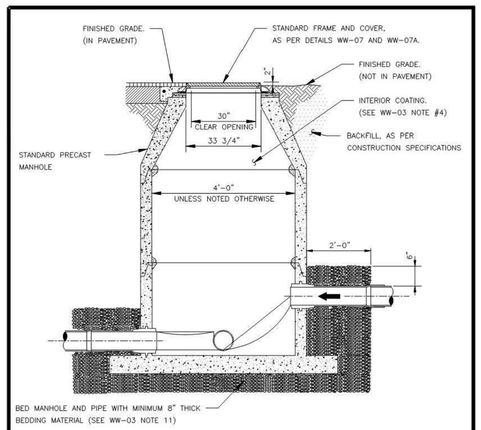
| SIEVE SIZE | % RETAINED |
|---|---|
| 1" | 0 |
| 1 1/2" | 0-10 |
| 3/4" | 45-80 |
| 3/8" | 85-100 |
| 3/8" | 95-100 |

| | | |
|---|---|---|
| Hutto | CITY OF HUTTO<br>CONSTRUCTION STANDARDS AND DETAILS<br>STANDARD MANHOLE - SECTION<br>HUTTO UTILITY SYSTEMS | DRAWING NO. WW-03<br>UPDATED: 09/30/10<br>DRAWN BY: MSL<br>SCALE: N.T.S.<br>FILE NAME: WW03.DWG |




1. CONCRETE ENCASEMENT FOR DROP CONNECTION TO BE POURED INTEGRALLY WITH BOTH MANHOLE SLAB AND WALL.
2. DROP CONNECTIONS SHALL BE REQUIRED WHENEVER AN INFLUENT SEWER IS LOCATED TWO FEET (2') OR MORE ABOVE THE MAIN INVERT CHANNEL.
3. A FLOW CHANNEL SHALL BE CONSTRUCTED INSIDE MANHOLE TO DIRECT INFLUENT INTO FLOW STREAM.
4. MINIMUM PIPE SIZE FOR DROP IS EIGHT INCHES (8").
5. SEE STANDARD MANHOLE DETAIL (DWG. # WW-03) FOR ADDITIONAL REQUIREMENTS.

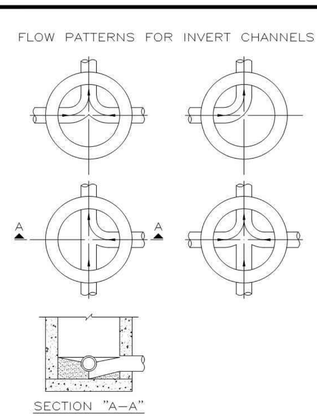
| | | |
|---|---|---|
| Hutto | CITY OF HUTTO<br>CONSTRUCTION STANDARDS AND DETAILS<br>DROP CONNECTION-PRECAST MANHOLE TYPE "A"<br>HUTTO UTILITY SYSTEMS | DRAWING NO. WW-04<br>UPDATED: 09/23/10<br>DRAWN BY: MSL<br>SCALE: N.T.S.<br>FILE NAME: WW04.DWG |




NOTES:

1. TO BE USED WHERE DROP IS SIX INCHES (6") TO TWO FEET (2'-0").
2. A FLOW CHANNEL SHALL BE CONSTRUCTED INSIDE MANHOLE TO DIRECT INFLUENT INTO FLOW STREAM.
3. CONSTRUCTION OF DROP SHALL PROVIDE A OVERSIZED SLAB TO EXTEND UNDER THE DROP CONNECTION.
4. MINIMUM PIPE SIZE FOR DROP IS EIGHT INCHES (8").
5. SEE STANDARD MANHOLE DETAIL (DWG. # WW-03) FOR ADDITIONAL REQUIREMENTS.

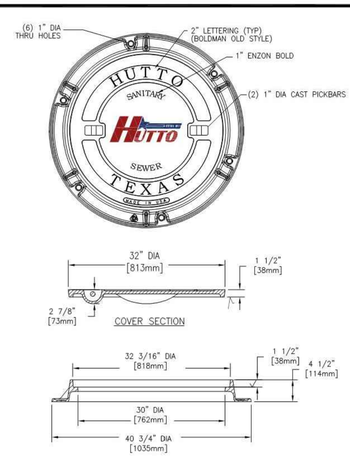
| | | |
|---|---|---|
| Hutto | CITY OF HUTTO<br>CONSTRUCTION STANDARDS AND DETAILS<br>DROP CONNECTION-PRECAST MANHOLE TYPE "B"<br>HUTTO UTILITY SYSTEMS | DRAWING NO. WW-05<br>UPDATED: 09/23/10<br>DRAWN BY: MSL<br>SCALE: N.T.S.<br>FILE NAME: WW05.DWG |




NOTES:

1. INVERT CHANNELS TO BE CONSTRUCTED FOR SMOOTH FLOW WITH NO OBSTRUCTIONS.
2. SPILLWAYS SHALL BE CONSTRUCTED BETWEEN PIPES WITH DIFFERENT INVERT ELEVATIONS PROVIDING FOR SMOOTH FLOW.
3. CHANNELS FOR FUTURE CONSTRUCTIONS (STUBS) SHALL BE CONSTRUCTED, FILLED WITH SAND, AND COVERED WITH 1" OF MORTAR.
4. SLOPE MANHOLE ITSELF WITH A 1:2 SLOPE FROM MANHOLE WALL TO CHANNEL.
5. INVERT SHALL BE A MINIMUM OF 1/2 THE DIAMETER OF THE LARGEST PIPE OR 4" DEEP.

| | | |
|---|---|---|
| Hutto | CITY OF HUTTO<br>CONSTRUCTION STANDARDS AND DETAILS<br>FLOW PATTERNS FOR INVERT CHANNELS<br>HUTTO UTILITY SYSTEMS | DRAWING NO. WW-06<br>UPDATED: 06/01/05<br>DRAWN BY: xxx<br>SCALE: N.T.S.<br>FILE NAME: WW06.DWG |




NOTES:

1. STANDARD WASTEWATER MANHOLE SET TO BE EAST JORDAN IRON WORKS, INC. CATALOG NO V1420RG/V1432DI OR CITY ENGINEER APPROVED EQUAL. COVER TO BE STAMPED "SANITARY SEWER."
2. STANDARD WASTEWATER MANHOLE SET TO BE HEAVY DUTY LOAD RATED.
3. FOR MORE DETAILED SPECIFICATIONS, REFER TO EAST JORDAN IRON WORKS, INC. REFERENCE PRODUCT DRAWING NO. 41432106A01.
4. FOR BOLTED WASTEWATER MANHOLE SET REFER TO CITY OF HUTTO DETAIL WW09.
5. MANHOLE COVER TO BE DUCTILE IRON PER ASTM A536 (70-50-05).
6. MANHOLE FRAME TO BE GRAY IRON PER ASTM A48 CL35B.

| | | |
|---|---|---|
| HUTTO | CITY OF HUTTO<br>CONSTRUCTION STANDARDS AND DETAILS<br>STANDARD WASTEWATER MANHOLE SET<br>ENGINEERING & PUBLIC WORKS | DRAWING NO. WW07<br>UPDATED: 04/01/2019<br>DRAWN BY: BB<br>SCALE: N.T.S.<br>FILE NAMEWW07.DWG |

| | | | | | | | APR |
|---|---|---|---|---|---|---|---|
| | | | | | | | DATE |
| | | | | | | Record Drawing | DESCRIPTION |
| ◁ | ◁ | ◁ | ◁ | ◁ | ◁ | | REV |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ

BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.brwngby.com

COVERED BRIDGE PHASE 1
HUTTO, TEXAS

WASTEWATER DETAILS (1 OF 3)

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

SHEET
54 OF 65

G:\TXC\Projects\Ashton_Woods\8676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-DETL-PH-1.dwg Layout: WASTEWATER DETAILS (1 OF 3) Plotted: 11/8/2021 4:59:22 PM

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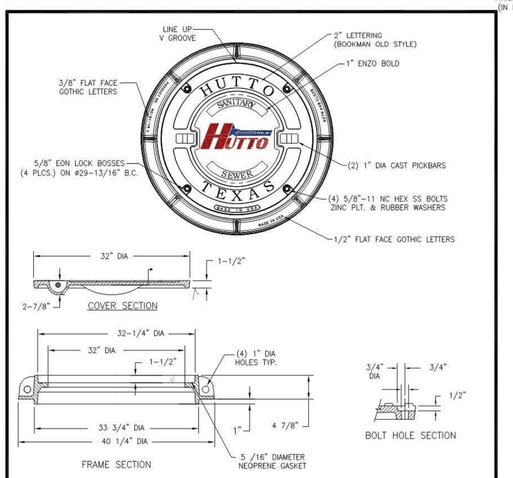
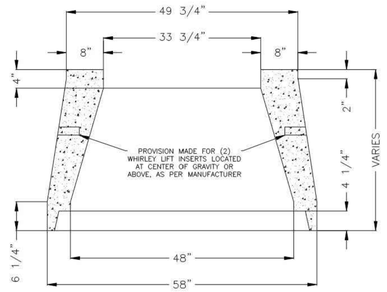
(IN PAVE

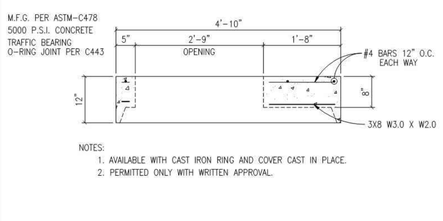



NOTES:
1. BOLTED WASTEWATER MANHOLE SET TO BE EAST JORDAN IRON WORKS, INC. CATALOG NO. B2432, OR CITY ENGINEER APPROVED EQUAL.
2. COVER TO BE STAMPED "SANITARY SEWER".
3. STANDARD WASTEWATER MANHOLE SET TO BE HEAVY DUTY LOAD RATED.
4. FOR MORE DETAILED SPECIFICATIONS, REFER TO EAST JORDAN IRON WORKS, INC. REFERENCE PRODUCT DRAWING 42432115WD1.
5. FOR STANDARD WASTEWATER MANHOLE SET REFER TO COH DETAIL WW08.
6. MANHOLE COVER TO BE DUCTILE IRON PER ASTM A536 (70-50-05).
7. MANHOLE FRAME TO BE GRAY IRON PER ASTM A48 CL35B.

| CITY OF HUTTO | DRAWING NO. WW7A |
|---|---|
| CONSTRUCTION STANDARDS AND DETAILS | UPDATED: 02/01/2019 |
| BOLTED WASTEWATER MANHOLE COVER | DRAWN BY: BB |
| ENGINEERING & PUBLIC WORKS | SCALE: N.T.S. |
| | FILE NAME: WW7A.DWG |

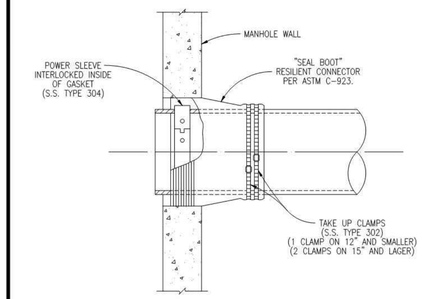



| CITY OF HUTTO | DRAWING NO. WW-08 |
|---|---|
| CONSTRUCTION STANDARDS AND DETAILS | UPDATED: 09/13/10 |
| PRECAST 48" CONCENTRIC CONCRETE CONE SECTION DETAIL | DRAWN BY: MSL |
| HUTTO UTILITY SYSTEMS | SCALE: N.T.S. |
| | FILE NAME: WW08.DWG |

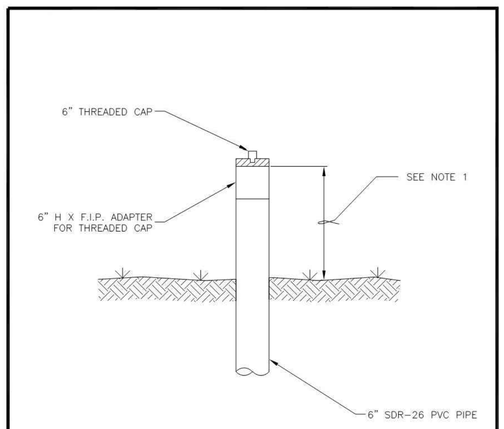



NOTES:
1. AVAILABLE WITH CAST IRON RING AND COVER CAST IN PLACE.
2. PERMITTED ONLY WITH WRITTEN APPROVAL.

| CITY OF HUTTO | DRAWING NO. WW-09 |
|---|---|
| CONSTRUCTION STANDARDS AND DETAILS | UPDATED: 09/23/10 |
| 48" MANHOLE FLAT LID | DRAWN BY: MSL |
| HUTTO UTILITY SYSTEMS | SCALE: N.T.S. |
| | FILE NAME: WW09.DWG |

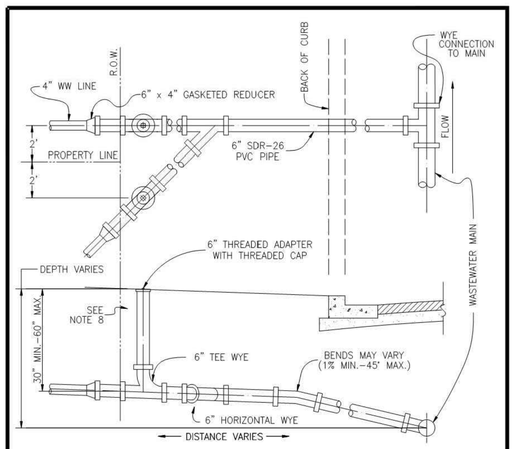



| CITY OF HUTTO | DRAWING NO. WW-10 |
|---|---|
| CONSTRUCTION STANDARDS AND DETAILS | UPDATED: 06/01/09 |
| FLEXIBLE "SEAL BOOT" CONNECTOR | DRAWN BY: xxx |
| HUTTO UTILITY SYSTEMS | SCALE: N.T.S. |
| | FILE NAME: WW10.DWG |



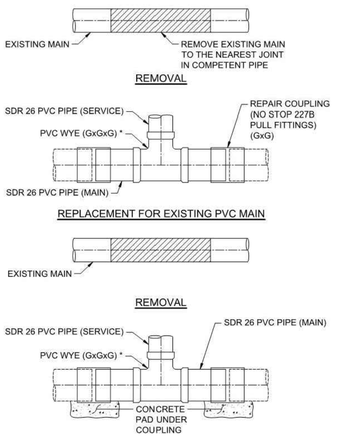

NOTES:
1. MINIMUM 24", MAXIMUM 36" ABOVE FINISHED GRADE. (ADJUSTMENT TO FINISHED GRADE SHALL OCCUR PRIOR TO ACCEPTANCE OR ISSUANCE OF CERTIFICATE OF OCCUPANCY)
2. FOR CLEAN-OUTS LOCATED IN CONCRETE SURFACES, SEE CITY OF AUSTIN DETAIL 520S-4.

| CITY OF HUTTO | DRAWING NO. WW-12 |
|---|---|
| CONSTRUCTION STANDARDS AND DETAILS | UPDATED: 10/9/12 |
| SEWER CLEAN-OUT DETAIL | DRAWN BY: MSL |
| HUTTO UTILITY SYSTEMS | SCALE: N.T.S. |
| | FILE NAME: WW12.DWG |



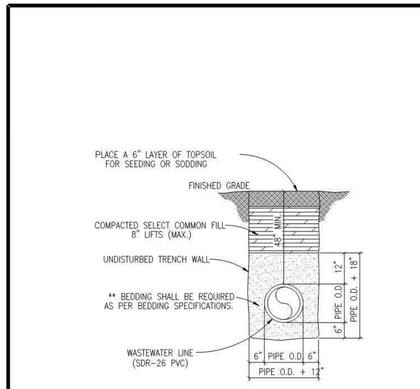

NOTES:
1. SUBDIVISION IMPROVEMENTS WILL END AT ROW WITH PLUGGED WATER-TIGHT CLEAN-OUT.
2. DURING LOT CONSTRUCTION, PLUG WILL BE REMOVED AND 6"x4" ELASTOMERIC GASKETED BELL REDUCER INSTALLED. BUSHINGS ARE NOT ALLOWED.
3. SOLIDLY TAMP BACKFILL AT LEAST ONE FOOT (1'-0") ABOVE TOP OF PIPE. SERVICES UNDER PAVED AREAS SHALL BE BACKFILLED TO THE SAME SPECIFICATIONS AS SHOWN ON PAVEMENT REPLACEMENT DETAIL.
4. CONTRACTOR SHALL MARK ON A CLEAN SET OF PLANS **THE FINAL STATIONING OR DISTANCE AND DIRECTION** FROM MANHOLE TO EACH SERVICE LATERAL AND GIVE TO ENGINEER FOR RECORD DRAWING PURPOSES.
5. SERVICE LINE MATERIAL SHALL BE P.V.C., SDR-26.
6. CITY OF HUTTO RESPONSIBILITY ENDS AT THE CLEANOUT.
7. NO CLEAN-OUT SHALL BE SET IN SIDEWALK OR DRIVEWAY WITHOUT WRITTEN APPROVAL FROM CITY ENGINEER.
8. SEE CITY OF AUSTIN DETAIL 520S-4 FOR INSTALLATIONS IN CONCRETE SURFACES, CITY OF HUTTO DETAIL WW-12 FOR ALL OTHERS.

| CITY OF HUTTO | DRAWING NO. WW-13 |
|---|---|
| CONSTRUCTION STANDARDS AND DETAILS | UPDATED: 11/07/17 |
| SEWER SERVICE CONNECTIONS | DRAWN BY: MSL |
| HUTTO UTILITY SYSTEMS | SCALE: N.T.S. |
| | FILE NAME: WW13.DWG |




NOTES
1. ALL WASTEWATER PIPING SHALL HAVE ELASTOMERIC GASKET TYPE JOINTS AND SLOPE DOWNWARD TO MAIN ONE PERCENT (1%) MINIMUM TO FORTY-FIVE PERCENT (45%) MAXIMUM
2. DEPTH OF SERVICE AT PROPERTY LINE WILL BE SHOWN ON PLANS BY ENGINEER IF GREATER THAN FOUR FEET (4), OTHERWISE THE INSTALLED DEPTH WILL BE FOUR FOOT (4') MINIMUM AND SIX FEET (6') MAXIMUM AT PROPERTY LINE.
3. REPLACE THE BEDDING AND BACKFILL IN ACCORDANCE WITH THE TRENCH EMBEDMENT DETAIL.

| CITY OF HUTTO | DRAWING NO. WW-13A |
|---|---|
| CONSTRUCTION STANDARDS AND DETAILS | UPDATED: 01/17/18 |
| GASKETED SEWER FITTING FOR SEWER SERVICE CONNECTIONS TO EXISTING MAINS | DRAWN BY: BB |
| HUTTO UTILITY SYSTEMS | SCALE: N.T.S. |
| | FILE NAME: WW13A.DWG |




** TYPICAL BEDDING SPECIFICATIONS:

| SIEVE SIZE | 3/8" F % RETAINED | 1/2" D % RETAINED | WASHED GRAVEL % RETAINED |
|---|---|---|---|
| 1/2" | 0 | 0 | 0 |
| 3/8" | 0-2 | 5-25 | - |
| 4m | 40-85 | 80-100 | - |
| 10m | 95-100 | 96-100 | - |
| 3/4" | - | - | 100 |

| CITY OF HUTTO | DRAWING NO. WW-16 |
|---|---|
| CONSTRUCTION STANDARDS AND DETAILS | UPDATED: 06/01/09 |
| TRENCH AND EMBEDMENT DETAIL UNDER NON-PAVED AREAS | DRAWN BY: CL |
| HUTTO UTILITY SYSTEMS | SCALE: N.T.S. |
| | FILE NAME: WW16.DWG |

| | | | | | | APR |
|---|---|---|---|---|---|---|
| | | | | | | DATE |
| | | | Record Drawing | | | DESCRIPTION |
| ◁ | ◁ | ◁ | ◁ | ◁ | ◁ | REV |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com


COVERED BRIDGE PHASE 1
HUTTO, TEXAS

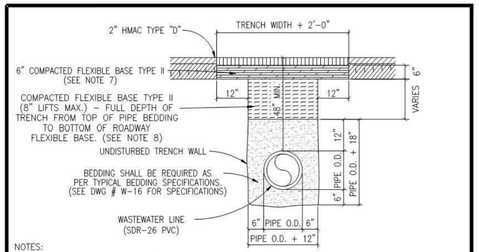
WASTEWATER DETAILS (2 OF 3)

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

SHEET
55 OF 65

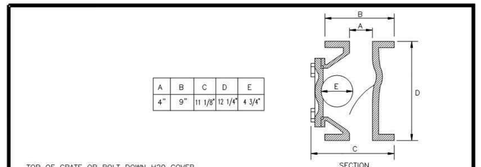
G:\TXC\Projects\Ashton_Woods\8676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Sts\C-SP-DETL-PH-1.dwg Layout: WASTEWATER DETAILS (2 OF 3) Plotted: 11/8/2021 4:59:25 PM




NOTES:

1. REPLACED BASE MATERIAL OVER DITCH SHALL BE TWICE THE THICKNESS OF THE ORIGINAL BASE.
2. BASE MATERIAL SHALL BE PLACED IN TWO OR THREE LAYERS AND EACH LAYER THOROUGHLY ROLLED OR TAMPED TO SPECIFIED MAXIMUM DENSITY.
3. ASPHALT CONCRETE PAVEMENT JOINTS SHALL BE MECHANICALLY SAWED.
4. SURFACE MATERIAL WILL BE CONSISTENT WITH THE EXISTING SURFACE.
5. A MINIMUM OF ONE DENSITY TEST SHALL BE TAKEN EVERY TWO HUNDRED (200) FEET FOR EACH SIX (6) INCH LIFT OF SUBGRADE AND EACH OPEN CUT CROSSING. PROCTORS FOR MATERIALS USED IN BACKFILLING SHALL BE OBTAINED BY A CERTIFIED LABORATORY. DENSITY TESTS SHALL BE CONDUCTED BY A CERTIFIED LABORATORY OR THE PERMITTEE'S CONSULTANTS. THE PERCENTAGE OF MAXIMUM DENSITY REQUIRED SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF "THE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AT THE TIME THE PERMIT WAS ISSUED. ALL DENSITY TESTS SHALL BE COMPLETED AND ACCEPTED ON EACH LAYER PRIOR TO ADDITIONAL BACKFILLING. A COPY OF ALL COMPLETED AND ACCEPTED DENSITY TESTS SHALL BE FURNISHED TO CITY OF HUTTO.
6. THESE SPECIFICATIONS MAY BE SUPERSEDED BY THE GOVERNING AGENCY.
7. FLEXIBLE BASE TYPE II: (ROADWAY BASE)
   TxDOT TYPE A – GRADE 2 OR BETTER CRUSHED LIMESTONE BASE COMPACTED TO 98% OF TxDOT 113E AT OPTIMUM MOISTURE. PROCTOR TO BE PROVIDED BY THE CONTRACTOR TO THE CITY INSPECTOR.
8. FLEXIBLE BASE TYPE II: (TRENCH BACKFILL)
   TxDOT TYPE A – GRADE 2 OR BETTER CRUSHED LIMESTONE BASE COMPACTED TO 95% OF TxDOT 113E AT OPTIMUM MOISTURE. PROCTOR TO BE PROVIDED BY THE CONTRACTOR TO THE CITY INSPECTOR.
9. CONTRACTOR OR ENGINEER MAY REQUEST FOR USE OF ALTERNATE BACKFILL MATERIAL. ALTERNATE MATERIALS AND TESTING PROTOCOL MUST BE SUBMITTED TO AND APPROVED BY THE CITY ENGINEER PRIOR TO USE.

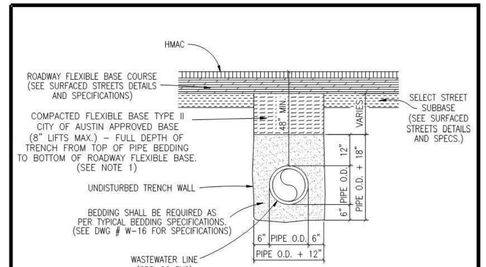
| | | |
|---|---|---|
| CITY OF HUTTO | CITY OF HUTTO<br>CONSTRUCTION STANDARDS AND DETAILS | DRAWING NO. WW-17 |
| | TRENCH AND EMBEDMENT AND PAVEMENT REPLACEMENT DETAIL UNDER EXISTING ROADWAY<br>HUTTO UTILITY SYSTEMS | UPDATED: 06/01/09 |
| | | DRAWN BY: xxx |
| | | SCALE: N.T.S. |
| | | FILE NAME: WW17.DWG |




NOTES:

1. AIR INTAKE PIPE TO BE D.I.P., CLASS 53 WITH FLANGED CONNECTIONS.
2. ALL FITTINGS TO BE 150 PSIG RATED & ANSI/AWWA C110/A21.10.
3. SURFACE PREP ABOVE GROUND PIPING TO SSPC10-63, N.A.C.E. NO.2 STANDARD. APPLY EPOXY PRIMER 2-4 MIL. DFT FOLLOWED BY 2 COATS OF AMINE ADDUCT CURED, HIGH-BUILD EPOXY (TWO COMPONENT EPOXY POLYAMIDE) 8-10 MIL DFT, NON-LEAD CEDAR GREEN COLOR.
4. IF ELEVATION OF VENT OPENING IS LESS THAN 1-FT. ABOVE 100 YR. FLOODPLAIN, FLOMATIC MODEL 408F BALL CHECK VALVE OR EQUAL WITH FLOATING TYPE BALL TO BE INSTALLED AT DOWNTURNED OPENING OF VENT. (SEE DIMENSIONAL DETAIL ABOVE RIGHT). 16 MESH 304 S.S. INSECT SCREEN TO BE PLACED IN THE OPENING.

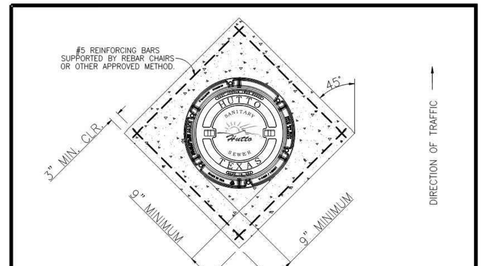
| | | |
|---|---|---|
| Hutto | CITY OF HUTTO<br>CONSTRUCTION STANDARDS AND DETAILS | DRAWING NO. WW-18 |
| | MANHOLE VENT FOR BELOW GROUND INSTALLATION<br>HUTTO UTILITY SYSTEMS | UPDATED: 09/28/10 |
| | | DRAWN BY: XXX |
| | | SCALE: N.T.S. |
| | | FILE NAME: WW18.DWG |



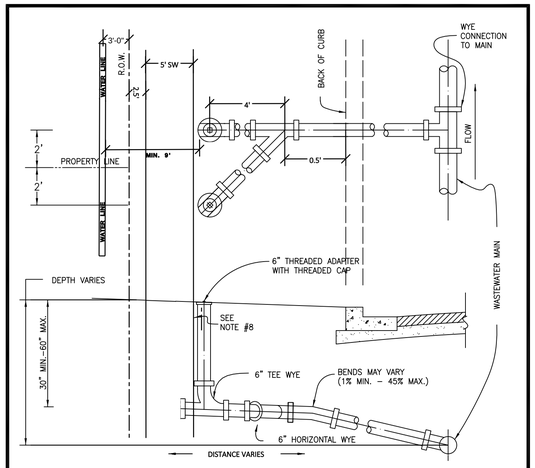

NOTES:

1. A MINIMUM OF ONE DENSITY TEST SHALL BE TAKEN EVERY TWO HUNDRED (200) FEET FOR EACH EIGHT (8) INCH LIFT OF BASE. PROCTORS FOR MATERIALS USED IN BACKFILLING SHALL BE OBTAINED BY A CERTIFIED LABORATORY. DENSITY TESTS SHALL BE CONDUCTED BY A CERTIFIED LABORATORY OR THE PERMITTEE'S CONSULTANTS. THE PERCENTAGE OF MAXIMUM DENSITY REQUIRED SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF "THE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AT THE TIME THE PERMIT WAS ISSUED. ALL DENSITY TESTS SHALL BE COMPLETED AND ACCEPTED ON EACH LAYER PRIOR TO ADDITIONAL BACKFILLING. A COPY OF ALL COMPLETED AND ACCEPTED DENSITY TESTS SHALL BE FURNISHED TO CITY OF HUTTO. BACKFILL COMPACTION SHALL BE A MINIMUM OF 95% MAXIMUM DENSITY PER TxDOT 113E SPECIFICATIONS.
2. THESE SPECIFICATIONS MAY BE SUPERSEDED BY THE GOVERNING AGENCY.
3. CONTRACTOR OR ENGINEER MAY REQUEST FOR USE OF ALTERNATE BACKFILL MATERIAL. ALTERNATE MATERIALS AND TESTING PROTOCOL MUST BE SUBMITTED TO AND APPROVED BY THE CITY PRIOR TO USE.

| | | |
|---|---|---|
| HUTTO | CITY OF HUTTO<br>CONSTRUCTION STANDARDS AND DETAILS | DRAWING NO. WW-19 |
| | TRENCH AND EMBEDMENT DETAIL UNDER PROPOSED ROADWAY<br>ENGINEERING & PUBLIC WORKS | UPDATED: 06/01/18 |
| | | DRAWN BY: BB |
| | | SCALE: N.T.S. |
| | | FILE NAME: WW19.DWG |




| | | |
|---|---|---|
| Hutto | CITY OF HUTTO<br>CONSTRUCTION STANDARDS AND DETAILS | DRAWING NO. WW-20 |
| | CONCRETE APRON AROUND MANHOLE RING AND COVER<br>HUTTO UTILITY SYSTEMS | UPDATED: 10/10/10 |
| | | DRAWN BY: MSL |
| | | SCALE: N.T.S. |
| | | FILE NAME: WW20.DWG |



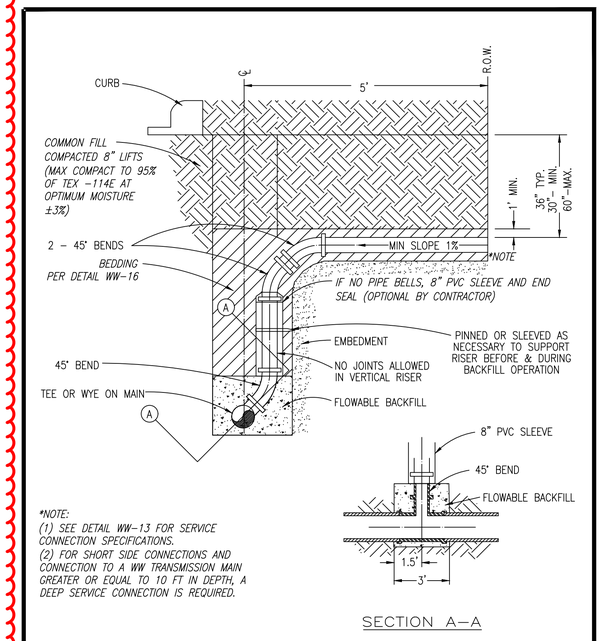

NOTES:

1. SUBDIVISION IMPROVEMENTS WILL END AT PLUGGED WATER-TIGHT CLEAN-OUT.
2. DURING LOT CONSTRUCTION, PLUG WILL BE REMOVED AND 6"X4" ELASTOMERIC GASKETED BELL REDUCER INSTALLED. BUSHINGS ARE NOT ALLOWED.
3. SOLIDLY TAMP BACKFILL AT LEAST ONE FOOT (1') ABOVE TOP OF PIPE. SERVICES UNDER PAVED AREAS SHALL BE BACKFILLED TO THE SAME SPECIFICATIONS AS SHOWN ON PAVEMENT REPLACEMENT DETAIL.
4. CONTRACTOR SHALL MARK ON A CLEAN SET OF PLANS THE FINAL STATIONING OR DISTANCE AND DIRECTION FROM MANHOLE TO EACH SERVICE LATERAL AND GIVE TO ENGINEER FOR RECORD DRAWING PURPOSES.
5. SERVICE LINE MATERIAL SHALL BE P.V.C., SDR-26.
6. CITY OF HUTTO RESPONSIBILITY ENDS AT CLEAN OUT.
7. NO CLEAN-OUT SHALL BE SET IN SIDEWALK OR DRIVEWAY WITHOUT PRIOR WRITTEN APPROVAL FROM CITY ENGINEER.
8. SEE CITY OF AUSTIN DETAIL 520S-4 FOR INSTALLATIONS IN CONCRETE SURFACES, CITY OF HUTTO DETAIL WW11 FOR ALL OTHERS.

***MODIFIED**

| | | |
|---|---|---|
| HUTTO | CITY OF HUTTO<br>CONSTRUCTION STANDARDS AND DETAILS | DRAWING NO. WW12 |
| | SEWER SERVICE CONNECTION<br>ENGINEERING & PUBLIC WORKS | UPDATED: 04/01/2019 |
| | | DRAWN BY: BB |
| | | SCALE: N.T.S. |
| | | FILE NAME: WW12.DWG |

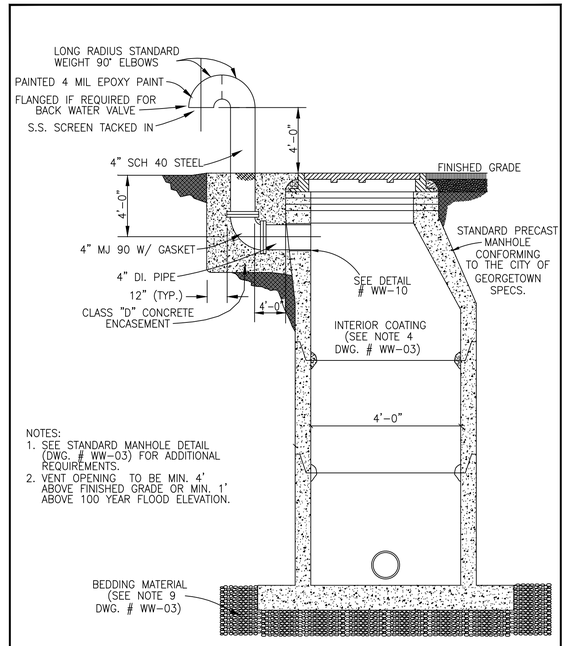
*Without regard to the location of the clean-out, the City of Hutto's responsibility ends at the clean-out and the resident's responsibility begins at the clean-out




*NOTE:
(1) SEE DETAIL WW-13 FOR SERVICE CONNECTION SPECIFICATIONS.
(2) FOR SHORT SIDE CONNECTIONS AND CONNECTION TO A WW TRANSMISSION MAIN GREATER OR EQUAL TO 10 FT IN DEPTH, A DEEP SERVICE CONNECTION IS REQUIRED.

SECTION A–A

| | | |
|---|---|---|
| ISSUE DATE: MAY 2015 | CITY OF PFLUGERVILLE | DWG. # WW-19 |
| REVISIONS | WASTEWATER DEEP SERVICE CONNECTION DETAIL | WW19.DWG |
| 05/14/15 DF RV | | |
| DATE APPROVED DRAWN | CONSTRUCTION STANDARDS AND DETAILS | |
| SCALE: N.T.S. | | |




NOTES:
1. SEE STANDARD MANHOLE DETAIL (DWG. # WW-03) FOR ADDITIONAL REQUIREMENTS.
2. VENT OPENING TO BE MIN. 4' ABOVE FINISHED GRADE OR MIN. 1' ABOVE 100 YEAR FLOOD ELEVATION.

*The Architect/Engineer assumes responsibility for appropriate use of this standard.*

| | | |
|---|---|---|
| GEORGETOWN TEXAS | CITY OF GEORGETOWN<br>CONSTRUCTION STANDARDS AND DETAILS | REVISION NOTE: ADOPTED 6/21/2006 |
| | TYPICAL MANHOLE WITH VENT | DRAWING NAME: WW19 |
| | | SCALE: NTS DATE: 11/2003 |
| | | DRAWN BY: MRS APPROVED BY: TRB |

| | | | | |
|---|---|---|---|---|
| | | | | APR |
| | | | | DATE |
| Record Drawing | | | | DESCRIPTION |
| ◁ | ◁ | ◁ | ◁ | REV |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ


BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com


COVERED BRIDGE PHASE 1
HUTTO, TEXAS

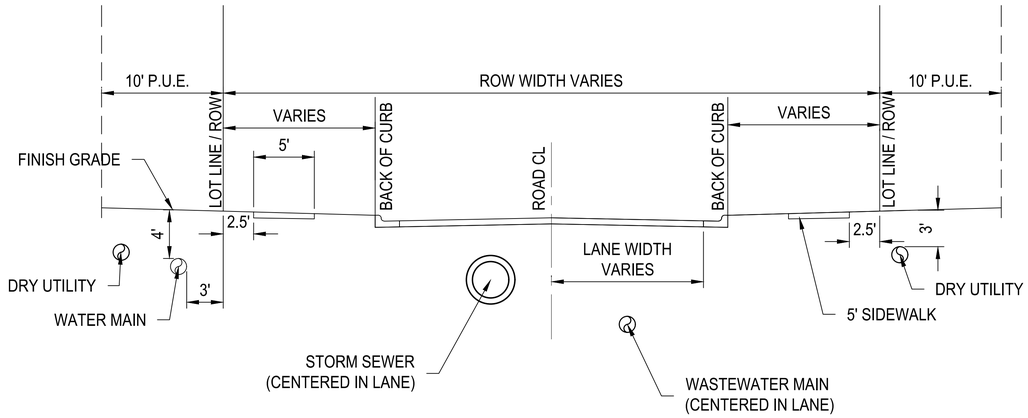
WASTEWATER DETAILS (3 OF 3)

SUBMITTAL DATE: 04-02-2021

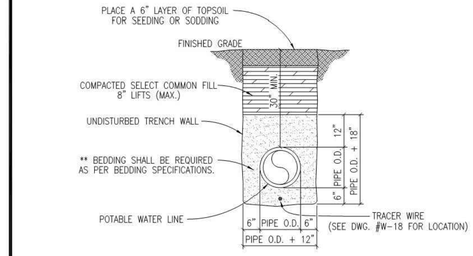
STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

SHEET
56 OF 65

G:\TXC\Projects\Ashton_Woods\6876-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-DETL-PH-1.dwg Layout: WASTEWATER DETAILS (3 OF 3) Plotted: 11/8/2021 4:59:28 PM




## TYPICAL UTILITY CROSS SECTION




** TYPICAL BEDDING SPECIFICATIONS:

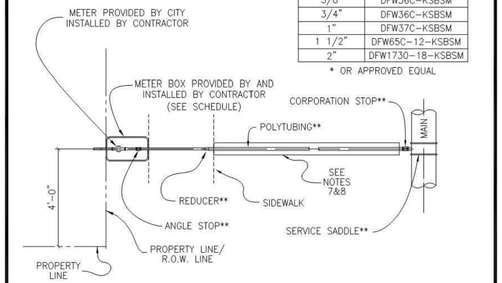
| SIEVE SIZE | 3/8" F % RETAINED | 1/2" D % RETAINED | WASHED GRAVEL % RETAINED |
|---|---|---|---|
| 1/2" | 0 | 0 | 0 |
| 3/8" | 0–2 | 5–25 | – |
| 4m | 40–85 | 80–100 | – |
| 10m | 95–100 | 96–100 | – |
| 3/4" | – | – | 100 |

CITY OF HUTTO
CONSTRUCTION STANDARDS AND DETAILS
TRENCH AND EMBEDMENT DETAIL UNDER NON-PAVED AREAS
HUTTO UTILITY SYSTEMS

DRAWING NO. W-02
UPDATED: 06/01/09
DRAWN BY: CL
SCALE: N.T.S.
FILE NAME: W02.DWG

| METER BOX SCHEDULE | |
|---|---|
| METER SIZE | METER BOX* |
| 5/8" | DFW36C-KSBSM |
| 3/4" | DFW36C-KSBSM |
| 1" | DFW37C-KSBSM |
| 1 1/2" | DFW65C-12-KSBSM |
| 2" | DFW1730-18-KSBSM |

* OR APPROVED EQUAL

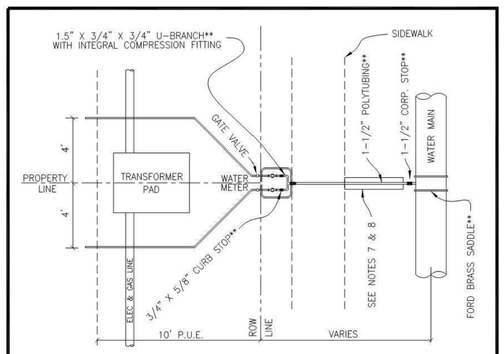



** = SEE DETAIL W-24 FOR PARTS LISTINGS

NOTES:
1. STANDARD PARTS LIST FOUND ON DETAIL W-24.
2. SERVICE LINE TO REDUCE UNDER SIDEWALK (SEE W-24 & W-26).
3. ANGLE STOPS SHALL BE SIZED TO MATCH SERVICE & METER SIZE.
4. 1" ANGLE STOPS WITH 3/4" VALVES SHALL NOT BE PERMITTED.
5. MULTIPLE SERVICE/METER INSTALLATIONS OF MORE THAN 4 METERS PER SERVICE AND SERVICE LINES LARGER THAN 2" IN DIAMETER SHALL BE HANDLED ON AN INDIVIDUAL BASIS.
6. ANGLE STOPS 1 1/2" AND 2" IN SIZE SHALL BE PROVIDED WITH BOTH A LOCKING CAP AND METER FLANGE.
7. BEDDING MATERIAL PER CONSTRUCTION SPECIFICATIONS.
8. CASING REQUIREMENTS FOR SERVICE LINES CROSSING ROADWAYS SEE DETAIL W-26.
9. ANY VARIATIONS ON FITTINGS MUST BE APPROVED BY THE CITY ENGINEER.
10. ALL SERVICE LINES SHALL BE PLACED PERPENDICULAR TO ROADWAY.

CITY OF HUTTO
CONSTRUCTION STANDARDS AND DETAILS
SINGLE WATER SERVICE - PLAN
HUTTO UTILITY SYSTEMS

DRAWING NO. W-04
UPDATED: 11/11/11
DRAWN BY: MSL
SCALE: N.T.S.
FILE NAME: W04.DWG

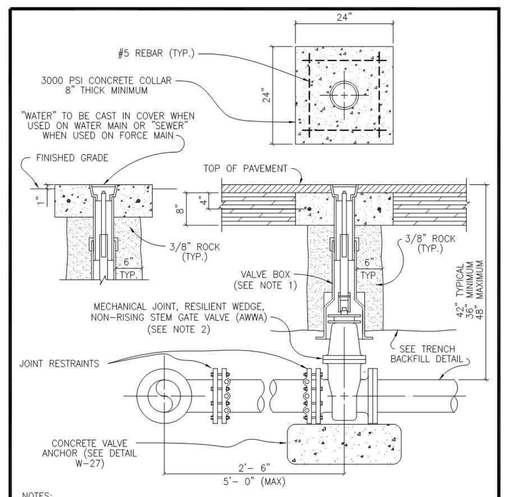



** = SEE DETAIL W-25 FOR PARTS LIST

NOTES:
1. AUTHORIZED SERVICE LINE MATERIAL: 1.5" POLYETHYLENE TUBING SDR 9, CLASS 200
2. ANGLE STOP SIZE SHALL MATCH U-BRANCH AND METER.
3. 1" ANGLE STOPS WITH 3/4" VALVES SHALL NOT BE PERMITTED.
4. MULTIPLE SERVICE/METER INSTALLATIONS OF MORE THAN 4 METERS PER SERVICE AND SERVICE LINES LARGER THAN 2" IN DIAMETER SHALL BE HANDLED ON AN INDIVIDUAL BASIS.
5. ANGLE STOPS 1 1/2" AND 2" IN SIZE SHALL BE PROVIDED WITH BOTH A LOCKING CAP AND METER FLANGE.
6. ANGLE STOPS SHALL BE INSTALLED 8" BELOW FINISHED GRADE AND MARKED WITH A 2" X 2" X 48" TREATED WOOD STAKE, PAINTED BLUE.
7. BEDDING ENVELOPE AND MATERIAL PER CONSTRUCTION SPECIFICATIONS.
8. CASING REQUIREMENTS FOR SERVICE LINES CROSSING ROADWAYS SEE DETAIL W-26.
9. ANY VARIATIONS ON FITTINGS MUST BE APPROVED BY THE CITY.

CITY OF HUTTO
CONSTRUCTION STANDARDS AND DETAILS
DOUBLE WATER SERVICE - PLAN
HUTTO UTILITY SYSTEMS

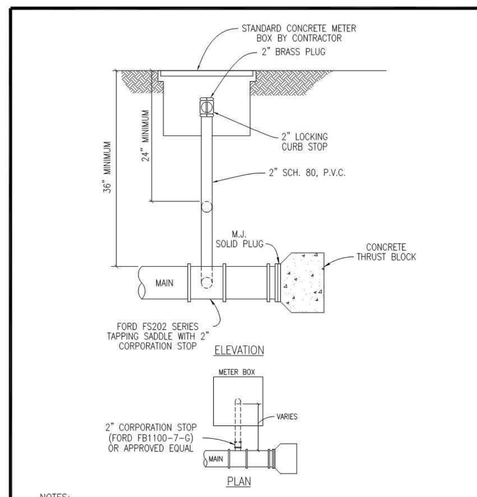
DRAWING NO. W-05
UPDATED: 11/11/11
DRAWN BY: MSL
SCALE: N.T.S.
FILE NAME: W05.DWG




NOTES:
1. VALVE BOX SHALL BE AMERICAN FLOW CONTROL TRENCH ADAPTER OR APPROVED EQUAL HAVING AN ADJUSTABLE RANGE OF + OR - 6 INCHES FROM INSTALLED FINISH GRADE.
2. ACCEPTABLE GATE VALVES ARE:
   A. AMERICAN FLOW CONTROL - SERIES 2500
   B. MUELLER - 2360 SERIES
   C. CLOW

CITY OF HUTTO
CONSTRUCTION STANDARDS AND DETAILS
TYPICAL VALVE SETTING
HUTTO UTILITY SYSTEMS

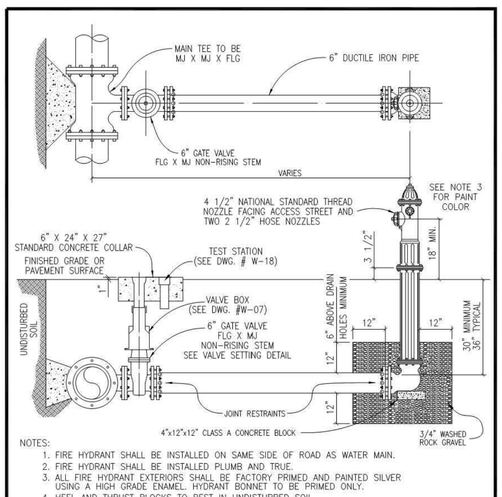
DRAWING NO. W-07
UPDATED: 11/11/11
DRAWN BY: MSL
SCALE: N.T.S.
FILE NAME: W07.DWG




NOTES:
1. TRAFFIC BEARING METER BOXES WILL BE REQUIRED IN ALL PAVED AREAS AND AREAS WHICH MAY BE PAVED IN THE FUTURE.
2. TUBING SHALL BE CONTINUOUS FROM CORPORATION STOP TO CURB STOP, NO FITTINGS SHALL BE PERMITTED.

CITY OF HUTTO
CONSTRUCTION STANDARDS AND DETAILS
STANDARD BLOW-OFF
HUTTO UTILITY SYSTEMS

DRAWING NO. W-09
UPDATED: 11/11/11
DRAWN BY: xxx
SCALE: N.T.S.
FILE NAME: W09.DWG




NOTES:
1. FIRE HYDRANT SHALL BE INSTALLED ON SAME SIDE OF ROAD AS WATER MAIN.
2. FIRE HYDRANT SHALL BE INSTALLED PLUMB AND TRUE.
3. ALL FIRE HYDRANT EXTERIORS SHALL BE FACTORY PRIMED AND PAINTED SILVER USING A HIGH GRADE ENAMEL. HYDRANT BONNET TO BE PRIMED ONLY.
4. HEEL AND THRUST BLOCKS TO REST IN UNDISTURBED SOIL.
5. THE ONLY FIRE HYDRANTS ACCEPTABLE ARE:
   A. KENNEDY - K81D
   B. AMERICAN DARLING - B84B
   C. CLOW - MEDALLION
6. DOUBLE BLUE REFLECTOR "HYE-LITES" BRAND, MANUFACTURED BY PAVEMENT MARKERS INC. TO BE INSTALLED AT CENTERLINE OF STREET PERPENDICULAR TO HYDRANT.

CITY OF HUTTO
CONSTRUCTION STANDARDS AND DETAILS
TYP. FIRE HYDRANT INSTALLATION
HUTTO UTILITY SYSTEMS

DRAWING NO. W-10
UPDATED: 11/11/11
UPDATED BY: MSL
SCALE: N.T.S.
FILE NAME: W10.DWG

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| | | | Record Drawing | | | DESCRIPTION |
| ◁ | ◁ | ◁ | ◁ | ◁ | ◁ | REV |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ

BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.brwngay.com

COVERED BRIDGE PHASE 1
HUTTO, TEXAS

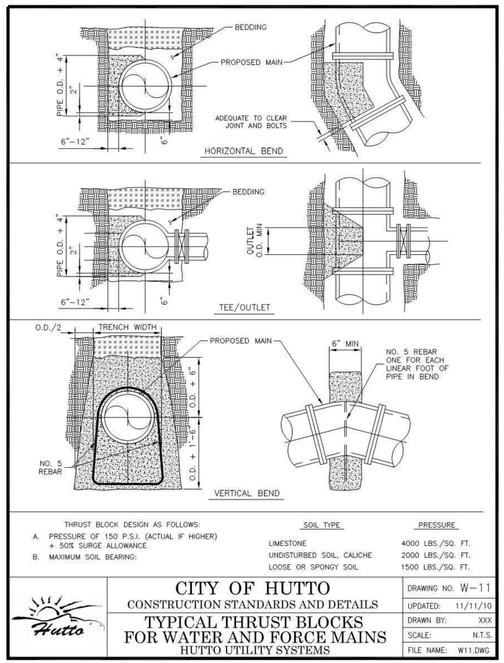
WATER DETAILS (1 OF 4)

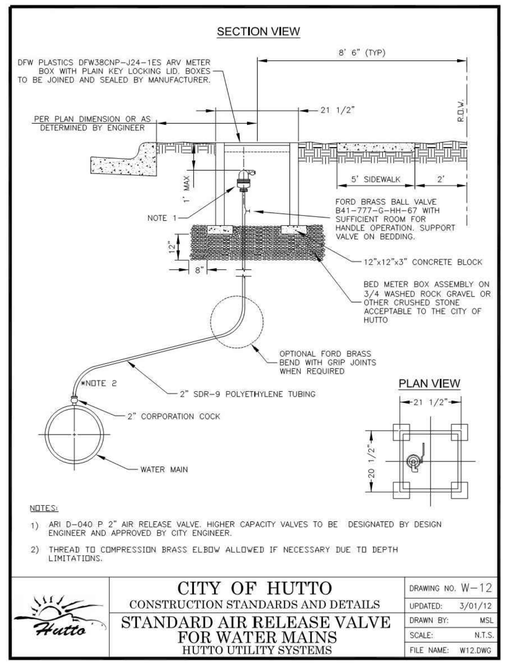
SUBMITTAL DATE: 04-02-2021

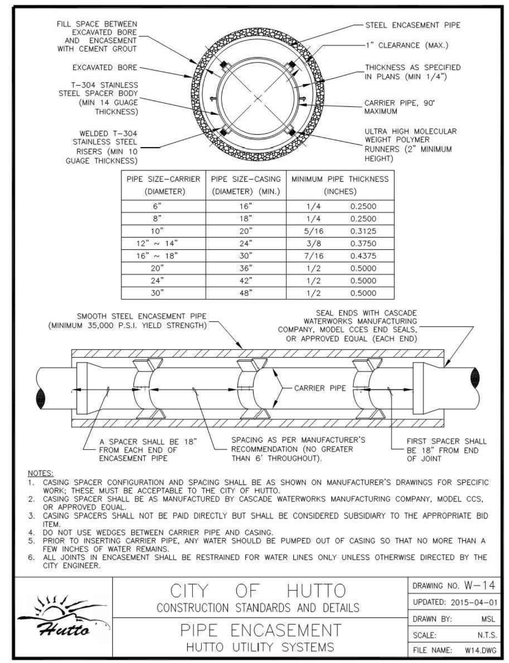
STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

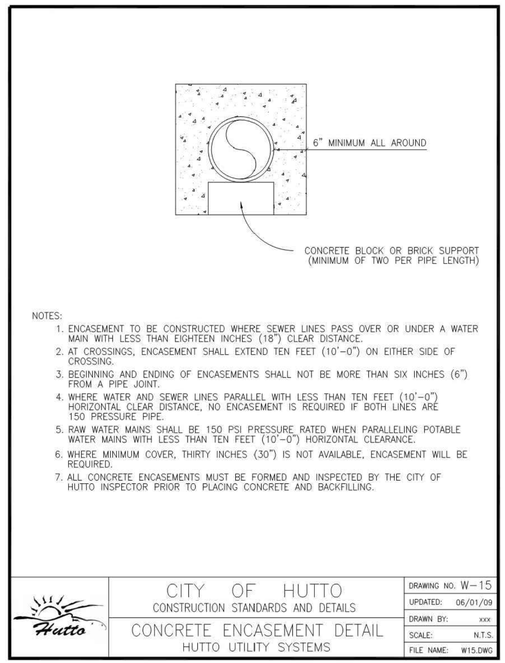
SHEET
57 OF 65

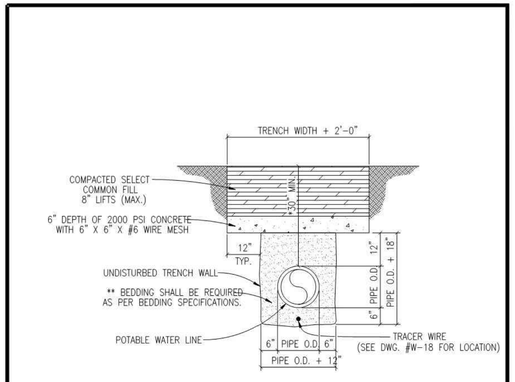
G:\TXC\Projects\Ashton_Woods\8676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-DETL-PH-1.dwg Layout: WATER DETAILS (1 OF 4) Plotted: 11/8/2021 4:59:30 PM

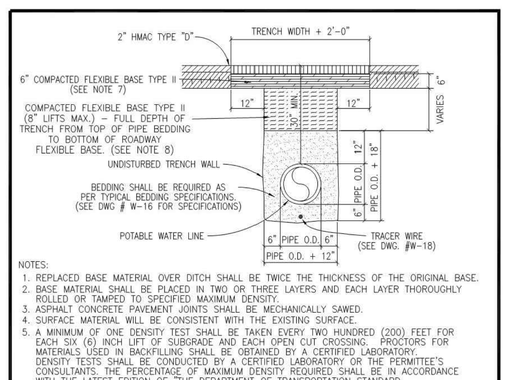


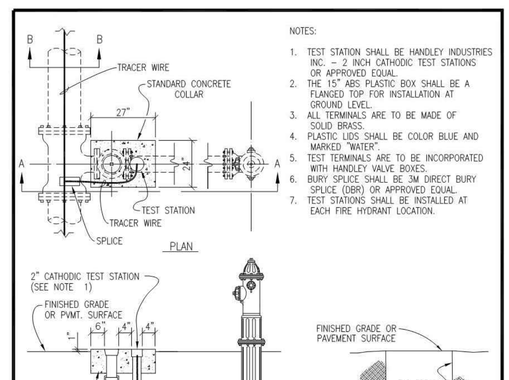



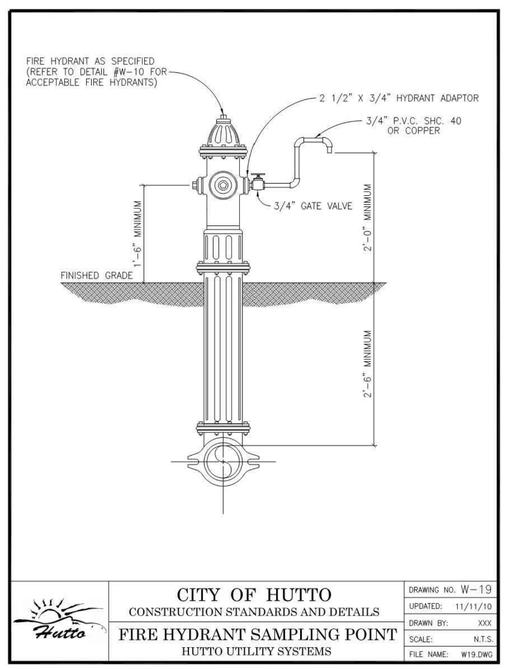




| | | | | | | APR |
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| | | | | | | DATE |
| | | | Record Drawing | | | DESCRIPTION |
| ◁ | ◁ | ◁ | ◁ | ◁ | ◁ | REV |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ

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TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com

COVERED BRIDGE PHASE 1
HUTTO, TEXAS

WATER DETAILS (2 OF 4)

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

SHEET
58 OF 65

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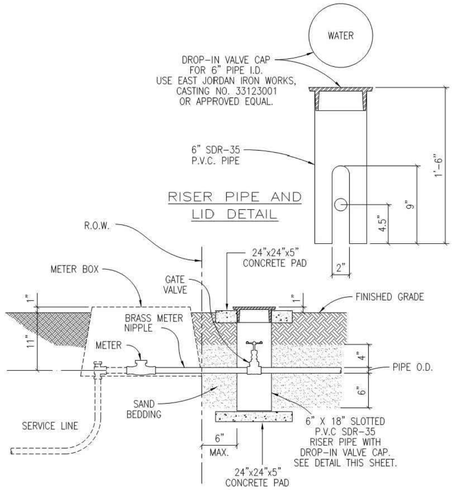
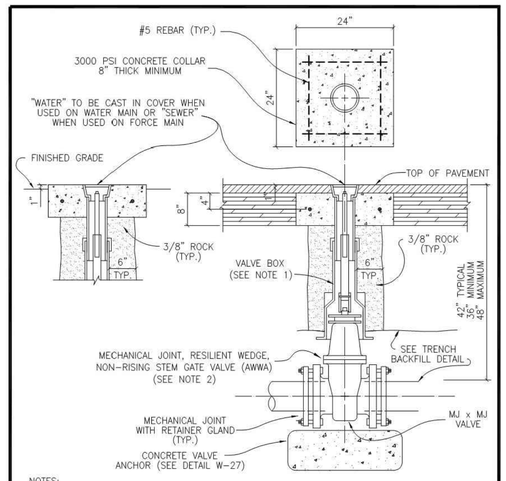



NOTES:

1. GATE VALVE SHALL BE A HAMMOND IB645, CLASS 125, BRONZE GATE, SCREWED BONNET, NON-RISING STEM, SOLID WEDGE DISC WITH THREADED ENDS OR APPROVED EQUAL.
2. DROP-IN VALVE CAP SHALL BE CAST WITH THE WORD "WATER" ON TOP.
3. USE SCHEDULE 80, M.I.P. ADAPTER AS REQUIRED.

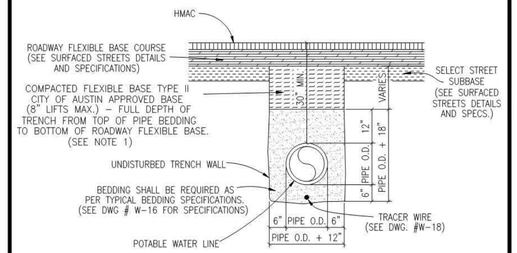
| CITY OF HUTTO | DRAWING NO. W-20 |
|---|---|
| CONSTRUCTION STANDARDS AND DETAILS | UPDATED: 11/11/11 |
| CUSTOMER'S CUT-OFF | DRAWN BY: VMB |
| HUTTO UTILITY SYSTEMS | SCALE: N.T.S. |
| | FILE NAME: W20.DWG |




NOTES:

1. VALVE BOX SHALL BE AMERICAN FLOW CONTROL TRENCH ADAPTER OR APPROVED EQUAL HAVING AN ADJUSTABLE RANGE OF + OR - 6 INCHES FROM INSTALLED FINISH GRADE. (SEE VALVE SETTING DETAIL, DWG. #W-07.)
2. ACCEPTABLE GATE VALVES ARE:
   A. AMERICAN FLOW CONTROL - SERIES 2500
   B. MUELLER - 2360 SERIES
   C. CLOW

| CITY OF HUTTO | DRAWING NO. W-21 |
|---|---|
| CONSTRUCTION STANDARDS AND DETAILS | UPDATED: 11/11/11 |
| INLINE VALVE INSTALLATION | DRAWN BY: MSL |
| HUTTO UTILITY SYSTEMS | SCALE: N.T.S. |
| | FILE NAME: W21.DWG |

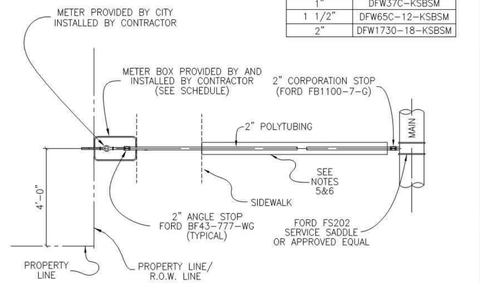



NOTES:

1. A MINIMUM OF ONE DENSITY TEST SHALL BE TAKEN EVERY TWO HUNDRED (200) FEET FOR EACH EIGHT (8) INCH LIFT OF BASE. PROCTORS FOR MATERIALS USED IN BACKFILLING SHALL BE OBTAINED BY A CERTIFIED LABORATORY. DENSITY TESTS SHALL BE CONDUCTED BY A CERTIFIED LABORATORY OR THE PERMITTEE'S CONSULTANTS. THE PERCENTAGE OF MAXIMUM DENSITY REQUIRED SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF "THE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AT THE TIME THE PERMIT WAS ISSUED. ALL DENSITY TESTS SHALL BE COMPLETED AND ACCEPTED ON EACH LAYER PRIOR TO ADDITIONAL BACKFILLING. A COPY OF ALL COMPLETED AND ACCEPTED DENSITY TESTS SHALL BE FURNISHED TO CITY OF HUTTO. BACKFILL COMPACTION SHALL BE A MINIMUM OF 95% MAXIMUM DENSITY PER TxDOT 113E SPECIFICATIONS.
2. THESE SPECIFICATIONS MAY BE SUPERSEDED BY THE GOVERNING AGENCY.
3. CONTRACTOR OR ENGINEER MAY REQUEST FOR USE OF ALTERNATE BACKFILL MATERIAL. ALTERNATE MATERIALS AND TESTING PROTOCOL MUST BE SUBMITTED TO AND APPROVED BY THE CITY PRIOR TO USE.

| CITY OF HUTTO | DRAWING NO. W-22 |
|---|---|
| CONSTRUCTION STANDARDS AND DETAILS | UPDATED: 12/13/17 |
| TRENCH AND EMBEDMENT DETAIL UNDER PROPOSED ROADWAY | DRAWN BY: BB |
| HUTTO UTILITY SYSTEMS | SCALE: N.T.S. |
| | FILE NAME: W22.DWG |

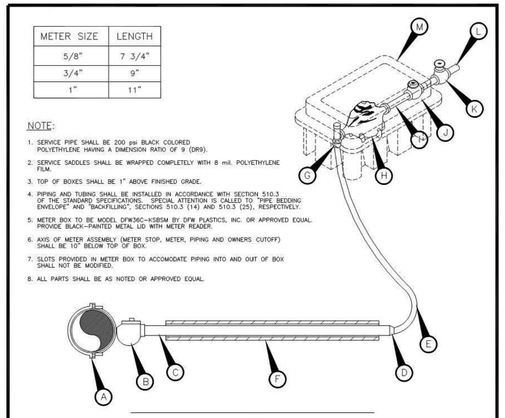
| METER BOX SCHEDULE | |
|---|---|
| METER SIZE | METER BOX* |
| 5/8" | DFW36C-KSBSM |
| 3/4" | DFW36C-KSBSM |
| 1" | DFW37C-KSBSM |
| 1 1/2" | DFW65C-12-KSBSM |
| 2" | DFW1730-18-KSBSM |




NOTES:

1. ANGLE STOPS SHALL BE SIZED TO MATCH SERVICE & METER SIZE.
2. 1" ANGLE STOPS WITH 3/4" VALVES SHALL NOT BE PERMITTED.
3. MULTIPLE SERVICE/METER INSTALLATIONS OF MORE THAN 4 METERS PER SERVICE AND SERVICE LINES LARGER THAN 2" IN DIAMETER SHALL BE HANDLED ON AN INDIVIDUAL BASIS.
4. 2" ANGLE STOPS SHALL BE PROVIDED WITH BOTH A LOCKING CAP AND METER FLANGE.
5. BEDDING MATERIAL PER CONSTRUCTION SPECIFICATIONS.
6. CASING REQUIREMENTS FOR SERVICE LINES CROSSING ROADWAYS SEE DETAIL W-26.
7. ANY VARIATIONS ON FITTINGS MUST BE APPROVED BY THE CITY ENGINEER.
8. ALL SERVICE LINES SHALL BE PLACED PERPENDICULAR TO ROADWAY.

| CITY OF HUTTO | DRAWING NO. W-23 |
|---|---|
| CONSTRUCTION STANDARDS AND DETAILS | UPDATED: 08/19/13 |
| COMMERCIAL WATER SERVICE | DRAWN BY: MSL |
| HUTTO UTILITY SYSTEMS | SCALE: N.T.S. |
| | FILE NAME: W04.DWG |




| METER SIZE | LENGTH |
|---|---|
| 5/8" | 7 3/4" |
| 3/4" | 9" |
| 1" | 11" |

NOTE:

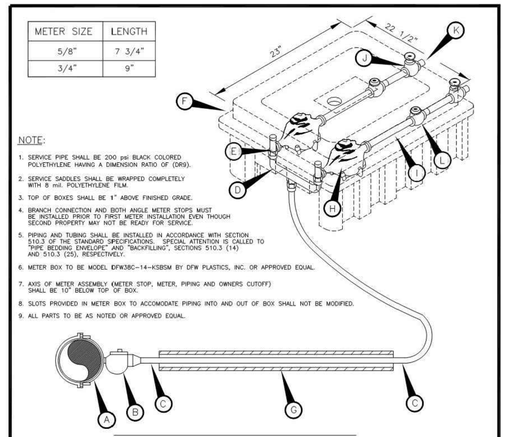
1. SERVICE PIPE SHALL BE 200 psi BLACK COLORED POLYETHYLENE HAVING A DIMENSION RATIO OF 9 (DR9).
2. SERVICE SADDLES SHALL BE WRAPPED COMPLETELY WITH 8 mil. POLYETHYLENE FILM.
3. TOP OF BOXES SHALL BE 1" ABOVE FINISHED GRADE.
4. PIPING AND TUBING SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 510.3 OF THE STANDARD SPECIFICATIONS. SPECIAL ATTENTION IS CALLED TO "PIPE BEDDING ENVELOPE" AND "BACKFILLING", SECTIONS 510.3 (14) AND 510.3 (25), RESPECTIVELY.
5. METER BOX TO BE MODEL DFW36C-KSBSM BY DFW PLASTICS, INC. OR APPROVED EQUAL. PROVIDE BLACK-PAINTED METAL LID WITH METER READER.
6. AXIS OF METER ASSEMBLY (METER STOP, METER, PIPING AND OWNERS CUTOFF) SHALL BE 10" BELOW TOP OF BOX.
7. SLOTS PROVIDED IN METER BOX TO ACCOMODATE PIPING INTO AND OUT OF BOX SHALL NOT BE MODIFIED.
8. ALL PARTS SHALL BE AS NOTED OR APPROVED EQUAL.

MATERIAL LIST

A. FORD BRASS FS202 SERIES TAPPING SADDLE.
B. 1 1/2" CORPORATION STOP: FORD BRASS FB1100-6-G.
C. 1 1/2" POLYETHYLENE TUBING SDR 9, CLASS 200.
D. FORD BRASS C84-34G COMPRESSION BY MALE REDUCING ADAPTER.
E. 1" POLYETHYLENE TUBING SDR 9, CLASS 200.
F. PIPE CASING WHERE APPLICABLE (SEE SEPARATE DETAIL).
G. FORD BRASS BA13-332W ANGLE STOP.
H. WATER METER, SUPPLIED BY CITY.
I. WATER METER COUPLING; MALE I.P.T. X SWIVEL COUPLING NUT.
   - FOR 5/8" AND 3/4" METERS; 3/4" x 8 1/2" LONG.
   - FOR 1" METERS; 1" x 8 1/2" LONG.
J. BRONZE GATE VALVE: NON-RISING STEM (3/4" OR 1") FEMALE I.P.T. (PROPERTY OWNERS CUT-OFF OUTSIDE METER BOX IN SEPARATE VALVE CAN WITH LID AS PER CITY STANDARDS).
K. 3/4" PRESSURE REDUCING VALVE.
L. 3/4" OR 1" PIPE MEETING CITY OF HUTTO PLUMBING CODE REQUIREMENTS.
M. PLASTIC RECTANGULAR METER BOX AS NOTED ON DETAIL W-04.

NOTE: H THRU L TO BE INSTALLED UNDER SEPARATE BUILDING PERMIT.

| CITY OF HUTTO | DRAWING NO. W-24 |
|---|---|
| CONSTRUCTION STANDARDS AND DETAILS | UPDATED: 12/1/11 |
| 1", 3/4" OR 5/8" SINGLE METER | DRAWN BY: MSL |
| HUTTO UTILITY SYSTEMS | SCALE: N.T.S. |
| | FILE NAME: W24.DWG |




| METER SIZE | LENGTH |
|---|---|
| 5/8" | 7 3/4" |
| 3/4" | 9" |

NOTE:

1. SERVICE PIPE SHALL BE 200 psi BLACK COLORED POLYETHYLENE HAVING A DIMENSION RATIO OF (DR9).
2. SERVICE SADDLES SHALL BE WRAPPED COMPLETELY WITH 8 mil. POLYETHYLENE FILM.
3. TOP OF BOXES SHALL BE 1" ABOVE FINISHED GRADE.
4. BRANCH CONNECTION AND BOTH ANGLE METER STOPS MUST BE INSTALLED PRIOR TO FIRST METER INSTALLATION EVEN THOUGH SECOND PROPERTY MAY NOT BE READY FOR SERVICE.
5. PIPING AND TUBING SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 510.3 OF THE STANDARD SPECIFICATIONS. SPECIAL ATTENTION IS CALLED TO "PIPE BEDDING ENVELOPE" AND "BACKFILLING", SECTIONS 510.3 (14) AND 510.3 (25), RESPECTIVELY.
6. METER BOX TO BE MODEL DFW38C-14-KSBSM BY DFW PLASTICS, INC. OR APPROVED EQUAL.
7. AXIS OF METER ASSEMBLY (METER STOP, METER, PIPING AND OWNERS CUTOFF) SHALL BE 10" BELOW TOP OF BOX.
8. SLOTS PROVIDED IN METER BOX TO ACCOMODATE PIPING INTO AND OUT OF BOX SHALL NOT BE MODIFIED.
9. ALL PARTS TO BE AS NOTED OR APPROVED EQUAL.

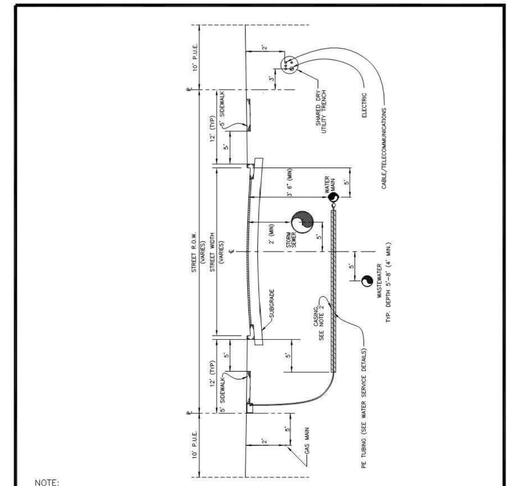
MATERIAL LIST

A. FORD BRASS FS202 SERIES TAPPING SADDLE
B. 1 1/2" FORD BRASS FB1100-6-G CORPORATION STOP.
C. 1 1/2" POLYETHYLENE SDR 9, CLASS 200 TUBING.
D. FORD BRASS U48-63-7 1/2 G U-BRANCH.
E. FORD BRASS BA13-332W ANGLE STOP.
F. PLASTIC RECTANGULAR METER BOX (SEE NOTE 6).
G. PIPE CASING (SEE DETAIL W-26).

NOTE: H THRU L TO BE INSTALLED UNDER SEPARATE BUILDING PERMIT

H. WATER METER, PROVIDED BY CITY.
I. WATER METER COUPLING; 3/4" x 8 1/2" MALE I.P.T. X SWIVEL COUPLING NUT.
J. 3/4" OR 1" BRONZE GATE VALVE: NON-RISING STEM, FEMALE I.P.T. (PROPERTY OWNERS CUT-OFF OUTSIDE METER BOX IN SEPARATE VALVE CAN WITH LID AS PER CITY STANDARDS).
K. 3/4" OR 1" PIPE MEETING CITY OF HUTTO PLUMBING CODE REQUIREMENTS.
L. 3/4" P.R.V.

| CITY OF HUTTO | DRAWING NO. W-25 |
|---|---|
| CONSTRUCTION STANDARDS AND DETAILS | UPDATED: 12/1/11 |
| 3/4" OR 5/8" DOUBLE METER | DRAWN BY: MSL |
| HUTTO UTILITY SYSTEMS | SCALE: N.T.S. |
| | FILE NAME: W25.DWG |




NOTE:

1. REFER TO "STANDARD INSTALLATION DETAIL FOR ONE OR TWO METERS" FOR SERVICE SPECIFICS.
2. FOR SERVICE LINES GREATER THAN 1.5" DIAMETER, USE 4" SDR-35 FOR CASING. FOR LINES 1.5" IN DIAMETER AND BELOW, USE 2" SCHEDULE 40 PVC, GALVANIZED CASING PIPE REQUIRED FOR JACK AND BORE. ALL SERVICE LINES TO BE ENCASED PER THIS DETAIL.
3. STORMSEWER SHALL BE A MINIMUM OF ONE FOOT(1') ABOVE WASTEWATER MAINS AND LATERALS.
4. MINIMUM VERTICAL SEPARATION DISTANCE BETWEEN WATER AND WW AT CROSSINGS IS 2'.

| CITY OF HUTTO | DRAWING NO. W-26 |
|---|---|
| CONSTRUCTION STANDARDS AND DETAILS | UPDATED: 3/1/2015 |
| WATER SERVICE CASING DETAIL | DRAWN BY: MSL |
| HUTTO UTILITY SYSTEMS | SCALE: N.T.S. |
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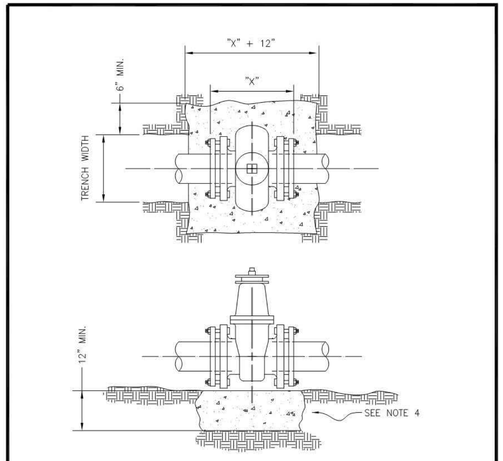


NOTES:

1. THE ENGINEER SHALL PROVIDE DESIGN ON ALL VALVES 12" AND LARGER.
2. COMPLY WITH REQUIREMENTS OF AWWA C-550, PROTECTIVE EPOXY INTERIOR COATINGS FOR VALVES.
3. PAINT UNEMBEDDED PORTION OF REBAR WITH TWO COATS OF COAL TAR EXPOXY.
4. CONCRETE VALVE SUPPORT, 2500 PSI CONCRETE.

| CITY OF HUTTO | DRAWING NO. W-27 |
|---|---|
| CONSTRUCTION STANDARDS AND DETAILS | UPDATED: 10/13/10 |
| CONCRETE VALVE ANCHOR | DRAWN BY: MSL |
| HUTTO UTILITY SYSTEMS | SCALE: N.T.S. |
| | FILE NAME: W27.DWG |

| APR | DATE | DESCRIPTION | REV |
|---|---|---|---|
| | | Record Drawing | |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ

BGE, INC.
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TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com

COVERED BRIDGE PHASE 1
HUTTO, TEXAS

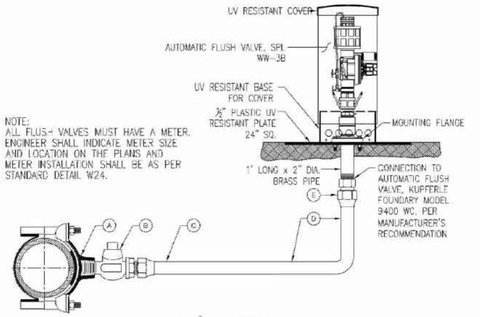
WATER DETAILS (3 OF 4)

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

SHEET
59 OF 65

G:\TXC\Projects\Ashton_Woods\8676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-DET_PH-1.dwg Layout: WATER DETAILS (3 OF 4) Plotted: 11/8/2021 4:59:36 PM

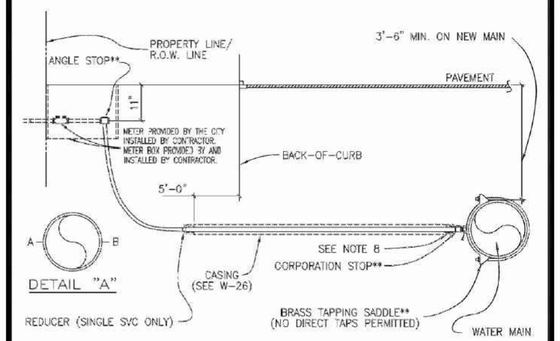



NOTE:
ALL FLUSH VALVES MUST HAVE A METER. ENGINEER SHALL INDICATE METER SIZE AND LOCATION ON THE PLANS AND METER INSTALLATION SHALL BE AS PER STANDARD DETAIL W24.

A. 2" SERVICE CLAMP
B. 2" CORPORATION STOP MALE THREAD INLET BY COMPRESSION OUTLET
C. 2" POLY TUBING WATER SERVICE EXTENDED BEYOND PAVEMENT
D. 2" POLY TUBING
E. 2" BRASS COUPLING, COMPRESSION x FIP

NOTES:
1. AUTOMATIC FLUSH VALVE MAY ALSO BE USED ON TAPPED PLUGS AND CAPS.
2. THE CONTRACTOR SHALL PROVIDE THE FLUSH VALVE ACCESS KEY TO CITY OF HUTTO WATER UPON FLUSH VALVE ACCEPTANCE.
3. METER BOX AND FLUSH VALVE SHALL NOT BE LOCATED IN A SIDEWALK, DRIVEWAY, PEDESTRIAN WAY OR TRAFFIC WAY.
4. A DRAINAGE WAY, CONTAINED WITHIN THE R.O.W. OR AN EASEMENT, SHALL BE PROVIDED FROM FLUSH VALVE TO STORM SEWER SYSTEM OR PUBLIC DRAINAGE WAY. THIS DRAINAGE WAY SHALL BE CONSTRUCTED OF CONCRETE OR OTHER CITY ENGINEER APPROVED MATERIAL TO PREVENT EROSION.
5. DESIGN ENGINEER SHALL PROVIDE CALCULATIONS WITH PLANS AT THE TIME OF REVIEW INCLUDING FREQUENCY AND FLUSH RATE REQUIRED TO CIRCULATE WATER IN DEAD END MAIN EVERY 72 HOURS.

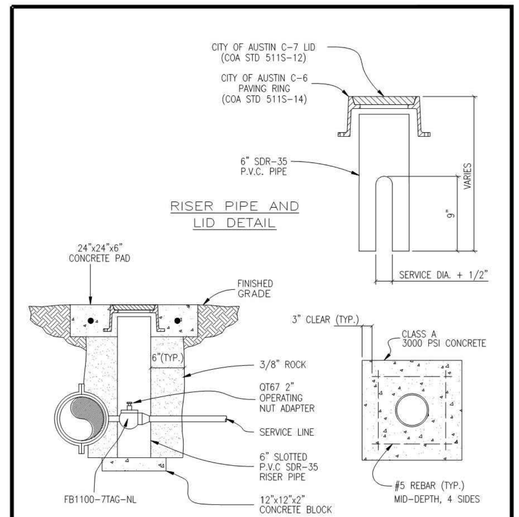
| CITY OF HUTTO | | |
|---|---|---|
| CONSTRUCTION STANDARDS AND DETAILS | DRAWING NO. | W.15 |
| AUTOMATIC FLUSH VALVES | UPDATED: | 08/01/18 |
| ENGINEERING & PUBLIC WORKS | DRAWN BY: | BB |
| | SCALE: | N.T.S. |
| | FILE NAME: | W.15.DWG |




** = SEE DETAIL W-24 FOR SINGLE SERVICE PARTS
DETAIL W-25 FOR DOUBLE SERVICE PARTS

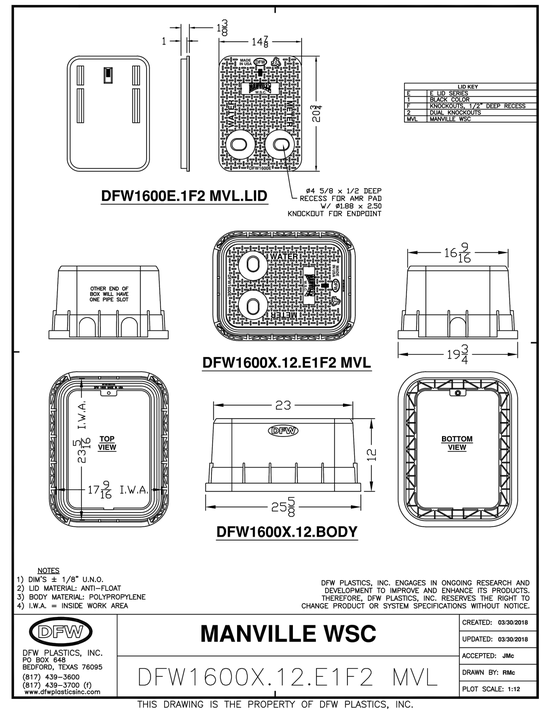
NOTES:
1. SUCCESSIVE TAPS INTO THE WATER MAIN SHALL BE SPACED A MINIMUM OF 18" OFFSET AND AT THE CENTERLINE AS SHOWN ON DETAIL "A".
2. WHERE NO SIDEWALK EXISTS, METER BOXES SHALL BE SET TO CONFORM TO FINISHED GRADE.
3. AUTHORIZED SERVICE LINE MATERIAL:
   A. POLYETHYLENE TUBING SHALL BE SDR-9. (MAX. DIA. 2") CLASS 200
4. ROTATE THE CORPORATION STOP SO T-KT THE OPERATING NUT IS ACTUATED FROM THE VERTICAL POSITION RATHER THAN THE HORIZONTAL. SEE STD. RISER FOR CORP. STOP DETAIL. (DWG # W08).
5. SERVICE LINES SHALL BE CONTINUOUS FROM CORPORATION STOP TO ANGLE STOP WITH NO FITTINGS IN BETWEEN.
6. SERVICE CASING SHALL NOT BE INSTALLED BY WATER JETTING UNDER ROADWAY.
7. CASING REQUIRED FOR ALL PAVEMENT CROSSINGS. SEE W-26 FOR CASING DETAIL.
8. BEDDING PER CONSTRUCTION SPECIFICATIONS.
9. ANY VARIATIONS ON FITTINGS MUST BE APPROVED BY THE CITY ENGINEER.

| CITY OF HUTTO | | |
|---|---|---|
| CONSTRUCTION STANDARDS AND DETAILS | DRAWING NO. | W-03 |
| TYP. WATER SERVICE – ELEVATION | UPDATED: | 11/11/11 |
| HUTTO UTILITY SYSTEMS | DRAWN BY: | MSL |
| | SCALE: | N.T.S. |
| | FILE NAME: | W03.DWG |




NOTES:
1. 1 1/2" & 2" CORPORATION STOP STOP
2. PAVING RING AND LID MATERIALS SHALL BE GRAY CAST IRON, ASTM A48, GRADE 30B.
3. FINISH PAVING RING AND LID BY REMOVING FINS AND FLASHING; PAINT WITH BLACK ASPHALT COATING.

| CITY OF HUTTO | | |
|---|---|---|
| CONSTRUCTION STANDARDS AND DETAILS | DRAWING NO. | W-28 |
| 1 1/2" & 2" CORPORATION STOP RISER | UPDATED: | 11/27/17 |
| HUTTO UTILITY SYSTEMS | DRAWN BY: | MSL |
| | SCALE: | N.T.S. |
| | FILE NAME: | W28.DWG |




NOTES
1) DIM'S ± 1/8" U.N.O.
2) LID MATERIAL: ANTI-FLOAT
3) BODY MATERIAL: POLYPROPYLENE
4) I.W.A. = INSIDE WORK AREA

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PO BOX 648
BEDFORD, TEXAS 76095
(817) 439-3600
(817) 439-3700 (f)
www.dfwplasticsinc.com

| MANVILLE WSC | | |
|---|---|---|
| DFW1600X.12.E1F2 MVL | CREATED: | 03/30/2018 |
| | UPDATED: | 03/30/2018 |
| | ACCEPTED: | JMc |
| | DRAWN BY: | RMc |
| | PLOT SCALE: | 1:12 |

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| APR | DATE | DESCRIPTION | REV |
|---|---|---|---|
| | | Record Drawing | |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ

BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com

COVERED BRIDGE PHASE 1
HUTTO, TEXAS

WATER DETAILS (4 OF 4)

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

SHEET
60 OF 65

G:\TXC\Projects\Ashton_Woods\8676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-DETL-PH-1.dwg Layout: WATER DETAILS (4 OF 4) Plotted: 11/8/2021 4:59:38 PM

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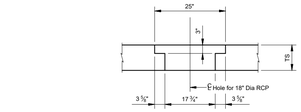
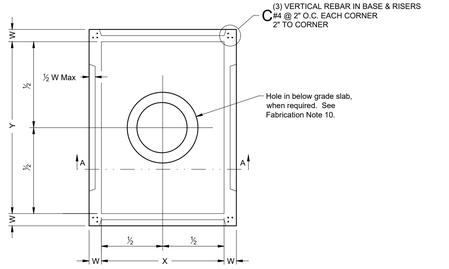
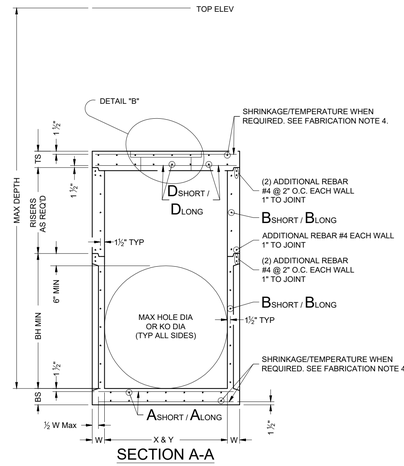


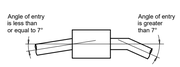

DETAIL "B"




PLAN VIEW




SECTION A-A




PIPE CONNECTION DETAIL

Connect pipes within 7° of normal to PJB wall.
If necessary, use pipe elbow or curved approach alignment to stay within this limit.

FABRICATION NOTES:
1. Provide Class "H" concrete in accordance with Item 421 and having a minimum compressive strength of 5,000 psi.
2. Provide Grade 60 reinforcing steel or equivalent area of WWR.
3. Provide typical clear cover of 1 ½" to reinforcing steel at interior or exterior walls.
4. Walls or slabs with a thickness of 8" or greater require shrinkage and temperature reinforcing steel. Provide steel area = 0.11 in²/ft each way.
5. No substitution is allowed for vertical and horizontal #4 bars in corners.
6. Manufacture base and risers to nearest 3" increment.
7. Design tongue and groove joints for full closure on both shoulders. Minimum spigot depth is ½".
8. Provide lifting devices in conformance with Manufacturer's recommendations.
9. See sheet PDD for sizes, dimensions, and reinforcing steel not shown.
10. Provide hole in below grade slab only when PJB is installed with inlet type POD.

INSTALLATION NOTES:
1. Inverts (benching) to be provided by Contractor. Concrete or mortar used for invert is subsidiary to junction box.
2. Seal tongue and groove joints with preformed or bulk mastic in conformance with Manufacturer's recommendations. Tongue and groove joints may be grouted no more than 1" between each section, or ½ the joint depth, whichever is greater.
3. Do not grout rubber gasket joints without Manufacturer's recommendation.
4. For rigid pipe, cut hole in thin wall panel (KO) 4" Max, 2" Min larger than pipe OD.
5. For flexible pipe, consult boot/seal Manufacturer's specification for placement tolerance and hole size. Center pipe in hole and install boot/seal per Manufacturer's specification.

GENERAL NOTES:
1. Precast Junction Box consists of base slab, base unit, risers (as required), and below grade slab. See sheet PDD for sizes.
2. Designed according to ASTM C913.
3. Payment for junction box is per Item 465 "Junction Boxes, Manholes, and Inlets" by type and size.

Cover dimensions are clear dimensions, unless noted otherwise.

HL93 LOADING

Texas Department of Transportation | Bridge Division Standard

PRECAST JUNCTION BOX

PJB

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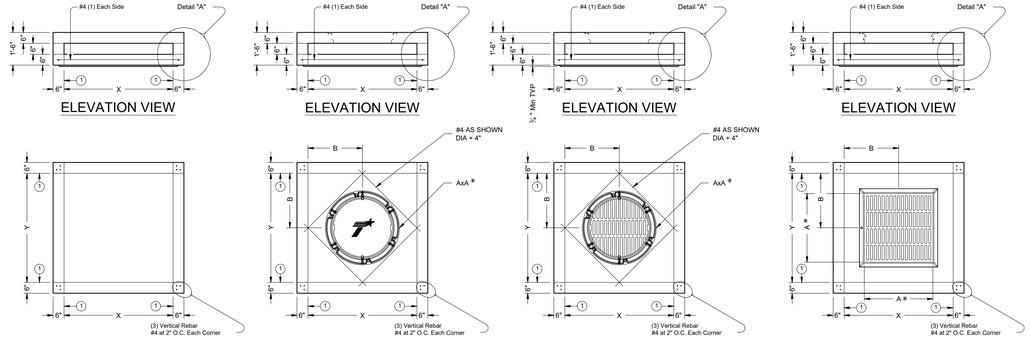



① Matches inside face of wall of precast base or riser below inlet.

FABRICATION NOTES:
1. Provide Class "H" concrete in accordance with Item 421 and having a minimum compressive strength of 5,000 psi.
2. Provide Grade 60 reinforcing steel or equivalent area of WWR.
3. Provide clear cover of ½" to reinforcing from bottom of slab for structural reinforcement. Place short span reinforcing closest to surface.
4. No substitution is allowed for diagonal #4 bars around openings.
5. Design tongue and groove joints for full closure on both shoulders. Minimum spigot depth is ½".
6. Provide lifting devices in conformance with Manufacturer's recommendations.

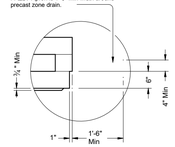
INSTALLATION NOTES:
1. PAZD is for use in ditches and medians outside of the horizontal clearance (clear zone). Precast Area Zone Drain is not intended for direct traffic and may not be placed in roadway.
2. Seal tongue and groove joints with preformed or bulk mastic in conformance with Manufacturer's recommendations. Tongue and groove joints may be grouted no more than 1" between each section, or ½ the joint depth, whichever is greater.
3. Do not grout rubber gasket joints without Manufacturer's recommendation.

GENERAL NOTES:
1. Designed according to ASTM C913.
2. Payment for inlet is per Item 465, "Junction Boxes, Manholes, and Inlets" by type, style, size, and opening size (when applicable).

| Short Span Reinf Steel Style | Long Span Reinf Steel Size (X x Y) | A x A | B x B | ② A/B (nominal) | Area | Area |
|---|---|---|---|---|---|---|
| SL | 3'X3' | n/a | n/a | n/a | 0.37 in ² /ft | 0.37 in ² /ft |
| RC,RG | 3'X3' | 32" Dia | 1.5'x1.5' | 3'X3' or 32" Dia | 0.37 in ² /ft | 0.37 in ² /ft |
| FG | 3'X3' | 3'x3' | 1.5'x1.5' | 3'X3' | 0.37 in ² /ft | 0.37 in ² /ft |
| SL | 4'x4' | n/a | n/a | n/a | 0.34 in ² /ft | 0.34 in ² /ft |
| RC,RG | 4'x4' | 32" Dia | 2'x2' | 3'X3' or 32" Dia | 0.34 in ² /ft | 0.34 in ² /ft |
| FG | 4'x4' | 3'x3' | 2'x2' | 3'X3' | 0.34 in ² /ft | 0.34 in ² /ft |
| FG | 4'x4' | 4'x4' | 2'x2' | 4'X4' | 0.34 in ² /ft | 0.34 in ² /ft |
| SL | 5'x5' | n/a | n/a | n/a | 0.43 in ² /ft | 0.43 in ² /ft |
| RC,RG | 5'x5' | 32" Dia | 2.5'x2.5' | 3'X3' or 32" Dia | 0.68 in ² /ft | 0.68 in ² /ft |
| FG | 5'x5' | 3'x3' | 2.5'x2.5' | 3'X3' | 0.43 in ² /ft | 0.43 in ² /ft |
| FG | 5'x5' | 4'x4' | 2.5'x2.5' | 4'X4' | 0.43 in ² /ft | 0.43 in ² /ft |

* Nominal frame/grate or ring/cover size.

Construct cast-in-place reinforced concrete apron when shown elsewhere in plans. Use Class "A" concrete. Apron is subsidiary to PAZD. Apron is 1'-6" Min width around precast zone drain.




DETAIL "A"
(Reinforcing not shown for clarity)
When an apron is to be cast around PAZD, use detail above to create an apron ledge on all 4 sides.

Texas Department of Transportation | Bridge Division Standard

PRECAST AREA ZONE DRAIN

PAZD

| FILE: | prest66.dgn | DN: TxDOT | CK: TxDOT | DW: TxDOT | CK: TxDOT |
|---|---|---|---|---|---|
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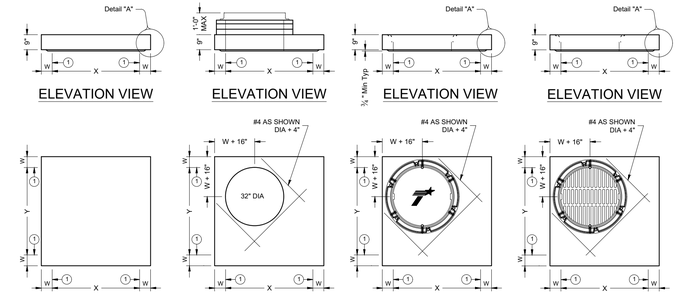


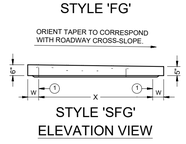


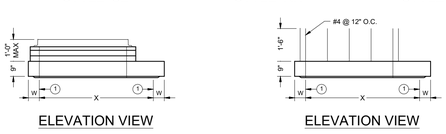


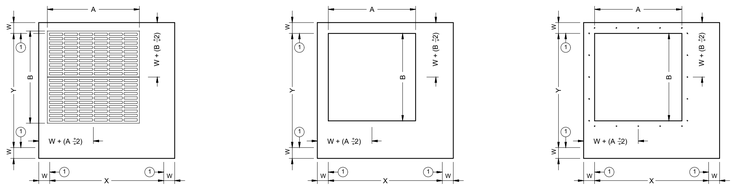


① Matches inside face of wall of precast base or riser below inlet.

HL93 LOADING SHEET 1 OF 2

Texas Department of Transportation | Bridge Division Standard

PRECAST SLAB LID

PSL

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|---|---|---|---|---|---|
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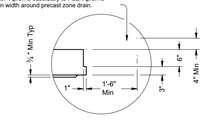
| Short Span Reinf Steel Style | Long Span Reinf Steel Size (X x Y) | W | ② A x B (nominal) | Area | Area |
|---|---|---|---|---|---|
| SL | 3'X3' | 6" | n/a | 0.37 in ² /ft | 0.37 in ² /ft |
| RH,RC,RG,SH,S1,FG | 3'X3' | 6" | 3'X3' or 32" Dia | 0.37 in ² /ft | 0.37 in ² /ft |
| SFG | 3'X3' | 6" | 3'X3' | 0.32 in ² /ft | 0.32 in ² /ft |
| SL | 4'x4' | 6" | n/a | 0.34 in ² /ft | 0.34 in ² /ft |
| RH,RC,RG,SH,S1,FG | 4'x4' | 6" | 3'X3' or 32" Dia | 0.41 in ² /ft | 0.41 in ² /ft |
| SH,S1,FG | 4'x4' | 6" | 4'x4' | 0.41 in ² /ft | 0.41 in ² /ft |
| SFG | 4'x4' | 6" | 4'x4' | 0.32 in ² /ft | 0.32 in ² /ft |
| SL | 3'X5' | 6" | n/a | 0.39 in ² /ft | 0.39 in ² /ft |
| RH,RC,RG,SH,S1,FG | 3'X5' | 6" | 3'X5' or 32" Dia | 0.48 in ² /ft | 0.48 in ² /ft |
| SH,S1,FG | 3'x5' | 6" | 3'x5' | 0.48 in ² /ft | 0.48 in ² /ft |
| SFG | 3'X5' | 6" | 3'X5' | 0.32 in ² /ft | 0.32 in ² /ft |
| SL | 4'x5' | 6" | n/a | 0.42 in ² /ft | 0.42 in ² /ft |
| RH,RC,RG,SH,S1,FG | 4'x5' | 6" | 3'X3' or 32" Dia | 0.42 in ² /ft | 0.42 in ² /ft |
| SH,S1,FG | 4'x5' | 6" | 4'x4' | 0.63 in ² /ft | 0.63 in ² /ft |
| SH,S1,FG | 4'x5' | 6" | 3'X5' | 0.66 in ² /ft | 0.66 in ² /ft |
| SL | 5'x5' | 6" | n/a | 0.36 in ² /ft | 0.36 in ² /ft |
| RH,RC,RG,SH,S1,FG | 5'x5' | 6" | 3'X3' or 32" Dia | 0.43 in ² /ft | 0.43 in ² /ft |
| SH,S1,FG | 5'x5' | 6" | 4'x4' | 0.63 in ² /ft | 0.63 in ² /ft |
| SH,S1,FG | 5'x5' | 6" | 3'x5' | 0.63 in ² /ft | 0.63 in ² /ft |
| SL | 5'x6' | 6"/8" | n/a | 0.48 in ² /ft | 0.48 in ² /ft |
| RH,RC,RG,SH,S1,FG | 5'x6' | 6"/8" | 3'X3' or 32" Dia | 0.48 in ² /ft | 0.48 in ² /ft |
| SH,S1,FG | 5'x6' | 6"/8" | 4'x4' | 0.60 in ² /ft | 0.60 in ² /ft |
| SH,S1,FG | 5'x6' | 6"/8" | 3'x5' | 0.60 in ² /ft | 0.60 in ² /ft |
| SL | 6'x6' | 6"/8" | n/a | 0.43 in ² /ft | 0.43 in ² /ft |
| RH,RC,RG,SH,S1,FG | 6'x6' | 6"/8" | 3'X3' or 32" Dia | 0.56 in ² /ft | 0.56 in ² /ft |
| SH,S1,FG | 6'x6' | 6"/8" | 4'x4' | 0.56 in ² /ft | 0.56 in ² /ft |
| SH,S1,FG | 6'x6' | 6"/8" | 3'x5' | 0.59 in ² /ft | 0.59 in ² /ft |
| SL | 8'X8' | 8"/10" | n/a | 0.45 in ² /ft | 0.45 in ² /ft |
| RH,RC,RG,SH,S1,FG | 8'x8' | 8"/10" | 3'X3' or 32" Dia | 0.45 in ² /ft | 0.45 in ² /ft |
| SH,S1,FG | 8'x8' | 8"/10" | 4'x4' | 0.45 in ² /ft | 0.45 in ² /ft |
| SH,S1,FG | 8'x8' | 8"/10" | 3'X5' | 0.45 in ² /ft | 0.45 in ² /ft |

② See sheet PDD for corresponding wall thickness (W) of base unit or riser.

Construct cast-in-place reinforced concrete apron, when shown elsewhere in plans. Use Class "A" concrete. Apron is subsidiary to PSL. Apron is 1'-6" Min width around precast zone drain.




DETAIL "A"
(Reinforcing not shown for clarity)
When an apron is to be cast around PSL, use detail above to create an apron ledge on all 4 sides.

FABRICATION NOTES:
1. Locate penetration (Style 'RH'), ring and cover (Style 'RC'), ring and grate (Style 'RG'), and frame and grate (Style 'FG') in a corner. Only one penetration is allowed per slab lid.
2. Provide Class "H" concrete in accordance with Item 421 and having a minimum compressive strength of 5,000 psi.
3. Provide Grade 60 reinforcing steel or equivalent area of WWR.
4. Provide clear cover of ½" to reinforcing from lower outside shoulder of slab for structural reinforcement, and 2" from top of slab for shrinkage and temperature reinforcing. Place short span reinforcing closest to surface.
5. Slabs with a thickness of 8" or greater require shrinkage and temperature reinforcing. Provide steel area = 0.11 in²/ft each way.
6. No substitution is allowed for diagonal #4 bars around openings.
7. Design tongue and groove joints for full closure on both shoulders. Minimum spigot depth is ½".
8. Provide lifting devices in conformance with Manufacturer's recommendations.

INSTALLATION NOTES:
1. Precast slab lids are intended for direct traffic and may be placed in roadway.
2. Seal tongue and groove joints with preformed or bulk mastic in conformance with Manufacturer's recommendations. Tongue and groove joints may be grouted no more than 1" between each section, or ½ the joint depth, whichever is greater.
3. Do not grout rubber gasket joints without Manufacturer's recommendation.
4. Initial installation of grade adjustment rings for Styles 'RH' and 'SH' is limited to 1'-0" Max as shown.
5. Grade adjustment rings for Styles 'RH' and 'SH' may be increased to 2'-0" Max when future construction affects final grade of structure. Make adjustments greater than 2'-0" with additional risers. Adjustments can be made up to Max depth shown on sheet PDD. Structure must be evaluated if Max depth will be exceeded.
6. Orient long dimension of grate slots perpendicular to traffic, unless noted otherwise on plans

GENERAL NOTES:
1. Designed according to ASTM C913.
2. Payment for lid is per Item 465, "Junction Boxes, Manholes, and Inlets" by type, style, size, and opening size (when applicable).

Cover dimensions are clear dimensions, unless noted otherwise.

HL93 LOADING SHEET 2 OF 2

Texas Department of Transportation | Bridge Division Standard

PRECAST SLAB LID

PSL

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|---|---|---|---|---|
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| Record Drawing | | | | DESCRIPTION |
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DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ

BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com

COVERED BRIDGE PHASE 1
HUTTO, TEXAS

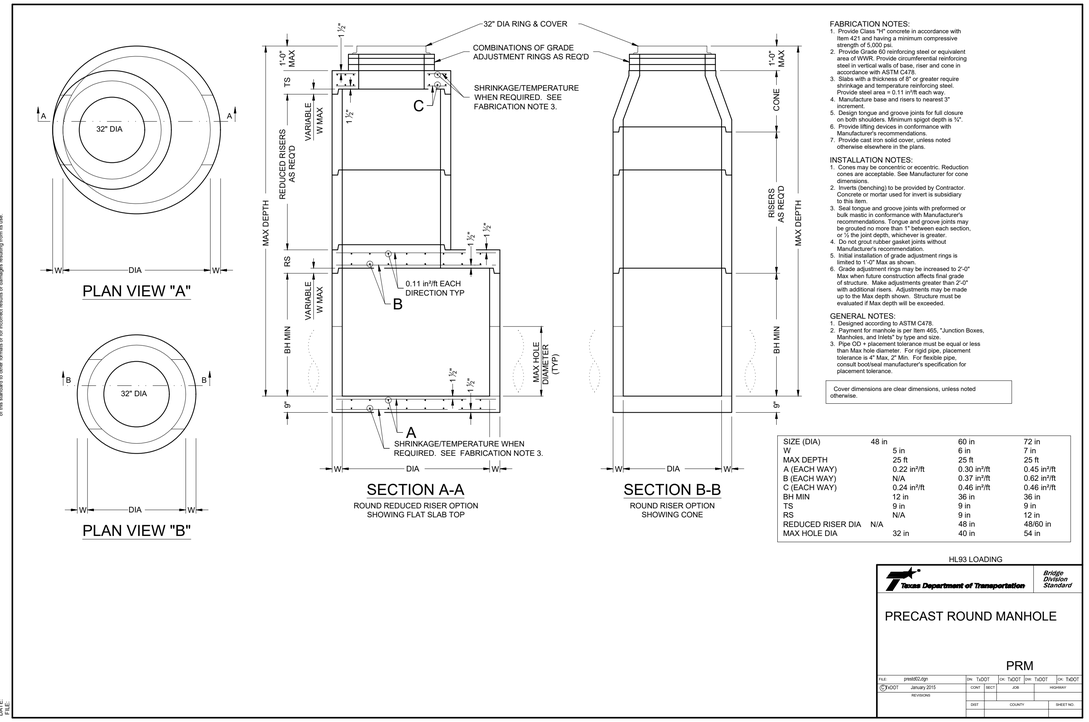
TXDOT DETAILS (1 OF 5)

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
04/02/2021

SHEET
61 OF 65

G:\TXC\Projects\Ashton_Woods\8676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-DETL-PH-1.dwg Layout: TxDOT DETAILS (1 OF 5) PktSet: 11/8/2021 4:59:44 PM




FABRICATION NOTES:
1. Provide Class "H" concrete in accordance with Item 421 and having a minimum compressive strength of 5,000 psi.
2. Provide Grade 60 reinforcing steel or equivalent area of WWR. Provide circumferential reinforcing steel in vertical walls of base, riser and cone in accordance with ASTM C478.
3. Slabs with a thickness of 8" or greater require shrinkage and temperature reinforcing steel. Provide steel area = 0.11 in²/ft each way.
4. Manufacture base and risers to nearest 3" increment.
5. Design tongue and groove joints for full closure on both shoulders. Minimum spigot depth is ¾".
6. Provide lifting devices in conformance with Manufacturer's recommendations.
7. Provide cast iron solid cover, unless noted otherwise elsewhere in the plans.

INSTALLATION NOTES:
1. Cones may be concentric or eccentric. Reduction cones are acceptable. See Manufacturer for cone dimensions.
2. Inverts (benching) to be provided by Contractor. Concrete or mortar used for invert is subsidiary to this item.
3. Seal tongue and groove joints with preformed or bulk mastic in conformance with Manufacturer's recommendations. Tongue and groove joints may be grouted no more than 1" between each section, or ½ the joint depth, whichever is greater.
4. Do not grout rubber gasket joints without Manufacturer's recommendation.
5. Initial installation of grade adjustment rings is limited to 1'-0" Max as shown.
6. Grade adjustment rings may be increased to 2'-0" Max when future construction affects final grade of structure. Make adjustments greater than 2'-0" with additional risers. Adjustments may be made up to the Max depth shown. Structure must be evaluated if Max depth will be exceeded.

GENERAL NOTES:
1. Designed according to ASTM C478.
2. Payment for manhole is per Item 465, "Junction Boxes, Manholes, and Inlets" by type and size.
3. Pipe OD + placement tolerance must be equal or less than Max hole diameter. For rigid pipe, placement tolerance is 4" Max, 2" Min. For flexible pipe, consult box/cast manufacturer's specification for placement tolerance.

Cover dimensions are clear dimensions, unless noted otherwise.

| SIZE (DIA) | 48 in | 60 in | 72 in |
|---|---|---|---|
| W | 5 in | 6 in | 7 in |
| MAX DEPTH | 25 ft | 25 ft | 25 ft |
| A (EACH WAY) | 0.22 in²/ft | 0.30 in²/ft | 0.45 in²/ft |
| B (EACH WAY) | N/A | 0.37 in²/ft | 0.62 in²/ft |
| C (EACH WAY) | 0.24 in²/ft | 0.46 in²/ft | 0.46 in²/ft |
| BH MIN | 12 in | 36 in | 36 in |
| TS | 9 in | 9 in | 9 in |
| RS | N/A | 9 in | 12 in |
| REDUCED RISER DIA | N/A | 48 in | 48/60 in |
| MAX HOLE DIA | 32 in | 40 in | 54 in |

HL93 LOADING

Texas Department of Transportation — Bridge Division Standard

# PRECAST ROUND MANHOLE

PRM

| FILE: | prestd01.dgn | DN: TxDOT | CK: TxDOT | DW: TxDOT | CK: TxDOT |
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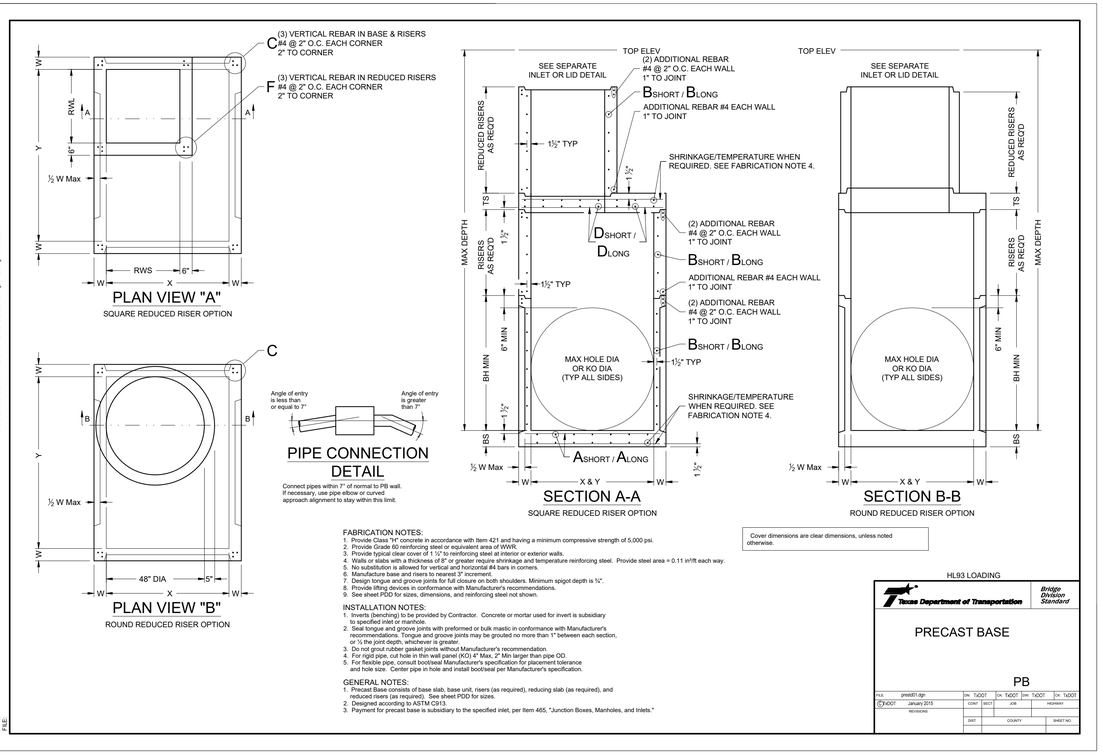


FABRICATION NOTES:
1. Provide Class "H" concrete in accordance with Item 421 and having a minimum compressive strength of 5,000 psi.
2. Provide Grade 60 reinforcing steel or equivalent area of WWR.
3. Provide typical clear cover of 1 ½" to reinforcing steel at interior or exterior walls.
4. Walls or slabs with a thickness of 8" or greater require shrinkage and temperature reinforcing steel. Provide steel area = 0.11 in²/ft each way.
5. No substitution is allowed for vertical and horizontal #4 bars in corners.
6. Manufacture base and risers to nearest 3" increment.
7. Design tongue and groove joints for full closure on both shoulders. Minimum spigot depth is ¾".
8. Provide lifting devices in conformance with Manufacturer's recommendations.
9. See sheet PDD for sizes, dimensions, and reinforcing steel not shown.

INSTALLATION NOTES:
1. Inverts (benching) to be provided by Contractor. Concrete or mortar used for invert is subsidiary to specified inlet or manhole.
2. Seal tongue and groove joints with preformed or bulk mastic in conformance with Manufacturer's recommendations. Tongue and groove joints may be grouted no more than 1" between each section, or ½ the joint depth, whichever is greater.
3. Do not grout rubber gasket joints without Manufacturer's recommendation.
4. For rigid pipe, cut hole in thin wall panel (KO) 4" Max, 2" Min larger than pipe OD.
5. For flexible pipe, consult box/cast Manufacturer's specification for placement tolerance and hole size. Center pipe in hole and install boot/seal per Manufacturer's specification.

GENERAL NOTES:
1. Precast Base consists of base slab, base unit, risers (as required), reducing slab (as required), and reduced risers (as required). See sheet PDD for sizes.
2. Designed according to ASTM C913.
3. Payment for precast base is subsidiary to the specified inlet, per Item 465, "Junction Boxes, Manholes, and Inlets."

Cover dimensions are clear dimensions, unless noted otherwise.

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# PRECAST BASE

PB

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| | Size | MAX DEPTH = 15 ft. to top of BASE SLAB | | | | | | | | | MAX DEPTH = 25 ft. to top of BASE SLAB | | | | | | | | | Min Height (See Cell Note 3) | Max HOLE DIA (See Cell Note 2) | Max KO DIA (See Cell Note 2) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Base Slab | | | Base Unit orRiser Walls | | | Below Grade Slab (w/PJB)Reducing Slab (w/PB) | | | Base Slab | | | Base Unit orRiser Walls | | | Below Grade Slab (w/PJB)Reducing Slab (w/PB) | | | | | |
| | | Short Span/Reinf Steel/Area | Long Span/Reinf Steel/Area | Thickness | Short Span/Reinf Steel/Area | Long Span/Reinf Steel/Area | Thickness | Reduced Riser Size | Short Span/Reinf Steel/Area | Long Span/Reinf Steel/Area | Thickness | Short Span/Reinf Steel/Area | Long Span/Reinf Steel/Area | Thickness | Short Span/Reinf Steel/Area | Long Span/Reinf Steel/Area | Thickness | | | | | |
| | X x Y | Ashort | Along | BS | Bshort | Blong | W | RWSxRWLor ID | Dshort | Dlong | TS | Ashort | Along | BS | Bshort | Blong | W | RWSxRWLor ID | Dshort | Dlong | TS | BH MIN | HOLE DIA | KO DIA |
| | ft. | in²/ft | in²/ft | in. | in²/ft | in²/ft | in. | ft. ** | in²/ft | in²/ft | in. | in²/ft | in²/ft | in. | in²/ft | in²/ft | in. | ft. ** | in²/ft | in²/ft | in. | ft. | in. | in. |
| Precast Junction Box (PJB) | 3x3 | 0.23 | 0.23 | 6 | 0.19 | 0.19 | 6 | N/A | 0.37 | 0.37 | 9 | 0.29 | 0.29 | 6 | 0.24 | 0.24 | 6 | N/A | 0.37 | 0.37 | 9 | 3.5 | 36 | 36 |
| | 4x4 | 0.29 | 0.29 | 6 | 0.24 | 0.24 | 6 | N/A | 0.41 | 0.41 | 9 | 0.47 | 0.47 | 6 | 0.38 | 0.38 | 6 | N/A | 0.41 | 0.41 | 9 | 4.5 | 48 | 48 |
| | 3x5 | 0.29 | 0.18 | 6 | 0.19 | 0.35 | 6 | N/A | 0.48 | 0.48 | 9 | 0.39 | 0.18 | 6 | 0.23 | 0.59 | 6 | N/A | 0.48 | 0.48 | 9 | 3.5 | 36/60 | 36/60 |
| | 4x5 | 0.36 | 0.18 | 6 | 0.22 | 0.34 | 6 | N/A | 0.42 | 0.42 | 9 | 0.53 | 0.26 | 6 | 0.39 | 0.59 | 6 | N/A | 0.42 | 0.42 | 9 | 4.5 | 48/60 | 48/60 |
| | 5x5 | 0.36 | 0.36 | 6 | 0.34 | 0.34 | 6 | N/A | 0.43 | 0.43 | 9 | 0.62 | 0.62 | 6 | 0.59 | 0.59 | 6 | N/A | 0.43 | 0.43 | 9 | 5.5 | 60 | 60 |
| | 5x6 | 0.27 | 0.27 | 9 | 0.34 | 0.45 | 6 | N/A | 0.48 | 0.48 | 9 | 0.47 | 0.45 | 9 | 0.38 | 0.54 | 8 | N/A | 0.48 | 0.48 | 9 | 5.5 | 60/72 | 60/72 |
| | 6x6 | 0.27 | 0.27 | 9 | 0.45 | 0.45 | 6 | N/A | 0.56 | 0.56 | 9 | 0.52 | 0.52 | 9 | 0.54 | 0.54 | 8 | N/A | 0.56 | 0.56 | 9 | 6.5 | 72 | 72 |
| | 8x8 | 0.46 | 0.46 | 9 | 0.51 | 0.51 | 8 | N/A | 0.45 | 0.45 | 12 | 0.87 | 0.87 | 9 | 0.59 | 0.59 | 10 | N/A | 0.45 | 0.45 | 12 | 8.5 | 96 | 72 |
| Precast Base (PB) | 3x3 | 0.23 | 0.23 | 6 | 0.19 | 0.19 | 6 | N/A | N/A | N/A | N/A | 0.29 | 0.29 | 6 | 0.24 | 0.24 | 6 | N/A | N/A | N/A | N/A | 3.5 | 36 | 36 |
| | 4x4 | 0.29 | 0.29 | 6 | 0.24 | 0.24 | 6 | N/A | N/A | N/A | N/A | 0.47 | 0.47 | 6 | 0.38 | 0.38 | 6 | N/A | N/A | N/A | N/A | 4.5 | 48 | 48 |
| | 3x5 | 0.29 | 0.18 | 6 | 0.19 | 0.35 | 6 | 3x3 | 0.30 | 0.34 | 9 | 0.39 | 0.18 | 6 | 0.23 | 0.59 | 6 | 3x3 | 0.40 | 0.40 | 9 | 3.5 | 36/60 | 36/60 |
| | 4x5 | 0.36 | 0.18 | 6 | 0.22 | 0.34 | 6 | 3x3 | 0.30 | 0.30 | 9 | 0.53 | 0.26 | 6 | 0.39 | 0.59 | 6 | 3x3 | 0.46 | 0.37 | 9 | 4.5 | 48/60 | 48/60 |
| | 4x5 | 0.36 | 0.18 | 6 | 0.22 | 0.34 | 6 | 4x4 | 0.30 | 0.30 | 9 | 0.53 | 0.26 | 6 | 0.39 | 0.59 | 6 | 4x4 | 0.39 | 0.39 | 9 | 4.5 | 48/60 | 48/60 |
| | 4x5 | 0.36 | 0.18 | 6 | 0.22 | 0.34 | 6 | 48" | 0.39 | 0.39 | 9 | 0.53 | 0.26 | 6 | 0.39 | 0.59 | 6 | 48" | 0.47 | 0.47 | 9 | 4.5 | 48/60 | 48/60 |
| | 4x5 | 0.36 | 0.18 | 6 | 0.22 | 0.34 | 6 | 3x5 | 0.33 | 0.40 | 9 | 0.53 | 0.26 | 6 | 0.39 | 0.59 | 6 | 3x5 | 0.48 | 0.48 | 9 | 4.5 | 48/60 | 48/60 |
| | 5x5 | 0.36 | 0.36 | 6 | 0.34 | 0.34 | 6 | 3x3 | 0.34 | 0.34 | 9 | 0.62 | 0.62 | 6 | 0.59 | 0.59 | 6 | 3x3 | 0.53 | 0.53 | 9 | 5.5 | 60 | 60 |
| | 5x5 | 0.36 | 0.36 | 6 | 0.34 | 0.34 | 6 | 4x4 | 0.36 | 0.36 | 9 | 0.62 | 0.62 | 6 | 0.59 | 0.59 | 6 | 4x4 | 0.64 | 0.64 | 9 | 5.5 | 60 | 60 |
| | 5x5 | 0.38 | 0.38 | 6 | 0.34 | 0.34 | 6 | 48" | 0.36 | 0.36 | 9 | 0.62 | 0.62 | 6 | 0.59 | 0.59 | 6 | 48" | 0.64 | 0.64 | 9 | 5.5 | 60 | 60 |
| | 5x5 | 0.36 | 0.36 | 6 | 0.34 | 0.34 | 6 | 3x5 | 0.34 | 0.40 | 9 | 0.62 | 0.62 | 6 | 0.59 | 0.59 | 6 | 3x5 | 0.53 | 0.53 | 9 | 5.5 | 60 | 60 |
| | 5x6 | 0.31 | 0.31 | 9 | 0.34 | 0.45 | 6 | 3x3 | 0.34 | 0.34 | 9 | 0.47 | 0.45 | 9 | 0.38 | 0.54 | 8 | 3x3 | 0.61 | 0.50 | 9 | 5.5 | 60/72 | 60/72 |
| | 5x6 | 0.27 | 0.27 | 9 | 0.34 | 0.45 | 6 | 4x4 | 0.36 | 0.45 | 9 | 0.47 | 0.45 | 9 | 0.38 | 0.54 | 8 | 4x4 | 0.74 | 0.57 | 9 | 5.5 | 60/72 | 60/72 |
| | 5x6 | 0.29 | 0.29 | 9 | 0.34 | 0.45 | 6 | 48" | 0.36 | 0.45 | 9 | 0.47 | 0.45 | 9 | 0.38 | 0.54 | 8 | 48" | 0.74 | 0.57 | 9 | 5.5 | 60/72 | 60/72 |
| | 5x6 | 0.29 | 0.29 | 9 | 0.34 | 0.45 | 6 | 3x5 | 0.45 | 0.45 | 9 | 0.47 | 0.45 | 9 | 0.38 | 0.54 | 8 | 3x5 | 0.61 | 0.61 | 9 | 5.5 | 60/72 | 60/72 |
| | 6x6 | 0.29 | 0.29 | 9 | 0.45 | 0.45 | 6 | 3x3 | 0.41 | 0.41 | 9 | 0.52 | 0.52 | 9 | 0.54 | 0.54 | 8 | 3x3 | 0.74 | 0.74 | 9 | 6.5 | 72 | 72 |
| | 6x6 | 0.27 | 0.27 | 9 | 0.45 | 0.45 | 6 | 4x4 | 0.45 | 0.45 | 9 | 0.52 | 0.52 | 9 | 0.54 | 0.54 | 8 | 4x4 | 0.87 | 0.87 | 9 | 6.5 | 72 | 72 |
| | 6x6 | 0.29 | 0.29 | 9 | 0.45 | 0.45 | 6 | 48" | 0.45 | 0.45 | 9 | 0.52 | 0.52 | 9 | 0.54 | 0.54 | 8 | 48" | 0.87 | 0.87 | 9 | 6.5 | 72 | 72 |
| | 6x6 | 0.29 | 0.29 | 9 | 0.45 | 0.45 | 6 | 3x5 | 0.45 | 0.45 | 9 | 0.52 | 0.52 | 9 | 0.54 | 0.54 | 8 | 3x5 | 0.87 | 0.87 | 9 | 6.5 | 72 | 72 |
| | 8x8 | 0.52 | 0.52 | 9 | 0.51 | 0.51 | 8 | 3x3 | 0.61 | 0.61 | 12 | 0.91 | 0.91 | 9 | 0.70 | 0.70 | 10 | 3x3 | 0.85 | 0.85 | 12 | 8.5 | 96 | 72 |
| | 8x8 | 0.52 | 0.52 | 9 | 0.51 | 0.51 | 8 | 4x4 | 0.70 | 0.70 | 12 | 0.87 | 0.87 | 9 | 0.70 | 0.70 | 10 | 4x4 | 1.01 | 1.01 | 12 | 8.5 | 96 | 72 |
| | 8x8 | 0.52 | 0.52 | 9 | 0.51 | 0.51 | 8 | 48" | 0.70 | 0.70 | 12 | 0.87 | 0.87 | 9 | 0.70 | 0.70 | 10 | 48" | 1.01 | 1.01 | 12 | 8.5 | 96 | 72 |
| | 8x8 | 0.52 | 0.52 | 9 | 0.51 | 0.51 | 8 | 3x5 | 0.70 | 0.85 | 12 | 0.87 | 0.87 | 9 | 0.70 | 0.70 | 10 | 3x5 | 1.01 | 1.01 | 12 | 8.5 | 96 | 72 |

** Unless otherwise indicated.

FABRICATION NOTES:
1. Maximum spacing of reinforcement is 8".
2. At manufacturer's option, provide cast or cored holes or thin wall panels (KO) to the maximum diameter shown for each. When no penetration is required, it is acceptable to provide a wall with no sectional reduction.

GENERAL NOTES:
1. Precast Junction Box consists of base slab, base unit, risers (as required), and below grade slab. See sheet PJB for details.
2. Precast Base consists of base slab, base unit, risers (as required), reducing slab (as required), and reduced risers (as required). See sheet PB for details.
3. Min Height shown is for stock base units. Use stock base units whenever practical. Smaller height base units can be used in special installation circumstances, when noted elsewhere in the plans. Absolute minimum height of base units is 2'-6".

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# DESIGN DATA FOR PRECAST BASE AND JUNCTION BOX

PDD

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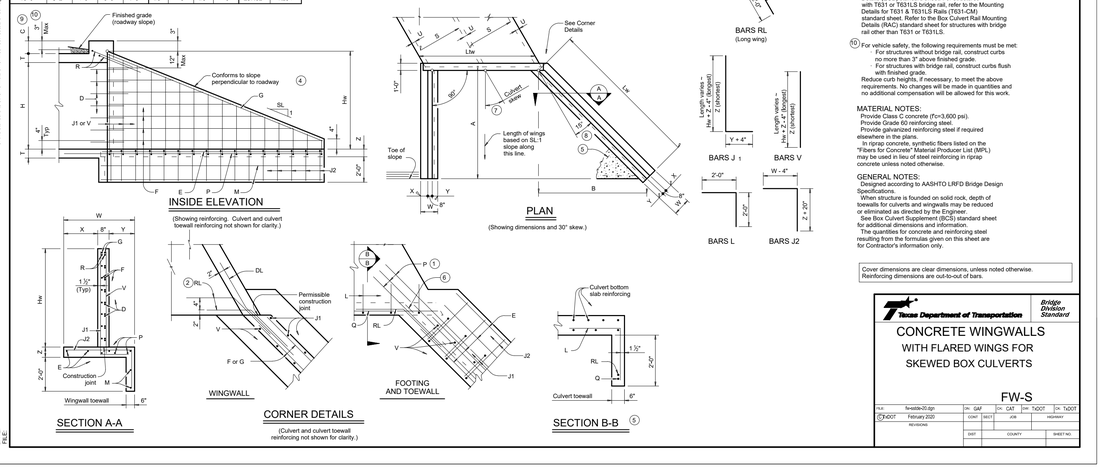


| Bar | Size | No. | Spa |
|---|---|---|---|
| DL | #5 | ~ | 1'-0" |
| DS | #5 | ~ | 1'-0" |
| E | #4 | ~ | 1'-0" |
| F | #4 | ~ | 1'-0" |
| G | #6 | 4 | ~ |
| M | #4 | 4 | ~ |
| P | #4 | ~ | 1'-0" |
| RS | #5 | 3 | ~ |
| RL | #5 | 3 | ~ |
| V | #4 | ~ | 1'-0" |

| Bar | Size | No. | Spa |
|---|---|---|---|
| L | #4 | ~ | 1'-0" |
| Q | #4 | 1 | ~ |
| Reinf (Lb/Ft) | | | 2.45 |
| Conc (CY/Ft) | | | 0.037 |

1. Extend Bars P 3'-0" minimum into bottom slab of box culvert.
2. Adjust as necessary to maintain 1 ½" clear cover and 4" minimum between bars.
3. Quantities shown are based on an average wing height for two wings (one structure end). To determine total quantities for two wings, multiply the tabulated values by 0.5 x (A + Lw).
4. Recommended values of side slope are: 2:1, 3:1, 4:1, and 6:1.
5. When shown elsewhere on the plans, construct 5" deep concrete riprap. Payment for riprap is as required by Item 432, "Riprap". Unless otherwise shown on the plans or directed by the Engineer, provide a 6" wide by 1'-6" deep reinforced concrete toewall along all edges of the riprap adjacent to natural ground, reinforce the toewall by extending typical riprap reinforcing into the toewall, and extend construction joints or grooved joints oriented in the direction of flow across the full distance of the riprap at intervals of approximately 20'. When such riprap is provided, the culvert toewall shown in SECTION B-B will not be required.
6. At Contractor's option, culvert toewall may be ended flush with wingwall toewall. Adjust reinforcing as needed.
7. Applicable values of skew are: 15°, 30°, and 45°.
8. Typical wingwall angle for all skews.
9. 0° Min to 5'-0" Max. Estimated curb heights are shown elsewhere in the plans. For structures with pedestrian rail or curbs taller than 1'-0, refer to the Extended Curb Details (ECD) standard sheet. For structures with TES1 or TES1LS bridge rail, refer to the Mounting Details for TES1 & TES1LS Rails (TE61-CM) standard sheet. Refer to the Box Culvert Rail Mounting Details (RAC) standard sheet for structures with bridge rail other than TES1 or TES1LS.
10. For vehicle safety, the following requirements must be met:
    - For structures without bridge rail, construct curbs no more than 3" above finished grade.
    - For structures with bridge rail, construct curbs flush with finished grade.

    Reduce curb heights, if necessary, to meet the above requirements. No changes will be made in quantities and no additional compensation will be allowed for this work.

MATERIAL NOTES:
Provide Class C concrete (f'c=3,600 psi).
Provide Grade 60 reinforcing steel.
Provide galvanized reinforcing steel if required elsewhere in the plans.
In riprap concrete, synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in riprap concrete unless noted otherwise.

GENERAL NOTES:
Designed according to AASHTO LRFD Bridge Design Specifications.
When structure is founded on solid rock, depth of toewalls for culverts and wingwalls may be reduced or eliminated as directed by the Engineer.
See Box Culvert Supplement (BCS) standard sheet for additional dimensions and information.
The quantities for concrete and reinforcing steel resulting from the formulas given on this sheet are for Contractor's information only.

Cover dimensions are clear dimensions, unless noted otherwise. Reinforcing dimensions are out-to-out of bars.

Texas Department of Transportation — Bridge Division Standard

# CONCRETE WINGWALLS WITH FLARED WINGS FOR SKEWED BOX CULVERTS

FW-S

| FILE: | fw-skbx-20.dgn | DN: GAF | CK: CAT | DW: TxDOT | CK: TxDOT |
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BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com


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DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ

COVERED BRIDGE PHASE 1
HUTTO, TEXAS

TXDOT DETAILS (2 OF 5)

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS — TIMOTHY M. HOLLAND — 94848 — LICENSED PROFESSIONAL ENGINEER — 10/20/2021

SHEET
62 OF 65



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### TABLE OF DIMENSIONS AND REINFORCING STEEL
(Wings for one structure end)

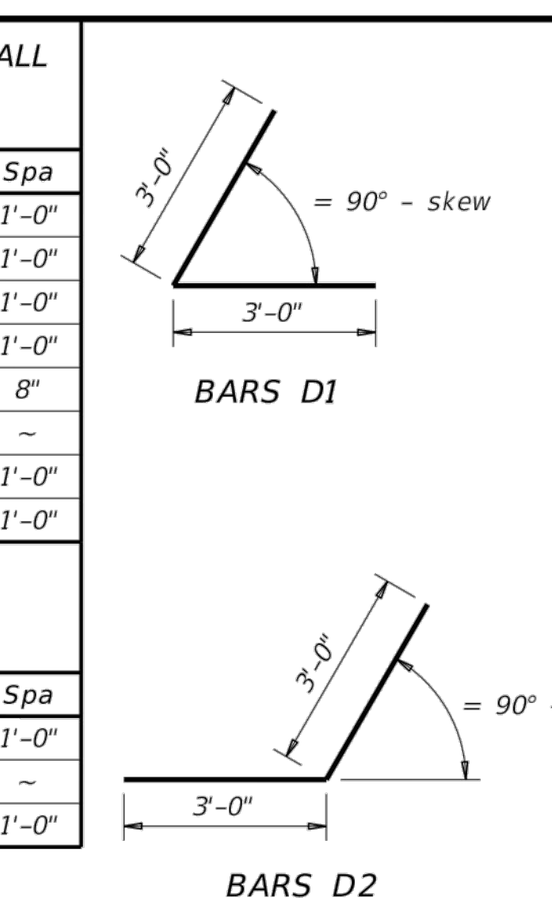
| Maximum Wingwall Height Hw | W | X | Y | Z | Bars J1 Size | Bars J1 Spa | Bars J2 Size | Bars J2 Spa | Wing (2~wings) ④ Reinf (Lb/Ft) | Wing Conc (CY/Ft) | Toewall (1~toewall) Reinf (Lb/Ft) | Toewall Conc (CY/Ft) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2'-6" | 2'-10" | 10" | 1'-0" | 7" | #4 | 1'-0" | #4 | 1'-0" | 48.64 | 0.406 | 6.85 | 0.071 |
| 2'-9" | 2'-10" | 10" | 1'-0" | 7" | #4 | 1'-0" | #4 | 1'-0" | 49.31 | 0.424 | 6.85 | 0.071 |
| 3'-0" | 2'-10" | 10" | 1'-0" | 7" | #4 | 1'-0" | #4 | 1'-0" | 49.98 | 0.444 | 6.85 | 0.071 |
| 3'-3" | 2'-10" | 10" | 1'-0" | 7" | #4 | 1'-0" | #4 | 1'-0" | 53.32 | 0.462 | 6.85 | 0.071 |
| 3'-6" | 2'-10" | 10" | 1'-0" | 7" | #4 | 1'-0" | #4 | 1'-0" | 53.98 | 0.480 | 6.85 | 0.071 |
| 4'-0" | 3'-2" | 1'-2" | 1'-0" | 7" | #4 | 1'-0" | #4 | 1'-0" | 55.77 | 0.532 | 6.85 | 0.071 |
| 4'-6" | 3'-2" | 1'-2" | 1'-0" | 7" | #4 | 1'-0" | #4 | 1'-0" | 59.77 | 0.568 | 6.85 | 0.071 |
| 5'-0" | 3'-9" | 1'-7" | 1'-2" | 7" | #4 | 1'-0" | #4 | 1'-0" | 63.45 | 0.632 | 6.96 | 0.075 |
| 5'-6" | 3'-9" | 1'-7" | 1'-2" | 7" | #4 | 1'-0" | #4 | 1'-0" | 67.46 | 0.668 | 6.96 | 0.075 |
| 6'-0" | 4'-4" | 2'-0" | 1'-4" | 7" | #5 | 1'-0" | #5 | 1'-0" | 80.67 | 0.730 | 7.07 | 0.078 |
| 6'-6" | 4'-4" | 2'-0" | 1'-4" | 7" | #5 | 1'-0" | #5 | 1'-0" | 85.05 | 0.768 | 7.07 | 0.078 |
| 7'-0" | 5'-0" | 2'-3" | 1'-9" | 8" | #5 | 1'-0" | #5 | 1'-0" | 92.15 | 0.864 | 8.07 | 0.093 |
| 7'-6" | 5'-0" | 2'-3" | 1'-9" | 8" | #5 | 1'-0" | #5 | 1'-0" | 96.54 | 0.902 | 8.07 | 0.093 |
| 8'-0" | 5'-6" | 2'-8" | 1'-10" | 8" | #5 | 6" | #5 | 6" | 139.04 | 0.962 | 8.13 | 0.095 |
| 8'-6" | 5'-6" | 2'-8" | 1'-10" | 8" | #5 | 6" | #5 | 6" | 144.47 | 1.000 | 8.13 | 0.095 |
| 9'-6" | 6'-0" | 2'-10" | 2'-2" | 9" | #5 | 6" | #5 | 6" | 156.93 | 1.136 | 8.41 | 0.110 |
| 10'-6" | 6'-5" | 3'-0" | 2'-5" | 9" | #6 | 6" | #5 | 6" | 196.27 | 1.234 | 8.57 | 0.117 |
| 11'-6" | 7'-2" | 3'-6" | 2'-8" | 11" | #6 | 6" | #6 | 6" | 230.13 | 1.438 | 9.52 | 0.140 |
| 12'-6" | 7'-8" | 3'-9" | 2'-11" | 1'-0" | #7 | 6" | #6 | 6" | 283.41 | 1.592 | 9.74 | 0.157 |
| 13'-6" | 8'-2" | 4'-0" | 3'-2" | 1'-2" | #8 | 6" | #6 | 6" | 348.72 | 1.804 | 10.02 | 0.186 |
| 14'-6" | 8'-10" | 4'-5" | 3'-5" | 1'-4" | #9 | 6" | #6 | 6" | 432.94 | 2.046 | 10.30 | 0.218 |
| 15'-6" | 9'-6" | 4'-10" | 3'-8" | 1'-6" | #9 | 6" | #7 | 6" | 489.52 | 2.302 | 11.24 | 0.253 |
| 16'-0" | 9'-11" | 5'-0" | 3'-11" | 1'-7" | #9 | 6" | #7 | 6" | 505.72 | 2.448 | 11.47 | 0.279 |

### TABLE OF WINGWALL REINFORCING
(2~wings)

| Bar | Size | No. | Spa |
|---|---|---|---|
| D1 | #6 | ~ | 1'-0" |
| D2 | #6 | ~ | 1'-0" |
| E1 | #4 | ~ | 1'-0" |
| F | #4 | ~ | 1'-0" |
| G | #6 | ~ | 8" |
| M1 | #4 | 4 | ~ |
| P | #4 | ~ | 1'-0" |
| V | #4 | ~ | 1'-0" |

### TABLE OF TOEWALL REINFORCING

| Bar | Size | No. | Spa |
|---|---|---|---|
| J3 | #4 | ~ | 1'-0" |
| M2 | #4 | 2 | ~ |
| E2 | #4 | ~ | 1'-0" |




### WING DIMENSION FORMULAS:
(All values are in feet.)

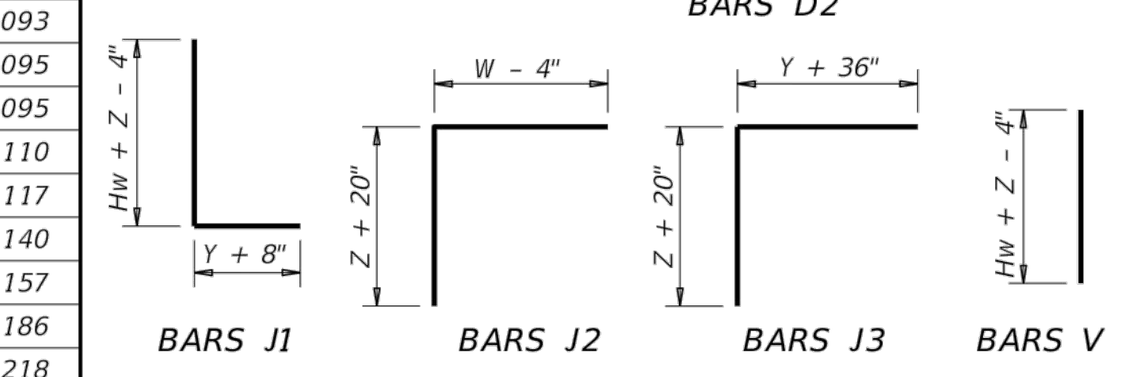
Hw = H + T + C
Lw = (Hw) (SL) ÷ cosine (θ) for Type PW-1
= (Hw - 1') (SL) ÷ cosine (θ) for Type PW-2 and Hw ≥ 4'
= (Hw - 0.5') (SL) ÷ cosine (θ) for Type PW-2 and Hw < 4'

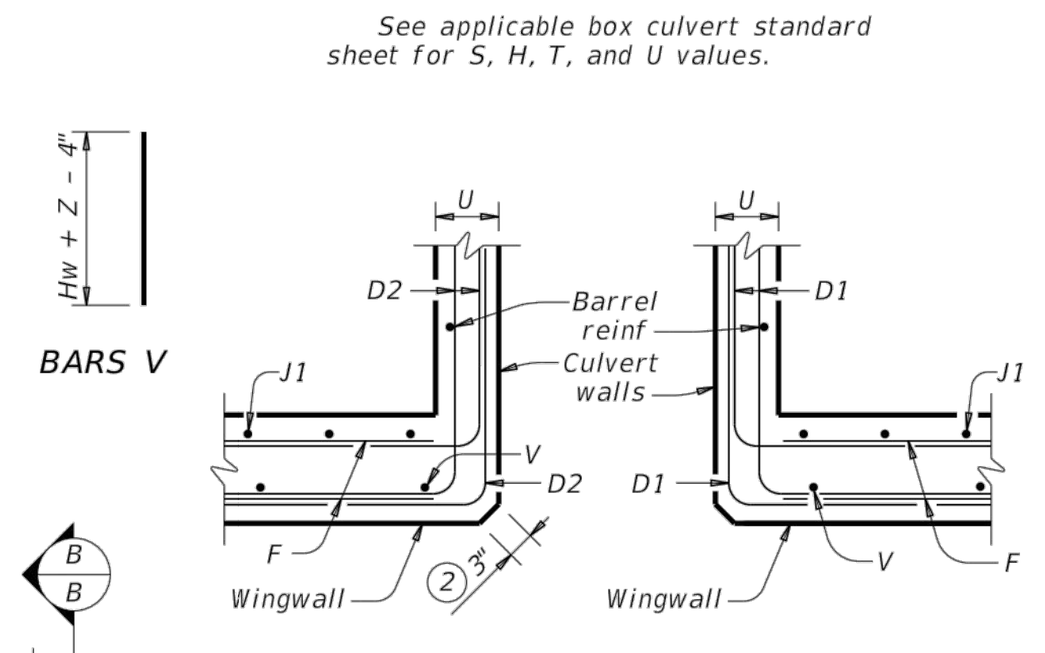
For cast-in-place culverts:
Ltw = [(N) (S) + (N + 1) (U)] ÷ cosine (θ)

For precast culverts:
Ltw = [(N) (2 U + S) + (N - 1) (0.5')] ÷ cosine (θ)
Total Wingwall Area (two wings ~ SF)
= (2)(Hw)(Lw) for Type PW-1
= (2)(Hw)(Lw) - 6 SF for Type PW-2 and Hw ≥ 4'
= (2)(Hw)(Lw) - 1.5 SF for Type PW-2 and Hw < 4'

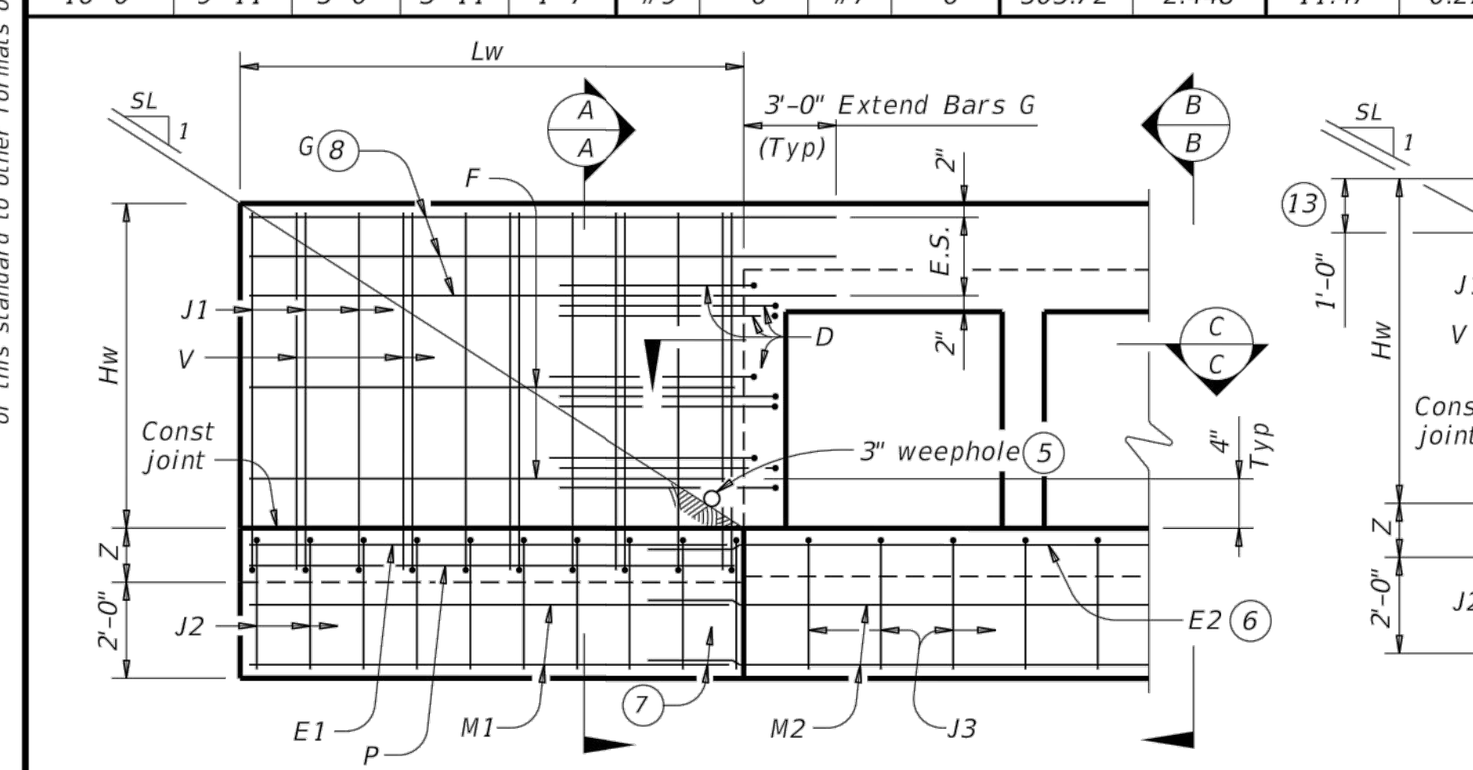
Hw = Height of wingwall
Lw = Length of wingwall
Ltw = Culvert toewall length
N = Number of culvert spans
SL:1 = Channel slope ratio. (horizontal: 1 vertical, usual value is 2:1)
θ = Culvert skew

See applicable box culvert standard sheet for S, H, T, and U values.

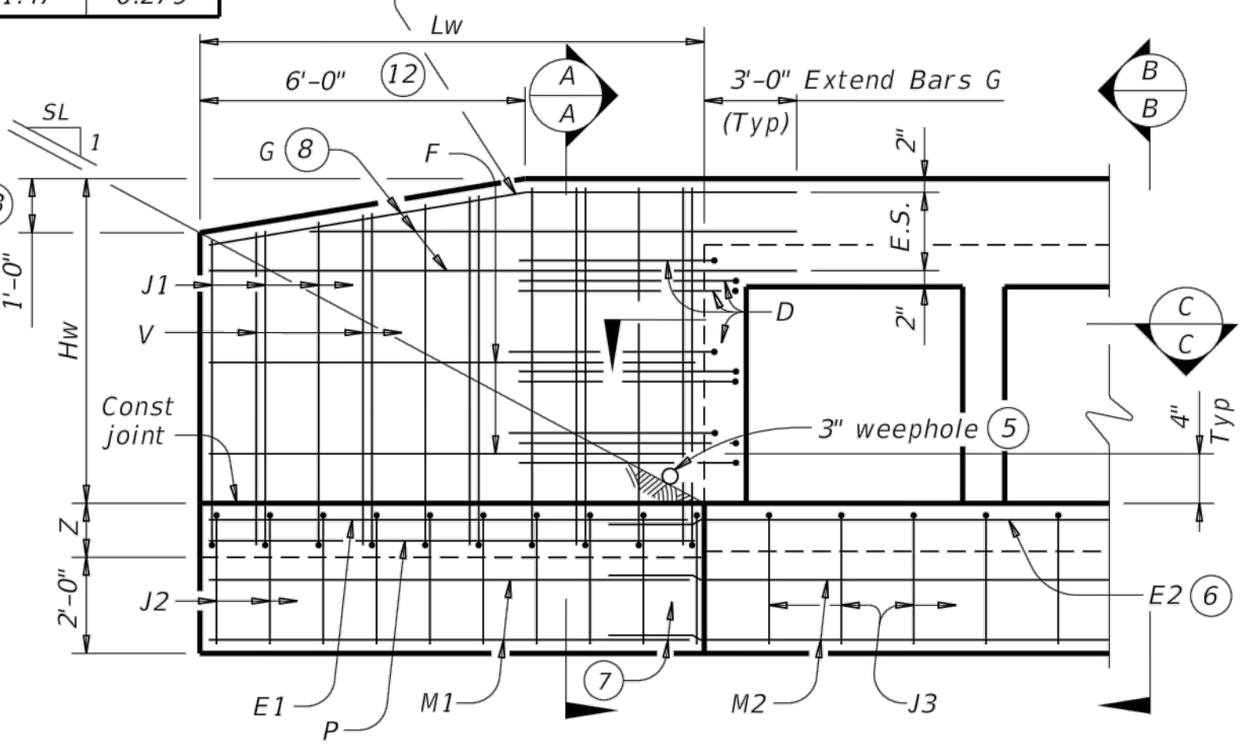


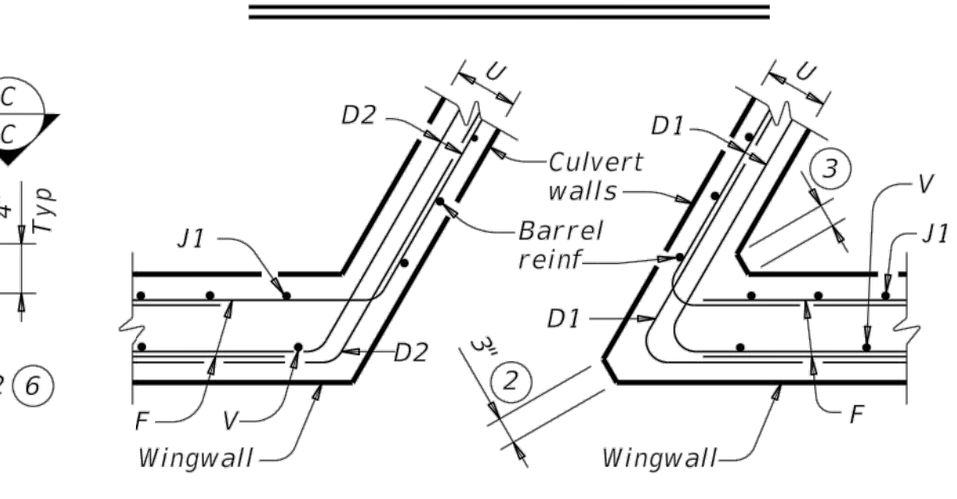
SECTION C-C - PW-1



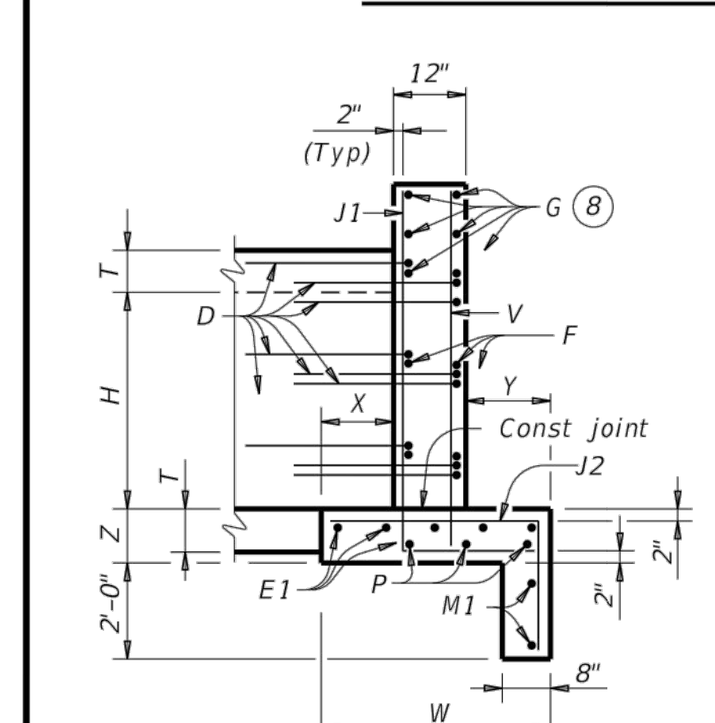
PARTIAL ELEVATION - PW-1



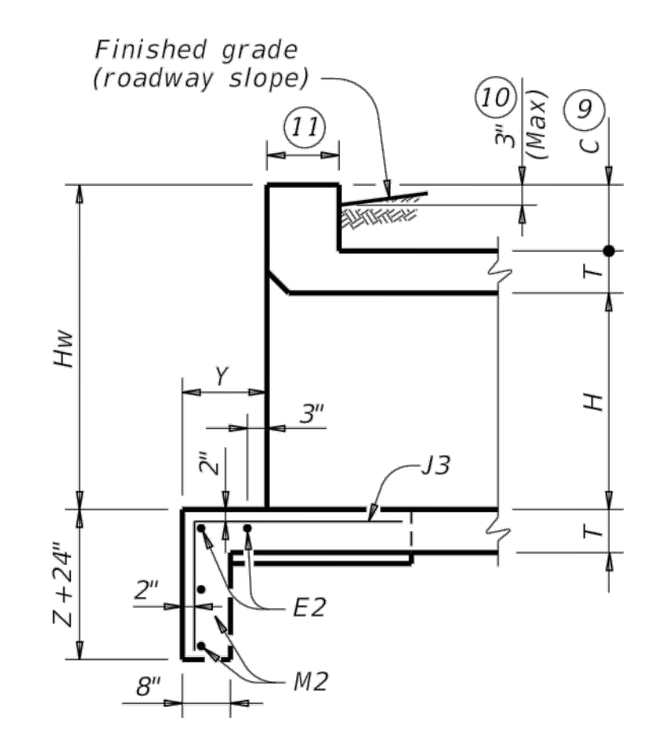
PARTIAL ELEVATION - PW-2



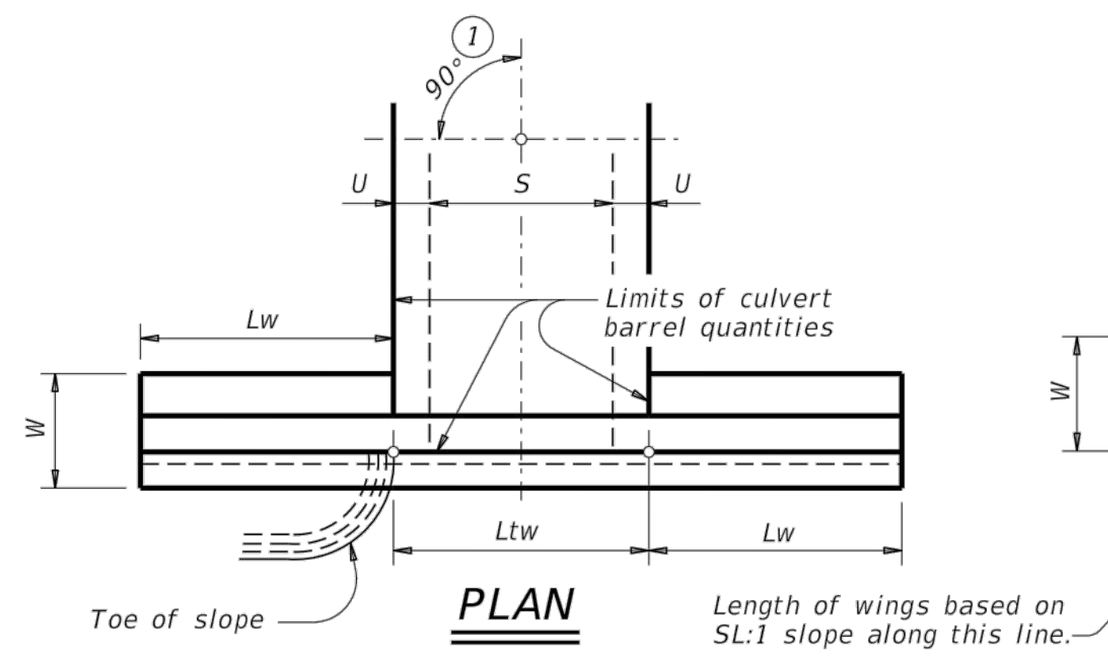
SECTION C-C - PW-2



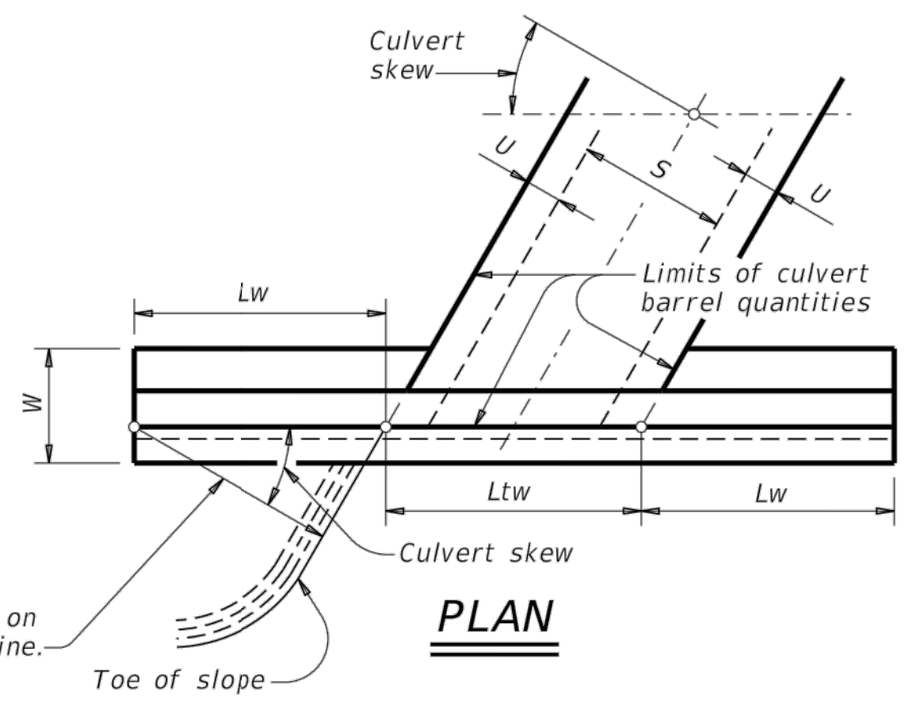
SECTION A-A
(Showing wing reinforcement.)



SECTION B-B
(Showing wing reinforcement.)



DETAILS FOR NON-SKEWED BOX CULVERTS



DETAILS FOR SKEWED BOX CULVERTS
(Showing 30° skew.)

① Skew = 0°
② At discharge end, chamfer may be ¾" minimum.
③ For 15° skew ~ 1"
For 30° skew ~ 2"
For 45° skew ~ 3"
④ Quantities shown are for two Type PW-1 wings. Adjust concrete volume for Type PW-2 wings. To determine estimated quantities for two wings, multiply the tabulated values by Lw. Quantities shown do not include weight of Bars D.
⑤ Provide weepholes for Hw = 5'-0" and greater. Fill around weepholes with coarse gravel.
⑥ Extend Bars E2 1'-6" minimum into the wingwall footing.
⑦ Lap Bars M1 1'-6" minimum with Bars M2.
⑧ Place Bars G as shown, equally spaced at 8" maximum. Provide at least two pairs of Bars G per wing.
⑨ 0" Min to 5'-0" Max. Estimated curb heights are shown elsewhere in the plans. For structures with pedestrian rail or curbs taller than 1'-0, refer to the Extended Curb Details (ECD) standard sheet. For structures with T631 or T631LS bridge rail, refer to the Mounting Details for T631 & T631LS Rails (T631-CM) standard sheet. Refer to the Box Culvert Rail Mounting Details (RAC) standard sheet for structures with bridge rail other than T631 or T631LS.
⑩ For vehicle safety, the following requirements must be met:
- For structures without bridge rail, construct curbs no more than 3" above finished grade.
- For structures with bridge rail, construct curbs flush with finished grade.
Reduce curb heights, if necessary, to meet the above requirements. No changes will be made in quantities and no additional compensation will be allowed for this work.
⑪ 1'-0" typical. 2'-3" when the Box Culvert Rail Mounting Details (RAC) standard sheet is referred to elswhere in the plans.
⑫ 3'-0" for Hw < 4'.
⑬ 6" for Hw < 4'.

**DESIGNER NOTES:**
Type PW-1 can be used for all applications and must be used if railing is to be mounted to the wingwall.
Type PW-2 can only be used for applications without a railing mounted to the wingwall.

**MATERIAL NOTES:**
Provide Class C concrete (f'c=3,600 psi).
Provide Grade 60 reinforcing steel.
Provide galvanized reinforcing steel if required elsewhere in the plans.

**GENERAL NOTES:**
Designed in accordance with AASHTO LRFD Bridge Design Specifications.
Depth of toewalls for wingwalls and culverts may be reduced or eliminated when founded on solid rock, when directed by the Engineer.
See Box Culvert Supplement (BCS) standard sheet for wingwall type and additional dimensions and information.
Quantities for concrete and reinforcing steel resulting from the formulas given on this sheet are for the Contractor's information only.

Cover dimensions are clear dimensions, unless noted otherwise. Reinforcing dimensions are out-to-out of bars.

Texas Department of Transportation — Bridge Division Standard

## CONCRETE WINGWALLS WITH PARALLEL WINGS FOR BOX CULVERTS TYPES PW-1 AND PW-2

PW

FILE: pwstde01-20.dgn | DN: GAF | CK: CAT | DW: TxDOT | CK: TxDOT
©TxDOT February 2020 | CONT | SECT | JOB | HIGHWAY
REVISIONS | DIST | COUNTY | SHEET NO.

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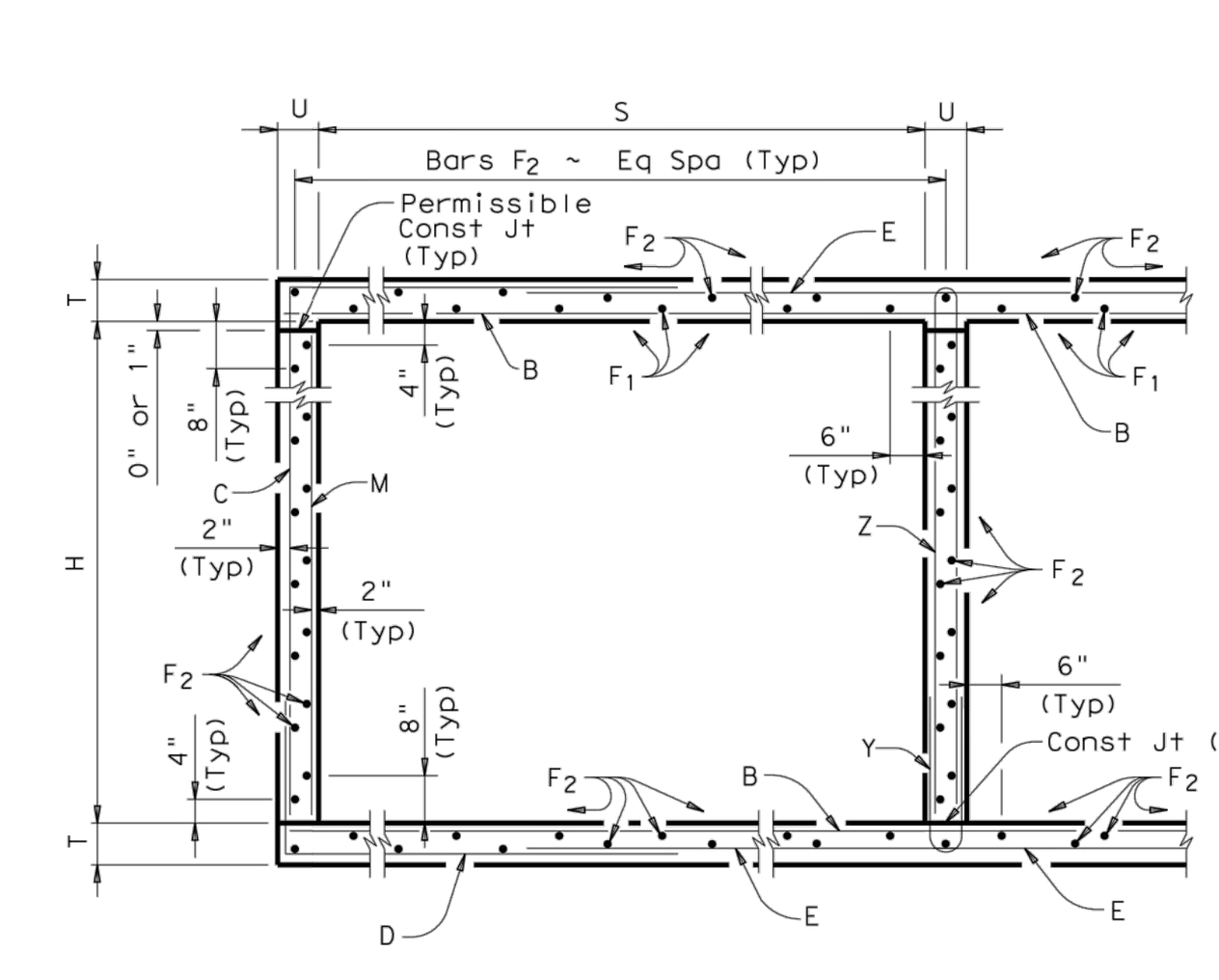
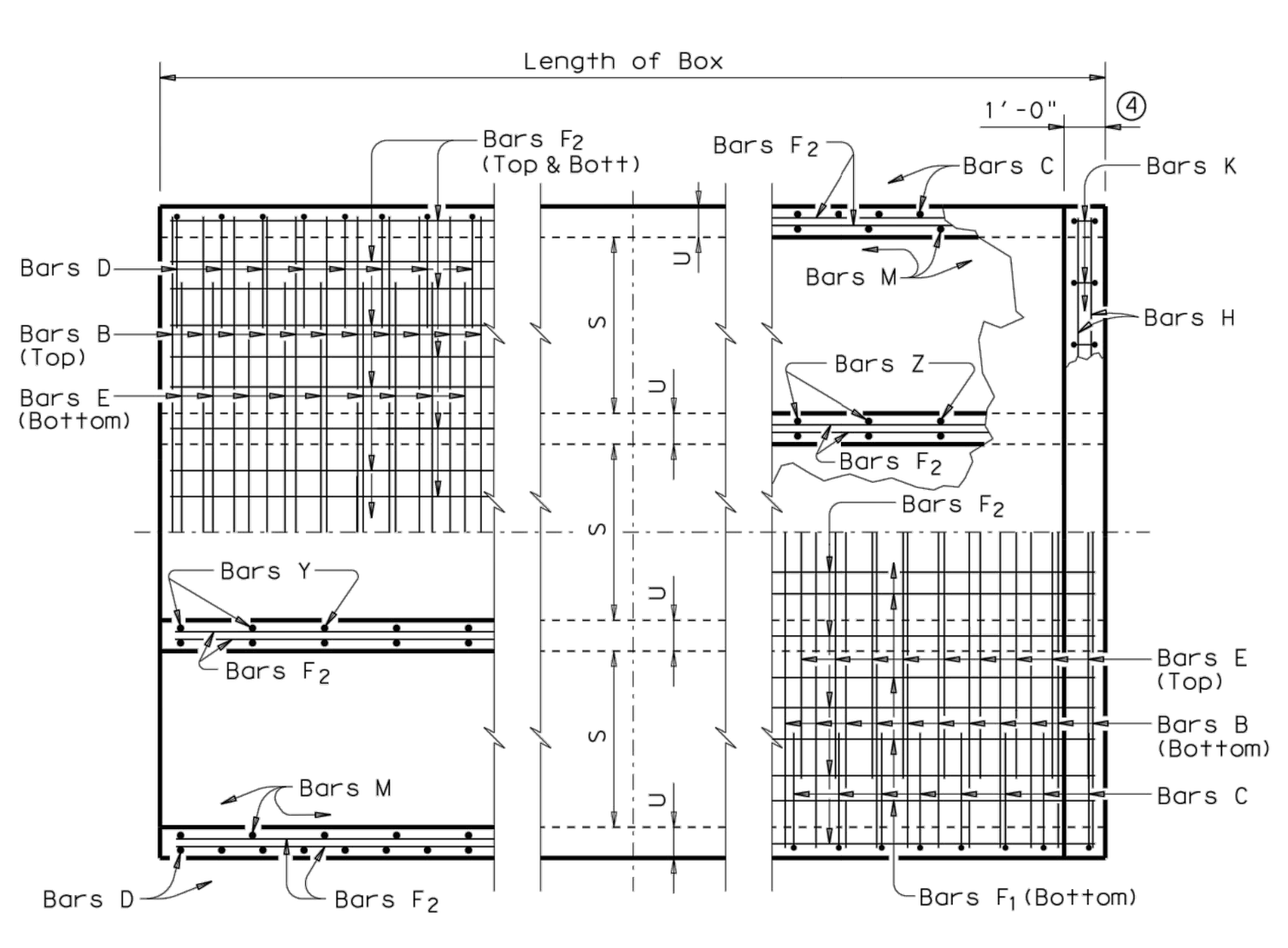
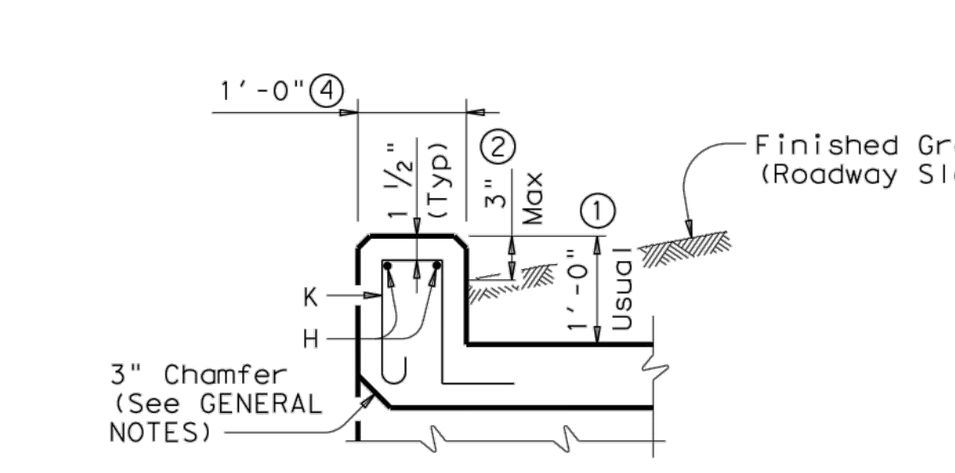


TYPICAL SECTION

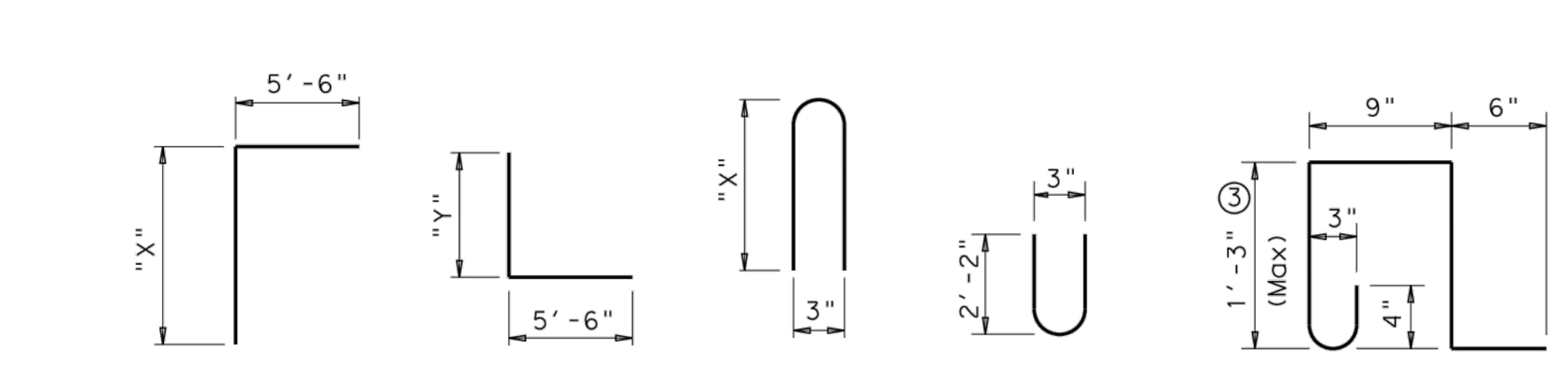


BOTTOM SLAB — PART PLANS — TOP SLAB



SECTION THRU CURB

| H | Bar Dimensions "X" | Bar Dimensions "Y" |
|---|---|---|
| 3'-0" | 3'-5" | 2'-2" |
| 4'-0" | 4'-5" | 2'-2" |
| 5'-0" | 5'-5" | 2'-2" |
| 6'-0" | 6'-5" | 2'-2" |




① 0" min to 5'-0" max. Estimated curb heights are shown elsewhere in the plans. For structures with pedestrian rail, bicycle rail or curbs taller than 1'-0", refer to ECD standard. For structures with T6 bridge rail, refer to T6-CM standard. For structures with traffic rail, other than T6, refer to RAC standard.
② For vehicle safety, the following requirements must be met:
- For structures without bridge rail, curbs shall project no more than 3" above finished grade.
- For structures with bridge rail, curbs shall be flush with finished grade.
Curb heights shall be reduced, if necessary, to meet the above requirements. No changes will be made in quantities and no additional compensation will be allowed for this work.
③ For curbs less than 1'-0" high, tilt bars K or reduce bar height as necessary to maintain cover. For curbs less than 3" high, bars K may be omitted.
④ 1'-0" typical. 2'-0" when RAC standard is referred to elsewhere in the plans.

Deformed welded wire reinforcement (WWR) meeting the requirements of ASTM A1064 may be used to replace conventional reinforcement shown at the Contractor's option. The area of required reinforcement may be reduced by the ratio of 60 ksi / 70 ksi. Spacing of WWR is limited to 4" Min and 18" Max. When required, provide lap splices in the WWR of the same length required for the equivalent bar size, rounded up for wire sizes between conventional bar sizes.

Example Conversion: Replacement of No. 6 Gr 60 at 6" Spacing with WWR.
WWR required = (0.44 sq in/ 0.5') x (60 ksi/70 ksi) = 0.754 sq in/ft.
If D30.6 wire is used to meet the 0.754 sq in/ft requirement in this example, the required spacing = (0.306 sq in/ 0.754 sq in/ft) x 12 in/ft = 4.87" Max spacing.
Required lap length for the provided D30.6 wire is 2'-2" (Lap required for uncoated No. 5 bars, as shown in Item 440).

**GENERAL NOTES:**
Designed according to AASHTO LRFD Specifications.
Designed to the maximum fill height shown.
All reinforcing steel shall be Grade 60.
All concrete shall be Class "C" with these exceptions: use Class "S" for top slabs of culverts with overlay, with 1-to-2 course surface treatment, or with the top slab as the final riding surface.
Class "C" concrete shall have a minimum compressive strength of 3,600 psi. Class "S" concrete shall have a minimum compressive strength of 4,000 psi.
The use of permanent forms is not allowed.
The bottom edge of the top slab shall be chamfered 3" at the entrance.
Reinforcing bars shall be adjusted to provide a minimum of 1 ¼" clear cover.
Construction joints shown at the flow line may be raised a maximum of 6" at the Contractor's option. If this option is used, Bars M may be cut off or raised, Bars C and D may be reversed, and Bars Y and Z may be reversed.
See standard MC-MD for skewed ends, angle sections and lengthening details.

HL93 LOADING — SHEET 1 OF 2

Texas Department of Transportation — Bridge Division Standard

## MULTIPLE BOX CULVERTS CAST-IN-PLACE 6'-0" SPAN 0' TO 16' FILL

MC-6-16

FILE: mc616ste.dgn | DN: GAF | CK: LMW | DW: BWH/TxDOT | CK: GAF
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REVISIONS
10-12: Added WWR | DIST | COUNTY | SHEET NO.

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### BILLS OF REINFORCING STEEL (For Box Length = 40 feet)

| Number of Spans | S | H | T | U | Bars B No. | Size | Spa | Length | Wt | Bars C & D No. | Size | Spa | Bar C Length | Bar C Wt | Bar D Length | Bar D Wt | Bars E No. | Size | Spa | Length | Wt | Bars F1~#4 No. | Spa | Length | Wt | Bars F2~#4 at 1'-6" Max No. | Length | Wt | Bars M~#4 at 1'-6" Max No. | Length | Wt | Bars Y & Z~#4 at 1'-0" Max No. | Bar Y Length | Bar Y Wt | Bar Z Length | Bar Z Wt | Bars H 4~#4 Length | Weight | Bars K No. | Weight | Per foot of Barrel Conc (CY) | Reinf (Lb) | Curb Conc (CY) | Curb Reinf (Lb) | Total Conc (CY) | Total Reinf (Lb) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | 6'-0" | 3'-0" | 7" | 7" | 162 | #5 | 6" | 13'-6" | 2,281 | 162 | #4 | 6" | 8'-11" | 965 | 7'-8" | 830 | 194 | #5 | 5" | 6'-0" | 1,214 | 16 | 9" | 39'-9" | 425 | 50 | 39'-9" | 1,328 | 56 | 3'-0" | 112 | 41 | 4'-6" | 123 | 7'-0" | 192 | 13'-6" | 36 | 30 | 85 | 0.789 | 186.8 | 1.0 | 121 | 32.6 | 7,591 |
| 3 | 6'-0" | 3'-0" | 7" | 7" | 162 | #5 | 6" | 20'-1" | 3,393 | 162 | #4 | 6" | 8'-11" | 965 | 7'-8" | 830 | 194 | #5 | 5" | 12'-7" | 2,546 | 24 | 9" | 39'-9" | 637 | 71 | 39'-9" | 1,885 | 56 | 3'-0" | 112 | 82 | 4'-6" | 246 | 7'-0" | 383 | 20'-1" | 54 | 42 | 119 | 1.138 | 274.9 | 1.5 | 173 | 47.0 | 11,170 |
| 4 | 6'-0" | 3'-0" | 7" | 7" | 162 | #5 | 6" | 26'-8" | 4,506 | 162 | #4 | 6" | 8'-11" | 965 | 7'-8" | 830 | 194 | #5 | 5" | 19'-2" | 3,878 | 32 | 9" | 39'-9" | 850 | 92 | 39'-9" | 2,443 | 56 | 3'-0" | 112 | 123 | 4'-6" | 370 | 7'-0" | 575 | 26'-8" | 71 | 56 | 159 | 1.487 | 363.2 | 2.0 | 230 | 61.5 | 14,759 |
| 5 | 6'-0" | 3'-0" | 7" | 7" | 162 | #5 | 6" | 33'-3" | 5,618 | 162 | #4 | 6" | 8'-11" | 965 | 7'-8" | 830 | 194 | #5 | 5" | 25'-9" | 5,210 | 40 | 9" | 39'-9" | 1,062 | 113 | 39'-9" | 3,000 | 56 | 3'-0" | 112 | 164 | 4'-6" | 493 | 7'-0" | 767 | 33'-3" | 89 | 70 | 199 | 1.836 | 451.4 | 2.5 | 288 | 75.9 | 18,345 |
| 6 | 6'-0" | 3'-0" | 7" | 7" | 162 | #5 | 6" | 39'-10" | 6,730 | 162 | #4 | 6" | 8'-11" | 965 | 7'-8" | 830 | 194 | #5 | 5" | 32'-4" | 6,542 | 48 | 9" | 39'-9" | 1,275 | 134 | 39'-9" | 3,558 | 56 | 3'-0" | 112 | 205 | 4'-6" | 616 | 7'-0" | 959 | 39'-10" | 106 | 82 | 233 | 2.186 | 539.7 | 3.0 | 339 | 90.4 | 21,926 |
| 2 | 6'-0" | 4'-0" | 7" | 7" | 162 | #5 | 6" | 13'-6" | 2,281 | 162 | #4 | 6" | 9'-11" | 1,073 | 7'-8" | 830 | 194 | #5 | 5" | 6'-0" | 1,214 | 16 | 9" | 39'-9" | 425 | 50 | 39'-9" | 1,328 | 56 | 4'-0" | 150 | 41 | 4'-6" | 123 | 9'-0" | 246 | 13'-6" | 36 | 30 | 85 | 0.853 | 191.8 | 1.0 | 121 | 35.1 | 7,791 |
| 3 | 6'-0" | 4'-0" | 7" | 7" | 162 | #5 | 6" | 20'-1" | 3,393 | 162 | #4 | 6" | 9'-11" | 1,073 | 7'-8" | 830 | 194 | #5 | 5" | 12'-7" | 2,546 | 24 | 9" | 39'-9" | 637 | 71 | 39'-9" | 1,885 | 56 | 4'-0" | 150 | 82 | 4'-6" | 246 | 9'-0" | 493 | 20'-1" | 54 | 42 | 119 | 1.224 | 281.3 | 1.5 | 173 | 50.5 | 11,426 |
| 4 | 6'-0" | 4'-0" | 7" | 7" | 162 | #5 | 6" | 26'-8" | 4,506 | 162 | #4 | 6" | 9'-11" | 1,073 | 7'-8" | 830 | 194 | #5 | 5" | 19'-2" | 3,878 | 32 | 9" | 39'-9" | 850 | 92 | 39'-9" | 2,443 | 56 | 4'-0" | 150 | 123 | 4'-6" | 370 | 9'-0" | 739 | 26'-8" | 71 | 56 | 159 | 1.595 | 371.0 | 2.0 | 230 | 65.8 | 15,069 |
| 5 | 6'-0" | 4'-0" | 7" | 7" | 162 | #5 | 6" | 33'-3" | 5,618 | 162 | #4 | 6" | 9'-11" | 1,073 | 7'-8" | 830 | 194 | #5 | 5" | 25'-9" | 5,210 | 40 | 9" | 39'-9" | 1,062 | 113 | 39'-9" | 3,000 | 56 | 4'-0" | 150 | 164 | 4'-6" | 493 | 9'-0" | 986 | 33'-3" | 89 | 70 | 199 | 1.966 | 460.6 | 2.5 | 288 | 81.1 | 18,710 |
| 6 | 6'-0" | 4'-0" | 7" | 7" | 162 | #5 | 6" | 39'-10" | 6,730 | 162 | #4 | 6" | 9'-11" | 1,073 | 7'-8" | 830 | 194 | #5 | 5" | 32'-4" | 6,542 | 48 | 9" | 39'-9" | 1,275 | 134 | 39'-9" | 3,558 | 56 | 4'-0" | 150 | 205 | 4'-6" | 616 | 9'-0" | 1,232 | 39'-10" | 106 | 82 | 233 | 2.337 | 550.2 | 3.0 | 339 | 96.5 | 22,345 |
| 2 | 6'-0" | 5'-0" | 7" | 7" | 162 | #5 | 6" | 13'-6" | 2,281 | 162 | #4 | 6" | 10'-11" | 1,181 | 7'-8" | 830 | 194 | #5 | 5" | 6'-0" | 1,214 | 16 | 9" | 39'-9" | 425 | 56 | 39'-9" | 1,487 | 56 | 5'-0" | 187 | 41 | 4'-6" | 123 | 11'-0" | 301 | 13'-6" | 36 | 30 | 85 | 0.918 | 200.7 | 1.0 | 121 | 37.7 | 8,150 |
| 3 | 6'-0" | 5'-0" | 7" | 7" | 162 | #5 | 6" | 20'-1" | 3,393 | 162 | #4 | 6" | 10'-11" | 1,181 | 7'-8" | 830 | 194 | #5 | 5" | 12'-7" | 2,546 | 24 | 9" | 39'-9" | 637 | 79 | 39'-9" | 2,098 | 56 | 5'-0" | 187 | 82 | 4'-6" | 246 | 11'-0" | 603 | 20'-1" | 54 | 42 | 119 | 1.311 | 293.0 | 1.5 | 173 | 53.9 | 11,894 |
| 4 | 6'-0" | 5'-0" | 7" | 7" | 162 | #5 | 6" | 26'-8" | 4,506 | 162 | #4 | 6" | 10'-11" | 1,181 | 7'-8" | 830 | 194 | #5 | 5" | 19'-2" | 3,878 | 32 | 9" | 39'-9" | 850 | 102 | 39'-9" | 2,708 | 56 | 5'-0" | 187 | 123 | 4'-6" | 370 | 11'-0" | 904 | 26'-8" | 71 | 56 | 159 | 1.703 | 385.4 | 2.0 | 230 | 70.1 | 15,644 |
| 5 | 6'-0" | 5'-0" | 7" | 7" | 162 | #5 | 6" | 33'-3" | 5,618 | 162 | #4 | 6" | 10'-11" | 1,181 | 7'-8" | 830 | 194 | #5 | 5" | 25'-9" | 5,210 | 40 | 9" | 39'-9" | 1,062 | 125 | 39'-9" | 3,319 | 56 | 5'-0" | 187 | 164 | 4'-6" | 493 | 11'-0" | 1,205 | 33'-3" | 89 | 70 | 199 | 2.096 | 477.6 | 2.5 | 288 | 86.3 | 19,393 |
| 6 | 6'-0" | 5'-0" | 7" | 7" | 162 | #5 | 6" | 39'-10" | 6,730 | 162 | #4 | 6" | 10'-11" | 1,181 | 7'-8" | 830 | 194 | #5 | 5" | 32'-4" | 6,542 | 48 | 9" | 39'-9" | 1,275 | 148 | 39'-9" | 3,930 | 56 | 5'-0" | 187 | 205 | 4'-6" | 616 | 11'-0" | 1,506 | 39'-10" | 106 | 82 | 233 | 2.488 | 569.9 | 3.0 | 339 | 102.5 | 23,136 |
| 2 | 6'-0" | 6'-0" | 7" | 7" | 162 | #5 | 6" | 13'-6" | 2,281 | 194 | #4 | 5" | 11'-11" | 1,544 | 7'-8" | 994 | 194 | #5 | 5" | 6'-0" | 1,214 | 16 | 9" | 39'-9" | 425 | 62 | 39'-9" | 1,646 | 56 | 6'-0" | 224 | 41 | 4'-6" | 123 | 13'-0" | 356 | 13'-6" | 36 | 30 | 85 | 0.983 | 220.2 | 1.0 | 121 | 40.3 | 8,928 |
| 3 | 6'-0" | 6'-0" | 7" | 7" | 162 | #5 | 6" | 20'-1" | 3,393 | 194 | #4 | 5" | 11'-11" | 1,544 | 7'-8" | 994 | 194 | #5 | 5" | 12'-7" | 2,546 | 24 | 9" | 39'-9" | 637 | 87 | 39'-9" | 2,310 | 56 | 6'-0" | 224 | 82 | 4'-6" | 246 | 13'-0" | 712 | 20'-1" | 54 | 42 | 119 | 1.397 | 315.2 | 1.5 | 173 | 57.4 | 12,779 |
| 4 | 6'-0" | 6'-0" | 7" | 7" | 162 | #5 | 6" | 26'-8" | 4,506 | 194 | #4 | 5" | 11'-11" | 1,544 | 7'-8" | 994 | 194 | #5 | 5" | 19'-2" | 3,878 | 32 | 9" | 39'-9" | 850 | 112 | 39'-9" | 2,974 | 56 | 6'-0" | 224 | 123 | 4'-6" | 370 | 13'-0" | 1,068 | 26'-8" | 71 | 56 | 159 | 1.811 | 410.2 | 2.0 | 230 | 74.4 | 16,638 |
| 5 | 6'-0" | 6'-0" | 7" | 7" | 162 | #5 | 6" | 33'-3" | 5,618 | 194 | #4 | 5" | 11'-11" | 1,544 | 7'-8" | 994 | 194 | #5 | 5" | 25'-9" | 5,210 | 40 | 9" | 39'-9" | 1,062 | 137 | 39'-9" | 3,638 | 56 | 6'-0" | 224 | 164 | 4'-6" | 493 | 13'-0" | 1,424 | 33'-3" | 89 | 70 | 199 | 2.225 | 505.2 | 2.5 | 288 | 91.5 | 20,495 |
| 6 | 6'-0" | 6'-0" | 7" | 7" | 162 | #5 | 6" | 39'-10" | 6,730 | 194 | #4 | 5" | 11'-11" | 1,544 | 7'-8" | 994 | 194 | #5 | 5" | 32'-4" | 6,542 | 48 | 9" | 39'-9" | 1,275 | 162 | 39'-9" | 4,302 | 56 | 6'-0" | 224 | 205 | 4'-6" | 616 | 13'-0" | 1,780 | 39'-10" | 106 | 82 | 233 | 2.639 | 600.2 | 3.0 | 339 | 108.6 | 24,346 |

Deformed welded wire reinforcement (WWR) meeting the requirements of ASTM A1064 may be used to replace conventional reinforcement shown at the Contractor's option. The area of required reinforcement may be reduced by the ratio of 60 ksi / 70 ksi. Spacing of WWR is limited to 4" Min and 18" Max. When required, provide lap splices in the WWR of the same length required for the equivalent bar size, rounded up for wire sizes between conventional bar sizes.

Example Conversion: Replacement of No. 6 Gr 60 at 6" Spacing with WWR.
WWR required = (0.44 sq in/ 0.5') x (60 ksi/70 ksi) = 0.754 sq in/ft.
If D30.6 wire is used to meet the 0.754 sq in/ft requirement in this example, the required spacing = (0.306 sq in/ 0.754 sq in/ft) x 12 in/ft = 4.87" Max spacing.
Required lap length for the provided D30.6 wire is 2'-2" (Lap required for uncoated No. 5 bars, as shown in Item 440).

HL93 LOADING — SHEET 2 OF 2

Texas Department of Transportation — Bridge Division Standard

## MULTIPLE BOX CULVERTS CAST-IN-PLACE 6'-0" SPAN 0' TO 16' FILL

MC-6-16

FILE: mc616ste.dgn | DN: GAF | CK: LMW | DW: BWH/TxDOT | CK: GAF
©TxDOT February 2010 | CONT | SECT | JOB | HIGHWAY
REVISIONS
10-12: Added WWR | DIST | COUNTY | SHEET NO.

| REV | DESCRIPTION | DATE | APR |
|---|---|---|---|
| | **Record Drawing** | | |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ

BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com

# COVERED BRIDGE PHASE 1
# HUTTO, TEXAS

## TXDOT DETAILS (3 OF 5)

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS — TIMOTHY M. HOLLAND — 94848 — LICENSED PROFESSIONAL ENGINEER — 10/20/2021

SHEET 63 OF 65

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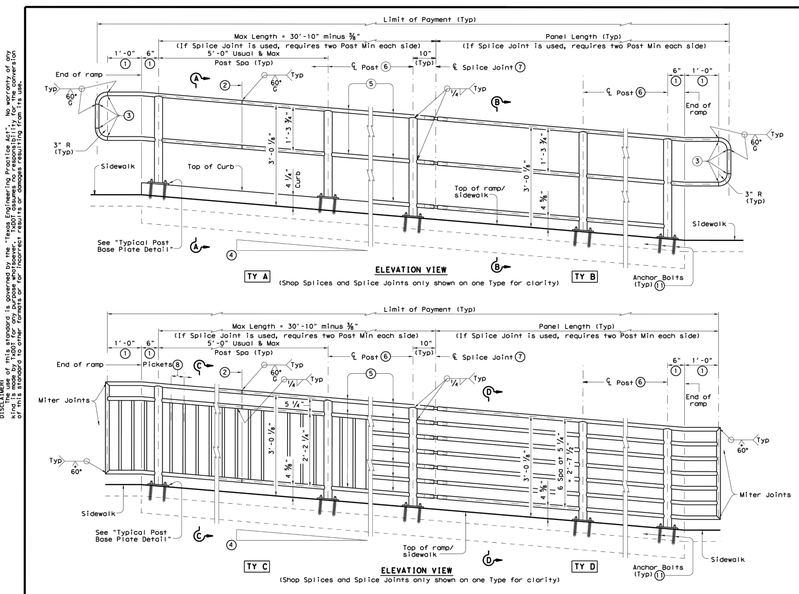
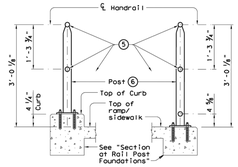


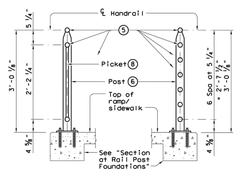







SECTION A-A
(Showing Handrail TY A)

SECTION B-B
(Showing Handrail TY B)




SECTION C-C
(Showing Handrail TY C)

SECTION D-D
(Showing Handrail TY D)

| RECOMMENDED USAGE 9 10 | |
|---|---|
| Dropoff Height/ Condition | Recommended Rail Options |
| < 30" dropoff | TY A, TY B, TY C, or TY D |
| ≥ 30" dropoff, or along Bike Path | TY E or TY F |

1. Parallel to ground.
2. One shop splice per panel is permitted with minimum 85 percent penetration. The weld may be square groove or single vee groove. Grind smooth.
3. Shop splice is permitted with minimum 85 percent penetration. The weld may be square groove or single vee groove. Grind smooth.
4. See Ramp Details located elsewhere in plans for ramp slope and dimensions. Maximum ramp slope will not exceed 8.3 percent. Level landing required for each 30" rise if grade exceeds 5 percent.
5. 1 ½" Dia. Standard Pipe (1.900" O.D., 0.145" wall thickness). Parallel to ramp / sidewalk. Provide holes as needed in 1 ½" Dia. pipe for galvanizing drainage and venting.
6. 2 ½" Dia. Standard Pipe (2.875" O.D., 0.203" wall thickness). See "Post Mount Detail" for crimping and trimming post to fit Dia. of top rail. Provide holes as needed in post for galvanizing drainage and venting. Plumb all posts.
7. See "Handrail Fabrication Details" for Splice Joints.
8. ℄ ⅜" Dia. Round Bar equal spacing at 4 ½" Max. Plumb all pickets.
9. When needed for accessibility (grade > 5 percent) or as needed for pedestrian safety.
10. Not to be used on bridges.
11. See "General Notes" for anchor bolt information.

SHEET 1 OF 3

Texas Department of Transportation — Design Division Standard

# PEDESTRIAN HANDRAIL DETAILS

# PRD-13

| FILE: prd13.dgn | DN: TxDOT | CK: AM | DW: JTR | CK: CGL |
|---|---|---|---|---|
| ©TxDOT December 2006 | CONT | SECT | JOB | HIGHWAY |
| REVISIONS | | | | |
| REVISED MAY, 2013 (VP) | DIST | COUNTY | | SHEET NO. |

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DATE:
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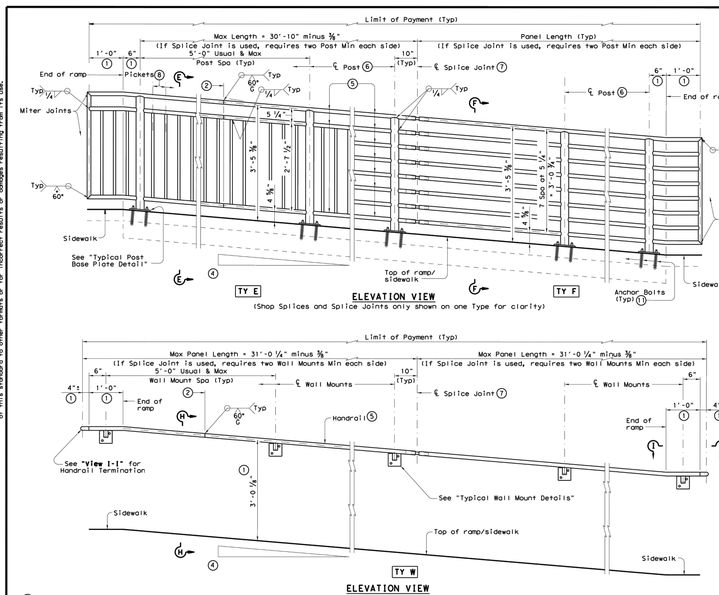
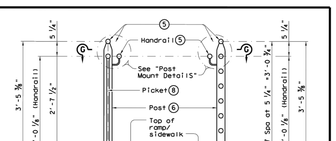
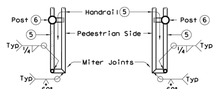


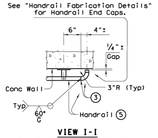

SECTION E-E
(Showing Handrail TY E)

SECTION F-F
(Showing Handrail TY F)

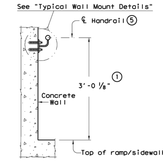



SECTION G-G
(Showing Handrail Termination)




VIEW I-I
(Showing Handrail Termination)




SECTION H-H
(Showing Handrail TY W)

1. Parallel to ground.
2. One shop splice per panel is permitted with minimum 85 percent penetration. The weld may be square groove or single vee groove. Grind smooth.
3. Shop splice is permitted with minimum 85 percent penetration. The weld may be square groove or single vee groove. Grind smooth.
4. See Ramp Details located elsewhere in plans for ramp slope and dimensions. Maximum ramp slope will not exceed 8.3 percent. Level landing required for each 30" rise if grade exceeds 5 percent.
5. 1 ½" Dia. Standard Pipe (1.900" O.D., 0.145" wall thickness). Parallel to ramp / sidewalk. Provide holes as needed in 1 ½" Dia. pipe for galvanizing drainage and venting.
6. 2 ½" Dia. Standard Pipe (2.875" O.D., 0.203" wall thickness). See "Post Mount Detail" for crimping and trimming post to fit Dia. of top rail. Provide holes as needed in post for galvanizing drainage and venting. Plumb all posts.
7. See "Handrail Fabrication Details" for Splice Joints.
8. ℄ ⅜" Dia. Round Bar equal spacing at 4 ½" Max. Plumb all pickets.
11. See "General Notes" for anchor bolt information.

SHEET 2 OF 3

Texas Department of Transportation — Design Division Standard

# PEDESTRIAN HANDRAIL DETAILS

# PRD-13

| FILE: prd13.dgn | DN: TxDOT | CK: AM | DW: JTR | CK: CGL |
|---|---|---|---|---|
| ©TxDOT December 2006 | CONT | SECT | JOB | HIGHWAY |
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| REVISED MAY, 2013 (VP) | DIST | COUNTY | | SHEET NO. |

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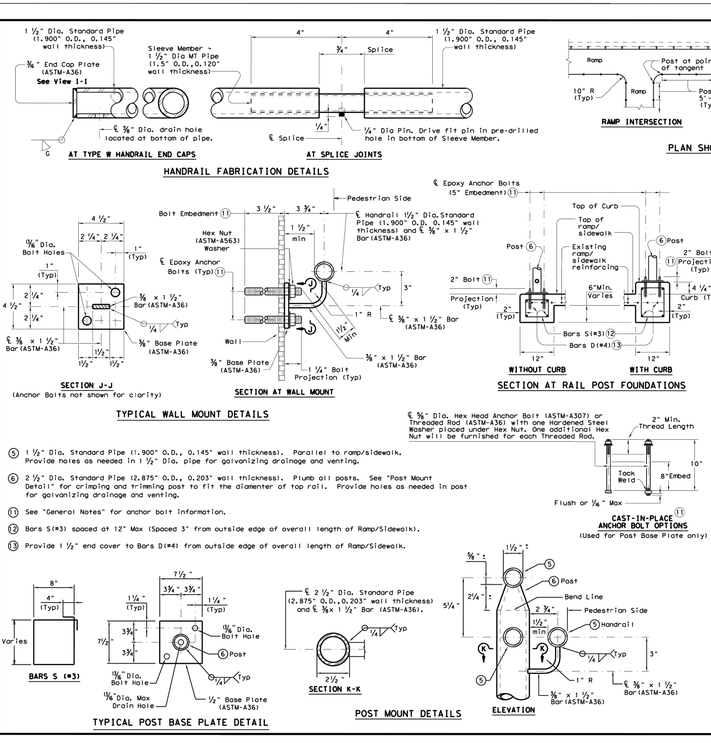


## HANDRAIL FABRICATION DETAILS




SECTION AT RAIL POST FOUNDATIONS




## TYPICAL WALL MOUNT DETAILS

## GENERAL NOTES

Designed according to ADAAG, Texas Accessibility Standards, Uniform Building Code, and AASHTO LRFD Specifications.

Handrail anchorage details shown on this standard may require modification for select structure types. See appropriate details elsewhere in plans for these modifications.

Pipe will conform to ASTM-A53 Grade B or A500 Grade B. Steel plates and steel bars will conform to ASTM-A36. Mechanical tubing (MT) will conform to ASTM A513 Grade 1015 or higher. Galvanize all steel components except reinforcing steel unless noted otherwise.

Concrete for foundations will be in accordance with Item 531 "Sidewalks". All reinforcing steel must be Grade 60. Bar tops, where required, will be as follows: Uncoated - #4 - 1'-5" Epoxy coated - #4 - 2'-1"

When the plans require painted steel, follow the requirements for painting galvanized steel in Item 446, "Cleaning and Painting Steel". Sleeve Members will receive galvanization and only get field painted after installation unless directed otherwise by Engineer.

Epoxy Anchor bolts for wall mount and post base plate will be ⅝" Dia. ASTM A36 threaded rods with one hex nut and one hardened steel washer at each bolt. ⅝" Dia. threaded rod embedment depth for wall mounts is 3 ½" and embedment depth for post base plate is 5".

Embed threaded rods into concrete with a Type III (Class C) epoxy meeting the requirements of DMS-6100, "Epoxies and Adhesives". Mix and dispense adhesive with the manufacturer's static mixing nozzle/dual cartridge system. Core drill holes (percussion drilling not permitted).

At the contractor's option the post base plate anchor bolts may be cast with the Ramp/Sidewalk (See Cast-In-Place Anchor Bolt Options).

Optional cast-in-place anchor bolts will be ⅝" Dia ASTM A307 Grade A bolts (or A36 threaded rods with one tack welded hex nut each) with one hex nut and one hardened steel washer at each bolt. Embedment depth of cast-in-place bolt will be 8" for post base plate.

Handrails and any wall or other surface adjacent to them will be free of any sharp or abrasive elements.

Submit shop drawings to the Engineer unless otherwise noted. For curved handrail applications, fabricate the handrail to the curve if radius is less than 600 ft. Shop drawings are required when rail is fabricated to the curve.

For all handrails, erection drawings will be submitted to the Engineer for approval to ensure proper installation.

Drawings will show handrail mount locations with bolts setting, spacing, ramp slope, and/or splice joint locations, and handrail lengths with identification showing where each handrail goes on the layout.

Payment for concrete sidewalks or curb ramps will be paid for in accordance with Item 531 "Sidewalks".

Payment for all items shown is to be included in unit price bid in accordance with Item 450 "Railing" of the type specified.

All exposed edges will be rounded or chamfered to approximately ⅛" by grinding.




1. 1 ½" Dia. Standard Pipe (1.900" O.D., 0.145" wall thickness). Parallel to ramp/sidewalk. Provide holes as needed in 1 ½" Dia. pipe for galvanizing drainage and venting.
2. 2 ½" Dia. Standard Pipe (2.875" O.D., 0.203" wall thickness). Plumb all posts. See "Post Mount Detail" for crimping and trimming post to fit the diameter of top rail. Provide holes as needed in post for galvanizing drainage and venting.
11. See "General Notes" for anchor bolt information.
12. Bars S(#3) spaced at 12" Max (Spaced 3" from outside edge of overall length of Ramp/Sidewalk).
13. Provide 1 ½" end cover to Bars D(#4) from outside edge of overall length of Ramp/Sidewalk.

SHEET 3 OF 3

Texas Department of Transportation — Design Division Standard

# PEDESTRIAN HANDRAIL DETAILS

# PRD-13

| FILE: prd13.dgn | DN: TxDOT | CK: AM | DW: JTR | CK: CGL |
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| REVISIONS | | | | |
| REVISED MAY, 2013 (VP) | DIST | COUNTY | | SHEET NO. |

| | | | | | | | APR |
|---|---|---|---|---|---|---|---|
| | | | | | | | DATE |
| Record Drawing | | | | | | | DESCRIPTION |
| ◁ | ◁ | ◁ | ◁ | ◁ | ◁ | ◁ | REV |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ

BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com

COVERED BRIDGE PHASE 1
HUTTO, TEXAS

TXDOT DETAILS (4 OF 5)

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

SHEET
64 OF 65



G:\TXC\Projects\Ashton_Woods\8676-00-Covered_Bridge_Ph_1\LD\01_CADD\01_Shts\C-SP-DETL-PH-1.dwg Layout: TxDOT DETAILS (4 OF 5) Plotted: 11/8/2021 5:00:10 PM

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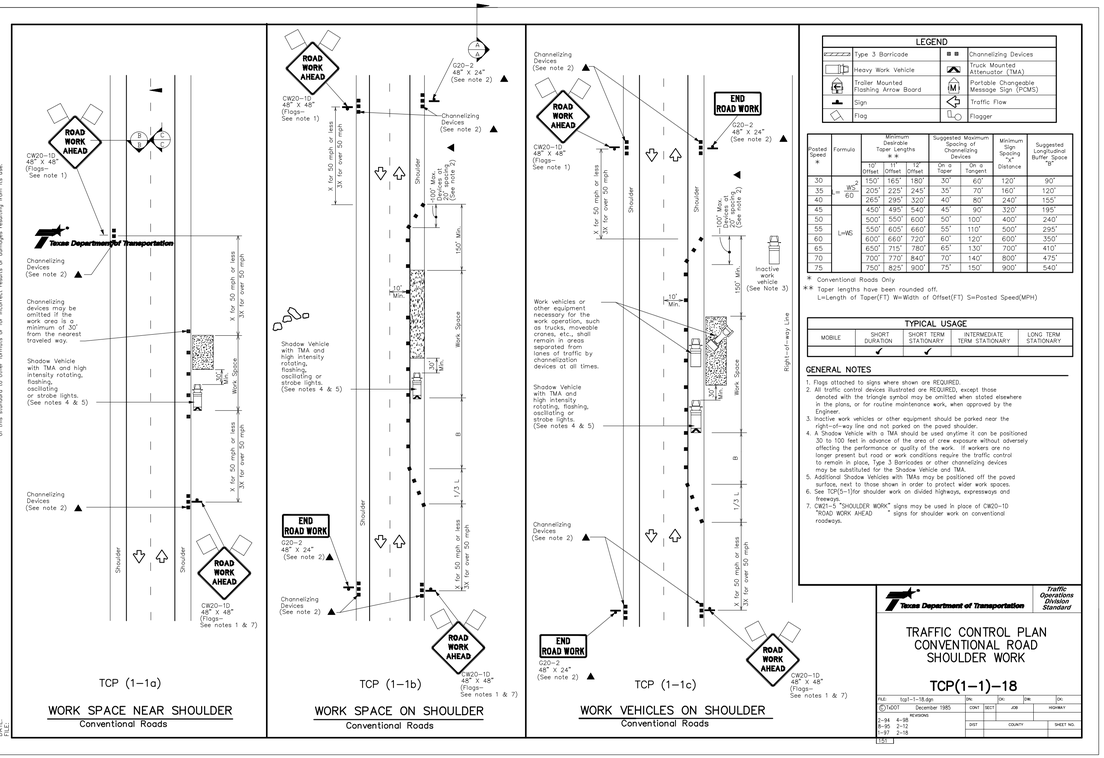


| LEGEND | | | |
|---|---|---|---|
| | Type 3 Barricade | | Channelizing Devices |
| | Heavy Work Vehicle | | Truck Mounted Attenuator (TMA) |
| | Trailer Mounted Flashing Arrow Board | M | Portable Changeable Message Sign (PCMS) |
| | Sign | | Traffic Flow |
| | Flag | | Flagger |

| Posted Speed * | Formula | Minimum Desirable Taper Lengths * * 10' Offset | 11' Offset | 12' Offset | Suggested Maximum Spacing of Channelizing Devices On a Taper | On a Tangent | Minimum Sign Spacing "X" Distance | Suggested Longitudinal Buffer Space "B" |
|---|---|---|---|---|---|---|---|---|
| 30 | $\frac{WS^2}{60}$ | 150' | 165' | 180' | 30' | 60' | 120' | 90' |
| 35 | | 205' | 225' | 245' | 35' | 70' | 160' | 120' |
| 40 | | 265' | 295' | 320' | 40' | 80' | 240' | 155' |
| 45 | | 450' | 495' | 540' | 45' | 90' | 320' | 195' |
| 50 | L=WS | 500' | 550' | 600' | 50' | 100' | 400' | 240' |
| 55 | | 550' | 605' | 660' | 55' | 110' | 500' | 295' |
| 60 | | 600' | 660' | 720' | 60' | 120' | 600' | 350' |
| 65 | | 650' | 715' | 780' | 65' | 130' | 700' | 645' |
| 70 | | 700' | 770' | 840' | 70' | 140' | 800' | 475' |
| 75 | | 750' | 825' | 900' | 75' | 150' | 900' | 540' |

* Conventional Roads Only
* * Taper lengths have been rounded off.
L=Length of Taper(FT) W=Width of Offset(FT) S=Posted Speed(MPH)

| TYPICAL USAGE | | | | |
|---|---|---|---|---|
| MOBILE | SHORT DURATION | SHORT TERM STATIONARY | INTERMEDIATE TERM STATIONARY | LONG TERM STATIONARY |
| | | ✓ | | |

## GENERAL NOTES

1. Flags attached to signs where shown are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
3. Inactive work vehicles or other equipment should be parked near the right-of-way line and not parked on the paved shoulder.
4. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
5. Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.
6. See TCP(5-1)for shoulder work on divided highways, expressways and freeways.
7. CW21-5 "SHOULDER WORK" signs may be used in place of CW20-1D "ROAD WORK AHEAD " signs for shoulder work on conventional roadways.

Texas Department of Transportation — Traffic Operations Division Standard

# TRAFFIC CONTROL PLAN CONVENTIONAL ROAD SHOULDER WORK

## TCP(1–1)–18

| FILE: | tcp1-1-18.dgn | DN: | CK: | DW: | CK: |
|---|---|---|---|---|---|
| ©TxDOT | December 1985 | CONT | SECT | JOB | HIGHWAY |
| REVISIONS | | DIST | COUNTY | | SHEET NO. |
| 2-94 4-98 | | | | | |
| 8-95 2-12 | | | | | |
| 1-97 2-18 | | | | | |

150

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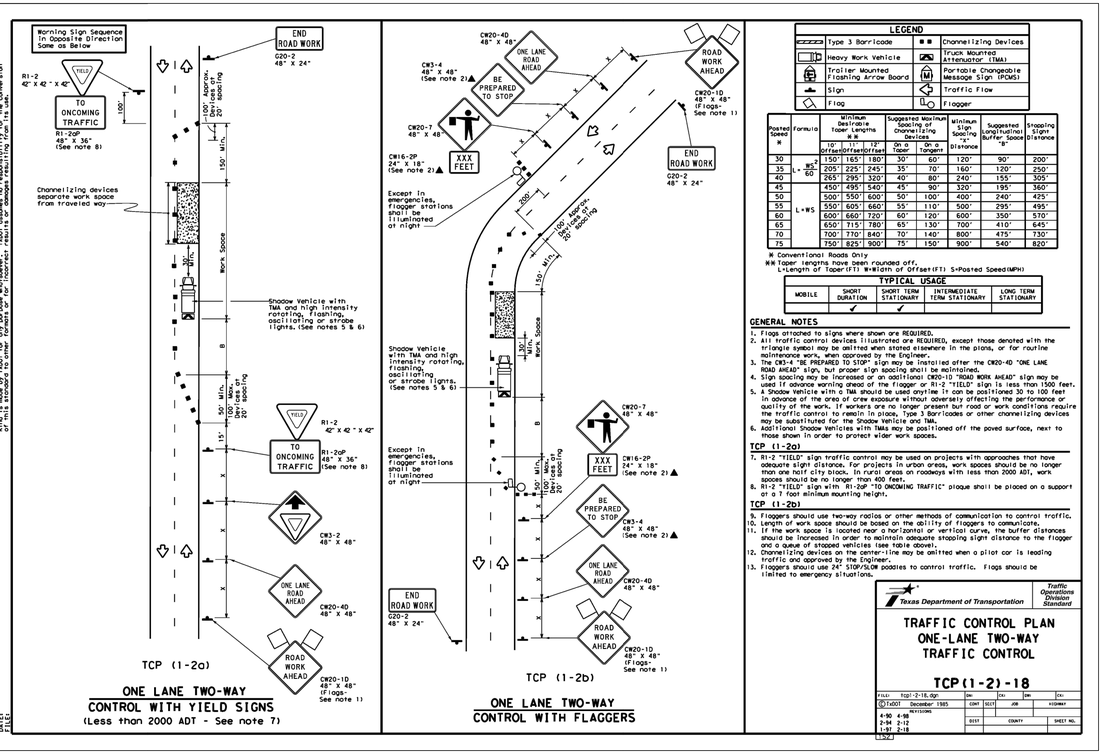
DATE:
FILE:




| LEGEND | | | |
|---|---|---|---|
| | Type 3 Barricade | | Channelizing Devices |
| | Heavy Work Vehicle | | Truck Mounted Attenuator (TMA) |
| | Trailer Mounted Flashing Arrow Board | M | Portable Changeable Message Sign (PCMS) |
| | Sign | | Traffic Flow |
| | Flag | | Flagger |

| Posted Speed * | Formula | Minimum Desirable Taper Lengths * * 10' Offset | 11' Offset | 12' Offset | Suggested Maximum Spacing of Channelizing Devices On a Taper | On a Tangent | Minimum Sign Spacing "X" Distance | Suggested Longitudinal Buffer Space "B" | Stopping Sight Distance |
|---|---|---|---|---|---|---|---|---|---|
| 30 | $\frac{WS^2}{60}$ | 150' | 165' | 180' | 30' | 60' | 120' | 90' | 200' |
| 35 | | 205' | 225' | 245' | 35' | 70' | 160' | 120' | 250' |
| 40 | | 265' | 295' | 320' | 40' | 80' | 240' | 155' | 305' |
| 45 | | 450' | 495' | 540' | 45' | 90' | 320' | 195' | 360' |
| 50 | L=WS | 500' | 550' | 600' | 50' | 100' | 400' | 240' | 425' |
| 55 | | 550' | 605' | 660' | 55' | 110' | 500' | 295' | 495' |
| 60 | | 600' | 660' | 720' | 60' | 120' | 600' | 350' | 570' |
| 65 | | 650' | 715' | 780' | 65' | 130' | 700' | 410' | 645' |
| 70 | | 700' | 770' | 840' | 70' | 140' | 800' | 475' | 730' |
| 75 | | 750' | 825' | 900' | 75' | 150' | 900' | 540' | 820' |

W Conventional Roads Only
WM Taper lengths have been rounded off.
L=Length of Taper(FT) W=Width of Offset(FT) S=Posted Speed(MPH)

| TYPICAL USAGE | | | | |
|---|---|---|---|---|
| MOBILE | SHORT DURATION | SHORT TERM STATIONARY | INTERMEDIATE TERM STATIONARY | LONG TERM STATIONARY |
| | ✓ | ✓ | | |

## GENERAL NOTES

1. Flags attached to signs where shown are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
3. The CW3-4 "BE PREPARED TO STOP" sign may be installed after the CW20-4D "ONE LANE ROAD AHEAD" sign, but proper sign spacing shall be maintained.
4. Sign spacing may be increased or an additional CW20-1D "ROAD WORK AHEAD" sign may be used if advance warning ahead of the flagger or R1-2 "YIELD" sign is less than 1500 feet.
5. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
6. Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.

## TCP (1-2a)

7. R1-2 "YIELD" sign traffic control may be used on projects with approaches that have adequate sight distance. For projects in urban areas, work spaces should be no longer than one half city block. In rural areas on roadways with less than 2000 ADT, work spaces should be no longer than 400 feet.
8. R1-2 "YIELD" sign with R1-2aP "TO ONCOMING TRAFFIC" plaque shall be placed on a support at a 7 foot minimum mounting height.

## TCP (1-2b)

9. Flaggers should use two-way radios or other methods of communication to control traffic.
10. Length of work space should be based on the ability of flaggers to communicate.
11. If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain adequate stopping sight distance to the flagger and a queue of stopped vehicles (see table above).
12. Channelizing devices on the center-line may be omitted when a pilot car is leading traffic and approved by the Engineer.
13. Flaggers should use 24" STOP/SLOW paddles to control traffic. Flags should be limited to emergency situations.

Texas Department of Transportation — Traffic Operations Division Standard

# TRAFFIC CONTROL PLAN ONE-LANE TWO-WAY TRAFFIC CONTROL

## TCP(1-2)-18

| FILE: | tcp1-2-18.dgn | DN: | CK: | DW: | CK: |
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| ©TxDOT | December 1985 | CONT | SECT | JOB | HIGHWAY |
| REVISIONS | | DIST | COUNTY | | SHEET NO. |
| 6-98 4-98 | | | | | |
| 2-94 2-12 | | | | | |
| 1-97 2-18 | | | | | |

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| | | | | | | DATE |
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Record Drawing

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ

BGE, INC.
1701 DIRECTORS BOULEVARD, SUITE 1000
AUSTIN, TX 78744
TBPE Registration No. F-1046
TEL: 512-879-0400 www.browngay.com

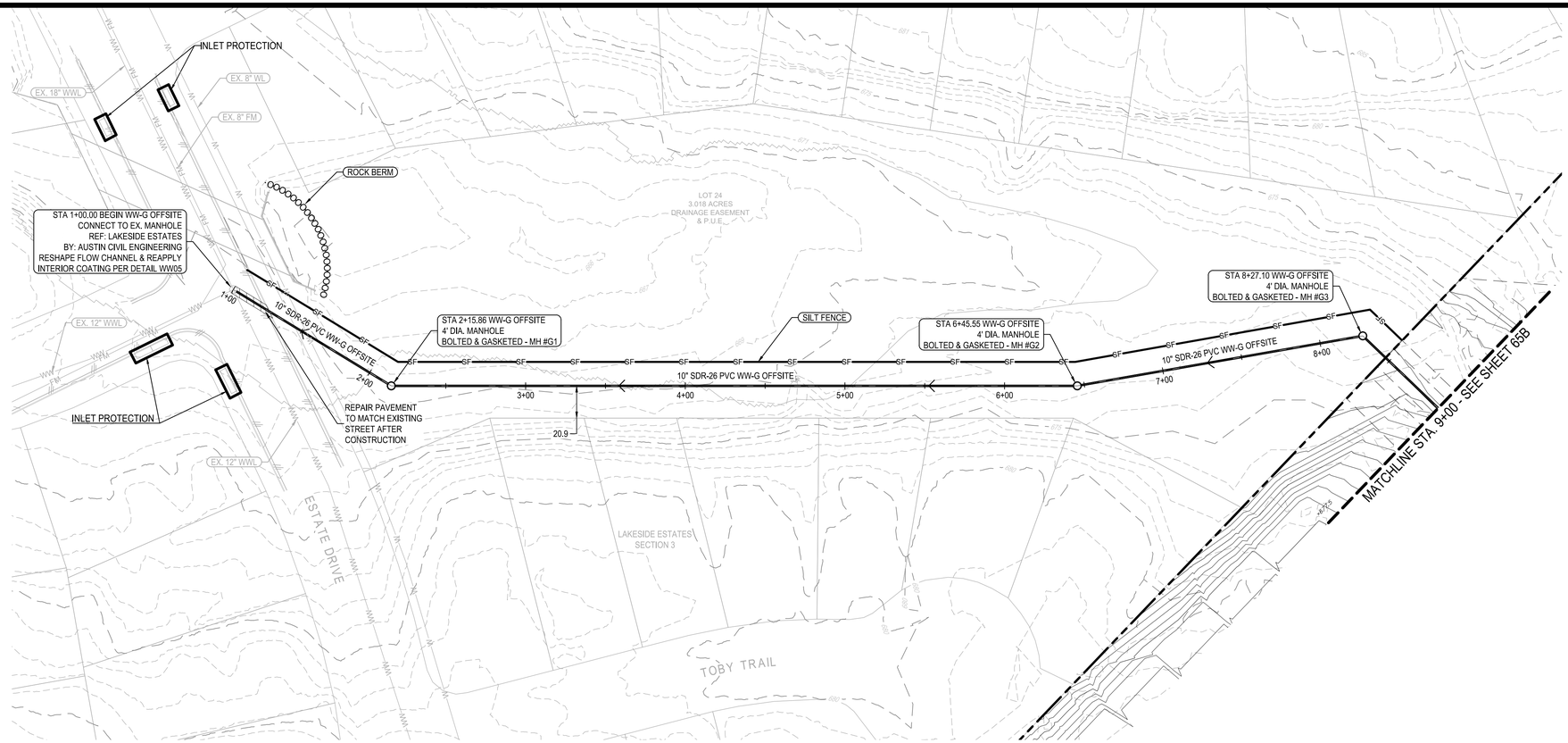
COVERED BRIDGE PHASE 1
HUTTO, TEXAS

TXDOT DETAILS (5 OF 5)

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
10/20/2021

SHEET
65 OF 65




0 20' 40' 80'

SCALE: 1" = 40'

## LEGEND

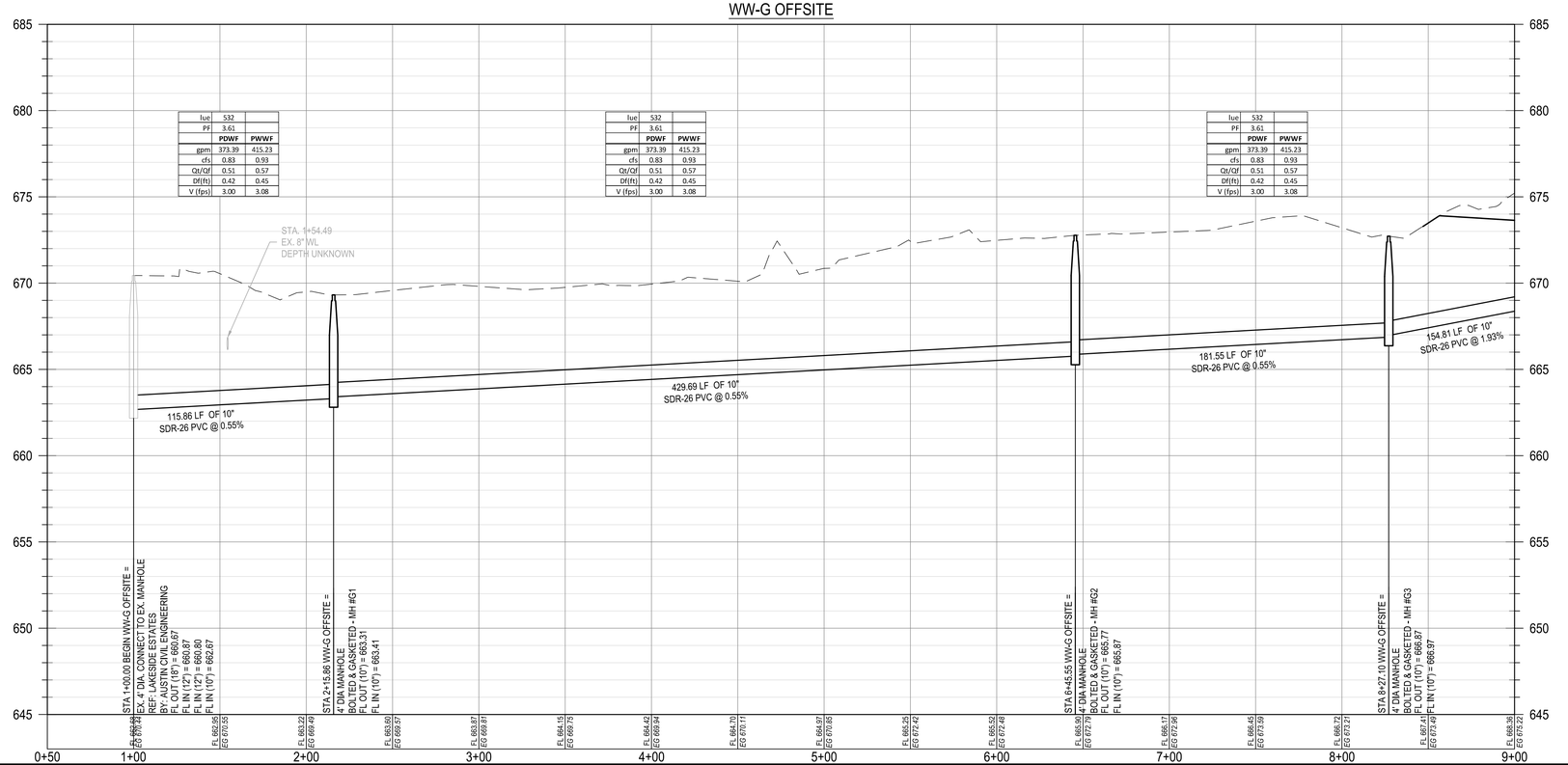
- PROPERTY BOUNDARY
- PROPOSED RIGHT OF WAY
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- WASTEWATER LINE
- WASTEWATER MANHOLE
- DIRECTION OF FLOW
- DOUBLE WASTEWATER SERVICE
- SINGLE WASTEWATER SERVICE
- DOUBLE WATER SERVICE
- SINGLE WATER SERVICE

* ALL WASTEWATER SYMBOLS ARE NOT TO SCALE, AND ARE ONLY SHOWN FOR ILLUSTRATION PURPOSES. REFER TO DETAILS SHOWN IN THIS PLAN SET.

NOTE:

1. ALL MANHOLES SHALL BE COATED WITH RAVEN 405, OR APPROVED EQUAL, WITH A UNIFORM THICKNESS OF 124 MILS AND A MINIMUM THICKNESS OF 100 MILS, APPLIED AFTER MANHOLES HAVE PASSED THE VACUUM TEST (CITY STANDARD WW-03).
2. TOPS OF MANHOLES UNDER PAVEMENT SHALL BE ADJUSTED TO MATCH FINISH GRADES PRIOR TO ACCEPTANCE OF WORK.
3. CORE EXISTING MANHOLE, INSERT GASKET AND PROVIDE PRECO GROUT SEAL INSIDE AND OUR, OR APPROVED EQUAL.
4. ALL WASTEWATER LINES SHALL BE PVC SDR-26 CONFORMING TO ASTM D3034 WITH MINIMUM PIPE STIFFNESS OF 115 PSI AS DETERMINED BY ASTM D2412.
5. AT ALL WATERLINE CROSSINGS, WASTEWATER MAIN SHALL BE ASTM 2241, SDR-26CLASS 160 OR BETTER PVC FOR MINIMUM 20 FEET CENTERED ON THE WATERLINE.
6. CONTRACTOR SHALL MAINTAIN A MINIMUM SEPARATION DISTANCE IN ALL DIRECTIONS OF NINE FEET BETWEEN PROPOSED WATERLINE AND WASTEWATER COLLECTION FACILITIES INCLUDING MANHOLES. IF THIS DISTANCE CANNOT BE MAINTAINED, CONTRACTOR MUST IMMEDIATELY NOTIFY PROJECT ENGINEER FOR FURTHER DIRECTION.
7. ALL GRAVITY LINES ARE TO BE INSTALLED FROM DOWNSTREAM TO UPSTREAM.
8. TRACER TAPE SHALL BE PLACED ABOVE ALL PLASTIC PIPES.
9. WHERE WATER LINE CROSSES UNDER WASTEWATER LINES, THE WATER LINE SHALL BE ENCASED IN AN 18 FOOT MINIMUM LENGTH STEEL ENCASEMENT PIPE CENTERED ON THE WATER LINE AND SHALL BE AT LEAST TWO NOMINAL PIPE DIAMETERS LARGER THAN THE WATER LINE PER TAC PART 1, CHAPTER 290, SUBCHAPTER D, RULE 290.44 AND THE CITY OF HUTTO DETAIL W-14.

## WW-G OFFSITE




## PROFILE LEGEND

- FINISHED GRADE
- PROPOSED SUBGRADE
- EXISTING GRADE
- PROPOSED WASTEWATER LINE
- PROPOSED WASTEWATER MANHOLE

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| | | | | | | APR |
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| ADD OFFSITE WASTEWATER | | | | Record Drawing | | DESCRIPTION |
| 4 | 3 | 2 | 1 | | | REV |

| | |
|---|---|
| DESIGNED BY: | DAZ |
| REVIEWED BY: | TMH |
| DRAWN BY: | DAZ |


BGE, INC.
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AUSTIN, TX 78744
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TEL: 512-879-0400 www.brownge.com


COVERED BRIDGE PHASE 1
HUTTO, TEXAS

WW-G OFFSITE PLAN AND PROFILE
(1 OF 2)

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
04/04/2022

SHEET
65A OF 65



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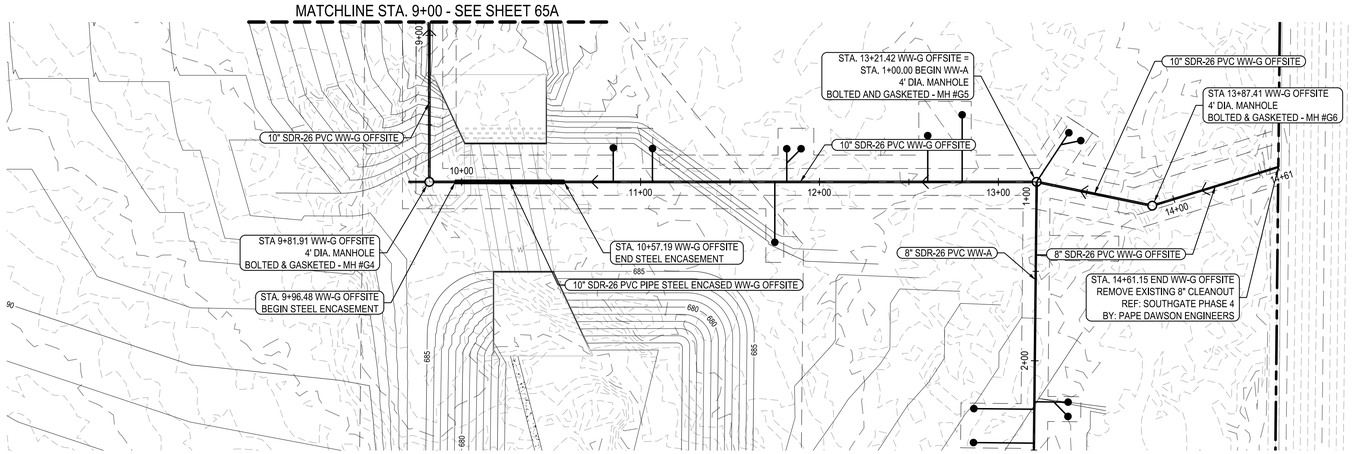


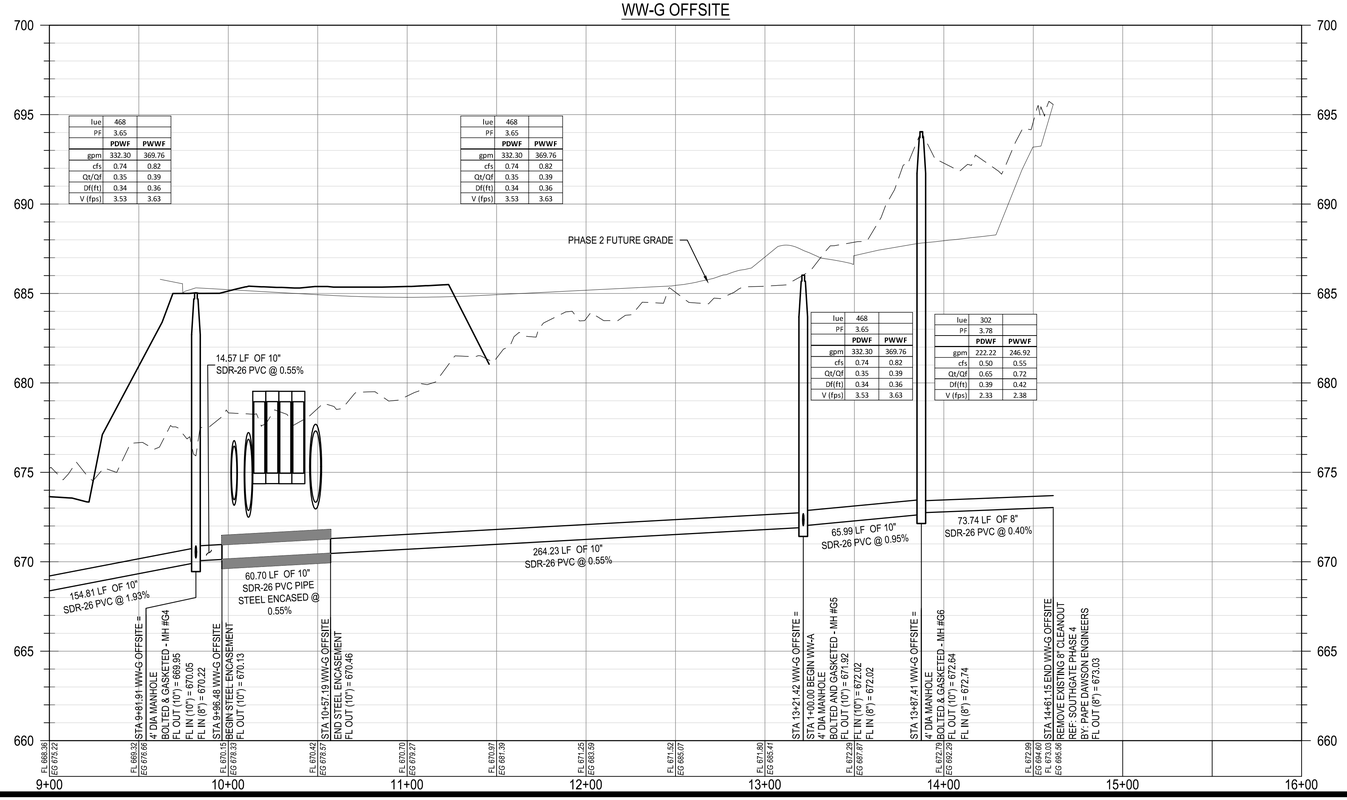


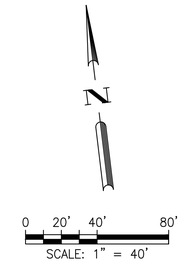


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| REV | DESCRIPTION | DATE | APR |
|---|---|---|---|
| 4 | ADD OFFSITE WASTEWATER | | |
| 3 | Record Drawing | | |
| 2 | | | |
| 1 | | | |

DESIGNED BY: DAZ
REVIEWED BY: TMH
DRAWN BY: DAZ


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TEL: 512-879-0400 www.brwngey.com


COVERED BRIDGE PHASE 1
HUTTO, TEXAS

WW-G OFFSITE PLAN AND PROFILE
(2 OF 2)

SUBMITTAL DATE: 04-02-2021

STATE OF TEXAS
TIMOTHY M. HOLLAND
94848
LICENSED PROFESSIONAL ENGINEER
04/19/2022

SHEET
65B OF 65



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# STRUCTURAL GENERAL NOTES AND SPECIFICATIONS

GENERAL REQUIREMENTS

1 APPLICABLE CODES AND STANDARDS - ALL CODES AND STANDARDS REFERENCED SHALL BE THE LATEST EDITION.

2 ANY REQUIRED CHANGES TO THE STRUCTURAL DRAWINGS DUE TO THE ACCEPTANCE OR INCLUSION OF ALTERNATES OR SUBSTITUTIONS ARE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW.

3 THE CONTRACTOR SHALL COMPARE THE STRUCTURAL DRAWINGS WITH THE CIVIL DRAWINGS AND REPORT ANY DISCREPANCY TO THE ENGINEER PRIOR TO FABRICATION OR INSTALLATION OF STRUCTURAL MEMBERS.

4 JOB SITE SAFETY SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL, AS A MINIMUM, ADHERE TO OCCUPATIONAL SAFETY AND HEALTH (OSHA) REGULATIONS TO PROTECT PERSONNEL.

FOUNDATION NOTES

1 DESIGN LOADS

LATERAL WATER PRESSURE - WALLS ARE DESIGNED FOR WATER TO TOP OF WALL AT UPSTREAM SIDE

ACTIVE LATERAL EARTH PRESSURE - EQUIVALENT FLUID PRESSURE OF 45 PCF ON HEEL SIDE OF RETAINING WALLS BACKFILLED WITH COMPACTED SELECT FILL

SURCHARGE PRESSURE - 250 PSF ON RETENTION SIDE OF WALLS ADJACENT TO ROADWAY. 50 PSF ON RETENTION SIDE OF ALL OTHER WALLS.

HYDROSTATIC PRESSURE - WATER TABLE UP TO DRAIN ELEVATION

2 DESIGN ALLOWABLE SOIL BEARING PRESSURE IS 2,500 PSF ON PROOF-ROLLED NATURAL SUBGRADE.

3 THE GEOTECHNICAL INVESTIGATION FOR THIS PROJECT WAS PREPARED BY MLA LABS, INC., 2800 LONGHORN BLVD., SUITE 104, AUSTIN, TEXAS 78758, TEL. (512) 873-8899, JOB NO. 19101100.003, DATED JULY 2019. THE CONTRACTOR SHALL OBTAIN A COPY OF THESE REPORTS AND REVIEW THEIR CONTENTS TO BECOME FAMILIAR WITH THE GEOTECHNICAL CONDITIONS THAT EXIST AT THIS SITE AND THE RECOMMENDATIONS PRESENTED IN THE GEOTECHNICAL INVESTIGATION.

4 PRIOR TO COMMENCEMENT OF EXCAVATION OPERATIONS, FIELD LOCATE AND ADEQUATELY PROTECT ANY EXISTING STRUCTURES, TREES, UTILITIES AND/OR OTHER PERMANENT ELEMENTS TO REMAIN. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE REPAIR OR REPLACEMENT OF ANY DAMAGE RESULTING FROM CONSTRUCTION OPERATIONS.

5 THE CONTRACTOR SHALL PROVIDE AND ENSURE PROPER DRAINAGE OF THE SITE PRIOR TO BEGINNING CONSTRUCTION OF THE CULVERT STRUCTURES. DRAINAGE SHALL BE SUCH THAT SURFACE RUNOFF IS ROUTED AROUND OR AWAY FROM THE CONSTRUCTION AREA. MEASURES SHALL BE TAKEN TO PREVENT THE PONDING OF WATER WITHIN THE FOUNDATION AREA.

6 THE CONSTRUCTION AREA FOR THE CULVERT STRUCTURES SHALL BE STRIPPED OF ALL VEGETATION, LOOSE TOP SOIL, DEBRIS, ORGANICS AND OTHER DELETERIOUS MATERIAL. ROOTS AND STUMPS OF TREES WITHIN THE CONSTRUCTION AREA SHALL BE REMOVED FOR THEIR FULL DEPTH, INCLUDING THE DRY SOILS AROUND THE ROOT BULB. EXCAVATIONS IN CUT AREAS SHALL BE BENCHED.

7 FOOTINGS SHALL BE FOUNDED ON UNDISTURBED NATURAL SOILS. EXCAVATIONS SHALL BE NEAT AND FREE OF ALL LOOSE MATERIALS AND DEBRIS PRIOR TO PLACEMENT OF CONCRETE. CONTRACTOR SHALL USE CARE TO PROTECT EXCAVATIONS FROM CAVING AND SLOUGHING DUE TO TRAFFIC FROM EQUIPMENT OR WORKMEN.

8 ONCE FINAL SUBGRADE ELEVATIONS HAVE BEEN ACHIEVED, THE EXPOSED SUBGRADE SHALL BE CAREFULLY PROOFROLLED WITH A 20-TON PNEUMATIC ROLLER OR EQUIVALENT EQUIPMENT TO DETECT WEAK ZONES IN THE SUBGRADE. WEAK AREAS DETECTED DURING PROOFROLLING SHALL BE REMOVED AND REPLACED WITH SOILS EXHIBITING SIMILAR CLASSIFICATION, MOISTURE CONTENT AND DENSITY AS THE ADJACENT IN-SITU SOILS. PRIOR TO FOOTING CONSTRUCTION, THE SUBGRADE PREPARATION SHALL BE APPROVED BY THE GEOTECHNICAL ENGINEER.

9 IN THE EVENT THAT EXCAVATIONS ARE COMPLETED TO A DEPTH GREATER THAN THAT REQUIRED BY THE DRAWINGS, THE CONTRACTOR SHALL FILL THE OVEREXCAVATION WITH CONCRETE. CONCRETE REQUIRED TO COMPENSATE THE OVEREXCAVATION SHALL BE AT THE CONTRACTOR'S EXPENSE.

10 ANY WATER ACCUMULATIONS IN EXCESS OF 1 INCH SHALL BE PUMPED OUT PRIOR TO PLACEMENT OF CONCRETE. REBAR AND CONCRETE FOR FOOTINGS SHALL BE PLACED AS SOON AS PRACTICAL FOLLOWING COMPLETION OF EXCAVATIONS TO PREVENT EXCESSIVE DRYING OR WETTING OF THE SUBGRADE.

11 ALL BACKFILL OUTSIDE OF THE PERIMETER POND RETAINING WALLS SHALL CONSIST OF IMPORTED SELECT FILL AS SPECIFIED BELOW:

IMPORTED SELECT FILL - IMPORTED SELECT FILL SHALL CONSIST OF LIMESTONE BASE MATERIAL MEETING THE REQUIREMENTS OF TXDOT ITEM 247, TYPE A, GRADE 4 OR A LOW PLASTICITY CLAYEY SOIL WITH A PLASTICITY INDEX BETWEEN 7 AND 20 PERCENT, A MAXIMUM GRAVEL CONTENT (PERCENT RETAINED ON THE NO. 4 SIEVE) OF 40 PERCENT, AND ROCKS NO LARGER THAN FOUR INCHES IN THEIR LARGEST DIMENSION.

ALL SELECT FILL MATERIAL SHALL BE PLACED IN UNIFORM LOOSE LIFT THICKNESS OF 8 INCHES MAXIMUM AND COMPACTED TO UNIFORM LIFTS NOT EXCEEDING 6 INCHES IN THICKNESS. SELECT FILL SHALL BE COMPACTED TO A MINIMUM OF 95 PERCENT OF THE STANDARD PROCTOR (TxDOT TEX-114-E) MAXIMUM DRY DENSITY AT +/- 3% OF OPTIMUM MOISTURE CONTENT.

THE TOP 12 INCHES OF BACKFILL SHALL CONSIST OF A CLAY MATERIAL WITH A MINIMUM PI OF 32.

12 BACKFILLING OPERATIONS SHALL NOT BEGIN UNTIL CONCRETE WALLS HAVE CURED A MINIMUM OF 7 DAYS. FORMS SHALL REMAIN IN PLACE FOR A MINIMUM OF 7 DAYS. IF DESIRED, FORMS MAY BE REMOVED UPON SATISFACTORY EVIDENCE THAT CONCRETE HAS ACHIEVED 75% OF ITS SPECIFIED 28 DAY STRENGTH AND PROVIDED THAT CONCRETE IS CURED USING WET COTTON MATS FOR THE REMAINDER OF THE 7 DAY CURING PERIOD. UNDER NO CIRCUMSTANCES SHALL BACKFILLING COMMENCE IN LESS THAN 7 DAYS. THE BACKFILL PLACEMENT AND COMPACTION OPERATIONS SHALL BE CAREFULLY CONTROLLED TO PREVENT OVERCOMPACTION OR DAMAGE TO THE STRUCTURES.

REINFORCED CONCRETE NOTES

1 ALL CONCRETE SHALL BE CLASS C (3600 PSI) NORMAL WEIGHT CONCRETE WITH A WATER/CEMENT RATIO OF NOT MORE THAN 0.45 AND A SLUMP IN THE RANGE OF 6 TO 8 INCHES. WATER CONTENT SHALL BE CLOSELY MONITORED DURING BATCHING. UNDER NO CIRCUMSTANCES SHALL THE WATER/CEMENT RATIO BE PERMITTED TO EXCEED THE SPECIFIED MAXIMUM. THE USE OF A MID RANGE WATER REDUCING ADMIXTURE IS RECOMMENDED TO IMPROVE WORKABILITY DURING PLACING OPERATIONS.

2 THE USE OF FLY ASH IS REQUIRED. ALL CONCRETE SHALL CONTAIN A MINIMUM FLY ASH CONTENT EQUAL TO 25 PERCENT OF THE TOTAL WEIGHT OF THE CEMENT PLUS FLY ASH BY WEIGHT. FLY ASH SHALL BE CLASS F OR C, BUT CONCRETE MIXED WITH CLASS C FLY ASH SHALL BE SUBJECT TO THE FOLLOWING RESTRICTIONS:

A COARSE AGGREGATE SHALL CONSIST OF CRUSHED LIMESTONE. THE USE OF ROCK GRAVEL AGGREGATE WILL NOT BE PERMITTED.

B CEMENT SHALL BE TYPE II LA (LOW ALKALI) OR TYPE I/II LA. ALKALI CONTENT OF THE CEMENT SHALL BE LESS THAN 0.6%.

3 REINFORCING STEEL SHALL BE ASTM/ANSI A615, GRADE 60. DETAILING, FABRICATION AND ERECTION OF REINFORCING BARS SHALL BE IN ACCORDANCE WITH THE AMERICAN CONCRETE INSTITUTE "MANUAL OF STANDARD PRACTICE FOR DETAILING REINFORCED CONCRETE STRUCTURES, " ACI 315.

4 CONCRETE CONSTRUCTION, INCLUDING MINIMUM REINFORCING STEEL COVERAGE BY CONCRETE, SHALL BE IN ACCORDANCE WITH THE AMERICAN CONCRETE INSTITUTE "BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE, " ACI 318, UNLESS OTHERWISE NOTED.

5 PROVIDE SUPPORTS OR CHAIRS TO SUPPORT REBAR AT THE POSITIONS REQUIRED BY THE DRAWINGS. REINFORCEMENT FOR FOOTINGS SHALL BE SUPPORTED ON PRECAST CONCRETE BLOCKS OF A THICKNESS TO PROPERLY POSITION THE REBAR. BLOCKS SHALL BE PROVIDED AT 3'-0" MAXIMUM ON CENTERS.

6 UNLESS OTHERWISE NOTED ON THE DRAWINGS, PROVIDE 2 #5 X 3'-0" BARS AT EACH RE-ENTRANT CORNER (1 EA. FACE) WITH 1 1/2 INCH CLEARANCE FROM CORNER. THIS INCLUDES ANY RECTILINEAR OPENINGS MADE DUE TO STANDARD CONSTRUCTION PRACTICES.

7 LAP CONTINUOUS UNSCHEDULED REINFORCING BARS 40 BAR DIAMETERS UNLESS OTHERWISE NOTED.

8 THERE SHALL BE NO HORIZONTAL CONSTRUCTION JOINTS EXCEPT WHERE SPECIFICALLY NOTED ON THESE DRAWINGS.

9 UNLESS OTHERWISE NOTED, PROVIDE #4 CORNER BARS WITH 2'-0" LEGS TO MATCH HORIZONTAL REINFORCING AT ALL WALL INTERSECTIONS.

10 THE CONTRACTOR SHALL ENSURE THAT ALL EMBEDDED ITEMS ARE DELIVERED TO THE SITE IN A TIMELY FASHION AND INSTALLED IN THE FORMWORK PRIOR TO PLACEMENT OF CONCRETE.

11 FIELD CUTTING OF REINFORCEMENT SHALL BE BY SHEARING OR SAWING. FIELD CUTTING OF REINFORCEMENT BY TORCH WILL BE PERMITTED ONLY WITH THE APPROVAL OF THE ENGINEER.

12 UNLESS OTHERWISE NOTED, ALL 90, 135 AND 180 DEGREE REINFORCING STEEL HOOKS SHALL BE STANDARD ACI HOOKS.

13 THE CONTRACTOR SHALL USE A TREMIE TO PLACE CONCRETE IN ALL AREAS WHERE THE FALL OF THE CONCRETE WILL EXCEED 5 FEET.

14 THE CONTRACTOR SHALL USE CARE TO PROPERLY VIBRATE CONCRETE DURING PLACING OPERATIONS TO ENSURE GOOD DENSITY OF CONCRETE AND TO MINIMIZE SURFACE DEFECTS.

15 CHAMFER ALL EXPOSED EDGES 3/4 INCH.

16 FORMWORK FOR SURFACES TO BE EXPOSED TO VIEW IN THE FINISHED CONSTRUCTION SHALL BE SMOOTH, EITHER WOOD OR METAL. SMOOTH FORMS SHALL BE FREE OF RAISED GRAIN, TORN SURFACES, WORN EDGES, PATCHES, DENTS OR OTHER DEFECTS. STRENGTH OF FORMS SHALL BE SUCH THAT NO WARPING, BULGING OR BOWING OCCUR UNDER THE WEIGHT OF THE WET CONCRETE. JOINTS SHALL BE SMOOTH AND MORTAR TIGHT. FORMS WHICH DO NOT PRESENT A SMOOTH SURFACE OR LINE UP PROPERLY SHALL NOT BE USED. FORMS SHALL BE FREE OF RUST, GREASE OR OTHER FOREIGN SURFACES THAT MAY DISCOLOR THE FINISHED CONCRETE.

17 WALL TIES AT RETAINING WALLS SHALL BE FABRICATED SO THAT ENDS OR END FASTENERS CAN BE REMOVED WITHOUT CAUSING SPALLING OF FACE OF CONCRETE. TIES SHALL BE PROVIDED WITH A WATER SEAL FEATURE. REMOVE ENDS OF FORM TIES SUCH THAT THE EMBEDDED PORTION OF TIE IS AT LEAST 3/4 INCH FROM THE FORMED CONCRETE FACE. PATCH TIE HOLES IMMEDIATELY AFTER REMOVAL OF FORMS.

CONCRETE FINISHING

1 REPAIR OF SURFACE DEFECTS - DEFECTIVE AREAS SHALL BE REPAIRED IMMEDIATELY AFTER REMOVAL OF FORMS. HONEYCOMBED AND OTHER DEFECTIVE AREAS SHALL BE REMOVED DOWN TO SOUND CONCRETE. THE DEFECTIVE AND SURROUNDING AREA SHALL BE DAMPENED AND A BONDING GROUT APPLIED TO THE AREA. BONDING GROUT SHALL CONSIST OF APPROXIMATELY ONE PART CEMENT TO ONE PART FINE SAND PASSING A NO. 30 SIEVE. MIX GROUT TO THE CONSISTENCY OF A THICK CREAM AND BRUSH THOROUGHLY INTO THE SURFACE.

PATCHING MORTAR SHALL BE OF THE SAME MATERIALS AND APPROXIMATELY THE SAME PROPORTIONS AS CONCRETE EXCEPT THAT COARSE AGGREGATE SHALL BE OMITTED. PREPARE MORTAR WITH NO MORE THAN ONE PART CEMENT TO 2 1/2 PARTS SAND. USE WHITE PORTLAND CEMENT FOR PART OF THE GRAY CEMENT TO MIX A MORTAR OF A COLOR TO MATCH THE SURROUNDING CONCRETE. USE NO MORE WATER THAN NECESSARY AND MIX MORTAR TO THE STIFFEST CONSISTENCY THAT WILL PERMIT PLACING.

AFTER SURFACE WATER FROM THE BONDING GROUT HAS DISSAPATED, THOROUGHLY BRUSH PATCHING MORTAR INTO THE BONDING GROUT.

IN LIEU OF USE OF BONDING GROUT, A LATEX BONDING AGENT MAY BE USED.

2 ALL VERTICAL CONCRETE SURFACES EXPOSED TO VIEW SHALL RECEIVE A RUBBED FINISH. ALL HORIZONTAL CONCRETE SURFACES SHALL RECEIVE A SMOOTH TROWELED FINISH.

WATERSTOPS

1 ALL WATERSTOPS SHALL BE PREFORMED PLASTIC SEALING TYPE WATERSTOP SUCH AS SYNKO-FLEX. PLASTIC SEALING TYPE WATERSTOP SHALL BE INSTALLED IN STRICT ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS.

SEALANT

1 SEALANT AT JOINTS SHALL CONSIST OF POLYURETHANE BASED NON-SAG ELASTOMERIC SEALANT FOR USE IN WATER IMMERSION APPLICATIONS. SEALANT SHALL BE APPLIED IN STRICT ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS, INCLUDING USE OF A PRIMER AS REQUIRED. AN ACCEPTABLE PRODUCT IS SIKAFLEX 1A SEALANT WITH SIKAFLEX PRIMER 429 AS MANUFACTURED BY SIKA CORPORATION.

INSTALLATION OF REBAR INTO EXISTING CONCRETE

1 REBAR INSTALLED INTO EXISTING CONCRETE SHALL BE DRILLED AND ANCHORED USING HILTI HIT-HY 200 ADHESIVE, USED IN STRICT ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS AND RECOMMENDATIONS. EXTRA CARE SHALL BE USED TO PROPERLY CLEAN HOLES PRIOR TO INSTALLATION OF ADHESIVE AND RODS. HOLE CLEANING SHALL BE PERFORMED IN STRICT ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS AND RECOMMENDATIONS, BUT SHALL INCLUDE BLOWING THE DRILLED HOLE OUT WITH COMPRESSED AIR FOLLOWED BY CLEANING WITH A BRUSH AND FINAL CLEANING WITH COMPRESSED AIR. COMPRESSED AIR SHALL BE APPLIED TO THE BOTTOM OF THE HOLE USING A NOZZLE EXTENSION FOR HOLE CLEANING. ADHESIVE SHALL COMPLETELY FILL THE HOLE AFTER INSTALLATION OF THE REBAR.

SUBMITTALS

THE FOLLOWING ITEMS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW. WORK ASSOCIATED WITH THESE ITEMS SHALL NOT COMMENCE UNTIL THE SUBMITTALS HAVE BEEN REVIEWED AND RETURNED BY THE ENGINEER. THE CONTRACTOR SHALL SUBMIT THE FOLLOWING:

1 TEST DATA AND MIX DESIGNS FOR EACH TYPE AND STRENGTH OF CONCRETE SPECIFIED.

2 REINFORCING STEEL SHOP DRAWINGS DETAILING REINFORCEMENT FABRICATION AND BAR PLACEMENT. SHOP DRAWINGS SHALL CLEARLY INDICATE THE LOCATION, SIZE, SPACING, SPLICES AND PIECEMARK FOR ALL REINFORCING STEEL. THE SHOP DRAWINGS SHALL PROVIDE SUFFICIENT DETAIL TO PERMIT PLACEMENT OF REINFORCEMENT WITHOUT THE USE OF THE DESIGN DRAWINGS. THE SHOP DRAWINGS SHALL INCLUDE A COMPLETE BILL OF MATERIALS FOR ALL REINFORCING STEEL. FABRICATION OF REINFORCING STEEL SHALL NOT COMMENCE UNTIL THE ENGINEER HAS COMPLETED THE REVIEW OF THE SHOP DRAWINGS.

3 PROPOSED LAYOUT AND LOCATION OF CONCRETE CONSTRUCTION AND CONTROL JOINTS.

4 PROPOSED METHOD OF CONCRETE CURING AND PRODUCT DATA FOR ANY CURING COMPOUNDS PROPOSED FOR USE ON THE PROJECT.

5 LABORATORY TEST RESULTS FOR CONCRETE CYLINDER COMPRESSION TESTS AND FILL COMPACTION TESTS.

TESTING LABORATORY REQUIREMENTS

THE CONTRACTOR SHALL SECURE THE SERVICES OF A COMMERCIAL TESTING LABORATORY TO PERFORM ALL REQUIRED MATERIALS TESTS AND INSPECTIONS.

1 ONE SET OF CONCRETE TEST CYLINDERS SHALL BE OBTAINED FOR EVERY 50 CUBIC YARDS OF CONCRETE PLACED, OR ANY PORTION THEREOF PLACED IN A SINGLE DAY, AS FOLLOWS:

A FIVE (5) CONCRETE TEST CYLINDERS SHALL BE MOLDED FROM EACH SAMPLE AND CURED ACCORDING TO ASTM C 31. COMPRESSIVE TESTS SHALL BE PERFORMED ON ONE CYLINDER AT 7 DAYS AND THREE CYLINDERS AT 28 DAYS. THE FIFTH CYLINDER SHALL BE RETAINED FOR 56 DAYS AND TESTED ONLY IF THE AVERAGE STRENGTH OF THE 28 DAYS TESTS DO NOT MEET THE MINIMUM REQUIRED COMPRESSIVE STRENGTH.

B A SLUMP TEST AND TEMPERATURE MEASUREMENT SHALL BE PERFORMED FOR EACH SAMPLE.

C COMPUTATION OF WATER/CEMENT RATIO, AS REQUIRED OR DIRECTED BY THE ENGINEER.

2 ADDITIONAL CYLINDERS MAY BE MADE AND TESTED, AS NECESSARY, FOR ACCELERATED REMOVAL OF FORMS OR ERECTION OF MEMBERS TO VERIFY THAT NECESSARY STRENGTHS HAVE BEEN OBTAINED. SUCH CYLINDERS SHALL BE MADE AT THE CONTRACTOR'S EXPENSE.

3 FIELD DENSITY TESTS SHALL BE PERFORMED ON THE SUBGRADE AND EACH LIFT OF FILL MATERIAL. ONE DENSITY TEST WILL BE REQUIRED FOR EACH 5,000 SQUARE FEET, BUT NOT LESS THAN THREE (3) TESTS PER LIFT.

4 REINFORCED CONCRETE CONSTRUCTION - PERFORM THE FOLLOWING INSPECTIONS:

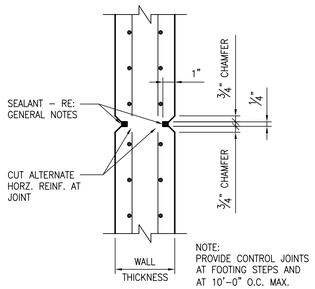
A INSPECT EXCAVATIONS AND SUBGRADE PREPARATIONS FOR THE WALL FOOTINGS.

B INSPECT REINFORCING STEEL PLACEMENT PRIOR TO CONCRETE POURS.

5 THE CONTRACTOR SHALL COOPERATE AND COORDINATE FULLY WITH THE TESTING LABORATORY.

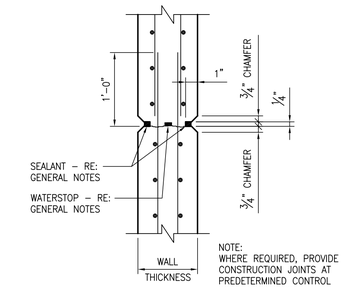
6 IN THE EVENT THAT CONCRETE ELEMENTS OR MEMBERS DO NOT ACHIEVE THE SPECIFIED MINIMUM COMPRESSIVE STRENGTHS, THE ENGINEER MAY REQUIRE ADDITIONAL ANALYSIS, TESTING OR REMOVAL AND REPLACEMENT OF MEMBERS. ANY AND ALL SUCH ADDITIONAL ANALYSIS OR TESTING SHALL BE AT THE CONTRACTOR'S EXPENSE, WHETHER SUCH ANALYSIS OR TESTING DEMONSTRATES ADEQUATE STRENGTH OR NOT. REPLACEMENT OF ANY MEMBERS DEEMED QUESTIONABLE OR INADEQUATE BY THE ENGINEER SHALL BE AT THE CONTRACTOR'S EXPENSE.

7 THE TESTING LABORATORY SHALL SEND COPIES OF THE INSPECTION AND TESTING REPORTS TO THE ENGINEER, PICKETT, KELM & ASSOCIATES, INC., 4100 DUVAL ROAD, BUILDING 4, SUITE 103, AUSTIN, TEXAS 78759. COPIES OF TEST AND INSPECTION REPORTS SHALL BE FORWARDED TO THE ENGINEER AS QUICKLY AS POSSIBLE FOLLOWING COMPLETION OF THE TESTS AND INSPECTIONS.



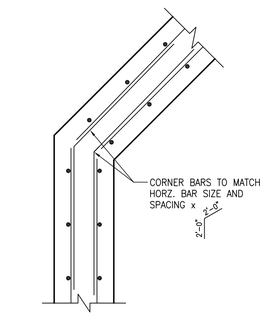

PLAN

1 RETAINING WALL CONTROL JOINT TYPICAL DETAIL N.T.S.



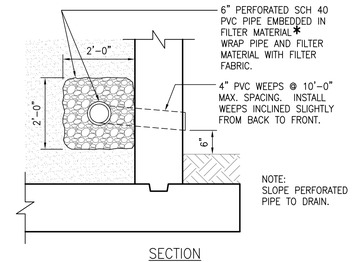

PLAN

2 RETAINING WALL CONSTRUCTION JOINT TYPICAL DETAIL N.T.S.




PLAN

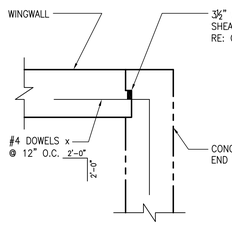
3 WALL CORNER TYPICAL DETAIL N.T.S.



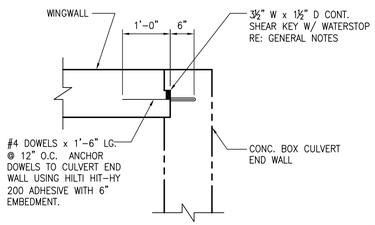

SECTION

*FILTER MATERIAL SHALL CONSIST OF CLEAN CRUSHED STONE RANGING IN SIZE FROM ¼ TO ½ INCH WITH NO MORE THAN 5% PASSING THE NO. 200 SIEVE. AN ACCEPTABLE GRADATION IS GRADE 5, ITEM 302, AGGREGATES FOR SURFACE TREATMENT, TxDOT 1993 STANDARD SPECIFICATIONS FOR CONSTRUCTION OF HIGHWAYS, STREETS AND BRIDGES.

4 DRAIN TYPICAL DETAIL N.T.S.




ALTERNATE 1




ALTERNATE 2

NOTE: CONTRACTOR MAY AT HIS OPTION, SELECT ALTERNATE 1 OR ALTERNATE 2 TO CONNECT WINGWALLS TO BOX CULVERT.

5 WINGWALL / BOX CULVERT CONNECTION TYPICAL DETAIL N.T.S.

| NO. | REVISION | BY | DATE |
|---|---|---|---|
| | Record Drawing | | |

STATE OF TEXAS · LUIS G. CANO · 116830 · LICENSED PROFESSIONAL ENGINEER · 6/29/2022

PROJECT NO. 031-5667
DESIGNED BY: LGC
DRAWN BY: LGC
CHECKED BY: LGC
APPROVED BY: LGC
DATE: 6/29/2022


Pickett, Kelm & Associates, Inc.
Consulting Structural Engineers
Texas Registration No. F-1491
4100 Duval Road, Bldg. 4, Suite 103
Austin, Texas 78759 • Phone 512-345-5538

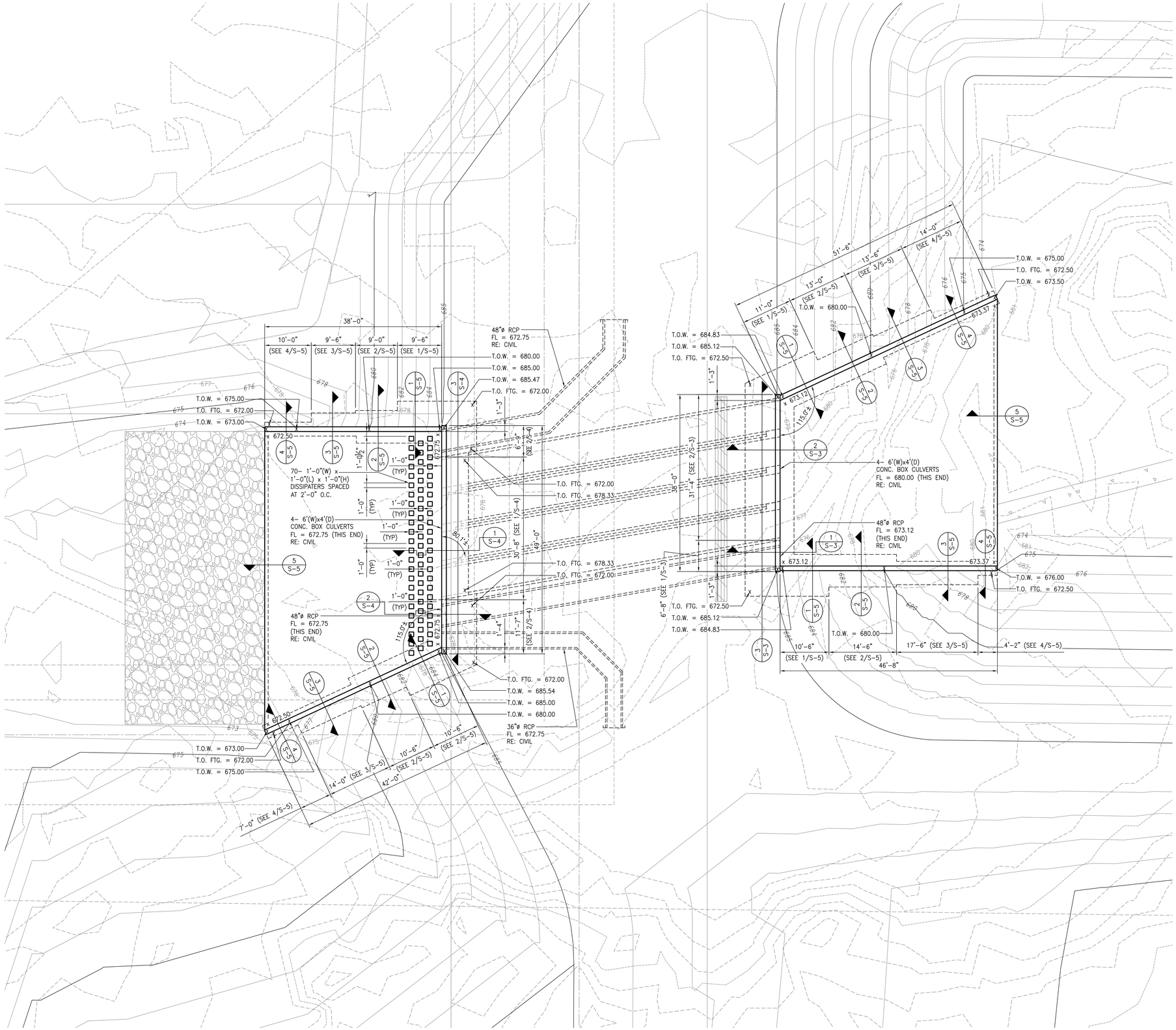

COVERED BRIDGE PHASE 1
HUTTO, TEXAS

CULVERT HEADWALLS

STRUCTURAL GENERAL NOTES AND TYPICAL DETAILS

Copyright 2022

SHEET NO. S-1




NOTES:

1. SEE SHEET S-1 FOR TYPICAL CONCRETE RETAINING WALL CONSTRUCTION DETAILS.
2. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND ELEVATIONS VERSUS CIVIL DRAWINGS AND REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO CONSTRUCTION.

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

| NO. | REVISION | BY | DATE |
|---|---|---|---|
| | Record Drawing | | |

STATE OF TEXAS · LUIS G. CANO · 116830 · LICENSED PROFESSIONAL ENGINEER · 6/29/2022

PROJECT NO. 031-5667
DESIGNED BY: LGC
DRAWN BY: LGC
CHECKED BY: LGC
APPROVED BY: LGC
DATE: 6/29/2022


Pickett, Kelm & Associates, Inc.
Consulting Structural Engineers
Texas Registration No. F-1491
4100 Duval Road, Bldg. 4, Suite 103
Austin, Texas 78759 • Phone 512-345-5538

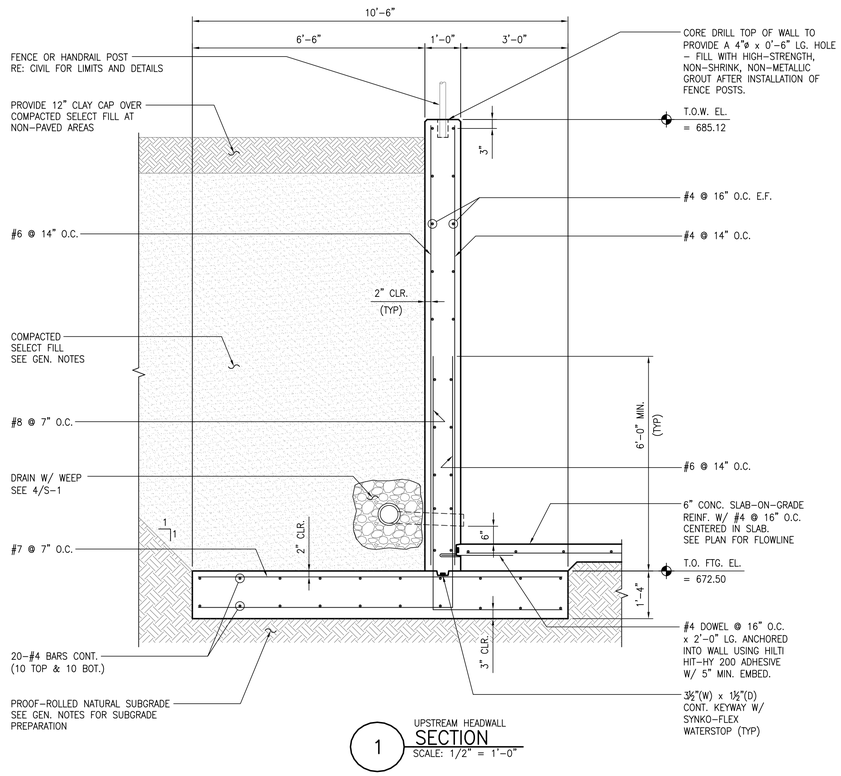

COVERED BRIDGE PHASE 1
HUTTO, TEXAS

CULVERT HEADWALLS

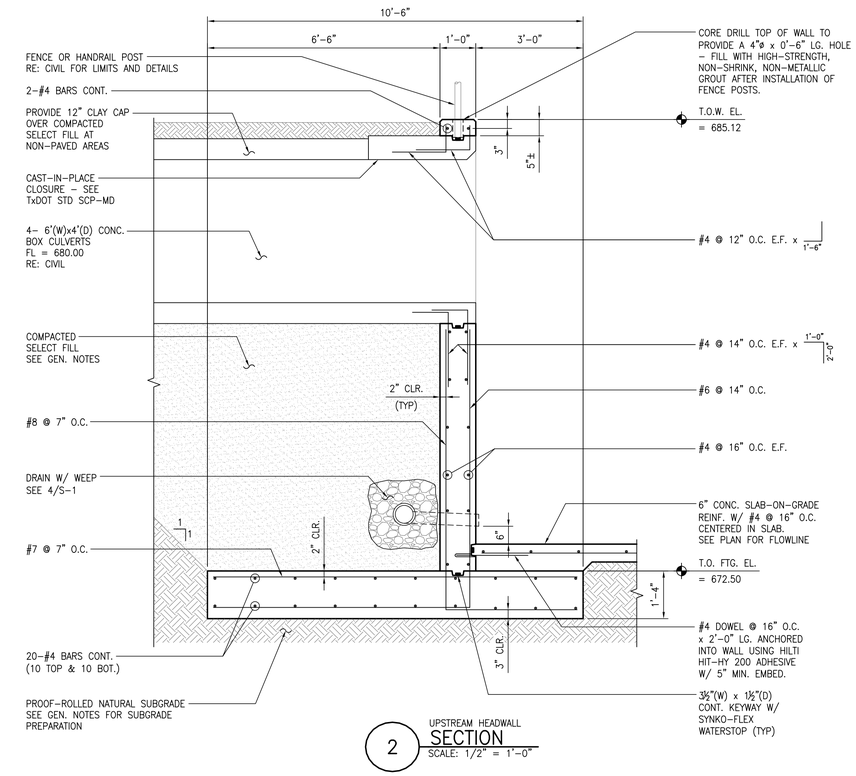
PLAN

Copyright 2022

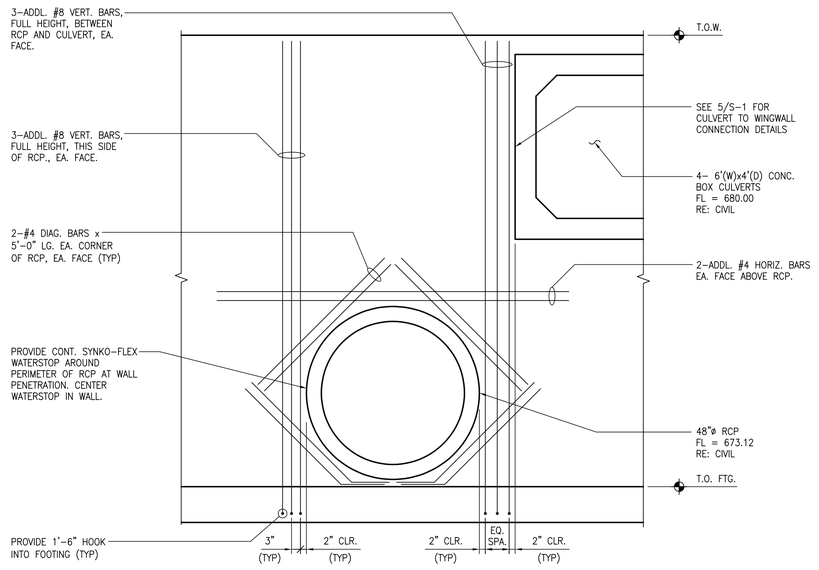
SHEET NO.
S-2




1 UPSTREAM HEADWALL SECTION
SCALE: 1/2" = 1'-0"




2 UPSTREAM HEADWALL SECTION
SCALE: 1/2" = 1'-0"




3 ADDL. REINF. AT UPSTREAM PIPES DETAIL
SCALE: 1/2" = 1'-0"

| NO. | REVISION | BY | DATE |
|---|---|---|---|
| | Record Drawing | | |

STATE OF TEXAS
LUIS G. CANO
116830
LICENSED
PROFESSIONAL ENGINEER
6/29/2022

PROJECT NO. 031-5667
DESIGNED BY: LGC
DRAWN BY: LGC
CHECKED BY: LGC
APPROVED BY: LGC
DATE: 6/29/2022


Pickett, Kelm & Associates, Inc.
Consulting Structural Engineers
Texas Registration No. F-1491
4100 Duval Road, Bldg. 4, Suite 103
Austin, Texas 78759 • Phone 512-345-5538

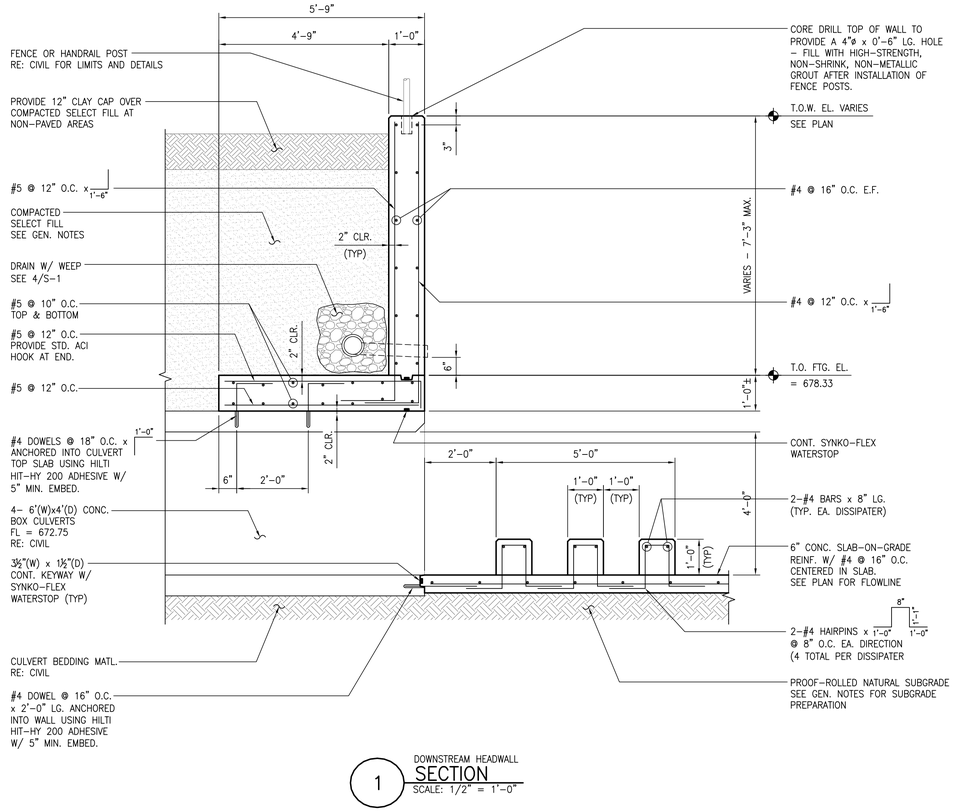

COVERED BRIDGE PHASE 1
HUTTO, TEXAS

CULVERT HEADWALLS

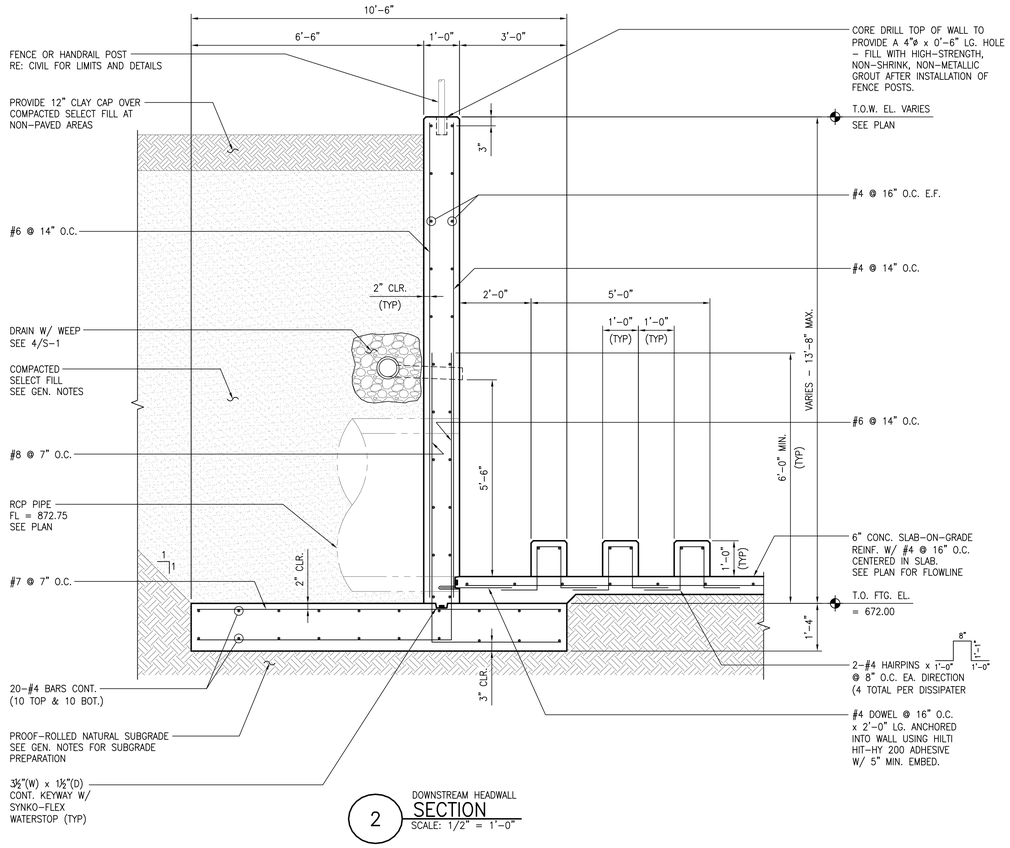
SECTIONS AND DETAILS

Copyright 2022

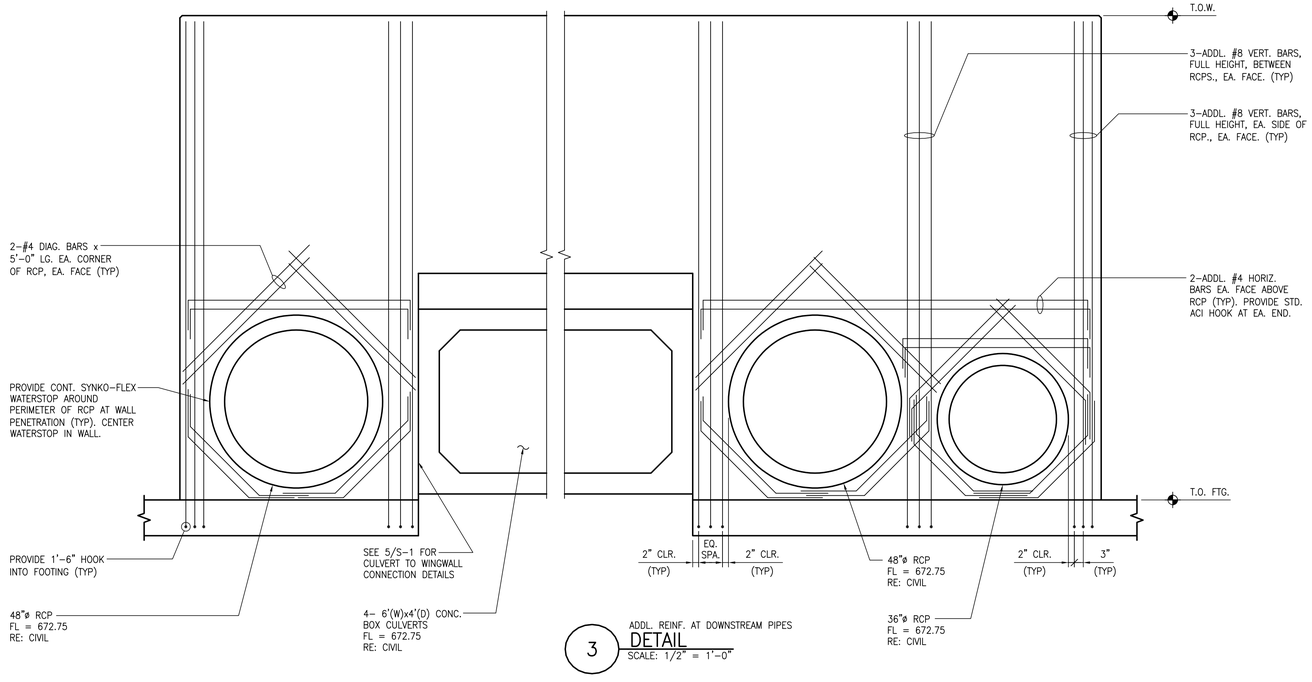
SHEET NO.
S-3




1 DOWNSTREAM HEADWALL SECTION
SCALE: 1/2" = 1'-0"




2 DOWNSTREAM HEADWALL SECTION
SCALE: 1/2" = 1'-0"




3 ADDL. REINF. AT DOWNSTREAM PIPES DETAIL
SCALE: 1/2" = 1'-0"

| NO. | REVISION | BY | DATE |
|---|---|---|---|
| | Record Drawing | | |

STATE OF TEXAS · LUIS G. CANO · 116830 · LICENSED PROFESSIONAL ENGINEER · 6/29/2022

PROJECT NO. 031-5667
DESIGNED BY: LGC
DRAWN BY: LGC
CHECKED BY: LGC
APPROVED BY: LGC
DATE: 6/29/2022


PKA
Pickett, Kelm & Associates, Inc.
Consulting Structural Engineers
Texas Registration No. F-1491
4100 Duval Road, Bldg. 4, Suite 103
Austin, Texas 78759 • Phone 512-345-5538

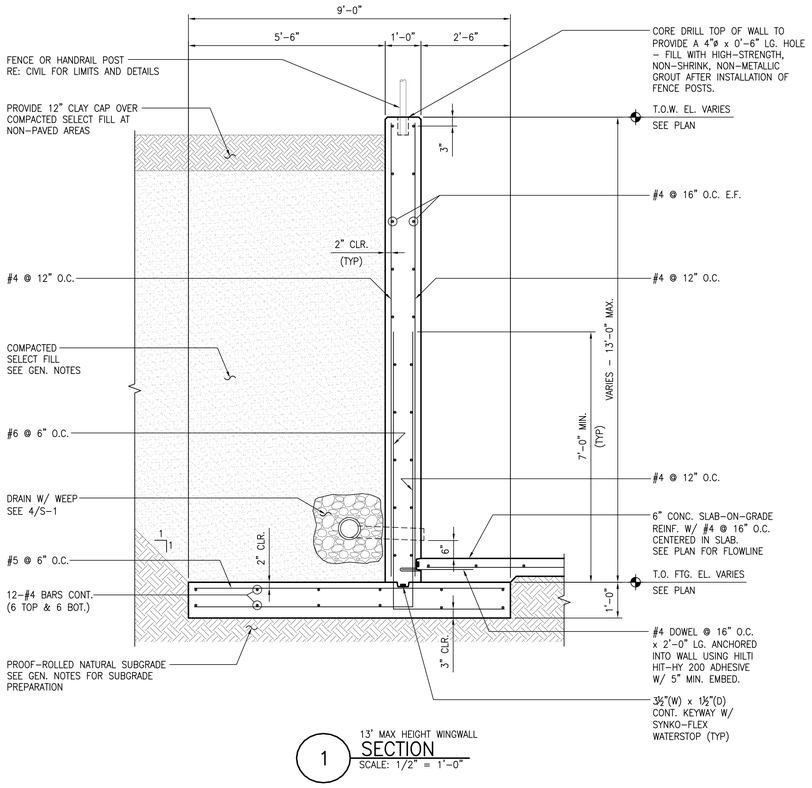

COVERED BRIDGE PHASE 1
HUTTO, TEXAS

CULVERT HEADWALLS

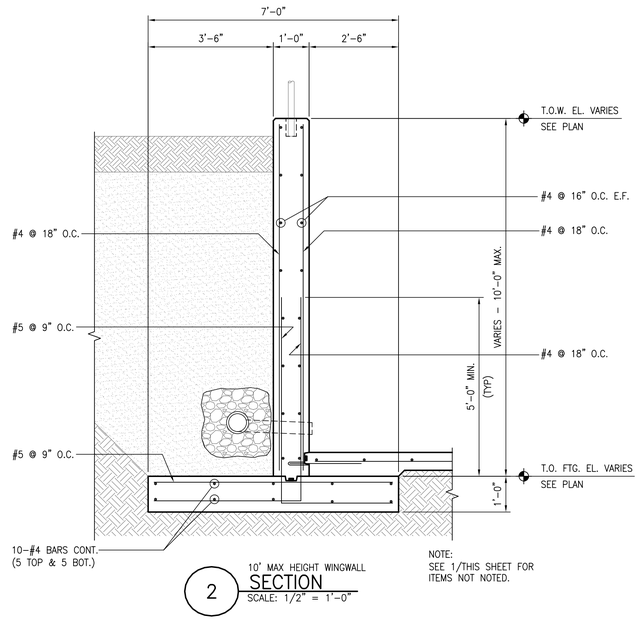
SECTIONS AND DETAILS

Copyright 2022

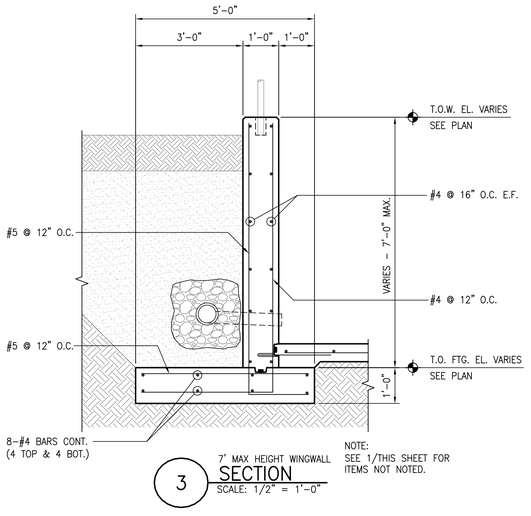
SHEET NO.
S-4



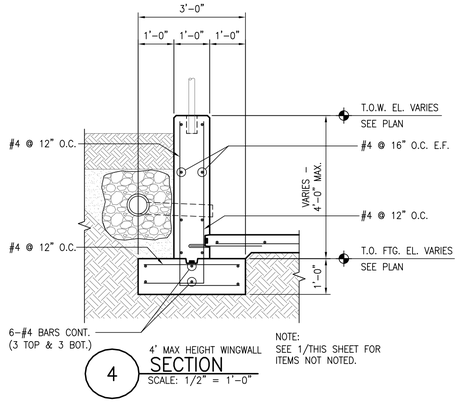

1 13' MAX HEIGHT WINGWALL SECTION
SCALE: 1/2" = 1'-0"



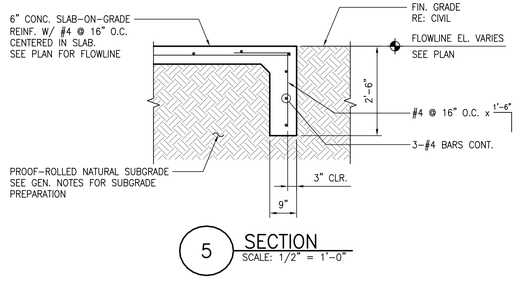

2 10' MAX HEIGHT WINGWALL SECTION
SCALE: 1/2" = 1'-0"




3 7' MAX HEIGHT WINGWALL SECTION
SCALE: 1/2" = 1'-0"




4 4' MAX HEIGHT WINGWALL SECTION
SCALE: 1/2" = 1'-0"




5 SECTION
SCALE: 1/2" = 1'-0"

| NO. | REVISION | BY | DATE |
|---|---|---|---|
| | Record Drawing | | |

STATE OF TEXAS
LUIS G. CANO
116830
LICENSED
PROFESSIONAL ENGINEER
6/29/2022

PROJECT NO. 031-5667
DESIGNED BY: LGC
DRAWN BY: LGC
CHECKED BY: LGC
APPROVED BY: LGC
DATE: 6/29/2022


PKA
Pickett, Kelm & Associates, Inc.
Consulting Structural Engineers
Texas Registration No. F-1491
4100 Duval Road, Bldg. 4, Suite 103
Austin, Texas 78759 • Phone 512-345-5538


COVERED BRIDGE PHASE 1
HUTTO, TEXAS

CULVERT HEADWALLS

SECTIONS AND DETAILS

Copyright 2022

SHEET NO.
S-5

All Transformers Type I
25kV Primary Voltage
HUTTO2721

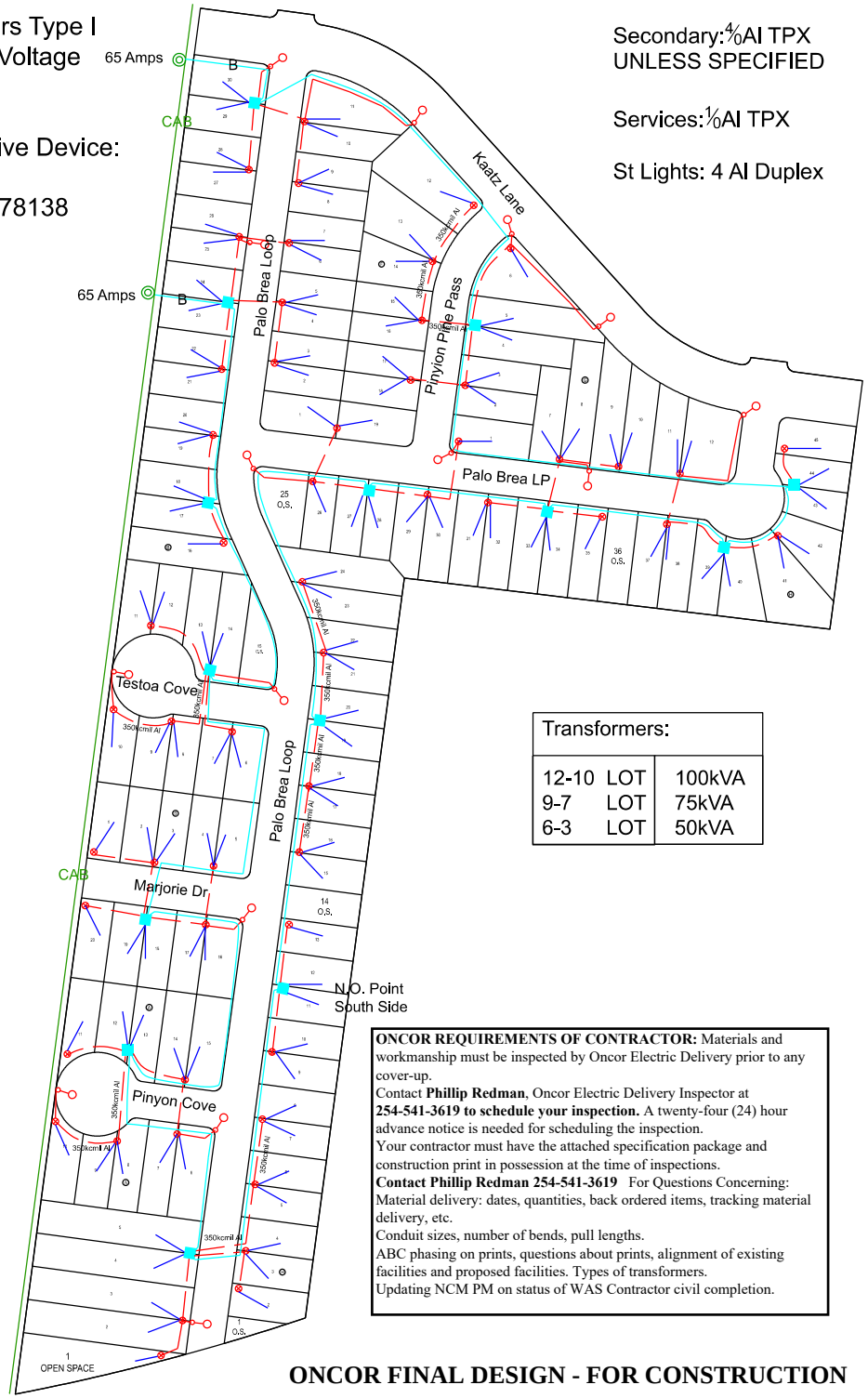
Upline Protective Device:
Recloser
@3765225-2778138

Primary: 1/0 Al TPX

Secondary: 4/0 Al TPX
UNLESS SPECIFIED

Services: 1/0 Al TPX

St Lights: 4 Al Duplex




| Transformers: | | |
|---|---|---|
| 12-10 | LOT | 100kVA |
| 9-7 | LOT | 75kVA |
| 6-3 | LOT | 50kVA |

**ONCOR REQUIREMENTS OF CONTRACTOR:** Materials and workmanship must be inspected by Oncor Electric Delivery prior to any cover-up.
Contact **Phillip Redman**, Oncor Electric Delivery Inspector at **254-541-3619 to schedule your inspection.** A twenty-four (24) hour advance notice is needed for scheduling the inspection.
Your contractor must have the attached specification package and construction print in possession at the time of inspections.
**Contact Phillip Redman 254-541-3619** For Questions Concerning:
Material delivery: dates, quantities, back ordered items, tracking material delivery, etc.
Conduit sizes, number of bends, pull lengths.
ABC phasing on prints, questions about prints, alignment of existing facilities and proposed facilities. Types of transformers.
Updating NCM PM on status of WAS Contractor civil completion.

**ONCOR FINAL DESIGN - FOR CONSTRUCTION**

N

DESIGN CONCURRENCE
☐ APPROVED AS DESIGNED DATE: _____
☐ CHANGES AS REQUESTED DATE: _____
NAME: _____
TITLE: _____

CROSSING SLEEVE INFORMATION

ONCOR Conduit

| | | |
|---|---|---|
| 1 IN. | REQUIRES | 2 IN. SLEEVE |
| 2 IN. | REQUIRES | 4 IN. SLEEVE |
| 3 IN. | REQUIRES | 6 IN. SLEEVE |
| 4 IN. | REQUIRES | 6 IN. SLEEVE |
| 6 IN. | REQUIRES | 10 IN. SLEEVE |

If crossing sleeves are to be installed place sleeves at all street crossing, and any other location where open trenching might be hindered.

ELECTRICAL FACILITIES LEGEND

- PEDESTAL
- HAND HOLE
- STREET LIGHT
- TRANSFORMER PAD
- SWITCHGEAR PAD
- PULL BOX
- EXISTING ONCOR POLE
- PROPOSED ONCOR POLE
- DOWNGUY
- OVERHEAD TRANSFORMER

| PRIMARY CONDUIT | SIZE | SECONDARY CONDUIT |
|---|---|---|
| | 1 IN. | |
| | 2 IN. | |
| | 3 IN | |
| | 4 IN. | |
| | 6 IN. | |

EASEMENT LINE

Services

ONCOR ELECTRIC DELIVERY
*DISTRIBUTION PROJECT MANAGEMENT AND DESIGN SERVICES*

PROJ. NAME : Covered Bridge Phase 1
LOCATION : Hutto, TX
PROJ. MGR. : Clemente Ventura
DESIGNER : Tiare Haro
W/R # : 3550927
PLOT SCALE : NTS

Updated: 10/05/2021
DATE: 09/21/2021

Record Drawing

P.O.R.

P.O.B.

N 7°36'49" E 2,088.13'

S 7°36'49" W 1,114.91'

N 7°36'49" E 998.86'

S 7°36'49" W 235.01'

S 7°36'49" W 205.01'

S 7°36'49" W 578.69'

N 7°36'49" E 516.36'

S 7°36'49" W 416.54'

S 7°36'49" W 212.20'

N 7°36'49" E 211.13'

S 42°08'52" E 431.09'

N 83°09'06" W 640.26'

S 7°28'40" W 374.04'

N 7°36'49" E 256.66'

S 7°36'49" W 327.90'

S 42°08'52" E 146.53'

S 42°08'52" E 204.58'

N 83°09'06" W 394.32'

N 83°09'06" W 205.02'

S 7°36'49" W 394.32'

S 7°36'49" W 394.32'

S 7°36'49" W 394.32

**Approved For Construction**

All Transformers Type I
25kV Primary Voltage
HUTTO2721

Upline Protective Device:
Recloser
@3765225-277

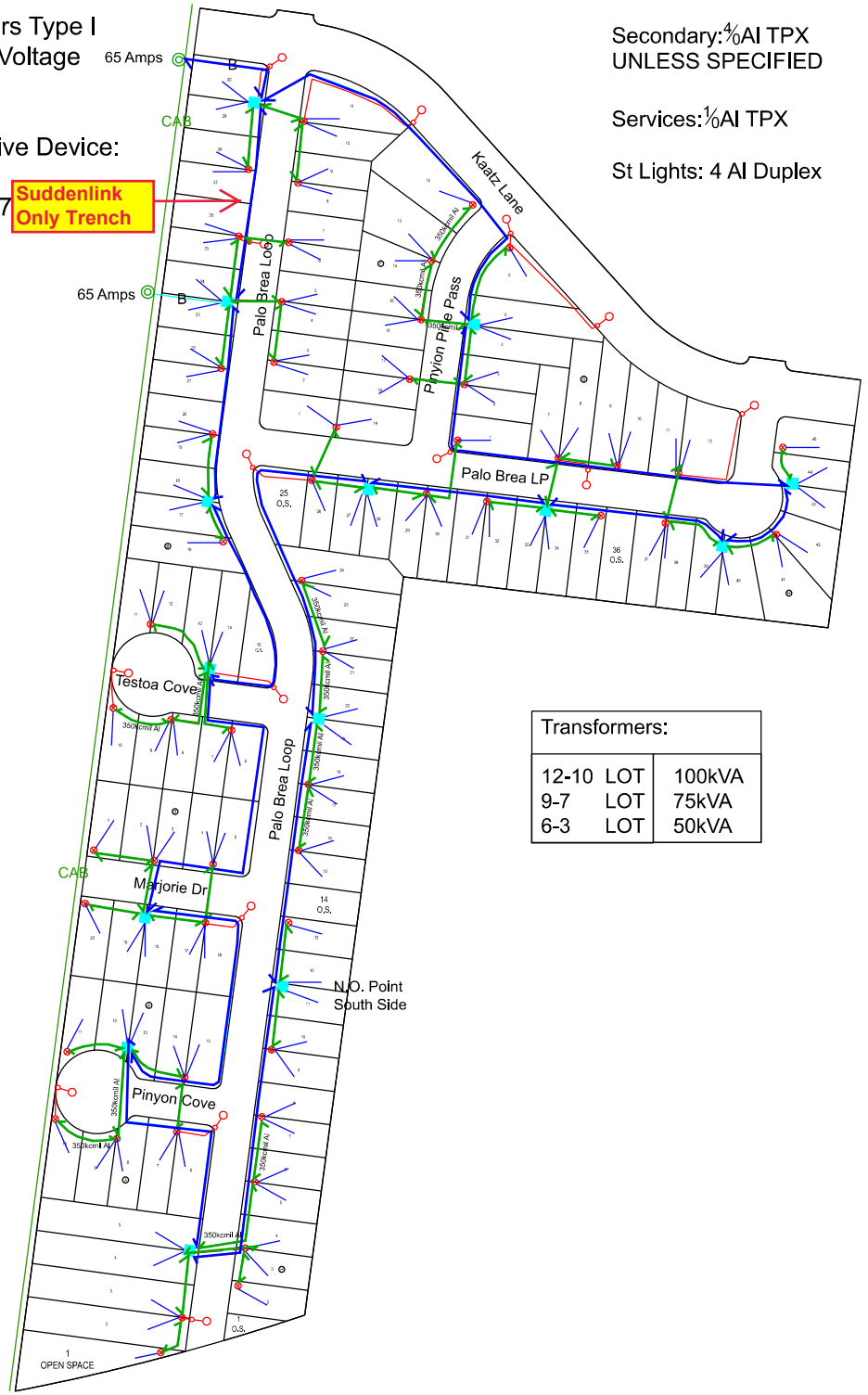
Suddenlink Only Trench

Primary: 1/0 Al TPX

Secondary: 4/0 Al TPX
UNLESS SPECIFIED

Services: 1/0 Al TPX

St Lights: 4 Al Duplex




| Transformers: | | |
|---|---|---|
| 12-10 | LOT | 100kVA |
| 9-7 | LOT | 75kVA |
| 6-3 | LOT | 50kVA |

N

DESIGN CONCURRENCE

☐ APPROVED AS DESIGNED DATE: _____

☐ CHANGES AS REQUESTED DATE: _____

NAME: _____

TITLE: _____

## CROSSING SLEEVE INFORMATION

ONCOR Conduit

| | | |
|---|---|---|
| 1 IN. | REQUIRES | 2 IN. SLEEVE |
| 2 IN. | REQUIRES | 4 IN. SLEEVE |
| 3 IN. | REQUIRES | 6 IN. SLEEVE |
| 4 IN. | REQUIRES | 6 IN. SLEEVE |
| 6 IN. | REQUIRES | 10 IN. SLEEVE |

If crossing sleeves are to be installed place sleeves at all street crossing, and any other location where open trenching might be hindered.

## ELECTRICAL FACILITIES LEGEND

- PEDESTAL
- HAND HOLE
- STREET LIGHT
- TRANSFORMER PAD
- SWITCHGEAR PAD
- PULL BOX
- EXISTING ONCOR POLE
- PROPOSED ONCOR POLE
- DOWNGUY
- OVERHEAD TRANSFORMER

| Suddenlink PRIMARY CONDUIT | SIZE | Suddenlink SECONDARY CONDUIT |
|---|---|---|
| | 1 IN. | |
| | 2 IN. | |
| | 3 IN | |
| | 4 IN. | |
| | 6 IN. | |

EASEMENT LINE

Services

ONCOR ELECTRIC DELIVERY
*DISTRIBUTION PROJECT MANAGEMENT AND DESIGN SERVICES*

PROJ. NAME : Covered Bridge Phase 1
LOCATION : Hutto, TX
PROJ. MGR. : Clemente Ventura
DESIGNER : Tiare Haro
W/R # : 3550927
PLOT SCALE : NTS

Updated: 10/05/2021
DATE: 09/21/2021

# RESOLUTION NO. R-2023-020

**A RESOLUTION ACCEPTING THE INFRASTRUCTURE IMPROVEMENTS FOR THE SUBDIVISION KNOWN AS COVERED BRIDGE PHASE 1 IN THE CITY OF HUTTO, WILLIAMSON COUNTY, TEXAS; REPEALING ANY PRIOR INCONSISTENT RESOLUTIONS; PROVIDING A SEVERABILITY CLAUSE AND PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, the City has been notified by Starlight Homes Texas, LLC (the "Developer"), that the public infrastructure improvements for the Covered Bridge Phase 1 Subdivision (the "Subdivision") have been completed by the Developer's contractor, DNT Construction, LLC (the "Contractor"), and the Developer has submitted those improvements and the record drawings prepared by the Developer's engineer, BGE, Inc. (the "Engineer") for acceptance by the City, and;

**WHEREAS**, a final inspection was conducted by the City's staff of all of the public infrastructure improvements, including paving, drainage, water, wastewater, sidewalk and ramp improvements, in the Subdivision that were completed by the Contractor, including both the work performed by the Contractor and the records submitted by the Engineer; and

**WHEREAS,** City staff recommend acceptance of the infrastructure improvements; and

**WHEREAS,** the Contractor has executed a two-year maintenance bond to the benefit of the City for the improvements in the Subdivision in the amount of $5,374,731.86; and

**WHEREAS,** the City Council desires to act on the recommendation of the City staff to accept the infrastructure improvements in the Subdivision.

**NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF HUTTO, TEXAS,**

**SECTION 1.** The findings set forth in the recitals of this Resolution are hereby found to be true and correct and are hereby adopted as findings of the City Council and are incorporated into the body of this Resolution as if fully set forth herein.

**SECTION 2.** The City Council hereby accepts the infrastructure improvements for the Covered Bridge Subdivision, subject to the obligations of the Contractor to the City under the maintenance bond and reserving the right of the City to exercise any other rights or pursue any other claims that the City may have under other agreements or law against the Developer, Contractor, or Engineer if defects in the materials, workmanship, or design are subsequently discovered.

**SECTION 3.** The sections, paragraphs, sentences, phrases, clauses, and words of this Resolution are severable and if any phrase, clause, sentence, paragraph or section of this Resolution shall be declared invalid or unconstitutional by the valid and final judgment or decree of any court of competent jurisdiction, such invalidity or unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs, and sections of this Resolution, since the same would have been enacted by the City Council without the incorporation in this Resolution of any such unconstitutional or invalid phrase, clause, sentence, paragraph or section.

**SECTION 4.** This resolution shall become effective and be in full force and effect from and after the date of passage and adoption by the City Council, and upon approval, thereof, as prescribed by law.

**SECTION 5.** The City Council hereby finds and declares that written notice of the date, hour, place and subject of the meeting at which this resolution was adopted was posted and that such meeting was open to the public as required by law at all times during which this Resolution and the subject matter hereof were discussed, considered and formally acted upon, all as required by the Open Meetings Act, Chapter 551, Texas Government Code, as amended.

**CONSIDERED and RESOLVED** by the City Council of the City of Hutto on this the **2nd** day of **February, 2023.**

**THE CITY OF HUTTO, TEXAS**

_____
Mike Snyder, Mayor

**ATTESTED:**

_____
Angela Lewis, City Secretary

# AGENDA ITEM REPORT
# 10.3.

| | |
|---|---|
| **To:** | City Council |
| **Subject:** | Consideration and possible action on Ordinance No. O-2023-010 amending Chapter 18, Article 18.02, Division 1 of the Code of Ordinances to update the rules and regulations related to City Parks. (Jeff White) (First Reading)<br><br>a. Consideration and possible action on Ordinance No. O-2023-010 to dispense with the second reading pursuant to Hutto City Charter Article 3, Section 3.13 (Legal) |
| **Meeting:** | Thursday, February 2, 2023 |
| **Department:** | Community Services / |
| **Staff Contact:** | |

## BACKGROUND INFORMATION:

The Hutto Police Department and Parks and Recreation Department are requesting an amendment to Article 18.02.002 Prohibited items and activities, Section (i) Exhibition of Acceleration Prohibited, of the Code of Ordinances

These amended rules and regulations are designed to protect the lives of all individuals and help the Parks and Recreation Department in daily operations. Public safety and law enforcement within parks and recreation areas and facilities shall be governed by codes, laws, and ordinances, some of which may be enacted specifically for the control and management of parks and recreation areas and facilities.

Ordinance History
June 6, 2011 - City Council originally approved the Parks and Recreation Ordinances.
October 22, 2022 - City Council approved new language.
January 5, 2023 - City Council approved an amendment to Section 18.02.004, (b) (8) Contract terms run on the calendar year and are subject to review and renewal on an annual basis, unless a different contract term is approved by the City Council in the Facility Use Agreement.

## SUMMARY OF REQUEST:

Staff is requesting the following Ordinance amendment to Article 18.02.002 Prohibited items and activities, Section (i) Exhibition of Acceleration Prohibited, (1) Affirmative Defenses of the Code of Ordinances.

(1) Affirmative Defenses. It is an affirmative defense to prosecution under this section that:

(A) the person was operating an authorized fire, police, or emergency services vehicle *in the performance of the person's duties as a member of a fire, police, or emergency services department* [~~when responding to an emergency or when in pursuit of a criminal suspect~~];

## STAFF REVIEW:

Pursuant to Hutto Charter Section 3.13, this ordinance should be read at two regular meetings because the code section being amended involves the levy of a penalty.

## FISCAL NOTES:

**None applicable**

## ATTACHMENTS:

1. O-2023-010 Amending Sec 18.02.002(i) (1)

**ORDINANCE NO. O-2023-010**

**AN ORDINANCE OF THE CITY OF HUTTO, TEXAS, AMENDING CHAPTER 18, ARTICLE 2, SECTION 18.02.002(i) OF THE CODE OF ORDINANCES TO AMEND AN AFFIRMATIVE DEFENSE AGAINST PROHIBITED EXHIBITION OF ACCELERATION FOR PERSONS OPERATING AUTHORIZED FIRE, POLICE, OR EMERGENCY SERVICES VEHICLES; AND PROVIDING FOR: FINDINGS OF FACT, ENACTMENT, REPEALER, SEVERABILITY, EFFECTIVE DATE, AND PROPER NOTICE & MEETING.**

**WHEREAS,** the City of Hutto, Texas, (the "City"), is a home rule city operating pursuant to the laws of its Charter and of the State and Texas, by and through its duly elected City Council members; and

**WHEREAS,** Chapter 18, Article 2, Section 18.02.002(i) of the Code of Ordinances, prohibits exhibition of acceleration by persons operating motor vehicles within city parks, generally; and

**WHEREAS,** Section 18.02.002(i) provides an affirmative defense to prosecution under this section if the person was operating a fire, police, or emergency services vehicle "when responding to an emergency or when in pursuit of a criminal suspect", requires that youth sports associations must enter into written contract agreements for the use of city facilities, with certain basic agreement terms required as stated in that section; and

**WHEREAS,** the Hutto Police Department may at times wish to conduct training exercises within city parks that may include exhibition of acceleration for training purposes; and

**WHEREAS,** the City Council desires allow for such training exercises to be carried out within city parks by expanding the affirmative defense available for persons operating authorized fire, police, or emergency vehicles so long as the operation of that vehicle is in performance of the person's duties; and

**WHEREAS,** the City Council finds certain amendments to the Code of Ordinances are necessary to meeting these training purposes and public safety needs, and such amendments are in the best interest of the City; and

**WHEREAS,** the City finds that this ordinance was passed and approved at a meeting of the City Council of the City of Hutto held in strict compliance with the Texas Open Meetings Act at which a quorum of the City Council Members were present and voting; and

**WHEREAS,** the City Council has determined that all prerequisites to the adoption of this Ordinance have been met.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF HUTTO, TEXAS, THAT:**

**Section 1. Findings of Fact:** The foregoing recitals are incorporated into this Ordinance by reference as findings of fact as if expressly set forth herein.

**Section 2. Enactment:** Chapter 18, Article 2, Section 18.02.002(i) of the Code of Ordinances of the City of Hutto, is hereby amended to read in accordance with **Attachment A** which is attached hereto and incorporated into this Ordinance for all intents and purposes. Underlined and italicized text shall be added, and struck-through and bracketed text shall be deleted as indicated in **Attachment A**.

**Section 3. Repealer:** All ordinances, or parts thereof, that are in conflict or inconsistent with any provision of this Ordinance are hereby repealed to the extent of such conflict, and the provisions of this Ordinance shall be and remain controlling as to the matters regulated, herein.

**Section 4. Severability:** Should any of the clauses, sentences, paragraphs, sections, or parts of this Ordinance be deemed invalid, unconstitutional, or unenforceable by a court of law or administrative agency with jurisdiction over the matter, such action shall not be construed to affect any other valid portion of this Ordinance.

**Section 5. Codification:** The City Secretary is hereby directed to record and publish the attached rules, regulations and policies in the City's Code of Ordinances as authorized by Section 52.001 of the Texas Local Government Code.

**Section 6. Passage:** Pursuant to Section 3.13 of the Hutto City Charter, the Council determined that the first reading of this ordinance is sufficient for adequate consideration by an affirmative vote of four or more members of the City Council during the first reading and the requirement for reading this Ordinance on two separate dates with was dispensed with by the affirmative vote of four or more members of the City council; therefore, this Ordinance is adopted and enacted without further readings. In the event a second reading is necessary, this Ordinance is adopted and enacted upon the affirmative vote of four or more members of the City Council upon second reading.

**Section 7. Effective Date:** This Ordinance shall take effect immediately after its final passage and any publication in accordance with the requirements of the City of Hutto and the laws of the State of Texas.

**Section 8. Proper Notice & Meeting:** It is hereby officially found and determined that the meeting at which this Ordinance was passed was open to the public, and that public notice of the time, place and purpose of said meeting was given as required by the Open Meetings Act, Texas Government Code, Chapter 551. Notice was also provided as required by Chapter 52 of the Texas Local Government Code.

**READ** and **APPROVED** on the first reading this the ___ day of _____ **2023.**

**READ**, **PASSED** and **ADOPTED** on second reading this ___ day of _____ **2023.**

**THE CITY OF HUTTO, TEXAS**

By:_____
Mike Snyder, Mayor

**ATTEST:**

By:_____
Angela Lewis, City Secretary

(SEAL)

**Attachment "A"**

**Sec. 18.02.002 Prohibited items and activities**

. . .

(i) Exhibition of Acceleration Prohibited. A person commits an offense if the person operates a motor vehicle within any city park and accelerates said vehicle in a manner that exhibits such speed or acceleration as to cause one or more of its wheels to spin against the surface of the street, or other driving surface, and thereby leaves markings or other physical evidence of spinning wheels thereon.

(1) Affirmative Defenses. It is an affirmative defense to prosecution under this section that:

(A) the person was operating an authorized fire, police, or emergency services vehicle *in the performance of the person's duties as a member of a fire, police, or emergency services department* [~~when responding to an emergency or when in pursuit of a criminal suspect~~]; or

(B) the acceleration or braking was performed to avoid a traffic accident.

(2) Penalty. An offense under this section is a misdemeanor punishable by a fine not to exceed $200.00.

. . .

# AGENDA ITEM REPORT
# 10.4.

| | |
|---|---|
| **To:** | City Council |
| **Subject:** | Presentation and possible action to accept the financial report for the month ending November 30, 2022. (Anne LaMere) |
| **Meeting:** | Thursday, February 2, 2023 |
| **Department:** | Finance / |
| **Staff Contact:** | |

## BACKGROUND INFORMATION:

## SUMMARY OF REQUEST:

## STAFF REVIEW:

## FISCAL NOTES:

## ATTACHMENTS:

1. FINAL DRAFT - Financial Report




# *MONTHLY FINANCIAL AND INVESTMENT REPORT*

## *FOR THE MONTH ENDED NOVEMBER 30, 2022*

**Finance Department**

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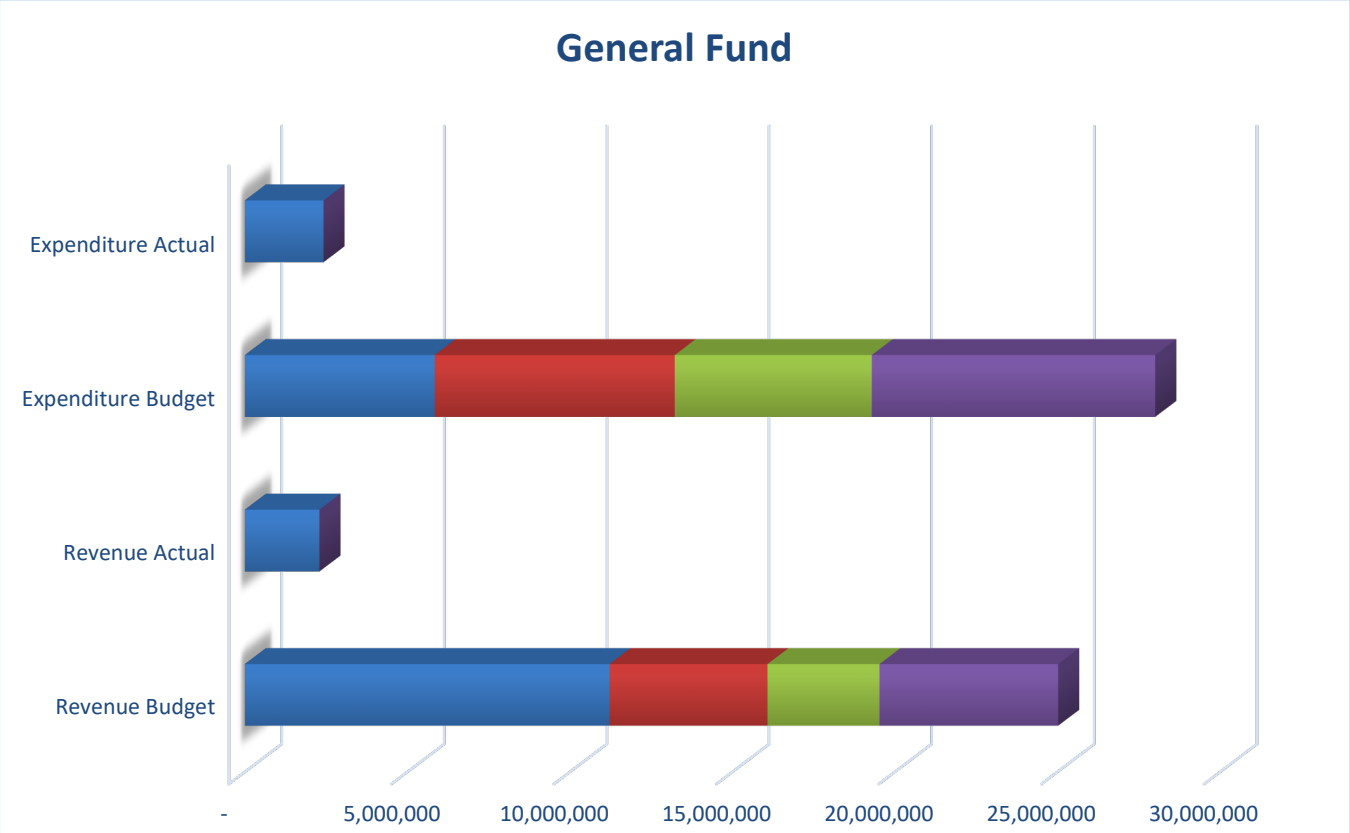
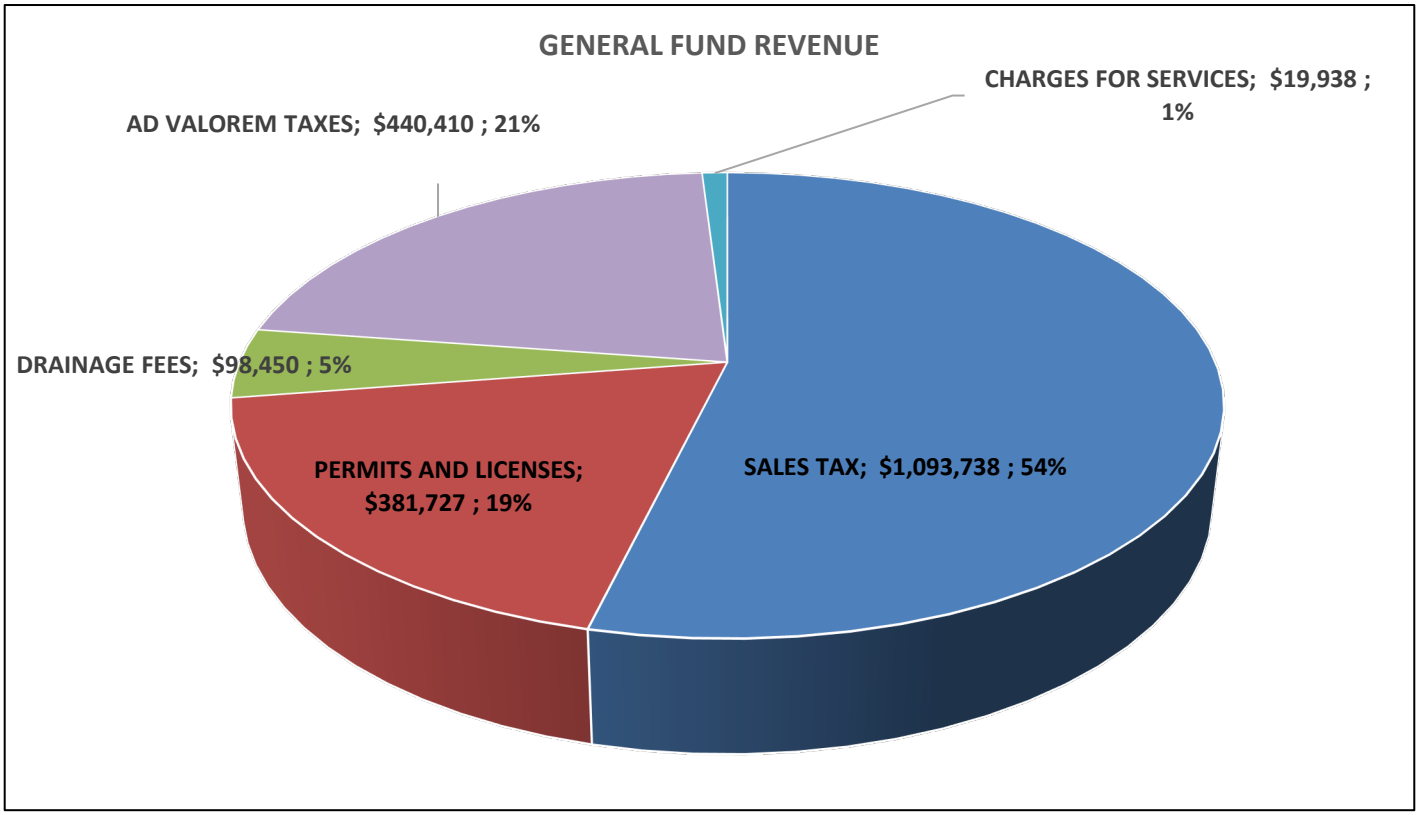
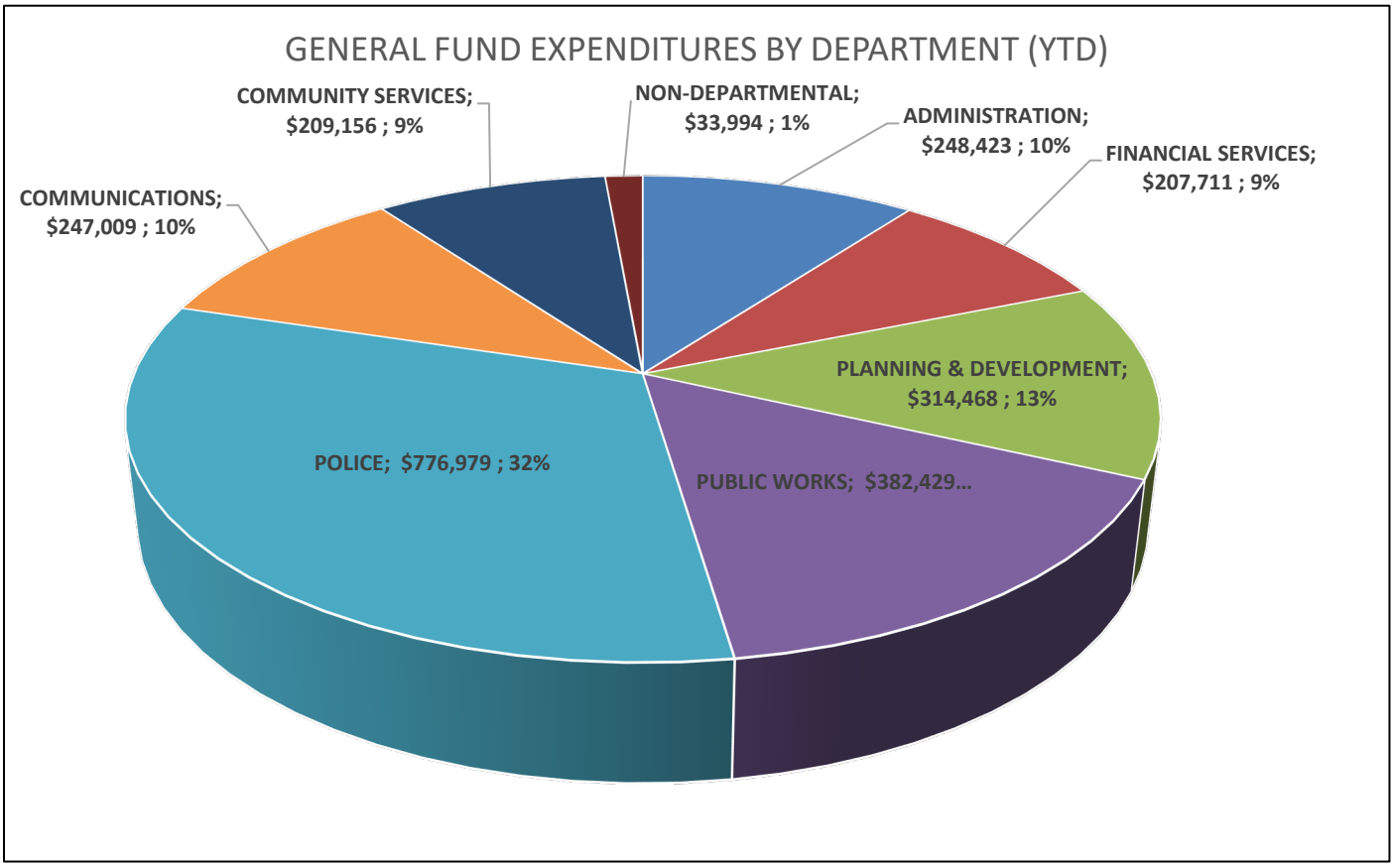
# FINANCIAL DASHBOARD FOR THE MONTH ENDING NOV 30, 2022

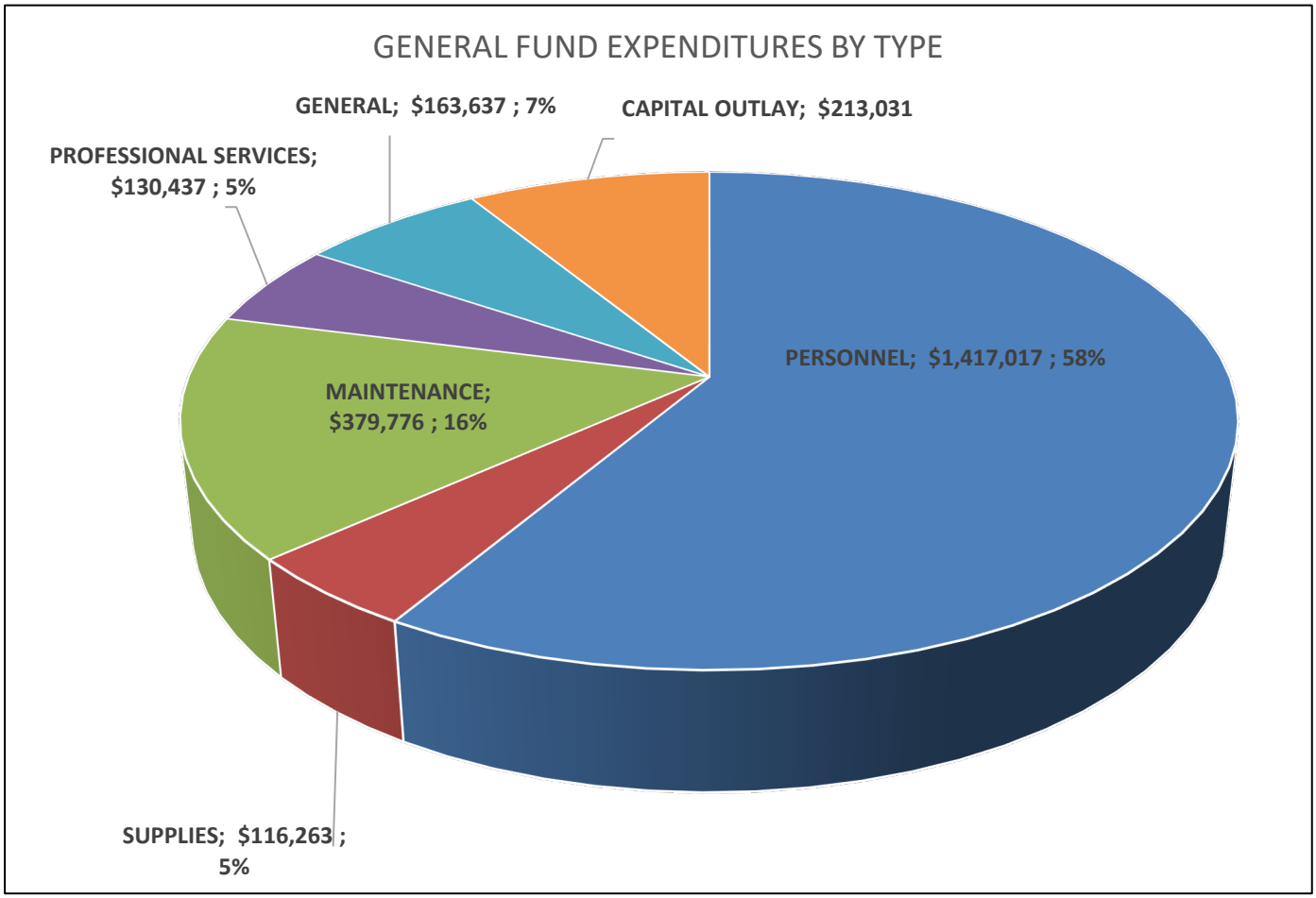



| | Revenue Budget | Revenue Actual | Expenditure Budget | Expenditure Actual |
|---|---|---|---|---|
| Quarter 1 | 11,223,214 | 2,294,067 | 5,839,457 | 2,420,160 |
| Quarter 2 | 4,859,639 | - | 7,388,243 | - |
| Quarter 3 | 3,445,790 | - | 6,063,513 | - |
| Quarter 4 | 5,495,246 | - | 8,715,774 | - |

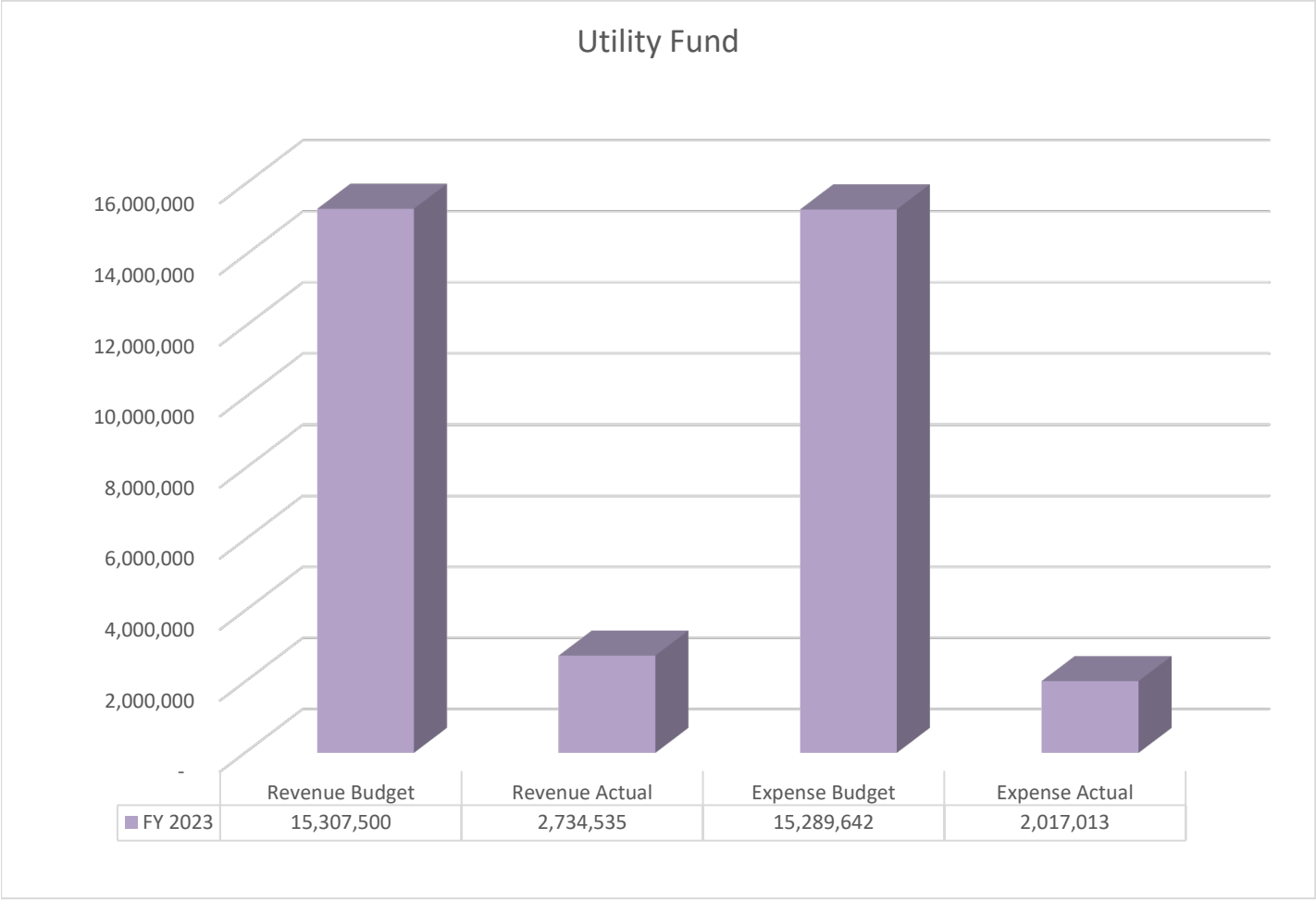


# FINANCIAL DASHBOARD FOR THE MONTH ENDING NOV 30, 2022



# FINANCIAL DASHBOARD FOR THE MONTH ENDING NOV 30, 2022

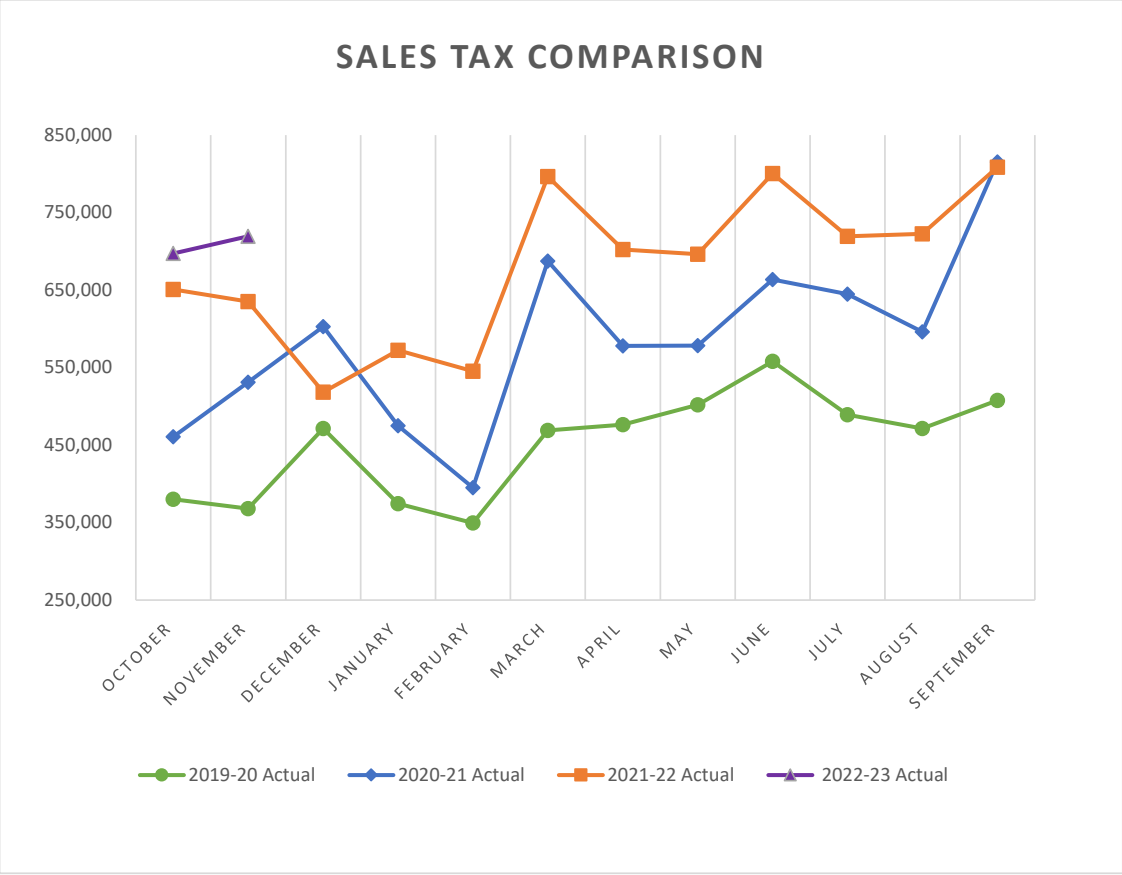



- Utility revenues were at 17.86% of budget
- Expenses were at 13.19% of budget

## CITY ONLY Monthly Sales Tax Revenue

| Received Month | FY Accrual Month | 2019-20 Actual | 2020-21 Actual | 2021-22 Actual | 2022-23 Estimate | 2022-23 Estimate Booked | |
|---|---|---|---|---|---|---|---|
| December | October | 380,217 | 460,839 | 650,779 | 508,138 | 508,138 | (a) |
| January | November | 368,031 | 531,091 | 635,102 | 585,600 | 585,600 | (a) |
| February | December | 471,312 | 602,713 | 518,338 | 664,573 | | |
| March | January | 374,496 | 475,083 | 572,428 | 523,844 | | |
| April | February | 349,480 | 395,000 | 545,417 | 435,541 | | |
| May | March | 468,816 | 687,438 | 796,610 | 757,994 | | |
| June | April | 476,524 | 578,119 | 702,235 | 637,455 | | |
| July | May | 501,930 | 578,444 | 696,432 | 637,814 | | |
| August | June | 558,000 | 663,684 | 800,353 | 731,802 | | |
| September | July | 489,116 | 644,647 | 719,296 | 710,811 | | |
| October | August | 471,586 | 596,256 | 722,693 | 657,454 | | |
| November | September | 507,797 | 815,296 | 808,638 | 898,975 | | |
| % Y-T-D Change | | 48.3% | 29.7% | 16.2% | **7,750,000** | **1,093,738** | |

| | |
|---|---|
| Less Sales Tax Rebates from 380 Agreements | (175,000) |
| Plus Liquor Sales Tax | 40,000 |
| Total Bugeted Sales Tax on General Fund Financials | **7,615,000** |




(a) October and November were booked as estimates. October's actuals will be trued up to actuals in December ($697,257), and November's actuals will be trued up in January ($719,481).

CITY OF HUTTO

GENERAL FUND

STATEMENT OF REVENUES

**FOR THE MONTH ENDED NOVEMBER 30, 2022**

| REVENUES | BUDGET | CURRENT MONTH | FISCAL YTD | VARIANCE FAVORABLE (UNFAVORABLE) | PERCENT OF BUDGET |
|---|---|---|---|---|---|
| AD VALOREM TAXES (a) | $ 10,911,184 | $ 305,498 | $ 440,410 | $ (10,470,774) | 4.04% |
| SALES TAX | 7,615,000 | 585,600 | 1,093,738 | (6,521,262) | 14.36% |
| FRANCHISE FEES | 977,355 | 110 | 110 | (977,245) | 0.01% |
| PERMITS AND LICENSES (b) | 3,715,200 | 151,234 | 381,727 | (3,333,473) | 10.27% |
| CHARGES FOR SERVICES | 382,650 | 3,050 | 19,938 | (362,712) | 5.21% |
| FINES | 305,500 | 22,148 | 45,751 | (259,749) | 14.98% |
| DRAINAGE FEES | 550,000 | 49,372 | 98,450 | (451,550) | 17.90% |
| GRANT REVENUE | - | - | 1,477 | 1,477 | 100.00% |
| OTHER REVENUES | 100,000 | 297 | 334 | (99,666) | 0.33% |
| INTEREST | 50,000 | 104,650 | 191,235 | 141,235 | 382.47% |
| SUB - TOTAL | $ 24,606,889 | $ 1,221,960 | $ 2,273,171 | $ (22,333,718) | 9.24% |
| TRANSFER FROM OTHER FUNDS | 417,000 | 16,076 | 20,896 | (396,104) | 5.01% |
| TOTAL REVENUES | $ 25,023,889 | $ 1,238,036 | $ 2,294,067 | $ (22,729,822) | 9.17% |

| **GENERAL FUND SUMMARY** | | | | | |
|---|---|---|---|---|---|
| TOTAL REVENUE INCLUDING TRANSFERS | $ 25,023,889 | $ 1,238,036 | $ 2,294,067 | $ (22,729,822) | 9.17% |
| GENERAL FUND EXPENDITURES | 28,006,987 | 1,527,796 | 2,420,170 | 25,586,817 | 8.64% |
| BUDGETED FUND BALANCE (c) | 16,626,172 | 16,626,172 | 16,626,172 | - | |
| TOTAL FUND BALANCE | $ 13,643,074 | $ 16,336,412 | $ 16,500,069 | | |
| REQUIRED RESERVES (d) | 4,807,522 | 4,807,522 | 4,807,522 | | |
| **UNRESERVED FUND BALACE (c)** | **8,835,552** | **11,528,890** | **11,692,547** | | |

**NOTES:**

**The General Fund accounts for the resources used to finance the fundamental operations of the City.**

(a) Ad Valorem Taxes are primarily collected in December and January. It is not unusual for for collections to be low in October and November

(b) Permit revenues expected to increase in second and third quarters

(c) Budgeted fund balance updated to correct a calculation error in the budget document

(d) Required reserves are 20% of operating expenditures ($24,037,610). The remaining $3,969,378 are one-time capital expenditures

CITY OF HUTTO
GENERAL FUND
STATEMENT OF EXPENDITURES
FOR THE MONTH ENDED NOVEMBER 30, 2022

| | CURRENT BUDGET | CURRENT MONTH | FISCAL YTD | VARIANCE FAVORABLE (UNFAVORABLE) | PERCENT OF BUDGET |
|---|---|---|---|---|---|
| **ADMINISTRATION** | | | | | |
| PERSONNEL | $ 1,000,859 | $ 49,242 | $ 77,831 | $ 923,027 | 7.78% |
| SUPPLIES | 4,150 | 108 | 484 | 3,666 | 11.65% |
| PROFESSIONAL SERVICES | 51,500 | 27 | 3,768 | 47,732 | 7.32% |
| GENERAL | 22,750 | 100 | 100 | 22,650 | 0.44% |
| CAPITAL OUTLAY | - | - | - | - | 0.00% |
| **TOTAL ADMINISTRATION** | $ 1,079,259 | $ 49,477 | $ 82,183 | $ 997,076 | 7.61% |
| **CITY COUNCIL** | | | | | |
| PERSONNEL | $ 75,074 | $ 5,396 | $ 8,477 | $ 66,598 | 11.29% |
| SUPPLIES | 7,750 | - | - | 7,750 | 0.00% |
| PROFESSIONAL SERVICES | 5,000 | - | - | 5,000 | 0.00% |
| GENERAL | 437,299 | 18,127 | 21,213 | 416,086 | 4.85% |
| CAPITAL OUTLAY | - | - | - | - | 0.00% |
| **TOTAL CITY COUNCIL** | $ 525,123 | $ 23,524 | $ 29,689 | $ 495,434 | 5.65% |
| **Legal** | | | | | |
| PROFESSIONAL SERVICES | $ 375,000 | $ 40,800 | $ 41,620 | 333,380 | 11.10% |
| **TOTAL CITY COUNCIL** | $ 375,000 | $ 40,800 | $ 41,620 | $ 333,380 | 11.10% |
| **HUMAN RESOURCES** | | | | | |
| PERSONNEL | $ 450,016 | $ 35,525 | $ 54,232 | $ 395,783 | 12.05% |
| SUPPLIES | 4,610 | 177 | 213 | 4,397 | 4.62% |
| MAINTENANCE | 20,000 | - | - | 20,000 | 0.00% |
| PROFESSIONAL SERVICES | 171,700 | 3,878 | 7,324 | 164,376 | 4.27% |
| GENERAL | 20,800 | - | 65 | 20,735 | 0.31% |
| CAPITAL OUTLAY | - | - | - | - | 0.00% |
| **TOTAL HUMAN RESOURCES** | $ 667,126 | $ 39,580 | $ 61,834 | $ 605,291 | 9.27% |
| **ECONOMIC DEVELOPMENT** | | | | | |
| PERSONNEL | $ 336,217 | $ 24,095 | $ 33,419 | $ 302,798 | 9.94% |
| SUPPLIES | 23,000 | - | 29 | 22,971 | 0.13% |
| MAINTENANCE | 7,000 | - | - | 7,000 | 0.00% |
| PROFESSIONAL SERVICES | 33,000 | - | - | 33,000 | 0.00% |
| GENERAL | 10,100 | - | (351) | 10,451 | -3.47% |
| CAPITAL OUTLAY | - | - | - | - | 0.00% |
| **TOTAL ECONOMIC DEVELOPMENT** | $ 409,317 | $ 24,095 | $ 33,097 | $ 376,220 | 8.09% |
| **FINANCE** | | | | | |
| PERSONNEL | $ 970,177 | $ 64,273 | $ 101,617 | $ 868,560 | 10.47% |
| SUPPLIES | 10,250 | 28 | 191 | 10,059 | 1.86% |
| MAINTENANCE | 4,500 | - | - | 4,500 | 0.00% |
| PROFESSIONAL SERVICES | 255,250 | 184 | 4,171 | 251,079 | 1.63% |
| GENERAL | 425,600 | 27,655 | 52,984 | 372,616 | 12.45% |
| CAPITAL OUTLAY | - | - | - | - | 0.00% |
| **TOTAL FINANCE** | 1,665,777 | 92,140 | 158,963 | 1,506,814 | 9.54% |
| **MUNICIPAL COURT** | | | | | |
| PERSONNEL | $ 371,590 | $ 29,658 | $ 46,261 | $ 325,330 | 12.45% |
| SUPPLIES | 6,550 | 152 | 152 | 6,398 | 2.32% |
| MAINTENANCE | 27,500 | 100 | 100 | 27,400 | 0.36% |
| PROFESSIONAL SERVICES | 1,750 | - | - | 1,750 | 0.00% |
| GENERAL | 27,150 | 1,017 | 2,235 | 24,915 | 8.23% |
| CAPITAL OUTLAY | - | - | - | - | 0.00% |
| **TOTAL MUNICIPAL COURT** | $ 434,540 | $ 30,928 | $ 48,748 | $ 385,793 | 11.22% |

CITY OF HUTTO
GENERAL FUND
STATEMENT OF EXPENDITURES
FOR THE MONTH ENDED NOVEMBER 30, 2022

| | CURRENT BUDGET | CURRENT MONTH | FISCAL YTD | VARIANCE FAVORABLE (UNFAVORABLE) | PERCENT OF BUDGET |
|---|---|---|---|---|---|
| **PLANNING & DEVELOPMENT** | | | | | |
| PERSONNEL | $ 1,065,716 | $ 68,427 | $ 105,846 | $ 959,871 | 9.93% |
| SUPPLIES | 37,950 | 929 | 1,525 | 36,425 | 4.02% |
| MAINTENANCE | 37,500 | 1,188 | 2,377 | 35,123 | 6.34% |
| PROFESSIONAL SERVICES | 897,000 | 132,011 | 203,885 | 693,115 | 22.73% |
| GENERAL | 32,150 | 173 | 836 | 31,314 | 2.60% |
| CAPITAL OUTLAY | - | - | - | - | 0.00% |
| **TOTAL PLANNING & DEVELOPMENT** | $ 2,070,316 | $ 202,728 | $ 314,468 | $ 1,755,848 | 15.19% |
| **ENGINEERING** | | | | | |
| PERSONNEL (a) | $ 227,254 | $ - | $ - | 227,254 | 0.00% |
| MAINTENANCE | 19,500 | - | - | 19,500 | 0.00% |
| PROFESSIONAL SERVICES (a) | 1,122,746 | - | - | 1,122,746 | 0.00% |
| **TOTAL ENGINEERING** | $ 1,369,500 | $ - | $ - | $ 1,122,746 | 0.00% |
| (a) Pending receipt of invoices for outsourced engineering. City Engineer started in January, and City is working to move engineering in house | | | | | |
| **CONSTRUCTION INSPECTION** | | | | | |
| PERSONNEL | $ 350,829 | $ 15,688 | $ 28,823 | $ 322,005 | 8.22% |
| SUPPLIES | 20,500 | 650 | 1,278 | 19,222 | 6.23% |
| MAINTENANCE | 2,000 | - | - | 2,000 | 0.00% |
| PROFESSIONAL SERVICES | 23,247 | 1,467 | 1,467 | 21,780 | 6.31% |
| GENERAL | 6,500 | - | - | 6,500 | 0.00% |
| CAPITAL OUTLAY | - | - | - | - | 0.00% |
| **TOTAL CONSTRUCTION INSPECTION** | $ 403,076 | $ 17,804 | $ 31,568 | $ 371,507 | 7.83% |
| **STREETS & DRAINAGE** | | | | | |
| PERSONNEL | $ 679,495 | $ 45,651 | $ 73,715 | $ 605,780 | 10.85% |
| SUPPLIES | 75,000 | 3,863 | 13,624 | 61,376 | 18.17% |
| MAINTENANCE | 225,000 | 167 | 6,787 | 218,213 | 3.02% |
| PROFESSIONAL SERVICES | 322,761 | 1,536 | 8,086 | 314,675 | 2.51% |
| GENERAL | 225,000 | 17,881 | 35,618 | 189,382 | 15.83% |
| CAPITAL OUTLAY | 3,272,878 | 213,031 | 213,031 | 3,059,847 | 6.51% |
| **TOTAL STREETS & DRAINAGE** | $ 4,800,134 | $ 282,128 | $ 350,861 | $ 4,449,273 | 7.31% |
| **POLICE** | | | | | |
| PERSONNEL | $ 5,786,270 | $ 405,392 | $ 656,454 | $ 5,129,816 | 11.35% |
| SUPPLIES | 593,900 | 22,510 | 56,664 | 537,236 | 9.54% |
| MAINTENANCE | 59,200 | 448 | 16,517 | 42,683 | 27.90% |
| PROFESSIONAL SERVICES/FEES | 585,000 | 27,123 | 40,769 | 544,231 | 6.97% |
| GENERAL | 122,600 | 1,422 | 6,575 | 116,025 | 5.36% |
| CAPITAL OUTLAY | 363,500 | - | - | 363,500 | 0.00% |
| **TOTAL POLICE** | $ 7,510,470 | $ 456,895 | $ 776,979 | $ 6,733,491 | 10.35% |
| **CITY SECRETARY** | | | | | |
| PERSONNEL | $ 240,125 | $ 12,331 | $ 19,809 | $ 220,315 | 8.25% |
| SUPPLIES | 1,450 | 24 | 51 | 1,399 | 3.52% |
| MAINTENANCE | 60,000 | - | - | 60,000 | 0.00% |
| PROFESSIONAL SERVICES | 112,000 | 1,564 | 4,042 | 107,958 | 3.61% |
| GENERAL | 12,200 | 86 | 92 | 12,108 | 0.76% |
| CAPITAL OUTLAY | - | - | - | - | 0.00% |
| **TOTAL CITY SECRETARY** | $ 425,775 | $ 14,005 | $ 23,995 | $ 401,780 | 5.64% |

CITY OF HUTTO
GENERAL FUND
STATEMENT OF EXPENDITURES
FOR THE MONTH ENDED NOVEMBER 30, 2022

| | CURRENT BUDGET | CURRENT MONTH | FISCAL YTD | VARIANCE FAVORABLE (UNFAVORABLE) | PERCENT OF BUDGET |
|---|---|---|---|---|---|
| **COMMUNICATIONS** | | | | | |
| PERSONNEL | $ 386,830 | $ 18,230 | $ 27,378 | $ 359,452 | 7.08% |
| SUPPLIES | 5,000 | 217 | 612 | 4,388 | 12.25% |
| MAINTENANCE | 17,000 | - | - | 17,000 | 0.00% |
| PROFESSIONAL SERVICES | 96,200 | 1,940 | 3,985 | 92,215 | 4.14% |
| GENERAL | 9,000 | - | - | 9,000 | 0.00% |
| CAPITAL OUTLAY | - | - | - | - | 0.00% |
| **TOTAL COMMUNICATIONS** | $ 514,030 | $ 20,387 | $ 31,976 | $ 482,054 | 6.22% |
| **LIBRARY** | | | | | |
| PERSONNEL | $ 254,249 | $ 14,383 | $ 23,898 | $ 230,351 | 9.40% |
| SUPPLIES | 46,500 | 3,551 | 9,996 | 36,504 | 21.50% |
| MAINTENANCE | 2,400 | - | 2,300 | 100 | 95.83% |
| PROFESSIONAL SERVICES | - | - | - | - | 0.00% |
| GENERAL | 6,500 | 64 | 609 | 5,891 | 9.38% |
| CAPITAL OUTLAY | - | - | - | - | 0.00% |
| **TOTAL LIBRARY** | $ 309,649 | $ 17,997 | $ 36,804 | $ 272,845 | 11.89% |
| **COMMUNITY RELATIONS** | | | | | |
| PERSONNEL | $ 190,612 | $ 15,193 | $ 23,519 | $ 167,093 | 12.34% |
| SUPPLIES | 241,400 | 5,547 | 7,441 | 233,959 | 3.08% |
| PROFESSIONAL SERVICES | 480,000 | 32 | 662 | 479,338 | 0.14% |
| GENERAL | 9,000 | 1,112 | 6,141 | 2,859 | 68.23% |
| CAPITAL OUTLAY | - | - | - | - | 0.00% |
| **TOTAL COMMUNITY RELATIONS** | $ 921,012 | $ 21,883 | $ 37,762 | $ 883,249 | 4.10% |
| **INFORMATION TECHNOLOGY** | | | | | |
| PERSONNEL | $ 284,683 | $ 21,759 | $ 34,549 | $ 250,134 | 12.14% |
| SUPPLIES | 64,600 | 5,096 | 5,350 | 59,250 | 8.28% |
| MAINTENANCE | 210,000 | 6,300 | 71,333 | 138,667 | 33.97% |
| PROFESSIONAL SERVICES | 500,000 | 930 | 5,239 | 494,761 | 1.05% |
| GENERAL | 50,600 | - | - | 50,600 | 0.00% |
| CAPITAL OUTLAY | - | - | - | - | 0.00% |
| **TOTAL INFORMATION TECHNOLOGY** | $ 1,109,883 | $ 34,085 | $ 116,471 | $ 993,412 | 10.49% |
| **PARKS & RECREATION** | | | | | |
| PERSONNEL | $ 782,164 | $ 41,219 | $ 59,199 | $ 722,966 | 7.57% |
| SUPPLIES | 142,350 | 4,510 | 9,727 | 132,623 | 6.83% |
| MAINTENANCE | 125,000 | 3,429 | 10,697 | 114,303 | 8.56% |
| PROFESSIONAL SERVICES | 305,750 | 42,762 | 44,154 | 261,596 | 14.44% |
| GENERAL | 48,900 | 3,235 | 6,457 | 42,443 | 13.20% |
| CAPITAL OUTLAY | 333,000 | - | - | 333,000 | 0.00% |
| **TOTAL PARKS & RECREATION** | $ 1,737,164 | $ 95,154 | $ 130,234 | $ 1,606,930 | 7.50% |

CITY OF HUTTO
GENERAL FUND
STATEMENT OF EXPENDITURES
FOR THE MONTH ENDED NOVEMBER 30, 2022

| | CURRENT BUDGET | CURRENT MONTH | FISCAL YTD | VARIANCE FAVORABLE (UNFAVORABLE) | PERCENT OF BUDGET |
|---|---|---|---|---|---|
| **FLEET MAINTENANCE** | | | | | |
| PERSONNEL | $ 94,618 | $ 10,094 | $ 18,459 | $ 76,159 | 19.51% |
| SUPPLIES | 32,950 | 422 | 730 | 32,220 | 2.21% |
| MAINTENANCE | 138,000 | 2,564 | 6,517 | 131,483 | 4.72% |
| PROFESSIONAL SERVICES | 12,000 | 10,604 | 10,604 | 1,396 | 88.37% |
| GENERAL | 250 | - | - | 250 | 0.00% |
| CAPITAL OUTLAY | - | - | - | - | 0.00% |
| **TOTAL FLEET MAINTENANCE** | $ 277,818 | $ 23,683 | $ 36,309 | $ 241,509 | 13.07% |
| **FACILITY MAINTENANCE** | | | | | |
| PERSONNEL | $ 213,348 | $ 13,335 | $ 23,531 | $ 189,818 | 11.03% |
| SUPPLIES | 41,450 | 2,724 | 5,273 | 36,177 | 12.72% |
| MAINTENANCE | 560,000 | 8,074 | 13,809 | 546,191 | 2.47% |
| PROFESSIONAL SERVICES | 138,500 | - | - | 138,500 | 0.00% |
| GENERAL | 4,000 | - | - | 4,000 | 0.00% |
| CAPITAL OUTLAY | - | - | - | - | 0.00% |
| **TOTAL FACILITY MAINTENANCE** | $ 957,298 | $ 24,133 | $ 42,613 | $ 914,685 | 4.45% |
| **NON-DEPARTMENTAL** | | | | | |
| SUPPLIES | $ 12,500 | $ 1,156 | $ 2,932 | $ 9,568 | 23.46% |
| MAINTENANCE | - | - | - | - | 0.00% |
| PROFESSIONAL SERVICES | - | - | - | - | 0.00% |
| GENERAL | 432,220 | 15,215 | 31,062 | 401,158 | 7.19% |
| CAPITAL OUTLAY | - | - | - | - | 0.00% |
| **TOTAL NON-DEPARTMENTAL** | $ 444,720 | $ 16,371 | $ 33,994 | $ 410,726 | 7.64% |
| **TOTAL EXPENDITURES** | $ 28,006,987 | $ 1,527,796 | $ 2,420,170 | $ 25,340,063 | 8.64% |

Total expenditures less than budget in October and November,due to several budgeted positions not starting until December and January
Delay on purchase order process also resulted in expenditures slow to being realized.

CITY OF HUTTO
OTHER FUNDS
STATEMENT OF REVENUES AND EXPENDITURES
FOR THE MONTH ENDED NOVEMBER 30, 2022

| | | CURRENT BUDGET | CURRENT MONTH | FISCAL YTD | VARIANCE FAVORABLE (UNFAVORABLE) | PERCENT OF BUDGET |
|---|---|---|---|---|---|---|
| **DEBT SERVICE** | | | | | | |
| REVENUES | | $ 5,743,983 | $ 167,265 | $ 241,514 | $ (5,502,469) | 4.20% |
| EXPENDITURES | | 5,762,932 | - | - | 5,762,932 | 0.00% |
| | NET CHANGE | $ (18,949) | $ 167,265.38 | $ 241,513.85 | $ 260,462.85 | |
| **COURT FUNDS** | | | | | | |
| REVENUES | | $ 16,850 | $ 2,101 | $ 4,174 | $ (12,676) | 24.77% |
| EXPENDITURES | | 5,450 | 295 | 295 | 5,155 | 5.42% |
| | NET CHANGE | $ 11,400 | $ 1,805 | $ 3,879 | $ (7,521.02) | |
| **HOTEL TAX FUND** | | | | | | |
| REVENUES | | $ 200,000 | $ 16,110 | $ 16,110 | $ (183,890) | 8.05% |
| EXPENDITURES | | 200,000 | - | - | 200,000 | 0.00% |
| | NET CHANGE | $ - | $ 16,109.98 | $ 16,109.98 | $ 16,109.98 | |
| **HUTTO POLICE SEIZURE FUND** | | | | | | |
| REVENUES | | $ 5,000 | $ - | $ - | $ (5,000) | 0.00% |
| EXPENDITURES | | 10,000 | - | $ 6,600 | 3,400 | 66.00% |
| | NET CHANGE | $ (5,000) | $ - | $ (6,600) | $ (1,600) | |
| **PARKS IMPROVEMENTS & ACQUISITION FUND (FORMERLY PARK IMPROVEMENT FUND)** | | | | | | |
| REVENUES | | $ 251,500 | $ 29,100 | $ 29,100 | $ (222,400) | 11.57% |
| EXPENDITURES | | - | 82,127 | $ 97,497 | (97,497) | 100.00% |
| | NET CHANGE | $ 251,500 | $ (53,027) | $ (68,397) | $ (319,897) | |
| **PEG CAPITAL FUND** | | | | | | |
| REVENUES | | $ 70,000 | $ - | $ - | $ (70,000) | 0.00% |
| EXPENDITURES | | 45,000 | - | $ - | 45,000 | 0.00% |
| | NET CHANGE | $ 25,000 | $ - | $ - | $ (25,000) | |
| **GENERAL CAPITAL IMPROVEMENT FUND (a)** | | | | | | |
| REVENUES | | $ 7,500 | $ 79,456 | $ 25,346,665 | $ 25,339,165 | 100.00% |
| EXPENDITURES | | 25,000,000 | - | 404,370 | 24,595,630 | 0.00% |
| | NET CHANGE | $ (24,992,500) | $ 79,456 | $ 24,942,295 | $ 49,934,795 | |
| **COMMUNITY PID FEES** | | | | | | |
| REVENUES | | $ - | $ 10,973 | $ 20,443 | $ 20,443 | 100.00% |
| EXPENDITURES | | - | - | - | - | 0.00% |
| | NET CHANGE | $ - | $ 10,973 | $ 20,443 | $ 20,443 | |
| **TRANSPORTATION IMPROVEMENT FUND** | | | | | | |
| REVENUES | | $ 2,101,500 | $ 125,560 | $ 365,559 | $ (1,735,941) | 17.40% |
| EXPENDITURES | | - | - | - | - | 0.00% |
| | NET CHANGE | $ 2,101,500 | $ 125,560 | $ 365,559 | $ (1,735,941) | |
| **COMMUNITY DEVELOPMENT CORPORATION (EDC)** | | | | | | |
| REVENUES | | $ 2,502,250 | $ 206,512 | $ 385,364 | $ (2,116,886) | 15.40% |
| EXPENDITURES | | 1,999,118 | 277,915 | 335,788 | 1,663,330 | 16.80% |
| | NET CHANGE | $ 503,132 | $ (71,403) | $ 49,576 | $ (453,556) | |

(a) GO Bond proceeds booked to these funds. The General Capital Improvement Fund encompasses the 1660 projects and 2022 GO Bond Fund

CITY OF HUTTO

UTILITY FUND

STATEMENT OF REVENUES & EXPENSES

FOR THE MONTH ENDED NOVEMBER 30, 2022

| | BUDGET | CURRENT MONTH | FISCAL YTD | VARIANCE FAVORABLE (UNFAVORABLE) | PERCENT OF BUDGET |
|---|---|---|---|---|---|
| **REVENUES** | | | | | |
| CHARGES FOR SERVICES | $ 14,935,000 | $ 1,299,656 | $ 2,646,352 | $ (12,288,648) | 17.72% |
| FEES | 356,000 | 34,161 | 72,100 | (283,900) | 20.25% |
| OTHER REVENUES | 15,000 | 1,703 | 4,133 | (10,867) | 27.56% |
| INTEREST | 1,500 | 6,415 | 11,950 | 10,450 | 796.69% |
| SUB - TOTAL | $ 15,307,500 | $ 1,341,935 | $ 2,734,535 | $ (12,572,965) | 17.86% |
| TRANSFER FROM OTHER FUNDS | - | - | - | - | 0.00% |
| TOTAL REVENUES | $ 15,307,500 | $ 1,341,935 | $ 2,734,535 | $ (12,572,965) | 17.86% |
| **EXPENSES** | | | | | |
| UTILITY BILLING | | | | | |
| PERSONNEL | $ 406,029 | $ 34,793 | $ 53,276 | $ 352,752 | 13.12% |
| SUPPLIES | 167,350 | 553 | 1,304 | 166,046 | 0.78% |
| MAINTENANCE | 49,500 | - | - | 49,500 | 0.00% |
| PROFESSIONAL SERVICES | 25,000 | 927 | 1,917 | 23,083 | 7.67% |
| GENERAL | 449,000 | 26,701 | 55,591 | 393,409 | 12.38% |
| CAPITAL OUTLAY | - | - | - | - | 0.00% |
| **TOTAL UTILITY BILLING** | $ 1,096,879 | $ 62,974 | $ 112,088 | $ 984,791 | 10.22% |
| PUBLIC WORKS ADMIN | | | | | |
| PERSONNEL | $ 749,608 | $ 33,694 | $ 51,832 | $ 697,776 | 6.91% |
| SUPPLIES | 3,000 | - | 40 | 2,960 | 1.33% |
| PROFESSIONAL SERVICES | 550,000 | - | - | 550,000 | 0.00% |
| GENERAL | 2,100 | - | - | 2,100 | 0.00% |
| CAPITAL OUTLAY | - | - | - | - | 0.00% |
| **TOTAL PUBLIC WORKS ADMIN** | $ 1,304,708 | $ 33,694 | $ 51,872 | $ 1,252,836 | 3.98% |
| UTILITY OPERATIONS | | | | | |
| PERSONNEL | $ 1,037,245 | $ 75,212 | $ 116,951 | $ 920,294 | 11.28% |
| SUPPLIES | 316,250 | 12,739 | 36,473 | 279,777 | 11.53% |
| MAINTENANCE | 483,000 | 5,829 | 13,852 | 469,148 | 2.87% |
| PROFESSIONAL SERVICES (a) | 3,397,000 | 490,481 | 491,097 | 2,905,903 | 14.46% |
| GENERAL | 394,500 | 44,621 | 86,032 | 308,468 | 21.81% |
| CAPITAL OUTLAY | 589,943 | - | - | 589,943 | 0.00% |
| **TOTAL UTILITY OPERATIONS** | $ 6,217,938 | $ 628,882 | $ 744,404 | $ 5,473,534 | 11.97% |
| NON-DEPARTMENTAL | | | | | |
| PROFESSIONAL SERVICES | $ 75,000 | $ 10,975 | $ 14,385 | $ 60,615 | 19.18% |
| GENERAL | 133,918 | 8,699 | 17,398 | 116,520 | 12.99% |
| TRANSFERS TO OTHER FUNDS | 6,461,199 | 538,433 | 1,076,867 | 5,384,333 | 16.67% |
| **TOTAL NON-DEPARTMENTAL** | $ 6,670,117 | $ 558,108 | $ 1,108,649 | $ 5,561,468 | 16.62% |
| TOTAL EXPENSES | $ 15,289,642 | $ 1,283,658 | $ 2,017,013 | $ 13,272,628 | 13.19% |
| **NET CHANGE IN FUND BALANCE** | **$ 17,858** | **$ 58,277** | **$ 717,522** | **$ (699,664)** | |

(a) Water expense on track with budget. Less water is used in winter months and more in summer months.

CITY OF HUTTO
UTILITY FUNDS
STATEMENT OF REVENUES AND EXPENSES
FOR THE MONTH ENDED NOVEMBER 30, 2022

| | CURRENT BUDGET | CURRENT MONTH | FISCAL YTD | VARIANCE FAVORABLE (UNFAVORABLE) | PERCENT OF BUDGET |
|---|---|---|---|---|---|
| **UTILITY DEBT SERVICE** | | | | | |
| REVENUES | $ 9,623,416 | 963,734 | 1,772,151 | $ (7,851,265) | 18.41% |
| EXPENSES | 9,623,416 | 1,184,967 | 1,670,154 | 7,953,262 | 17.36% |
| NET CHANGE | $ - | $ (221,233) | $ 101,997 | $ (15,804,527) | |
| **UTILITY IMPACT FEES FUND** | | | | | |
| REVENUES | $ 5,000,000 | $ 538,006 | $ 1,016,847 | $ (3,983,153) | 20.34% |
| EXPENSES | 3,162,217 | 278,386 | 541,904 | 2,620,313 | 17.14% |
| NET CHANGE | $ 1,837,783 | $ 259,620 | $ 474,943 | $ (6,603,466) | |
| **UTILITY CIP FUND** | | | | | |
| REVENUES | $ 50,000 | $ 21,720 | $ 39,601 | $ (10,399) | 79.20% |
| EXPENSES | 7,500,000 | - | - | 7,500,000 | 0.00% |
| NET CHANGE | $ (7,450,000) | $ 21,720 | $ 39,601 | $ (7,510,399) | |
| **SOLID WASTE FUND** | | | | | |
| REVENUES | $ 2,262,000 | $ 194,656 | $ 387,100 | $ (1,874,900) | 17.11% |
| EXPENSES | 2,088,750 | 177,576 | 177,576 | 1,911,174 | 8.50% |
| | $ 173,250.00 | $ 17,080.10 | $ 209,524.17 | $ (3,786,074) | |

# INVESTMENT PORTFOLIO REPORT

## For the Month Ended

## November 30, 2022

**Prepared by**
**Valley View Consulting, L.L.C.**

The investment portfolio of the City of Hutto is in compliance with the Public Funds Investment Act and the Investment Policy and Strategies.

Chief Financial Officer

Controller

These reports were compiled using information provided by the City. No procedures were performed to test the accuracy or completeness of this information. The market values included in these reports were obtained by Valley View Consulting, L.L.C. from sources believed to be accurate and represent proprietary valuation. Due to market fluctuations these levels are not necessarily reflective of current liquidation values. Yield calculations are not determined using standard performance formulas, are not representative of total return yields and do not account for investment advisor fees.

## Summary

## Month End Results by Investment Category:

| | October 31, 2022 | | November 30, 2022 | | |
|---|---|---|---|---|---|
| **Asset Type** | **Book Value** | **Market Value** | **Book Value** | **Market Value** | **Ave. Yield** |
| Bank Deposits | $ 13,497,789 | $ 13,497,789 | $ 15,050,184 | $ 15,050,184 | 0.05% |
| MMF Sweep/MMA | 1,886,243 | 1,886,243 | 1,891,030 | 1,891,030 | 3.73% |
| LGIPs | 81,603,289 | 81,603,289 | 134,139,994 | 134,139,994 | 3.75% |
| **Totals** | **$ 96,987,321** | **$ 96,987,321** | **$ 151,081,208** | **$ 151,081,208** | |

| **Average Yield - Current Month (1)** | |
|---|---|
| Total Portfolio | 3.38% |
| Rolling Three Month Treasury | 3.84% |
| Rolling Six Month Treasury | 3.52% |

| **Fiscal Year-to-Date Average Yield (2)** | |
|---|---|
| Total Portfolio | 2.99% |
| Rolling Three Month Treasury | 3.54% |
| Rolling Six Month Treasury | 3.23% |
| TexPool | 3.27% |

| **Interest Earnings** | | |
|---|---|---|
| Monthly Interest Income | $ 408,067 | Approximate |
| Year-to-date Interest Income | $ 595,083 | Approximate |

(1) Average Yield calculated using month end report yields and adjusted book values and does not reflect a total return analysis or account for advisory fees.

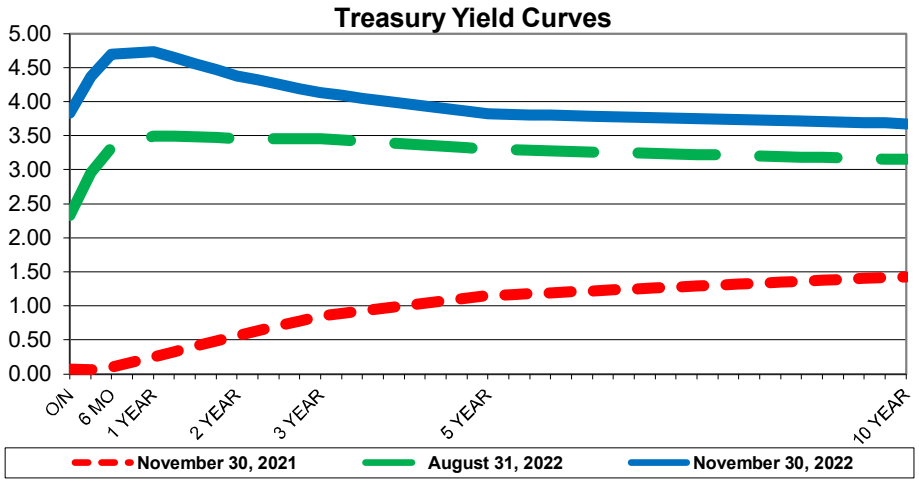
(2) Fiscal Year-to-Date Average Yields calculated using month end report yields and adjusted book values and does not reflect a total return analysis or account for advisory fees.

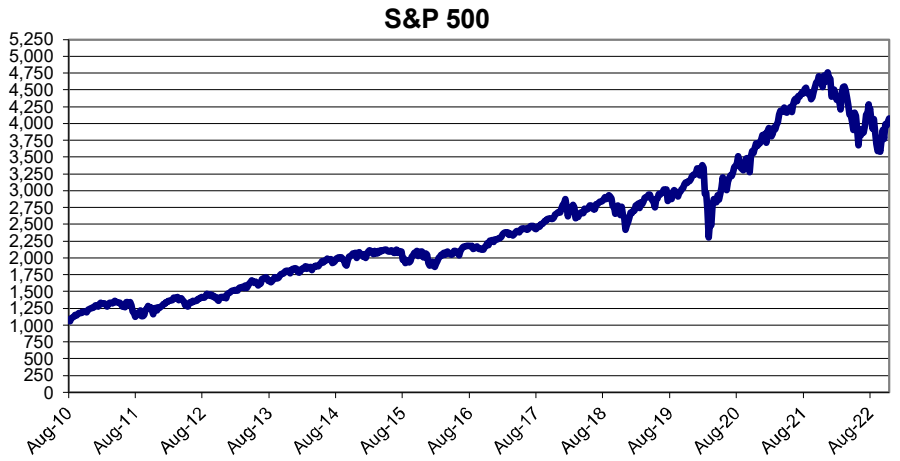
*Note: Portfolio values within this report prior to January 1, 2019 were obtained from previous monthly reports prepared on behalf of the City and were not checked for accuracy or completeness.*

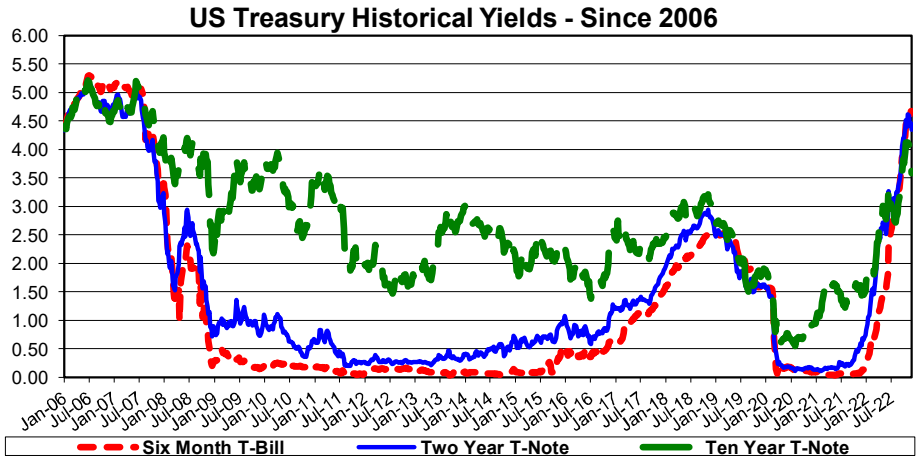
## Economic Overview

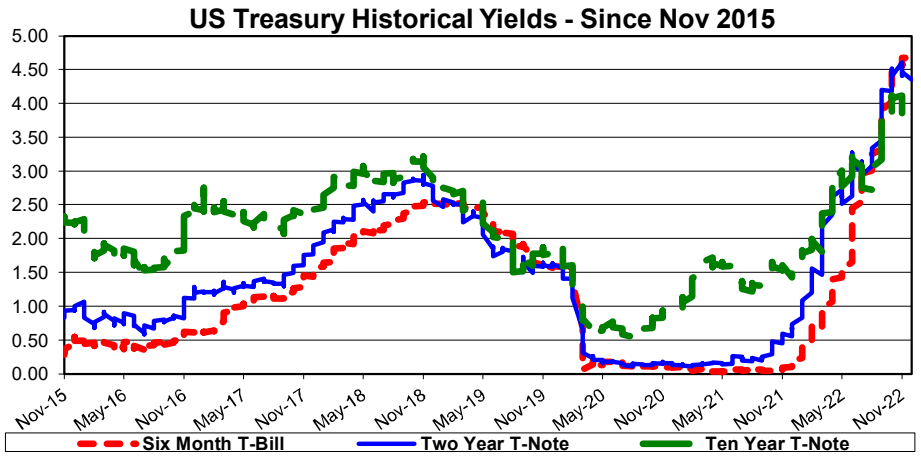
**11/30/2022**

The Federal Open Market Committee (FOMC) raised the Fed Funds target range 0.75% to 3.75% - 4.00% November 2nd (Effective Fed Funds are trading +/-3.83%). An additional 0.50%increase is currently anticipated December 14th. Third Quarter estimated GDP remained positive at 2.9% (Second Estimate). November Non-Farm Payroll added 263k new jobs with the Three Month Average declining slightly to 272k. Crude oil moderated closer to $82 per barrel. The Stock Markets increased slightly, but erratically, at +/-15% below the 2021 peak. The yield curve is fully negatively sloped (3 months to 10 years, with peak yield at 1 year) and continues to indicate lower future interest rates. Inflation remained well over the FOMC 2% target (Core PCE +/-5% and CPI +/-8%). International challenges add to economic uncertainty.



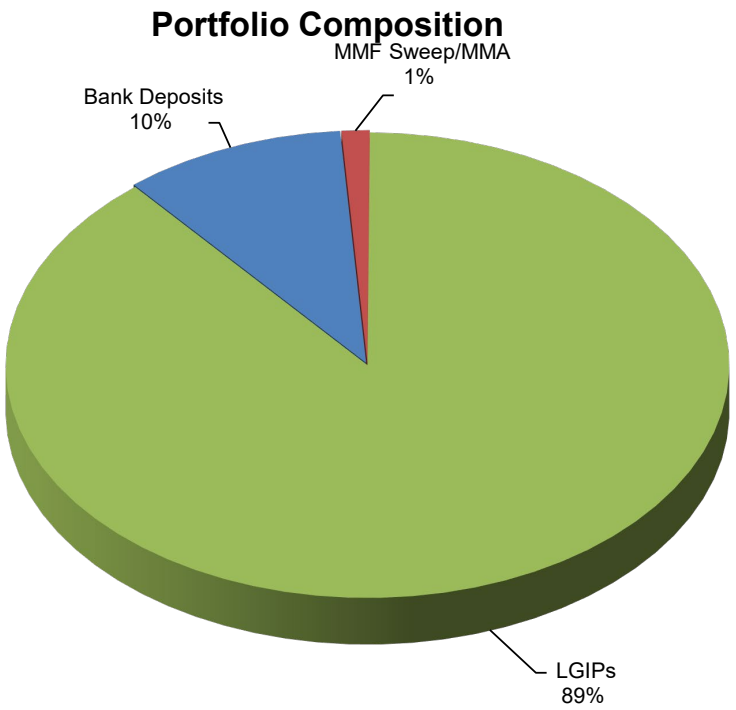
## Investment Holdings

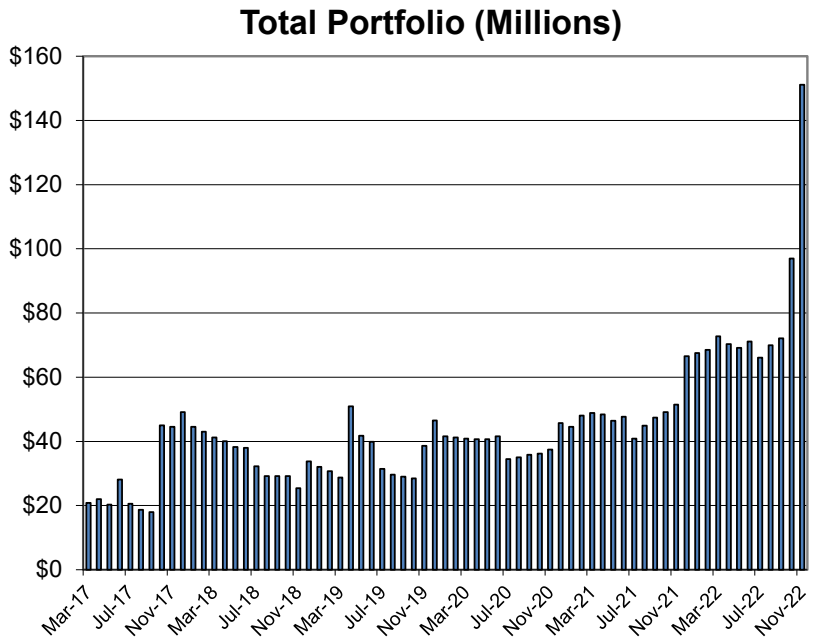
## November 30, 2022

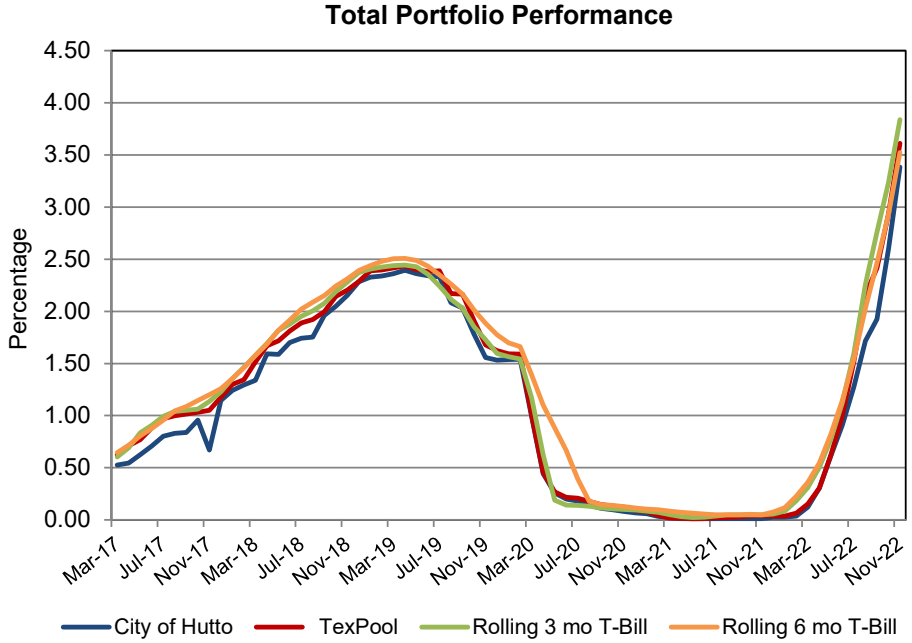
| Description | Ratings | Coupon/ Discount | Maturity Date | Settlement Date | Par Value | Book Value | Market Price | Market Value | Life (days) | Yield |
|---|---|---|---|---|---|---|---|---|---|---|
| Wells Fargo Bank | | 0.00% | 12/01/22 | 11/30/22 | $ 14,839,786 | $ 14,839,786 | 1.00 | $ 14,839,786 | 1 | 0.00% |
| Cadence Bank | | 3.25% | 12/01/22 | 11/30/22 | 210,397 | 210,397 | 1.00 | 210,397 | 1 | 3.25% |
| Bank of Texas MMF | | 3.73% | 12/01/22 | 11/30/22 | 1,891,030 | 1,891,030 | 1.00 | 1,891,030 | 1 | 3.73% |
| TexPool | AAAm | 3.61% | 12/01/22 | 11/30/22 | 20,355,757 | 20,355,757 | 1.00 | 20,355,757 | 1 | 3.61% |
| Texas Class | AAAm | 3.86% | 12/01/22 | 11/30/22 | 84,410,170 | 84,410,170 | 1.00 | 84,410,170 | 1 | 3.86% |
| TexSTAR | AAAm | 3.56% | 12/01/22 | 11/30/22 | 29,374,067 | 29,374,067 | 1.00 | 29,374,067 | 1 | 3.56% |
| | | | | | **$151,081,208** | **$151,081,208** | | **$151,081,208** | **1** | **3.38%** |
| | | | | | | | | | **(1)** | **(2)** |

**(1) Weighted average life -** For purposes of calculating weighted average life, bank accounts, pools and money market funds are assumed to have an one day maturity.

**(2) Weighted average yield to maturity -** The weighted average yield to maturity is based on adjusted book value, realized and unrealized gains/losses and investment advisory fees are not considered. The yield for the reporting month is used for bank accounts, pools and money market funds.


Portfolio Composition
MMF Sweep/MMA
1%
Bank Deposits
10%
LGIPs
89%


Total Portfolio (Millions)
$160
$140
$120
$100
$80
$60
$40
$20
$0
Mar-17
Jul-17
Nov-17
Mar-18
Jul-18
Nov-18
Mar-19
Jul-19
Nov-19
Mar-20
Jul-20
Nov-20
Mar-21
Jul-21
Nov-21
Mar-22
Jul-22
Nov-22


Total Portfolio Performance
Percentage
4.50
4.00
3.50
3.00
2.50
2.00
1.50
1.00
0.50
0.00
Mar-17
Jul-17
Nov-17
Mar-18
Jul-18
Nov-18
Mar-19
Jul-19
Nov-19
Mar-20
Jul-20
Nov-20
Mar-21
Jul-21
Nov-21
Mar-22
Jul-22
Nov-22
City of Hutto
TexPool
Rolling 3 mo T-Bill
Rolling 6 mo T-Bill

## Book & Market Value Comparison

| Issuer/Description | Yield | Maturity Date | Book Value 10/31/22 | Increases | Decreases | Book Value 11/30/22 | Market Value 10/31/22 | Change in Market Value | Market Value 11/30/22 |
|---|---|---|---|---|---|---|---|---|---|
| Wells Fargo Bank | 0.00% | 12/01/22 | $ 13,287,913 | $ 1,551,874 | $ – | $ 14,839,786 | $ 13,287,913 | $ 1,551,874 | $ 14,839,786 |
| Cadence Bank | 3.25% | 12/01/22 | 209,877 | 521 | – | 210,397 | 209,877 | 521 | 210,397 |
| Bank of Texas MMF | 3.73% | 12/01/22 | 1,886,243 | 4,788 | – | 1,891,030 | 1,886,243 | 4,788 | 1,891,030 |
| TexPool | 3.61% | 12/01/22 | 19,770,517 | 585,240 | – | 20,355,757 | 19,770,517 | 585,240 | 20,355,757 |
| Texas Class | 3.86% | 12/01/22 | 32,544,374 | 51,865,796 | – | 84,410,170 | 32,544,374 | 51,865,796 | 84,410,170 |
| TexSTAR | 3.56% | 12/01/22 | 29,288,398 | 85,669 | – | 29,374,067 | 29,288,398 | 85,669 | 29,374,067 |
| **TOTAL / AVERAGE** | **3.38%** | | **$ 96,987,321** | **$ 54,093,887** | **$ –** | **$ 151,081,208** | **$ 96,987,321** | **$ 54,093,887** | **$ 151,081,208** |

## Fund Allocation - Book & Market Value
## November 30, 2022

| | Total | Operating Funds | Debt Service | Capital Projects | Grant Funds | PID Funds | Utility Funds | 2014 TWDB |
|---|---|---|---|---|---|---|---|---|
| Wells Fargo Bank | $ 14,839,786 | $ 14,839,786 | | | | | | |
| Cadence Bank | 210,397 | 210,397 | | | | | | |
| Bank of Texas MMF | 1,891,030 | | | | | | | 1,891,030 |
| TexPool | 20,355,757 | 20,355,757 | | | | | | |
| Texas Class | 84,410,170 | | | 76,884,491 | | 3,469,480 | 4,056,199 | |
| TexSTAR | 29,374,067 | 15,999,095 | 1,103,772 | 5,275,063 | 6,996,137 | | | |
| **Total** | **$ 151,081,208** | **$ 51,405,035** | **$ 1,103,772** | **$ 82,159,554** | **$ 6,996,137** | **$ 3,469,480** | **$ 4,056,199** | **$ 1,891,030** |

In the second week of January, $8 million was transferred out of Wells Fargo and into Texstar. Remainder of funds in Wells Fargo will be used to cover operating expenses and 2/1 debt service payment.

## Fund Allocation - Book & Market Value
## October 31, 2022

| | Total | Operating Funds | Debt Service | Capital Projects | Grant Funds | PID Funds | Utility Funds | 2014 TWDB |
|---|---|---|---|---|---|---|---|---|
| Wells Fargo Bank | $ 13,287,913 | $ 13,287,913 | | | | | | |
| Cadence Bank | 209,877 | 209,877 | | | | | | |
| Bank of Texas MMF | 1,886,243 | | | | | | | 1,886,243 |
| TexPool | 19,770,517 | 19,770,517 | | | | | | |
| Texas Class | 32,544,374 | | | 25,042,498 | | 3,458,507 | 4,043,370 | |
| TexSTAR | 29,288,398 | 15,400,770 | 1,100,553 | 5,811,341 | 6,975,733 | | | |
| **Total** | **$ 96,987,321** | **$ 48,669,077** | **$ 1,100,553** | **$ 30,853,839** | **$ 6,975,733** | **$ 3,458,507** | **$ 4,043,370** | **$ 1,886,243** |

**City of Hutto**
**% of Annual Permit Revenue Collected by Month**
**FY 2020 - FY2023**

| Fiscal Year | October | November | December | January | February | March | April | May | June | July | August | September |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2022-2023 [1] | 8% | 3% | 3% | | | | | | | | | |
| 2021-2022 [2] | 9% | 18% | 10% | 11% | 7% | 10% | 4% | 6% | 10% | 5% | 3% | 6% |
| 2020-2021 [2] | 4% | 5% | 5% | 8% | 5% | 16% | 9% | 2% | 16% | 6% | 10% | 15% |
| 2019-2020 [2] | 9% | 4% | 6% | 10% | 15% | 14% | 6% | 7% | 10% | 5% | 5% | 9% |

[1] Percentage of revenue collected in comparison to adopted budget

[2] Percentage of revenue collected in comparison to actual annual revenue

Permit revenues are expected to increase in second and third quarters.

FY 2023 BUDGET TRANSFERS YTD

| Month of Occurence | | Account | Current Budget | Approved Transfer | Revised Budget | Uses |
|---|---|---|---|---|---|---|
| | No Transfers occurred in October, November and December 2022 | | | | | |
| | **Public Works & Engineering** | | | | | |
| January | Salaries | 50-040-058-6001 | 725,287.60 | (7,558.25) | 717,729.35 | |
| January | Capital Outlay - Valve Trailer | 50-040-058-6664 | 80,927.00 | 7,558.25 | 88,485.25 | Valve Trailer Purchase |
| | | | | | | |
| January | Salaries | 50-040-058-6001 | 717,729.35 | (20,206.55) | 697,522.80 | |
| January | Capital Outlay - Backhoe | 50-040-058-6665 | 125,028.00 | 20,206.55 | 145,234.55 | Backhoe Purchase |
| | | | | | | |
| January | Line maintenance repairs | 50-040-058-6312 | 65,000.00 | (8,000.00) | 57,000.00 | |
| January | Lease & Rental | 50-040-058-6408 | 22,000.00 | 8,000.00 | 30,000.00 | New Utility Vehicle |

Note: Transfers within a department can be approved by the City Manager and reported to Council. Reports occur monthly as a part of Monthly Financial Statements

# AGENDA ITEM REPORT
# 10.5.

| | |
|---|---|
| **To:** | City Council |
| **Subject:** | Consideration and possible action on approving the January 19, 2023 City Council and January 19, 2023 Work Session meeting minutes (Angela Lewis) |
| **Meeting:** | Thursday, February 2, 2023 |
| **Department:** | City Secretary / |
| **Staff Contact:** | Angela Lewis |

## BACKGROUND INFORMATION:

Staff requests that City Council approves the January 19, 2023 City Council and January 19, 2023 Work Session meeting minutes.

## SUMMARY OF REQUEST:

## STAFF REVIEW:

## FISCAL NOTES:

## ATTACHMENTS:

1. 1.19.23 Meeting Minutes DRAFT
2. 1.19.23 Work Session Minutes DRAFT

**City of Hutto**
**MINUTES**
**City Council Meeting**
**Thursday, January 19, 2023 at 7:00 PM**
**City 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 www.huttotx.gov

**1. CALL SESSION TO ORDER:** *7:00 PM*

**2. ROLL CALL**

*Members of City Council present: Mayor Mike Snyder, Mayor Pro Tem Peter Gordon, Councilmember Robin Sutton, Councilmember Dan Thornton, Councilmember Randal Clark, Councilmember Krystal Kinsey and Councilmember Amberley Kolar.*

Absent:

*Members of staff that were present were James Earp, City Manager, Matt Wojnowski, Assistant City Manager, Wade Benton, Consultant, Dottie Palumbo, Legal Counsel, Ashley Bailey, Executive Director of Development Services, Bob Farley, Executive Director, Economic and Development, Angela Lewis, City Secretary; Kate Moriarty, Executive Management Assistant*

**3. INVOCATION**

*Pastor Author Spence of Little Ebenezer Baptist Church led the invocation.*

**4. PLEDGE OF ALLEGIANCE**

**5. PRESENTATION**

5.1 Presentation of Economic Development Project V – Bob Farley introduced CEO Mitch Roberts of EVO Entertainment who made the presentation.

5.2 Presentation of Fritz Park Concept Master Plan – Jeff White introduced Shane Howard and Dale Clarke of Burditt Consultants who made the presentation.

**6. CITY MANAGER COMMENTS**

**James R. Earp, City Manager**

- City Manager Earp provided an overview of the following:
- Upcoming media event
- Hutto Community Park
- Election Information
- CIP moved to first meeting in February
- World Hippo Day – 2/15/23 and events at City Hall
- Item 9.2 – updated bid was provided to Council

DRAFT

## 7. CITY COUNCIL COMMENTS

7.1. General Comments from City Council

*Councilmember Clark, Mayor Pro Tem Gordon, and Councilmember Kinsey provided general comments.*

7.2. City Council Liaison Reports

*Councilmember Kolar provided a report.*

7.3. Future Agenda Items - None

## 8. PUBLIC COMMENTS

- Keval Patel – written comment
- Vikas Naga – written comment
- Murali Kaduru – written comment
- William Montgomery – written comment
- Nicole Calderone
- Rudy Perez
- Ida Weaver
- James Weaver

At this time, Councilmember Kinsey requested discussing Item 12.4.

12.4. Reconsideration and possible action regarding the qualifications of City Council member Place 5 as described in the Hutto Charter section 3.02 and any related action per the charter in accordance with Section 3.06(b)(1) including but not limited to forfeiture of office. (Councilmember Thornton)

*A motion was made by Mayor Snyder and seconded by Councilmember Thornton to declare the Place 5 position as forfeited to release all legal memos and email related to Item 12.4. The vote failed 2,5 (Kolar, Sutton, Kinsey, Clark, and Gordon dissenting).*

*A motion was made by Councilmember Sutton and seconded by Councilmember Kinsey to release all legal memos and email related to Item 12.4. The vote passed 7,0.*

## 9. CONSENT AGENDA ITEMS

9.1. Consideration and possible action related to the award of a construction contract to CC Carlton Industries for project W2 of approved bond project list, in the amount of $9,481,121.50 for construction of improvements associated with the City of Hutto Shiloh and Noack Pump Station Improvements Project. (Matt Rector)

9.2. Discussion and possible action related to award of a contract to T Morales Company, in the amount of $438,950.00 to purchase a 1,000-kilowatt (KW) generator, as part of

DRAFT

project W1 of approved bond project list, associated with the City of Hutto Shiloh Frame Switch Pump Station Improvements Project. (Matt Rector)

9.3. Discussion and possible action related to award of a contract to Pump Solutions, Inc. in the amount of $846,177.00 to purchase pumps, as part of project W1 of approved bond project list, associated with the City of Hutto Frame Switch Pump Station Improvements Project. (Matt Rector)

9.4. Consideration and possible action to execute Individual Project Order (IPO) 2023-11 for professional services with Garver, LLC for project WW 4 from the approved bond project list, for preliminary engineering design for expansion of the treatment capacity of the South Wastewater Treatment Plant (WWTP) to 6.0 MGD in the amount of $1,284,756. (Matt Rector)

9.5. Consideration and possible action for the purchase of a 2022 John Deere 410L backhoe, from the approved FY22-23 budget, from RDO Equipment Co. in the amount of $145,234.55 through The Interlocal Purchasing System (TIPS). (Richard Rodriguez)

9.6. Consideration and possible action approving a sole source purchase for a Valve Maintenance Trailer, from the approved FY22-23 budget items, from E.H. Wachs for the amount of $88,485.25. (Richard Rodriguez)

9.7. Consideration and possible action on Resolution No. R-2023-007 a Resolution accepting the infrastructure improvements for the subdivision known as Highlands North Phase 5. (Richard Rodriguez)

9.8. Consideration and possible action on Resolution No. R-2023-008, approving the municipal services agreement for the proposed annexation of the Hutto 62 tract, 62.91 Acres, more or less of land located on the southwest corner of US 79 and County Road 132. (Ashley Bailey)

9.9. Consideration and possible action on approving the minutes of the December 15, 2022 Regular meeting, the January 5, 2023 Work Session and the January 5, 2023 Regular meeting. (Angela Lewis)

9.10. Consideration and possible action on Ordinance No. O-2023-005 approving a 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. (Second Reading) (Ashley Bailey)

9.11. Consideration and possible action on Ordinance No. O-2022-059 approving 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). (Second Reading) (Ashley Bailey)

9.12. Consideration and possible action on Ordinance No. O-2023-001 of the City of Hutto, Texas, approving a Second Amendment for Solid Waste and Recycling Services between the City of Hutto and Al Clawson Disposal, Inc. to provide for a two-year extension and providing an effective date. (Second Reading) (Legal)

DRAFT

9.13. Consideration and possible action on Ordinance No. O-2022-058, granting to SiEnergy, L.P., a franchise to construct, maintain, and operate pipelines and equipment in the City for the transportation, delivery, sale, and distribution of gas in, out of, and through the City. (Second Reading) (Legal)

9.14. Consideration and possible action on Ordinance No. O-2023-004 terminating the franchise granted to Acadian Ambulance Services of Texas, LLC because Acadian has withdrawn its request for the franchise. (Second Reading) (Legal)

*A motion was made by Mayor Pro Tem Gordon and seconded by Councilmember Sutton to approve Consent Agenda as presented. The vote passed 7,0.*

## 10. ORDINANCES

10.1 Conduct a Public Hearing and Possible Action on Ordinance No. O-2023-007 Approving the Annexation of the Hutto 62 tract, 62.91 Acres, more or less of Land and to Establish the Base Zoning as LI (Light Industrial) located on the southwest corner of US 79 and County Road 132. (First Reading) (Ashley Bailey)

*Public Hearing was opened at 8:27 pm. There were no speakers, and Public Hearing was closed at 8:28 pm. Ashley Bailey reported the owners of the tract requested that this item is pulled and that it may be brought back to a future meeting.*

10.2 Consideration and possible action regarding Ordinance No. O-2023-008 to amend Section 2.03.042 of the Code of Ordinances to provide a definition of residency for the city manager residency requirement. (Mayor Snyder)

*Legal Counsel will bring this item back to the February 2, 2023 meeting after revisions.*

## 11. RESOLUTIONS

11.1. Consideration and possible action regarding the adoption of a Resolution providing an interpretation for the meaning of residing within the City of Hutto, Texas, pursuant to Hutto City Charter Sections 3.02 and 5.02. (Mayor Snyder)

*Legal Counsel will bring this item back to the February 2, 2023 meeting for discussion.*

## 12. OTHER BUSINESS

12.1. Consideration and possible action regarding possible appointments, re-appointments and/or removals to City Boards, Commissions, Task Forces, Economic Development Corporations, Local Government Corporations and Tax Increment Reinvestment Zone Boards, City Council Liaisons, and Area Government appointments.

*No action was taken.*

12.2. Conduct a public hearing and possible action on the Hutto Soar 2040 Comprehensive Plan. (Ashley Bailey)

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*A motion was made by Councilmember Clark to approve the comprehensive plan with recommend changes; there was no second, motion died.*

12.3. Discussion and possible action regarding Old Town Speed Limits. (Councilmember Sutton)

*No action was taken.*

**13. EXECUTIVE SESSION –** *Convened into Executive Session at 10:42 PM.*

The City Council for the City of Hutto reserves the right to adjourn into executive session at any time during the course of this meeting to discuss any of the matters listed above as authorized by the Texas Government Code Sections 551.071 (Litigation/Consultation with Attorney), 551.072 (Deliberations regarding real property), 551.073 (Deliberations regarding gifts and donations), 551.074 (Deliberations regarding personnel matters) or 551.076 (Deliberations regarding deployment/implementation of security personnel or devices) and 551.087 (Deliberations regarding Economic Development negotiations).

13.1. Receive legal advice pursuant to Texas Government Code Sec. 551.071 related to Pending Legal Requests, Potential Claims, Pending Litigation, Potential Litigation, and City Council Legal Requests.

13.2. Pursuant to 551.071 (legal consultation), 551.072 (Real Property) and 551.087 (Economic Development), to deliberate and seek legal advice regarding structure and funding of economic development real property acquisition and road construction by the Hutto Economic Development Corporation.

13.3. Pursuant to Texas Government Code Section 551.071 (Legal Consultation), 551.072 (Real Property) and 551.087 (Economic Development) to deliberate and seek the advice of its attorneys regarding Longhorn Title Company, Interpleader v. Preston Hollow Capital, LLC., et al., pending in the 368th Judicial District, Williamson County, Texas and appealed to the Texas Court of Appeals. offers to purchase Cottonwood Local Government Corporation real estate; and related economic development incentives.

*No action was taken in Executive Session.*

**14. ACTION RELATIVE TO EXECUTIVE SESSION –** *Reconvened at 12:37AM*

14.1. Consideration and possible action related to legal advice received pursuant to Texas Government Code Sec. 551.071 related to Pending Legal Requests, Potential Claims, Pending Litigation, Potential Litigation, and City Council Legal Requests.

*No action.*

14.2. Consideration and possible action related to legal advice received pursuant to 551.071 (legal consultation), 551.072 (Real Property) and 551.087 (Economic Development), regarding structure and funding of economic development real property acquisition by the Hutto Economic Development Corporation.

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*A motion was made by Mayor Snyder and seconded by Mayor Pro Tem Gordon to approve expenditures to be made by the Hutto Economic Development Corporation Type B to acquire a loan necessary to acquire Cottonwood Development Corporation property. The vote passed 7,0.*

14.3. Consideration and possible action relating to legal advice received pursuant to Texas Government Code Section 551.071 and deliberations pursuant to Texas Government Code Sections 551.072 and 551.087 regarding Longhorn Title Company, Interpleader v. Preston Hollow Capital, LLC., et al., offers to purchase Cottonwood Local Government Corporation real estate, and related economic development incentives.

*No action.*

14.4. Discuss and consider action to reallocate the $1.12M of appropriated and budgeted funds to construct the North- South arterial roadway on the Megasite to fund the EastWest spine road for the Megasite.

*A motion was made by Mayor Pro Tem Gordon and seconded by Councilmember Clark to approve Item 14.4 as presented. The vote passed 7,0.*

14.5 Discuss and consider directing staff to prepare the necessary documentation to allocate and issue up to $12M in bonds from the 2022 General Obligation Bond fund, to fund roadway construction for the Spine Road at the Megasite.

*A motion was made by Councilmember Kolar which she later withdrew.*

*A motion was made by Councilmember Sutton and seconded by Mayor Pro Tem Gordon to approve up to $12 million in Spine Road construction funding agreement with Hutto Economic Development Corporation Type B for the Megasite project. The vote passed 7,0.*

**15. ADJOURNMENT –** *12:49 AM*

**ATTEST:**

_____
Angela Lewis, City Secretary

_____
Mike Snyder, Mayor

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# City of Hutto

**MINUTES**

**City Council Work Session**
**Thursday, January 19, 2023 at 6:00 PM**
**Executive Conference Room**

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 www.huttotx.gov

**1. CALL SESSION TO ORDER: 6:00 PM**

**2. ROLL CALL**

*Members of City Council present: Mayor Mike Snyder, Councilmember Robin Sutton, Councilmember Randal Clark, Councilmember Dan Thornton, Councilmember Krystal Kinsey, Councilmember Amberley Kolar and Mayor Pro Tem Peter Gordon*

Absent: None

*Members of staff present: James Earp, City Manager; Matt Wojnowski, Assistant City Manager; Wade Benton, Consultant, Ashley Bailey, Executive Director of Business and Development, Angela Lewis, City Secretary, Dottie Palumbo, Legal Counsel*

**3. OTHER BUSINESS**

3.1 Presentation of Alternate Delivery Options for expansion of the South Wastewater Treatment Plant (WWTP) by Garver

*Ian Toohey of Garver led the discussion and provided overview of collaborative delivery overview.*

3.2 Presentation and possible action of the draft Pavement Assessment and Management Plan by Roadway Asset Services (RAS)

*Scott Morton of Roadway Asset Services led the discussion and provided overview of the draft pavement condition evaluation results.*

**4. ADJOURNMENT – 6:30 p.m.**

ATTEST:

_____
Mike Snyder, Mayor

_____
Angela Lewis, City Secretary

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# AGENDA ITEM REPORT
# 10.6.

| | |
|---|---|
| **To:** | City Council |
| **Subject:** | Consideration and possible action regarding Ordinance No. O-2023-008 to amend Section 2.03.042 of the Code of Ordinances to provide a definition of residency for the city manager residency requirement. (Mayor Snyder)<br><br>a. Consideration and possible action on Ordinance No. O-2023-008 to dispense with the second reading pursuant to Hutto City Charter Article 3, Section 3.13 (Legal) |
| **Meeting:** | Thursday, February 2, 2023 |
| **Department:** | Legal / |
| **Staff Contact:** | |

## BACKGROUND INFORMATION:

Mayor Snyder has requested consideration and possible action on an item to amend Section 2.03.042 of the Code of Ordinances to provide a definition of residency for the city manager residency requirement. Council discussed this item during its January 19, 2023 meeting and instructed the City Attorney to bring the item back for consideration after making suggested revisions.

Attached is a revised ordinance, as well as a redline showing changes based on the January 19, 2023 council discussion.

## SUMMARY OF REQUEST:

## STAFF REVIEW:

Currently, Hutto Code of Ordinances Section 2.03.041 requires that the city manager “shall reside within the city limits while serving as city manager,” while allowing for a period for a prospective city manager to establish residence and for council to waive the residency requirement for just cause pursuant to that section. The section does not specifically define residency.

In a separate agenda item, the Mayor has also requested consideration of a resolution to provide an interpretation of residency regarding certain Charter provisions pertaining to residency requirements for elected officials. The proposed definitions for residency in both agenda items are the same. Because the city manager residency requirement was established by ordinance, it requires an ordinance to amend the Code. The City Council may provide an interpretation of residency through a separate resolution regarding the Charter provisions.

# AGENDA ITEM REPORT
# 10.6.

## FISCAL NOTES:

## ATTACHMENTS:

1. Ordinance-Definition of Residency for City Manager-clean
2. Ordinance-Definition of Residency for City Manager-redline

**ORDINANCE NO. O-2023-**

**AN ORDINANCE OF THE CITY OF HUTTO, TEXAS, AMENDING CHAPTER 2, ARTICLE 2.03, SECTION 2.03.041, OF THE CODE OF ORDINANCES TO PROVIDE A DEFINITION OF RESIDENCY FOR THE CITY MANAGER RESIDENCY REQUIREMENT; AND PROVIDING FOR FINDINGS OF FACT, ENACTMENT, REPEALER, SEVERABILITY, EFFECTIVE DATE, AND PROPER NOTICE & MEETING.**

**WHEREAS,** the City of Hutto, Texas, (the "City"), is a home rule city operating pursuant to the laws of its Charter and of the State and Texas, by and through its duly elected City Council members; and

**WHEREAS,** Hutto Code of Ordinances Section 2.03.041 requires that the city manager "shall reside within the city limits while serving as city manager," while allowing for a period for a prospective city manager to establish residence and for council to waive the residency requirement for just cause pursuant to that section; and

**WHEREAS,** the City Council desires to provide a definition of residency for the city manager residency requirement; and

**WHEREAS,** the City Council finds certain amendments to the Code of Ordinances are necessary and are in the best interest of the City; and

**WHEREAS,** the City finds that this ordinance was passed and approved at a meeting of the City Council of the City of Hutto held in strict compliance with the Texas Open Meetings Act at which a quorum of the City Council Members were present and voting; and

**WHEREAS,** the City Council has determined that all prerequisites to the adoption of this Ordinance have been met.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF HUTTO, TEXAS, THAT:**

**Section 1. Findings of Fact:** The foregoing recitals are incorporated into this Ordinance by reference as findings of fact as if expressly set forth herein.

**Section 2. Enactment:** Chapter 2, Article 2.03, Section 2.03.041, of the Code of Ordinances of the City of Hutto, is hereby amended to read in accordance with **Attachment A** which is attached hereto and incorporated into this Ordinance for all intents and purposes. Underlined and italicized text shall be added, and struck-through and bracketed text shall be deleted as indicated in **Attachment A**.

**Section 3. Repealer:** All ordinances, or parts thereof, that are in conflict or inconsistent with any provision of this Ordinance are hereby repealed to the extent of such conflict, and the provisions of this Ordinance shall be and remain controlling as to the matters regulated, herein.

**Section 4. Severability:** Should any of the clauses, sentences, paragraphs, sections, or parts of this Ordinance be deemed invalid, unconstitutional, or unenforceable by a court of law or administrative agency with jurisdiction over the matter, such action shall not be construed to affect any other valid portion of this Ordinance.

**Section 5. Codification:** The City Secretary is hereby directed to record and publish the attached rules, regulations and policies in the City's Code of Ordinances as authorized by Section 52.001 of the Texas Local Government Code.

**Section 6. Passage:** Pursuant to Section 3.13 of the Hutto City Charter, the Council determined that the first reading of this ordinance is sufficient for adequate consideration by an affirmative vote of four or more members of the City Council during the first reading and the requirement for reading this Ordinance on two separate dates with was dispensed with by the affirmative vote of four or more members of the City council; therefore, this Ordinance is adopted and enacted without further readings. In the event a second reading is necessary, this Ordinance is adopted and enacted upon the affirmative vote of four or more members of the City Council upon second reading.

**Section 7. Effective Date:** This Ordinance shall take effect immediately after its final passage and any publication in accordance with the requirements of the City of Hutto and the laws of the State of Texas.

**Section 8. Proper Notice & Meeting:** It is hereby officially found and determined that the meeting at which this Ordinance was passed was open to the public, and that public notice of the time, place and purpose of said meeting was given as required by the Open Meetings Act, Texas Government Code, Chapter 551. Notice was also provided as required by Chapter 52 of the Texas Local Government Code.

**READ** and **APPROVED** on the first reading this the **__th** day of **_____ 2023.**

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 dates was dispensed with.

**READ** and **ADOPTED** on the second reading this the **__th** day of **_____ 2023.**

**THE CITY OF HUTTO, TEXAS**

By:_____
Mike Snyder, Mayor

**ATTEST:**

By:_____
Angela Lewis, City Secretary

**Attachment "A"**

§ 2.03.041 Residency requirement.

*(a)* The city manager shall reside within the city limits while serving as city manager. If a prospective city manager resides outside the city limits he or she shall establish a residence within the city limits within twelve (12) months after accepting the city manager position. The city council may waive the residency requirement for just cause for a definite period of time after discussion in open session.

*(b) The city manager shall reside within the city limits for the purposes of this section if:*

*A. The city manager intends that the city manager's domicile, that is the person's home and fixed place of habitation to which the person intends to return after any temporary absence, is the city manager's residence address within the corporate limits of the City, and such intent is supported by factual evidence including but not limited to:*

*i. a valid, unexpired voter registration card with the residence address;*

*ii. a valid, unexpired Texas driver's license or state-issued identification certificate with the residence address;*

*iii. property tax receipts claiming a homestead exemption for the residence address, if the city manager is a homeowner;*

*iv. a current residential rental lease agreement for the residence address, if the city manager is not a homeowner;*

*v. a declaration of domicile; or*

*vi. other activities indicative or associated with a person's domicile and home life.*

*B. Any temporary absences of the city manager from the residence may be for temporary purposes with the intent to return to the residence, as evidenced by the city manager's intent that the residence be the city manager's domicile and the city manager having a legal right and ability to return to the residence.*

**ORDINANCE NO. O-2023-**

**AN ORDINANCE OF THE CITY OF HUTTO, TEXAS, AMENDING CHAPTER 2, ARTICLE 2.03, SECTION 2.03.041, OF THE CODE OF ORDINANCES TO PROVIDE A DEFINITION OF RESIDENCY FOR THE CITY MANAGER RESIDENCY REQUIREMENT; AND PROVIDING FOR FINDINGS OF FACT, ENACTMENT, REPEALER, SEVERABILITY, EFFECTIVE DATE, AND PROPER NOTICE & MEETING.**

**WHEREAS,** the City of Hutto, Texas, (the "City"), is a home rule city operating pursuant to the laws of its Charter and of the State and Texas, by and through its duly elected City Council members; and

**WHEREAS,** Hutto Code of Ordinances Section 2.03.041 requires that the city manager "shall reside within the city limits while serving as city manager," while allowing for a period for a prospective city manager to establish residence and for council to waive the residency requirement for just cause pursuant to that section; and

**WHEREAS,** the City Council desires to provide a definition of residency for the city manager residency requirement; and

**WHEREAS,** the City Council finds certain amendments to the Code of Ordinances are necessary and are in the best interest of the City; and

**WHEREAS,** the City finds that this ordinance was passed and approved at a meeting of the City Council of the City of Hutto held in strict compliance with the Texas Open Meetings Act at which a quorum of the City Council Members were present and voting; and

**WHEREAS,** the City Council has determined that all prerequisites to the adoption of this Ordinance have been met.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF HUTTO, TEXAS, THAT:**

**Section 1. Findings of Fact:** The foregoing recitals are incorporated into this Ordinance by reference as findings of fact as if expressly set forth herein.

**Section 2. Enactment:** Chapter 2, Article 2.03, Section 2.03.041, of the Code of Ordinances of the City of Hutto, is hereby amended to read in accordance with **Attachment A** which is attached hereto and incorporated into this Ordinance for all intents and purposes. Underlined and italicized text shall be added, and struck-through and bracketed text shall be deleted as indicated in **Attachment A**.

**Section 3. Repealer:** All ordinances, or parts thereof, that are in conflict or inconsistent with any provision of this Ordinance are hereby repealed to the extent of such conflict, and the provisions of this Ordinance shall be and remain controlling as to the matters regulated, herein.

**Section 4. Severability:** Should any of the clauses, sentences, paragraphs, sections, or parts of this Ordinance be deemed invalid, unconstitutional, or unenforceable by a court of law or administrative agency with jurisdiction over the matter, such action shall not be construed to affect any other valid portion of this Ordinance.

**Section 5. Codification:** The City Secretary is hereby directed to record and publish the attached rules, regulations and policies in the City's Code of Ordinances as authorized by Section 52.001 of the Texas Local Government Code.

**Section 6. Passage:** Pursuant to Section 3.13 of the Hutto City Charter, the Council determined that the first reading of this ordinance is sufficient for adequate consideration by an affirmative vote of four or more members of the City Council during the first reading and the requirement for reading this Ordinance on two separate dates with was dispensed with by the affirmative vote of four or more members of the City council; therefore, this Ordinance is adopted and enacted without further readings. In the event a second reading is necessary, this Ordinance is adopted and enacted upon the affirmative vote of four or more members of the City Council upon second reading.

**Section 7. Effective Date:** This Ordinance shall take effect immediately after its final passage and any publication in accordance with the requirements of the City of Hutto and the laws of the State of Texas.

**Section 8. Proper Notice & Meeting:** It is hereby officially found and determined that the meeting at which this Ordinance was passed was open to the public, and that public notice of the time, place and purpose of said meeting was given as required by the Open Meetings Act, Texas Government Code, Chapter 551. Notice was also provided as required by Chapter 52 of the Texas Local Government Code.

**READ** and **APPROVED** on the first reading this the **__th** day of **_____ 2023.**

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 dates was dispensed with.

**READ** and **ADOPTED** on the second reading this the **__th** day of **_____ 2023.**

**THE CITY OF HUTTO, TEXAS**

By:_____
Mike Snyder, Mayor

**ATTEST:**

By:_____
Angela Lewis, City Secretary

**Attachment "A"**

§ 2.03.041 Residency requirement.

(a) The city manager shall reside within the city limits while serving as city manager. If a prospective city manager resides outside the city limits he or she shall establish a residence within the city limits within twelve (12) months after accepting the city manager position. The city council may waive the residency requirement for just cause for a definite period of time after discussion in open session.

(b) *The city manager shall reside within the city limits for the purposes of this section if ~~the city manager meets all of the following requirements~~:*

A. *The city manager ~~must~~ intends that the city manager's ~~permanent residence~~domicile, that is the person's home and fixed place of habitation to which the person intends to return after any temporary absence, is the city manager's residence address within the corporate limits of the City, and such intent is supported by factual evidence including but not limited to:*
   i. *a valid, unexpired voter registration card with the residence address;*
   ii. *a valid, unexpired Texas driver's license or state-issued identification certificate with the residence address;*
   iii. *property tax receipts claiming a homestead exemption for the residence address, if the city manager is a homeowner;*
   iv. *a current residential rental lease agreement for the residence address, if the city manager is not a homeowner;*
   v. *a declaration of domicile; ~~and~~ or*
   vi. *other activities indicative or associated with a person's domicile and home life.~~; and~~*

~~B. The city manager must inhabit the residence as the city manager's domicile and home; and~~

~~C.~~B. *Any temporary absences of the city manager from the residence may be for temporary purposes with the intent to return to the residence, as evidenced by the city manager's intent that the residence be the city manager's ~~permanent residence~~domicile and the city manager having a legal right and ability to return to the residence.*

# AGENDA ITEM REPORT
# 10.7.

| | |
|---|---|
| **To:** | City Council |
| **Subject:** | Authorize release of January 27, 2023 Memo relating to Texas Constitutional Holdover Provision in a Home-Rule Municipality (Mayor Pro Tem Gordon, Legal) |
| **Meeting:** | Thursday, February 2, 2023 |
| **Department:** | Legal / |
| **Staff Contact:** | |

## BACKGROUND INFORMATION:

A legal memo has been prepared relating to whether the term, “Holdover” only applies to general-law cities.

This agenda item will allow the City Council to authorize release of the legal memo to the public.

## SUMMARY OF REQUEST:

## STAFF REVIEW:

## FISCAL NOTES:

## ATTACHMENTS:

None

# AGENDA ITEM REPORT
# 10.8.

| | |
|---|---|
| **To:** | City Council |
| **Subject:** | Consideration and possible action on Ordinance No. O-2023-011 amending the Budget for the Fiscal Year of October 1, 2022 through September 30, 2023 by appropriating and setting aside funds in the amount of $6,000,000.00 for municipal purposes; providing for severability; and providing for an effective date. (First Reading) (Legal) |
| **Meeting:** | Thursday, February 2, 2023 |
| **Department:** | Finance / |
| **Staff Contact:** | Christina Bishop |

## BACKGROUND INFORMATION:

This $6 million budget amendment is to approve the action necessary to budget the funds from the City's unreserved general fund balance for the acquisition of real property by the HEDC as per the action relative to executive session, item 14.5 at the January 5, 2023 City Council Meeting.

## SUMMARY OF REQUEST:

## STAFF REVIEW:

## FISCAL NOTES:

## ATTACHMENTS:

1. O-2023-011 Budget Amendment -Cottonwood Properties-v3-bw
2. Copy of Budget Amendments 2-2-23 (002)

DRAFT

# ORDINANCE NO. 2023-011

**AN ORDINANCE OF THE CITY OF HUTTO, TEXAS, AMENDING THE BUDGET FOR THE FISCAL YEAR OF OCTOBER 1, 2022, THROUGH SEPTEMBER 30, 2023, BY APPROPRIATING AND SETTING ASIDE THE NECESSARY FUNDS FOR ADDITIONAL EXPENDITURES IN ACCORDANCE WITH EXISTING STATUTORY REQUIREMENTS; FINDING MUNICIPAL PURPOSES; PLACING ADDITIONAL RESTRICTIONS ON SAID FUNDS; PROVIDING FOR A SEVERABILITY CLAUSE; PROVIDING FOR ENGROSSMENT AND ENROLLMENT; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS,** the City Council for the City of Hutto, Texas, adopted the City's Fiscal Year 2022-2023 Budget in September of 2022; and

**WHEREAS,** pursuant to Texas Local Government Code Section 102.010, the City Council has determined that it is necessary to amend the City's Fiscal Year 2022-2023 Budget, and that the budget amendment serves a municipal purpose; and

**WHEREAS,** after adoption of the budget, the City Council may by ordinance make certain amendments to the budget pursuant to Section 8.07 of the City of Hutto Home Rule Charter; and

**WHEREAS,** during its January 5th, 2023, meeting, the City Council approved a resolution that authorized the Hutto Economic Development Corporation (HEDC) to acquire and expend funds to acquire real estate and certain real estate contracts currently owned by Cottonwood Development Corporation, approved a funding agreement between the City and HEDC to provide for an economic development program in compliance with Texas Local Government Code Section 380.002(b), and authorized the City Manager to fulfill the contract obligations and execute the funding agreement for an amount up to Six Million ($6,000,000.00), as long as the HEDC would fund the balance of the acquisition costs; and

**WHEREAS,** the City Council desires to transfer from unencumbered appropriation balances an amount of Six Million Dollars ($6,000,000.00) to establish and allocate that amount to the Hutto Economic Development Corporation (HEDC) Receivable account.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL FOR THE CITY OF HUTTO, TEXAS, THAT:**

**SECTION 1.** The foregoing recitals are incorporated into this Ordinance by reference as findings of fact as if expressly set forth herein.

**SECTION 2.** The appropriations for the fiscal year beginning October 1, 2022, and ending September 30, 2023, for the support of the general government of the City of Hutto, Texas, shall be amended as shown in Exhibit A.

**SECTION 3.** The amendment, as shown in words and figures in Exhibit A, is hereby

approved by the City Council in all aspects and adopted as an amendment to the City budget for the fiscal year October 1, 2022, through September 30, 2023.

**SECTION 4.** A copy of the amended budget shall be placed in the office of the Williamson County Clerk as required by Texas Local Government Code Section 102.011.

**SECTION 5.** It is hereby declared to be the intention of the City Council that the sections, paragraphs, sentences, clauses, and phrases of this Ordinance are severable and, if any phrase, sentence, paragraph or section of this Ordinance should be declared invalid by the final judgment or decree of any court of competent jurisdiction, such invalidity shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this Ordinance, since the same would have been enacted by the City Council without the incorporation of this ordinance of any such invalid phrase, clause, sentence, paragraph or section. If a court of competent jurisdiction to be invalid shall adjudge any provision of this Ordinance, the invalidity shall not affect other provisions or applications of this Ordinance that can be given effect without the invalid provision, and to this end the provisions of this Ordinance are declared to be severable.

**SECTION 6.** All ordinances or parts of ordinances and sections of the City Code of Ordinances in conflict with this ordinance are hereby repealed to the extent of such conflict.

**SECTION 7.** The City Secretary is hereby directed to engross and enroll this Ordinance by copying the exact Caption and Effective Date clause in the minutes of the City Council and by filing this Ordinance in the Ordinance records of the City.

**SECTION 8.** It is hereby officially found and determined that the meeting at which this ordinance is passed was open to the public as required and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings Act, Chapter 551 of the Texas Government Code.

**SECTION 9.** This Ordinance shall be in full force and effect immediately upon its passage and publication, when such a requirement is satisfied as required by law.

**PASSED AND APPROVED** on First Reading the___ day of _____, 2023.

**PASSED AND ADOPTED** on Second Reading the ___ day of _____, 2023.

**CITY OF HUTTO, TEXAS**

_____
Mike Snyder, Mayor

**ATTEST:**

Angela Lewis, City Secretary

# EXHIBIT A

# Budget Amendments

# 2/2/2023

**Operating Fund (Fund 10)**

| Division | Original Budget | Proposed Budget Amendment | Revised Budget |
|---|---|---|---|
| **Non-Departmental** | | | |
| HEDC Receivable | 0.00 | 6,000,000 | 6,000,000 |
| To allocate $6,000,000 to the HEDC for land acquisition | | | |

# AGENDA ITEM REPORT
# 11.1.

| | |
|---|---|
| **To:** | City Council |
| **Subject:** | Consideration and possible action on Resolution R-2023-021, a Resolution approving the appointment of William Zito Jr. as the Emergency Management Coordinator for the City of Hutto, Texas (City Manager James Earp) |
| **Meeting:** | Thursday, February 2, 2023 |
| **Department:** | City Manager / |
| **Staff Contact:** | James Earp |

## BACKGROUND INFORMATION:

Texas Government Code Section 418.1015 and the City of Hutto Code of Ordinances Section 1.03.001 establish that the Mayor, as the presiding officer of the City Council of the City of Hutto, Texas ("City"), is designated as the emergency management director for the City. The Mayor, acting in his capacity as emergency management director, may designate and appoint a person to serve as emergency management coordinator, who shall serve as an assistant to the emergency management director for emergency management purposes and to whom the director may delegate authority for execution of the duties of emergency management director.

## SUMMARY OF REQUEST:

Staff request the approval of the appointment of Bill Zito as the Emergency Management Coordinator.

## STAFF REVIEW:

## FISCAL NOTES:

## ATTACHMENTS:

1. Resolution Approving Appointment of Emergency Management Coordinator

**RESOLUTION NO. R-2023-___**

**A RESOLUTION OF THE CITY OF HUTTO, TEXAS, APPROVING THE APPOINTMENT OF WILLIAM ZITO JR. AS EMERGENCY MANAGEMENT COORDINATOR; PROVIDING PROPER NOTICE & MEETING, AND PROVIDING AN EFFECTIVE DATE.**

**WHEREAS,** Texas Government Code Section 418.1015 and the City of Hutto Code of Ordinances Section 1.03.001 establish that the Mayor, as the presiding officer of the City Council of the City of Hutto, Texas ("City"), is designated as the emergency management director for the City; and

**WHEREAS**, the Mayor, acting in his capacity as emergency management director and with the authority granted by state law and City ordinances, may designate and appoint a person to serve as emergency management coordinator, who shall serve as an assistant to the emergency management director for emergency management purposes and to whom the director may delegate authority for execution of the duties of emergency management director under state law and City ordinances; and

**WHEREAS,** the Mayor, acting in his capacity as emergency management director, desires to appoint William Zito Jr. as the City's emergency management coordinator; and

**WHEREAS,** the City Council desires to express its approval of the Mayor's appointment of William Zito Jr. as emergency management coordinator.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF HUTTO, TEXAS, THAT:**

**Section 1:** The findings set forth in the recitals of this Resolution are hereby found to be true and correct and are hereby adopted as findings of the City Council and are incorporated into the body of this Resolution as if fully set forth herein.

**Section 2:** The Mayor, in his capacity as emergency management director, does hereby designate and appoint William Zito Jr. as the emergency management coordinator for the City of Hutto, Texas, pursuant to state law and City ordinances.

**Section 3:** The City Council hereby approves of the Mayor's appointment of William Zito Jr. as the emergency management coordinator.

**Section 3:** The City Council hereby finds and declares that written notice of the date, hour, place and subject of the meeting at which this Resolution was adopted was posted and that such meeting was open to the public as required by law at all times during which this Resolution and the subject matter hereof were discussed, considered and formally acted upon, all as required by the Open Meetings Act, Chapter 551, Texas Government Code, as amended.

**Section 4.** This Resolution shall take effect immediately upon its passage.

**RESOLVED** this ___ day of _____, 2023.

_____
Mike Snyder, Mayor

**ATTEST:**

_____
Angela Lewis, City Secretary

**APPROVED AS TO FORM:**

By:_____
Dorothy Palumbo, City Attorney

# AGENDA ITEM REPORT
# 11.2.

| | |
|---|---|
| **To:** | City Council |
| **Subject:** | Consideration and possible action regarding the adoption of Resolution R-2023-022, providing an interpretation for the meaning of residing within the City of Hutto, Texas, related to Hutto City Charter Sections 3.02 and 3.06(b)(1). (Mayor Snyder) |
| **Meeting:** | Thursday, February 2, 2023 |
| **Department:** | Legal / |
| **Staff Contact:** | |

## BACKGROUND INFORMATION:

Mayor Snyder has requested consideration and possible action regarding a resolution to provide an interpretation of the meaning of "residency" as it pertains to certain Charter provisions. Council discussed this item during its January 19, 2023 meeting and instructed the City Attorney to bring the item back for consideration after making suggested revisions.

Attached is a revised resolution, as well as a redline showing changes based on the January 19, 2023 council discussion.

## SUMMARY OF REQUEST:

## STAFF REVIEW:

Hutto City Charter Section 3.02 states: “In addition to any other qualifications prescribed by law, the Mayor and each Council member shall meet the conditions of Section 5.02 while in office, and shall reside within the City while in office.” Charter Section 3.06(b)(1) provides for forfeiture of office if the Mayor or any City Council member fails to maintain the qualifications of office, including the requirement to reside within the City while in office.

The Charter does not define "residency." In the absence of an express definition in the Charter, the City Council may adopt by resolution an interpretation of the Charter regarding the meaning of "residency."

A home-rule municipality has authority and discretion to interpret its Charter; however, that interpretation may be subject to judicial review. Tex. Att’y Gen. Op. No. KP-0414 (2022) at 3.

The proposed interpretation is based on consideration of how residency has been defined under state statutes and analyzed by Texas courts.

# AGENDA ITEM REPORT
# 11.2.

## FISCAL NOTES:

## ATTACHMENTS:

1. Resolution-Residency Charter Interpretation-clean
2. Resolution-Residency Charter Interpretation-redline

**RESOLUTION NO. R-2023-___**

**A RESOLUTION OF THE CITY OF HUTTO, TEXAS, PROVIDING AN INTERPRETATION OF THE MEANING OF RESIDING WITHIN THE CITY OF HUTTO, TEXAS, FOR THE PURPOSES OF QUALIFICATIONS FOR ELECTIVE CITY OFFICE, UNDER HUTTO CITY CHARTER SECTIONS 3.02 AND 3.06(b); PROVIDING PROPER NOTICE & MEETING, AND PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, Hutto City Charter Section 3.02 states "In addition to any other qualifications prescribed by law, the Mayor and each Council member shall meet the conditions of Section 5.02 while in office, and shall reside within the City while in office"; and

**WHEREAS**, Hutto City Charter Section 3.06(b)(1) addresses forfeiture of office if the Mayor or any City Council member fails to maintain the qualifications as required in the Charter; and

**WHEREAS,** the City Council desires to provide an interpretation of residing within the City of Hutto, Texas, for the purposes of Hutto City Charter Sections 3.02 and 3.06(b).

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF HUTTO, TEXAS, THAT:**

**Section 1:** The findings set forth in the recitals of this Resolution are hereby found to be true and correct and are hereby adopted as findings of the City Council and are incorporated into the body of this Resolution as if fully set forth herein.

**Section 2:** The Hutto City Council hereby provides an interpretation of residing within the City of Hutto, Texas pursuant to Hutto City Charter Sections 3.02 and 3.06(b) for the City of Hutto for the Mayor or any City Council member maintaining residence in the City of Hutto during their term of office.

For the purposes of maintaining the qualifications of office as required by Hutto City Charter Sections 3.02 and 3.06(b)(1) a person shall reside within the City of Hutto, Texas, if:

A. The person intends that the person's domicile, that is the person's home and fixed place of habitation to which the person intends to return after any temporary absence, is the person's residence address within the corporate limits of the City, and such intent is supported by factual evidence including but not limited to:
   i. a valid, unexpired voter registration card with the residence address;
   ii. a valid, unexpired Texas driver's license or state-issued identification certificate with the residence address;
   iii. property tax receipts claiming a homestead exemption for the residence address, if the person is a homeowner;

iv. a current residential rental lease agreement for the residence address, if the person is not a homeowner;
v. a declaration of domicile; or
vi. other activities indicative or associated with a person's domicile and home life.

B. Any temporary absences of the person from the residence may be for temporary purposes with the intent to return to the residence, as evidenced by the person's intent that the residence be the person's domicile and the person having a legal right and ability to return to the residence.

**Section 3:** The City Council hereby finds and declares that written notice of the date, hour, place and subject of the meeting at which this Resolution was adopted was posted and that such meeting was open to the public as required by law at all times during which this Resolution and the subject matter hereof were discussed, considered and formally acted upon, all as required by the Open Meetings Act, Chapter 551, Texas Government Code, as amended.

**Section 4.** This Resolution shall take effect immediately upon its passage.

**RESOLVED** this ___ day of _____, 2023.

_____
Mike Snyder, Mayor

**ATTEST:**

_____
Angela Lewis, City Secretary

**RESOLUTION NO. R-2023-___**

**A RESOLUTION OF THE CITY OF HUTTO, TEXAS, PROVIDING AN INTERPRETATION OF THE MEANING OF RESIDING WITHIN THE CITY OF HUTTO, TEXAS, FOR THE PURPOSES OF QUALIFICATIONS FOR ELECTIVE CITY OFFICE, UNDER HUTTO CITY CHARTER SECTIONS 3.02 AND ~~5.02~~3.06(b); PROVIDING PROPER NOTICE & MEETING, AND PROVIDING AN EFFECTIVE DATE.**

~~**WHEREAS**, Hutto City Charter Section 5.02a) sets forth the following qualifications for filing for elective City office as follows:~~

~~SECTION 5.02 FILING FOR OFFICE~~

~~a) Eligibility to File. Each candidate for an elective City office shall meet the following qualifications:~~

~~1) be a registered voter of the City;~~

~~2) have resided for at least twelve (12) months preceding the election within the corporate limits of the City, including territory annexed prior to the filing deadline; and~~

~~3) be at least eighteen (18) years of age at the time of filing;~~

**WHEREAS**, Hutto City Charter Section 3.02 states "In addition to any other qualifications prescribed by law, the Mayor and each Council member shall meet the conditions of Section 5.02 while in office, and shall reside within the City while in office"; and

**WHEREAS**, Hutto City Charter Section 3.06(b)(1) addresses forfeiture of office if the Mayor or any City Council member fails to maintain the qualifications as required in the Charter; and

**WHEREAS,** the City Council desires to provide an interpretation of residing within the City of Hutto, Texas, for the purposes of Hutto City Charter Sections 3.02 and ~~5.02a)~~3.06(b).

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF HUTTO, TEXAS, THAT:**

**Section 1:** The findings set forth in the recitals of this Resolution are hereby found to be true and correct and are hereby adopted as findings of the City Council and are incorporated into the body of this Resolution as if fully set forth herein.

**Section 2:** The Hutto City Council hereby provides an interpretation of residing within the City of Hutto, Texas pursuant to Hutto City Charter Sections 3.02 and ~~5.02a)~~3.06(b) for

the City of Hutto for the Mayor or any City Council member maintaining residence in the City of Hutto during their term of office.

For the purposes of ~~filing for office and~~ maintaining the qualifications of office as required by Hutto City Charter Sections ~~5.02a),~~ 3.02 and 3.06(b)(1) a person shall reside within the City of Hutto, Texas, if~~:~~ ~~the person meets all of the following requirements:~~

A. The person ~~must~~ intends that the person's ~~permanent residence~~ domicile, that is the person's home and fixed place of habitation to which the person intends to return after any temporary absence, is the person's residence address within the corporate limits of the City, and such intent is supported by factual evidence including but not limited to:
   i. a valid, unexpired voter registration card with the residence address;
   ii. a valid, unexpired Texas driver's license or state-issued identification certificate with the residence address;
   iii. property tax receipts claiming a homestead exemption for the residence address, if the person is a homeowner;
   iv. a current residential rental lease agreement for the residence address, if the person is not a homeowner;
   v. a declaration of domicile; ~~and~~ or
   vi. other activities indicative or associated with a person's domicile and home life.~~; and~~

~~B. The person must inhabit the residence as the person's domicile and home; and~~

~~C.~~B. Any temporary absences of the person from the residence may be for temporary purposes with the intent to return to the residence, as evidenced by the person's intent that the residence be the person's ~~permanent residence~~domicile and the person having a legal right and ability to return to the residence.

**Section 3:** The City Council hereby finds and declares that written notice of the date, hour, place and subject of the meeting at which this Resolution was adopted was posted and that such meeting was open to the public as required by law at all times during which this Resolution and the subject matter hereof were discussed, considered and formally acted upon, all as required by the Open Meetings Act, Chapter 551, Texas Government Code, as amended.

**Section 4.** This Resolution shall take effect immediately upon its passage.

**RESOLVED** this ___ day of _____, 2023.

_____
Mike Snyder, Mayor

**ATTEST:**

_____
Angela Lewis, City Secretary

# AGENDA ITEM REPORT
# 12.1.

| | |
|---|---|
| **To:** | City Council |
| **Subject:** | Consideration and possible action regarding possible appointments, re-appointments and/or removals to City Boards, Commissions, Task Forces, Economic Development Corporations, Local Government Corporations and Tax Increment Reinvestment Zone Boards, City Council Liaisons, and Area Government appointments. |
| **Meeting:** | Thursday, February 2, 2023 |
| **Department:** | City Secretary / |
| **Staff Contact:** | |

**BACKGROUND INFORMATION:**

**SUMMARY OF REQUEST:**

**STAFF REVIEW:**

**FISCAL NOTES:**

**ATTACHMENTS:**

None

# AGENDA ITEM REPORT
# 12.2.

| | |
|---|---|
| **To:** | Planning and Zoning Commission |
| **Subject:** | Conduct a public hearing and possible action on the Hutto Soar 2040 Comprehensive Plan and approving Ordinance No. O-2023-009 (First Reading) (Ashley Bailey)<br><br>a. Consideration and possible action on Ordinance No. O-2023-009 to dispense with the second reading pursuant to Hutto City Charter Article 3, Section 3.13 (Legal) |
| **Meeting:** | Thursday, February 2, 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. SOAR is an acronym - Strengths, Opportunities, Actions, and Response - to understand where Hutto has been and provide direction towards the future.

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.

Responses to the comments received on the draft are attached as well as the appendix containing all public comments collected during the plan creation.

## STAFF REVIEW:

Planning and Zoning Commission offered 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. Ordinance-Adopting Hutto Soar 2040 Comprehensive Plan
2. 2023.01.13_DraftFeedback_Summary
3. Comment Responses
4. Downtown Hutto Letter
5. HuttoSOAR_ComprehensivePlan_FINAL-R
6. Appendix

**ORDINANCE NO. O-2023-**

**AN ORDINANCE OF THE CITY OF HUTTO, TEXAS, ADOPTING THE HUTTO SOAR 2040 COMPREHENSIVE PLAN; AND PROVIDING FOR: FINDINGS OF FACT, ENACTMENT, REPEALER, SEVERABILITY, EFFECTIVE DATE, AND PROPER NOTICE & MEETING.**

**WHEREAS,** the City of Hutto, Texas ("City"), is a home rule municipality operating pursuant to the laws of its Charter and of the State and Texas, by and through its duly elected City Council members; and

**WHEREAS,** Texas Local Government Code Chapter 213 authorizes the City to adopt a comprehensive plan for the long-range development of the City, and a comprehensive plan may include provisions on land use, transportation, and public facilities; and

**WHEREAS,** the Hutto City Charter Section 13.05 states that the purpose of the comprehensive plan is to guide, regulate and manage the future development within the corporate limits and extraterritorial jurisdiction of the City to assure the most appropriate and beneficial use of land, water, and other natural resources, consistent with the interests of the City of Hutto;

**WHEREAS,** Charter Section 13.05 requires the City Council to review the comprehensive plan no later than every four (4) years; and

**WHEREAS,** the City previously adopted a comprehensive plan, referred to as Hutto 2040, on May 7, 2015, and amended that plan in 2019 to reference additional adopted plans such as such as the Thoroughfare Plan, Mobility Master Plan, Wastewater Master Plan, Water Master Plan, Parks, Trails and Open Space Master Plan, and others; and

**WHEREAS,** the City's Planning and Zoning Commission and Development Services Department have reviewed the Hutto Soar 2040 Comprehensive Plan ("Hutto Soar 2040"), attached hereto as Exhibit A and incorporated herein by reference; and

**WHEREAS,** the City Council held a public hearing about Hutto Soar 2040 on January 19, 2023, during its regular council meeting, at which the public was given an opportunity to give testimony and present written evidence regarding Hutto Soar 2040; and

**WHEREAS,** the City Council finds adoption of the Hutto SOAR 2040 comprehensive plan is necessary to meet changing conditions and is in the best interest of the City; and

**WHEREAS,** the City finds that this ordinance was passed and approved at a meeting of the City Council of the City of Hutto held in strict compliance with the Texas Open Meetings Act at which a quorum of the City Council Members were present and voting; and

**WHEREAS,** the City Council has determined that all prerequisites to the adoption of this Ordinance have been met.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF HUTTO, TEXAS, THAT:**

**Section 1. Findings of Fact:** The foregoing recitals are incorporated into this Ordinance by reference as findings of fact as if expressly set forth herein.

**Section 2. Enactment:** The City Council hereby adopts the Hutto Soar 2040 Comprehensive Plan, attached hereto as Exhibit A and incorporated herein by reference, as the comprehensive plan of the City of Hutto, Texas.

The Hutto Soar 2040 Comprehensive Plan, as hereby adopted, reflects the goals, objectives, and strategies of the City Council for the long-range development of the City. The Hutto Soar 2040 Comprehensive Plan shall serve to coordinate and guide the City's adoption of and amendments to the City's various development regulations. To the extent required by state law, zoning regulations and amendments thereto shall hereafter be adopted in accordance with the Hutto Soar 2040 Comprehensive Plan. The Hutto Soar 2040 Comprehensive Plan shall not constitute zoning regulations or establish zoning district boundaries, but shall be used as a guide, subject to modification by the Planning and Zoning Commission and the City Council to fit local and changing conditions as development occurs. The City Council's adoption of the Hutto Soar 2040 Comprehensive Plan does not limit the ability of the City Council to prepare other plans, policies, or strategies as required.

**Section 3. Repealer:** The previous comprehensive plan, referred to as Hutto 2040, as adopted on May 7, 2015, and subsequently amended, is hereby repealed. All ordinances, or parts thereof, that are in conflict or inconsistent with any provision of this Ordinance are hereby repealed to the extent of such conflict, and the provisions of this Ordinance shall be and remain controlling as to the matters regulated, herein.

**Section 4. Severability:** Should any of the clauses, sentences, paragraphs, sections, or parts of this Ordinance be deemed invalid, unconstitutional, or unenforceable by a court of law or administrative agency with jurisdiction over the matter, such action shall not be construed to affect any other valid portion of this Ordinance.

**Section 5. Codification:** The City Secretary is hereby directed to record and publish the attached rules, regulations and policies in the City's Code of Ordinances as authorized by Section 52.001 of the Texas Local Government Code.

**Section 6. Passage:** Pursuant to Section 3.13 of the Hutto City Charter, the Council determined that the first reading of this ordinance is sufficient for adequate consideration by an affirmative vote of four or more members of the City Council during the first reading and the requirement for reading this Ordinance on two separate dates with was dispensed with by the affirmative vote of four or more members of the City council; therefore, this Ordinance is adopted and enacted without further readings. In the event a second reading is necessary, this Ordinance is adopted and enacted upon the affirmative vote of four or more members of the City Council upon second reading.

**Section 7. Effective Date:** This Ordinance shall take effect immediately after its final passage and any publication in accordance with the requirements of the City of Hutto and the laws of the State of Texas.

**Section 8. Proper Notice & Meeting:** It is hereby officially found and determined that the meeting at which this Ordinance was passed was open to the public, and that public notice of the time, place and purpose of said meeting was given as required by the Open Meetings Act, Texas Government Code, Chapter 551. Notice was also provided as required by Chapter 52 of the Texas Local Government Code.

**READ** and **APPROVED** on the first reading this the _____ day of _____ **2023.**

**READ, PASSED,** and **ADOPTED** on the second reading of this ___ day of _____**, 2023** at a regular meeting of the City Council of Hutto, there being a quorum present.

**THE CITY OF HUTTO, TEXAS**

By:_____
Mike Snyder, Mayor

**ATTEST:**

By:_____
Angela Lewis, City Secretary

**APPROVED AS TO FORM:**

By: _____
Dorothy Palumbo, City Attorney

**Exhibit "A"**
**Hutto Soar 2040 Comprehensive Plan**

# DRAFT DOCUMENT PUBLIC FEEDBACK

## JANUARY 13, 2023

# COMMENT SUMMARY

# ABOUT THE ONLINE SURVEY

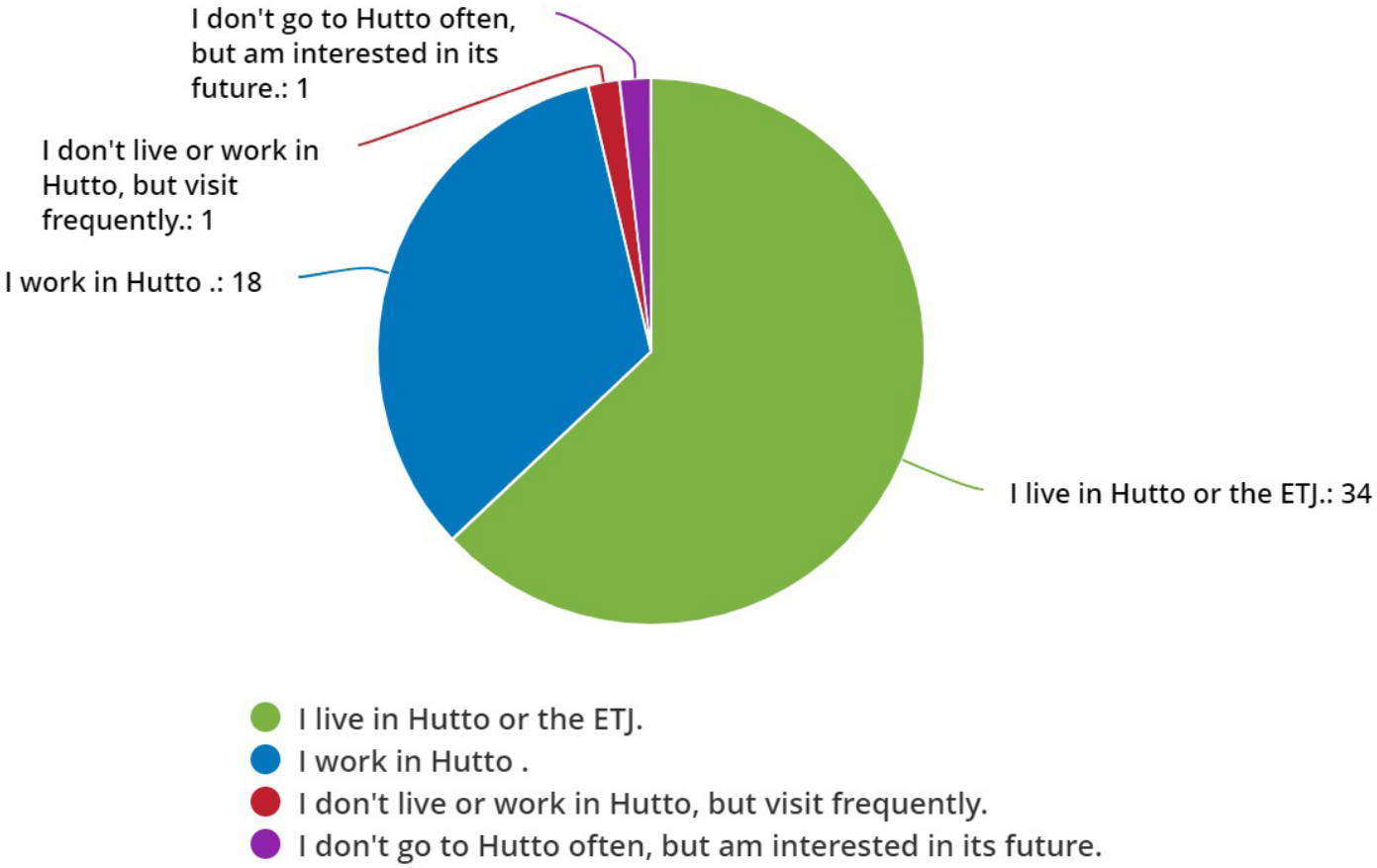
This final online survey was launched to allow public review and comment on the full draft of the Comprehensive Plan. The Draft Plan was available for download and the survey was open from December 23, 2022 to January 13, 2023. The survey could be viewed on either a computer or a mobile device. An email blast was sent to everyone that had provided their emails throughout the planning process, either via the project website or at community events, to let them know the draft plan was available for public comment. When reviewing this summary, please note that participants are not required to answer every question and some questions allow participants to select more than one answer, so the total number of responses to a specific question may appear less or more than the total number of survey participants.

**This survey received a total of 36 participants.**

# DEMOGRAPHIC QUESTION

**Please select all that apply to you.**

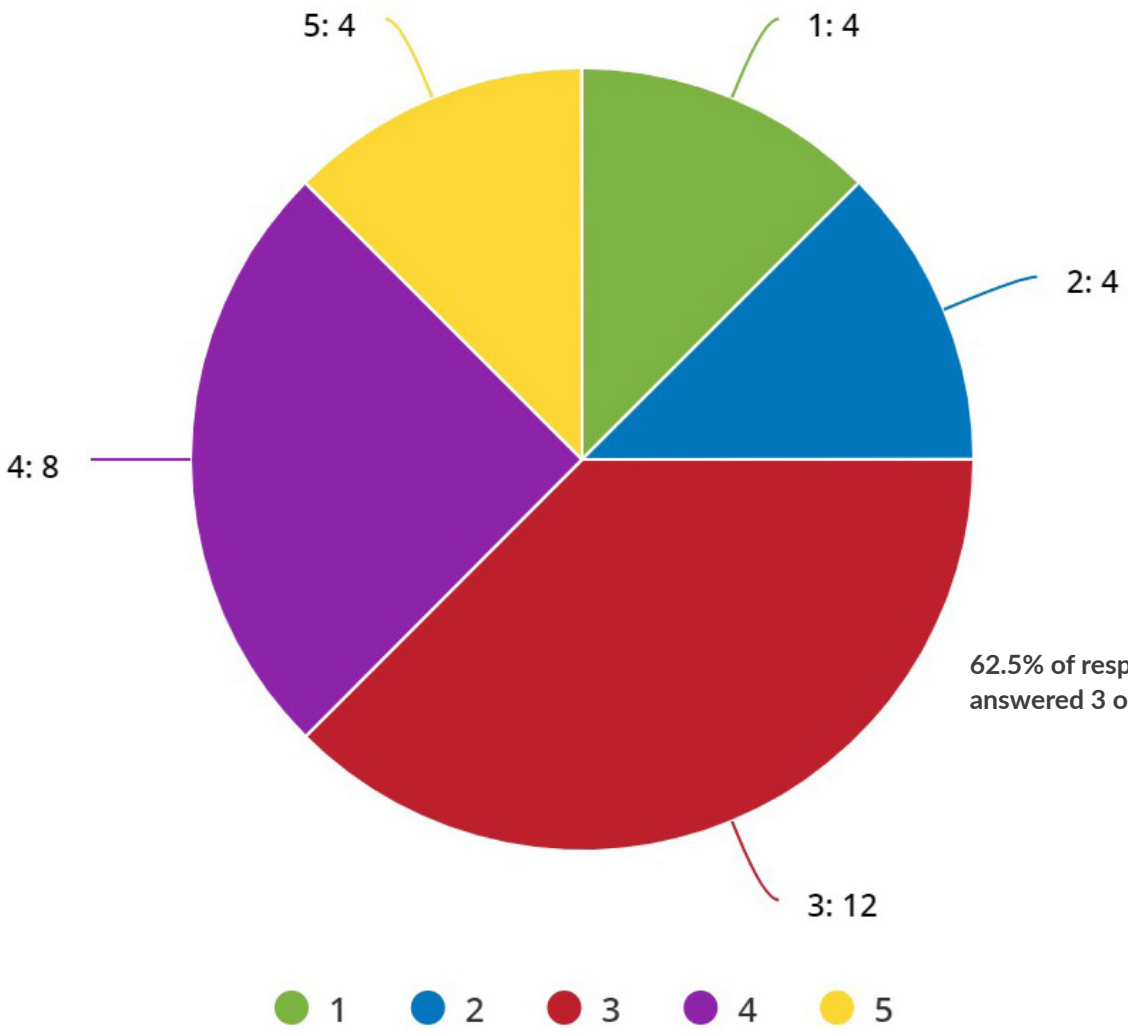
| Choice Responses | Response # | Response % |
|---|---|---|
| I live in Hutto or the ETJ. | 34 | 94.44% |
| I work in Hutto . | 18 | 50.00% |
| I don't live or work in Hutto, but visit frequently. | 1 | 2.78% |
| I don't go to Hutto often, but am interested in its future. | 1 | 2.78% |



# OVERALL FEELING ABOUT THE PLAN

**On a scale of 1-5 how positive do you feel about the direction this Plan is setting for the City of Hutto? With 1 being not positive at all and 5 being very positive.**

| Choice Responses | Response # | Response % |
|---|---|---|
| 1 | 4 | 12.50% |
| 2 | 4 | 12.50% |
| 3 | 12 | 37.50% |
| 4 | 8 | 25.00% |
| 5 | 4 | 12.50% |




**62.5% of respondents answered 3 or above.**

# DRAFT PLAN FEEDBACK

Feedback was requested in a simple open comment form, so as to allow respondents to say whatever was on their mind regarding the plan. 27 written comments were received (although one was a repeated comment) and are included in full in the following table. Most of the comments are neutral in nature. Comments that provided feedback but did not denote an overall positive or negative lean were noted as neutral. Some comments are related to items that are not directly addressed in the Plan, as they are beyond the scope of a Comprehensive Plan or should be part of work that comes after this Plan is adopted. However, these comments are still valuable in that they are a snapshot of some of the things respondents are thinking about, concerned with, and asking for in the City of Hutto.

## WRITTEN RESPONSES

**In this space please share any feedback you have on the draft plan. This feedback will be shared with City Council as they consider the Plan for adoption.**

| # | Response | Sentiment |
|---|---|---|
| 1 | Hello there, There are numerous errors throughout this document (punctuation, grammar, etc.). Is there a plan to proof-read and edit before publication? If you do not have an editor on staff, I am happy to offer my assistance.<br>A few examples:<br>Page 6 - The community grew to 842 inhabitants and seventeen ""business. (Should be businesses.)<br>Page 7 - Growing anti-slave sentiment in Tennessee may have prompted the Orgain family to move to Texas to protect their “holdings”. (Should be ""holdings."")<br>Page 8 - 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. (Omit the word 'the' before Riverwalk Park.)<br>Page 9 - This Comprehensive Plan is one of many documents that helps Hutto grow in accordance with the vision and values of the community. (Should be 'help' Hutto.)" | Neutral |
| 2 | Not enough attention being given to the woefully pathetic state of per-existing infrastructure -ie: residential streets and sidewalks, old/outdated water & sewer service lines, and code enforcement for vehicles being left on the sides of streets for weeks at a time. This has been brought up to city staff, the mayor, and city council with only "lip service" and unfilled "promises". If the existing infrastructure crumbles then Hutto will fail. That is a fact. | Negative |
| 3 | I feel very positive of the direction Hutto is heading. We moved to Hutto in 2007 and we see the positive growth and changes daily. It would be great to get our own theater and Hospital, not necessarily in that order | Positive |

| # | Response | Sentiment |
|---|---|---|
| 4 | Thank you all for your time and effort working for the betterment of the city. I love the direction of this plan, and support it in full.<br><br>Feedback on the Thoroughfare Plan (p. 92-100):<br>I own a home off of Carl Stern Dr. and using my own measurements as well as the Plat Map Recording Sheet I know that the R.O.W. is only 80' wide, despite this being identified as a Minor Arterial. This is 30' narrower than the existing 110' R.O.W. width design standards, which as me worried about how adequate traffic volume can be accommodated while maintaining or improving the standard of living for the single family homes adjacent to Carl Stern Dr.<br><br>Feedback on Storm Water (p. 118-121)<br>In addition to the above, much of Carl Stern Dr's existing ROW and PUE were poorly designed in the past. Unfortunately, many of the secondary storm water runoff vegetated ditches running parallel to Carl Stern Dr. are in disrepair and non-functional. For example in the Legends of Hutto Phase 1 stretch of Carl Stern, zero of these secondary ditches properly drain rainwater, so all of them back up during moderate and heavy rain and overflow onto the Carl Stern road surface.<br><br>Feedback on general communication:<br>Over the past 6 months, I have called for questions or information dozens of times and have received fewer than 5 answered or returned calls. I have also sent at least 10 emails to those same people and departments that were simply never responded to. In my opinion, it would go a long way to making me feel like I live and belong in a flourishing community if I could actually get a hold of the people who run the show. | Positive |
| 5 | Although the vision is overall positive, there are a few things I feel have been ignored or are being overlooked. The Co-OP property is not being developed the way it is being sold. It is nothing like the Domain, which is what it is supposed to be modeled after. The Mayor says that apartments without the commercial space below were not supposed to be what is built there, but I noticed that there are apartments proposed that are large-scale residential apartments with no retail. That ought to pretty much kill the vibe of the Co-OP. Next, mid-rise 3 story apartments with no greenery are being built INSIDE Hutto Square, when the plan states that they should not be more than 2 story. The neighborhood cohesiveness was destroyed and the roads in there are really bad. Some of the homes around the project have allegedly had damage from all the digging and vibrations, and ours has developed some cracks. When our yard was completely dug up to place lines, our sprinkler system was broken. I love the idea of a place for festivals and a splash pad in fritz park. The problem I see is, where can an outdoor event place for festivals be put where noone will complain? Again with the Co-OP, but what about the little amphitheater and splash pad there? They haven't been worked on in a few years and are just going to waste. I do not know who owns the Brushy Creek frontage but that is a very overlooked source for public use. The entire length along the bike trail could be developed with mile markers, picnic and rest spots, and access to the water. | Positive |

| # | Response | Sentiment |
|---|---|---|
| 6 | My name is Mark Lyons. My wife and I are the proud parents of an autistic adult. He is 24 years old and lives with us. I am speaking to you on his behalf.<br>Our country is undergoing a supportive housing crisis for autistic adults. Supportive housing is housing that includes long-term services and supports. This crisis consists of a severe shortage of supportive housing and the preponderance of barriers that impede the further development of supportive housing for autistic adults.<br>Reasons include:<br>The population of autistic adults is growing.<br>Most autistic adults live with their aging parents.<br>Autistic adults often have behavioral and medical challenges that require supervised long-term services and supports.<br>What Hutto can do:<br>- Create locally funded sources including tax credits, bonds, and sales taxes to provide housing and long-term services and supports for this population.<br>- Ensure all local comprehensive planning – Hutto Soar 2040 – and housing plans include people with autism due to being high risk for homelessness, community displacement or forced institutionalization.<br>- Develop strategies for all market cycles that expand the portfolio of supportive housing options by leveraging opportunities through undeveloped land, underutilized properties, and creating greater options for individuals with a broad range of support needs.<br>- Remove zoning laws or land-use barriers and expedite approval to develop supportive housing on property owned or controlled by organizations that develop this type of housing.<br>- Actively seek out organizations and businesses that develop supportive housing.<br>In conclusion:<br>We need comprehensive coordinated policies, programs, and legislation at the local governmental levels to ensure access to housing and long-term services and supports for autistic adults.<br>Thank you. | Neutral |

| # | Response | Sentiment |
|---|---|---|
| 7 | -The transit portion could definitely be looked at more to include Shuttle type services with main thoroughfare points connecting destinations such as grocery stores, entertainment, and larger places of employment. These would not necessarily have to run through neighborhoods, but again, major thoroughfares throughout Hutto. If you try to do transit within neighborhoods, you may get NIMBY type people complaining about mass transit, but shuttles could be a decent alternative.<br>-Sidewalks (including possible barriers) along Chris Kelley and 79, including barriers to keep people of the train tracks could greatly increase pedestrian traffic and allow an easement of traffic as well. If there were sidewalks on 79 and a walking bridge above 79 to get to the Co-Op would lead to an increase of pedestrian traffic to both that site and Downtown Hutto.<br>-The Gateways are a great idea, but we need something more attractive other than the farmers markets and whatnot to attracted people to go to these places. For neighborhood entries it's great and gives it a new vibe, but for other places, make it welcoming but keep the people there with more entertainment/activities. Perhaps a small stage and outdoor seating allowing restaurants in downtown to have people take food and beverages to go and listen to music that isn't just at the Downtown Hall of Fame. Or, use the land that Perfect Game was to be at and create another entertainment district that is also anchored by some type of grocery store. The site has ample space for parking and if there are sidewalks and trails connecting it than that site could be zoned for extreme growth and popularity being in between Hutto and Taylor. Restaurants (not just chain, but I do know you cannot control who decides to open a business here) could bring much more tax revenue to Hutto and not only tax money from the residents of Hutto, but residents around the area.<br>-I am not sure if the Old Town character is a threat necessarily. People are selling their houses and building duplexes or townhomes already. Unless preservation requirements exist (or will exist) that area will lose it's character regardless due to land values being more than the existing structure value.<br>-Adding more housing to Old Town, due to the congestion that exists and will increase, does not seem like a great idea, especially with multi-family dwellings where more vehicles will be used.<br>-Lastly, with the amount of apartments that are being built by Hutto Middle School, Exchange will get extremely crowded and unsafe for the students. This needs to be addressed as both entrance/exit feed right out to that road." | Neutral |
| 8 | Add another lane at the Ed Schmidt Blvd 119 and Limmer Loop intersection. Also, please add the sidewalk, street light at Ed Schmidt Blvd 119 road. | Neutral |

| # | Response | Sentiment |
|---|---|---|
| 9 | I am currently studying the draft plan and will provide feedback as that progresses. I am taking a neutral position to start. I hope that Council will do the same. This plan should not be rubber stamped. First flush. SOAR? That is not Hutto. How about CULTIVATE, TRACK or NURTURE? We are black clay and rail, not pie in the sky. As I flip through, I perceive that the emphasis is on economics and growth. I would like to see more emphasis on the Arts, performing, visual, music, literature, architecture, cinema. The axes labels for charts 6.1 & 6.2 need to be clarified. Why all the photography? I would rather see more conceptual/visionary images. The CO-OP section is not realistic. For senior housing (I am 73), I would like to see more age in place emphasis: ADA features, high speed internet, open concept, vinyl flooring, wide interior doors. I will be looking for neighborhood community centers/meeting facilities, pedestrian only zones, and centralized parking facilities with shuttles.<br>We need a more functional police station. We could use the old City Hall for an American Legion Hall. | Neutral |
| 10 | I am keeping my neutral position until I hear from City Council on this.<br>Downtown Old Town<br>Envision a 2040 pedestrian/shuttle only commercial old town with shuttle lanes and pedestrian bridges over 79 and 1660. Create a kiosk type mall, incorporating pop-ups, seating, strolling paths and line dancing, down the center of East Streat. Designate this area as open carry serviced by East Street restaurants and bars. Wrap a full-service community center around the East side of Henrietta, similar to the one in Grapevine, with multiple floor parking and luxury condominiums. There is an example of this type of development a few blocks from Austin's 6th Street. The exterior should blend in with the facades of commercial Old Town and also provide a palette for promoting Old Town, as the silos do now for the CO-OP. Recreate the original (before the fire) façade on the East side of East street for modern additional commercial and entertainment development and display art. Play on the original purpose and signage of the buildings. We have an amazing architectural artist right here in Hutto. This type of development in old town would serve our residents and visitors better than what is proposed in the SOAR plan. Park features, luscious landscaping, trees, and statuary art could be woven into this plan. This plan wraps our old town up in tradition and functionality. I do not the hodgepodge plan presented by the contractor. I will talk more about that and the CO-OP in a follow on comment. | Neutral |

| # | Response | Sentiment |
|---|---|---|
| 11 | My initial limited review, before I got sick, disclosed several shortcomings that should have been caught by the contractor prior to release of this draft to the client for their review. My gut reaction would be turn it back to the contractor for clean-up, while you continue your review. I am rating this as a neutral until I get further into the document.<br>Chapter 1.<br>A series of projections and growth rates appear in this chapter. In many cases, contradictory info is presented; i.e., page 20.<br>The write up shows population as of June 10, 2022 was 25, 320. The schedule on page 20 shows the population in 2019 was 25,320. That is about a 2.5 year gap, with the interceding 2020 census. I understand that we built about 2000 homes in 2021. I have extrapolated from HISD data, that we have about 3+ new citizens per home. The demographics write up on page 20 regarding population is not correct or the data is wrong. Either way it casts a shadow on the resulting projections. This shows ineffective review procedures in place to correct very visible errors. What other errors may be hidden?<br>Overall, the demographics are sketchy, sloppy and possibly erroneous. I suggest that you compare data with the extensive and documented demographic data presented to the recent HISD Long Range Facilities Planning Committee that my wife was part of. I will be looking for information in subsequent chapters that will integrate HISD factors. | Neutral |
| 12 | I don't see the Monadale Historic Cemetery included or protected. This Hispanic cemetery is located six miles north of Hutto on 1660 and is specifically mentioned in deeds of that land. Is that area not part of the plan? Thank you. | Neutral |
| 13 | More taxes more taxes, more taxes! More traffic crime, congestion, increased ripoff property prices. | Negative |

| # | Response | Sentiment |
|---|---|---|
| 14 | CO-OP Development<br>The SOAR 2040 draft report spends a significant amount of time talking about the Co-Op asset development in rather glowing terms. Completed in 2019, the Hutto City Hall is located at the north end of the in progress mixed-use Co-Op District. We must determine the current basis of this joint venture in order to project into the future.<br>As you may know, I was a Federal S&L examiner in charge of numerous failing financial institutions in the late 1980's. Part of my job was to classify substandard assets from the loan and investment portfolios of the failing S&L's. I examined, inspected and recommended the establishment of necessary loss reserves. It is my considered opinion that a substantial amount of write off is required to recognize future losses on this Co-Op development. This joint venture has been in default several times and should be restructured. The extent of loss is unknown at this time. Updated appraisals, operating statements, review and analysis of marketing efforts, and other financial studies must be done.<br>Why would I say this is a substandard asset? An insured financial institution is regulated to address substandard assets. I see several breakdowns in underwriting of this venture.<br>1. Start with the PID. Three years into this project and we seem to be still in the conceptual stage. The PID in not finalized. A church is still operating in a corner of the property as a tax exempted entity. The PID is not functional.<br><br>2. There has been a failure to enforce performance triggers in the operating documents, such as milestones for improvement completions.<br><br>3. Technical competence, expertise and experience in some forms of development does not necessarily work in different specialized ventures, such as the Co-Op.<br><br>4. There appears to be a vacuum of supervision due to lay-offs, Covid and weather. These factors did not cause the problem, but rather masked the problem.<br><br>5. Likewise, there was lack of attention to changing economic conditions.<br><br>6. Most of all, it does not appear, that even in the conceptual stages, the development plan was properly documented, vetted or staged. Were these commitments real or just a way for an aggressive profiteer to create a bogus ROI?<br><br>I am looking at this from a jaded, suspicious forensic examiner mindset. But I tell you, there are just too many red flags here. I understand that this JV has now been in default three times. It is very evident that you are likely to be involved with a substandard asset that is grossly overvalued.<br><br>I have not been privy to the JV documents for this investment, so I am not able to tell you what specific actions need to be taken by the City. I must say that this JV needs to be reassessed to provide the basis for going forward. Don't build on a bad foundation. Have real estate professionals advise you on this. Make this an integral part of the SOAR 2040 plan. I have set here and watched our City fret over this for going on 4 years. Turn this into a beautiful performing asset. When you have a bad asset, you have to work the asset, it is not going to work itself. | Negative |

| # | Response | Sentiment |
|---|---|---|
| 15 | Co-Op: This plan should start with the actual status, not the conceptual stage. Mayor Snyder posted yesterday in Facebook:<br>"The Co-Op is a private developer. The city gave them the land for FREE, MILLIONS of tax rebates and more.<br>The developer can't get out of their own way. In November, the City Council issued a terminal default to the developer. (3yrs in a row of not building minimum square footage as per our agreement).<br>Changes will be made by May in that either the developer agrees to renegotiate things with the city or Hutto May take the development over and let another, more qualified developer build it out.<br>By the way, when the current Co-app developer brings forward ideas on a bunch of more apartments, we shoot it down.<br>The City of Hutto incentivized an entertainment area and that is what we are going to get." | Neutral |
| 16 | Agenda Item 11.2 of the Jan 5, 2022 Council Meeting should be covered in this plan. We do not want NorthTown Commons to turn out like the road through Emory Farms into the Titan industrial area. Any road from Limmer Loop entering this new PUD should not enter into Carol Meadows or Mager Meadows. To avoid unwanted noise and lights, loading docks should not back up to these residential areas. There should be a significant tree/landscaping buffer zone and a tall fence (12' min) between these industrial parks and adjacent established residential areas. | Neutral |
| 17 | Parks and Recreation<br>I am impressed with the thought and effort that has gone into this. I love the concept of the Orgain Nature Exploration Park, and TROD. It is good to see our natural wealth showcased in this way. Placemaking seems to implement the ""pocket park"" concept. As I stated in one of my earlier comments, zoning the south end of East St as pedestrian only, creates a lovely opportunity for a ""park place"". | Positive |
| 18 | I am very adamant that the current Old City Hall Police Station should be donated to the Hutto American Legion Post 302. This Post has been active in Hutto for over 20 years and provides amazing support services to the community. The Post works seamlessly with the other community nonprofits. I am truly embarrassed that the City has not recognized their service in a big way.<br>I would like to see more detail on the Justice Center, square footage, animal control, evidence room, etc.<br>Very happy to see that this plan recognizes that we need a dedicated library that can serve the community in many ways.<br>It is good that the plan integrates community meeting spaces into several public facilities. City Hall itself should have set aside, public meeting rooms. | Neutral |

| # | Response | Sentiment |
|---|---|---|
| 19 | Chapter 8 - Old Town District<br>East Street Block Small Area Plan Concept.<br>This plan, as presented is totally unworkable without removing all improvements on the 1st block of East Street on the East Side. The part of the new build on the west side of N1660 cannot be done because of the street widening for improved traffic flow. This whole plan is "pie in the sky", with inadequate consideration of the transportation plans in place. Did Freese & Co even consider any plans that are already in place for this area? See Fig 8.9 and 8.11.<br>This part of Chapter 8 is moot because of 1660 improvements already underway. Just return this section back to the Drawing Board. This gross oversight raises questions about the entire Chapter 8. We need to seat specific focus groups to come up with more realistic Hutto solutions. We cannot really blame the contractor. It looks like we did not give them much to work with. | Negative |
| 20 | Chapter 4 Transportation.<br>Thoroughfare Plan, page 92<br>Figure 4.8 and Map 4.1 show no street names, road numbers, etc., to identify traffic patterns. How can this information be evaluated against proposed highway improvements? These graphics seem useless. In the write up on page 92, it says Figure 4.8 shows the conflicts that existed with the previous thoroughfare plan. There are no explanations of these conflicts. Where are they?<br>Pages 88-91 raise good points to consider and should be applied to each new development in the form of detailed requirements. Plats submitted for review by P&Z must incorporate these requirements. Buy- in is critical.<br>In the Vision and Goals section, what is “Main Hippo Way” page 88. Figure 4.1 shows improper grammar. This chapter is rife with such references and also run on sentences, inconsistent verb tense, etc. Figure 4.2 is also poorly labeled.<br>Page 89 Key Population.<br>This segment of the population is poorly identified. Neither seniors or youth, nor even the disabled, are necessarily restricted in mobility or unable to operate a vehicle. The two bullets listed apply to all pedestrians, whether they choose to walk or are restricted from driving.<br>I would love to see some examples of this, such as Exchange Street. These are the types of pictures I expected to see. Not fluffy touristy type photos. I fully expected that pedestrian overpasses would be covered here. I have seen slow moving or mechanically assisted pedestrians facing extreme danger while trying to cross Hwy 79 or the railroad track. But, so far, I have seen minimal planning for safe pedestrian travel in this document. Show us some examples.<br>Page 90 Figures 4.4 - 4.7<br>Examples of what, pray tell?<br>My rating of this plan went down a notch after reviewing this Chapter. | Negative |

| # | Response | Sentiment |
|---|---|---|
| 21 | Chapter 2 Vision, Guiding Principles and Goals<br>On page 28, it is stated that "Gathering the community's input was a critical step in developing the Comprehensive Plan." Hutto has a myriad of Facebook community groups, HOA's, churches, civic organizations, nonprofits. I do not know about others, but the Hutto Community Watch nonprofit (a 501(c) community advocacy group) was not brought into this process. While I appreciate the social events attended by the CPAC, the warm and fuzzy just does not cut it.<br>I recently served on the HISD Long Range Facilities Planning Committee, an intense 4 months process involving at least 100 community leaders. It was led throughout by a professional facilitator. We were trained in consensus decision making methodology, a model that I have used throughout my career, since 1973. The City CPAC met every six months? Now you are condensing the draft review into a couple of weeks?<br>Page 29<br>This Chapter sets the foundation for the Comprehensive Plan, the CPAC. The last sentence on this page demonstrates the major weakness in the CPAC and this plan. "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."<br>Each? Collective?<br>Only positive attributes? What about problem areas? If not, why do we need to plan? "...where as a service delivery organization." What? Let me finish your sentence. "... asked to provide their concept of a community whose primary purpose is to provide a centralized, cohesive and rich quality of life for its residents. "<br>Have any of these stakeholders responded to the recent call for comments on the draft plan? Were they recently individually contacted? Do they all still live in the City?<br>The pictures on this page clearly demonstrate the "us" vs "them" feeling that I felt when attending community meetings. Were there any community meetings actually in the community of Hutto? Did the staff come to us?<br>Page 35. There were only 80 respondents over 3 months for the survey summarized on page 35 & 36. The quantity of visits, data points and map comments make it clear that this survey was confusing and uninviting. Over 7000 site visits and only 80 responses? It is clear that this adamant segment of the population rates transportation and mobility #1. Age breakdown and home ownership of these respondents seem reflective of Hutto demographics. Listen to these people. Vision statements for downtown Hutto focused on community, quality of life, park atmosphere, arts, entertainment, freedom from traffic congestion, small shops, and centrality. Take a look at how this plan addresses Old Town and Downtown Hutto. There is a disconnect.<br>Please excuse my harsh attitude. I am an engineer who spent most of her career in Federal Law administration. I don't mince words. Please take my comments in the constructive sense that I mean them. | Neutral |

| # | Response | Sentiment |
|---|---|---|
| 22 | I am resubmitting this comment with a typo correction.<br>Chapter 2 Vision, Guiding Principles and Goals<br>On page 28, it is stated that "Gathering the community's input was a critical step in developing the Comprehensive Plan." Hutto has a myriad of Facebook community groups, HOA's, churches, civic organizations, nonprofits. I do not know about others, but the Hutto Community Watch nonprofit (a 501(c) community advocacy group) was not brought into this process. While I appreciate the social events attended by the CPAC, the warm and fuzzy just does not cut it.<br>I recently served on the HISD Long Range Facilities Planning Committee, an intense 4 months process involving at least 100 community leaders. It was led throughout by a professional facilitator. We were trained in consensus decision making methodology, a model that I have used throughout my career, since 1983. The City CPAC met every six months? Now you are condensing the draft review into a couple of weeks?<br>Page 29<br>This Chapter sets the foundation for the Comprehensive Plan, the CPAC. The last sentence on this page demonstrates the major weakness in the CPAC and this plan. "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."<br>Each? Collective?<br>Only positive attributes? What about problem areas? If not, why do we need to plan? "...where as a service delivery organization." What? Let me finish your sentence. "... asked to provide their concept of a community whose primary purpose is to provide a centralized, cohesive and rich quality of life for its residents. "<br>Have any of these stakeholders responded to the recent call for comments on the draft plan? Were they recently individually contacted? Do they all still live in the City?<br>The pictures on this page clearly demonstrate the "us" vs "them" feeling that I felt when attending community meetings. Were there any community meetings actually in the community of Hutto? Did the staff come to us?<br>Page 35. There were only 80 respondents over 3 months for the survey summarized on page 35 & 36. The quantity of visits, data points and map comments make it clear that this survey was confusing and uninviting. Over 7000 site visits and only 80 responses? It is clear that this adamant segment of the population rates transportation and mobility #1. Age breakdown and home ownership of these respondents seem reflective of Hutto demographics. Listen to these people. Vision statements for downtown Hutto focused on community, quality of life, park atmosphere, arts, entertainment, freedom from traffic congestion, small shops, and centrality. Take a look at how this plan addresses Old Town and Downtown Hutto. There is a disconnect.<br>Please excuse my harsh attitude. I am an engineer who spent most of her career in Federal Law administration. I don't mince words. Please take my comments in the constructive sense that I mean them. | Netural |

| # | Response | Sentiment |
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| 23 | SOAR 2040 Chapter 8 Old Town District<br>Here I am citing the primary example of why I cannot enthusiastically endorse this plan for approval. The "Old Town District East Street Block Small Area Plan Concept." (On a side note, where did the planner come up with this awkward description?)<br>See Figure 8.9<br>It appears that this drawing illustrates a plan for the land bordered by East Street on the West, Farley Street on the North, Highway 79 on the South and 1660N to the East. It includes the site of the former lumber yard and other historical businesses that burned down. It is currently the home of a beauty shop (formerly the jail), what I believe to be the original Hutto City Hall (now the Chamber of Commerce), a tire shop/ historical service station, and Henrietta. This block is an historical Hutto Gem. Figure 8.9 actually eats up the Chamber of Commerce historical building.<br>The concept plan demonstrates an ignorance of the in-process traffic upgrade for the Hwy 79 and 1660N intersection. Surely the planner should have known that a good 20 or more feet (talk to the engineer) of the East border of this property the added right turn lane of 1660 N at Hwy 79 westbound. By the time we add another 20 or 30 feet of building line setback, there is no space for the proposed high density development envisioned in Figure 8.9.<br>Why place a shiny object in the way of serious discussion regarding this block? Our City? This "concept" disregards the tumultuous early history of Hutto. It is just a ridiculous figment of the planner's imagination and detracts from what could be an uplifting and useful plan for the future.<br>Alternatively, the historical nature of the existing structures should be maintained. New structures with historically correct facades should be created along the East side of East Street to replace those buildings that perished in the fire. A needed mixed use parking/community services structure should be constructed behind these buildings in the area where the lumber yard stood. Architectural art could be used here to reflect the cultural richness of this downtown area. This concept would allow residents and visitors to fully enjoy this district by opening up the area to pedestrian activities and bringing back memories, sweet and tragic, of our heritage. | Negative |
| 24 | Good to see this effort and foresight. A fair bit of the content was copy and pasted. Did not like the use of sustainability and ecosystem having nothing to do with sustainability or ecosystems. More community engagement. | Neutral |
| 25 | Please tell us the City plans for the extension of Carl Stern. I cannot not find anything more recent than 2011. | Neutral |
| 26 | The tunnel under 79 downtown is a great idea. I am excited to see the focus on mixed use neighborhoods as opposed to more subdivisions. I hope that community activity centers aren't just gas stations and such. It would be awesome to have a Trader Joe's or other grocery stores closer to the north side. | Positive |
| 27 | Make the old town beautiful and something we all can be proud of. Street lighting in the entire neghbourhood and pavements would be great. Dedicate place in the old town for garden and picnic. | Neutral |

| # | Source | Comment | Response |
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| 1 | Council | Page 11 - #7 can we add "traffic circles" | Traffic circles have been added to the suite of options discussed in alternative design methods. |
| 2 | County | See below from DEC regarding the comparison of the County's LRTP and Hutto's planning documents. Generally speaking the LRTP arterials were spaced a mile apart, and we can absolutely change them to match the City's plan, but they generally provide adequate room for ramps in between. Based on the information below, it looks like the City has two collectors between Hutto Arterial and Corridor E while the LRTP only has one. The concern is that the easternmost of these two collectors may not be able to have access ramps to the mainlanes due to its proximity to E3 direct connectors. Let us know if you would like to meet (and when) to discuss further, or if we should move forward with design of access to the westernmost of the two collectors below, and only side streets to the other collector just east of that and west of E3. | Removed easternmost collector north of Chandler per comment, but kept it south to Limmer/US79, where this may not be an issue long-term. There is utility in the shorter term but would be rendered obsolete if access control is implemented on Chandler as planned, unsure of the timeframe for that. |
| 3 | P&Z | Page 8 (111): Need numbers for ETJ as well, since it directly shows how the growth will progressively get larger as sections are annexed in the near future. | The best source of growth projections for the ETJ are your newly adopted water and wastewater plans. A discussion on these have been added to the Land Use chapter. |
| 4 | P&Z | Page 9 (112): Why are other non-Hutto plans not listed, such as Wilco & State level Transportation plans? They were major references as part of this plan. Also can dates of each current version be included here? Shows which exact version of snapshot in time was utilized, as people read this Comp Plan in 10 years. | A more complete table of related plans has been added. |
| 5 | P&Z | Page 60 (163): Complete Neighborhoods: What is the requirement for commercial to be added into these? Minimum standard per acreage or number of homes? | A clarification on how to address this has been added to the "How to read the dashboards" section of the Land Use chapter. |
| 6 | P&Z | Page 92 (195): Is every new road on the proposed Thoroughfare Plan able to be built out fully (via ROWs stated) with existing developments in progress? | Yes, the map was coordinated to align with active developments, however, the critical element of the Thoroughfare Plan is that connections are maintained with appropriate capacity and multimodal improvements based on classification with each route shown. Alignments and exact designs may be altered during amendment process, but classifications should stay intact. |
| 7 | P&Z | Page 94 (197): Needed ROW for the expanded Major Arterials as 134ft and Minor Arterials as 110ft. Most current ROWs allocated in city are not this wide, was this assessed for current road expansions or simply new roads? | This was recommended as the standard for new roads and widenings going forward to adequately accommodate all needs for the Rights-of-Way, including underground and above ground utilities, landscaping, and other features. |
| 8 | P&Z | Page 172 (275): Southeast Loop area: Agree we need to fan out types and allow better commercial use. Right now some developments are already being approved for residential only and not | As of the adoption of this Comprehensive Plan, the new FLUM is considered approved. The |

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| | | adequate SE Loop ROW. How can we ensure we set this up for better success (or more targeted analysis) before these recommendations and the new FLUM are approved? | Comprehensive Plan recommends a Small Area Plan for the Southeast Loop Corridor, which would be a great tool for ensuring that area develops according to the City's goals. |
| 9 | P&Z | Page 204 (307): Need more park/grass area downtown, not the small space shown crowded by buildings. Stated during CPAC meetings and via comments. | Downtown Hutto is bookended by the Co-Op greenspaces and Fritz Park. Successful downtowns have small buildings on small lots supported by strategically located plazas and greens. Leaving passive greenspace in the downtown, as it is now, generates little to no activity on these sites. Unless an event is being hosted, the spaces are voids in the street edge causing conflicts of walkability downtown. |
| 10 | P&Z | Overall missing talk of transit. How to get around town quicker via transit options? How to connect to neighboring cities? | Transit is a big decision and requires more discussion and exploration beyond the scope of a Comprehensive Plan. This Comprehensive Plan recommends that the City undertake an update to the Mobility Master Plan, which should address transit in more depth and make recommendations accordingly. |
| 11 | P&Z | TR5 & TR9 - Thoroughfare Plan and Mobility Master Plan were mentioned but no specific transportation and connection suggestions included. Only suggesting redoing both of these? | The Thoroughfare Plan as provided depicts updated and new connections. The adoption of this Comprehensive Plan is an update to the Thoroughfare Plan, while the creation of a more detailed Mobility Master Plan is recommended as a follow up exercise. |
| 12 | P&Z | TR10 - Where are specific current recommendations for roundabouts? | Comprehensive Plans lay out best practices and circumstances in which certain techniques are appropriate and should be considered, while more specific recommendations would be best handled in a future Mobility Master Plan update. That being said, some locations that could be candidates for roundabouts have been added to the Thoroughfare Plan. |
| 13 | Public Comment | I'm attaching a screen shot of suggested edits to the comprehensive plan. The edits are based on my research into Hutto's history. I believe the events are significant enough to be included. | Changes were made accordingly. |

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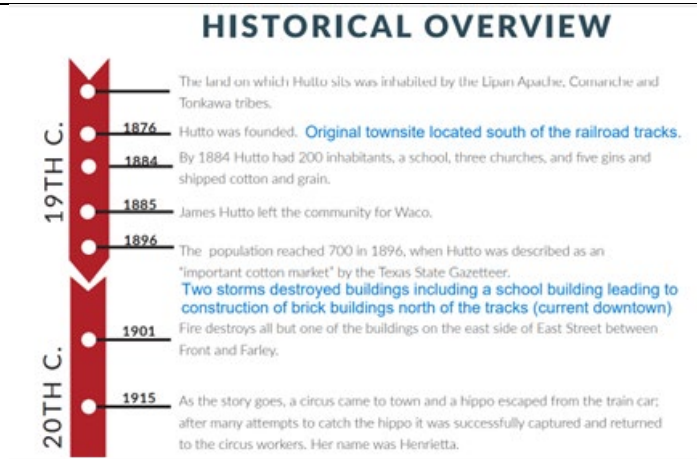
| | |  | |
| 14 | Mayor | Letter from Leadership is missing | Waiting on Council to provide. |
| 15 | Mayor | Page 4, need to emphasize that this is a "tool" | Noted. |
| 16 | Mayor | Page 6, why mention Samsung | Samsung is a major employer that has recently moved into the region and will have a major impact on growth, employment, traffic, and other trends in Hutto that are applicable to a Comprehensive Plan. |
| 17 | Mayor | Page 8, population from last census may be 27,577 | This chapter is intended to be a snapshot in time when the project was started, to identify trends and trajectories applicable to the Comprehensive Plan. Due to delayed release and potential data issues, our team chose not to use 2020 decennial census data for this snapshot. In January 2022, when this snapshot was done, 2021 data was not yet available. For these reasons the snapshot uses 2019 census data. Although 2019 feels outdated at the time of publication in February 2023, the trends and trajectories presented are still applicable to the extent needed for this Comprehensive Plan. |
| 18 | Mayor | Figure 1.1 stops @ 2019 population of 25,320 but up top it says "Hutto in 2022". Bottom graph is uselsess | Graph has been removed and the title of the page has been updated to clarify. |
| 19 | Mayor | Table 1.1, we just adopted a new Water/Wastewater Master Plan in 2022 | At the time that the Snapshot for the Comprehensive Plan was done, these new utility plans were just getting started, so these older plans were what was analyzed at the beginning of the planning process. The 2022 W/WW Master plans were analyzed and used throughout the |

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| | | | later parts of this Plan and are discussed in detail in the Infrastructure chapter. A note to this effect has been added to the Snapshot to clarify and prevent confusion. |
| 20 | Mayor | Page 10, do we want to be a regional public transit? | This section is a summary from the existing Comprehensive Plan. |
| 21 | Mayor | Pages 11-13, we keep saying that we hired a consultant, can we list who that consultant was for reference? | Added as requested. |
| 22 | Mayor | Page 14 needs updated with new water/wastewater info, is demand really expected to grow from 40.0M to 50.0M? | The 2022 W/WW Master plans are discussed in detail in the Infrastructure Chapter. Demand has been updated. |
| 23 | Mayor | Page 16, virtual engagement? Disagree | This section is a discussion on trends we are seeing in planning due to recent events, the expectation by communities to provide virtual options for engagement is something we are seeing more of. |
| 24 | Mayor | Page 18, using 2019 census, Railroad name has changed since 1876, paragraph on Existing Road Network, “Hutto has direst frontage along the highway”. Which one? 79 or 130? Later on, instead of State Highway 130, it is now reference as SH 130 (confusing). | Noted, we have updated references so they are consistent throughout the document. |
| 25 | Mayor | Page 18, I don’t know about the line “This is also the area in which a community has the power to annex, in accordance with State law”. What power? | The wording "in which a community has the OPPORTUNITY to annex" is more accurate, the text has been updated. |
| 26 | Mayor | Page 20, using 2019 census, in one part, the population is listed as of January 10, 2022 as 25,320 and in the graph, it has the same population for 2019 | January 2022 was the date the data was pulled, and it was 2019 data (see response to comment #17 above). This has been updated for clarity. |
| 27 | Mayor | Figure 1.4, is the median age difference worth mentioning? | The median age is worth noting in relation to the content of this Comprehensive Plan as it helps provide insights into things like parks, public facilities, services, housing, and employment that might be appropriate for Hutto, or more appropriate for Hutto as compared to other cities. |
| 28 | Mayor | Figure 1.5, Hispanic/Latino shouldn’t be in with white | The separation of race and ethnicity is defined by the US Census Bureau. Census data is the leading source of demographic data used in professional practice and therefore the Census Bureau’s delineation of Hispanic/Latino is used here. |
| 29 | Mayor | Figure 1.6, update housing cost numbers to 2022, also, how is housing costs defined? Do we not add in the taxes as part of that cost? | Housing data has been updated to 2022, these are just housing prices and do not include taxes. |
| 30 | Mayor | Figure 1.7, what is the date of this information? | This has been updated. |
| 31 | Mayor | Figure 1.8, what is the date of the 6.2% unemployment? | Date has been added and data updated to 2021. |
| 32 | Mayor | Figure 1.9, no citation as to when and where the information came from | The citation for all the data on this spread is noted at the top of the page, we have updated citations to clarify. |

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| 33 | Mayor | Page 34 (80 people participated in the survey) | Lack of trust in city processes (resulting in low participation) is something the team noted as an issue. |
| 34 | Mayor | Page 48, Existing Land Use Map, what page ##? Last paragraph, we are calling the railroad a new name and call Hwy 79, I-79 corridor | These items have been updated. |
| 35 | Mayor | Page 81, "City of Villages", where did this come from? | City of Villages is a planning concept where services and amenities are distributed throughout a City to provide better access. This is especially applicable in Hutto where you have major physical barriers, such as highways and railroads. |
| 36 | Mayor | Page 84, "The Future Land Use Plan should be a living document ……" | Noted. |
| 37 | Mayor | Page 86, what is up with that picture? | Images are used throughout the document for a variety of reasons. From a graphic design standpoint, best practice is to provide white space or imagery that allows the reader to rest. People are visual and too many pages of text causes reader fatigue. In some cases, an image is used as "fill" so that the following chapters, graphics, and content are properly aligned as 2-page spreads for printing. |
| 38 | Mayor | Page 89, Speed Management, Where did this come up? | This came up in conversations with residents during public engagement. |
| 39 | Mayor | Page 90, #1 ETJ TIAs, how is a city able to force that? #3, city collector roads, homes should be rear loaded and on street parking prohibited?? | Cities can require TIA's in the ETJ. Due to the intended functionality of collector roads, they should not have driveway cuts or on street parking that can interfere with traffic movement. Some rewording has been done to clarify. |
| 40 | Mayor | Page 92, Figure 4.8, should we put TxDot controlled roads on this? | Labels have been added to the map for SH45, SH130, FM1660, and US79. |
| 41 | Mayor | Page 101 and 106? What do these have to do with Transportation? | Page 101 is a filler image to make the following chapter fall correctly, it has been updated to be more transportation related. Page 106 is in the following chapter. |
| 12 | Mayor | Page 111, why do we have Muds and stuff that are not part of Hutto? It makes for a very cluttered exhibit | Utility maps are taken directly from the city's 2022 Water and Wastewater plans. This map is zoomed in to show the Hutto ETJ, providing important context both in and around Hutto. |
| 43 | Mayor | Page 112, do we get water supply from Jonah? | The City has an emergency water supply contract with Jonah, this has been noted. |
| 44 | Mayor | Page 116, again, why all the other stuff that isn't part of Hutto? | Utility maps are taken directly from the city's 2022 Water and Wastewater plans. This map is zoomed in to show the Hutto ETJ, providing important context both in and around Hutto. |

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| 45 | Mayor | Page 125, Demand of YMCA has outgrown the facility | Noted. |
| 46 | Mayor | Page 126, library can partner with local school | Noted. |
| 47 | Mayor | Page 142 has population of Hutto at 30,855 as of 2021, says in next 20yrs, pop will nearly triple adding 50,000, that is a double | Adding 50k population brings total population to over 80k, which is closer to triple, the language has been clarified. |
| 48 | Mayor | Figure 6.1, let's update to add 2022 | Census has not released 2022 data |
| 49 | Mayor | Figure 6.2, is that a 1yr growth rate, 5yr, 10yr? | Updated. |
| 50 | Mayor | Figure 6.3, the source is messed up and doesn't give a year | Updated. |
| 51 | Mayor | Figure 6.4, let's update to add 2022 | Census has not released 2022 data |
| 52 | Mayor | Figure 6.5, let's update to add 2022 | Data is available, complete |
| 53 | Mayor | Page 145, picture seems out of place | Updated with more relevant photo |
| 54 | Mayor | Page 146 employment number of 16,186 conflicts with Figure 6.3 with 10,000, unemployment conflicts with Figure 1.8 | These figures are showing different things, 6.3 shows employment in Hutto, 6.7 shows Hutto residents employed. Unemployment has been removed from the Snapshot in order to prevent potential for discrepancies. |
| 55 | Mayor | Table 6.4, how do you all come up with those numbers? | Data comes from the Governor's office. |
| 56 | Mayor | Page 144 says "Hutto housing costs are now more expensive than many communities in eastern Williamson County but below the Austin MSA average….." but on page 161, "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. | Yes, these are saying the same thing, Hutto is below regional/MSA prices but higher than the more localized peer cities. |
| 57 | Mayor | Page 170, Orgain District, never heard of that, seems very unrealistic | The Orgain District is a proposed, long-term vision for the area of Hutto south of Downtown, based on the consultant's analysis and findings, this vision should be achievable for Hutto. |
| 58 | Mayor | Page 179, Wayfinding, maybe need criteria as we currently use them for developers | Detailed wayfinding design criteria is outside the scope of a Comprehensive Plan. |
| 59 | Mayor | Page 181, sidewalk widths, seems excessive | The recommended minimums of 5' for residential and 8' for commercial areas are noted as ideals in the text and remain our recommended best practice, actual sidewalk widths will vary based on context and conditions. |
| 60 | Mayor | Page 184, building placement, how do you EVER widen a road? Single family homes 8-15' from the property line? | Building setbacks are based on property lines, which should account for ultimate ROW widths. Smaller front setbacks for homes provide many benefits from an urban design perspective, which have now been explained in the text. Additionally, this language has been updated from "should" to "can", to soften the language. |
| 61 | Mayor | Page 186, downtown parking. "If there is truly not enough parking, this is an indication that Downtown is a bustling environment….." No mention that there could actually be a shortage of parking. The Co-Op District currently has ample parking. Where is this parking at?? | Between existing and planned parking at the Co-Op and the on-street parking in and around downtown, there is ample parking. All parking at the Co-Op is public and can be utilized by visitors |

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| | | | to either the Co-Op or downtown. In addition to the parking lots at the development along Hwy 79, there are two additional large parking lots between The Gin and City hall, and the parking at City Hall. City Hall is a great opportunity for shared parking, as City Hall hours will generally be opposite those times when Downtown is seeing peak visitor counts. This plan takes the stance that rather than adding more parking, it would be a better use of resources to make the existing and planned parking more accessible. |
| 62 | Mayor | Page 188 and 189 have blurry photos. Is this on purpose? | This has been updated. |
| 63 | Mayor | Page 196, on one side it says "Plenty of parking" on the other side it says as an opportunity "A community scale parking garage". | Downtown, in conjunction with the Co-Op plans, will provide plenty of parking to support downtown activities. A parking garage is already included in the plans for the Co-Op, has been removed as an opportunity. |
| 64 | Mayor | Page 197, lots of mentions of 3-4 story, but most is able to go to 6 and the hotel is 9 story approved | The downtown development code allows for 1-5 stories within zoning districts. The 6 and 9-story buildings were approved outside of the typical allowances. 3-4 story buildings allow for a human-scale building to be provided with linear absorption. One 6 or 9 story building could consume the entire market availably in one structure. |
| 65 | Mayor | Page 199, Figure 8.7 is not realistic. Several different property owners. Need a more realistic plan as we aren't playing SimCity | People can coordinate to generate cohesive designs, more handsome ROI's, program the land to best facilitate the required services, and/or development small buildings individually. We believe this is an achievable vision for Hutto. |
| 66 | Mayor | Page 200, action item is to plant a landscape buffer in the UP row? | Yes. This will take coordination with the railroad. |
| 67 | Mayor | Page 204, we add a lot of housing, but what about more commercial space? | Many of the buildings were programmed as flexible live-work units, which support ground floor commercial with upper story residential, office, or commercial spaces. Designing flexible buildings allows for spaces to be used for what the market supports. |
| 68 | Mayor | Page 206 does not look like an old downtown, looks like something modern built | Unless architectural design standards are in place, modern construction techniques would most likely be used. These buildings meet the code requirements and the core principles of downtown per code and design. |

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| 69 | Mayor | Page 220, what do the different colors mean on Map 8.7? | Colors represent common ownership adjacency. Note added. |
| 70 | Mayor | Page 225, spell check “repointing” | Repointing the correct word, it means to fill in or repair the joints of brickwork. |
| 71 | Mayor | Page 227, landscape buffer? Wayfinding, reduce the clutter and take of housing developments | Unclear comment. |
| 72 | Mayor | Page 228, really need to see if Ebenezer church wants the community to take their space over | Reworded; recommendation is for lands adjacent to the Church. |
| 73 | Mayor | Page 12, to me, what I hear is that we need more retail, restaurants and to do that, we need more commercial space | The Comprehensive Plan provides for a wide array of land uses where these needs can be accommodated. |
| 74 | Mayor | Page 22, no where do I see add more medical uses | We received multiple comments regarding the desire for a hospital in the community and healthcare access was include in a question in one of the early surveys. Healthcare services and hospitals are noted first on the list of things Hutto should include in the Employment Activity Center land use category. Additionally, encouraging healthcare and hospital services as a key economic sector is the first action item noted under Economic Action Items in the Implementation Chapter. |
| 75 | Mayor | Page 32, can’t read the image | Graphics have been made larger for better legibility. |
| 76 | Mayor | Blank pages before Holidays in Hutto 2021 | These are necessary to ensure proper printing as 2-page spreads. |
| 77 | Public Comment | Hello there,<br>There are numerous errors throughout this document (punctuation, grammar, etc.). Is there a plan to proof-read and edit before publication? If you do not have an editor on staff, I am happy to offer my assistance.<br>A few examples:<br>Page 6 - The community grew to 842 inhabitants and seventeen "business. (Should be businesses.)<br>Page 7 - Growing anti-slave sentiment in Tennessee may have prompted the Orgain family to move to Texas to protect their “holdings”. (Should be "holdings.")<br>Page 8 - 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. (Omit the word 'the' before Riverwalk Park.)<br>Page 9 - This Comprehensive Plan is one of many documents that helps Hutto grow in accordance with the vision and values of the community. (Should be 'help' Hutto.) | Thank you for your review and feedback, these recommended changes have been made. There is a QAQC process in place that will be followed prior to delivery of the final document. |
| 78 | Public Comment | Not enough attention being given to the woefully pathetic state of per-existing infrastructure -ie: residential streets and sidewalks, old/outdated water & sewer service lines, and code enforcement for vehicles being left on the sides of streets for weeks at a time. This has been brought up to city staff, the mayor, and city council with only "lip service" and unfilled "promises". If the existing infrastructure crumbles then Hutto will fail. That is a fact. | Thank you for this feedback, at a high level, this Comprehensive Plan makes recommendations related to infrastructure needs, including proactively planning for infrastructure |

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| | | | improvements. Your comments have been passed along to City leaders. |
| 79 | Public Comment | I feel very positive of the direction Hutto is heading. We moved to Hutto in 2007 and we see the positive growth and changes daily. It would be great to get our own theater and Hospital, not necessarily in that order | Noted, thank you. |
| 80 | Public Comment | Thank you all for your time and effort working for the betterment of the city. I love the direction of this plan, and support it in full.<br><br>Feedback on the Thoroughfare Plan (p. 92-100):<br>I own a home off of Carl Stern Dr. and using my own measurements as well as the Plat Map Recording Sheet I know that the R.O.W. is only 80' wide, despite this being identified as a Minor Arterial. This is 30' narrower than the existing 110' R.O.W. width design standards, which as me worried about how adequate traffic volume can be accommodated while maintaining or improving the standard of living for the single family homes adjacent to Carl Stern Dr.<br><br>Feedback on Storm Water (p. 118-121)<br>In addition to the above, much of Carl Stern Dr's existing ROW and PUE were poorly designed in the past. Unfortunately, many of the secondary storm water runoff vegetated ditches running parallel to Carl Stern Dr. are in disrepair and non-functional. For example in the Legends of Hutto Phase 1 stretch of Carl Stern, zero of these secondary ditches properly drain rainwater, so all of them back up during moderate and heavy rain and overflow onto the Carl Stern road surface.<br><br>Feedback on general communication:<br>Over the past 6 months, I have called for questions or information dozens of times and have received fewer than 5 answered or returned calls. I have also sent at least 10 emails to those same people and departments that were simply never responded to. In my opinion, it would go a long way to making me feel like I live and belong in a flourishing community if I could actually get a hold of the people who run the show. | Noted, thank you.<br><br>Thank you for this feedback, your concerns have been shared with the City. A note has been added to the table of widths that this is intended for use with new roads. Existing roads may or may not be able to be widened to meet these standards depending on context and available ROW.<br><br>Thank you for noting this, additional content has been added to the plan to note the importance of maintenance in functioning stormwater infrastructure. Your comment regarding specific areas of concern has been shared with the City.<br><br>Your feedback and concerns have been shared with the City. |
| 81 | Public Comment | Although the vision is overall positive, there are a few things I feel have been ignored or are being overlooked. The Co-OP property is not being developed the way it is being sold. It is nothing like the Domain, which is what it is supposed to be modeled after. The Mayor says that apartments without the commercial space below were not supposed to be what is built there, but I noticed that there are apartments proposed that are large-scale residential apartments with no retail. That ought to pretty much kill the vibe of the Co-OP. Next, mid-rise 3 story apartments with no greenery are being built INSIDE Hutto Square, when the plan states that they should not be more than 2 story. The neighborhood cohesiveness was destroyed and the roads in there are really bad. Some of the homes around the project have allegedly had damage from all the digging and vibrations, and ours has developed some cracks. When our yard was completely dug up to place lines, our sprinkler system was broken. I love the idea of a place for festivals and a splash pad in fritz park. The problem I see is, where can an outdoor event place for festivals be put where no one will complain? Again with the Co-OP, but what about the little amphitheater and splash pad there? They haven't been worked on in a few years and are just going to waste. | Thank you for this feedback. The Co-Op District, Hutto Square development and Fritz Park are subject to prior agreements and processes outside the scope of this Comprehensive Plan to address. However, your concerns and ideas have been shared with the City.<br><br>The Brushy Creek greenspace is highlighted as a major opportunity throughout the Comprehensive Plan. |

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| | | I do not know who owns the Brushy Creek frontage but that is a very overlooked source for public use. The entire length along the bike trail could be developed with mile markers, picnic and rest spots, and access to the water. | |
| 82 | Public Comment | My name is Mark Lyons. My wife and I are the proud parents of an autistic adult. He is 24 years old and lives with us. I am speaking to you on his behalf.<br>Our country is undergoing a supportive housing crisis for autistic adults. Supportive housing is housing that includes long-term services and supports. This crisis consists of a severe shortage of supportive housing and the preponderance of barriers that impede the further development of supportive housing for autistic adults.<br>Reasons include:<br>The population of autistic adults is growing.<br>Most autistic adults live with their aging parents.<br>Autistic adults often have behavioral and medical challenges that require supervised long-term services and supports.<br>What Hutto can do:<br>- Create locally funded sources including tax credits, bonds, and sales taxes to provide housing and long-term services and supports for this population.<br>- Ensure all local comprehensive planning – Hutto Soar 2040 – and housing plans include people with autism due to being high risk for homelessness, community displacement or forced institutionalization.<br>- Develop strategies for all market cycles that expand the portfolio of supportive housing options by leveraging opportunities through undeveloped land, underutilized properties, and creating greater options for individuals with a broad range of support needs.<br>- Remove zoning laws or land-use barriers and expedite approval to develop supportive housing on property owned or controlled by organizations that develop this type of housing.<br>- Actively seek out organizations and businesses that develop supportive housing.<br>In conclusion:<br>We need comprehensive coordinated policies, programs, and legislation at the local governmental levels to ensure access to housing and long-term services and supports for autistic adults.<br>Thank you. | Thank you for sharing your insights regarding supportive and accessible housing. A section has been added to the Comprehensive Plan that discusses the importance of providing supportive housing options in the community. Your comments have been shared with City leaders. |
| 83 | Public Comment | -The transit portion could definitely be looked at more to include Shuttle type services with main thoroughfare points connecting destinations such as grocery stores, entertainment, and larger places of employment. These would not necessarily have to run through neighborhoods, but again, major thoroughfares throughout Hutto. If you try to do transit within neighborhoods, you may get NIMBY type people complaining about mass transit, but shuttles could be a decent alternative.<br><br>-Sidewalks (including possible barriers) along Chris Kelley and 79, including barriers to keep people of the train tracks could greatly increase pedestrian traffic and allow an easement of traffic as well. If there were sidewalks on 79 and a walking bridge above 79 to get to the Co-Op would lead to an increase of pedestrian traffic to both that site and Downtown Hutto.<br><br>-The Gateways are a great idea, but we need something more attractive other than the farmers markets and whatnot to attracted people to go to these places. For neighborhood entries it's great and gives it a new vibe, but for other places, make it welcoming but keep the people there with | Specific transit recommendations require more discussion and exploration beyond the scope of a Comprehensive Plan. This Comprehensive Plan recommends that the City undertake an update to the Mobility Master Plan, which should address transit in more depth and make recommendations accordingly. Your comments have been shared with the City.<br><br>Specific sidewalk recommendations would be programmatic items that should be community determined under Streetscaping. Detailed small area plans could be helpful to identify the exact items the community needs. |

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| | | more entertainment/activities. Perhaps a small stage and outdoor seating allowing restaurants in downtown to have people take food and beverages to go and listen to music that isn't just at the Downtown Hall of Fame. Or, use the land that Perfect Game was to be at and create another entertainment district that is also anchored by some type of grocery store. The site has ample space for parking and if there are sidewalks and trails connecting it than that site could be zoned for extreme growth and popularity being in between Hutto and Taylor. Restaurants (not just chain, but I do know you cannot control who decides to open a business here) could bring much more tax revenue to Hutto and not only tax money from the residents of Hutto, but residents around the area.<br><br>-I am not sure if the Old Town character is a threat necessarily. People are selling their houses and building duplexes or townhomes already. Unless preservation requirements exist (or will exist) that area will lose it's character regardless due to land values being more than the existing structure value.<br><br>-Adding more housing to Old Town, due to the congestion that exists and will increase, does not seem like a great idea, especially with multi-family dwellings where more vehicles will be used.<br><br>-Lastly, with the amount of apartments that are being built by Hutto Middle School, Exchange will get extremely crowded and unsafe for the students. This needs to be addressed as both entrance/exit feed right out to that road. | Thank you for this feedback. The Comprehensive Plan lays out a Future Land Use Plan that we hope allows for the things you are noting here to happen in Hutto.<br><br>Old town zoning rules do a good job planning for the same development patterns without the architectural elements. Old Town may benefit from design guidelines, or a similar document. Something to educate builders about the architecture in the area and advises more cohesive design.<br><br>Having a mix of residential and other uses is essential to a thriving downtown. Other recommendations throughout the Comprehensive Plan are aimed at alleviating congestion, requiring residents to make fewer or shorter trips.<br><br>Site level access design is beyond the scope of a Comprehensive Plan, however, your comments have been shared with the City. The Comprehensive Plan does call for roadway design strategies that should make roadways safer for all users. |
| 84 | Public Comment | Add another lane at the Ed Schmidt Blvd 119 and Limmer Loop intersection. Also, please add the sidewalk, street light at Ed Schmidt Blvd 119 road. | This level of specific roadway design is beyond the scope of this Comprehensive Plan, however, your comments have been shared with the City. Any projects not discussed in this Plan should be dealt with in a Mobility Master Plan. |
| 85 | Public Comment | I am currently studying the draft plan and will provide feedback as that progresses. I am taking a neutral position to start. I hope that Council will do the same. This plan should not be rubber stamped. First flush. SOAR? That is not Hutto. How about CULTIVATE, TRACK or NURTURE? We are black clay and rail, not pie in the sky.<br>As I flip through, I perceive that the emphasis is on economics and growth. I would like to see more emphasis on the Arts, performing, visual, music, literature, architecture, cinema.<br><br>The axes labels for charts 6.1 & 6.2 need to be clarified. Why all the photography? I would rather see more conceptual/visionary images.<br><br>The CO-OP section is not realistic. | SOAR was the title chosen by the Advisory Committee, it stands for Strengths, Opportunities, Actions, and Results.<br><br>Noted, this plan was developed per the scope and needs provided by the City. This feedback has been shared with the City so as it may influence future planning efforts.<br><br>Axes have been updated. Photography is included per graphic design best practices, to allow the reader a break from text. Additionally, some |

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| | | For senior housing (I am 73), I would like to see more age in place emphasis: ADA features, high speed internet, open concept, vinyl flooring, wide interior doors. I will be looking for neighborhood community centers/meeting facilities, pedestrian only zones, and centralized parking facilities with shuttles.<br><br>We need a more functional police station.<br><br>We could use the old City Hall for an American Legion Hall. | images are used as filler to ensure following chapters layout correctly for 2-page printing. Conceptual imagery has been provided per the agreed upon scope.<br><br>The Co-Op concept is included per agreements and plans already in place prior to this Comprehensive Planning process.<br><br>Thank you for this feedback, additional detail has been added to the section on aging in place. These are good ideas that need funding and continued community input. There are many questions this plan can't answer such as are people willing to raise the taxes needed? If so, it should become a project with a team and funding identified.<br><br>A new justice center is recommended in this Comprehensive Plan.<br><br>The Comprehensive Plan calls for relocation of the uses currently occupying the Old City Hall building, your ideas for the future use of that building have been shared with the City. |
| 86 | Public Comment | I am keeping my neutral position until I hear from City Council on this.<br>Downtown Old Town<br>Envision a 2040 pedestrian/shuttle only commercial old town with shuttle lanes and pedestrian bridges over 79 and 1660. Create a kiosk type mall, incorporating pop-ups, seating, strolling paths and line dancing, down the center of East Streat. Designate this area as open carry serviced by East Street restaurants and bars. Wrap a full-service community center around the East side of Henrietta, similar to the one in Grapevine, with multiple floor parking and luxury condominiums. There is an example of this type of development a few blocks from Austin's 6th Street. The exterior should blend in with the facades of commercial Old Town and also provide a palette for promoting Old Town, as the silos do now for the CO-OP. Recreate the original (before the fire) façade on the East side of East street for modern additional commercial and entertainment development and display art. Play on the original purpose and signage of the buildings. We have an amazing architectural artist right here in Hutto. This type of development in old town would serve our residents and visitors better than what is proposed in the SOAR plan. Park features, luscious landscaping, trees, and statuary art could be woven into this plan. This plan wraps our old town up in tradition and functionality. I do not the hodgepodge plan presented by the contractor. I will talk more about that and the CO-OP in a follow on comment. | Really love this vision of 2040 Downtown Hutto. Once established, tourism can become self-sufficient, or even a driver in policy and development. The City of Buda is a good example of tourism development.<br><br>A Downtown Shuttle in 2040 is not unreasonable for Hutto. The program could start as an ADA/senior service, TxDOT often provides funding for these efforts, and then potentially grow to service a larger area as demand grows. Allowing the program to be driven by demand is more sustainable and leaves space for creative funding opportunities, such as a Hotel Occupancy Tax.<br><br>Great ideas; and just takes money. These projects could be structured as a public- private partnership with layered funding from other |

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| | | | entities including TxDOT and UPRR. Lots of ideas, all of which will require partnerships, city support, layered funding, land, energy and time. |
| 87 | Public Comment | My initial limited review, before I got sick, disclosed several shortcomings that should have been caught by the contractor prior to release of this draft to the client for their review. My gut reaction would be turn it back to the contractor for clean-up, while you continue your review. I am rating this as a neutral until I get further into the document.<br><br>Chapter 1.<br>A series of projections and growth rates appear in this chapter. In many cases, contradictory info is presented; i.e., page 20.<br>The write up shows population as of June 10, 2022 was 25, 320. The schedule on page 20 shows the population in 2019 was 25,320. That is about a 2.5 year gap, with the interceding 2020 census. I understand that we built about 2000 homes in 2021. I have extrapolated from HISD data, that we have about 3+ new citizens per home. The demographics write up on page 20 regarding population is not correct or the data is wrong. Either way it casts a shadow on the resulting projections. This shows ineffective review procedures in place to correct very visible errors. What other errors may be hidden?<br>Overall, the demographics are sketchy, sloppy and possibly erroneous. I suggest that you compare data with the extensive and documented demographic data presented to the recent HISD Long Range Facilities Planning Committee that my wife was part of. I will be looking for information in subsequent chapters that will integrate HISD factors. | Thank you for your feedback, there will be QAQC processes done prior to final delivery.<br><br>The write up says, January 2022, which was the date the data was pulled, and it was 2019 data. This language has been updated for clarity.<br><br>The snapshot is intended to be a snapshot in time when the project was started, to identify trends and trajectories applicable to the Comprehensive Plan. Due to delayed release and potential data issues, our team chose not to use 2020 decennial census data for this snapshot. In January 2022, when this snapshot was done, 2021 data was not yet available. For these reasons the snapshot uses 2019 census data. Although 2019 feels outdated at the time of publication in February 2023, the trends and trajectories presented are still applicable to the extent needed for this Comprehensive Plan. |
| 88 | Public Comment | I don't see the Monadale Historic Cemetery included or protected. This Hispanic cemetery is located six miles north of Hutto on 1660 and is specifically mentioned in deeds of that land. Is that area not part of the plan? Thank you. | The scope of this plan did not include a survey of historic assets outside of downtown. The Plan does recommend that The City consider doing a historic survey to help identify and make decisions related to the future of these elements. Your comments have been shared with the City. |
| 89 | Public Comment | More taxes more taxes, more taxes! More traffic crime, congestion, increased ripoff property prices. | Your feedback has been shared with the City. |
| 90 | Public Comment | CO-OP Development<br>The SOAR 2040 draft report spends a significant amount of time talking about the Co-Op asset development in rather glowing terms. Completed in 2019, the Hutto City Hall is located at the north end of the in progress mixed-use Co-Op District. We must determine the current basis of this joint venture in order to project into the future.<br>As you may know, I was a Federal S& L examiner in charge of numerous failing financial institutions in the late 1980's. Part of my job was to classify substandard assets from the loan and investment portfolios of the failing S&L's. I examined, inspected and recommended the establishment of necessary loss reserves. It is my considered opinion that a substantial amount of write off is required to recognize future losses on this Co-Op development. This joint venture has been in default several times and should be restructured. The extent of loss is unknown at this time. | Thank you for this feedback. The Co-Op District is subject to prior agreements and processes outside the scope of this Comprehensive Plan to address. However, your concerns and have been shared with the City. |

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| | | Updated appraisals, operating statements, review and analysis of marketing efforts, and other financial studies must be done.<br>Why would I say this is a substandard asset? An insured financial institution is regulated to address substandard assets. I see several breakdowns in underwriting of this venture.<br>1. Start with the PID. Three years into this project and we seem to be still in the conceptual stage. The PID in not finalized. A church is still operating in a corner of the property as a tax exempted entity. The PID is not functional.<br>2. There has been a failure to enforce performance triggers in the operating documents, such as milestones for improvement completions.<br>3. Technical competence, expertise and experience in some forms of development does not necessarily work in different specialized ventures, such as the Co-Op.<br>4. There appears to be a vacuum of supervision due to lay-offs, Covid and weather. These factors did not cause the problem, but rather masked the problem.<br>5. Likewise, there was lack of attention to changing economic conditions.<br>6. Most of all, it does not appear, that even in the conceptual stages, the development plan was properly documented, vetted or staged. Were these commitments real or just a way for an aggressive profiteer to create a bogus ROI?<br>I am looking at this from a jaded, suspicious forensic examiner mindset. But I tell you, there are just too many red flags here. I understand that this JV has now been in default three times. It is very evident that you are likely to be involved with a substandard asset that is grossly overvalued.<br>I have not been privy to the JV documents for this investment, so I am not able to tell you what specific actions need to be taken by the City. I must say that this JV needs to be reassessed to provide the basis for going forward. Don't build on a bad foundation. Have real estate professionals advise you on this. Make this an integral part of the SOAR 2040 plan. I have set here and watched our City fret over this for going on 4 years. Turn this into a beautiful performing asset. When you have a bad asset, you have to work the asset, it is not going to work itself. | |
| 91 | Public Comment | Co-Op: This plan should start with the actual status, not the conceptual stage. Mayor Snyder posted yesterday in Facebook:<br>"The Co-Op is a private developer. The city gave them the land for FREE, MILLIONS of tax rebates and more.<br>The developer can't get out of their own way. In November, the City Council issued a terminal default to the developer. (3yrs in a row of not building minimum square footage as per our agreement).<br>Changes will be made by May in that either the developer agrees to renegotiate things with the city or Hutto May take the development over and let another, more qualified developer build it out.<br>By the way, when the current Co-app developer brings forward ideas on a bunch of more apartments, we shoot it down.<br>The City of Hutto incentivized an entertainment area and that is what we are going to get." | The Comprehensive Plan is a long-term vision and therefore utilizes the full build-out concept of the Co-Op District per the approved plans.<br><br>The Co-Op District is subject to prior agreements and processes outside the scope of this Comprehensive Plan to address. However, your concerns and have been shared with the City. |
| 92 | Public Comment | Agenda Item 11.2 of the Jan 5, 2022 Council Meeting should be covered in this plan. We do not want NorthTown Commons to turn out like the road through Emory Farms into the Titan industrial area. Any road from Limmer Loop entering this new PUD should not enter into Carol Meadows or Mager Meadows. To avoid unwanted noise and lights, loading docks should not back up to these residential areas. There should be a significant tree/landscaping buffer zone and a tall fence (12' min) between these industrial parks and adjacent established residential areas. | The referenced Council item and PUD project is subject to agreements and processes outside the scope of this Comprehensive Plan to address. However, your concerns and have been shared with the City. |

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| | | | This level of specific roadway design is beyond the scope of this Comprehensive Plan, however, your comments have been shared with the City.<br><br>Additional narrative related to buffering of nuisances between commercial and residential areas has been added to the Neighborhoods chapter of the Plan. |
| 93 | Public Comment | Parks and Recreation<br>I am impressed with the thought and effort that has gone into this. I love the concept of the Orgain Nature Exploration Park, and TROD. It is good to see our natural wealth showcased in this way. Placemaking seems to implement the "pocket park" concept.<br><br>As I stated in one of my earlier comments, zoning the south end of East St as pedestrian only, creates a lovely opportunity for a "park place". | Noted, thank you.<br><br>The ability to close East Street for pedestrian only access during specific times is called for in the Downtown Plan chapter. Your ideas have been shared with the City |
| 94 | Public Comment | I am very adamant that the current Old City Hall Police Station should be donated to the Hutto American Legion Post 302. This Post has been active in Hutto for over 20 years and provides amazing support services to the community. The Post works seamlessly with the other community nonprofits. I am truly embarrassed that the City has not recognized their service in a big way.<br>I would like to see more detail on the Justice Center, square footage, animal control, evidence room, etc.<br>Very happy to see that this plan recognizes that we need a dedicated library that can serve the community in many ways.<br>It is good that the plan integrates community meeting spaces into several public facilities. City Hall itself should have set aside, public meeting rooms. | This could be a good use for the building. If the City is willing to use the property for this purpose a conversation should be started. The Comprehensive Plan calls for relocation of the uses currently occupying that building. Your ideas for the future use of that building have been shared with the City. |
| 95 | Public Comment | Chapter 8 - Old Town District<br>East Street Block Small Area Plan Concept.<br>This plan, as presented is totally unworkable without removing all improvements on the 1st block of East Street on the East Side. The part of the new build on the west side of N1660 cannot be done because of the street widening for improved traffic flow. This whole plan is "pie in the sky", with inadequate consideration of the transportation plans in place. Did Freese&Co even consider any plans that are already in place for this area? See Fig 8.9 and 8.11.<br>This part of Chapter 8 is moot because of 1660 improvements already underway. Just return this section back to the Drawing Board. This gross oversight raises questions about the entire Chapter 8. We need to seat specific focus groups to come up with more realistic Hutto solutions. We cannot really blame the contractor. It looks like we did not give them much to work with. | Most of the existing buildings are preserved in the Downtown concept as shown, apart from the Chamber of Commerce building. Based on evaluation of the building and conversations with stakeholders, the team's understanding is that the Chamber building is not historic and is in very in poor condition, so it not a great candidate for preservation. The concept does account for the future roadway plans.<br><br>While the plans are illustrative, they are intended to address many of the comments from the community about reestablishing the other side of East St. Unless the city implements strict architectural design guidelines these drawing meet the current development code and demonstrate what a modern take could likely yield. |

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| | | | This is a vision concept, meant to serve as a starting point to show what could be in that space, additional stakeholder engagement could happen as a design process progresses. |
| 96 | Public Comment | Chapter 4 Transportation.<br>Thoroughfare Plan, page 92<br>Figure 4.8 and Map 4.1 show no street names, road numbers, etc., to identify traffic patterns. How can this information be evaluated against proposed highway improvements? These graphics seem useless.<br><br>In the write up on page 92, it says Figure 4.8 shows the conflicts that existed with the previous thoroughfare plan. There are no explanations of these conflicts. Where are they?<br><br>Pages 88-91 raise good points to consider and should be applied to each new development in the form of detailed requirements. Plats submitted for review by P&Z must incorporate these requirements. Buy- in is critical.<br><br>In the Vision and Goals section, what is “Main Hippo Way” page 88.<br><br>Figure 4.1 shows improper grammar. This chapter is rife with such references and also run on sentences, inconsistent verb tense, etc.<br><br>Figure 4.2 is also poorly labeled.<br><br>Page 89 Key Population.<br>This segment of the population is poorly identified. Neither seniors or youth, nor even the disabled, are necessarily restricted in mobility or unable to operate a vehicle. The two bullets listed apply to all pedestrians, whether they choose to walk or are restricted from driving.<br><br>I would love to see some examples of this, such as Exchange Street. These are the types of pictures I expected to see. Not fluffy touristy type photos.<br><br>I fully expected that pedestrian overpasses would be covered here. I have seen slow moving or mechanically assisted pedestrians facing extreme danger while trying to cross Hwy 79 or the railroad track. But, so far, I have seen minimal planning for safe pedestrian travel in this document.<br><br>Show us some examples.<br>Page 90 Figures 4.4 - 4.7<br>Examples of what, pray tell?<br>My rating of this plan went down a notch after reviewing this Chapter. | TxDOT roadways and labels to existing arterials have been added to provide context, to the extent possible without too much clutter.<br><br>Figure 4.8 visually depicts the conflicts mentioned.<br><br>It has become clear that Main Hippo Way is not generally recognized, this reference has been removed.<br><br>A QAQC process is in place to correct errors prior to final delivery.<br><br>It is widely accepted that these populations on average do face increased barriers to mobility as compared to the rest of the community. You are correct in that removing barriers for the most impacted populations will make the experience better for all!<br><br>Unsure what the comments regarding examples are referring to.<br><br>The policies and strategies presented in the Transportation chapter should be applied City wide, many of which are intended to enhance pedestrian connectivity and safety. The crossing of Hwy 79 is discussed most notably in the Downtown Implementation Plan, including the recommendation for a pedestrian underpass. Underpasses are generally easier to achieve with railroads than overpasses, however additional studies and conversation with UPRR is warranted. |
| 97 | Public Comment | I am resubmitting this comment with a typo correction.<br>Chapter 2 Vision, Guiding Principles and Goals<br>On page 28, it is stated that “Gathering the community’s input was a critical step in developing the | Respondent submitted their comment again with a correction, responses are provided to the edited comment below. |

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| | | Comprehensive Plan." Hutto has a myriad of Facebook community groups, HOA's, churches, civic organizations, nonprofits. I do not know about others, but the Hutto Community Watch nonprofit (a 501(c) community advocacy group) was not brought into this process. While I appreciate the social events attended by the CPAC, the warm and fuzzy just does not cut it.<br>I recently served on the HISD Long Range Facilities Planning Committee, an intense 4 months process involving at least 100 community leaders. It was led throughout by a professional facilitator. We were trained in consensus decision making methodology, a model that I have used throughout my career, since 1983. The City CPAC met every six months? Now you are condensing the draft review into a couple of weeks?<br>Page 29<br>This Chapter sets the foundation for the Comprehensive Plan, the CPAC. The last sentence on this page demonstrates the major weakness in the CPAC and this plan.<br>"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."<br>Each? Collective?<br>Only positive attributes? What about problem areas? If not, why do we need to plan?<br>"…where as a service delivery organization." What? Let me finish your sentence. "…asked to provide their concept of a community whose primary purpose is to provide a centralized, cohesive and rich quality of life for its residents. "<br>Have any of these stakeholders responded to the recent call for comments on the draft plan? Were they recently individually contacted? Do they all still live in the City?<br>The pictures on this page clearly demonstrate the "us" vs "them" feeling that I felt when attending community meetings. Were there any community meetings actually in the community of Hutto? Did the staff come to us?<br>Page 35. There were only 80 respondents over 3 months for the survey summarized on page 35 & 36. The quantity of visits, data points and map comments make it clear that this survey was confusing and uninviting. Over 7000 site visits and only 80 responses? It is clear that this adamant segment of the population rates transportation and mobility #1. Age breakdown and home ownership of these respondents seem reflective of Hutto demographics. Listen to these people.<br>Vision statements for downtown Hutto focused on community, quality of life, park atmosphere, arts, entertainment, freedom from traffic congestion, small shops, and centrality. Take a look at how this plan addresses Old Town and Downtown Hutto. There is a disconnect.<br>Please excuse my harsh attitude. I am an engineer who spent most of her career in Federal Law administration. I don't mince words. Please take my comments in the constructive sense that I mean them. | |
| 98 | Public Comment | I am resubmitting this comment with a typo correction.<br>Chapter 2 Vision, Guiding Principles and Goals<br>On page 28, it is stated that "Gathering the community's input was a critical step in developing the Comprehensive Plan." Hutto has a myriad of Facebook community groups, HOA's, churches, civic organizations, nonprofits. I do not know about others, but the Hutto Community Watch nonprofit (a 501(c) community advocacy group) was not brought into this process. While I appreciate the social events attended by the CPAC, the warm and fuzzy just does not cut it.<br>I recently served on the HISD Long Range Facilities Planning Committee, an intense 4 months | Thank you for this feedback, it will be shared with the City to help inform future community engagement processes.<br><br>The CPAC met 7 times throughout the 18-month process, less frequently in the beginning and more frequently during creation of the recommendations. |

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| | | process involving at least 100 community leaders. It was led throughout by a professional facilitator. We were trained in consensus decision making methodology, a model that I have used throughout my career, since 1983.<br><br>The City CPAC met every six months? Now you are condensing the draft review into a couple of weeks?<br><br>Page 29<br>This Chapter sets the foundation for the Comprehensive Plan, the CPAC. The last sentence on this page demonstrates the major weakness in the CPAC and this plan.<br>"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."<br>Each? Collective?<br>Only positive attributes? What about problem areas? If not, why do we need to plan?<br>"…where as a service delivery organization." What? Let me finish your sentence. "…asked to provide their concept of a community whose primary purpose is to provide a centralized, cohesive and rich quality of life for its residents. "<br>Have any of these stakeholders responded to the recent call for comments on the draft plan? Were they recently individually contacted? Do they all still live in the City?<br>The pictures on this page clearly demonstrate the "us" vs "them" feeling that I felt when attending community meetings. Were there any community meetings actually in the community of Hutto? Did the staff come to us?<br><br>Page 35. There were only 80 respondents over 3 months for the survey summarized on page 35 & 36. The quantity of visits, data points and map comments make it clear that this survey was confusing and uninviting. Over 7000 site visits and only 80 responses? It is clear that this adamant segment of the population rates transportation and mobility #1. Age breakdown and home ownership of these respondents seem reflective of Hutto demographics. Listen to these people.<br><br>Vision statements for downtown Hutto focused on community, quality of life, park atmosphere, arts, entertainment, freedom from traffic congestion, small shops, and centrality. Take a look at how this plan addresses Old Town and Downtown Hutto. There is a disconnect.<br><br>Please excuse my harsh attitude. I am an engineer who spent most of her career in Federal Law administration. I don't mince words. Please take my comments in the constructive sense that I mean them. | Draft chapters were posted online throughout the process and were available to the public for months prior to the full document review.<br><br>Language regarding CPAC and focus groups has been edited and clarified. The CPAC commented on draft chapters throughout the process as well as the full plan draft. Stakeholders who participated in the focus groups at the beginning of the process had the opportunity to comment on drafts just like any other resident. Additional information related to Focus Groups conversations is provided in the Appendix.<br><br>The project team came out to 3 community events where the public would already be in attendance, these events are summarized in the Snapshot chapter.<br><br>The lack of survey responses is something to note, and we believe is in part due to a lack of trust between the community and the City at this time. This was one of the reasons the project team approached community outreach via public events already happening versus Plan specific events that may have not been well attended. Rebuilding trust and accountability is something we hope can be achieved via this Comprehensive Plan.<br><br>There are physical disconnects in the existing environment. The plan focuses on connecting people to places and is designed using the historic fabric of Hutto and the current development regulations. It adds the ability for businesses to potentially build or buy a small building and open a small business.<br><br>We appreciate your constructive feedback! |
| 99 | Public Comment | SOAR 2040 Chapter 8 Old Town District<br>Here I am citing the primary example of why I cannot enthusiastically endorse this plan for approval. | The design team was told that the Chamber building is in bad shape and was not required to be saved. However, we recommend a |

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| | | The “Old Town District East Street Block Small Area Plan Concept.” (On a side note, where did the planner come up with this awkward description?)<br><br>See Figure 8.9<br>It appears that this drawing illustrates a plan for the land bordered by East Street on the West, Farley Street on the North, Highway 79 on the South and 1660N to the East. It includes the site of the former lumber yard and other historical businesses that burned down. It is currently the home of a beauty shop (formerly the jail), what I believe to be the original Hutto City Hall (now the Chamber of Commerce), a tire shop/historical service station, and Henrietta. This block is an historical Hutto Gem. Figure 8.9 actually eats up the Chamber of Commerce historical building.<br><br>The concept plan demonstrates an ignorance of the in-process traffic upgrade for the Hwy 79 and 1660N intersection. Surely the planner should have known that a good 20 or more feet (talk to the engineer) of the East border of this property the added right turn lane of 1660 N at Hwy 79 westbound. By the time we add another 20 or 30 feet of building line setback, there is no space for the proposed high density development envisioned in Figure 8.9.<br><br>Why place a shiny object in the way of serious discussion regarding this block? Our City? This “concept” disregards the tumultuous early history of Hutto. It is just a ridiculous figment of the planner’s imagination and detracts from what could be an uplifting and useful plan for the future. Alternatively, the historical nature of the existing structures should be maintained. New structures with historically correct facades should be created along the East side of East Street to replace those buildings that perished in the fire. A needed mixed use parking/community services structure should be constructed behind these buildings in the area where the lumber yard stood. Architectural art could be used here to reflect the cultural richness of this downtown area. This concept would allow residents and visitors to fully enjoy this district by opening up the area to pedestrian activities and bringing back memories, sweet and tragic, of our heritage. | professional assessment be completed to determine the future of the building. The concept can easily be adjusted to preserve that building if that is the desire.<br><br>The plan does account for the new roadway cross section. While the plans are illustrative they are intended to address many of the comments from the community about reestablishing the other side of East St. Unless the city implements strict architectural design guidelines these drawing meet the current development code and demonstrate<br><br>Design Guidelines for the historic areas is recommended for guiding and advising maintenance of existing structures and cohesive design recommendations for new structures. The Secretary of the Interior’s Standards for the Treatment of Historic Properties advises against recreating “historic” material. Instead, new material should pay respect to the aforementioned historic material. Guidelines play a significant role is translating the Secretary’s Standards for implementation. |
| 100 | Council | Typos, blurry pics or pictures that are not relevant. Some, I’d question why they put it in. Blank pages. If you told me that they got paid by the page, I’d believe it. | The draft provided was highly compressed for file size management when downloaded the general public. The City will be provided with a full resolution file and a compressed file.<br><br>There is a QAQC process in place that should catch all typos and mistakes prior to final delivery.<br><br>From a graphic design standpoint, best practice is to provide white space that allows the reader to rest. Some of the photos included serve a purpose relevant to the text, in other cases, an image is used to “fill” so that the following chapters fall correctly for 2-sided printing. |
| 101 | Council | Also, seems like a template that was revised with Hutto’s information. I’m going to spend some time looking for other recent comp plans that they did to see if it’s a lot of the same wording. | Over the years we have established templates, outlines, tools and graphics that we find work best to convey the necessary information. Part of |

| | | | |
|---|---|---|---|
| | | | the value we bring as consultants is our decades of experience doing plans like this and having those tools we use that are products of many years of experience and refinement.<br><br>There are some recommendations that are simply best practices, that we will always suggest for our clients. It would be a disservice to Hutto if we did not include these in your plan simply because it was a recommendation also made somewhere else, especially those other Cities with similar issues to Hutto. |
| 102 | Council | This has some helpful information, but if implemented as presented, it would Austinize and urbanize our suburb, which many people move to get away from. | The future land use categories have been crafted to reflect compact development as best practice and recognizing likely growth demand. The scale/intensity standards for each district are specific to Hutto's context, with characteristics like height limited to 3 or less stories in most of the city, with greater heights allows in select circumstances when adjacencies are appropriate.<br><br>Typical suburban development is one of the worst performing land uses in terms of space, tax revenue, and efficiency of infrastructure, so it is no longer seen as a best practice in how to grow a city. To note, approximately 34% of the land uses in the proposed FLUM are Suburban Subdivision or Complete Neighborhoods (which is 87% residential and of that 70% single-family detached), so we do feel that there is still plenty of room for Hutto to have these types of developments while also planning for more high-performing land uses. |
| 103 | Council | Some of the things are unrealistic or unreasonable. I could throw out a lot of what ifs, get people all excited and if I didn't have to come up with real solutions, I'd look awesome. To me, that is what has been presented. A lot of ideas, that are great in theory. So now, the public gets all excited and we chase our tails for years trying to implement some of it. | This is a long range, visionary plan, so part of the intent is absolutely to get people excited and invigorated! This plan is looking out to 2040, and in 15 years some of these ideas will seem less unrealistic. Additionally, this is a document meant to be reevaluated and updated at least every 5 years, so if it turns out that some of these are in fact unrealistic ideas, they can be adjusted as needed, but they should not be dismissed before properly being explored. |

| | | | |
|---|---|---|---|
| | | | In addition to the vision and ideas presented, we have provided a highly detailed implementation and action plan that vary in their timeline and level of difficulty. This has been reviewed by the City staff and management and was deemed as achievable. We would also like to note that the City staff has already begun taking several steps towards implementing some of the critical actions! |
| 104 | Council | Ebenezer church could become a “community gathering space”? Before we throw out suggestions like that, we should ask them their opinion. Otherwise we put them in a corner. | The community gathering space discussed is located on a separate parcel adjacent to Ebenezer Church and is under separate ownership. We have added clarifying language, along with a caveat that the Orgain District would benefit from public spaces in similar manner to the downtown located across the railroad tracks. |
| 105 | Council | Also, build a larger library and communications center, but no comments about any of that being a major topic of concern if residents | Many things led us to the recommendation of building a library. First, the library is currently in the City Hall building, but as the City grows it will need more admin space and the library will likely need to move out. Second, we heard a lot about a recreation center, which is a use that pairs well with a library use. Finally, libraries are often great catalysts for development, so the City could use a new library/rec center building to catalyze development in a key area. |
| 106 | Council & Public Comment | Downtown rendering scale and feeling too modern and urban. Recreate what was along East Street before the fire. 2-3 story buildings are NOT “small town”. Existing is multiple bldgs. vs consistent façade. | To note, the height of the buildings in the illustration as presented does match the height of the historic buildings in downtown. Downtown buildings range from 1-3 stories. Those existing buildings, by physical height, are equivalent to 2-story structures, it is not always perceived that way due to good design and pedestrian scaled elements along the façade. The Plan supports these same design elements being replicated with any new infill development in Downtown. The intent is for this to feel vastly different from the Co-Op, which is more consistent with a greenfield mixed use project.<br><br>It’s a great comment to have different building facades, the image was modified to be reflective of the comment. |

| | | | |
|---|---|---|---|
| | | | Recreation is not recommended. The fire is part of Hutto's history. Moreover, Downtown Hutto retains significant integrity on the opposing side of East Street. A focus on restoration, deferred maintenance, and context-sensitive development is strongly recommended. It is recommended that this language come from the City, rather than relying on the applicant's design team, so that the City can ensure accuracy. The City could offer incentives for restoring structures Downtown to encourage investment, in addition to the encouraging use of the federal and state Historic Tax Credit programs. |
| 107 | Public Comment | Missing buildings and planned roadways in the Downtown concept. | Most of the existing buildings are preserved in the Downtown concept as shown, apart from the Chamber of Commerce building. Based on evaluation of the building and conversations with stakeholders, the team's understanding is that the Chamber building is not historic and is in very in poor condition, so it not a great candidate for preservation. The concept does account for the future roadway plans at the intersection of FM 1660 and Hwy 79 |
| 108 | Council | Lack of multifamily presence. | The specific multifamily land use functions as a legacy category to acknowledge existing and entitled multifamily. Multifamily development appears as an appropriate use within many of the new land use categories. The intent is that multifamily should not be developed in isolation but integrated with other uses. This does not mean it has to be vertical mixed-use, which we acknowledge may experience proforma challenges currently and has more complex financing. It can be integrated through good adjacency connectivity. |
| 109 | Council | Reconciliation of demographic data. | The snapshot is intended to be a snapshot in time when the project was started, to identify trends and trajectories applicable to the Comprehensive Plan. Due to delayed release and potential data issues, our team chose not to use 2020 decennial census data for this snapshot. In January 2022, when this snapshot was done, 2021 data was not yet available. For these reasons the snapshot uses 2019 census data. Although 2019 feels outdated |

| | | | |
|---|---|---|---|
| | | | at the time of publication in February 2023, the trends and trajectories presented are still applicable to the extent needed for this Comprehensive Plan. |
| 110 | Council | “One-Voice”, consistency of style and local terminology. | Comprehensive QAQC review with style sheet has taken place for the entire document. |
| 111 | Council | More seating in Downtown. | Great comment! Hutto has short walkable blocks. Having either one bench mid-block or two benches at the end of the block could be ideal to support walkability. |
| 112 | Council | Not just retail on the ground floor - if this was feasible the private sector would have already done it. | Ground floor retail is just one option. The ground floor can be office, residential, maker space or another use that fits downtown. |
| 113 | Council | Don’t like houses so close to the street. | The setbacks shown are allowed under existing standards, the rendering depicts what could likely be built under current standards. |

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## Hutto Downtown Plan, It's a Hippo Way of Life

Dear Hutto City Council,

Downtown Hutto is the gem of the community. Its timeless buildings, short walkable blocks, and the daily activity of local restaurants and shops keep downtown alive. The Hutto Downtown Plan built on these elements as a foundation for the recommendations going forward. It was further refined by comments from the community, best management practices for downtowns, and key opportunities for downtown development.

A wide range of recommendations were received throughout the process. The plan balances the goals of many to create a plan grounded in real possibilities. Hutto's existing downtown development rules support additions being built in the same manner as the past patterns.

Key infill development opportunities were recommended by the City. The sites were designed to achieve the goals identified by the community and demonstrate the possibilities for future development. The illustrative designs demonstrate how a variety of building types and house types can create options for a variety of lifestyles supported downtown. They create comprehensive and identifiable places organized around parks and greens.

The downtown illustrative plan can be used as inspiration to maintain focus on the key projects. As projects get accomplished and as priorities shift, the plan must be updated to celebrate the wins and modify where changes occurred.

The implementation plan is broken into three sections ranging from low-tech bite-sized solutions to big-budget items requiring coordination and partnerships. Items should be prioritized by the community.  Project teams and budgets can be aligned to promptly bring the words on the page to reality. Using the plan as a guide will ensure that downtown thrives into the future.

t: 512.214.2462 | e: m@simplecity.design | www.simplecity.design | 120 W. Hopkins #101, SMTX, 78666







HUTTO SOAR 2040

# 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.

## City Council

Mike Snyder, Mayor

Robin Sutton, Council Place 1

Dan Thornton, Council Place 2

Randal Clark, Council Place 3

Peter Gordon, Mayor Pro Tem, Council Place 4

Krystal Kinsey, Council Place 5

Amberley Kolar, Council Place 6

## Planning & Zoning Commission

Richard Hudson

Bryan Lee

Kurt Schwerdtfeger

Jerica Lawyer

David Meyer

Susanna Boyer

Jim Morris

## Comprehensive Plan Advisory Committee

Travis Allen

Randal Clark

Cheney Gamboa

Richard Hudson

Brian Lee

Robert Lykins

Terrance Owens

Terra Ray

Dan Thornton

Mandi Villarreal Salvo

Brad Walker

## City Staff

James R. Earp, City Manager

Matt Wojnowski, Assistant City Manager

Ashley Bailey, Development Services Director

John Byrum, Planning Manager

Allison Strupeck, Communications Director

Kristi Barnes, Community Outreach & Programs Manager

Jeff White, Director of Parks and Recreation

Bob Farley, Director of Economic Development

Cheney Gamboa, Assistant Director of Economic Development

Seth Neuman, GIS Analyst

Angel Kavanaugh, Senior Administrative Assistant

Angela Lewis, City Secretary

Taylor Arrington, Program and Events Specialist

## Consultant Team

FREESE AND NICHOLS

Kimley»Horn

Johnson Planning

txp

simplecitydesign

# -SOAR-

## STRENGTHS, OPPORTUNITIES, ACTIONS, RESULTS

# LETTER FROM LEADERSHIP

In Progress

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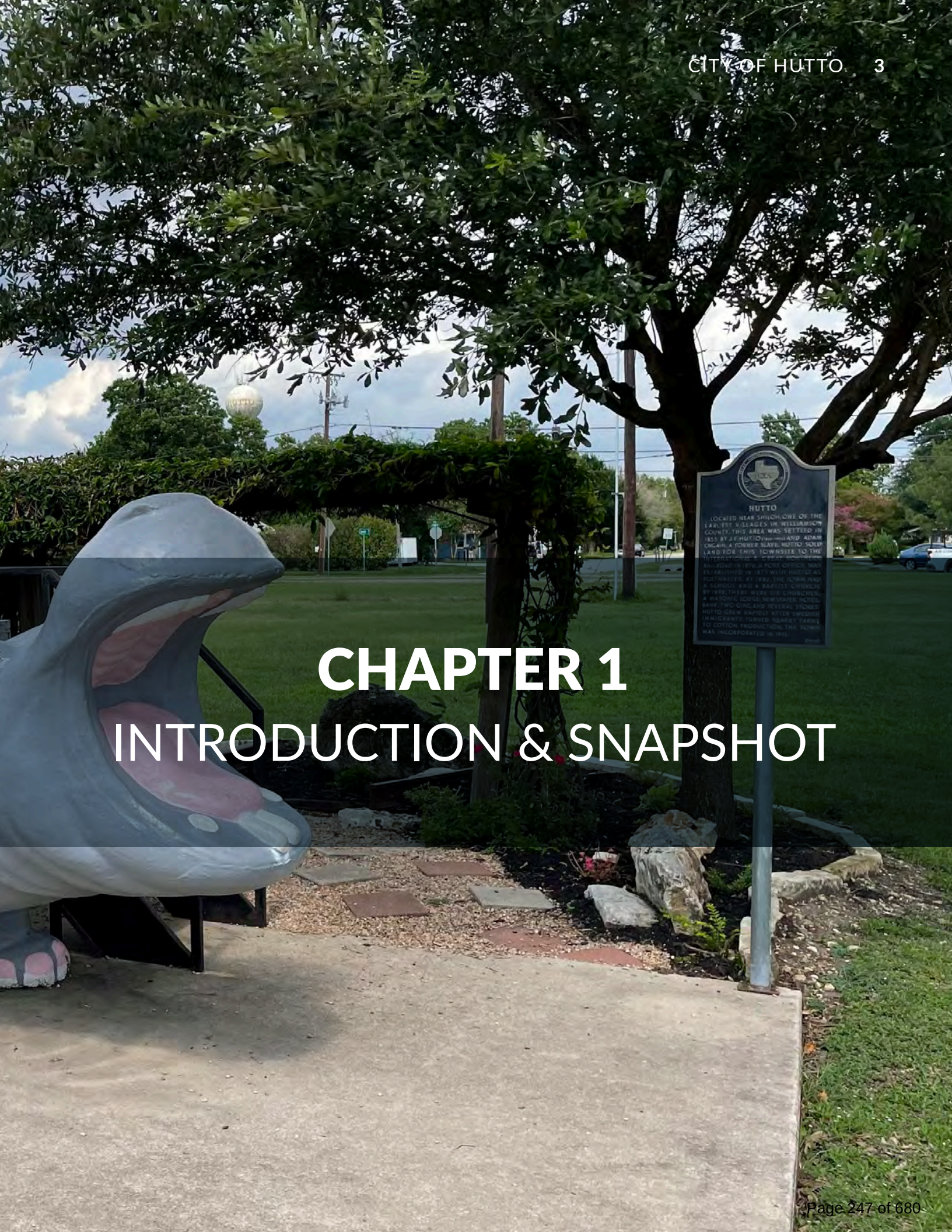
APPENDIX A - PUBLIC INVOLVEMENT SUMMARIES


HUTTO, TX
IN A WORLD WHERE YOU CAN BE ANYTHING, BE A HIPPO!
#HUTTOTX


HUTTO, TX




# 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 US 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 US 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

## 19TH C.

The land on which Hutto sits was inhabited by the Lipan Apache, Comanche and Tonkawa tribes.

**1876** Hutto was founded. The original town site was located south of the railroad tracks.

**1884** By 1884 Hutto had 200 inhabitants, a school, three churches, and five gins and shipped cotton and grain.

**1885** James Hutto left the community for Waco.

**1896** The population reached 700 in 1896, when Hutto was described as an "important cotton market" by the Texas State Gazetteer. Storms destroyed many of the City's original buildings, leading to the construction of more sturdy brick buildings north of the railroad tracks, the site of current day Downtown.

## 20TH C.

**1901** Fire destroys all but one of the buildings on the east side of East Street between Front and Farley.

**1911** After nearly 50 years of being occupied, the City is officially incorporated.

**1915** As the story goes, a circus came to town and a hippo escaped from the train car; after many attempts to catch the hippo it was successfully captured and returned to the circus workers. Her name was Henrietta.

**1923** The Hutto school decided to make the hippopotamus its mascot.

**1928** Hutto reached a population of 900.

**1929** Great Depression begins and the cotton industry declines.

**1931** Hutto's population fell to 538.

**1940** The town was incorporated.

**1970** The population dropped to 400 and the town had nine businesses.

**1988** The community grew to 842 inhabitants and seventeen businesses.

## 21ST C.

**2000** The population reaches 1,250.

**2003** City purchases the Co-Op Property.

**2004** Home Rule Charter approved.

**2008** SH 130 toll road opens.

**2011** Downtown Hutto placed on the National Register of Historic Places.

**2018** Innovation Business Park created.

**2021** Samsung selects site for semiconductor manufacturing facility near Hutto.



*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.

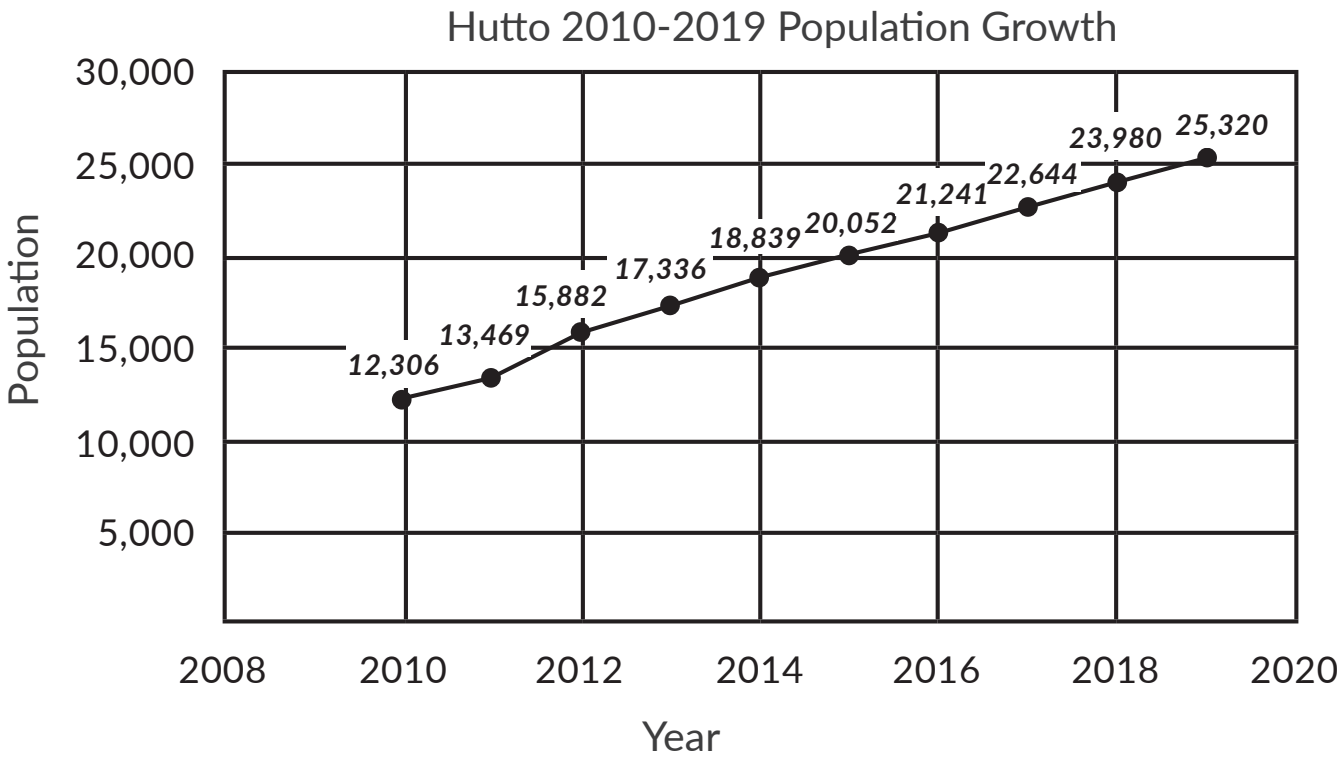
2 https://williamsoncountytexashistory.org/adam-orgian-the-first-settler-of-hutto-texas-in-williamson-county/



# HUTTO TODAY

Hutto is a fast growing community that has seen significant population growth over the last decade. Hutto has a thriving Downtown and boasts a wealth of parks and natural amenities, including Hutto Lake Park, Brushy Creek, 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 are useful in helping paint the picture of the planning context that influences and informs this Comprehensive Plan. The table below provides an overview of the plans reviewed and considered by this Comprehensive Plan. These plans, when and if they are updated after the adoption of this Comprehensive Plan, should consider and align with the vision and direction herein to the extent possible. Summaries of the most relevant plans are provided on the following pages.

### Table 1.1. Relevant Plans

| Plan Title | Commissioning Entity | Year |
|---|---|---|
| Hutto 2040 Comprehensive Plan | City of Hutto | 2015, 2019 |
| Thoroughfare Plan | City of Hutto | 2011 |
| Old Town Master Plan | City of Hutto | 2009 |
| Parks, Recreation, Open Space, and Trails Master Plan | City of Hutto | 2020 |
| Pedestrian Mobility Plan | City of Hutto | 2010, 2012 |
| Pedestrian Mobility Study | City of Hutto | 2003 |
| Mobility Master Plan (including updated Thoroughfare Plan) | City of Hutto | 2018 |
| Water Master Plan* | City of Hutto | 2017, 2022 |
| Wastewater Master Plan* | City of Hutto | 2018, 2022 |
| Central Texas Fair Housing Assessment | Williamson County and other Central Texas Cities | 2019 |
| Drainage Master Plan | City of Hutto | 2018 |
| Co-Op District Master Plan | Public/Private Partnership with City of Hutto | 2019 |
| Williamson County Long Range Transportation Plan | Williamson County | 2009, 2013 |
| Travis County Transportation Blueprint | Travis County | 2019 |
| TxDOT Local and Statewide Plans | TX Dept of Transportation | Varies |
| Transportation Plans of adjacent cities, including Georgetown, Round Rock, Pflugerville, and Taylor | Varies | Varies |
| Capital Improvement Plan FY 2019-2023 | City of Hutto | 2018 |
| Hutto ISD Long-Range Facilities Plan | Hutto ISD | In Progress |
| Williamson County Comprehensive Parks Master Plan | Williamson County | 2018 |

*The City's Water and Wastewater Master Plans were updated during the course of this planning effort and adopted in late 2022. This chapter reviews the 2017/18 plans while the updated utility plans are assessed and discussed in the Public Facilities, Parks & Infrastructure chapter.

# 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
- Multimodal transportation
- Quality of life

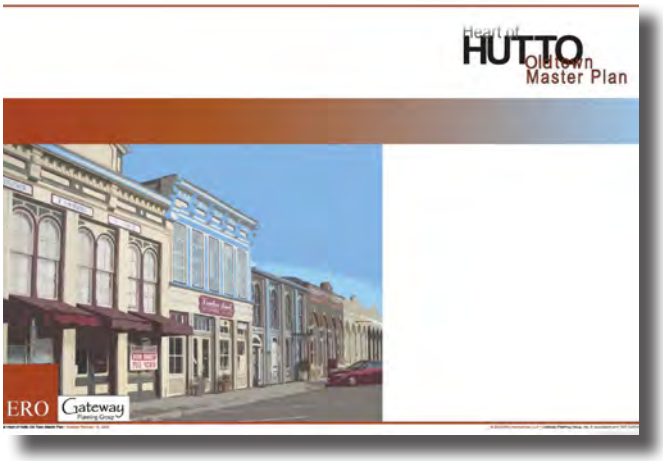



## OLD TOWN MASTER PLAN

Adopted in 2009, the Old Town Master Plan was created for the City by ERO International and Gateway Planning Group 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 Burditt 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 multipurpose 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

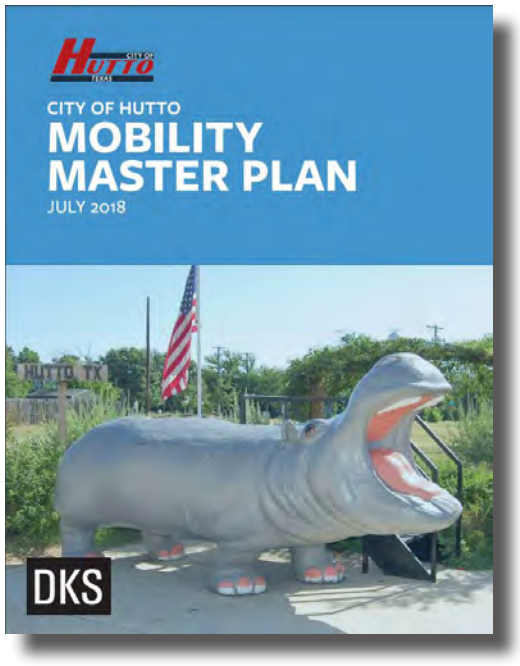
The 2012 Pedestrian Mobility Plan update was built on the work of the 2010 Pedestrian Mobility Plan and the 2003 Pedestrian Mobility Study. The 2010 Plan identified areas in need of sidewalks and prioritized each project through a ranking system. As subdivisions fill in, and development occurs throughout 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 farther than the distance "as the crow flies".




## MOBILITY MASTER PLAN

The City hired DKS Associates in 2018 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 2018. 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

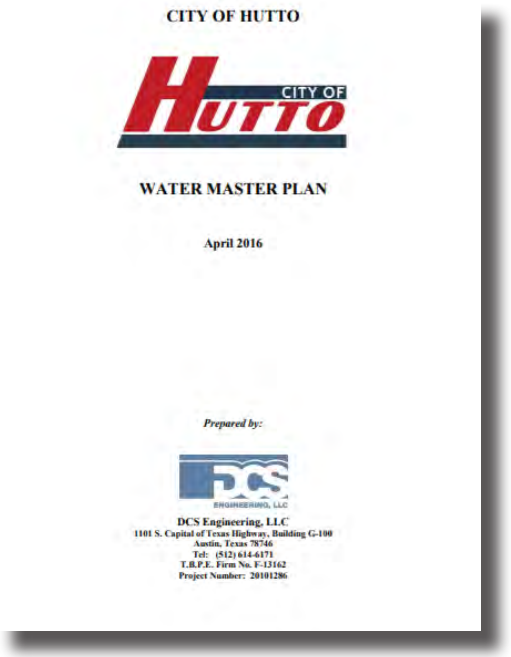
The Water Master Plan was initiated in May 2014 and completed in August 2017. The goal of the Water Master Plan was to evaluate and analyze the distribution system, measure existing performance, identify deficiencies, and recommend system improvements. The Water Master Plan evaluated the entire water 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 2.0 to 14.76 million gallons per day (MGD) at the ultimate build out and maximum day demand is identified improvements to help meet the future demand.

## WASTEWATER MASTER PLAN

The purpose of this Wastewater Master Plan (WWMP) was to perform an evaluation of the City's 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.





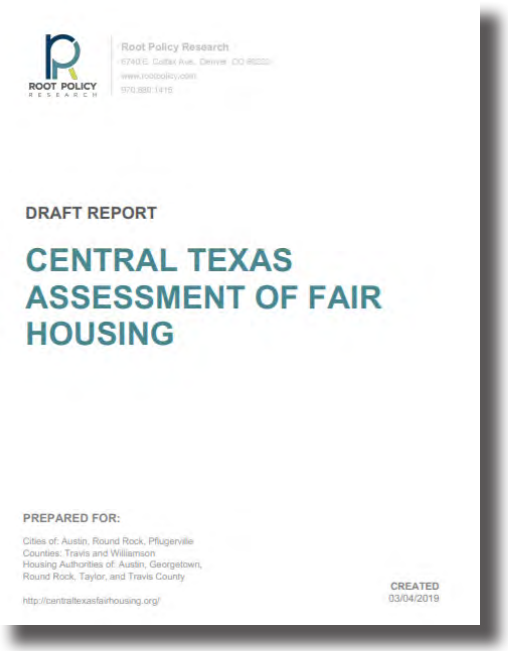


Note: The City's Water and Wastewater Master Plans were updated during the course of this planning effort and adopted in late 2022. These updated utility plans are assessed and discussed in the Public Facilities, Parks & Infrastructure chapter.

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% 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% 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 increasingly exists 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 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 provides 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% 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 choose 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 have negotiated ETJ boundaries with the City.

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 for growth.

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:

US 79 is a highway that begins at an interchange with I-35 in Round Rock. US 79 enters Hutto just before the interchange with SH 130. Hutto has direct frontage along US 79. 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 first railroad in Williamson County reached the site of Hutto in 1876. The railroad is currently owned by Union Pacific and runs east-west through the City.

### *ELEVATION*

Hutto has little topographic variation, with a difference of only 180 feet 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.

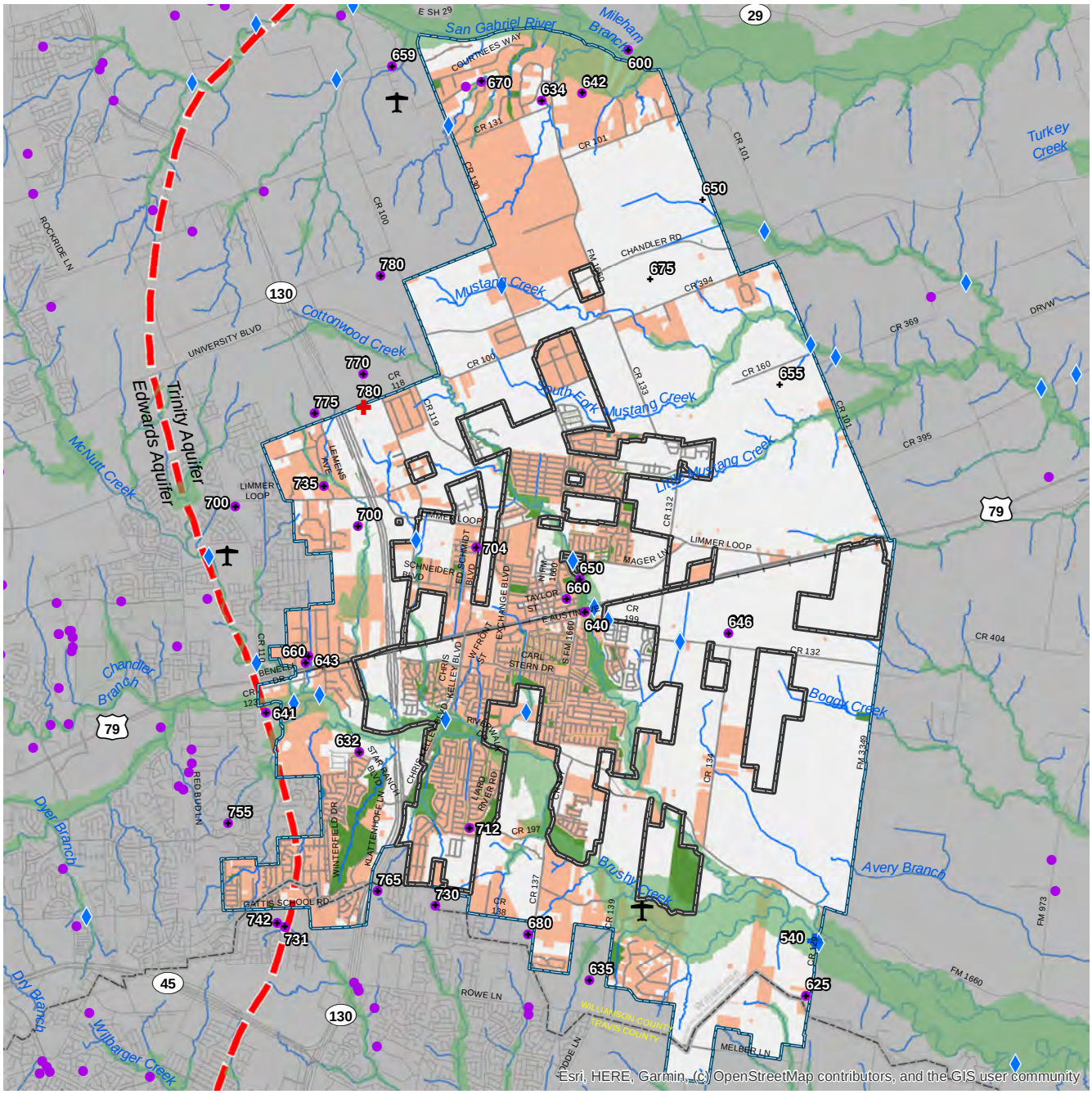
### *FLOODPLAINS*

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 opportunity 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
- Well Locations
- Low Water Crossings
- Streams
- Developed Areas
- Parks ans Open Space
- Floodplain
- Aquifers

**Spot Elevations**

- High Point Elevation
- Low Point Elevation
- Elevation
- Hutto City Limits
- Hutto ETJ
- County Lines

# 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, presented later in this Plan, 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. It should also be noted that there is additional population and likely great population growth to come in the ETJ, which will additionally impact the City's services, resources, demographics and economics, etc. It is important to note that this section is intended to be a snapshot in time of when this planning process was started to identify trends and trajectories applicable to the Comprehensive Plan content.

## 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 2019: 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 | | |
| 2011 | 13,469 | +1,163 | |
| 2012 | 15,882 | +2,413 | 8.89% |
| 2013 | 17,336 | +1,454 | |
| 2014 | 18,839 | +1,503 | |
| 2015 | 20,052 | +1,213 | |
| 2016 | 21,241 | +1,189 | |
| 2017 | 22,644 | +1,403 | 3.58% |
| 2018 | 23,980 | +1,336 | |
| 2019 | 25,320 | +1,340 | |

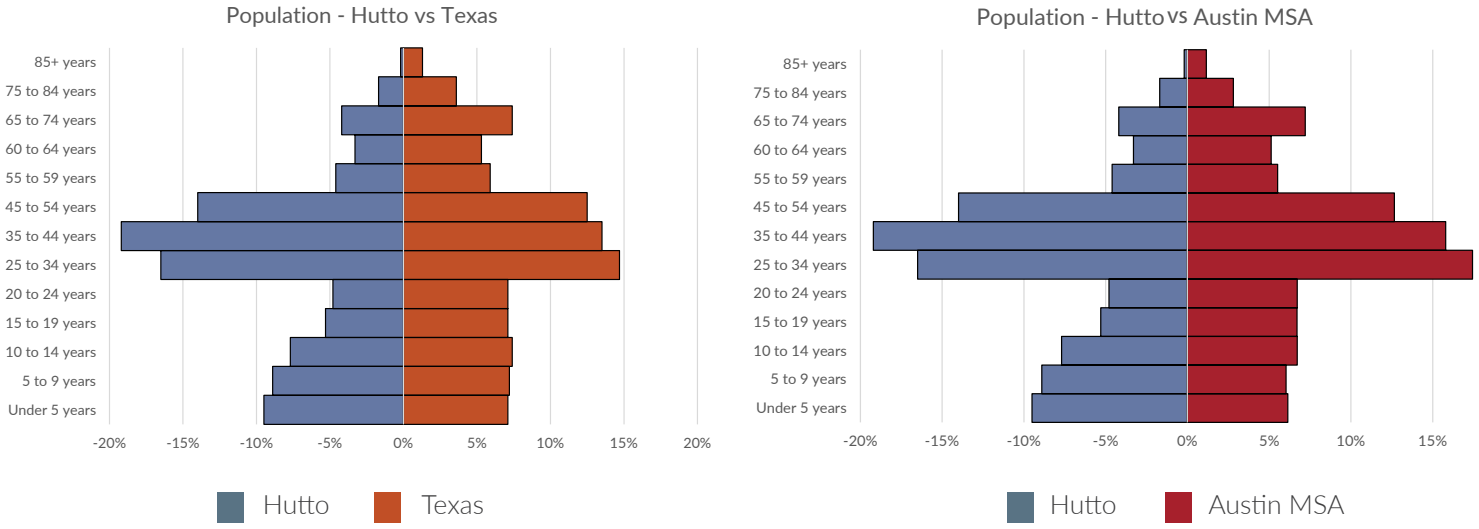
Source: U.S. Census



## 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

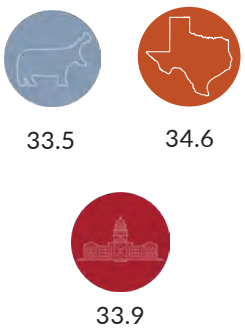



Source: U.S. Census 2019: ACS 5-Year Estimates Data Profiles

### Figure 1.4. Age Comparisons

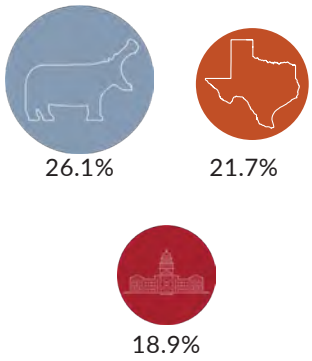
**Median Age:**

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



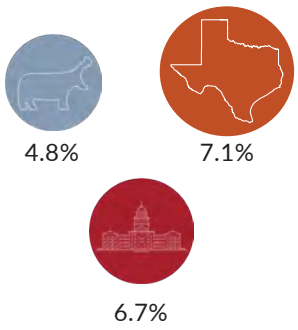

**Children under 14:**

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



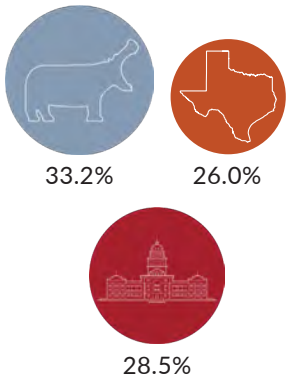

**Young Adults:**

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.



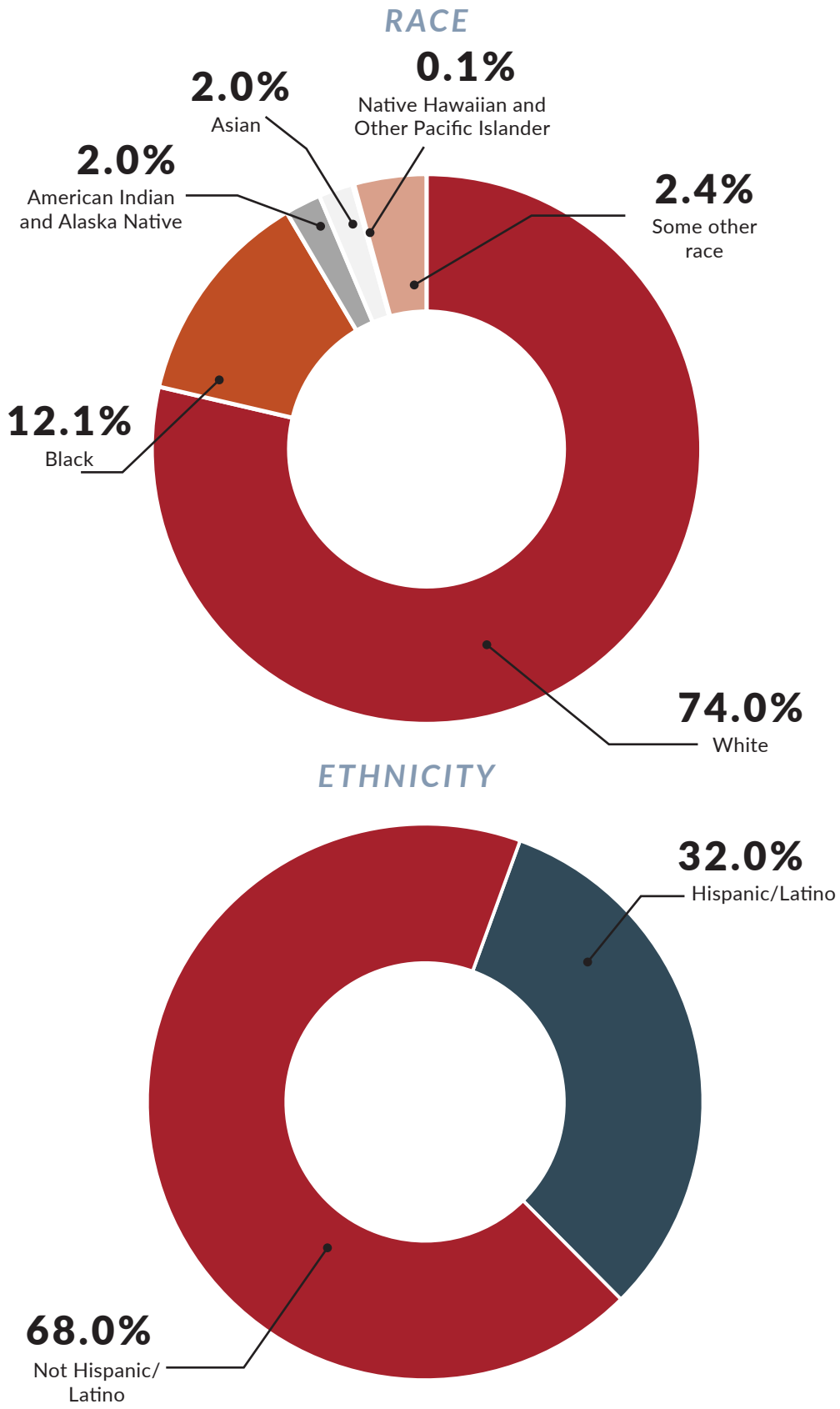

**Mid-Career:**

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




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

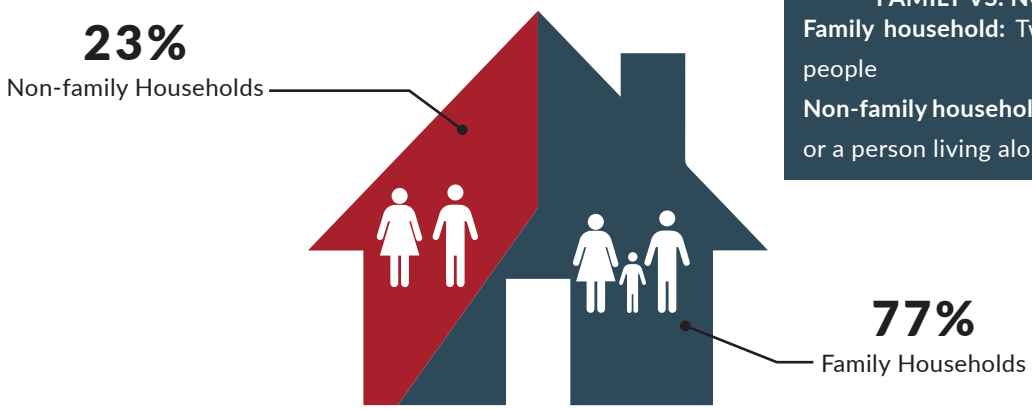
## QUICK FACT: INTERPRETING RACE AND ETHNICITY

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**




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

## HOUSING PRICES

Although housing prices in Hutto are rising, they remain below the many regional averages. The average price of a home sold in the Austin MSA in December 2022 was $557,353 compared to $384,691 for Hutto. The community's affordable housing prices, relative to other communities within Central Texas, 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 2022**

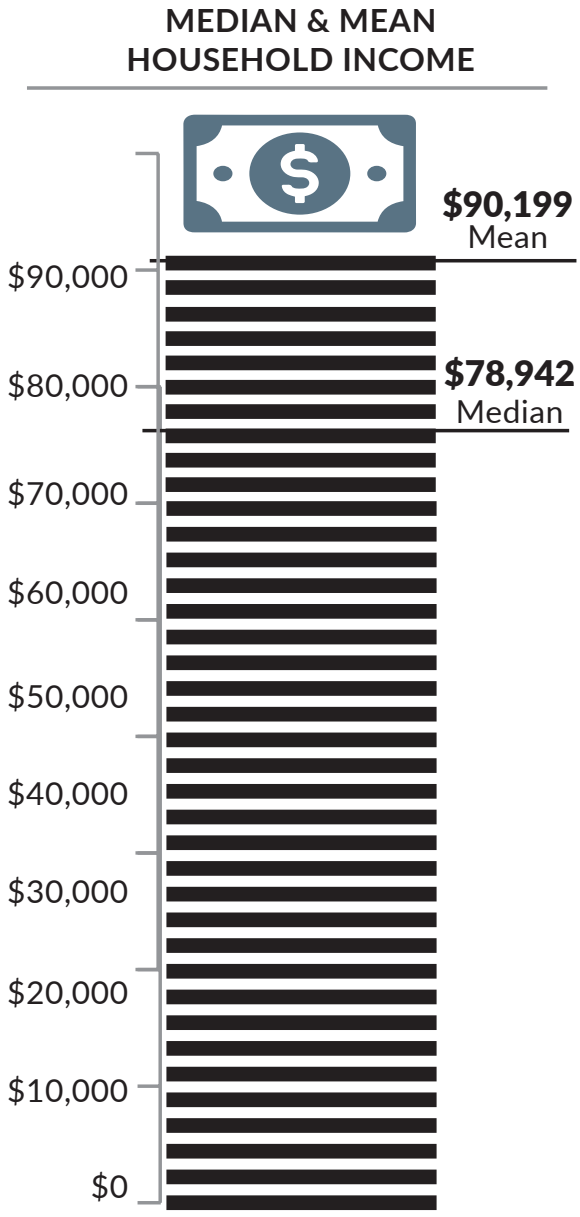
| | HUTTO | ROUND ROCK | PFLUGERVILLE | GEORGETOWN | AUSTIN MSA | TEXAS |
|---|---|---|---|---|---|---|
| Home Sales | 812 | 1,380 | 1,012 | 1,346 | 33,547 | 367,142 |
| Dollar Volume | 341,149,190 | 731,741,644 | 490,199,258 | 667,634,854 | 21,018,159,929 | 151,881,927,919 |
| Average Home Price | $420,134 | $530,248 | $484,387 | $496,014 | $626,529 | $413,687 |
| Median Home Price | $409,200 | $476,400 | $460,244 | $460,196 | $503,000 | $340,000 |
| Total Listings | 100 | 215 | 135 | 220 | 5,903 | 66,309 |
| Months Inventory | 2.1 | 2.3 | 2.0 | 3.1 | 2.7 | 2.7 |

Source: Texas Real Estate Research Center at Texas A&M University, Austin Board of Realtors, 2022

## 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**



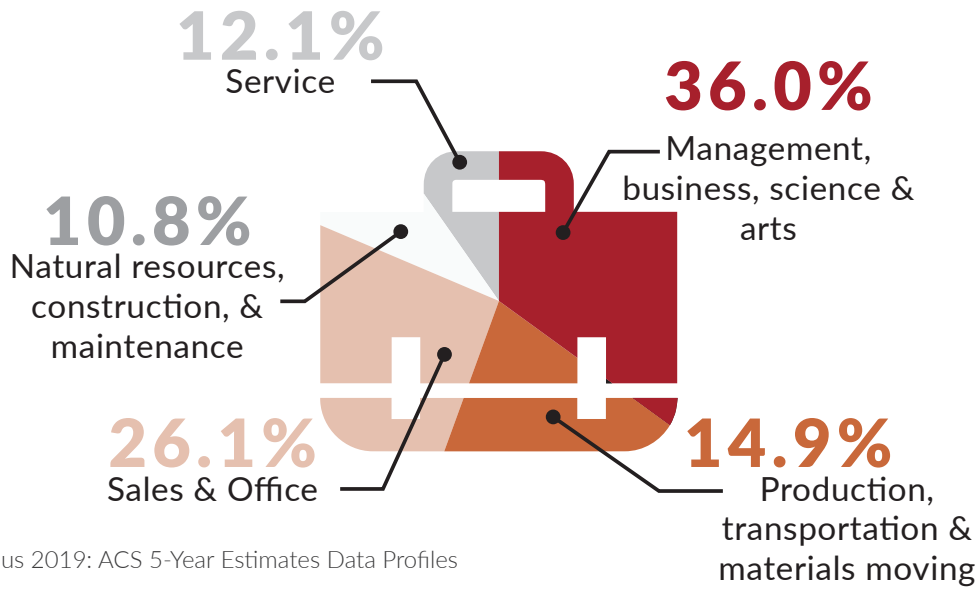

Source: U.S. Census 2019: ACS 5-Year Estimates Data Profiles




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

Figure 1.9. Occupation & Industry Profile Data

## OCCUPATION




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

### 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




Educational, health-care, or social service industries




Manufacturing




Retail trade industries

**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 and 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

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


FREE
DELIVERY
(512)
846-6004
Medicaid Prescriptions
Welcome
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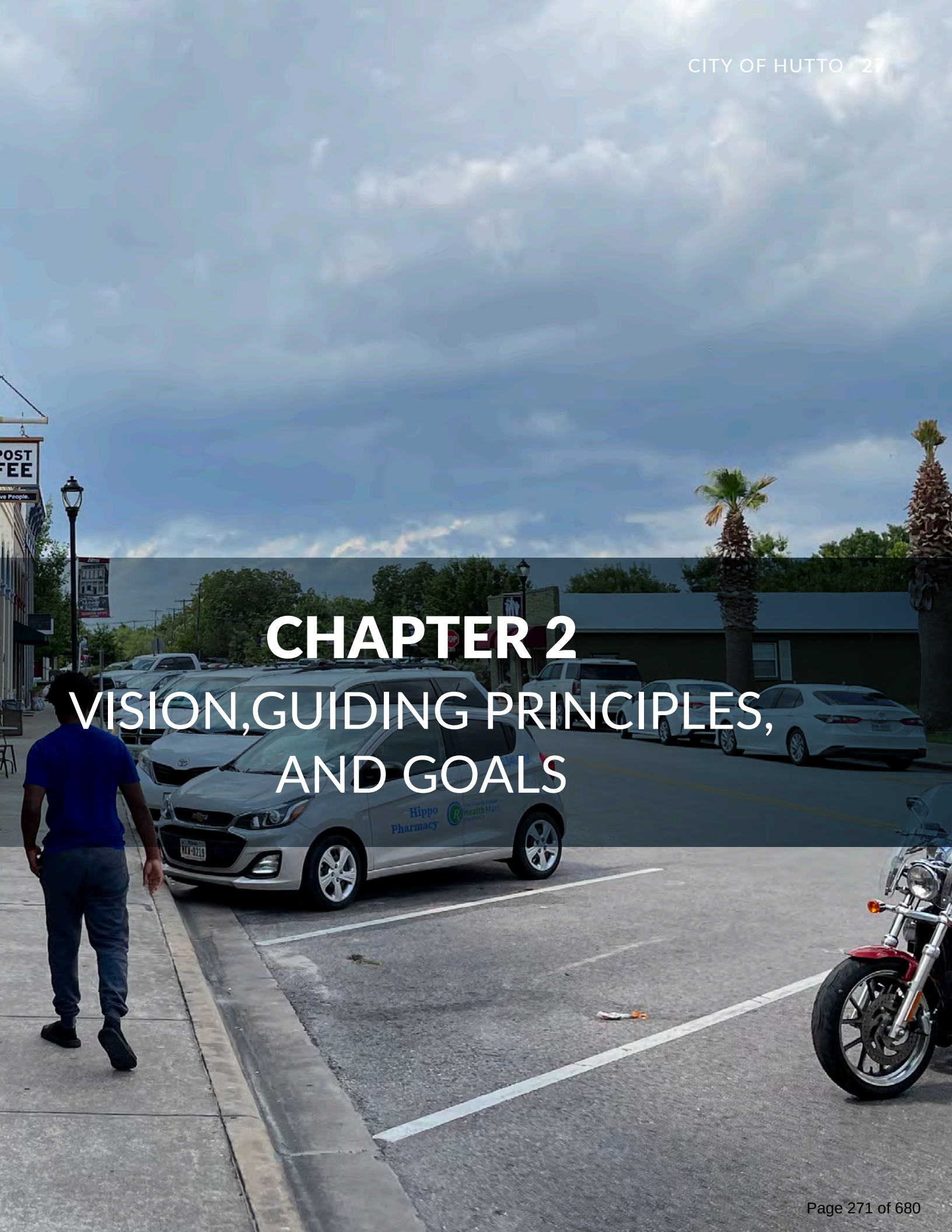



# CHAPTER 2
# VISION,GUIDING PRINCIPLES, AND GOALS

# 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

Stakeholder groups were formed to gather targeted feedback from specific sectors of the population. Participants were selected by City staff to serve on six focus groups, including:

- Businesses
- Economic development and real estate
- Educational, social services and non-profits
- Religious/faith community
- Youth
- HOAs/Neighborhoods

Each focus group was introduced to the comprehensive planning process and asked to provide their perspective on the City's attributes as well as where and how their groups provide services to the community.

**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.

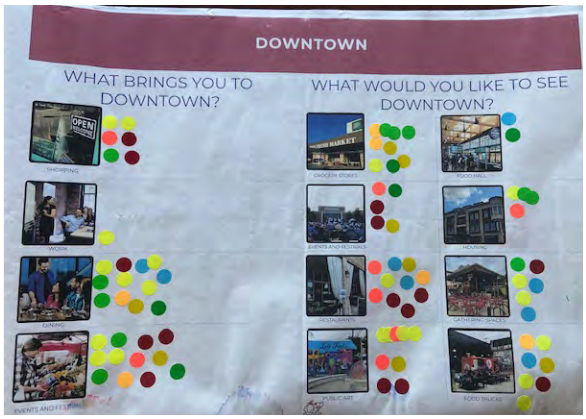
## *DOWNTOWN CHRISTMAS FAIR*

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 Comprehensive Plan booth at the Downtown Christmas Fair.

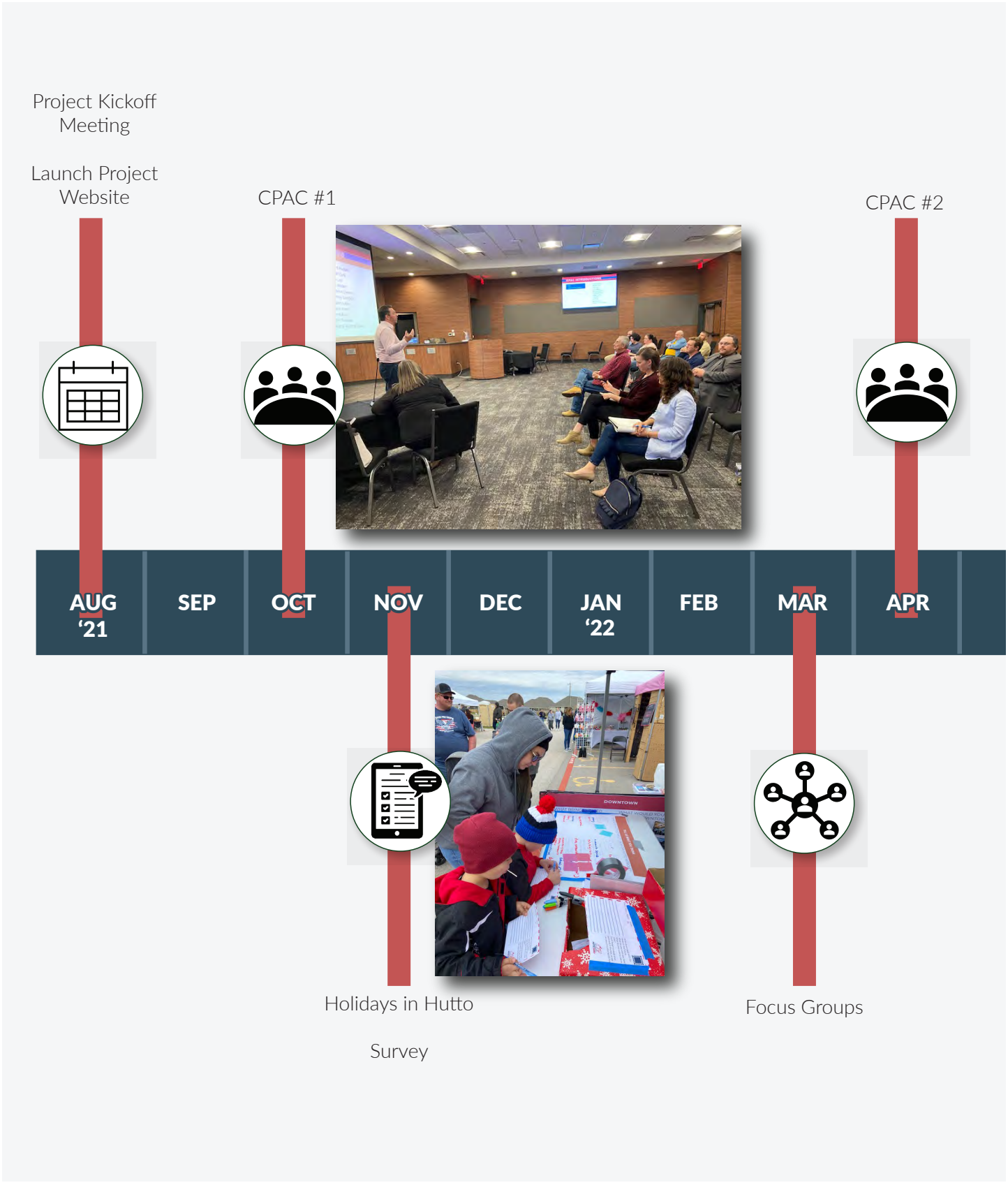



Figure 2.5. Community Engagement Timeline




Downtown Christmas Fair

Online Public Review & Comments

2nd City Council Reading

MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN '23 | FEB



Sunset Block Party

CPAC #3, #4.1, 4.2, & 4.3

CPAC #5

Online Public Review & Comments

Planning & Zoning Commission

1st City Council Reading

# 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**

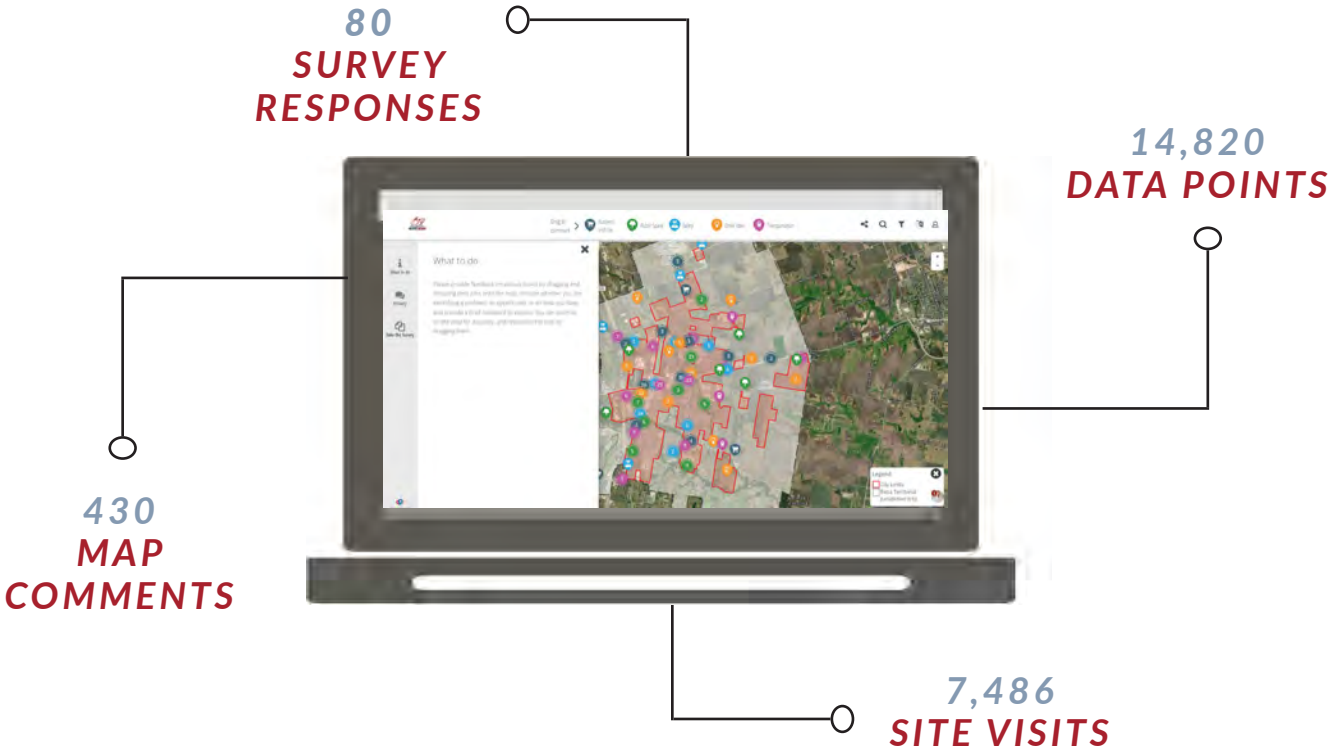
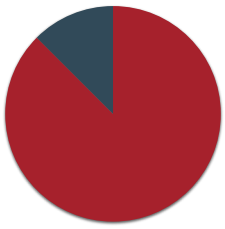


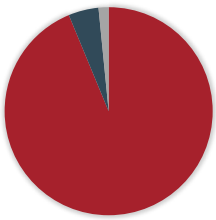

**Figure 2.7. Community Survey Respondents Profile**

## WHO DID WE HEAR FROM?

### DO YOU OWN OR RENT YOUR CURRENT RESIDENCE?




### DO YOU LIVE AND/ OR WORK IN HUTTO?




### 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.




## 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."

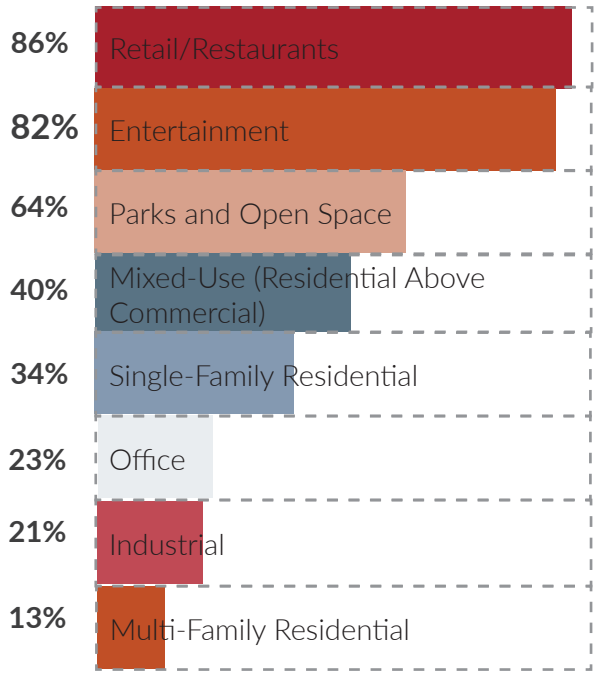
"Increase more office space to increase daytime traffic."

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

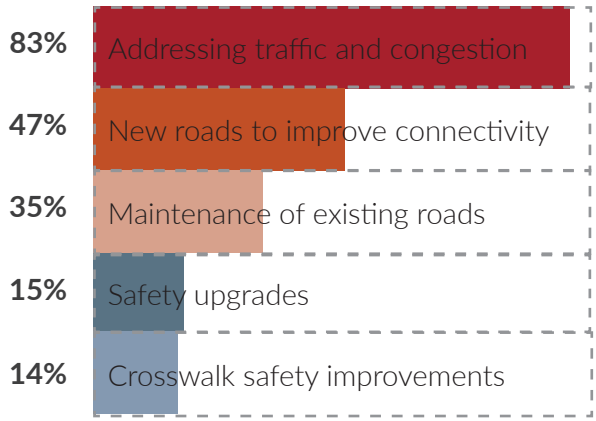
"More nice restaurants with outdoor space to sit and relax. A nice huge park to run around and enjoy."

Figure 2.9. Community Survey Highlights, continued

## DESIRED LAND USES



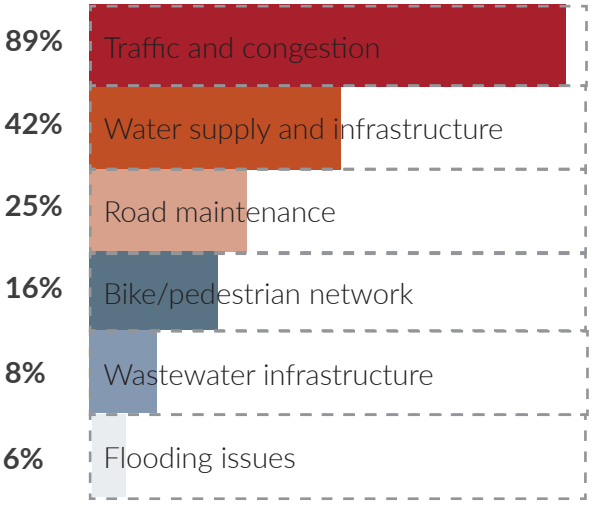

## TOP TRANSPORTATION & MOBILITY CONCERNS




## TOP PARKS, RECRATION 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 2.10. Map Markers by Topic Category**

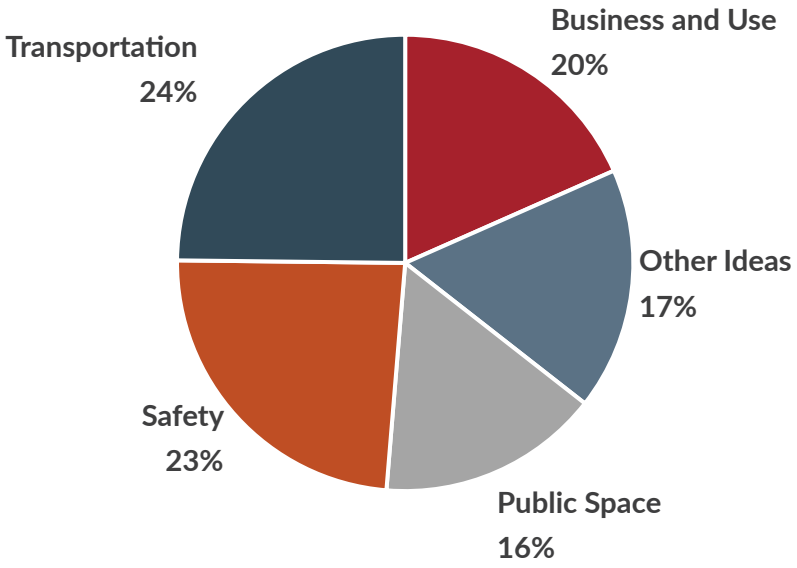



**Figure 2.11. Snapshot of Interactive Map**



# 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



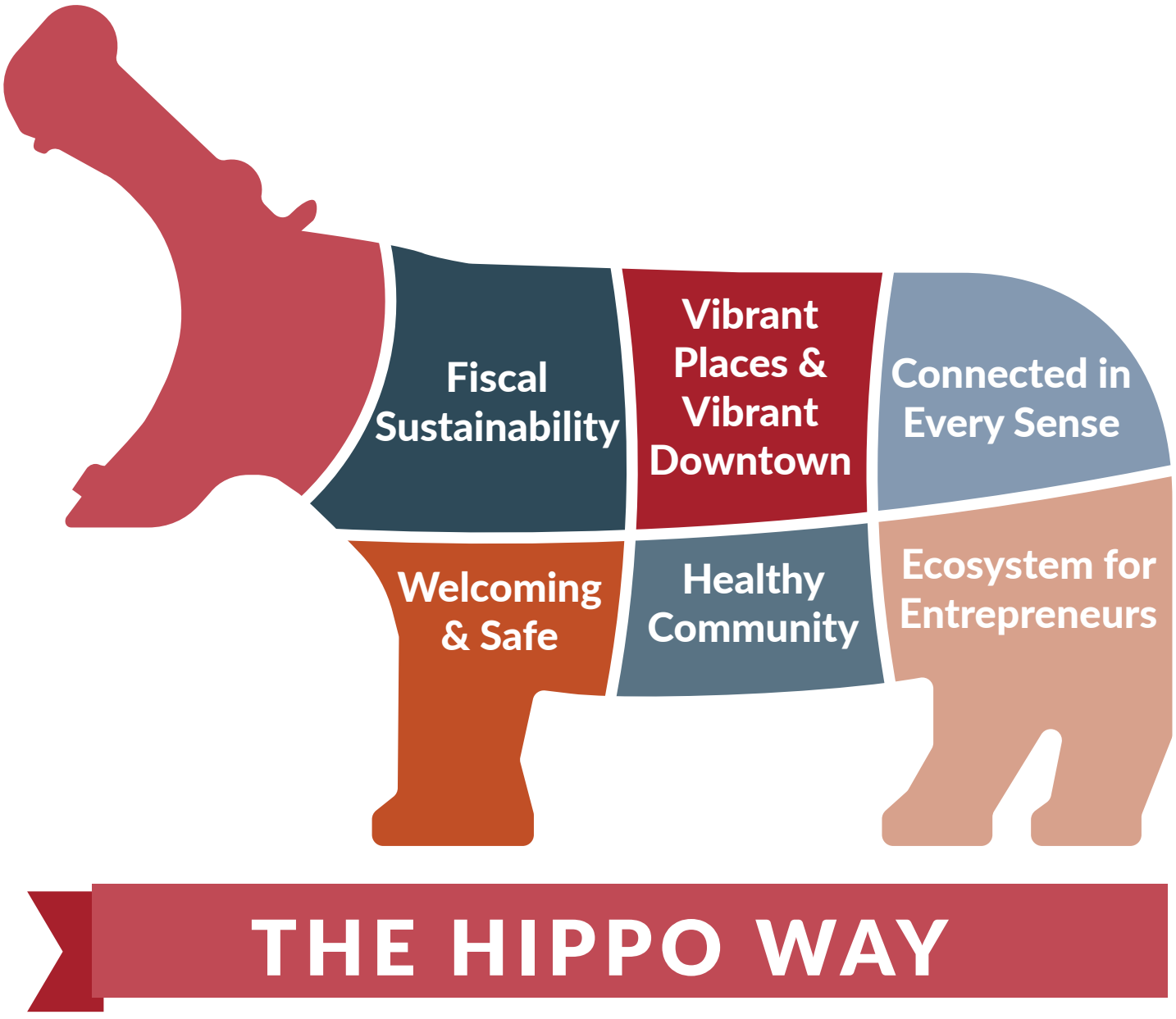
## VISION STATEMENT

**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*."**

HUTTO SOAR 2040

# 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.





## 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

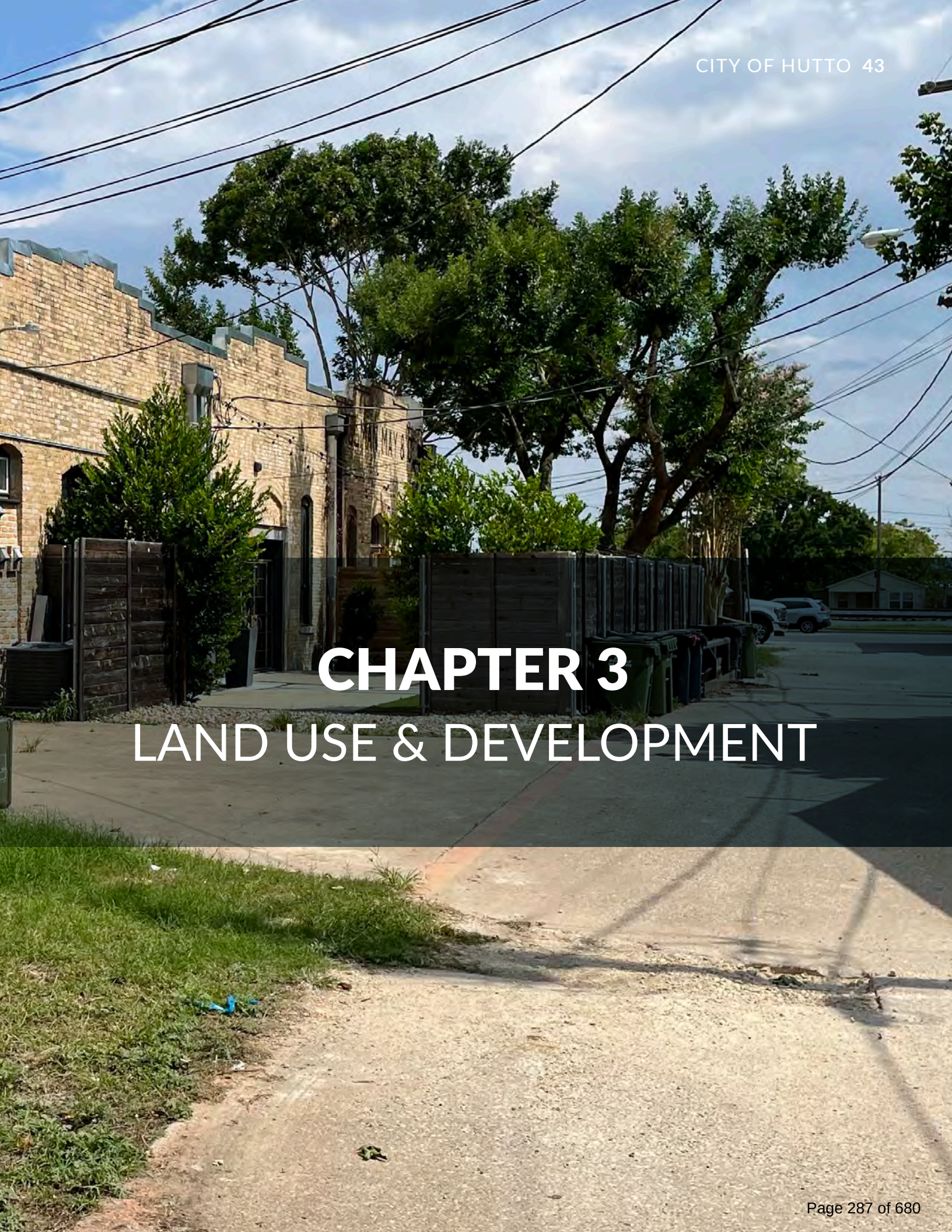
Ensure public health needs are recognized and addressed through provisions for healthy foods, physical activity, access to recreation, health care, environmental justice and safe neighborhoods.



## ECOSYSTEM FOR ENTREPRENEURS

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


HARDWARE
FARMING IMPLEMENTS
AND SADDLEREY.



# 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.

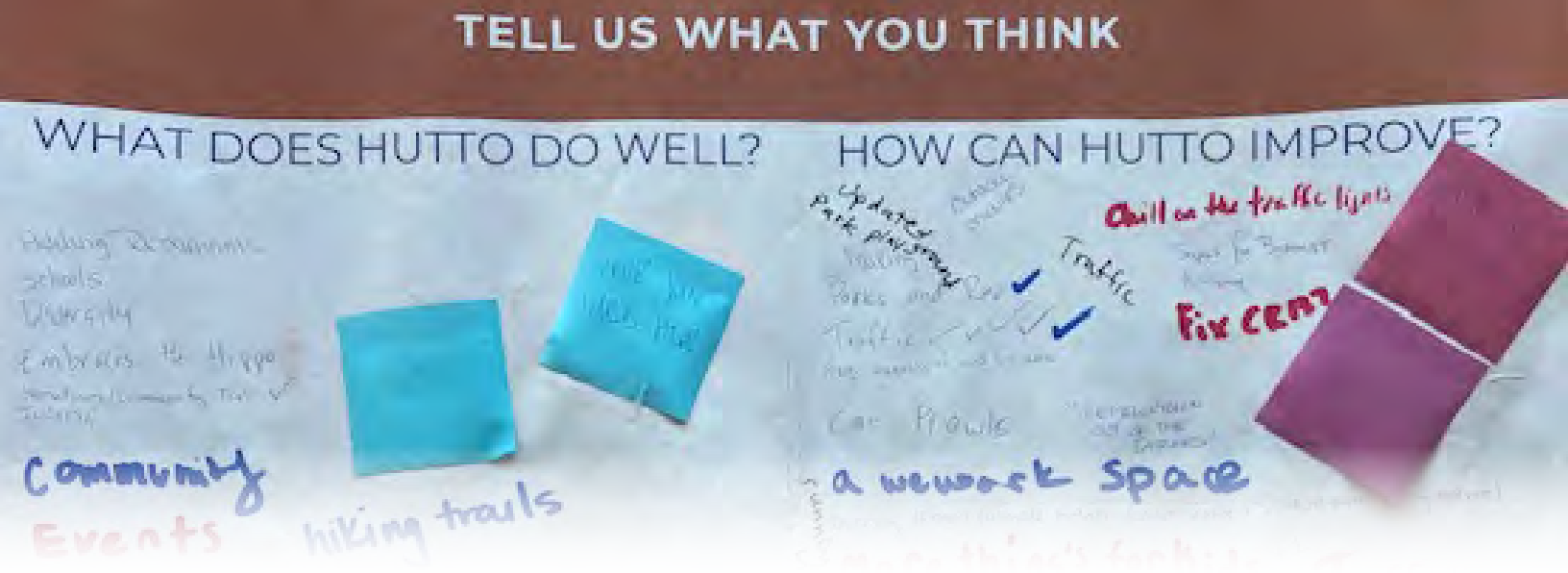
Creating a balance of land uses can be a challenge due to the incompatibility of existing uses with proposed uses. One way to improve this imbalance is to redevelop existing uses to become more compatible with the newer uses and the context of the area. While changing these land uses could benefit an 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, scenario planning, and community visioning to create a Future Land Use Map (FLUM) that can be used as a guide for Hutto's 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 and Types
- Land Use and Development Goals, Policy Statements, and Actions



Co-Op Signage




# 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

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

-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

## *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.



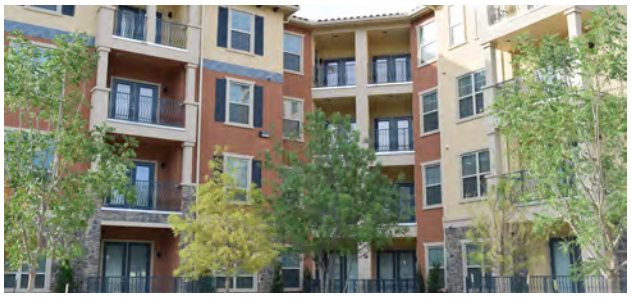
### *TWO-FAMILY/TOWNHOME*

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 49) 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 adjacent table.

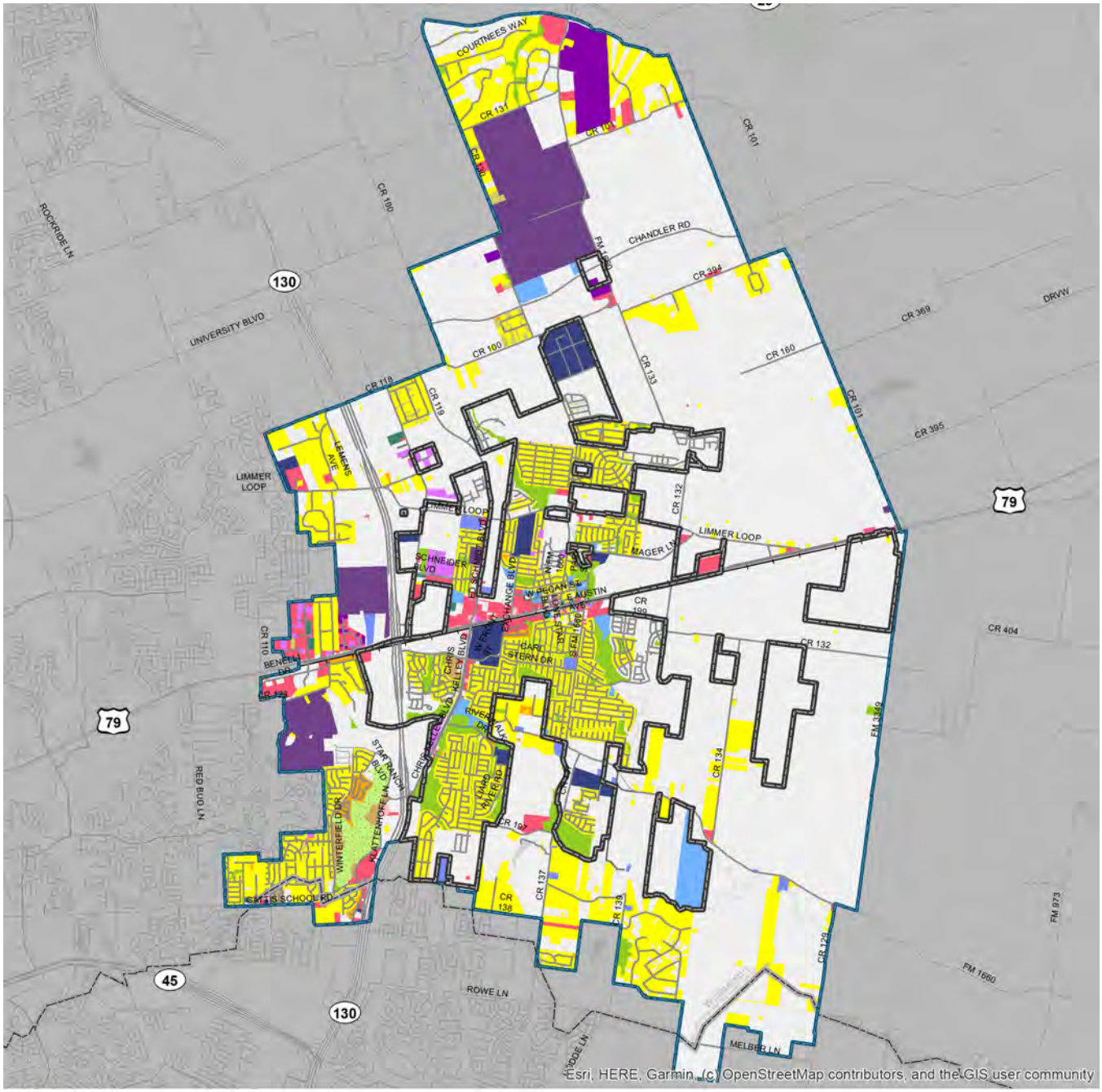
Approximately 39% of Hutto is developed. Although approximately 61 percent is undeveloped, 5 percent is located within flood hazard areas and is generally unsuitable for future development. Therefore, approximately 56 percent of vacant land has the opportunity for future development.

Hutto's development has been influenced by different factors. Much of the current development is focused along the Union Pacific railroad and US 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**

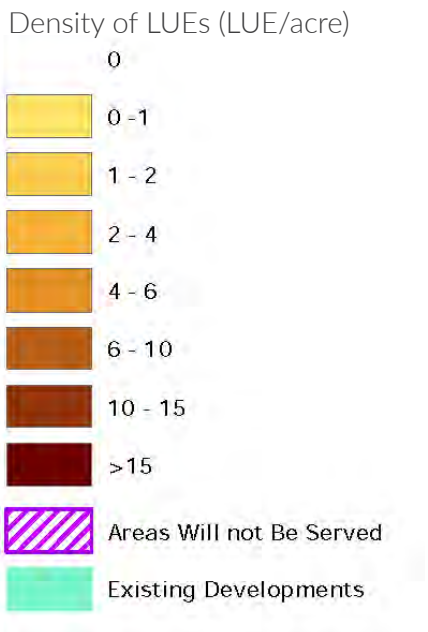
- Single Family
- Two-Family/Townhome
- Maunfactured Home
- Multifamily
- Office
- Commercial
- Civic Facility
- Public/Semi-Public
- Education
- Parks and Open Space
- Commercial Recreation
- Golf Course
- Light Industrial
- Heavy Industrial
- Utility
- Vacant
- Hutto City Limits
- Hutto ETJ
- County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

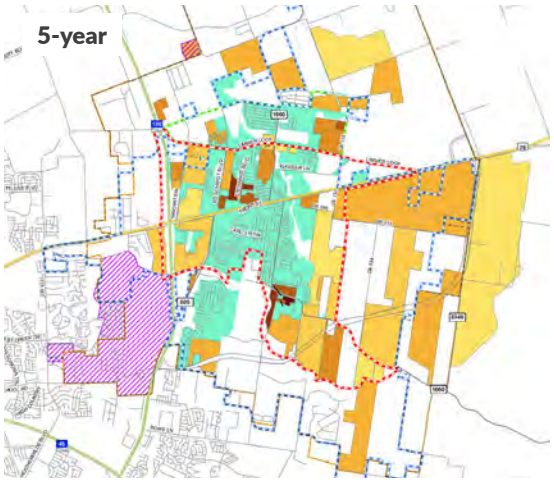
# GROWTH PROJECTIONS

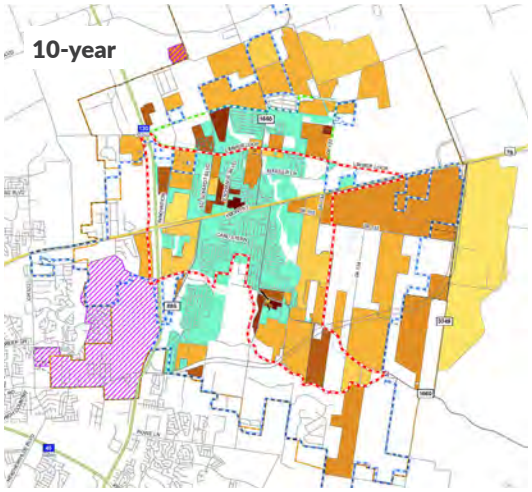
The City of Hutto recently updated their Water and Wastewater Master Plans, which project growth for the 5-year, 10-year, and 25-year planning horizons. These Plans project growth in number of households, called Living Unit Equivalents or LUEs. Mapping done for these utility plans also projects where 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.

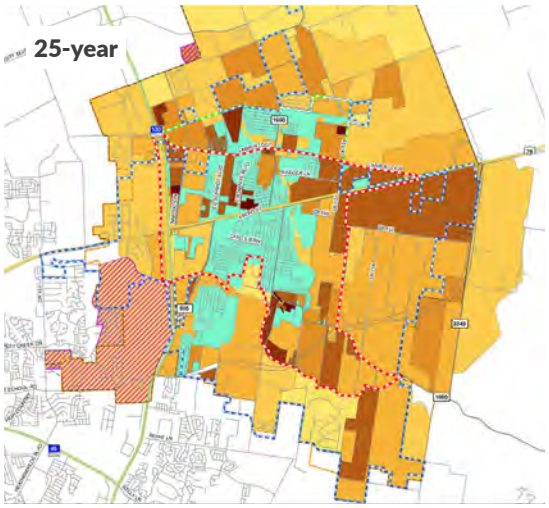
**Figure 3.1. City of Hutto 2022 Wastewater Master Plan Growth Projections**

| 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 in order 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 3.2 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.

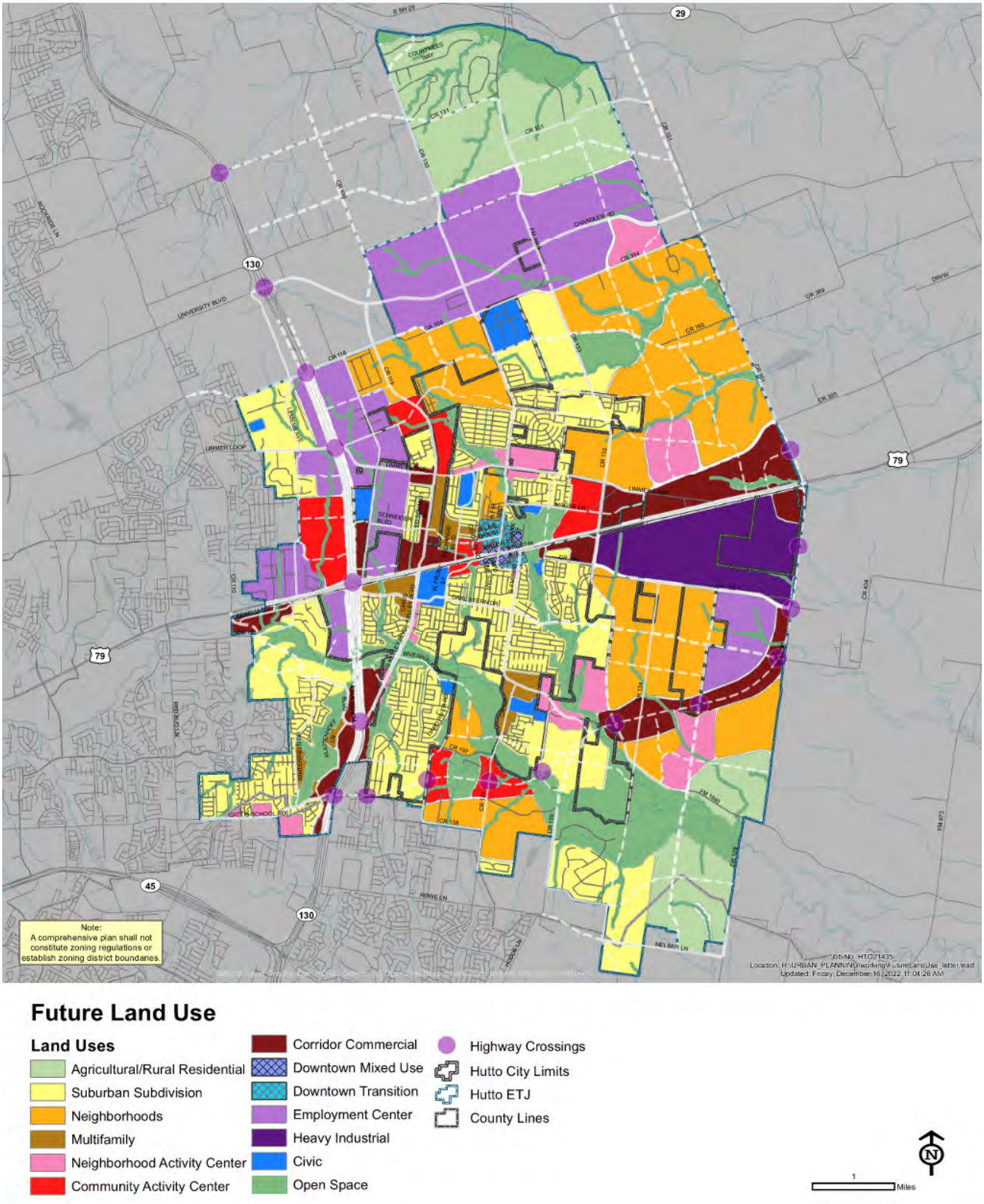
Given existing development patterns and desired future character, Hutto's most prominent land use will continue to be residential, with Suburban Subdivision and Complete Neighborhoods comprising approximately 55% of the total future land area within the City limits. The ETJ is also designated to develop primarily as residential at 34%.

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**

| | | City | | ETJ | |
|---|---|---|---|---|---|
| | Future Land Use Category | 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% |




Map 3.2. Future Land Use Map

# FUTURE LAND USE CATEGORIES & DASHBOARDS

The Future Land Use Map is composed of 12 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.

Development ratios are measured by the acreage of residential vs non residential land uses within a land use category. Vertically mixed-use buildings with ground floor commercial uses can be applied to non-residential development for the purpose of determining overall development ratios for the land use category. This document is a guide and not regulatory in nature, the ratios provided here are meant to provide a target while actual land use ratios may vary from the exact ratios presented in this Plan.

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 acre) 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:

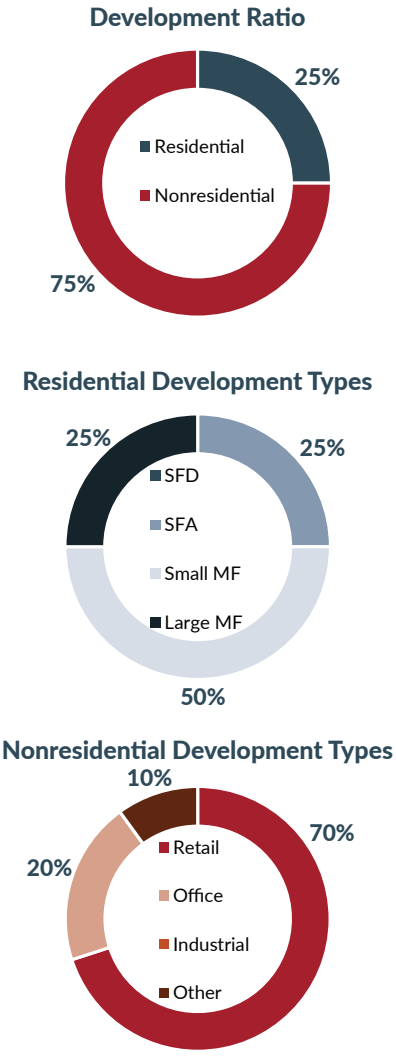
- Low Intensity: 0-50% lot coverage
- Medium Intensity: 50-75% lot coverage
- High Intensity: 75-100% lot coverage

## 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**




| Density | Intensity | Scale |
|---|---|---|
| 4 to 20 units per acre<br>8 to 10 jobs per acre | Medium | Mid-Rise |

# 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 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 detached missing middle housing, 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*

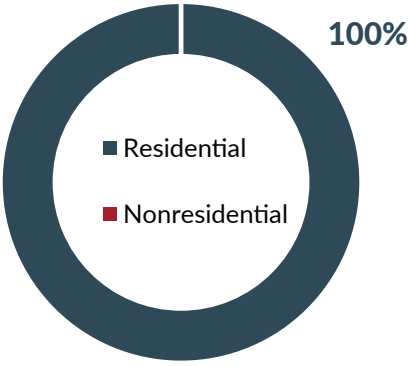
Residential one-family homes make up the entirety of this land use category. Generally, this category includes the largest lots of all residential development types with low density, scale, and intensity. These housing types typically fall under the International Residential Code for one-family dwellings 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.

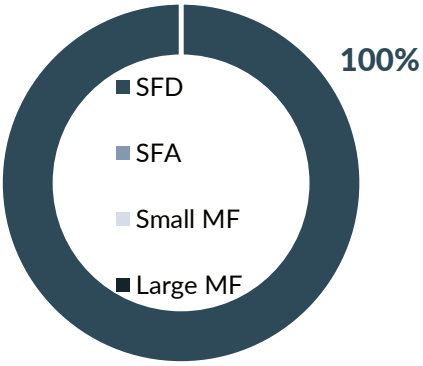
This category is intended to be used for existing single-family areas only, as new developments should either be built as Complete Neighborhoods or Activity Centers.



### Development Ratio




### Residential Development Types




### Nonresidential Development Types




| Density | Intensity | Scale |
|---|---|---|
| 3 to 4 units per acre | Low | 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. |

# MULTIFAMILY

*PURPOSE AND CHARACTER*

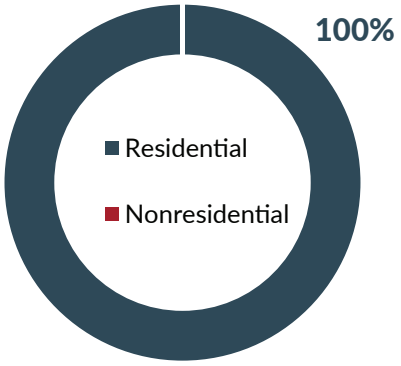
Multifamily primarily supports a mix of housing options that may consist of one or more of the following housing types from attached single-family homes to large multifamily, but include residential uses only.

The Multifamily areas noted in the FLUM are intended to be used for existing apartment complexes and multifamily areas only, as in the future, multifamily would be better integrated in the Activity Center categories.

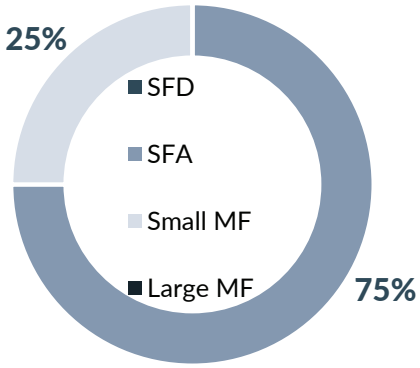
This use can serve as an appropriate transition from nonresidential and mixed-use areas to the lower density neighborhoods.



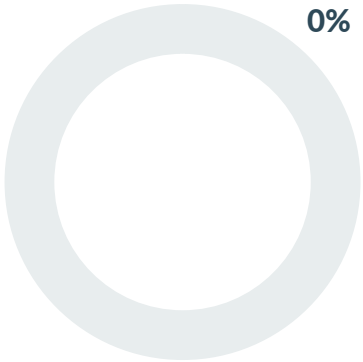

## Development Ratio




## Residential Development Types




## Nonresidential Development Types




| Density | Intensity | Scale |
|---|---|---|
| 12 to 25 units per acre | Medium | Low/Mid-Rise |





| Development Type | Appropriateness | Conditions |
|---|---|---|
| Single-Family Detached (SFD) | ●○○○○ | Not considered appropriate. |
| SFD + ADU | ●○○○○ | |
| SFA, Duplex | ●●●○○ | May be appropriate as a transitional use from single-family uses to more dense multifamily uses. Encourage joint driveways, alley access and rear parking. |
| SFA, Townhomes and Detached Missing Middle | ●●●○○ | |
| Apartment House (3-4 units) | ●●●○○ | Similar in character and lot standards to SFD; functions best at corner properties. Encourage joint driveways, alley access and rear parking. |
| Small Multifamily (8-12 units) | ●●●●● | Appropriate overall. May be appropriate as a transitional use from land use categories containing nonresidential uses. |
| Large Multifamily (12+ units) | ●●●●● | |
| Mixed-Use Urban, Neighborhood Scale | ●○○○○ | Not considered appropriate. |
| 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*

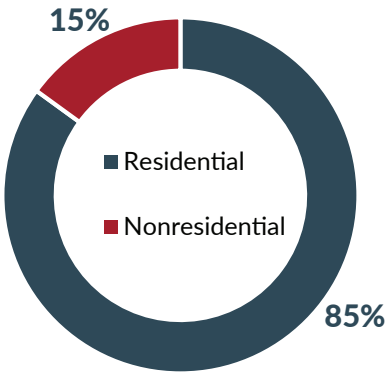
Complete Neighborhoods allow for mixed uses including residential, office, retail, and others uses. These uses are more likely to be horizontally mixed as opposed to vertical mixed-use. The density, intensity and scale are lower and more compatible with residential neighborhood land uses.

Single-family detached homes make up the majority of this land use category, although some townhomes, duplexes, missing middle, and small multifamily 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.

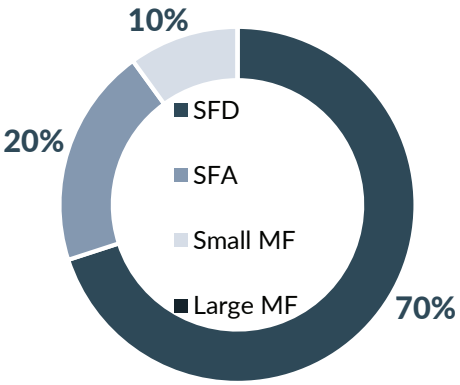
Nonresidential uses in this category primarily include neighborhood serving retail, services, and offices.



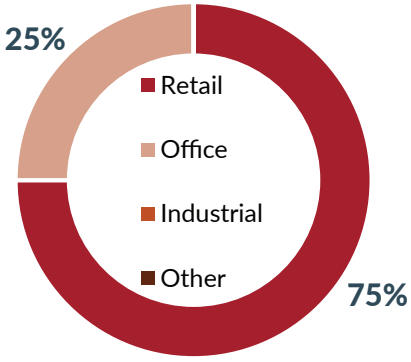
**Development Ratio**




**Residential Development Types**




**Nonresidential Development Types**




| Density | Intensity | Scale |
|---|---|---|
| 4 to 12 units per acre<br>Avg. 3 jobs per acre | Low to Medium | 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 Missing 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.

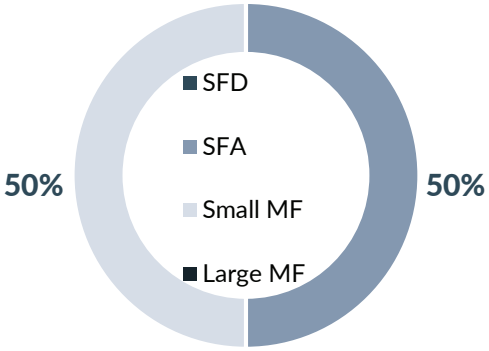
The category should be situated around an activity-generating element or an active public gathering spot to encourage the "city of villages" concept. The mixing of uses can take the form of both vertical (stacked on top of each other) and horizontal (next to each other).



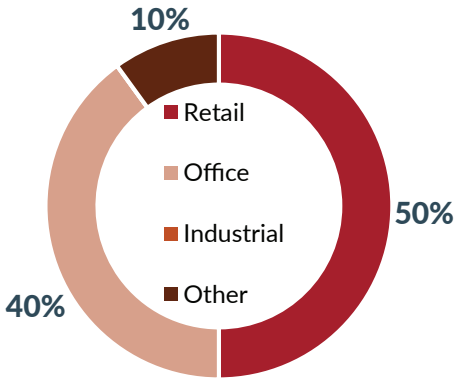
**Development Ratio**




**Residential Development Types**




**Nonresidential Development Types**




| Density | Intensity | Scale |
|---|---|---|
| 4 to 20 units per acre<br>Avg. 12 jobs per acre | Medium, High in some circumstances | Low-Rise<br>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.

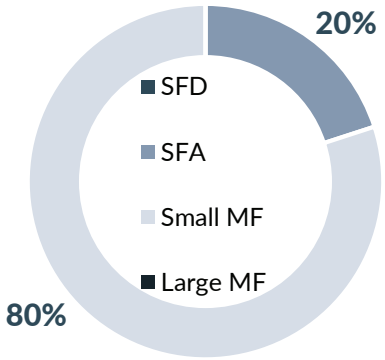
This district is especially appropriate to meet several needs that residents of Hutto currently look elsewhere to provide, particularly entertainment and gathering places. It also contains destination retail and office locations.



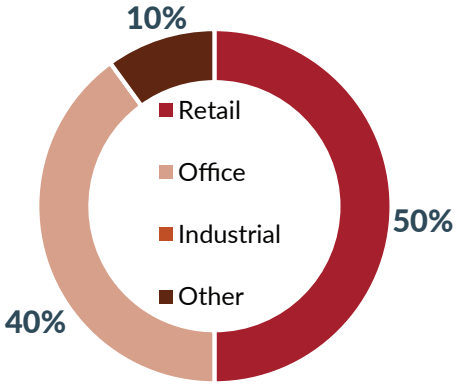
### Development Ratio




### Residential Development Types




### Nonresidential Development Types




| Density | Intensity | Scale |
|---|---|---|
| 18 to 40 units per acre<br>Avg. 12 jobs per acre | Medium, High in some circumstances | Low/Mid-Rise<br>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 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.

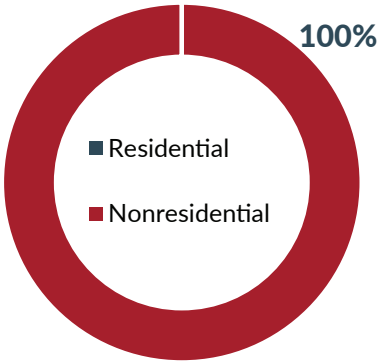
They are typically located along high volume roadways or at high volume intersections and generate large amounts of sales tax revenue.

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

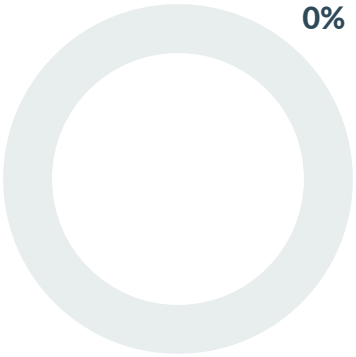
While it is recognized these corridors rely upon automobile accessibility and exposure, development should seek opportunities to leverage different forms with elements of mixed-use within the nonresidential use types. This introduces walkability for people once they arrive, reducing the number of trips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



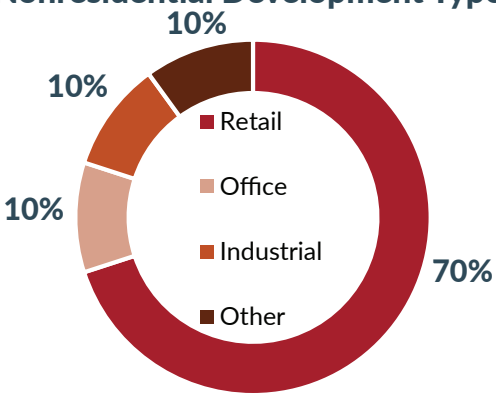

**Development Ratio**




**Residential Development Types**




**Nonresidential Development Types**




| Density | Intensity | Scale |
|---|---|---|
| Avg. 17 jobs per acre | Medium | Low/Mid-Rise<br>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 Missing 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.



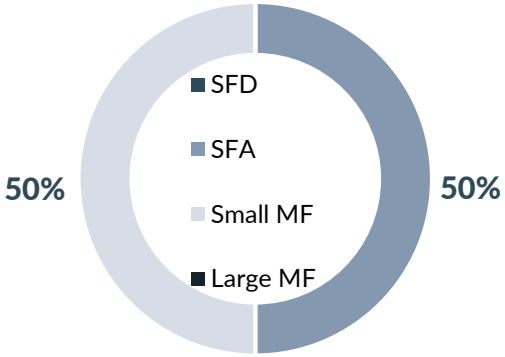




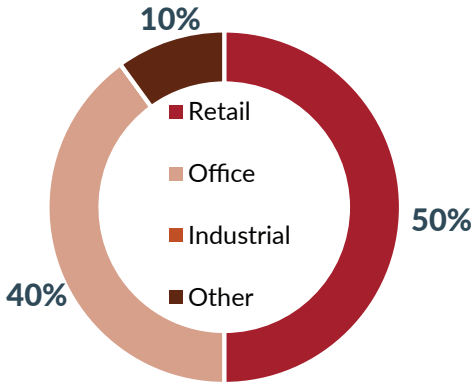
## Development Ratio




## Residential Development Types




## Nonresidential Development Types




| Density | Intensity | Scale |
|---|---|---|
| 4 to 20 units per acre<br>Avg. 12 jobs per acre | Medium | Low-Rise<br>Low/Mid-Rise |







| 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 | ●●●●○ | 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. |
| 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 | ●●●●● | 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 US 79 corridor and adjacent streets. This category also encourages significant transformative development on the east side of East Street. The preservation of medium/high 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.

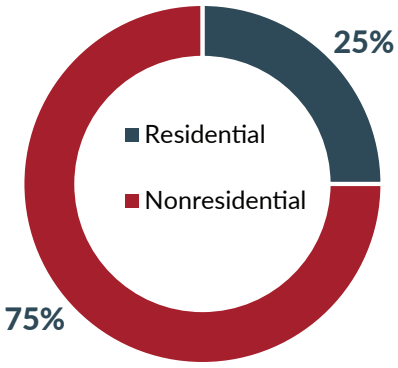
Densities range between 4 and 40 units per acre, although individual sites may achieve higher densities if they are coordinated within the rest of the area, provide superior access to services and amenities, and appropriate compatibility to adjacent uses is provided.

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

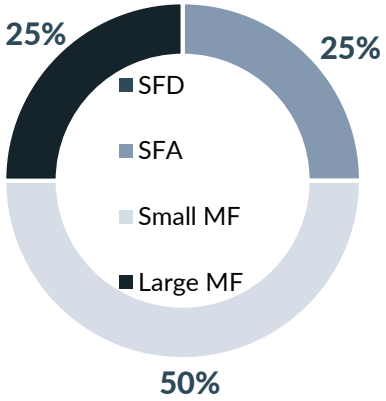
The pedestrian environment and experience should be top priority in Downtown and feature signature public gathering places, active streets, engaging storefronts, and sidewalk cafes. This category should strongly support unique retail, dining, and employment options, as well as unique living opportunities.



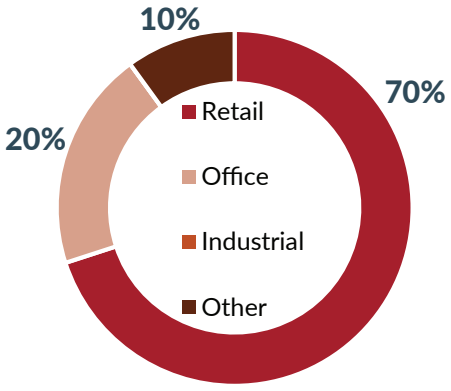
**Development Ratio**




**Residential Development Types**




**Nonresidential Development Types**




| Density | Intensity | Scale |
|---|---|---|
| 4 to 40 units per acre<br>Avg. 15 jobs per acre | Medium, High in some circumstances | Low-Rise<br>Low/Mid-Rise |






| 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.

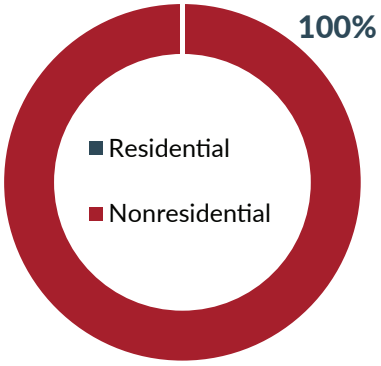
As a result, this area includes a mixture of retail, office, industrial and other nonresidential development types, rather than exclusively office or exclusively industrial. This provides important support services to employment centers, making them more sustainable and increasing the quality of life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

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

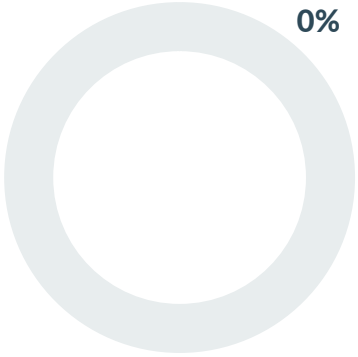
- Healthcare services, including hospitals
- Large employers in a variety of industries that residents currently commute to outside of Hutto
- Specialized facilities that support workforce and skills development, such as information technology



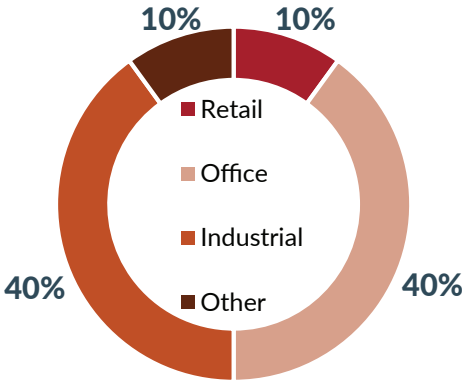
**Development Ratio**




**Residential Development Types**




**Nonresidential Development Types**




| Density | Intensity | Scale |
|---|---|---|
| Avg. 22 jobs per acre | Medium | Low-Rise<br>Low/Mid-Rise |





| Development Type | Appropriateness | Conditions |
|---|---|---|
| Single-Family Detached (SFD) | ●○○○○ | Not considered appropriate, as this area 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

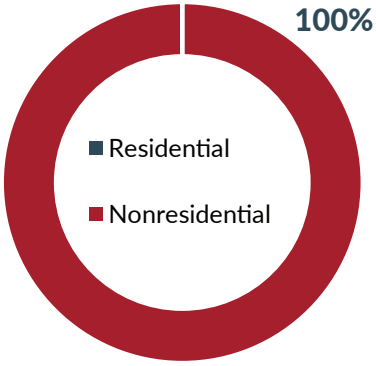
*PURPOSE AND CHARACTER*

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.

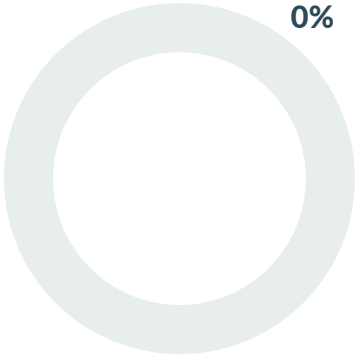
Heavy Industrial allows for major manufacturing and major employers, along with some supportive retail and office.



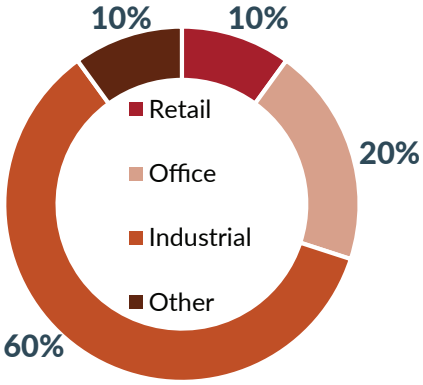
**Development Ratio**




**Residential Development Types**




**Nonresidential Development Types**




| Density | Intensity | Scale |
|---|---|---|
| Avg. 17 jobs per acre | Medium | Low-Rise<br>Low/Mid-Rise |






| Development Type | Appropriateness | Conditions |
|---|---|---|
| Single-Family Detached (SFD) | ●○○○○ | Not considered appropriate, as this area 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*

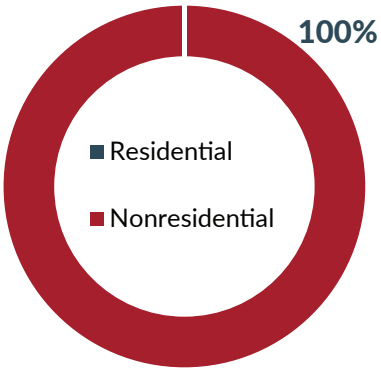
The Parks & Open Space areas noted in the FLUM denote parks, recreational facilities, drainage ways, trails and other open spaces that are currently in existence or planned. However, these types of uses are appropriate to be incorporated into any of the other Future Land Use Categories.

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

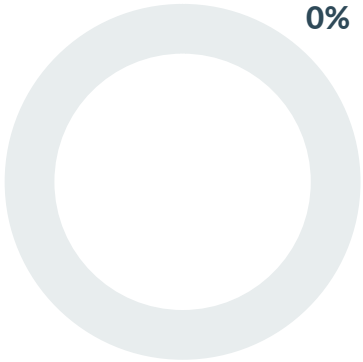




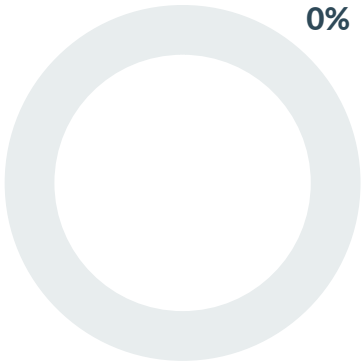
### Development Ratio




### Residential Development Types




### Nonresidential Development Types




| Density | Intensity | Scale |
|---|---|---|
| N/A | N/A | 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

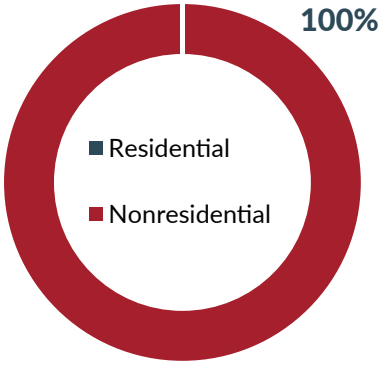
*PURPOSE AND CHARACTER*

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.

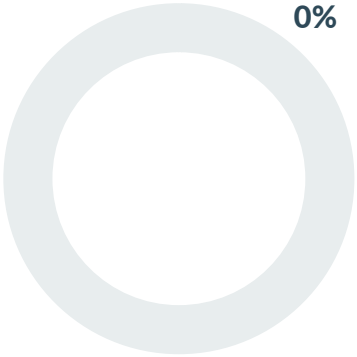
The Public/Semi-Public areas noted in the FLUM denote uses that are currently in existence or planned. However, these types of uses are appropriate to be incorporated into any of the other future land use categories.



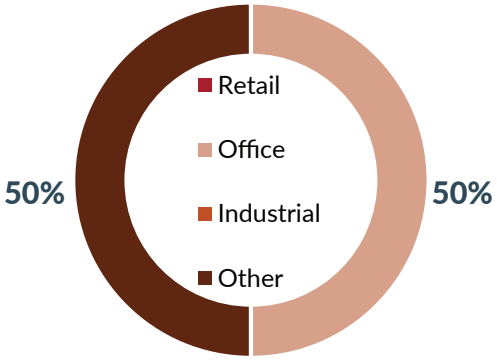
## Development Ratio




## Residential Development Types




## Nonresidential Development Types




| Density | Intensity | Scale |
|---|---|---|
| Avg. 20 jobs per acre | N/A | 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 (i.e., 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 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. Hutto is divided by physical barriers such as roadways and railroads that make it difficult for people to access services and amenities. This difficulty in connection may make it more feasible to replicate the services instead, which is where the City of Villages concept is advantageous.

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 and defined as follows:

- Village Centers developed at major roadway intersections would be considered the "node development"
- Development along major roadways connecting nodes would be the "corridor development"
- 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.

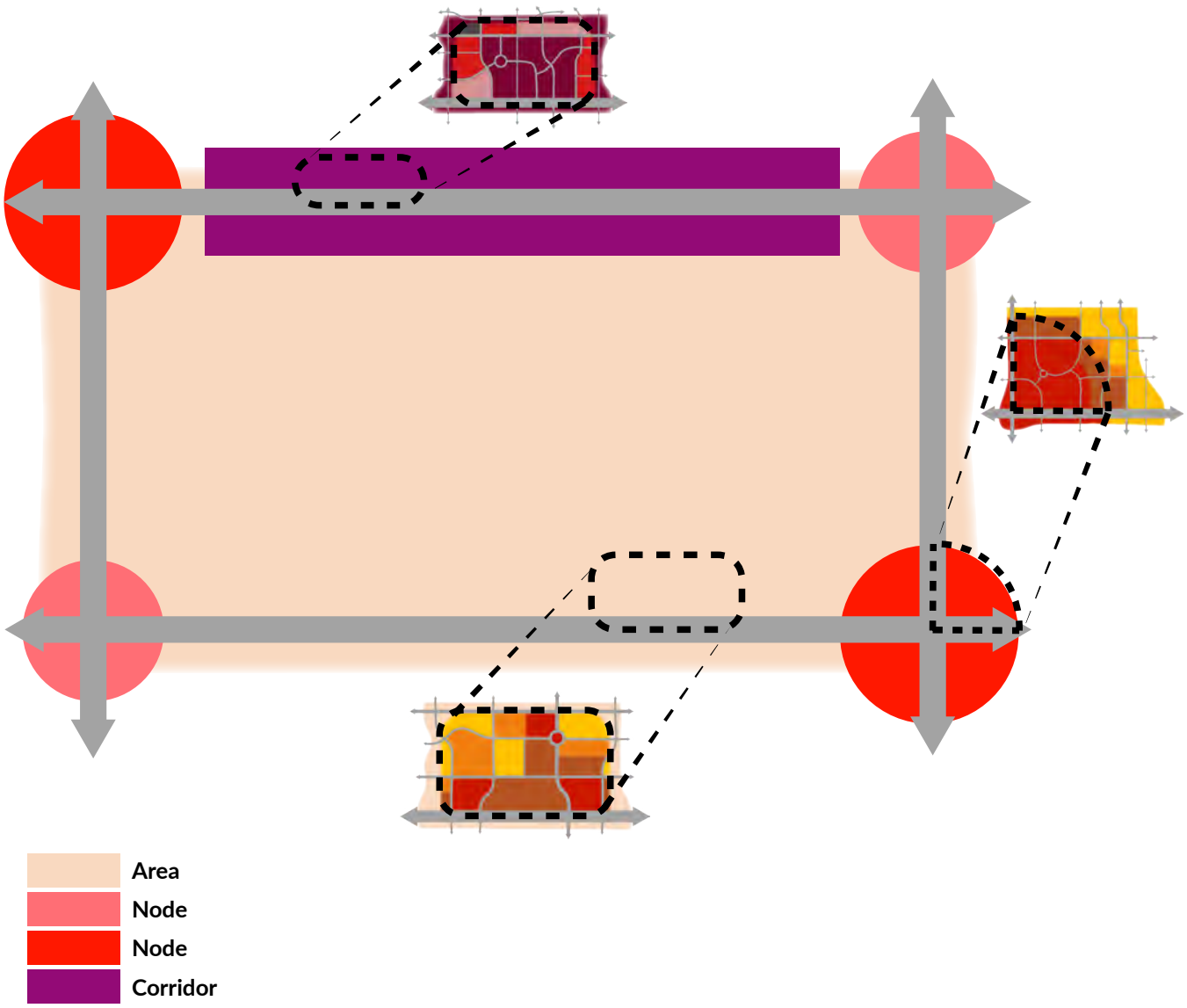




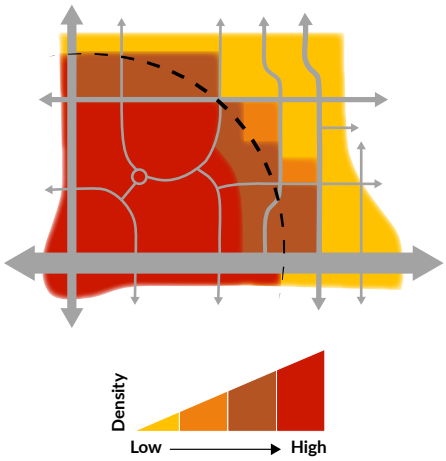
As previously mentioned, there are three development patterns typical to the "City of Villages" concept: areas, corridors, and nodes. The nodes are representative of the "village centers", which are connected by corridors, and the spaces in between are the general area development. Figure 3.3 demonstrates 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**

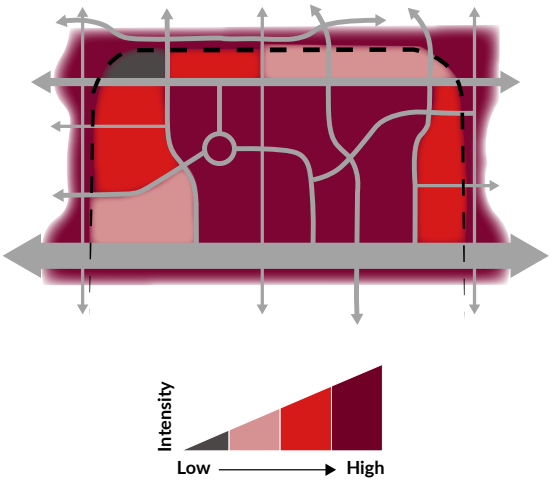


### Figure 3.4. Node Development



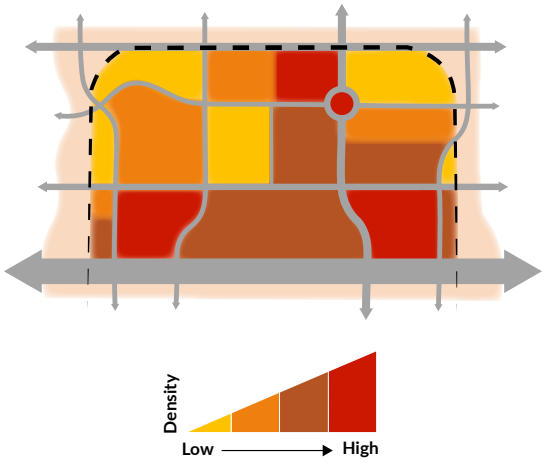

The node development pattern begins with high intensity commercial uses at the center (the intersection of major roadways) and transitions to less intense as you move towards the surrounding area development. The size of the node is determined by the major roadways, geographic features, political boundaries, with the node development pattern and uses generally radiating out about ¼ to ½ 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 farther from the primary corridor frontage. The corridor development pattern and uses generally transition to the surrounding area development within about a ¼ 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 is 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?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# 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 for transportation in Hutto date back to 2011 with the adoption of the 2011 Thoroughfare 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 MMP 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 Boulevard, Emory Crossing Boulevard, and Carl Stern Drive.

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 incorporating 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, such as 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.

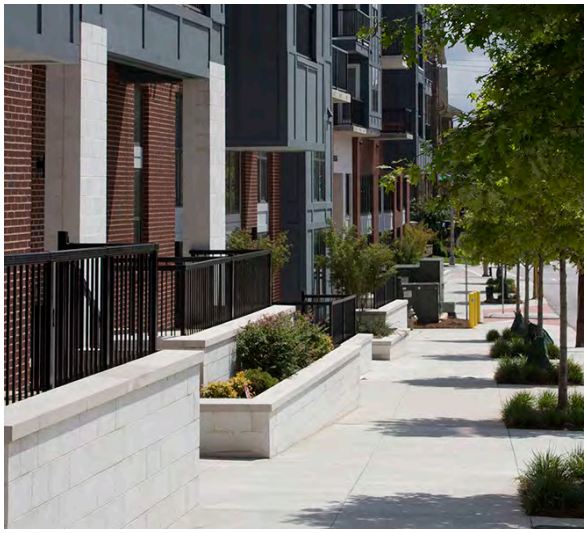
## DEVELOPMENT STRATEGIES

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 design 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 Urban Streetscape**



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 not have driveways on the street. 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 Context-Sensitive Design**



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

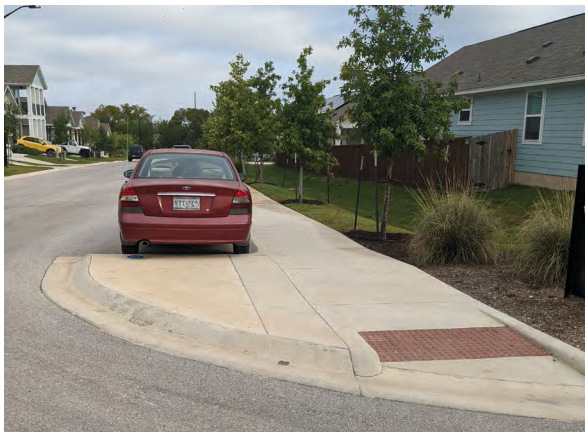
   A process should be established in the UDC to provide an avenue to revise the alignments or classifications as shown on the Thoroughfare Map, when required between major updates. Non-compliance in any of the following areas may be established as cause for an amendment:
   - A change in classification
   - 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 Bulb-out Parking, Traffic Calming**



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, mini-roundabouts, or traffic circles in-lieu of traditional stop controlled intersections on collector roads or innovative intersections (e.g., diverging diamonds, single-point urban interchanges) at intersections with access controlled facilities or intersections of two major arterials (in which additional right-of-way is 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 Pedestrian Signal**




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

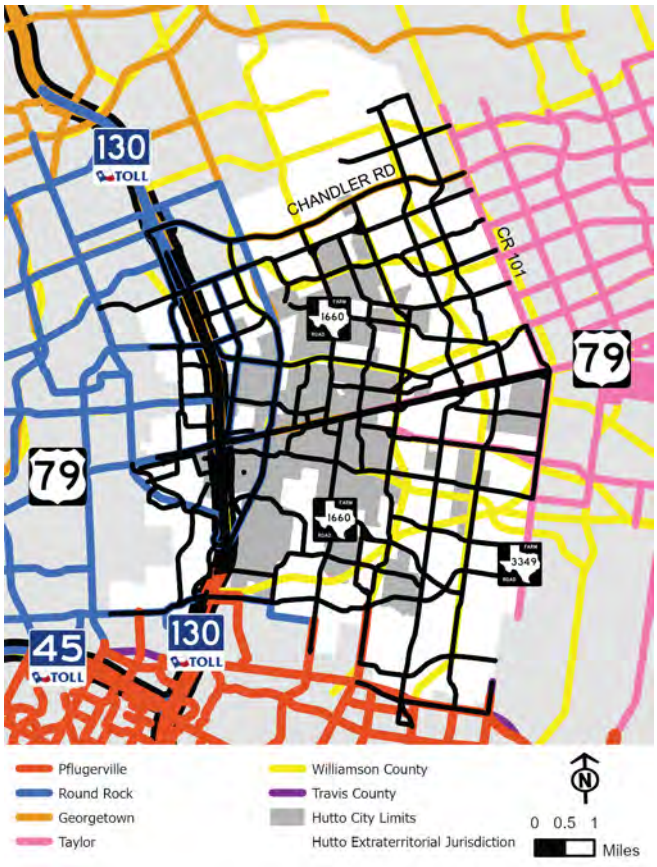
The Thoroughfare Map has been updated to account for roadways constructed or extended since the maps were published in the MMP in 2018, to reflect the changes in roadway classifications, to ensure alignment with the thoroughfare plans for adjacent jurisdictions, and to reflect changes in land use patterns 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.

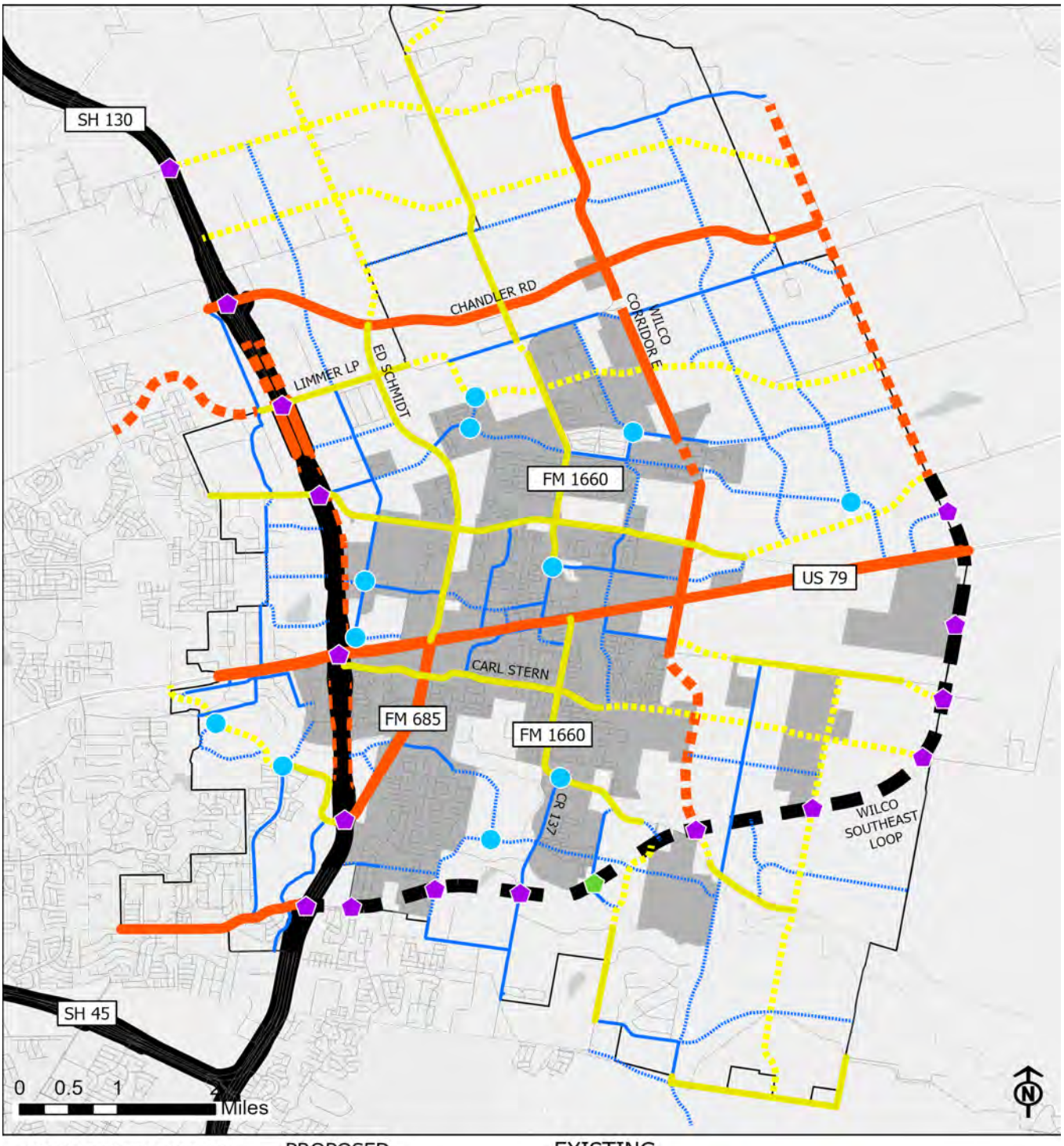
The Thoroughfare Plan now features a revised classification system. The primary change is the combination of Major Collector and Minor Collector roadways into one Collector Level roadway. This simplifies the Thoroughfare Plan and clarifies the intent and functionality of these roadways. The preferred 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



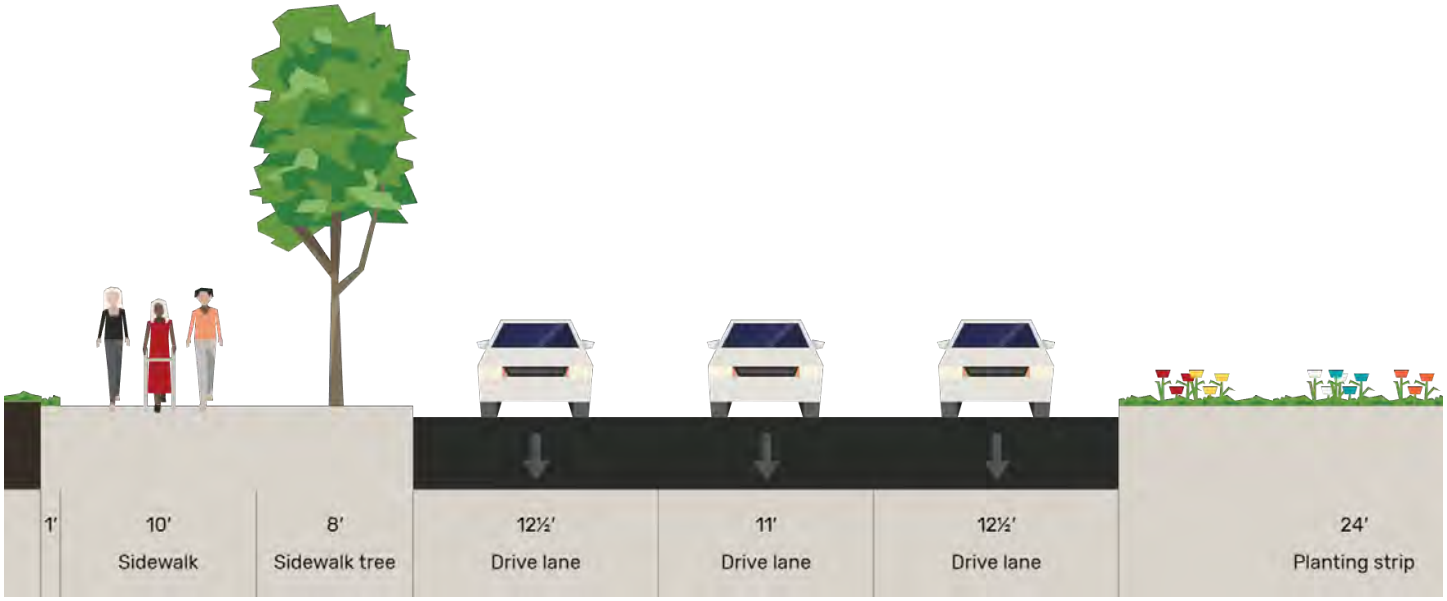
# THOROUGHFARE CLASSIFICATIONS

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

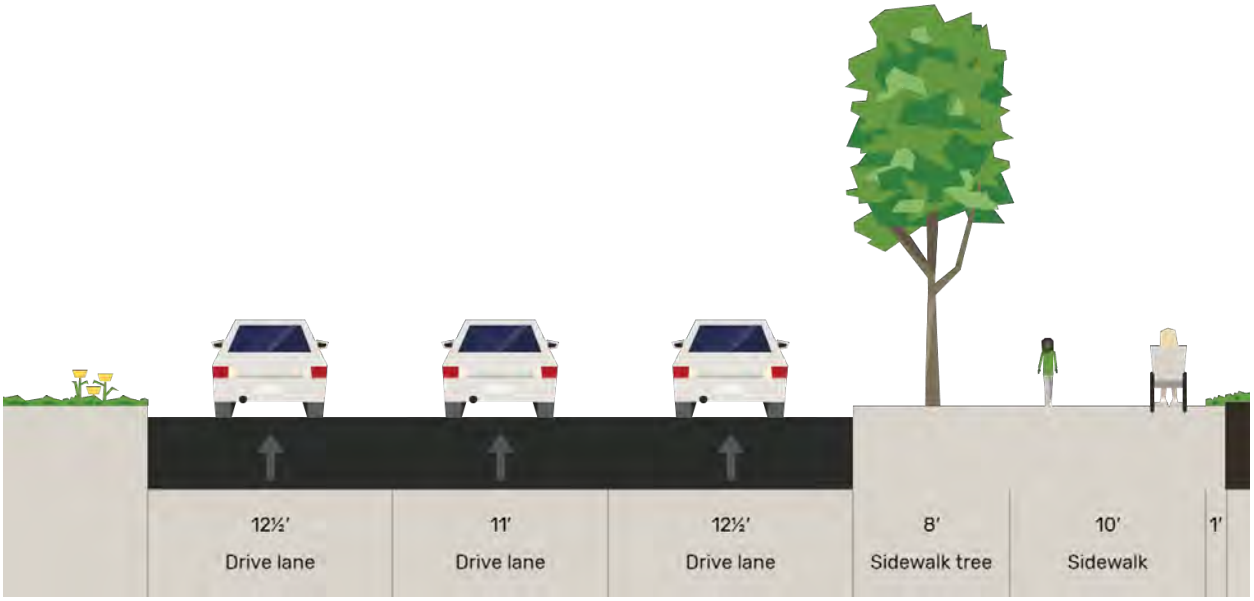
Major arterial roads transport heavy amounts of traffic for large distances. They connect the city's street network to the regional transportation network; oftentimes these roadways are a part of the regional transportation network themselves.

**Figure 4.9. Major Arterial Street Section**




Right-of-Way Width = 134'

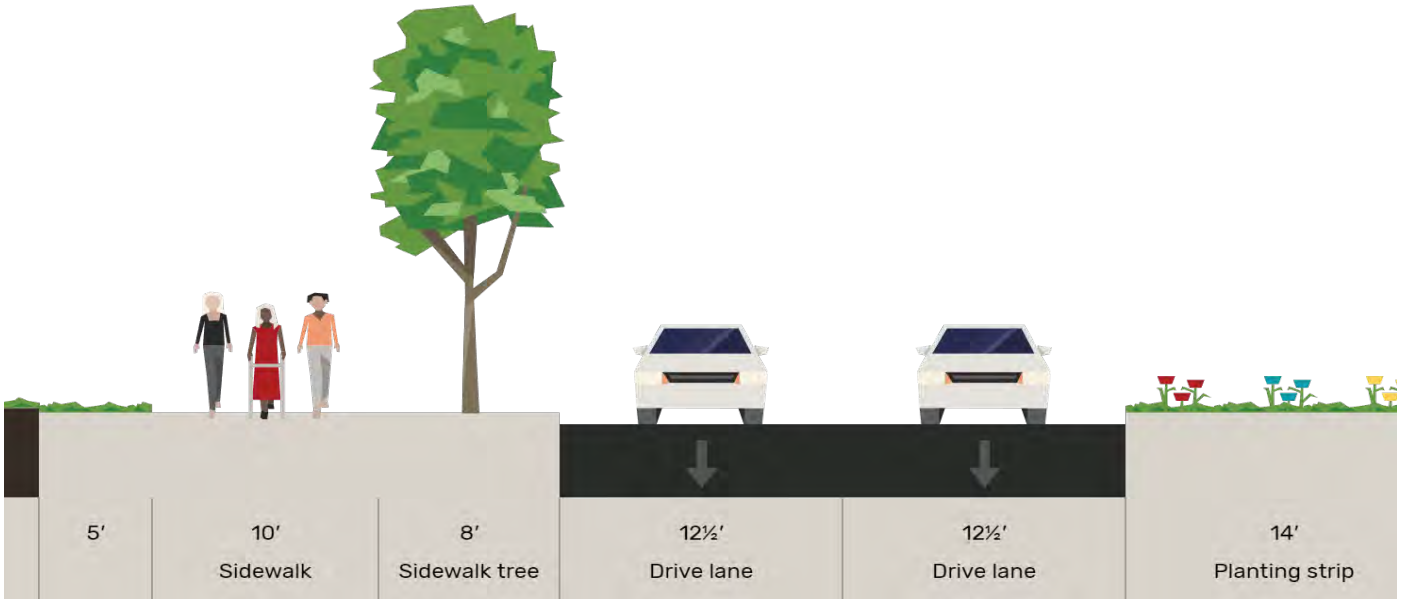
Figure 4.10. Major Arterial Street Section (continued from adjacent page)



# MINOR ARTERIAL ROADS

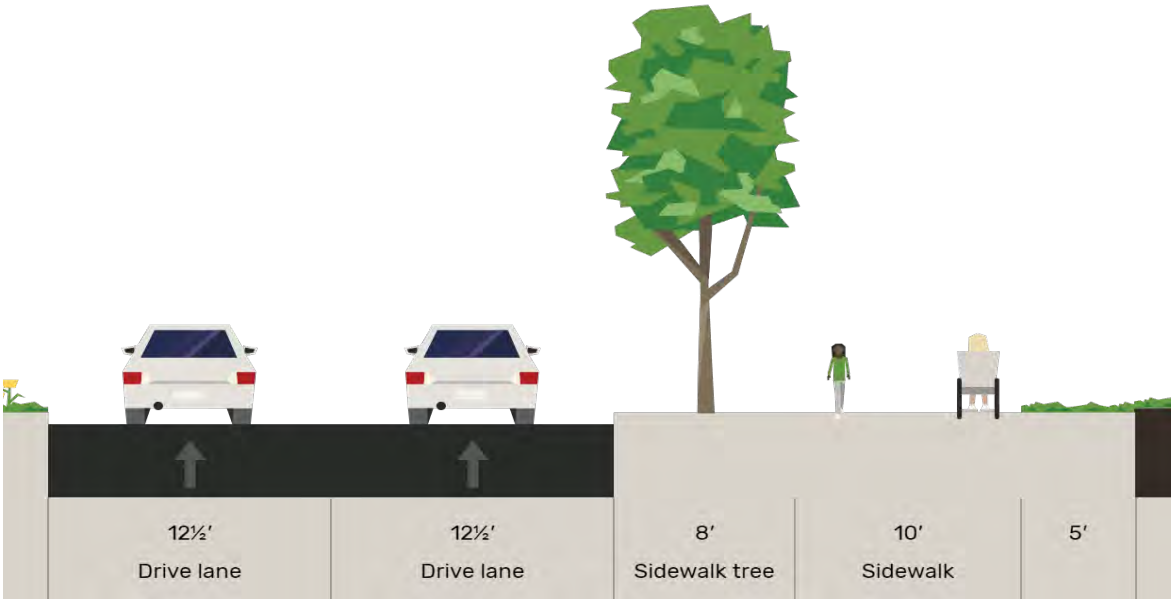
Minor arterial roads are intended to carry traffic across the city; connecting neighborhoods and activity nodes across the city. Minor arterial roads form the basis of the network used for intra-local traffic.

**Figure 4.11. Minor Arterial Street Section**




Right-of-Way Width = 110’

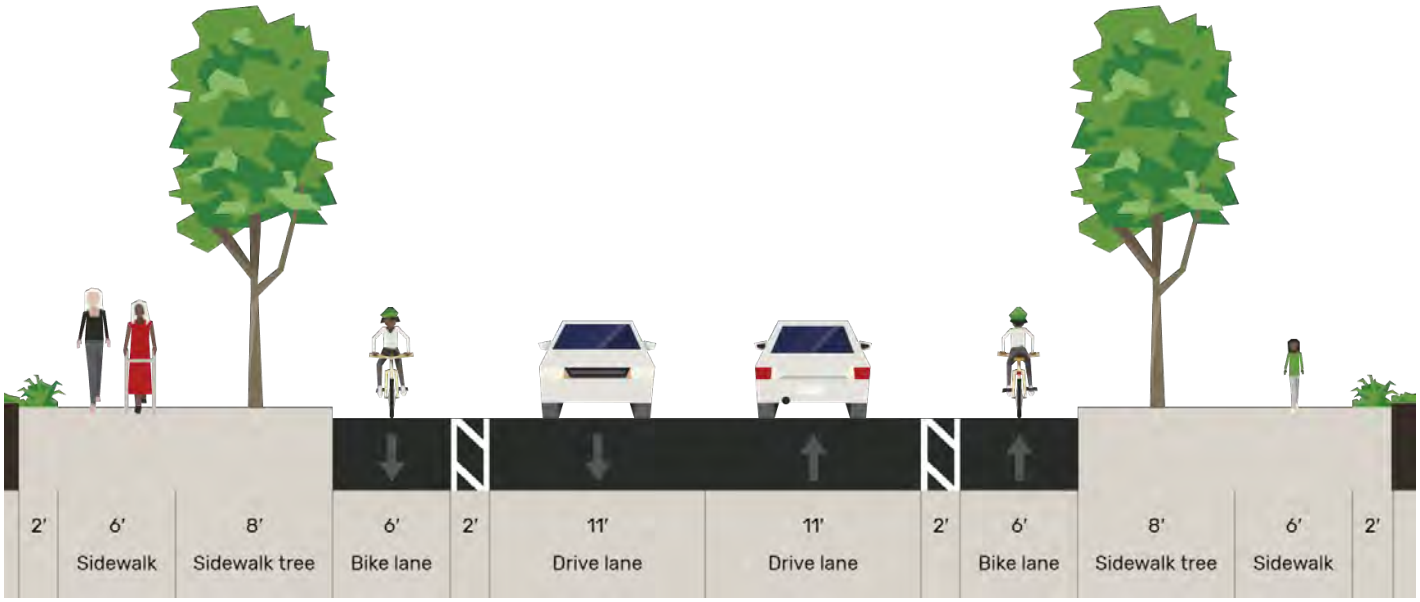
Figure 4.12. Minor Arterial Street Section (continued from adjacent page)



# 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 multimodal traffic.

**Figure 4.13. Collector Road Section**

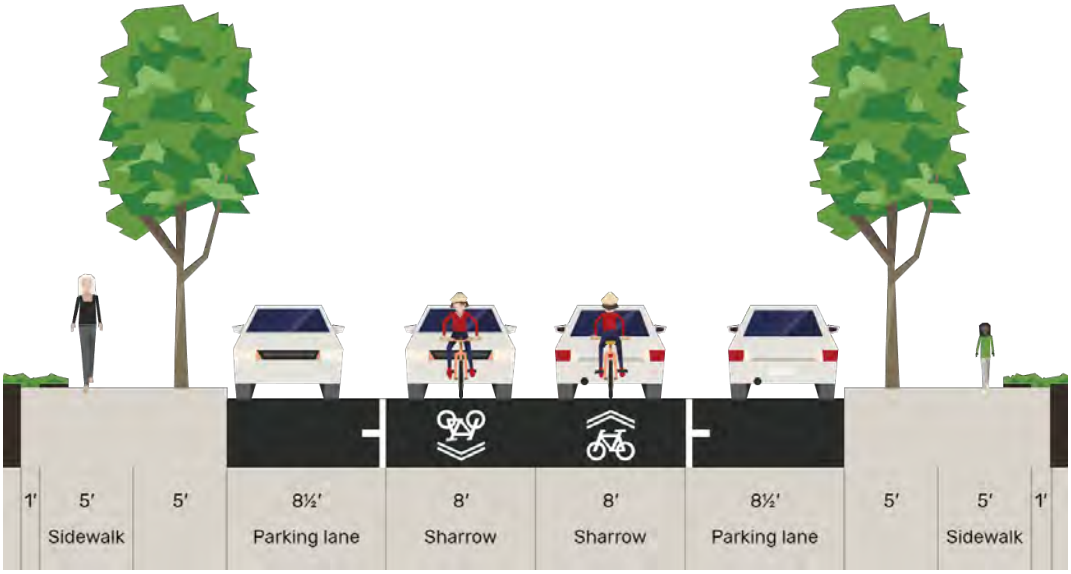



Right-of-Way Width = 70'

# 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 crossings 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. Right-of-Way widths shown are for greenfield development scenarios. Existing roadways may require alternative design in a retrofit or not change based on conditions.

| 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 nonresidential 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.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# 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.

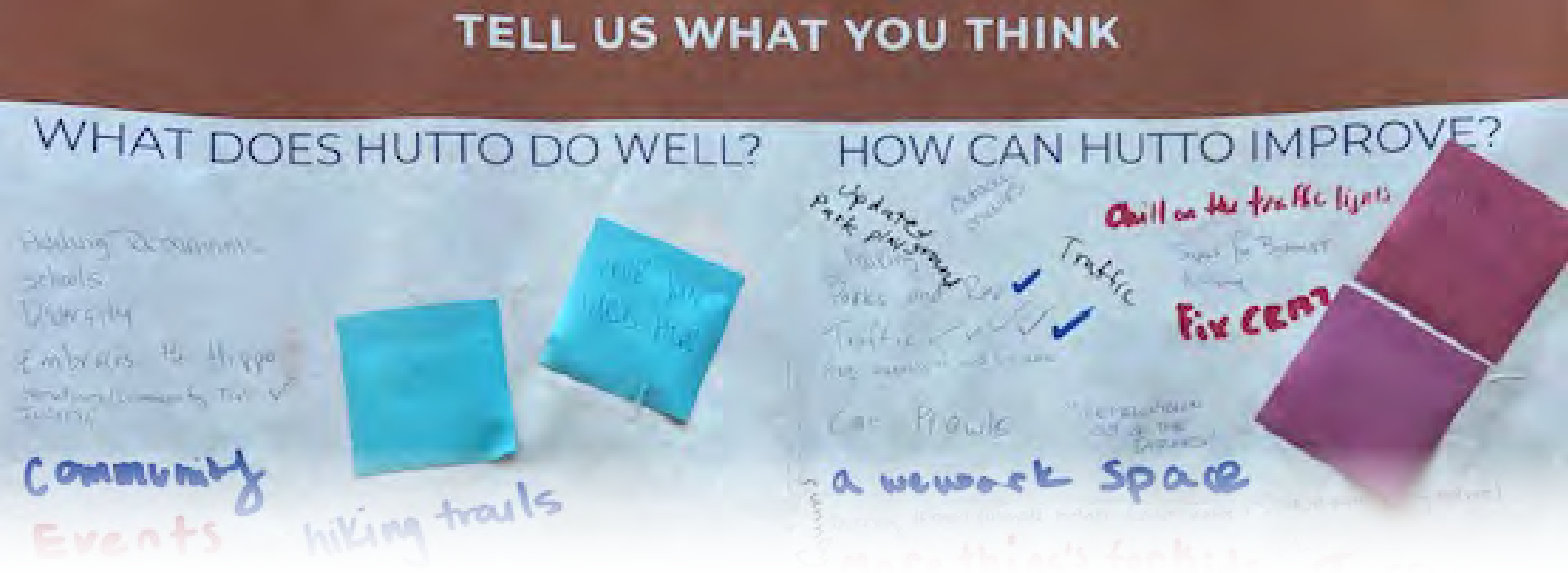
The recommended development patterns in the Land Use, Growth & Development chapter seek to balance accommodating growth with resource protection and promotes the efficient use of infrastructure and facilities, which will be further explored in this chapter.

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






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

## *WHAT WE HEARD*

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

-Community Member

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

-Community Member

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

-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.

## MULTIPURPOSE 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, multipurpose 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 5.1, 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 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 groundwater. The City is currently working on ways to secure additional water supply for Hutto, but has an emergency water supply contract with Jonah SUD for up to 1.0 MGD.

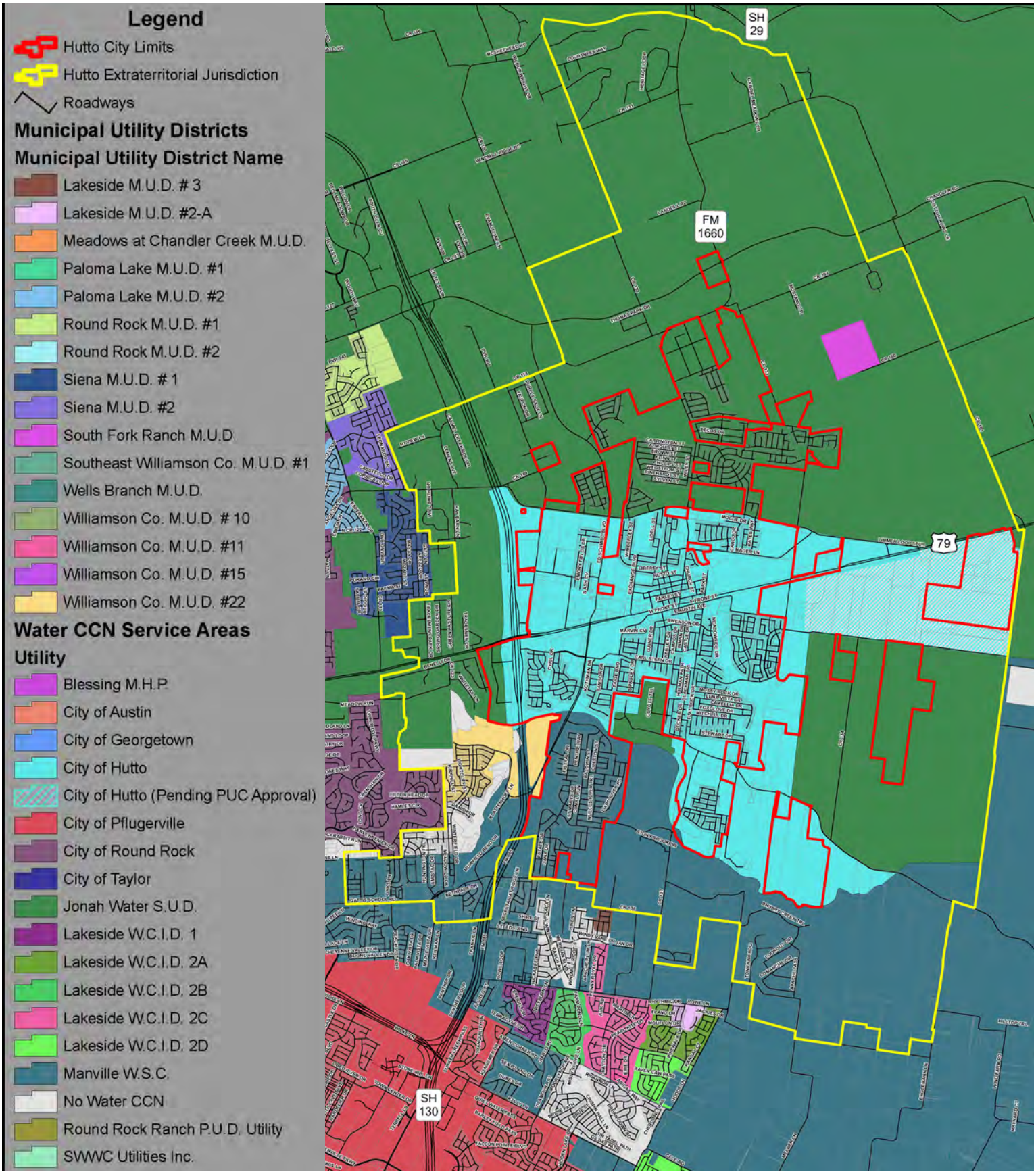
Hutto provides water service to almost 7,000 connections, with forecasts to add more than 21,000 connections in the next 10 years and almost 30,000 connections at buildout. This will require strategic, well-timed capital investments and policies to accommodate this growth in an efficient and effective 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. City of Hutto Water Service Area 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 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




Map 5.1. City of Hutto Water Service Area

2022, 2027 (5-year), 2032 (10-year), and 2047 (25-year). The projections include both residential and nonresidential 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 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.

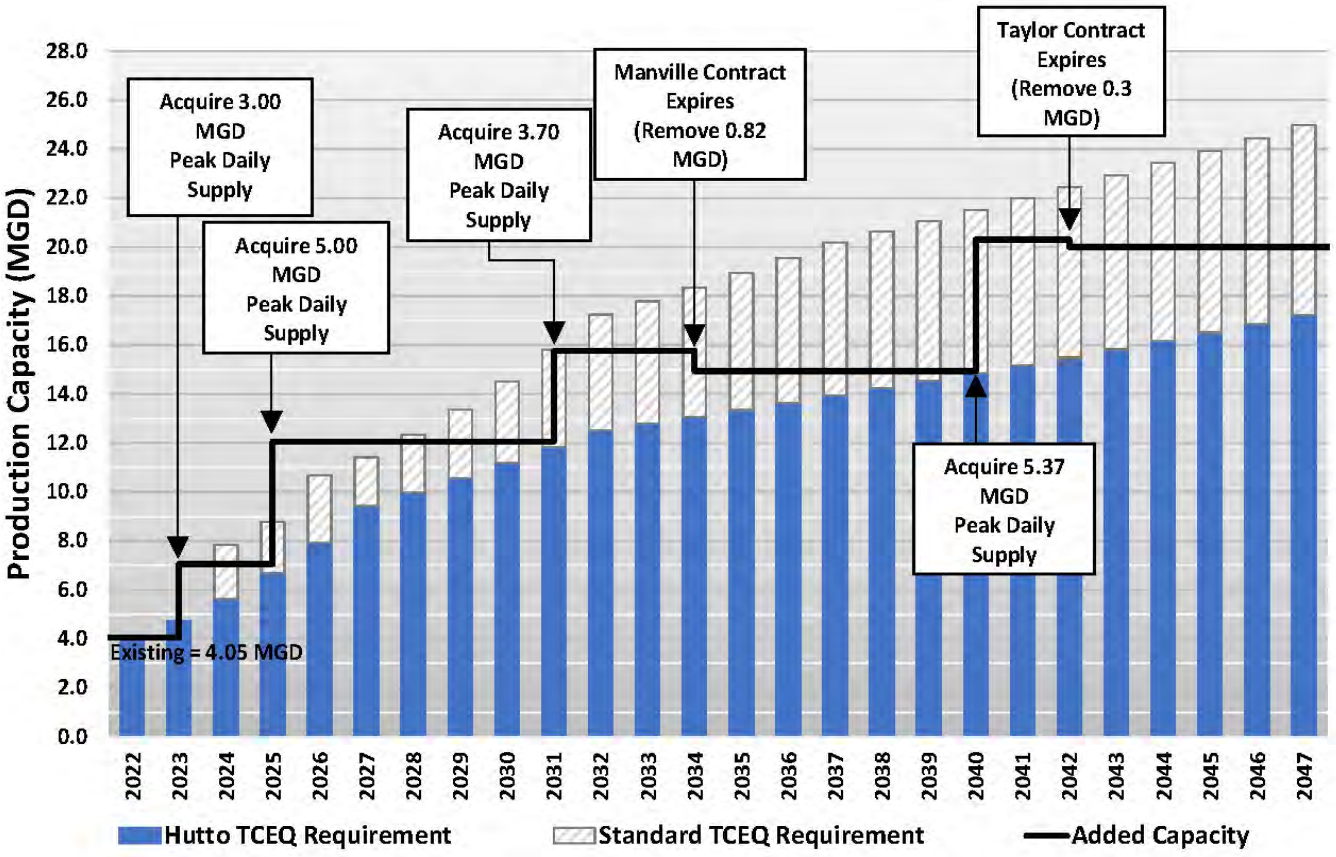



**Figure 5.2. Production Capacity Recommendations, 2022 City of Hutto Water Master Plan**

## 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 Utilities[1], 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 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" on page 119 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 5.1. City of Hutto Water Service Area 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.

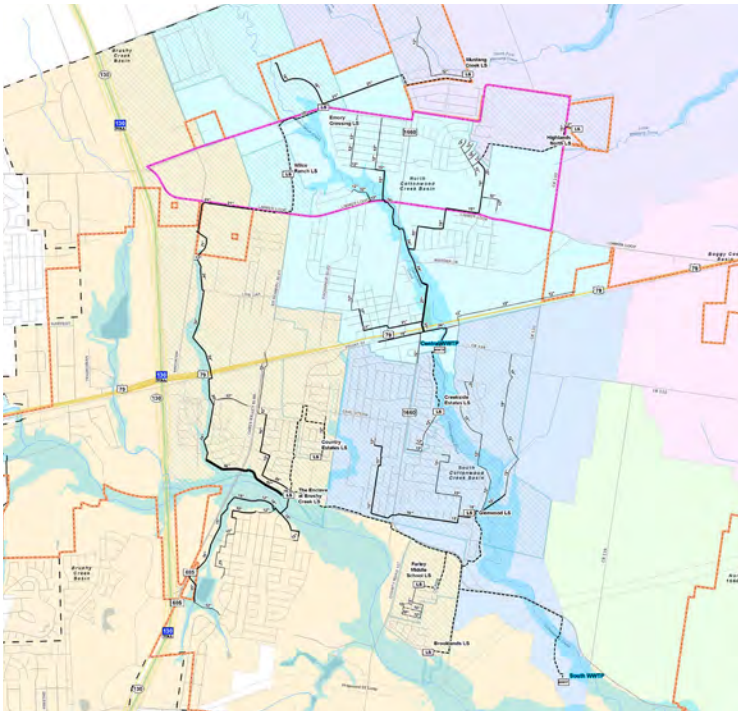
## *2022 WASTEWATER MASTER PLAN UPDATE*

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 CIP. 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).

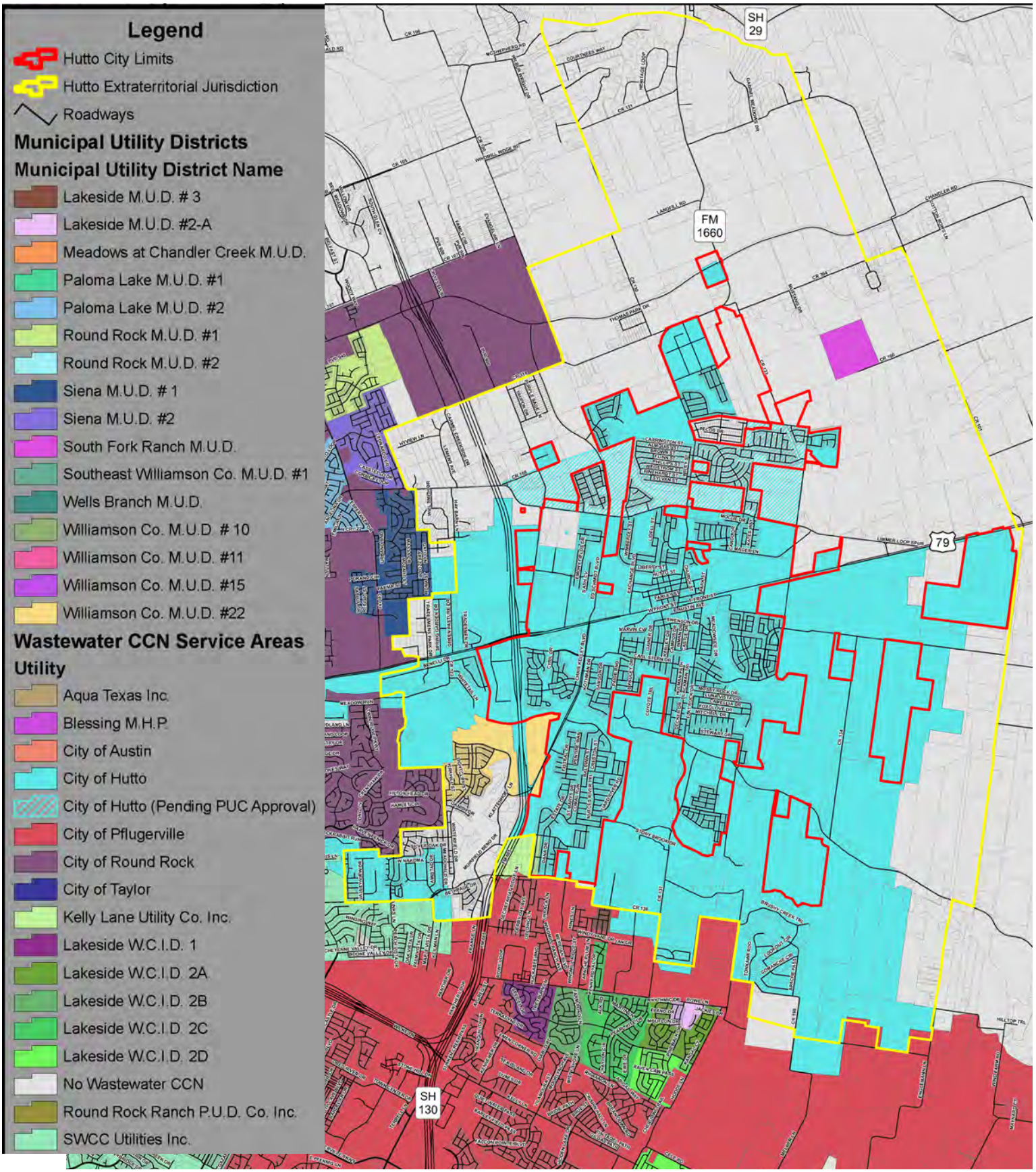
- Growth projections estimate population in terms of living unit equivalents (LUE) for the planning years 2022, 2027 (5-year), 2032 (10-year), and 2047 (25-year). The projections include both residential and nonresidential LUEs, but do not include redevelopment in any areas that have existing development.
- 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 reuse 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 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 available. Reclaimed water has become an increasingly common and accepted method to both conserve potable water supplies as well as 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 is also the time of day when 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 of 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.

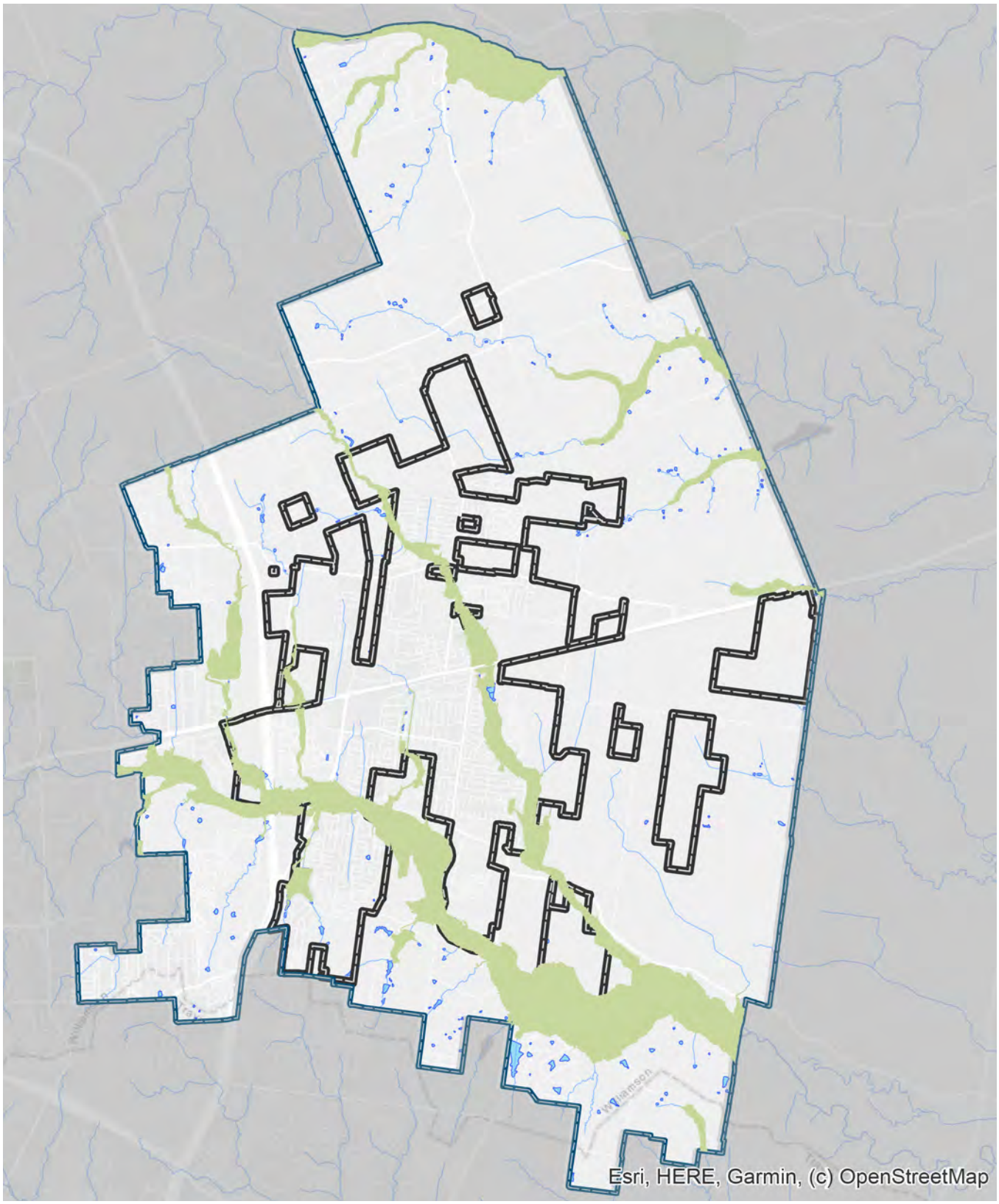
## *DRAINAGE*

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 5% are rare in Hutto, with most areas falling below 2%. 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

## 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 contaminates 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.

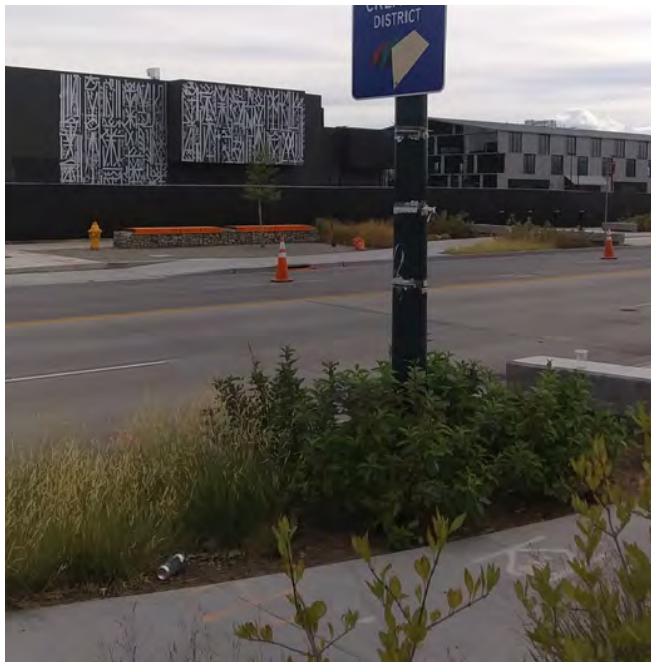
To protect water quality, infrastructure and development should be designed and built to minimize runoff and treat that first inch of water through conservation of natural areas, green infrastructure, cluster development, use of pervious surfaces, and other best management practices (BMPs). These low-impact 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.

Maintenance of facilities is of the utmost importance; this is especially true for innovative stormwater practices where plants are serving functional purposes. Vegetated stormwater facilities do not need to be more maintenance, in fact they should overall be less, but they do need to be properly maintained. There is a specific set of knowledge required to maintain green infrastructure, certification classes are available for just this purpose.






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 5.5. Public Facilities Map on page 126 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 will be necessary 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.

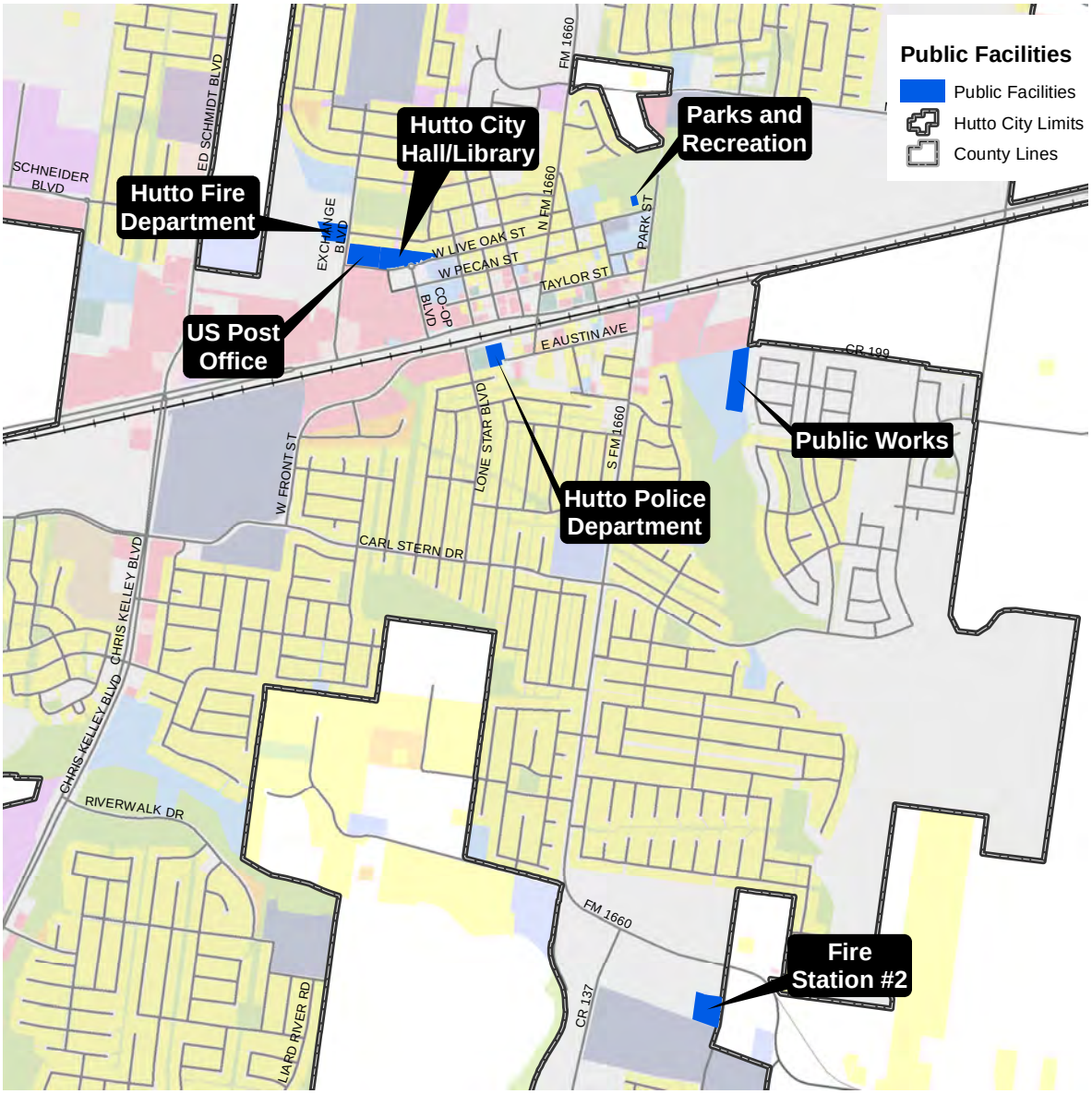
Sharing sites and buildings extends outside of the city itself. Increasingly, city halls and other facilities co-house other state agencies, county offices and even school district offices. These sometimes take the form of condominium-like arrangements within a building, cost participation in construction 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 Co-Op 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 US 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. Relocation of the uses currently occupying the Old City Hall building opens up multiple opportunities for the future use of that building.


West wing of Hutto City Hall, which houses the Public Library

## 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.


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 and digital access, public Wi-Fi
- 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 spaces
- Theaters and performance spaces
- Small local retail or café spaces
- Public art exhibits and rotating galleries
- Public gathering spaces, 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 US 79.

A new Community/Recreation Center would provide space to offset the strain on 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.

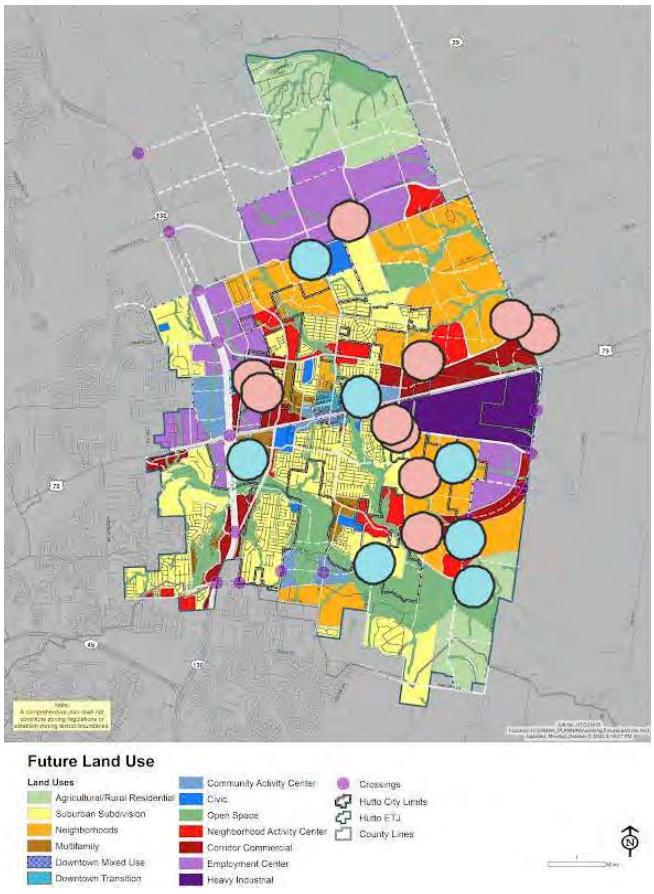
The Justice Center site may also include a controlled and secure police department storage yard, and remove this use from the existing Public Works yard. This supports security of police equipment as well as chain of custody.

## 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 the map to the left. 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**



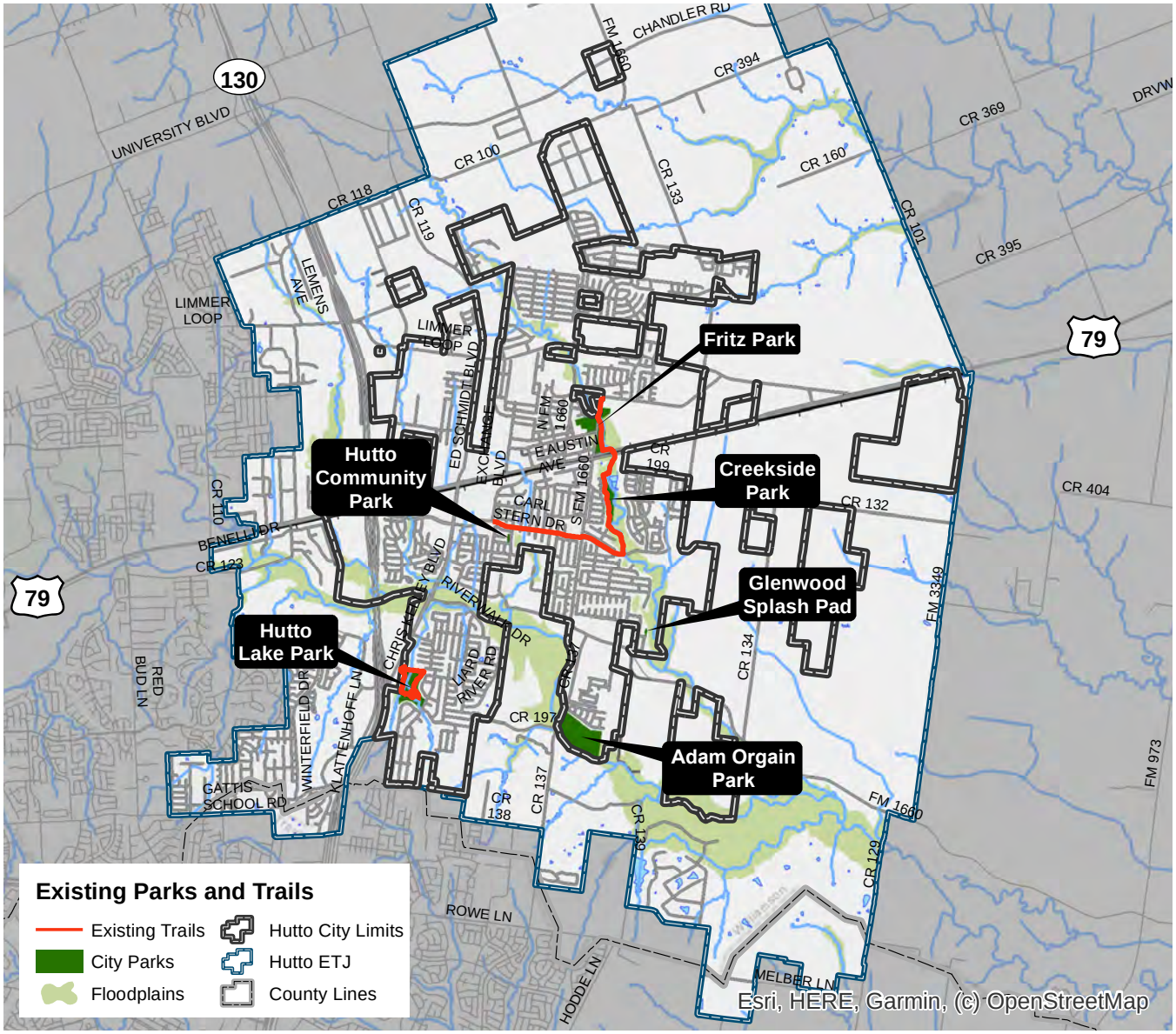
# PARKS & RECREATION

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 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 in good condition overall. 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 Mager Lane Baseball Softball Complex. It also recommended a new recreation center (60-100,000 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**

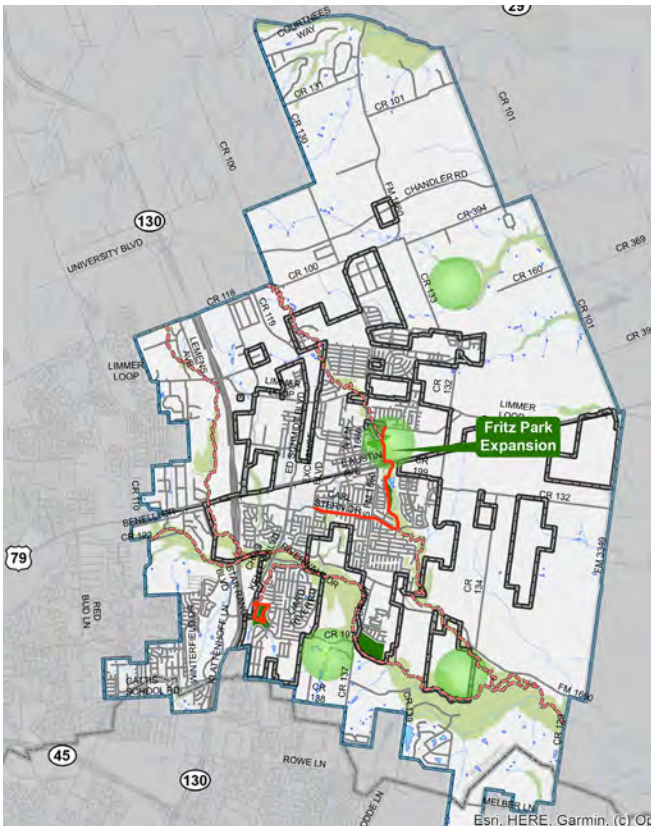






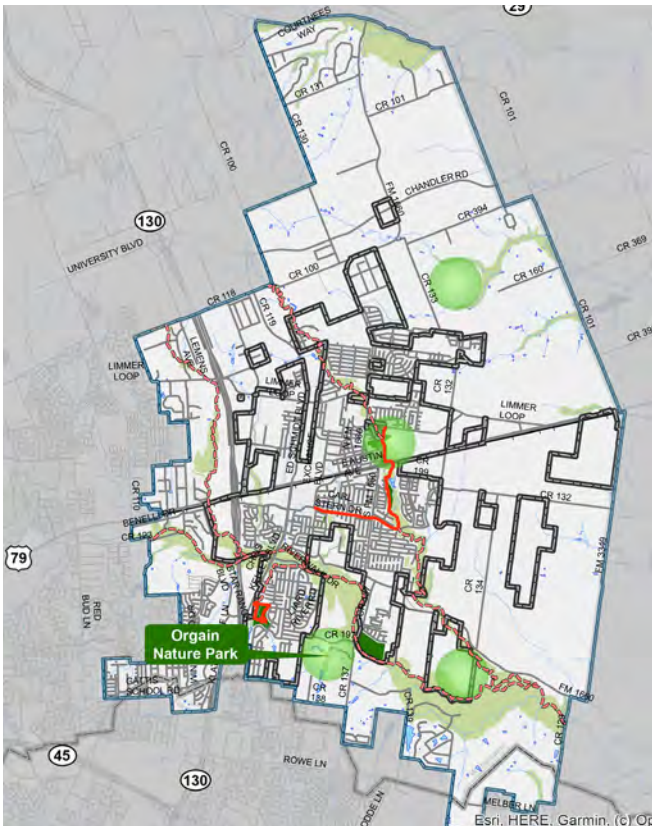
**Figure 5.4. Conceptual Site Plan for Fritz Park**

Taken from the Fritz Park Redesign, Burditt, 2023

# 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**







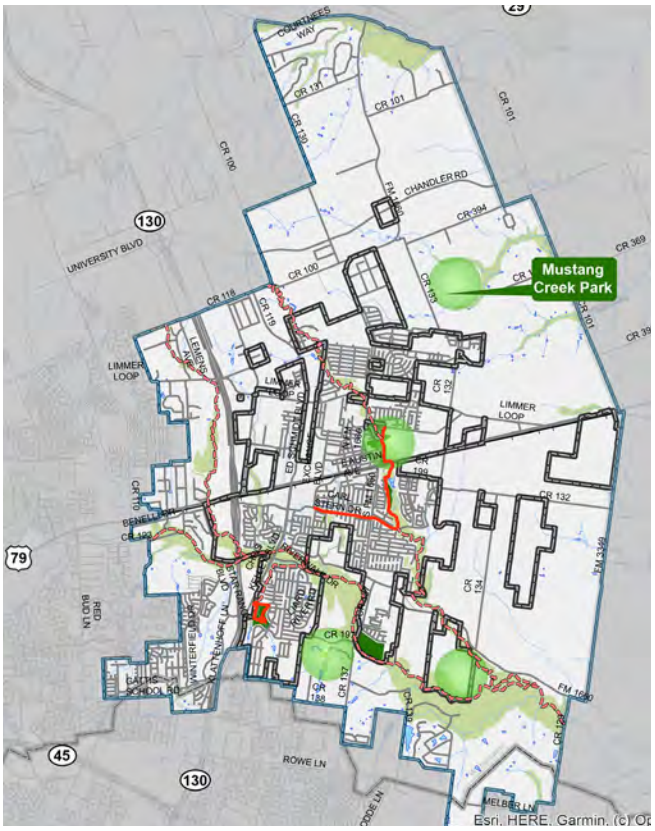





# MUSTANG CREEK PARK

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 multipurpose sports fields or courts. There could also be community gardens at this location.

**Map 5.9. Mustang Creek 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 complementary uses to the combined Library and Community/Recreation Center facility called for previously in this chapter.

**Map 5.10. Regional Park Location**

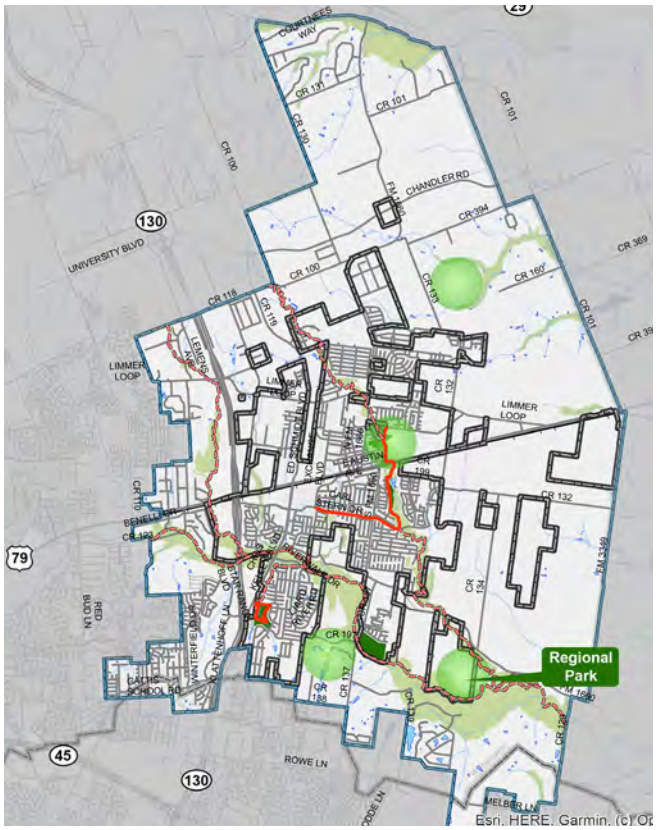
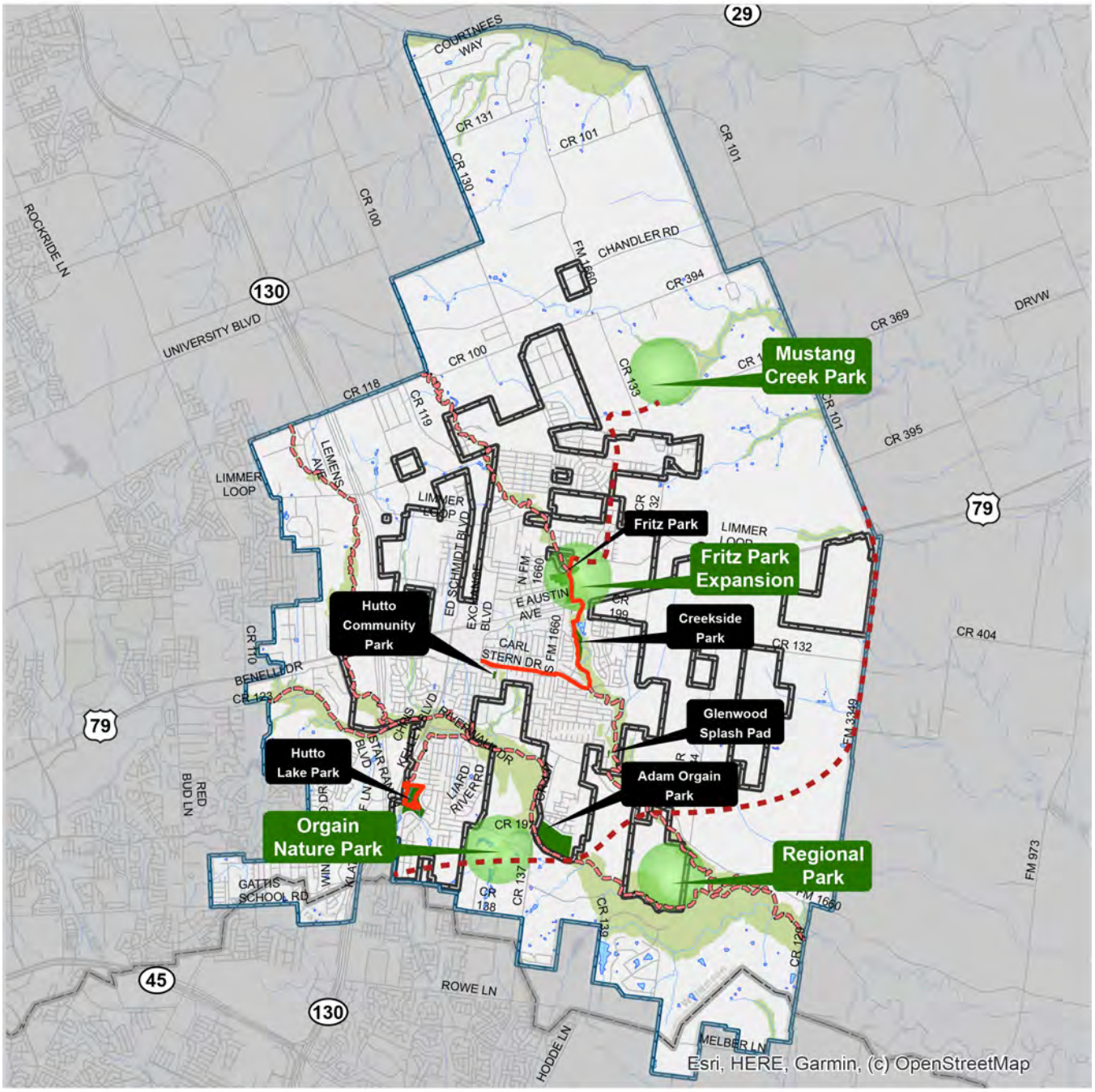






**Figure 5.5. Conceptual Site Plan for Regional Park (north to plan right)**
Taken from the City of Hutto Parks, Recreation, Open Space, and Trails Master Plan, 2020




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 (see discussion on "Multipurpose facilities" on page 108 prior in this chapter), or other logical alignment. Updated amenities along the entirety of trails could also help in creating more desirable connections. Mile markers, picnic and rest spots, and easier water access are some possible amenities.

## *TRAIL ORIENTED DEVELOPMENT (TROD)*

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 provide residents with an alternative to driving their cars to work, errands, or entertainment. Throughout this planning process, the Hutto community has requested more and better trails. 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 in Dallas, Minneapolis Trail system, Radnor Trail in Philadelphia, and Atlanta's BeltLine.

***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.

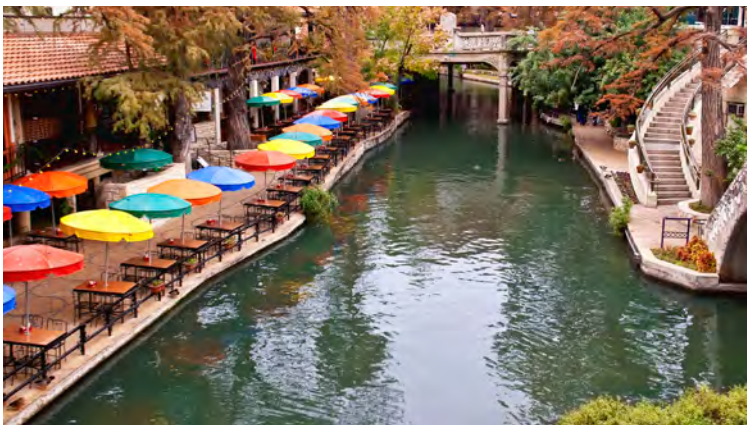
- The Right Path, A Trail-Oriented Development Primer, Houston-Galveston Area Council (H-GAC)

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 and serve both transportation and recreation needs.

The Future Land Use Map, provided previously in this document, 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 symbiotic; parks benefit from being 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.

















HALL OF FAME




# CHAPTER 6
# ECONOMIC RESILIENCE

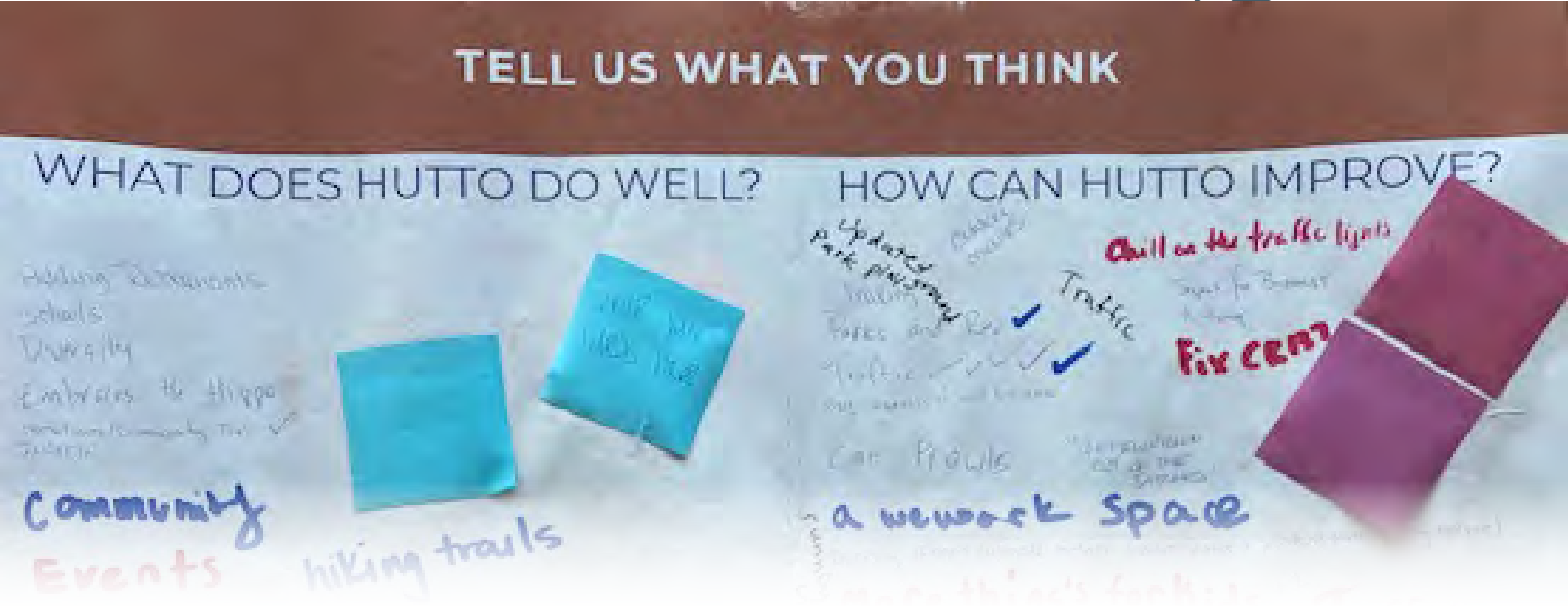
# ECONOMIC DEVELOPMENT & FISCAL SUSTAINABILITY

*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 five 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.




# 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*

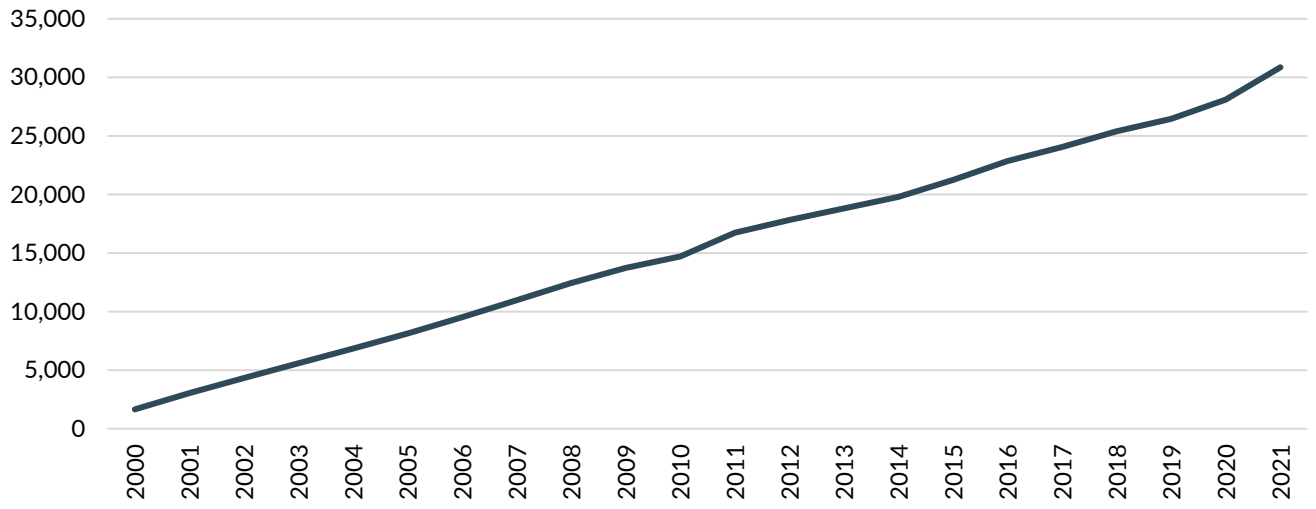
- More employment opportunities are needed within Hutto so that residents can live and work in the City
- Attracting new businesses to increase tax revenue and attract visitors is key
- Transparency about City financial and development decisions would help to build trust

# 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% 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 U.S. Census Bureau excludes these important residential neighborhoods since they are located outside the city limits. Since most businesses in Hutto lie within the city limits clustered along US 79, federal and state datasets will more fully capture existing business activity.

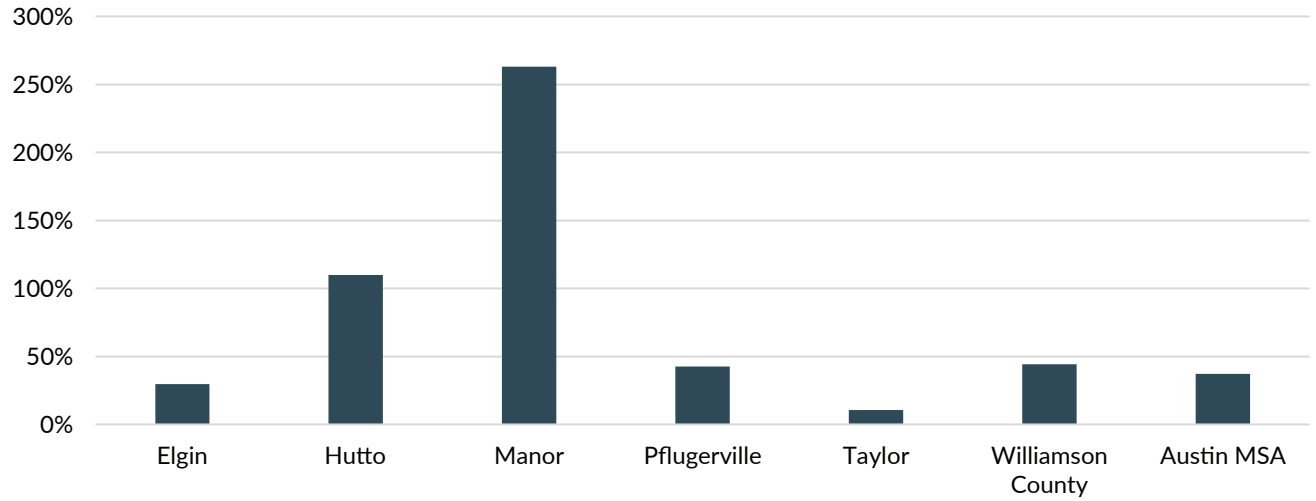
Since 2010, the City of Hutto has doubled, adding over 16,000 new residents. The 2021 population estimate for Hutto is 30,855 residents. The combined city limit and ETJ population is approximately 35,000 to 40,000 people. As a point of reference, the Austin MSA's population expanded 37.1% over this same 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 surpass 80,000 people, adding roughly 50,000 new residents.

**Figure 6.1. Hutto Population Trends**



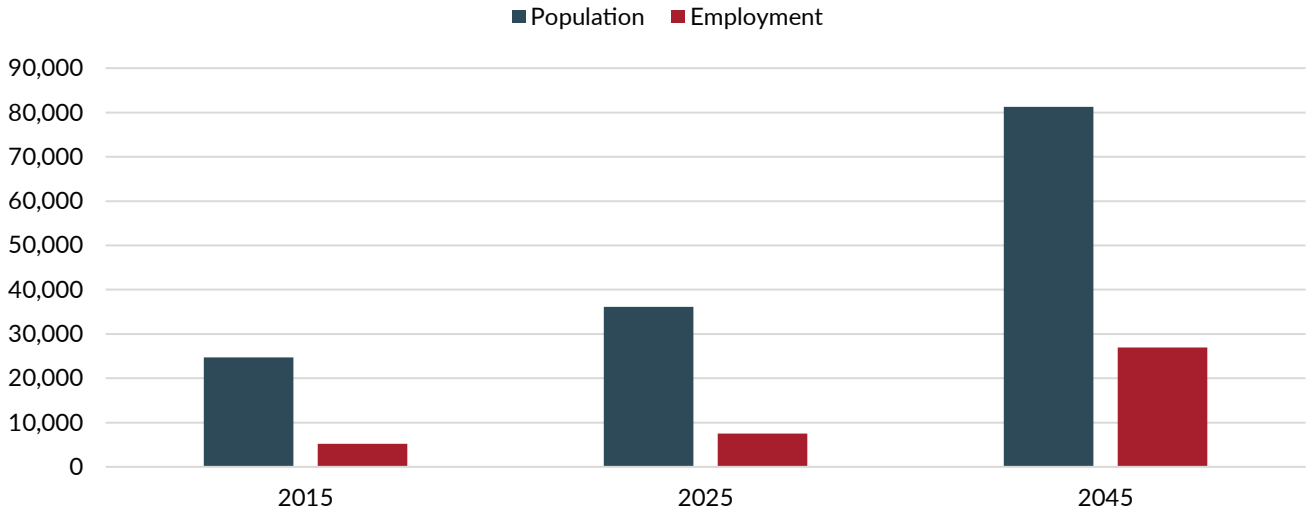

Source: U.S. Census Bureau

## Figure 6.2. Regional Population Growth Rates (2010 to 2021)




Source: U.S. Census Bureau

## Figure 6.3. Hutto Area* Population and Employment Growth (City Limits and ETJ)

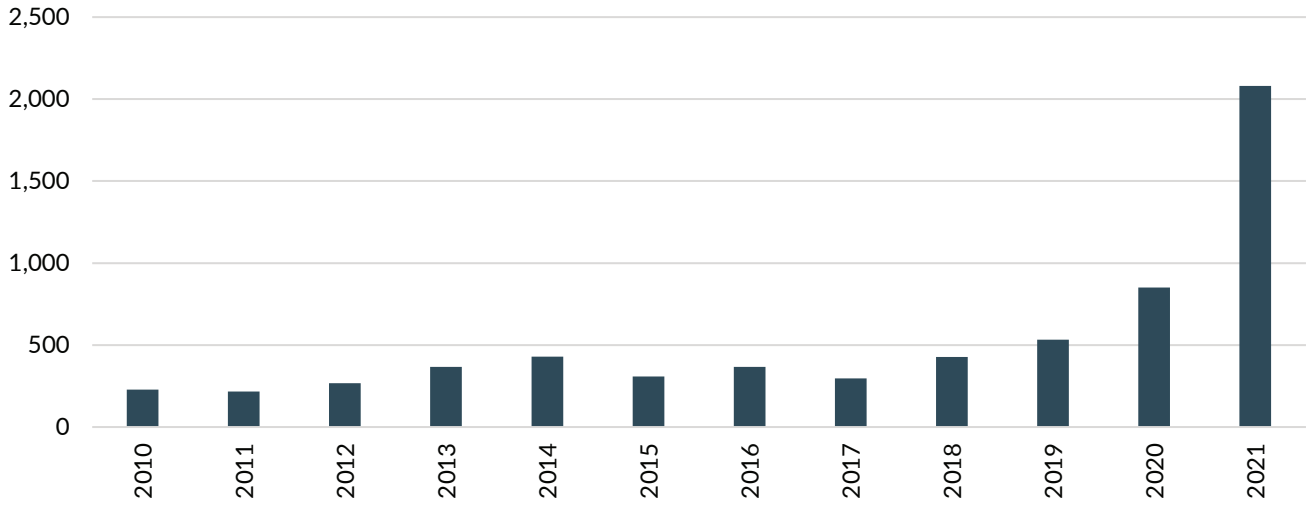



Source: Capital Area Metropolitan Planning Organization; TXP, Inc.
*TXP, Inc. used TAZs to estimate the boundary for Hutto's city limit and ETJ

# HOUSING

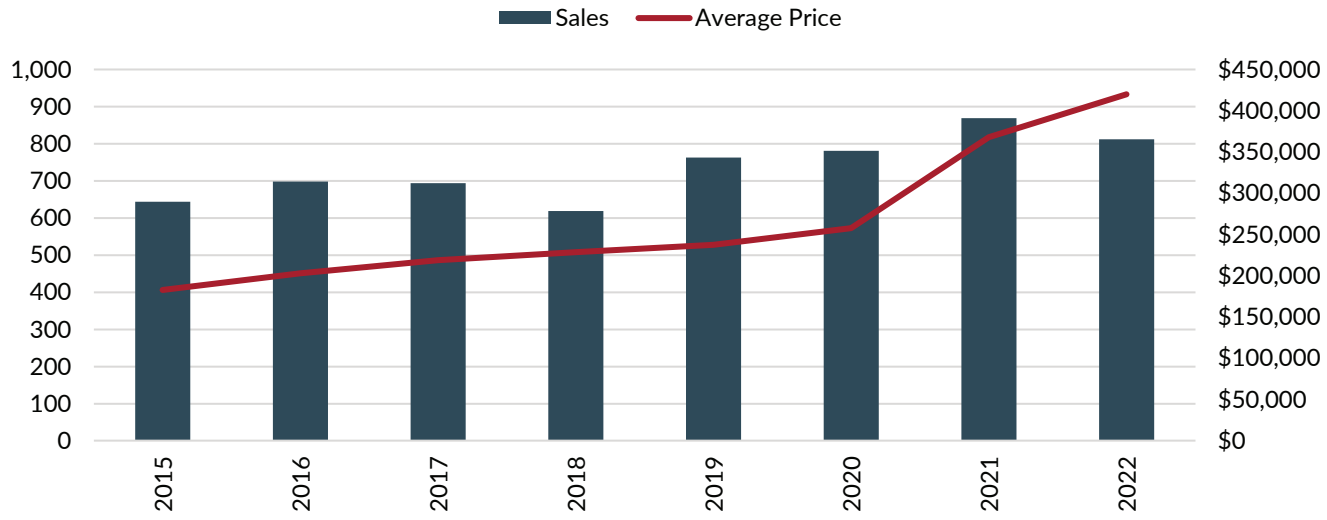
New single-family housing trends have closely followed population growth. Since 2015, an average of 695 single-family housing units per year have been permitted. With the rapid growth of the Austin MSA the cost of housing is sharply increasing each year, including in Hutto. According to data from the 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 (e.g., 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**



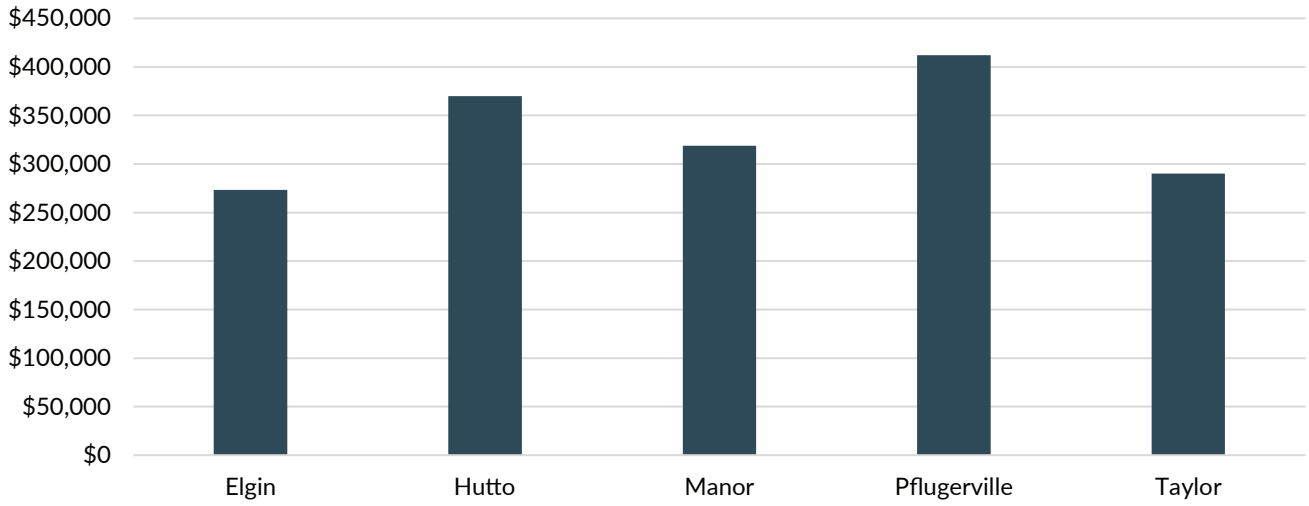

Source: U.S. Census Bureau Building Permits Survey

**Figure 6.5. Hutto Home Sales and Average Price**




Source: Texas Real Estate Research Center at Texas A&M University

**Figure 6.6. Regional Median Home Sales Price (2022)**




Source: Redfin

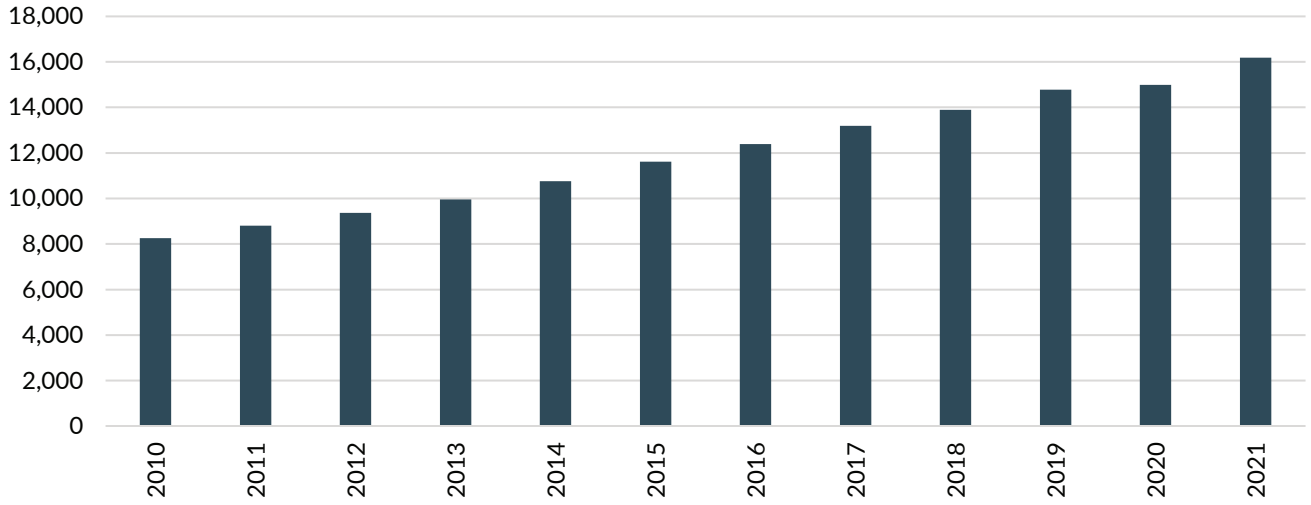


# EMPLOYMENT

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%, significantly below the State of Texas average of 5.7%. Based on the economic development pipeline of technology-related companies, Hutto will continue to integrate with the larger regional Austin economy.

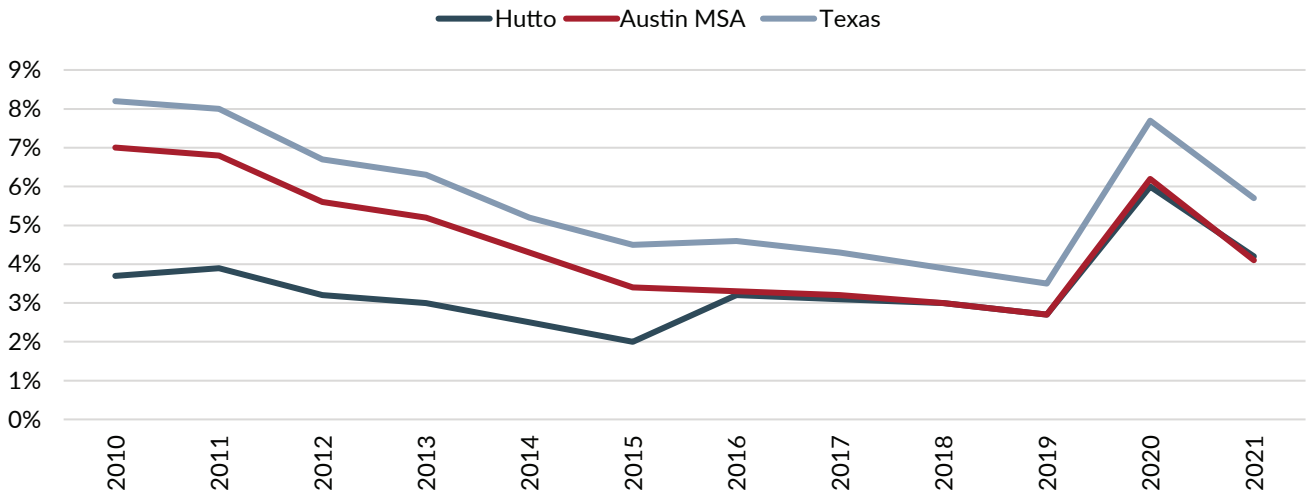
Total employment at businesses located in Hutto has also likely doubled over the past decade. Titan Development's success at the Innovation Business Park and the ongoing buildout of the Hutto Co-Op District are two examples of local job creation. In 2021, there were approximately 4,458 jobs at Hutto-based 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 align 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

| Sector | Percent |
|---|---|
| Agriculture, forestry, fishing and hunting, and mining | 0.10% |
| Construction | 8.50% |
| Manufacturing | 11.80% |
| Wholesale trade | 3.80% |
| Retail trade | 10.50% |
| Transportation and warehousing, and utilities | 4.50% |
| Information | 2.80% |
| Finance and insurance, and real estate and rental and leasing | 13.60% |
| Professional, scientific, and management, and administrative and waste management services | 11.40% |
| Educational services, and health care and social assistance | 17.00% |
| Arts, entertainment, and recreation, and accommodation and food services | 5.70% |
| Other services, except public administration | 3.30% |
| Public administration | 7.10% |
| Total | 100.00% |

Source: U.S. Census Bureau – American Community Survey ACS 5-Year Estimates (2016 to 2020)

Table 6.2. Employment Levels by Business Establishment Location (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 Levels by Business Establishment Location as a % of Total Location Employment (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 US 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**

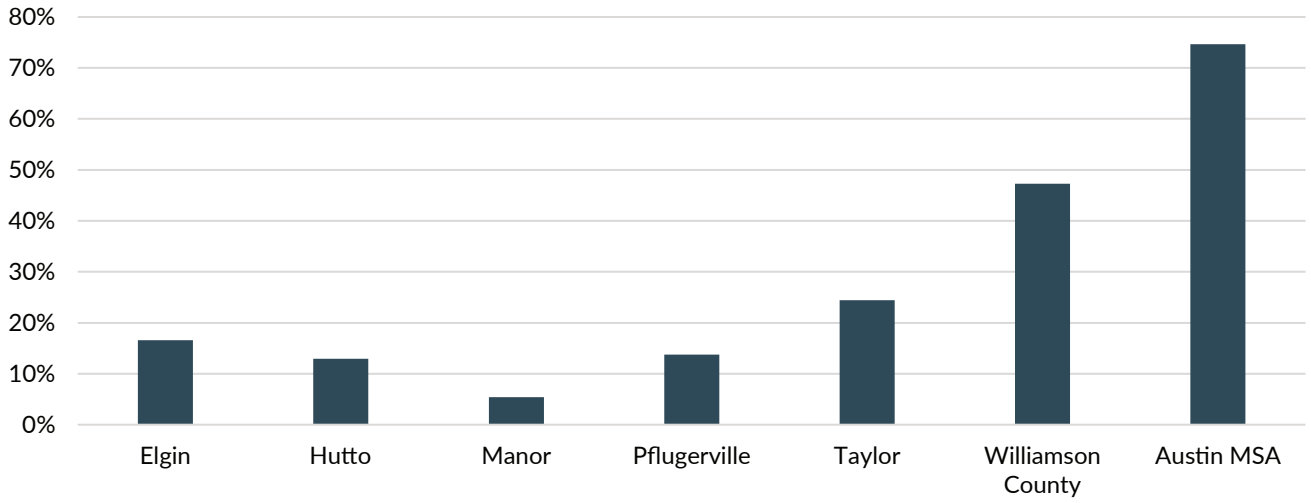
| Year | Total Direct Travel Spending | Total Direct Earnings | Total Direct Employment | Local Tax Receipts |
|---|---|---|---|---|
| 2006 | $6,514,356 | $1,286,372 | 60 | $185,775 |
| 2007 | $7,679,990 | $1,502,821 | 60 | $212,016 |
| 2008 | $9,447,207 | $1,834,844 | 80 | $242,922 |
| 2009 | $12,268,372 | $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% 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 (e.g., 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 |

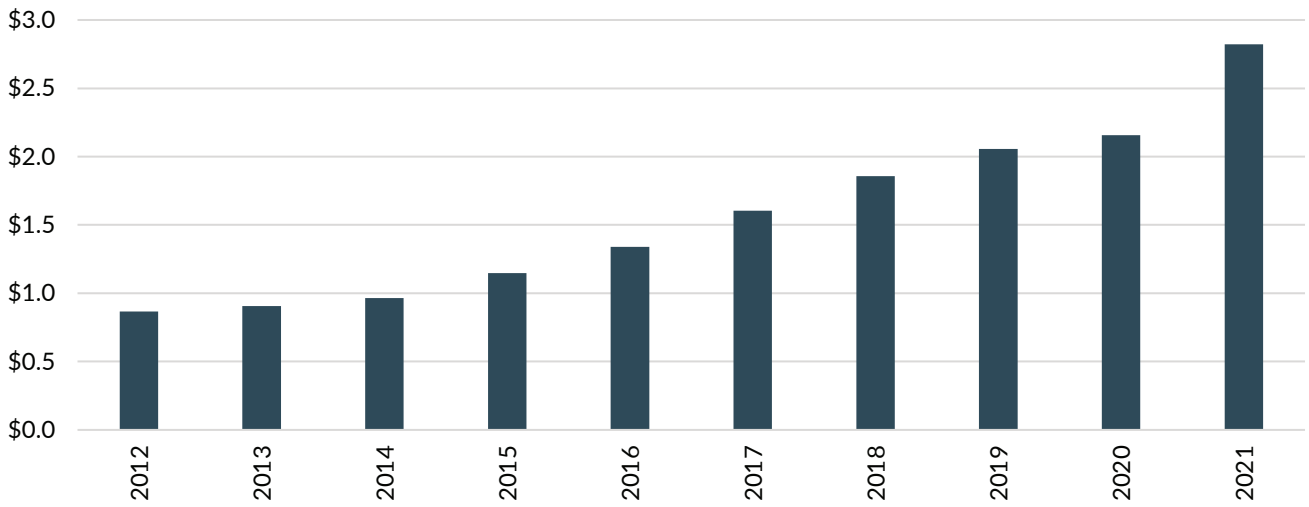
Source: ESRI



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% of the tax base. Commercial and industrial property (real and business personal) are between 10 to 15% of the tax base. For the State of Texas, about 30% of the net tax base 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 metropolitan area. The successful buildout 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.

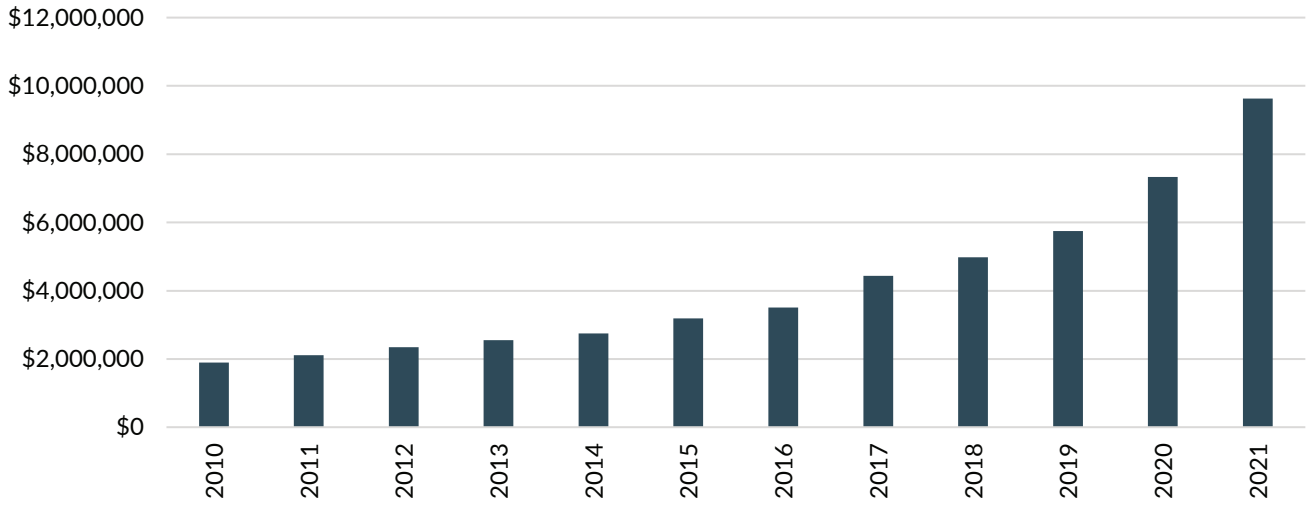
Sales tax revenue also has been growing in Hutto over the past decade. Between 2010 and 2021, sales tax collections increased fourfold. Much of this increase is linked to overall population growth in the City. While the sales tax revenue growth has been strong, Hutto residents are still traveling outside of the community for many goods and services. This creates an opportunity for Hutto to position future land use along the SH 130 and US 79 corridors for key retail and entertainment offerings, improving sales tax collection and stemming 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 Metropolitan Area 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.

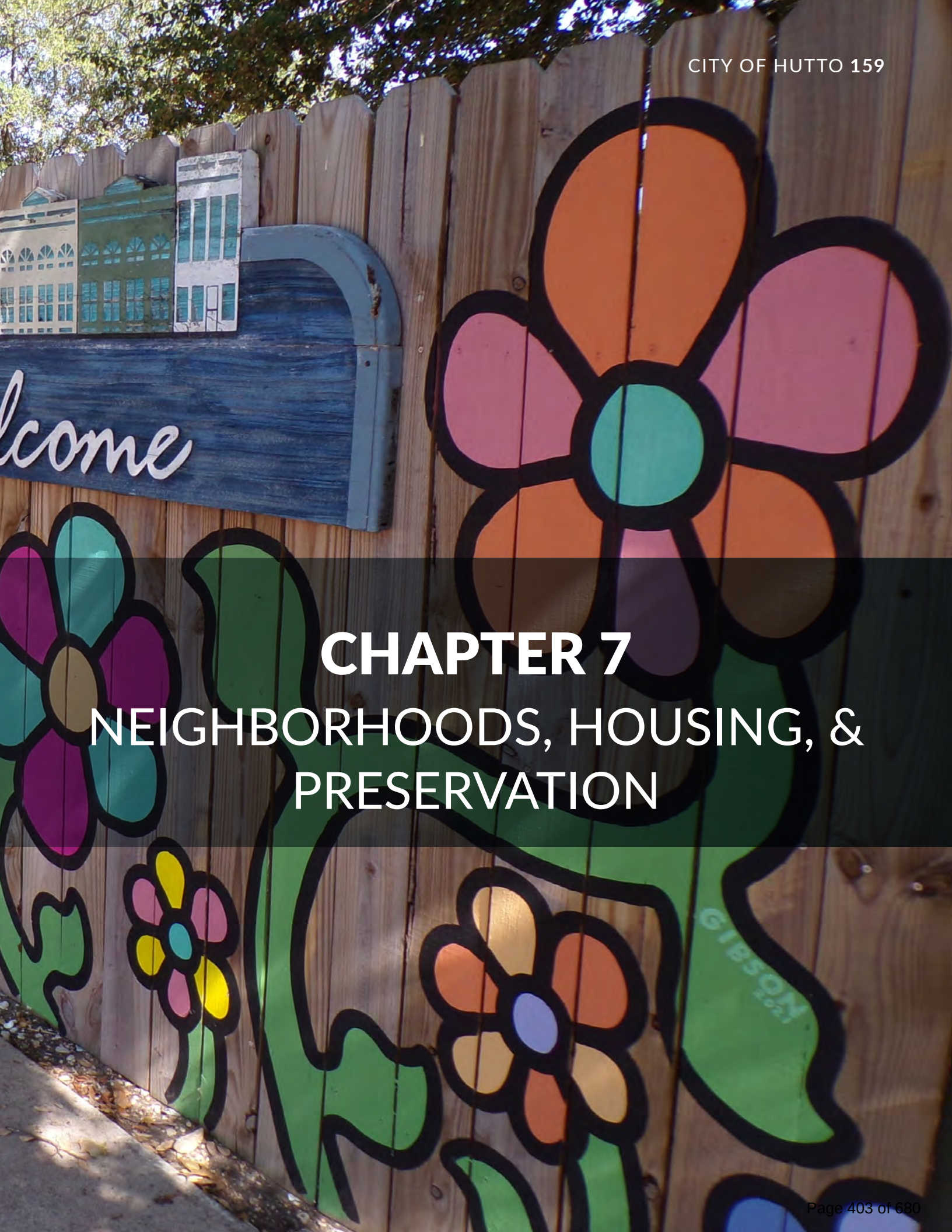
- **Preserve and protect Downtown** – Hutto's Downtown and history makes the community unique within the Austin region. As new growth occurs throughout the City and its ETJ, Downtown should not be left behind or forgotten. Hutto should focus on leveraging its Downtown to brand the city within the region.

- **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 US 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 US 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 (e.g., Dell Diamond) and Pflugerville (e.g., Typhoon Texas Waterpark). Adding additional hotels would also serve out-of-town friends and families visiting Hutto's growing population.


TEN
THOUSAND
FLOWERS
PROJECT




# CHAPTER 7
# NEIGHBORHOODS, HOUSING, & PRESERVATION

# NEIGHBORHOODS, HOUSING, AND PRESERVATION

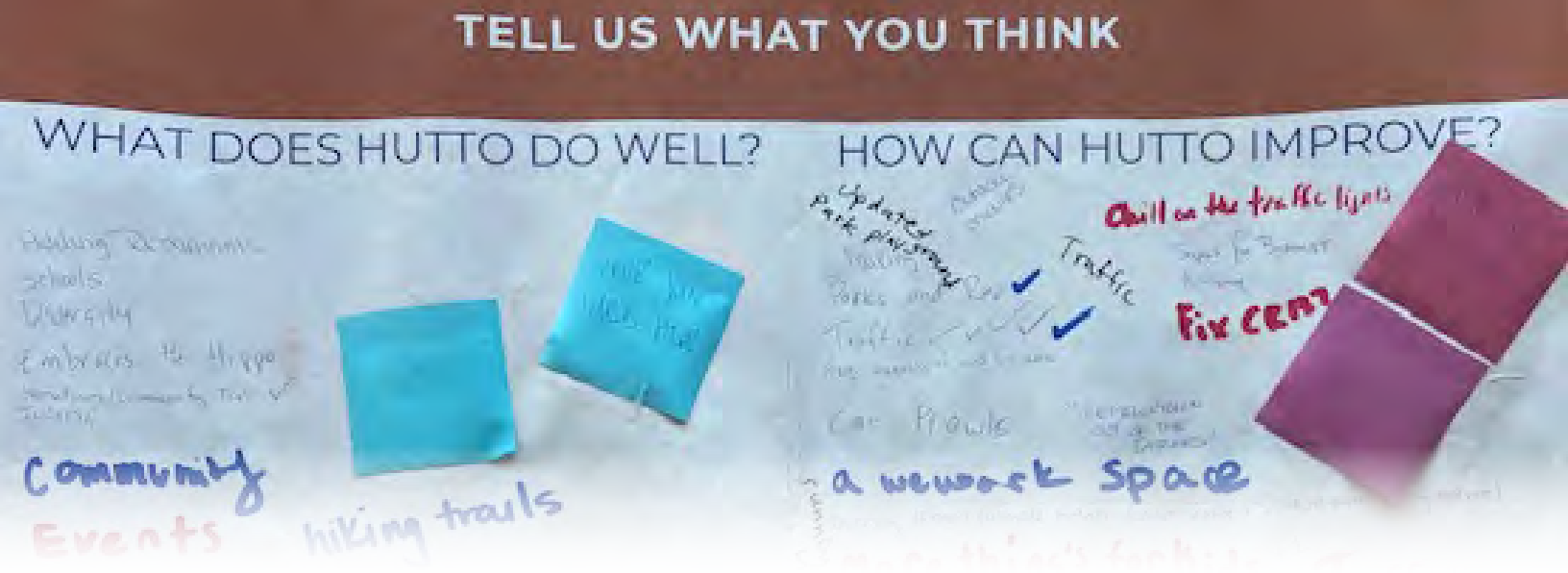
*Neighborhoods are the foundation of any city, and thriving and safe neighborhoods are essential to a city's health. Hutto has many vibrant and active neighborhoods that offer safe places for residents and their families. Maintaining healthy neighborhoods takes work and active involvement by both the 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.




Hippo
Pharmacy
107
East Street
OPEN




# 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 of 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

The majority of Hutto's current population is comprised of 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 compared to the overall Austin MSA average, 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

N

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 its 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.

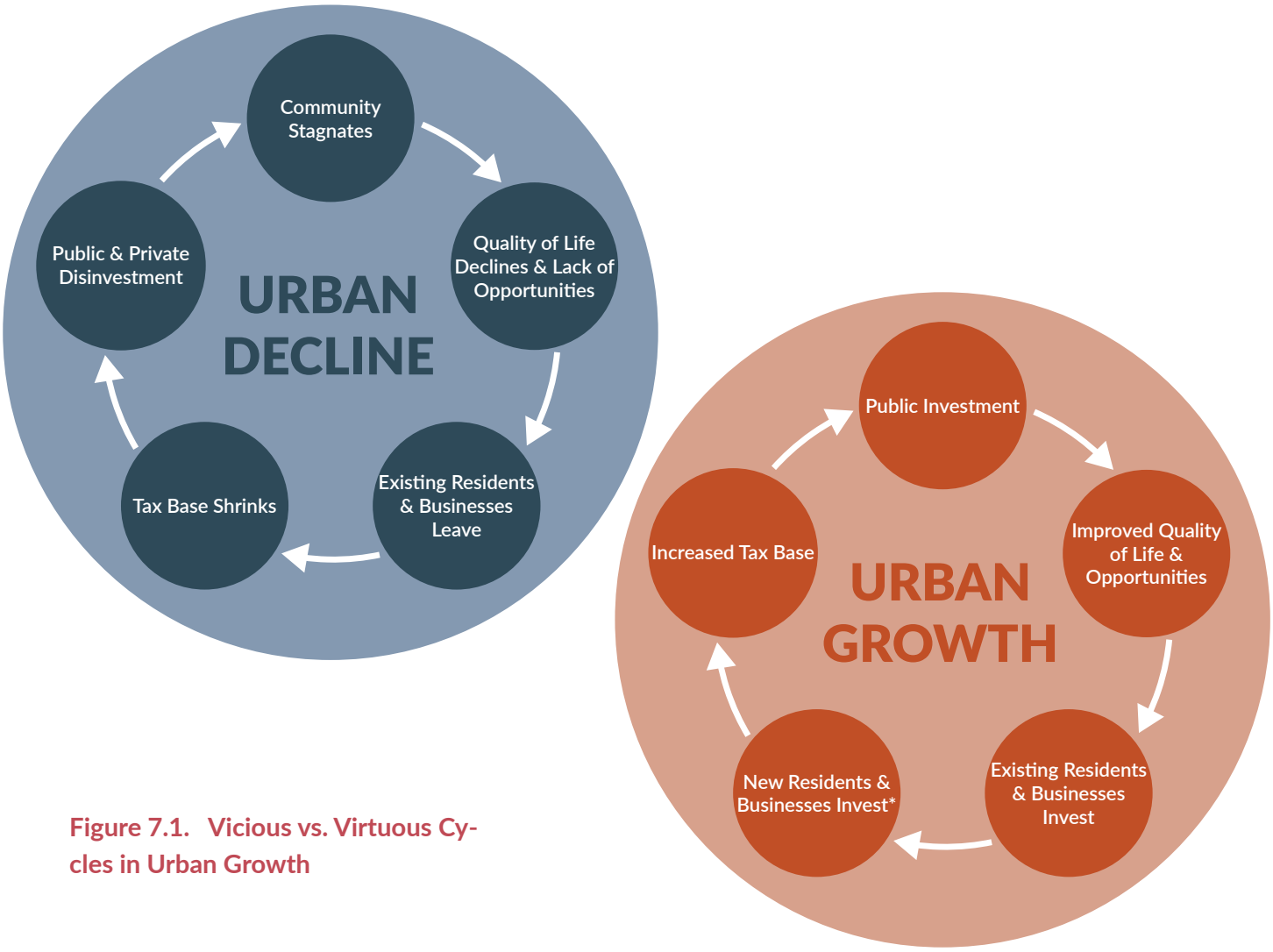



**Figure 7.1. Vicious vs. Virtuous Cycles in Urban Growth**

# 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.

It is important to include ADA features, high speed internet, wide interior doors, and access to public transit in housing intended for seniors.

# SUPPORTIVE HOUSING

In many areas of the U.S. there is a severe lack of supportive housing options for adults that need assistance, such as those with autism. Supportive housing is housing that includes long-term support services. Hutto can help its population that needs these services by creating locally funded sources including tax credits, bonds, and sales taxes to provide housing and long-term services and supports for this population, developing strategies for all market cycles that expand the portfolio of supportive housing options by leveraging opportunities through undeveloped land, underutilized properties, and creating greater options for individuals with a broad range of support needs, and actively seeking out organizations and businesses that develop supportive housing.

# 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 increasing 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.

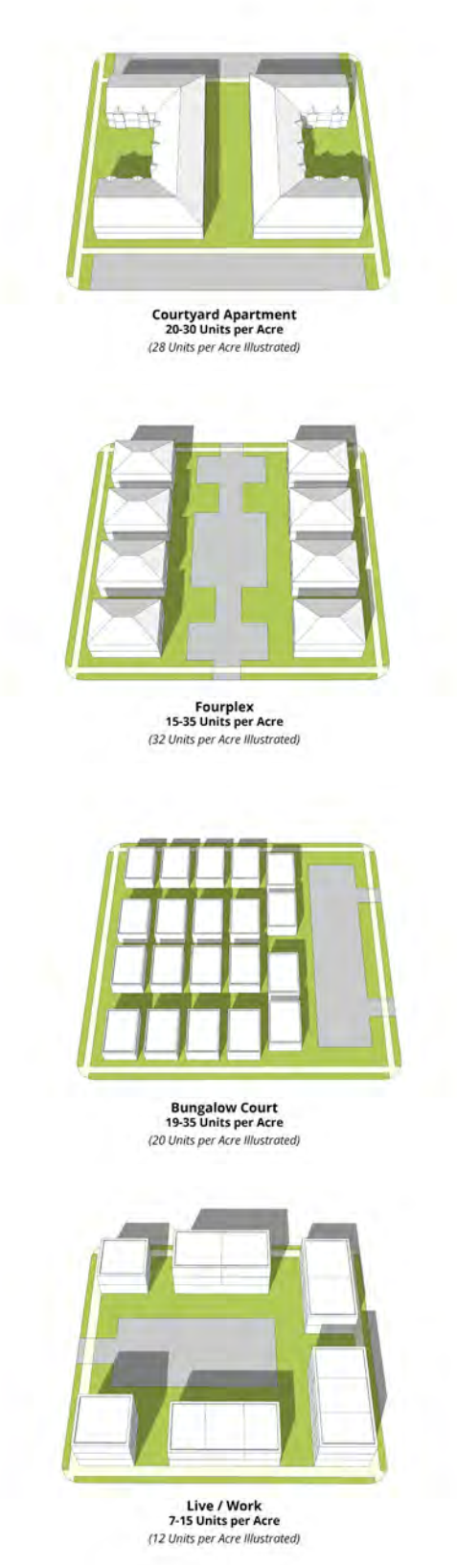



**Figure 7.3. Types of Missing Middle Housing**



# 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. The actual size (in acres or square miles) must be considered when defining a plan area boundary, as well as adjacent land uses, environmental issues, and the interests of nearby stakeholders. This is the first step in the SAP process.

"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 ares 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.




**Figure 7.4. Conceptual Massing Study of the Proposed Orgain District Redevelopment**


The Co-Op
Downtown Hutto
New Commercial Development
US 79

## 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**


Corridor Commercial
Trail Corridor
SE Loop

## 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 and 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 areas, including options for multimodal choices.
- Large-scale branding and identity elements that tell vehicles traveling along SH 130 that this is part of the City of Hutto.



**Figure 7.6. Conceptual Example of Desired Development Character in the Innovation District**


Urbanized streetscape with pedestrian and bicycle amenities
Light manufacturing and R&D buildings with quality architecture
Innovation Blvd




# 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, 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 BUILT ENVIRONMENT

A strong community image expressed through elements in the public realm lets people 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' memories 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 in 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 impressions 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 qualify 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

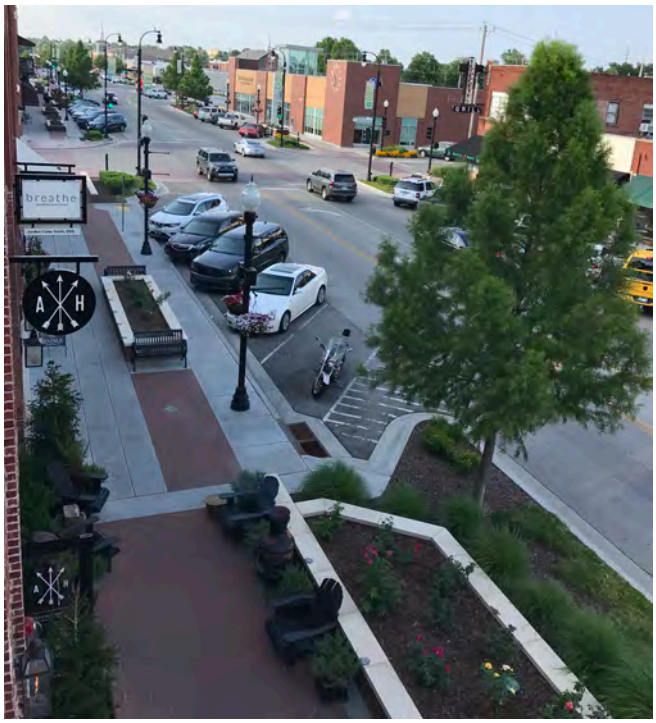
For decades now, the design of city streets has centered around the automobile. Streets are an integral part of the public realm, and often make up a large portion of public lands. As such, they should be designed to accommodate a range of users, including pedestrians, cyclists and cars. Balanced and 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.

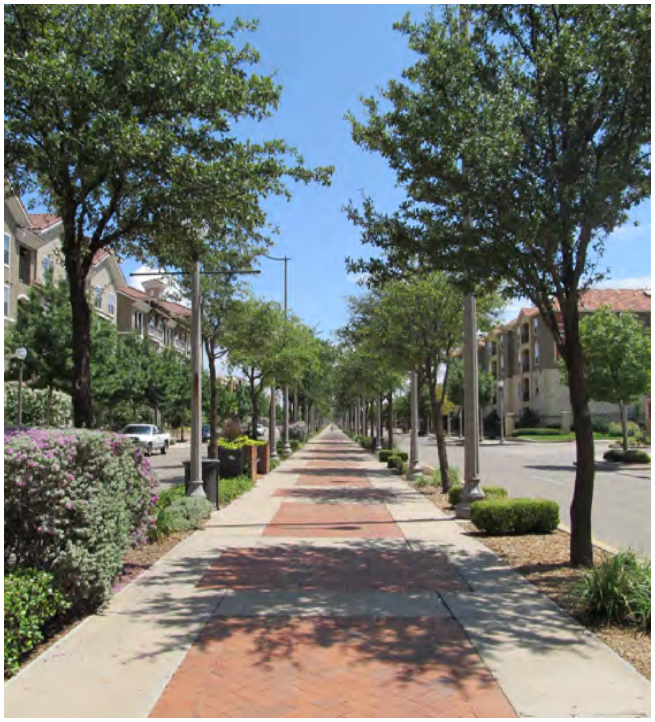
## SIDEWALKS

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.



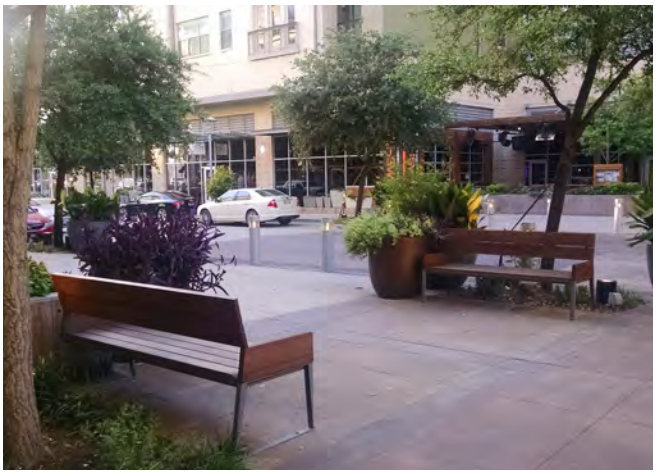



Streetscape amenities should be determined by the context of the area and the adjoining street type. High quality streetscapes do not need to be expensive; cost and scale can be adjusted to available resources and context without sacrificing impact.

In Texas, providing shade is one of the most important streetscape elements in that a non-shaded street can be rendered nearly unusable during 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 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 roots 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.



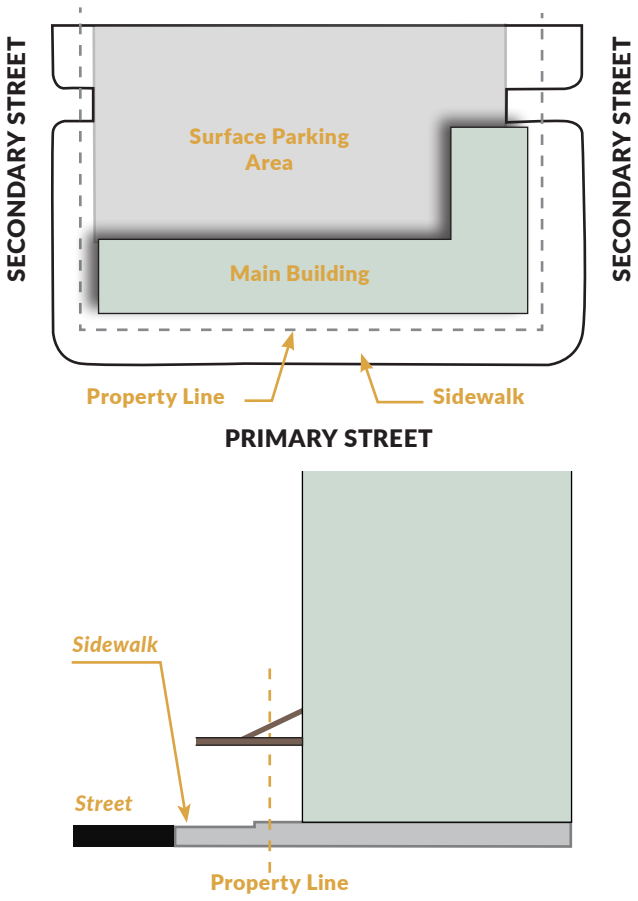

*"Human scale" makes reference to the experience of the building mass in relation to the size of its users. For example, the relative size of a door, a window, or a staircase should be proportioned with the scale of users.*

## 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. The placement of loading docks should not be directly next to residential areas. 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 can be located 8-15 feet from the property line in new development. In existing neighborhoods, the current form should be preserved. There are many benefits to bringing homes close to property lines such as increased interaction and improved streetscapes. This also works in conjunction with good neighborhood layouts that thoughtfully consider on-street parking, rear-accessed garages, and utility management including waste collection. 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 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 7.8. Architectural Elements.

## 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 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.

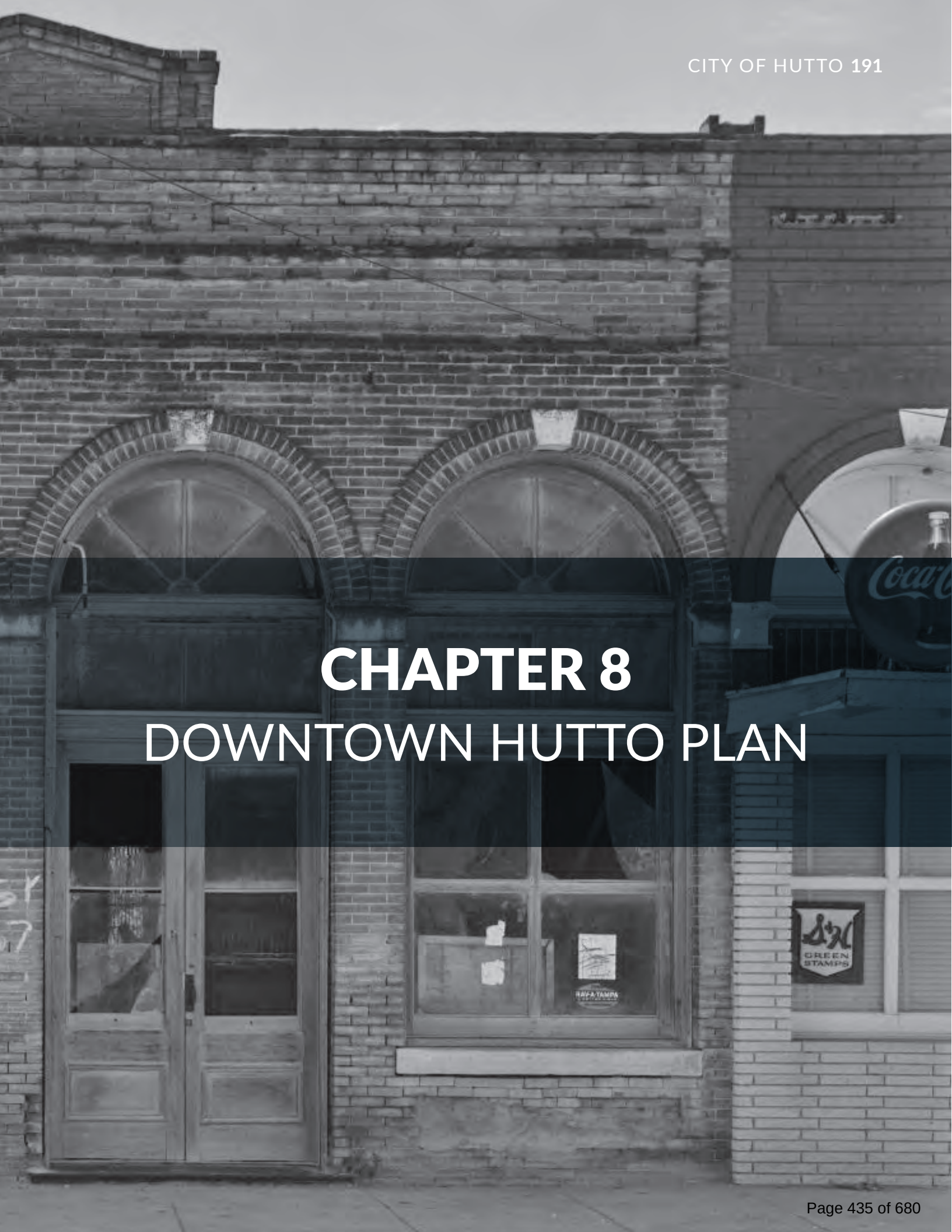
In a Downtown setting, good urban form tends to locate parking on-street or toward the fringe of the core in communal lots or structures, allowing focus to remain on pedestrian space and activity. The Co-Op District currently has sufficient parking around the completed sections of the development. When the District is fully built-out, there will be structured parking and more than ample parking available. 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.*




PEPSI
CLOSED




# CHAPTER 8
# DOWNTOWN HUTTO 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 about 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 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 Plan, the community can intentionally establish Downtown's place within the bigger community.

# A HIPPO WAY OF LIFE
# HUTTO DOWNTOWN PLAN
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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 to 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 US 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 the City 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 is 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

## PLACEMAKING

- 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 facilitates 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 US 79, that provides connected services and complements downtown north of US 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.




Figure 8.5. 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 US 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 onsite
- Loop shuttle connecting Co-Op to Old Town, Fritz Park, and the Orgain District
- The development scale can match or exceed the intensity of downtown
- FM 685 and US 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.

# THE CO-OP DISTRICT CONCEPT PLAN

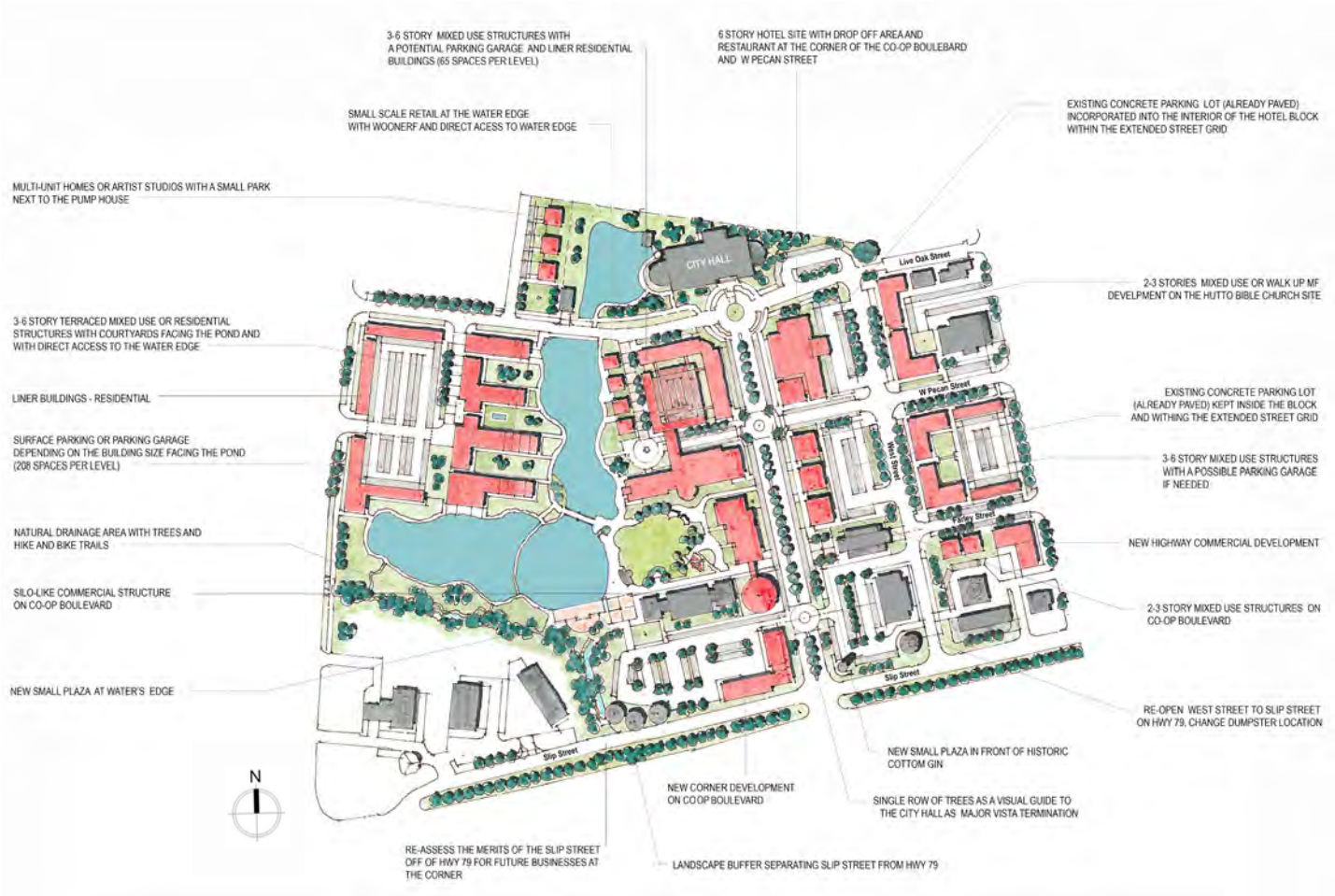



**Figure 8.6. Co-Op District Plan**

# ORGAIN DISTRICT

*The Orgain District is south of the Old Town District separated by five lanes of traffic along US 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 US 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 US 79 and 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 multimodal 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 US 79, is limited by the railroad crossings
- Lack of sidewalk and stormwater infrastructure throughout the district

### THREATS

- Separation from Old Town by the railroad tracks and US 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. Provide 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.

## ORGAIN DISTRICT POCKET NEIGHBORHOOD CONCEPT

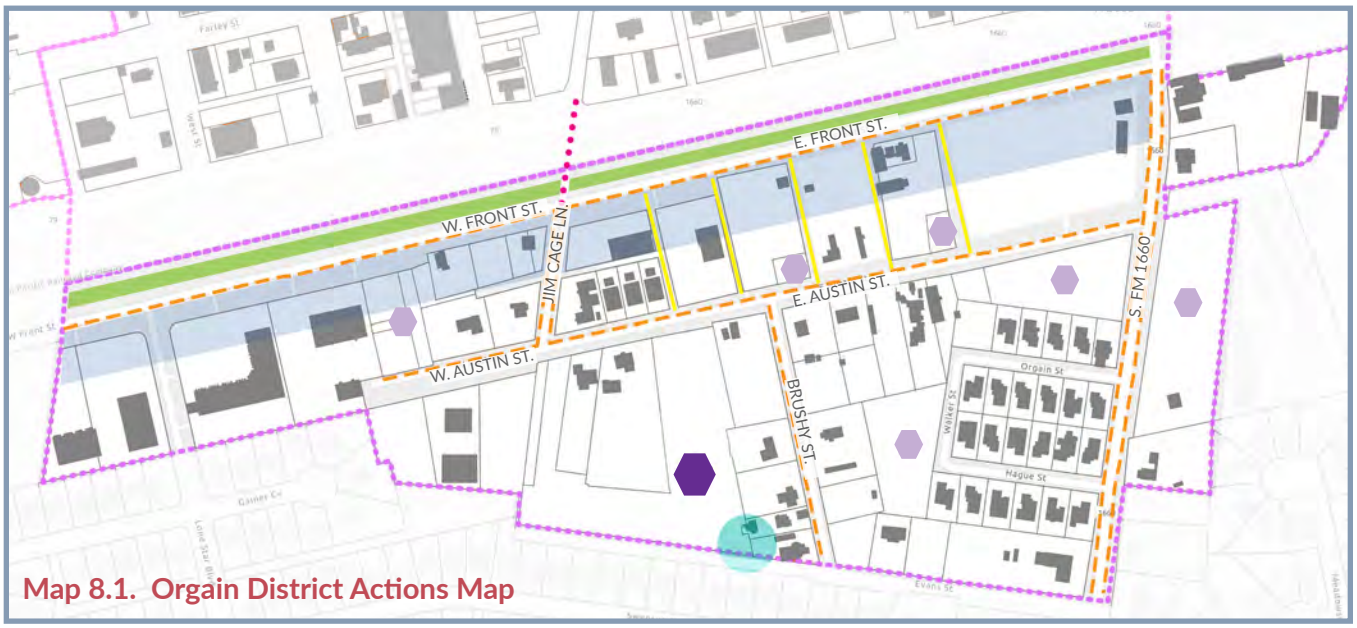
The Orgain District pocket neighborhood small area concept is located at 101 East Austin Avenue on a 3.46-acre vacant parcel of land. The small area plan includes a mix of missing middle housing types, parks, new streets and alleys, and small blocks representative of Downtown Hutto.




**Figure 8.8. Austin Street Area Conceptual Site Plan**

# ORGAIN DISTRICT ACTION ITEMS

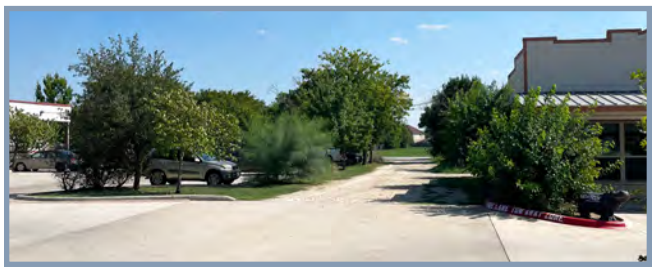
The Orgain District objectives are determined based on the guiding goals for Downtown Hutto. The map below shows the location of the action items for the Orgain District on the following pages. For further details, recommendations, and tips about how to complete the district objectives successfully, see the Downtown Implementation Plan starting on page 228.




Map 8.1. Orgain District Actions Map

## 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.

## FRONT STREET URBAN CENTER

Allow redevelopment of the blocks between Front Street and Austin Avenue between S. FM 1660 and Lone Star Boulevard as an 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.

## 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.



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 later in the chapter).



The Allure of Pocket Neighborhoods. Forbes.com.

## BUILD PEDESTRIAN CONNECTIONS

Provide multimodal 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 gather 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 US 79 and the Union Pacific railroad tracks. It is bound by Live Oak Street to the north, N FM 1660 to the east, US 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 pie, 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
- Weeknight hours
- Access from US 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. Adding benches mid-block or at the end of the street will support walkability.
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.

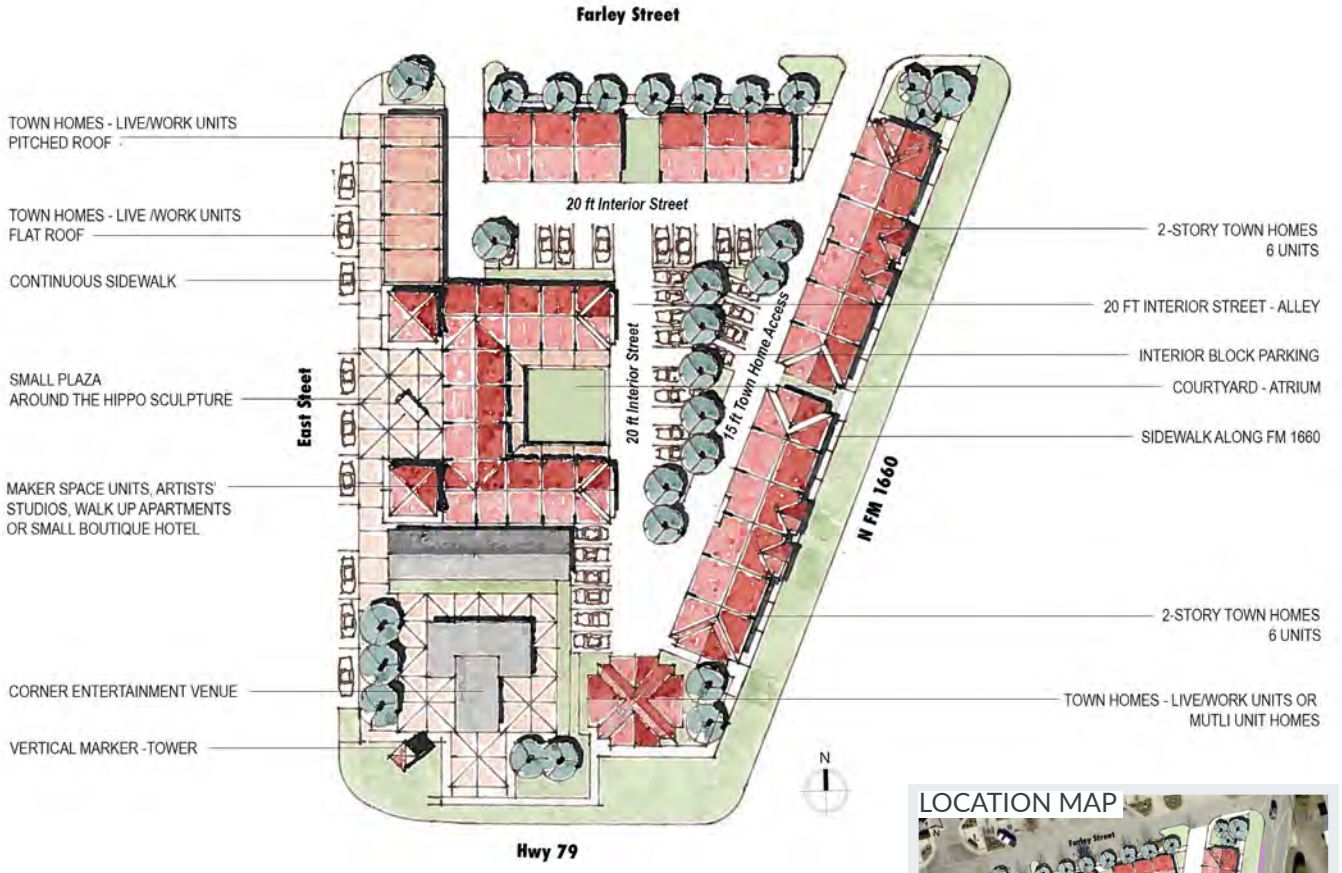



Alley-entrance to an art studio in Taylor, TX, provides interest, expands the use of the building, and activates an alley.

# 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 N. 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 N. FM 1660. A boutique hotel framing Henrietta the Hippo provides housing for visitors to enjoy walking to restaurants and entertainment and experience historic Hutto.*




LOCATION MAP



Figure 8.9. East Street Area Conceptual Site 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.*

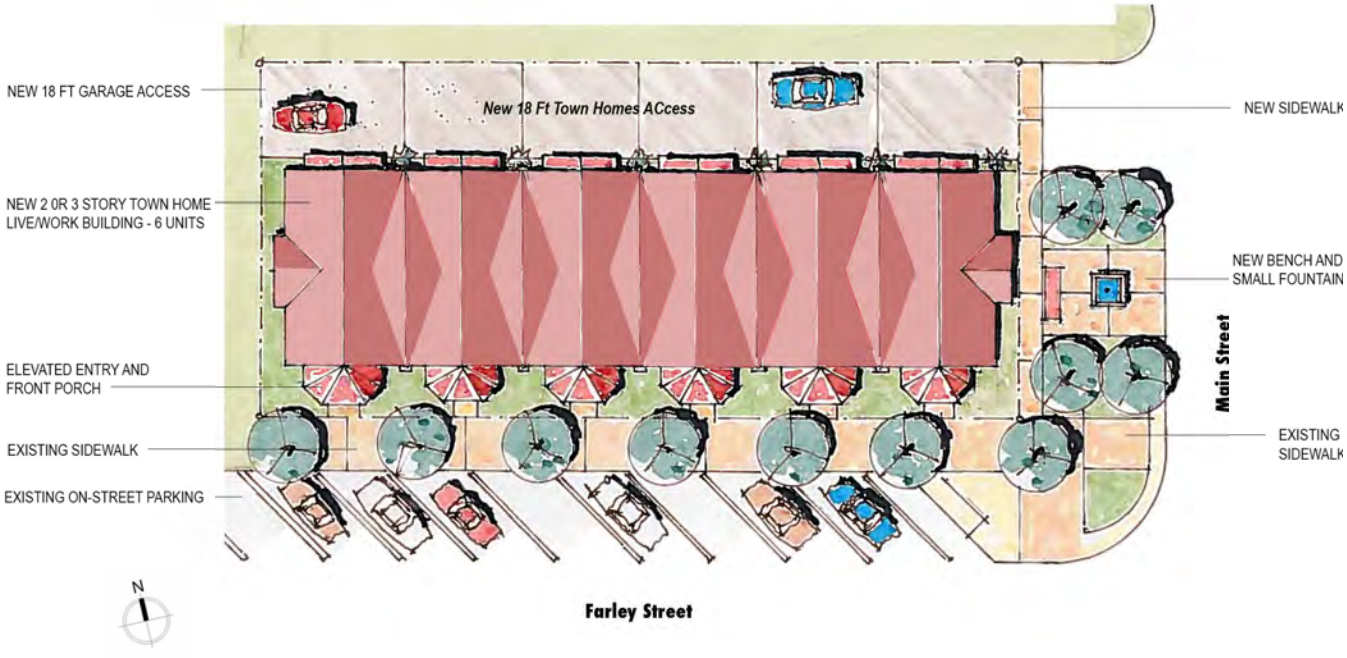
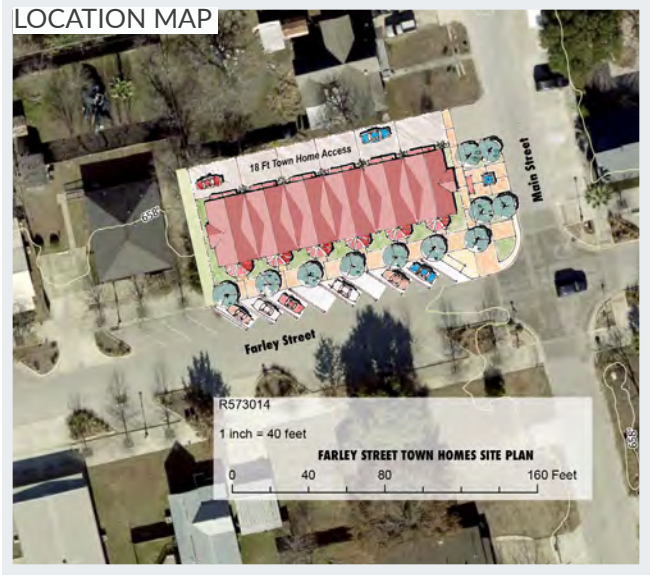



**Figure 8.10. Farley Street Townhomes Conceptual Site Plan**



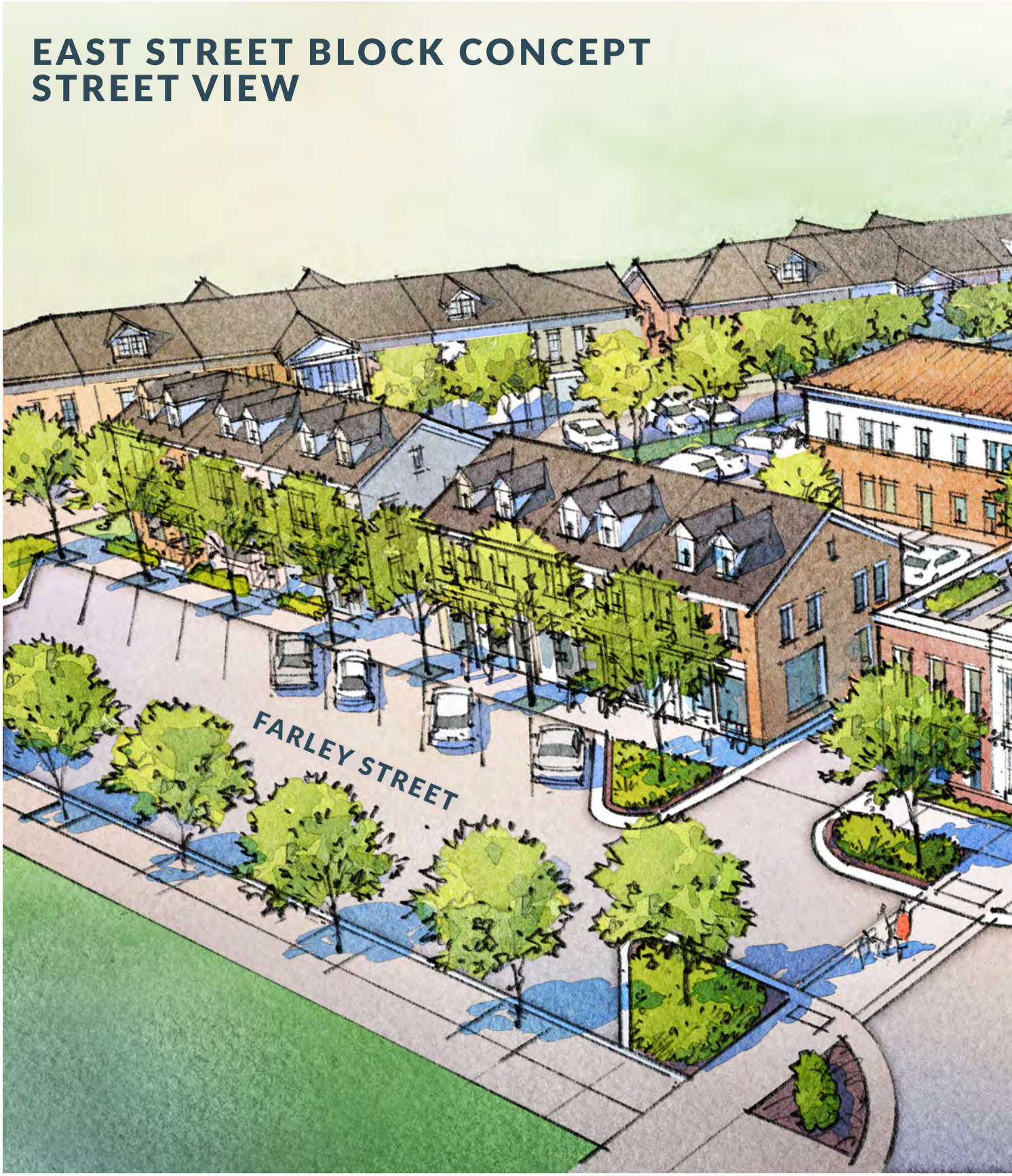



Figure 8.11. East Street Block Concept



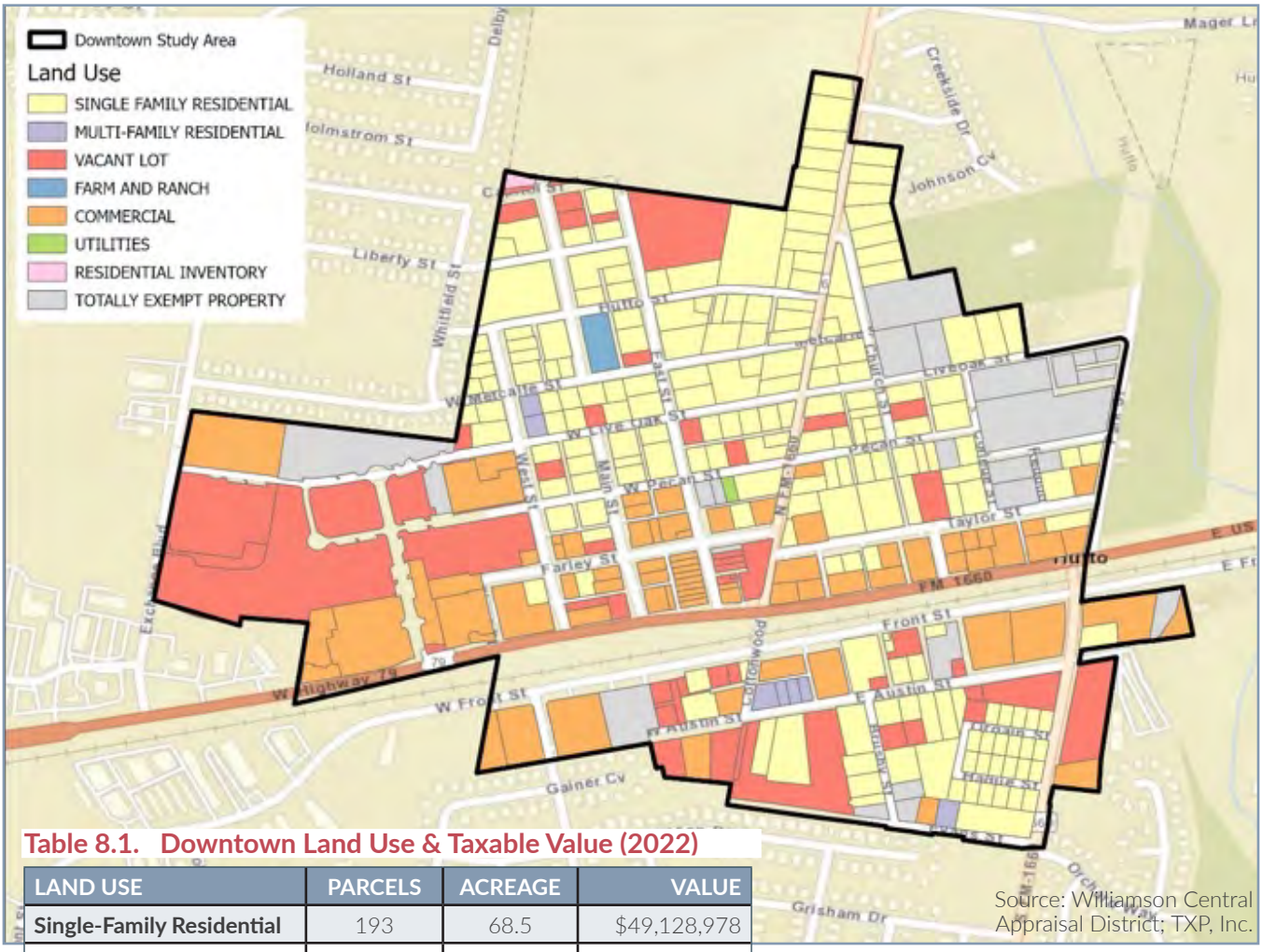

Source: Simplecity Design

# 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 8.2. Existing Land Use in Downtown Hutto (2022)




Source: Williamson Central Appraisal District; TXP, Inc.

### Table 8.1. Downtown Land Use & Taxable Value (2022)

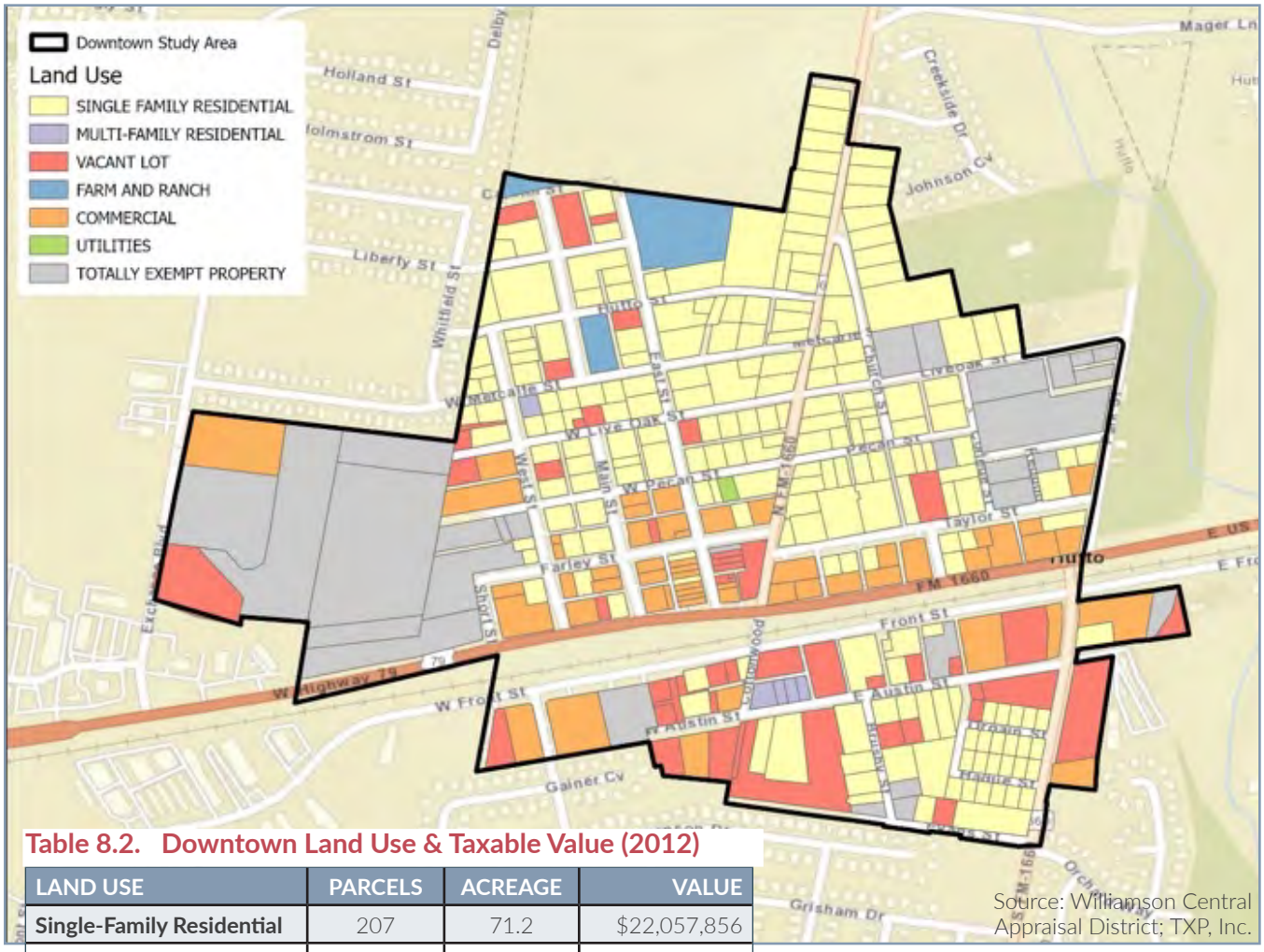
| LAND USE | PARCELS | ACREAGE | VALUE |
|---|---|---|---|
| Single-Family Residential | 193 | 68.5 | $49,128,978 |
| Multifamily Residential | 7 | 1.5 | $3,584,645 |
| Vacant Lot | 52 | 38.9 | $7,801,344 |
| Farm and Ranch | 1 | 0.8 | $57,750 |
| Commercial | 76 | 35.4 | $47,761,051 |
| Utilities | 1 | 0.2 | $43,928 |
| Residential Inventory | 1 | 0.2 | $207,510 |
| Totally Exempt Property | 24 | 19.1 | $0 |
| **TOTAL** | **355** | **164.6** | **$108,585,206** |

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 8.3. Existing Land use in Downtown Hutto (2012)




Source: Williamson Central Appraisal District; TXP, Inc.

## Table 8.2. Downtown Land Use & Taxable Value (2012)

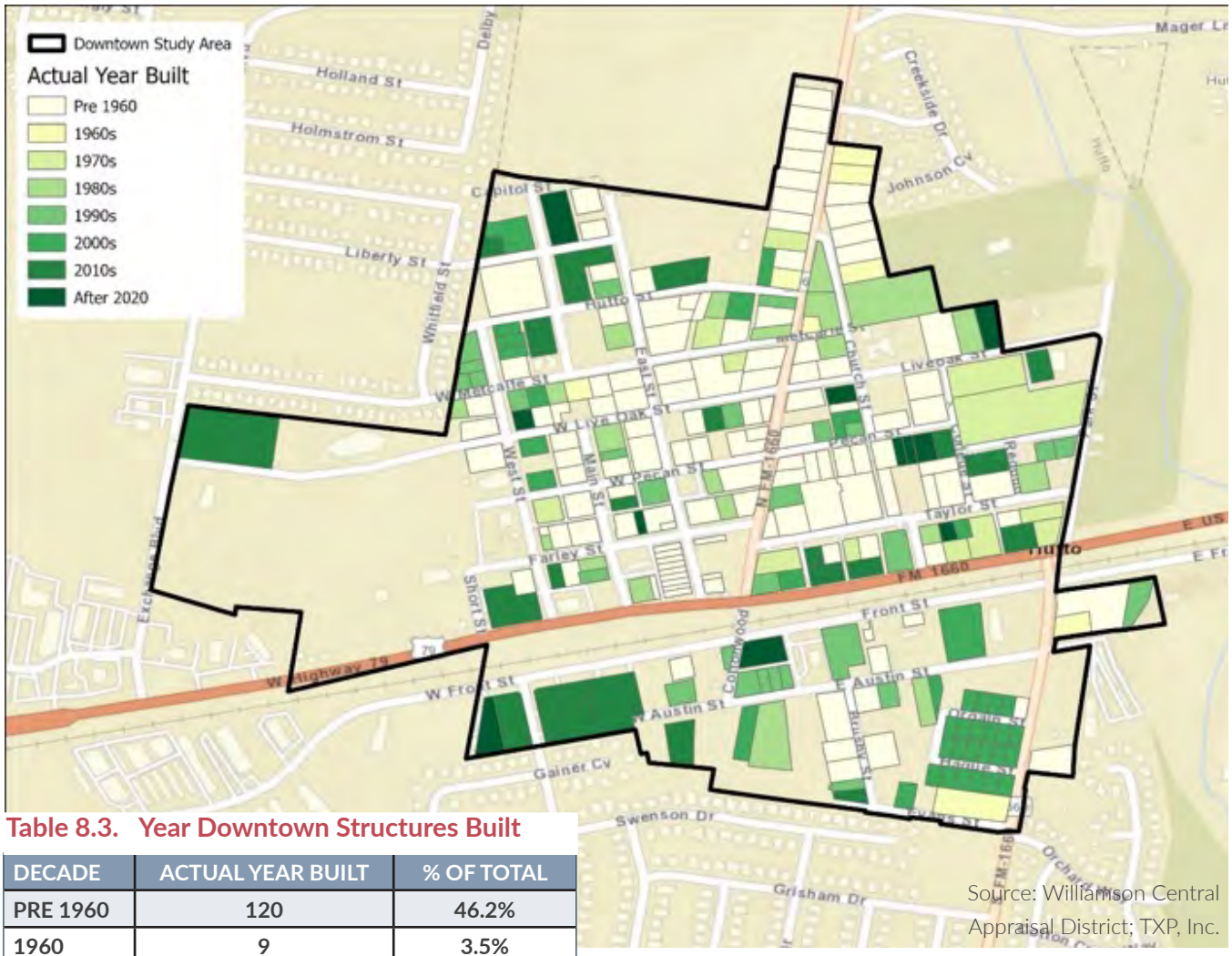
| LAND USE | PARCELS | ACREAGE | VALUE |
|---|---|---|---|
| **Single-Family Residential** | 207 | 71.2 | $22,057,856 |
| **Multifamily Residential** | 5 | 0.9 | $721,901 |
| **Vacant Lot** | 48 | 22.8 | $2,619,070 |
| **Farm and Ranch** | 3 | 5.1 | $2,350 |
| **Commercial** | 54 | 20.0 | $17,386,910 |
| **Utilities** | 1 | 0.0 | $22,500 |
| **Residential Inventory** | 0 | 0.0 | $0 |
| **Totally Exempt Property** | 29 | 41.4 | $0 |
| **TOTAL** | **347** | **161.4** | **$42,810,587** |

Source: Williamson Central Appraisal District; TXP, Inc.

# AGE OF PROPERTIES IN DOWNTOWN

Consistent with a historic downtown, 50% 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 commercials buildings clustered along US 79.

## Map 8.4. Actual Year Built for Properties in Downtown Hutto




Source: Williamson Central Appraisal District; TXP, Inc.

## Table 8.3. Year Downtown Structures Built

| DECADE | ACTUAL YEAR BUILT | % OF TOTAL |
|---|---|---|
| PRE 1960 | 120 | 46.2% |
| 1960 | 9 | 3.5% |
| 1970 | 20 | 7.7% |
| 1980 | 37 | 14.2% |
| 1990 | 39 | 15.0% |
| 2000 | 22 | 8.5% |
| 2010 | 12 | 4.6% |
| 2020 | 1 | 0.4% |
| TOTAL | 260 | 100.0% |

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% 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 limits 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 buildout 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 Axel; TXP, Inc.

*This includes city departments counted separately.

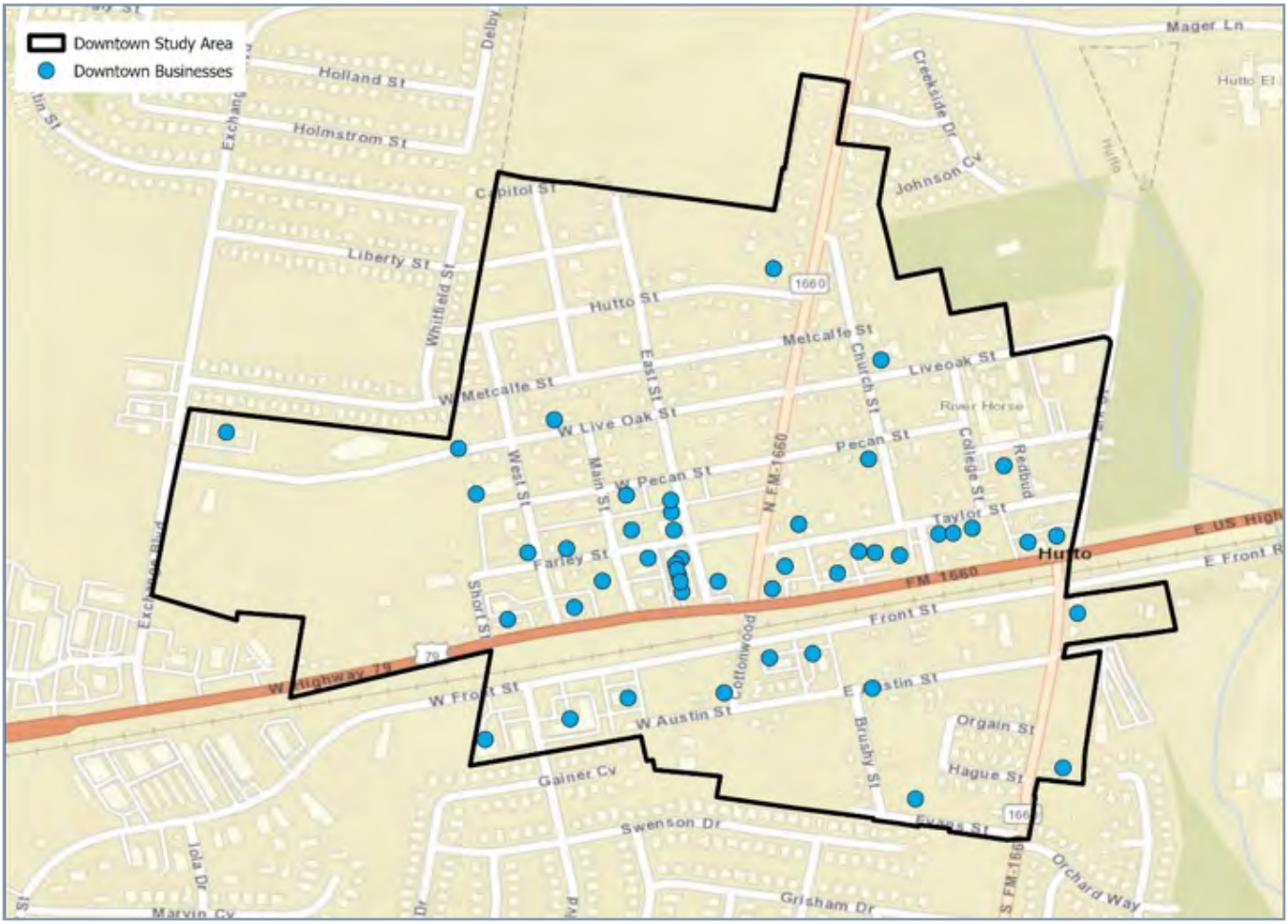
### Table 8.5. Downtown Private Sector Businesses by Employment Range (2022)

| 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 Axel; TXP, Inc.

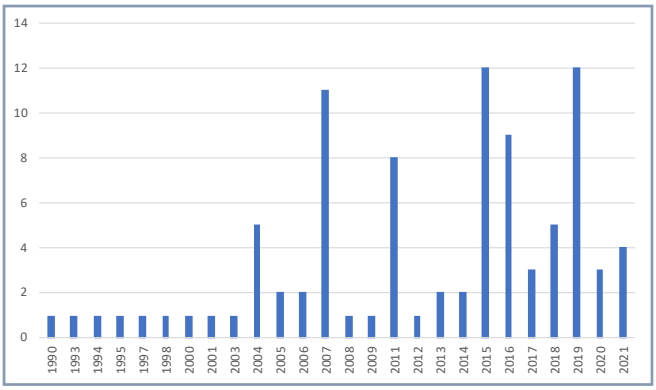
*This includes city departments counted separately.

## Map 8.5. Downtown Hutto Businesses



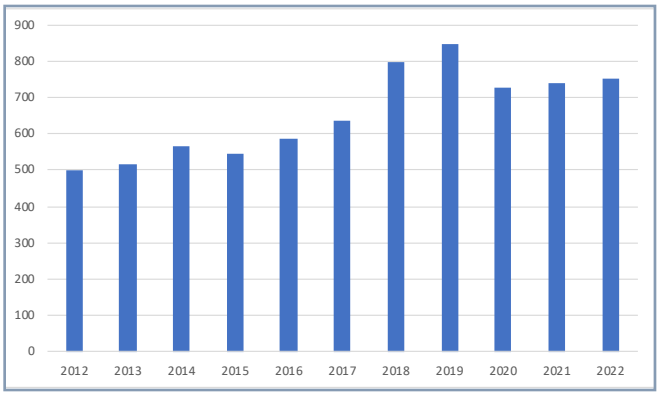

Source: Data Axel; TXP, Inc.

## Table 8.6. Businesses and Organizations Added to Downtown Hutto per Year




Source: Data Axel; TXP, Inc.

## Table 8.7. Downtown Hutto Employment Trends

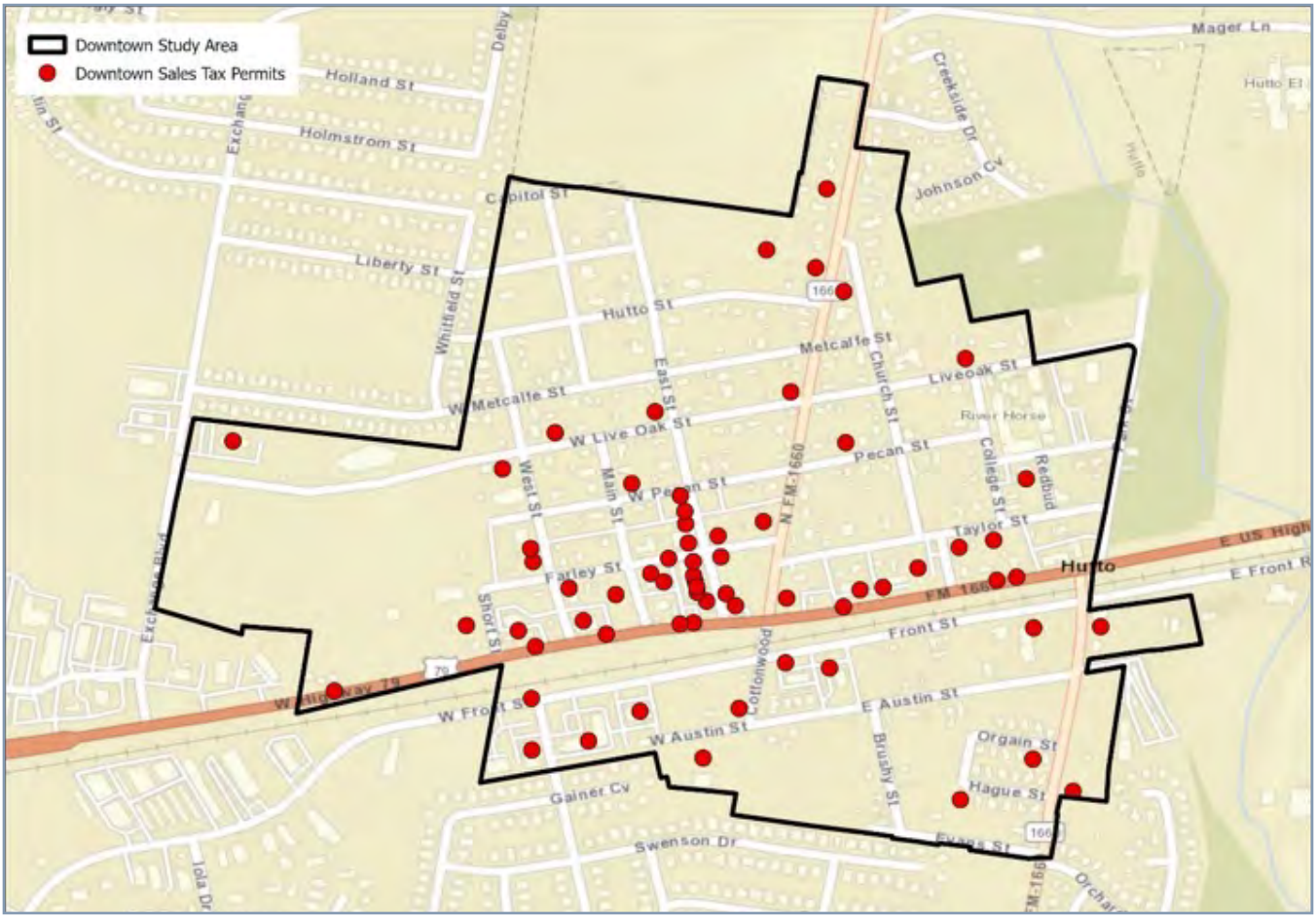



Source: U.S. Census Bureau OnTheMap LEHD; Data Axel; TXP, Inc.

# 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% of total Hutto sales tax collections.

## Map 8.6. 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

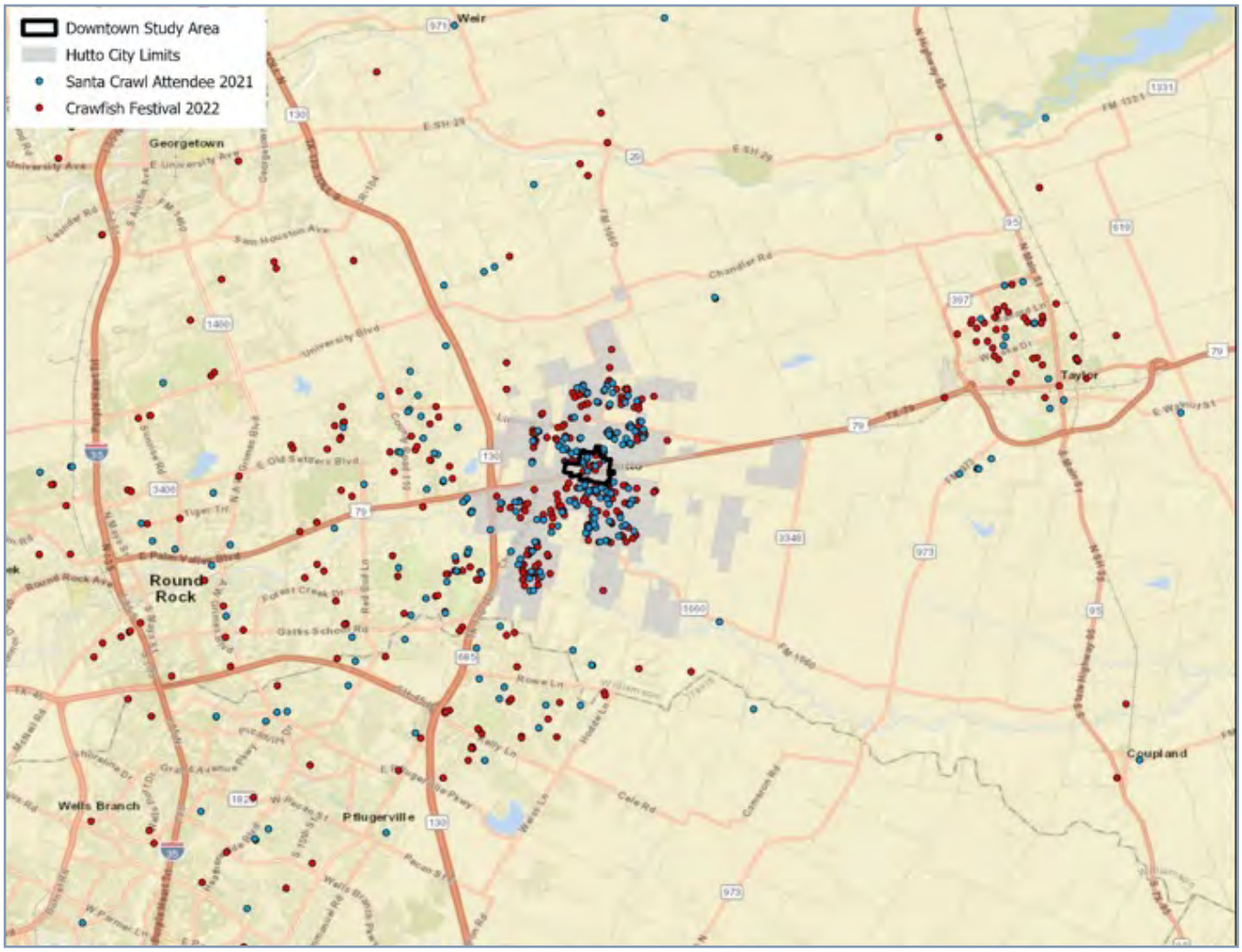
Hutto's historic Downtown attracts thousands of visitors each year. Events such as the Santa Crawl, Crawfish Festival, and Sunset Block Party attract attendees from across the Austin region. These non-local visitors are a significant contributor to sales tax generation within the Downtown. To illustrate the appeal of Downtown Hutto and related events, visitor data was obtained for two events: Santa Crawl 2021 and Crawfish Festival 2022. Approximately 60% 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 8.7. City of Hutto Sales Tax Revenue Generation 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. Involving the artists in the planning
2. Paying them a fair price for their time, talent, and art
3. Engaging the schools and assisted living homes
4. Picking spaces and have competitions
5. Celebrating a Hippo Way of Life through art



An "Instagram moment" created with one of the character-defining Hutto Hippo 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 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 are 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 includes 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 US 79 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 US 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 versions 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 multimodal connectivity to and from the spaces builds upon the diversity of experiences offered in Downtown Hutto.

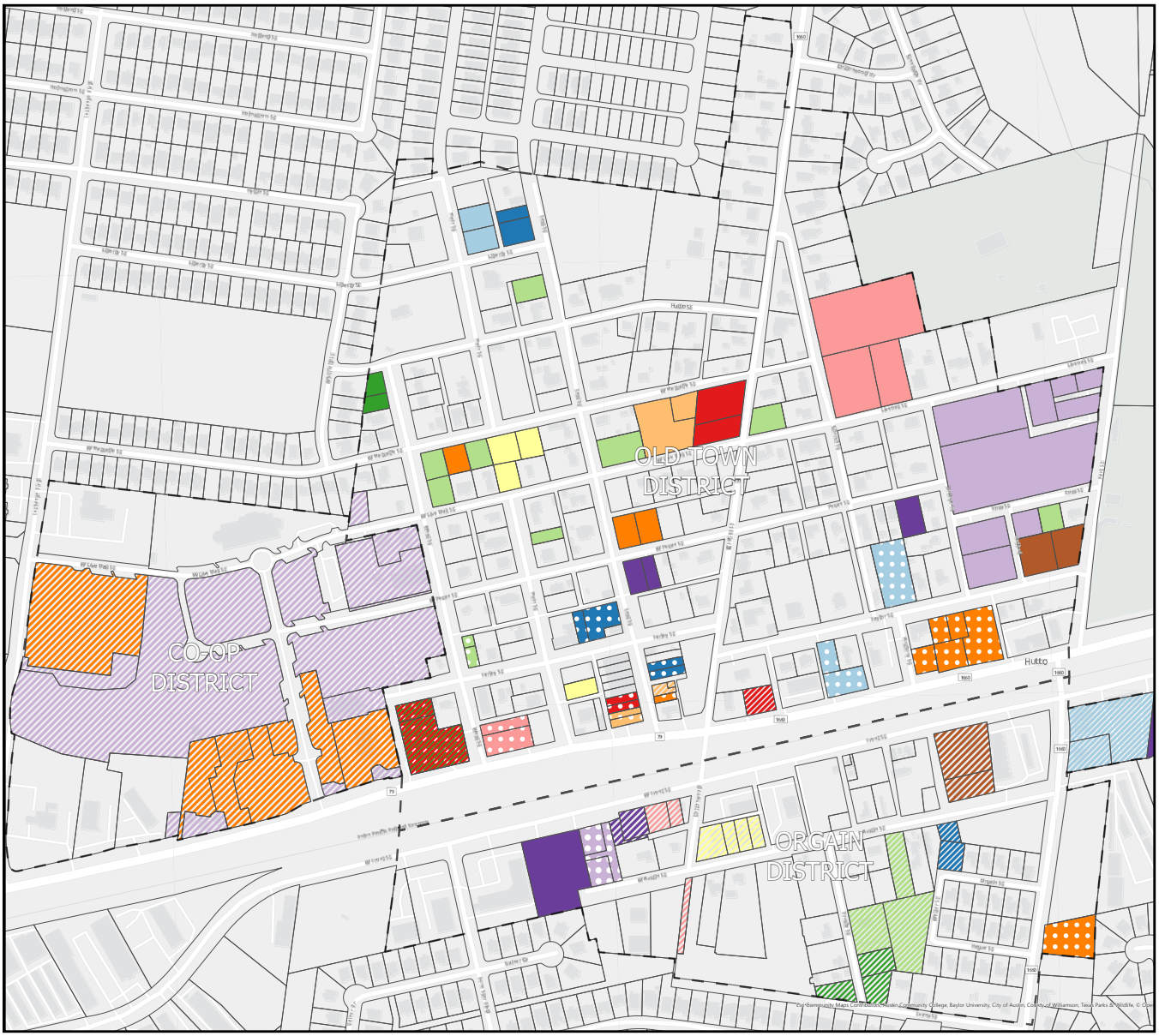
## TECH HUB



Lamppost 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

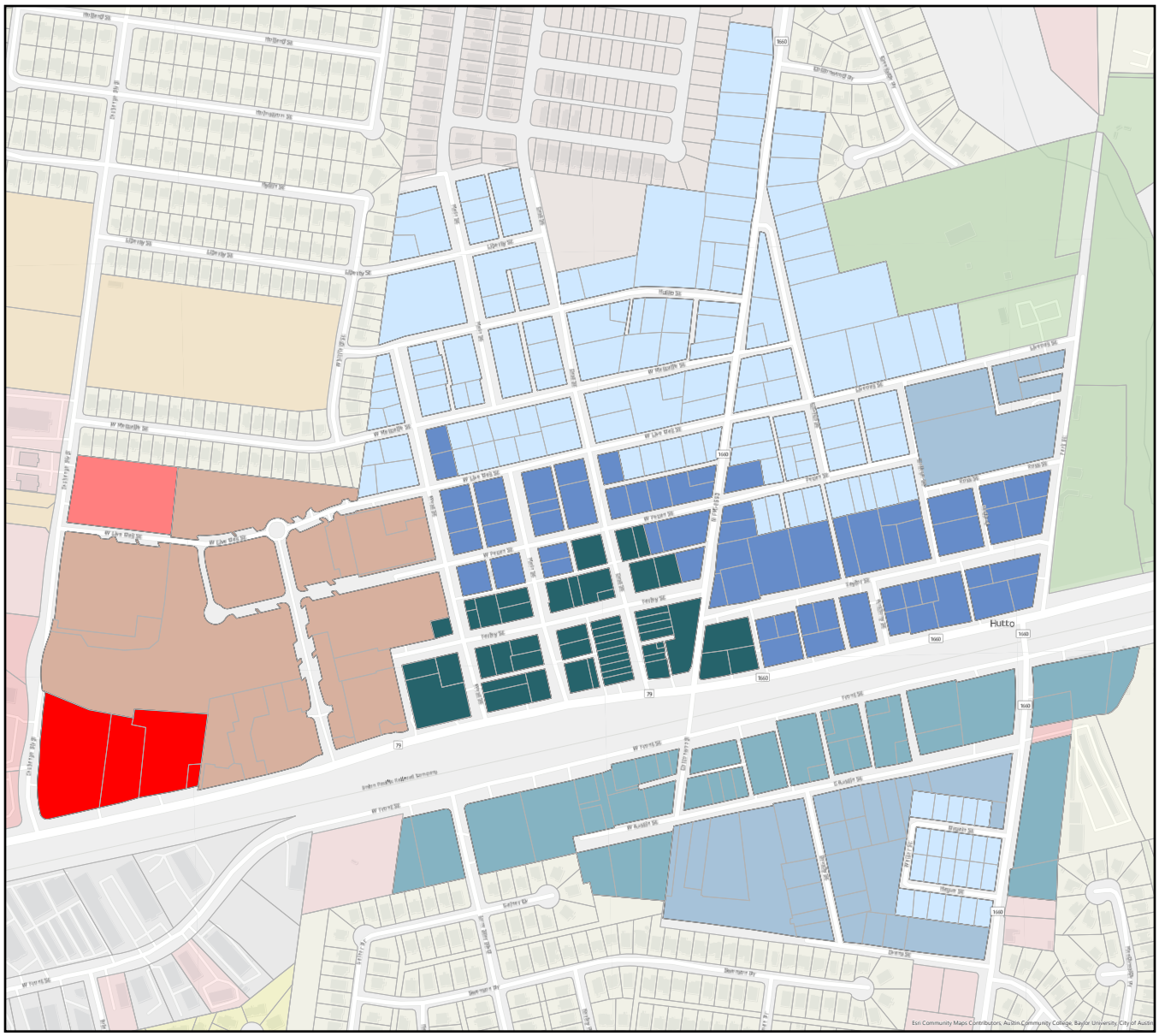



**Map 8.8. Ease of Assembly Map. Hutto, TX 2022.**

Lots with matching colors are under the same ownership.

While the development of small parcels can have a dramatic impact on Downtown, sometimes land assembly is required to accomplish larger-scale developments. This map helps visualize land ownership and opportunities for assembly for larger-scale developments in the Downtown area.

# DOWNTOWN ZONING MAP




**Map 8.9. 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 (ADUs) are permitted in all zoning classifications.

# HOUSING SUPPORTED BY ZONING

## OT-3




OT-3 Residential Zone consists of traditional residential neighborhood areas adjacent to Downtown core with a 2-story height limit.

***PERMITTED RESIDENTIAL:***

- House
- Courtyard House
- Sideyard House
- Cottage
- Apartment
- Live/Work
- Row House
- Duplex
- Mixed Use
- Flex

## OT-4R




OT-4R Urban Residential Zone consists of mixed use primarily residential urban fabric with a 2-story height limit.

***PERMITTED RESIDENTIAL:***

- House
- Courtyard House
- Sideyard House
- Cottage
- Apartment
- Live/Work
- Row House
- Duplex
- Mixed Use
- Flex

## OT-4T




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
- Courtyard House
- Sideyard House
- Cottage
- Apartment
- Live/Work
- Row House
- Duplex
- Mixed Use
- Flex

## OT-5H




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:***

House

Courtyard House

Sideyard House

Cottage

Apartment

Live/Work

Row House

Duplex

Mixed Use

Flex

## OT-5C




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:***

House

Courtyard House

Sideyard House

Cottage

Apartment

Live/Work

Row House

Duplex

Mixed Use

Flex

## SD-A




SD-A Arterial Special District Zone consists of lower intensity commercial located in low-density auto-oriented buildings with a 2-story height limit.

***PERMITTED RESIDENTIAL:***

House

Courtyard House

Sideyard House

Cottage

Apartment

Live/Work

Row House

Duplex

Mixed Use

Flex

# 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 and will 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 Street 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 primarily 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.

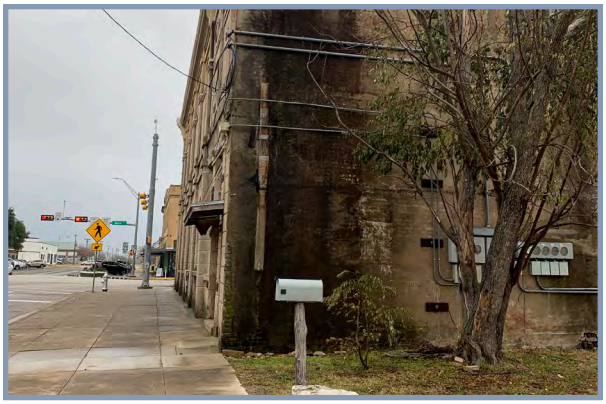
## *TREATMENT*

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 material
  - 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 remain clear to allow for natural light and street visibility
- **Lighting**
  - Lighting should focus downward, toward 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 which can facilitate people's connection to the spaces. | 1. Activate leftover space by placing seating, hanging hammocks, providing games, pianos, or other musical instruments.<br>2. Paint. Paint creates visual spaces by reprogramming existing places.<br>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. String lights across the street.<br>2. Hang flowers down both sides of the street.<br>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.<br>2. Work with local landowners to market parcels to strategic developers.<br>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. Determine market gaps and demands.<br>2. Locate current businesses that fill a Hutto niche and recruit.<br>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.<br>2. Support redevelopment that has small setbacks, attached buildings, and diverse and affordable housing.<br>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.<br>2. Make railroad property beautification inquiries available through UPRR's Public Project Contact Center.<br>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.<br>2. Hold a community design competition.<br>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?<br><br>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.<br>2. Establish a network of the existing bike, pedestrian, or alternative mobility pathways from civic spaces to residential places.<br>3. Create an inventory of opportunities. These opportunities could range from low gap fillers to full street or path construction projects. |

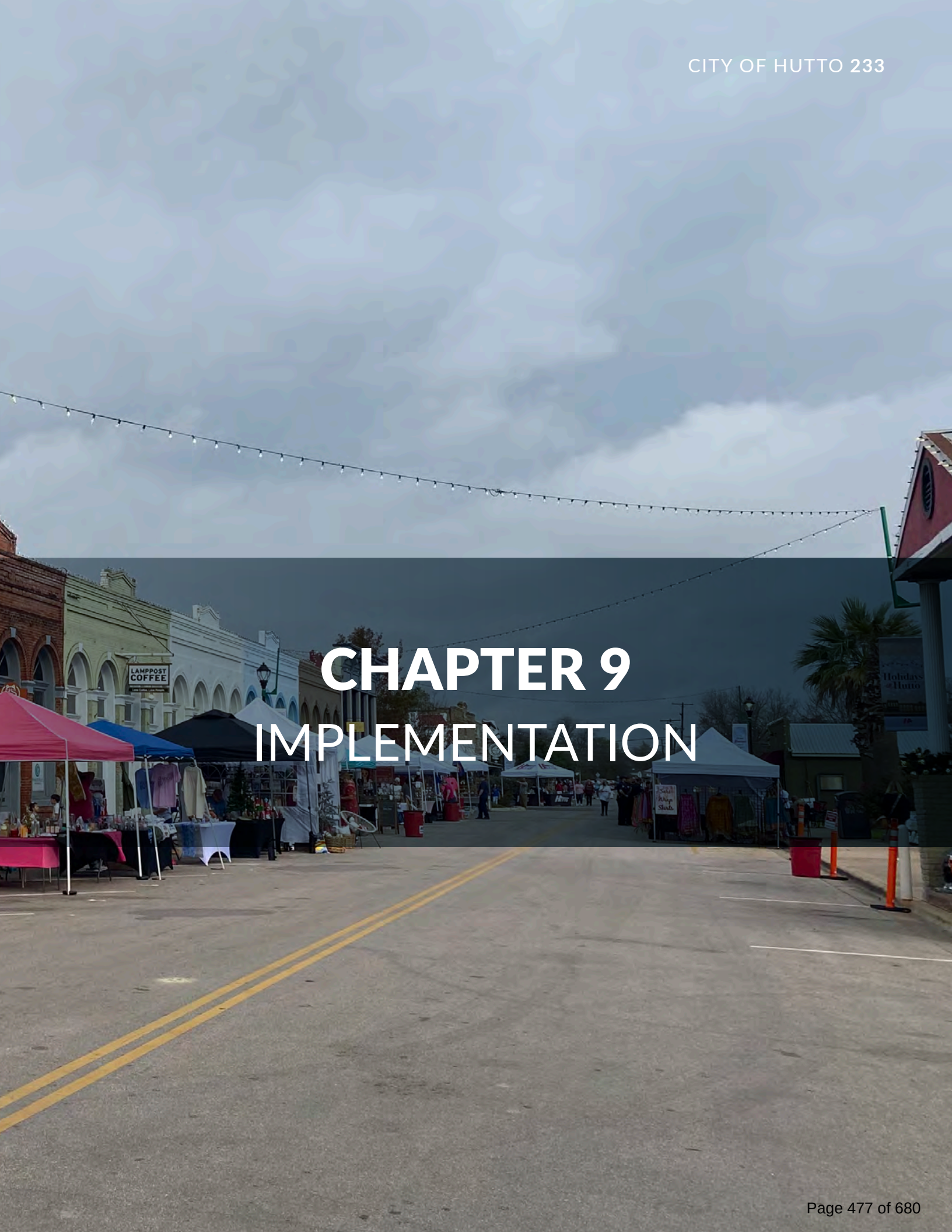
| TOPIC | ACTION ITEMS |
|---|---|
| **RECONNECT BLOCK NETWORK IN THE ORGAIN DISTRICT** | |
| Finish out the grid that exists in the blocks between East Front Street and East Austin Avenue on the Orgain District to reflect the urban fabric of Old Town. | 1. Develop north-south streets in existing rights-of-way that break the blocks and increase connectivity.<br>2. Provide a minimum of 6- to 8-foot-wide sidewalks along the new streets.<br>3. Adopt zoning that would allow small setbacks on new street sections and to permit dual frontage buildings on corner lots.<br>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 adjacent to the Little Ebenezer Baptist Church to preserve the site and celebrate it as a historic community gathering space. | 1. When vacant land is developed behind the church, require dedicated parkland adjacent to the church.<br>2. Connect the vacant land with a road or pedestrian path that provides pubic 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.<br>2. Design a complete sidewalk down E. Austin Avenue between Jim Cage Lane and S. FM 1660.<br>3. Provide 6- to 8-foot-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 save developers precious time and money.<br>2. Support smaller lots.<br>3. Promote accessory dwelling units.<br>4. Increase lot coverage minimums. |
| **OLD TOWN DESIGN & TREATMENT GUIDELINES** | |
| Incentivize context-sensitive designs for Old Town. | 1. Review existing policies that effect architecture in Old Town. Ask: Do these policies achieve the architecture intended for Old Town?<br>2. Adopt an illustrative, preservation-focused design guideline.<br>3. Develop programs to assist property owners maintain their historic buildings and address deferred maintenance. |

# 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 is 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 |
|---|---|
| **US 79 & UPRR RECONSTRUCTION** | |
| US 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. Exploring the opportunities for US 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. Additionally, external options, such as a shuttle to connect the Co-Op parking to Old Town, would allow for increased accessibility and user experience. 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 US 79.** | |
| Provide multimodal 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 US 79.<br>2. Design an underpass with UPRR that is safe and wide enough for people walking, biking, or driving alternative vehicles, like a golf cart.<br>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 201). | 1. Attract a developer for the vacant land that specializes in pocket neighborhoods.<br>2. Allocate parkland in the vicinity of the Little Ebenezer Baptist Church.<br>3. Adopt pre-approved infill housing plans of buildings Hutto wants to promote in its community and save developers precious time and money. |


Hutto
GENERAL STORE
CANDY, GIFTS & MORE | PREMIUM QUALITY | EST. 1988
Hutto
GENERAL STORE
105A




# 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.


HUTTO CITY HALL
500
W. LIVE OAK

# 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:

- Update the capital improvement plan (CIP) to reflect the public improvement needs identified within this Plan
- Amend the Unified Development Code regulations to reflect the development patterns recommended within this Plan

### *REACTIVE METHODS*

- Approve a rezoning application submitted by a property owner consistent with the Plan
- Review development applications for consistency with this Plan

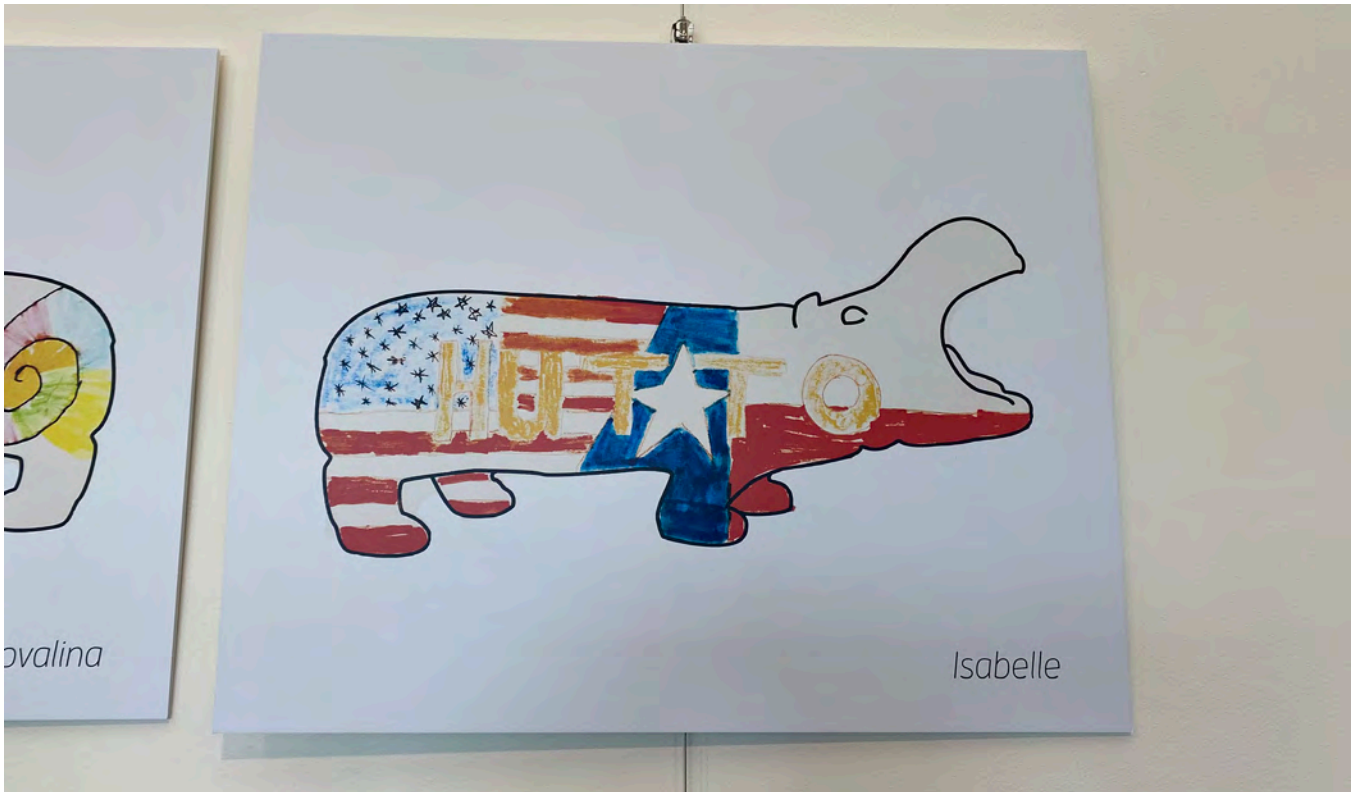
## EDUCATION AND TRAINING

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.

## 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 identifying 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 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. | 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 |
| | IF.34 | Conduct a water supply study. | Policy/Regulation | Short | |

## 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 (e.g., 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, address 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 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. |
| 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 ancillary 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 (e.g., 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 project 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. |

**Table 9.7. Project Bundles, continued**

| Bundle # | Action Key | Action Description |
|---|---|---|
| | | Housing Choice |
| 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 (e.g., 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 | % 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 | | | | | | |

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 nonresidential 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 SH 130. | | 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. The table below provides a start, but this work to determine baselines and establish targets for Hutto should by continued by City staff after further analysis.

**Table 9.9. Baselines & Targets**

| # | Metric | Desired Trend | Data Source | Baseline | Target |
|---|---|---|---|---|---|
| 1 | % of housing in the community other than single-family detached. | upward | City GIS analysis | Non-SFD residential:<br>City Limits: 2.3%<br>ETJ: 5.8% | Varies, ref. Land Use Dashboards for guidance. |
| 2 | Median gross density of new/ redevelopment projects. | upward | City review of plat and site plan information with new developments | TBD | Varies, ref. Land Use Dashboards for guidance. |
| 3 | Median/average commute time or distance for residents. | downward | U.S. Census & American Community Survey | 29.6 minutes | TBD |
| 4 | Ratio of sidewalk linear feet to roadway linear feet. | upward | City GIS Analysis (potentially break down City into districts for analysis purposes) | TBD | 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 | TBD | TBD |
| 6 | # of Certificates of Occupancy issued annually for retail/ dining/entertainment businesses. | upward | City Permitting Records | TBD | TBD |
| 7 | Cost burden for small/local businesses, via cost to sales ratio or commercial vacancies and business closures. | downward | City analysis | TBD | TBD |
| 8 | Industry mix of jobs. | upward | U.S. Census & American Community Survey | Ref. Economics chapter. | TBD |

**Table 9.9. Baselines & Targets, continued**

| # | Metric | Desired Trend | Data Source | Baseline | Target |
|---|---|---|---|---|---|
| 9 | % of households within a 10 minute walk to local park. | upward | City GIS Analysis or Urban Footprint | TBD | TBD |
| 10 | # of park users annually. | upward | Ped counters or Strava data | TBD | TBD |
| 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) | TBD | TBD |
| 12 | Number of City infrastructure facilities classified as high risk under risk-based condition assessment. | downward | WMP and WWMP risk-based assessment | Ref. 2022 utility plans. | TBD |
| 13 | Average age of infrastructure, especially underground pipes. | downward | City analysis | TBD | TBD |
| 14 | Housing + Transportation (H+T) Index. | downward | H+T Index https://htaindex.cnt.org/ | H+T costs as % of income: 48% | 45% maximum |
| 15 | % of homeowners and renters that are cost-burdened (housing costs over 30% of household income). | downward | U.S. Census & American Community Survey | TBD | TBD |
| 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 | TBD | TBD |
| 18 | Urban tree canopy cover. | upward | City analysis | TBD | TBD |

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# HUTTO SOAR 2040

Prepared For:

CITY OF HUTTO

Prepared By:

Freese and Nichols, Inc.
1251 Sadler Drive
Building 1, Suite 1150
San Marcos, TX 78666
512.213.3200
www.freese.com

FREESE AND NICHOLS



# APPENDIX A
## PUBLIC INVOLVEMENT SUMMARIES

# Focus Group Meeting Summary
# March 30, 2022









## MEETING DETAILS

**Meeting Title:** Focus Group Meetings

**Date**: March 20, 2022

**Time:** 9:00 am - 7:00 pm

**Location:**

Hutto City Hall

500 W Live Oak St

Hutto, TX 78634

Stakeholder meetings are designed intentionally as small group conversations, often seeking individuals that can provide the perspectives of many due to the industry they are in, organization they represent, or level of involvement in the community. The reason for small groups is to foster conversation and dialog in a comfortable setting. If too many are present, then they are less likely to share information as openly or completely, or simply become uncomfortable speaking in front of a large group. These groups are often used to seek perspectives from people that are often underrepresented in community engagement for a variety of reasons, and to identify additional avenues. In addition, these meetings can identify potential partners for the city when developing the action plan.

## BUSINESS

1. **Why is your business located in Hutto?**
   - » It's a family business that's been passed down
   - » Saw a need for a bar
2. **Concerns**
   - » Developers dictate growth rather than the plan
   - » Will Hutto just be a bedroom community?
   - » Lack of follow through with existing plans
   - » Budget not governed well or linked to past plan efforts
   - » Lack of continuity with leadership
   - » Apathy because of lack of follow through
   - » People don't know there's more than H-E-B and Home Depot
   - » Post plan communication needs to be better
   - » Feeling behind on roadways and increasing traffic; It feels like development is leading the city versus city guiding development
   - » Parking is a big issue downtown
   - » There is not enough of an experience to prompt willingness to walk further
   - » Difficult to bring in new business
   - » Consultants/research says not to open factory in the city
   - » High business turnover downtown
   - » The Co-op and downtown are evolving separately
   - » North-south division of city – people make decisions on where to go based on railroad
   - » Business is going well, but the challenge is hiring
   - » Would like to see historic commission have more of an advisory role than regulatory role
   - » Transportation outside of area has significant influence (I-35 N to SH 45 E direct connection as example of needed project)

3. **What can be done tomorrow to help downtown Hutto?**
   - » Improve parking
   - » Parking closer downtown – city tries to include Co-op business district with downtown but it's not connected with sidewalks/access
   - » Deal with infrastructure problems; noted trouble with water system quality/reliability in downtown
   - » Cultivate East Street into a two-sided downtown with interesting experiences
   - » Place a parking garage behind East Street
4. **Do people wish they could work in Hutto?**
   - » Yes, but no in particular industry
5. **Opportunities**
   - » Encourage more mom & pop businesses
   - » Cultivate tax base with housing types
   - » Corridor studies needed
   - » Co-op doesn't currently benefit downtown
   - » Maybe it would if it had housing
   - » High density housing near downtown would be good to bring in bodies
   - » Aspirational cities mentioned: Flower Mound and Arlington

## ECONOMIC DEVELOPMENT AND REAL ESTATE

1. **What are current barriers to economic development?**
   - » Downtown isn't a good center point of city. The city needs a bigger vision
   - » There needs to a proactive recruiting of business rather than reacting to offers
   - » People are too worried about other cities, coveting what they have. Need to focus on Hutto. Not everything is a good fit.
   - » Need more focus on attainable companies coming to the City, not Amazons
   - » Need to hit singles, steal bases – not home runs
   - » People get upset about changing downtown when a new business moves in
   - » The City doesn't understand what they want and can be
   - » Downtown branding needed—Hutto needs to decide what it should be and commit
2. **Opportunities**
   - » Established business with new technology – agility and innovation, but with stability
   - » Entertainment needed
   - » Want to attract professional service firms and good paying jobs
   - » At same time, there is a need for retail to support a stronger sales tax base and provide services people want that they now go elsewhere for
   - » Important to create quality of place, make people want to be here
   - » Technical college is attractive to businesses
   - » Samsung coming to Taylor will mean a lot of growth in Hutto
   - » Need more amenities in Hutto – parks, connectivity between parks, places to go for events
   - » No office space in town
   - » The Co-op has potential, especially upper floors
   - » City doesn't have identity for economic development and it is evolving fast with or without it
   - » They want to be known for something
   - » People want a quick win
   - » They're trying to be pickier when it comes to making deals and attracting businesses
   - » Not just trying to buy "trophies"
   - » East side by Fritz park could be more developed
   - » Container park in phases? Liner building around parking?
   - » People want somewhere to watch sports
   - » Food hall or something similar for smaller restaurants trying to get started (mentioned as

better alternative to food trucks)

» Prioritize sales tax revenue over well-paying jobs in the city for now in order to diversify tax base and provide funding needed for quality of life improvements, ability to recruit the better paying jobs

**3. Concerns**

» What bad effects do major developments bring in?

» Can Hutto be everything to all people?

» Economic development means taxes going up based on observations of some other cities – is that worth it?

» Need to more higher quality houses – is it worth incentivizing?

» A lot of big box light industrial and flex-industrial is coming

» Parking is a big problem downtown

» Camouflaged parking garage?

» Price isn't motive for selling land around downtown. People want to maintain the character

» Parking at Co-op is too far; Could change if Farley Street was an engaging experience (commercial/retail in old homes; perhaps some denser residential)

» Businesses may be open to overlay district to pay for more parking

**4. What is the one thing to do in Hutto to encourage economic development?**

» What bad effects do major developments • Mega site success

» Co-op success

» Grow small business community

» Container park

» Create somewhere to go, attract people that are normally just driving through Hutto

## EDUCATION, SOCIAL SERVICES, NON-PROFITS

**1. What is a challenge/one thing you would like to see in Hutto?**

» City needs more commercial, taxable properties

» Hiring needs

» Key applicants can't accept teaching contracts because they can't afford housing

» Related: they are doing more rental/ mortgage assistance

» Would like to see more sit-down restaurants

» Somewhere for teens to go, like a coffee shop

» Non-profit engagement – lack of meeting spaces to house everyone, or a hub to access non-profits together

» Family engagement – need somewhere to take kids, meet other families

» Need something like a community center

**2. Are you seeing more people needing housing assistance?**

» Affordable housing is a big issue – need has grown considerably over last 3 months, but the issue has been brewing for awhile

» Samsung turned up the heat

**3. What do teens do now or what did you do as a teen?**

» Used to go to Taylor or dances at Coupland

» Go bowling, play basketball at the Y

» Black families go to other cities for outings

» Pasture party – good name for public engagement outing

» EWCHEC is in Hutto, but ACC has higher enrollment of Hutto kids

**4. Are the schools seeing more disciplinary issues?**

» Yes, due to Covid. Vaping in particular is an issue right now

» District has hired new mental health professionals for students and staff

» Mental health resources are needed in Hutto especially those that take Medicaid and serve POC

» City needs a safe place for people to share and find wellness

**5. What types of housing are needed?**

» Launch pads – 1-2 bedroom apartments for new employees to live in for a year or two

**6. Opportunities:**

» Multicultural center

» Transit system

» Medical district/ resources needed

» More access to grocery stores

» Diverse entertainment for young and old; Diverse recreational opportunities

» Need less formal spaces – example of a coffee shop that teens go hang-out at

» Seniors don't have a place to go, they currently use the Y for activities

**7. Concerns:**

» Transit – transportation barriers for young as well as disabled persons and lower income; don't presume everyone has a car and can drive

» Feeling land locked

» City has outgrown everything

» Need Spaces

» How to help youth feel ownership in Hutto so they want to stay?

» Why aren't all these things already in Hutto?

» People holding onto idea that there is only a stoplight and Sonic

» The City needs a vision

» Dysfunction in the City, lack of teamwork

» What happened to the last plan?

» Will the City buy into this new plan?

» Can you steer or stop a rolling rock?

» How to get new people/growth to buy in?

## RELIGIOUS/FAITH COMMUNITY

**1. Why did you come to Hutto? What is one thing we need to know?**

» A lot of members lived here already

» Something needs to be done about railroad as a barrier (mobility, but also just connecting people to each other)

» Road infrastructure/traffic are big issues

» A lot of young families are in Hutto, but they go to other cities for restaurants and entertainment

» Lack of planning and vision. Growth is happening in spurts

» Finding they are ministering to people experiencing economic/housing risk

» How to connect to people?

» When does Hutto become home and not just some place to live?

» Affordability is a problem - how to help people?

» The risk of increasing prices that comes with growth

**2. Concerns:**

» Churches have lost members because they can't afford housing

» People leaving area for smaller towns in far east or west Texas

» Hutto is perceived as a pass through

» How to alleviate congestion without removing people

» Difficult to work with city on church renovations/development

» Everyone eats at Rio Grande or leave town – Need development at Co-op and downtown

» Missing housing at executive level; feel like they have housing in the middle but not on the affordable end or executive end; feels especially important with Samsung coming

» Some people are leaving the region that can work remotely (East Texas, West Texas)

**3. Opportunities:**

» Want to keep small town feel as Hutto grows

» Need places in town to take groups of people

» People aren't bound by jobs as much anymore

» Need diverse restaurants and entertainment

» Want to see trails, connecting parks

» Build off live music in Austin

» Growth can be an opportunity to build diversity (in every sense of the word)

» Pastoral alliance?

4. **How are religious groups filling mental health gap?**

» People have to go to Austin or Cedar Park

5. **What makes you excited for Hutto?**

» The people – those who are here and the growth that is coming

» Hopefully some young professionals in that growth and overall more diversity

» The potential of the Co-op

» More entertainment, like a movie theater

» Creating family friendly versions of entertainment – a way to differentiate Hutto

6. **One thing you want to see in Hutto?**

» Connectivity, accessibility, and development equal in all areas (no 'sides of the track')

» Well thought out infrastructure

» Somewhere that is multi-generational, affordable, family-friendly, comfortable

» For Hutto to = Home rather than just a place to live

» A unified community

» To not be disappointed in the City

» There is a more diverse/international community pushing towards Hutto

» Train would be nice

## YOUTH

1. **What do you like and dislike about Hutto?**

» Like the sense of community, everyone knows each other

» Dislikes that everyone knows each other

2. **Do you want to stay/move back to Hutto one day?**

» Conflicted, but would like to come back for family connection

» A lot of kids want to get out

3. **What would you like to see in Hutto?**

» Things to do

» Jobs

» Hiking

» More food options

» Somewhere to explore

4. **Do you go downtown?**

» No, they forget it exists

» There's nothing for teens there

5. **Do a lot of high schoolers have jobs?**

» Some high schoolers work, some don't

6. **How to do get around Hutto?**

» Walks a lot, bike isn't safe and takes longer

» Streets can be hard to cross. There's lack of sidewalks

» Limited mobility options

» Walking because they have to, not because they want to

» Usually feel safe in City

7. **What type of housing would you like to see in the future?**

» Apartments

» Prefer not near schools

8. **What are people stressed about?**

» How to get a car or drive

» Missing support from family

» Kids aren't motivated – related to Covid

» Nothing happening to lift spirits

» Adults are just big teenagers and stressed too

## HOAS/NEIGHBORHOODS

1. **What are people in your neighborhoods concerned about?**
   - » Would like to see places for kids to play
   - » Concerns about interfacing between industrial/residential/retail
   - » Traffic, fire protection, growing pains of city
   - » City needs a new tax base
2. **Opportunities:**
   - » Skate parks, playgrounds, gathering places would be good to see
   - » Build up downtown and build it out
   - » Things for families to do in general
   - » Trail system through City
   - » Bridge or something over railroad
   - » Put a timeline on implementation within this plan
3. **Concerns:**
   - » Residents don't trust the City, council doesn't work well together
   - » Residents are ready to see something, momentum
   - » Traffic issues
   - » Road condition and capacity
   - » Look further into future when building roads
   - » Apathy, residents aren't very involved with HOAs and keep to themselves
   - » They want to be excited about Samsung, but worried about roads/traffic
   - » People want to see results from taxes/bonds
4. **Are your neighborhoods having solvency issues?**
   - » Yes for some
   - » Trying to get city to take over ditches and retention ponds
5. **One thing needed for this plan to be a success?**
   - » Focus on roads

# 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 destnations 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

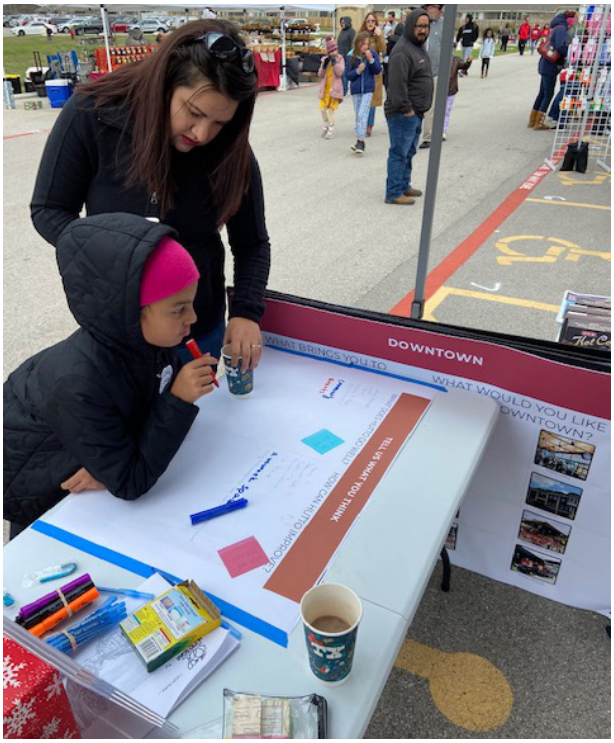
# PHOTOS







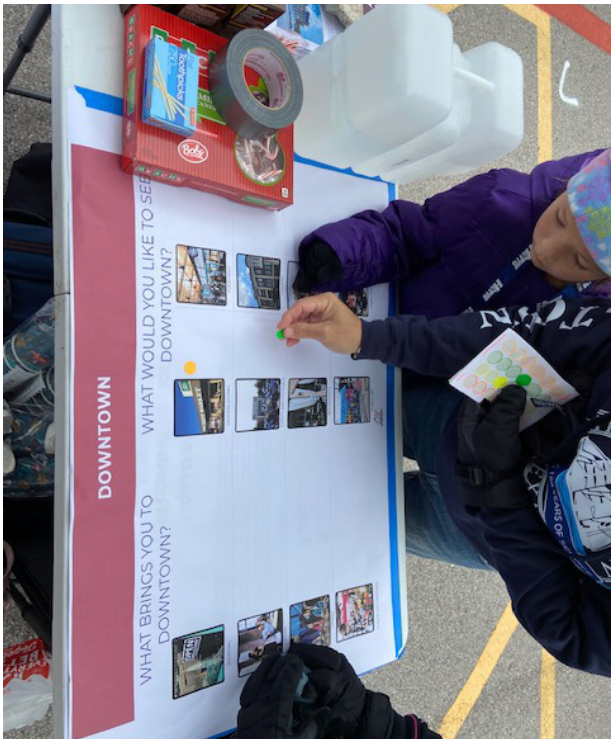




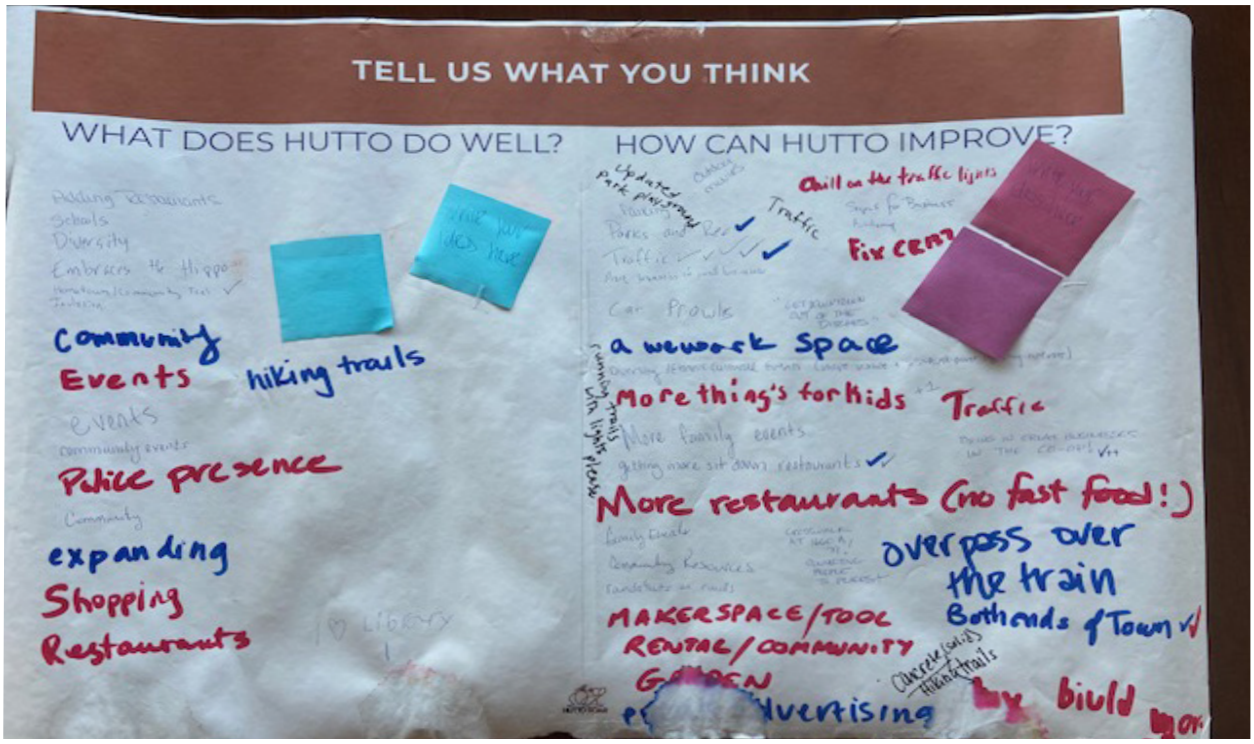


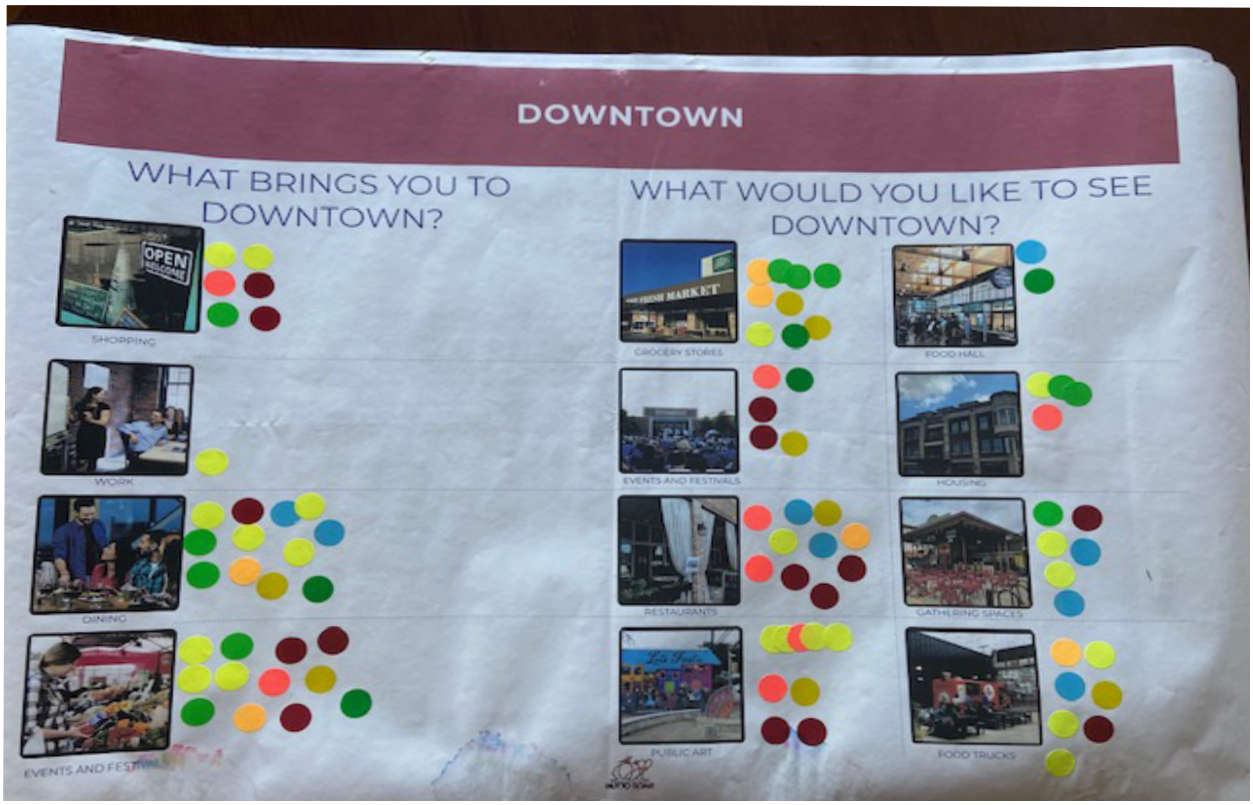

DOWNTOWN


TEXAS A&M


DOWNTOWN
WHAT WOULD YOU LIKE TO SEE DOWNTOWN?
WHAT BRINGS YOU TO DOWNTOWN?

# FEEDBACK


TELL US WHAT YOU THINK
WHAT DOES HUTTO DO WELL?
HOW CAN HUTTO IMPROVE?
Community Events
hiking trails
Police presence
expanding
Shopping
Restaurants
Traffic
a wework Space
More things for kids
Traffic
More restaurants (no fast food!)
overpass over the train
MAKERSPACE/TOOL RENTAL/COMMUNITY
build


DOWNTOWN
WHAT BRINGS YOU TO DOWNTOWN?
WHAT WOULD YOU LIKE TO SEE DOWNTOWN?
OPEN
SHOPPING
WORK
DINING
EVENTS AND FESTIVALS
GROCERY STORES
FOOD HALL
EVENTS AND FESTIVALS
HOUSING
RESTAURANTS
GATHERING SPACES
PUBLIC ART
FOOD TRUCKS

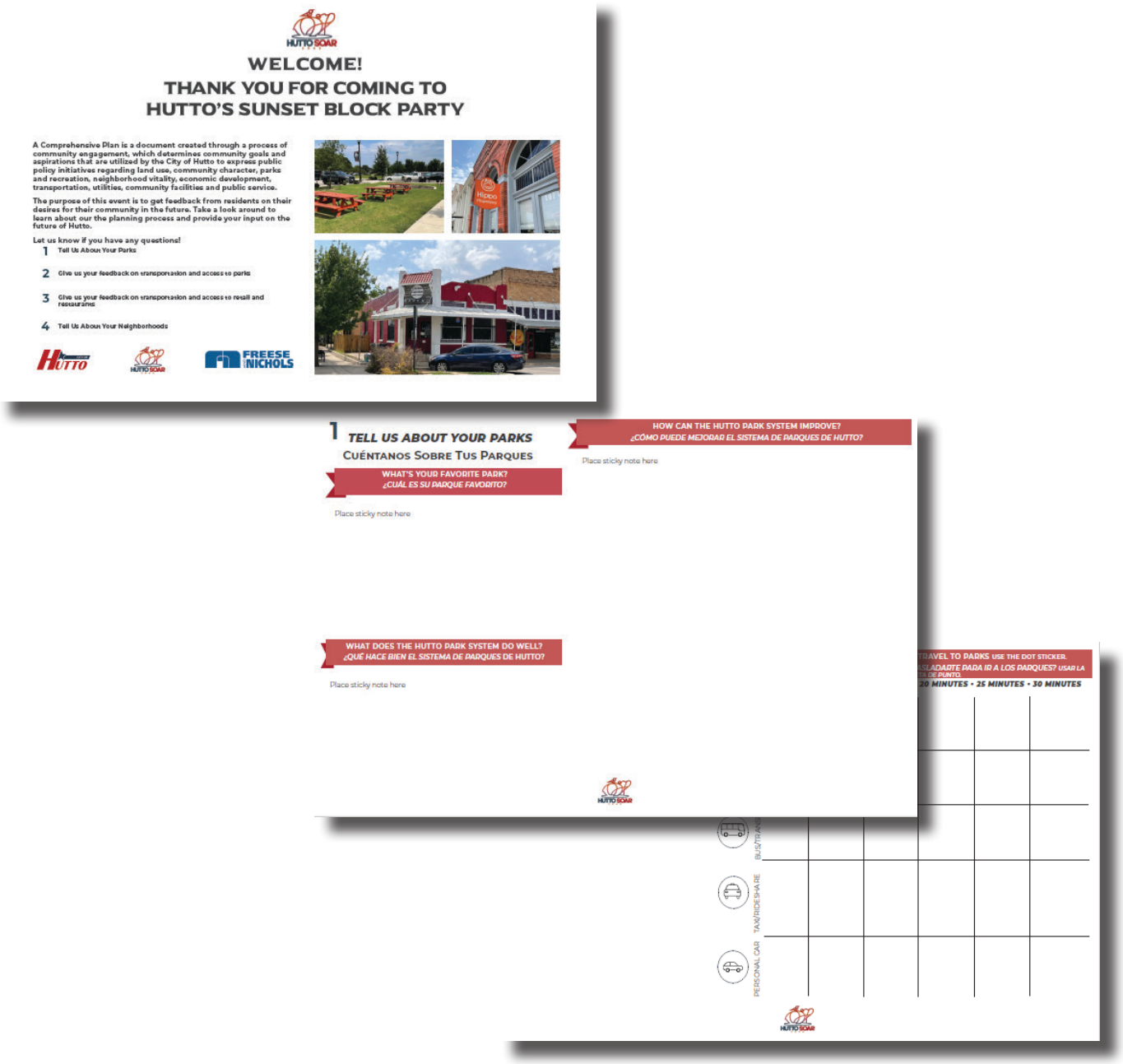
# HUTTO SUNSET BLOCK PARTY

## 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.



# 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 neigborhood had:

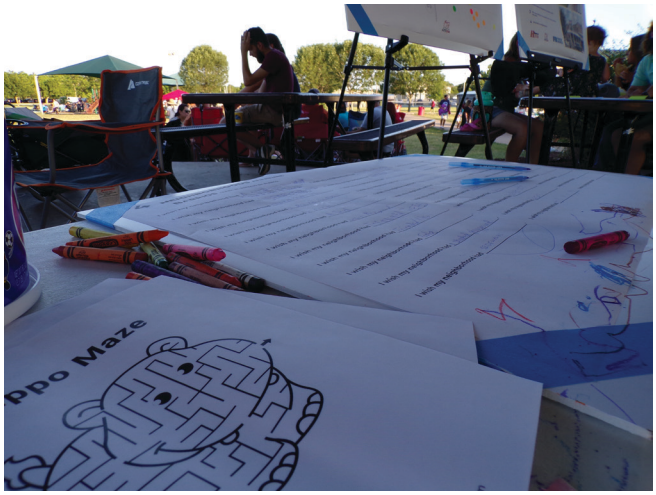
- a street (mine has been torn up for 4 years)
- underground  utilities
- speed bumps
- a park and pool
- a park
- a pool
- better playgorunds
- trimmed trees
- friends/kids
- gate
- a shaded playground
- sidewalks
- sidewalks
- speed dips
- speed bump
- a community garden
- bikeand runnign trails
- 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






WELCOME!
THANK YOU FOR COMING TO
HUTTO'S SUNSET BLOCK PARTY


Ppo Maze





# 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.




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.

SCAN ME

## 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.

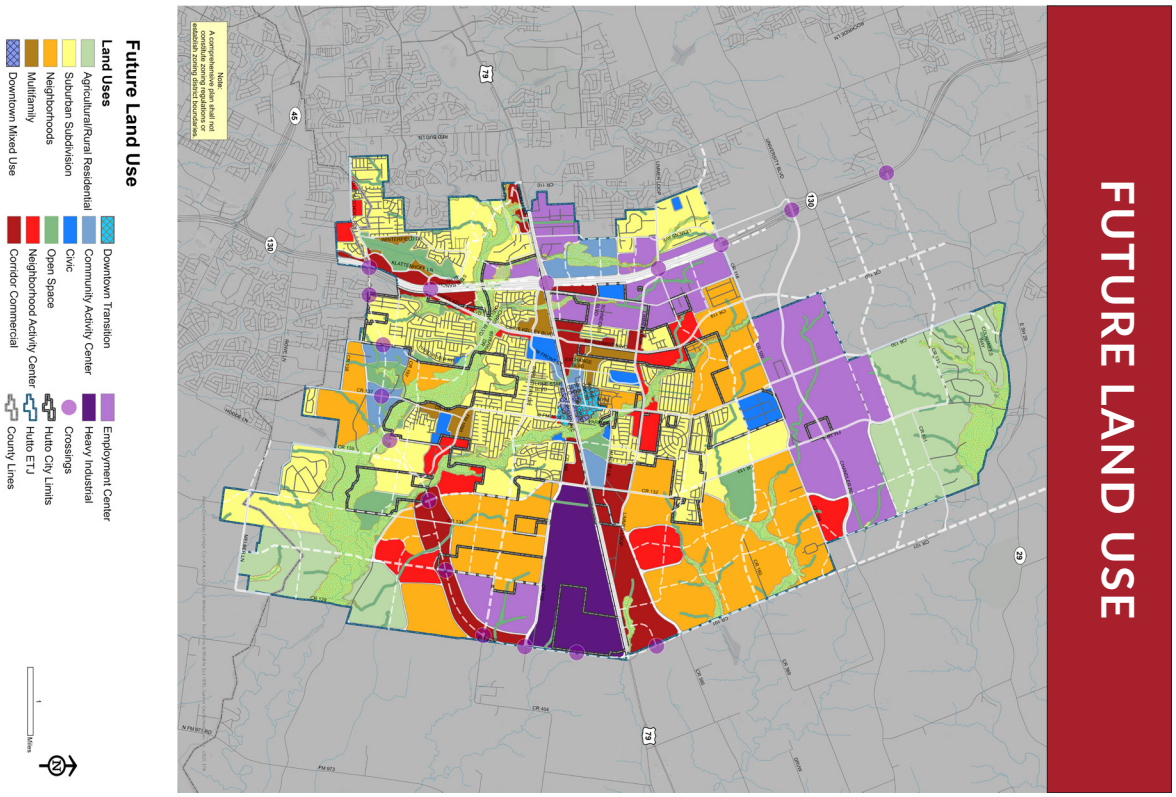
**VIBRANT PLACES & VIBRANT DOWNTOWN**
Establish resilient and accessible places that work together to provide living, working, and recreational environments with a strong sense of identity, particularly in Downtown Hutto.

**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.

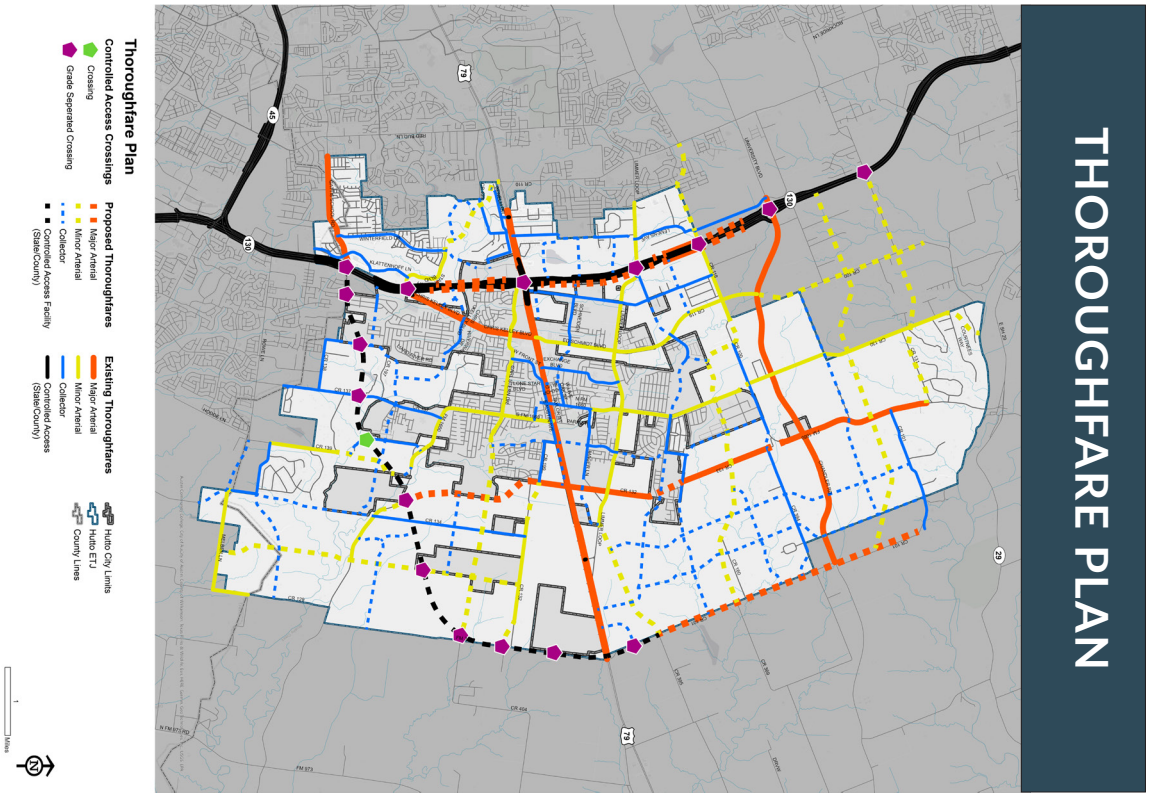
**WELCOMING & SAFE**
Create welcoming spaces and offer hospitality to new residents and visitors to help them embrace the City, generating pride and stewardship. Ensure that people feel safe and secure throughout the community.

**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.



# 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

HUTTO SOAR 2040

## 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)**

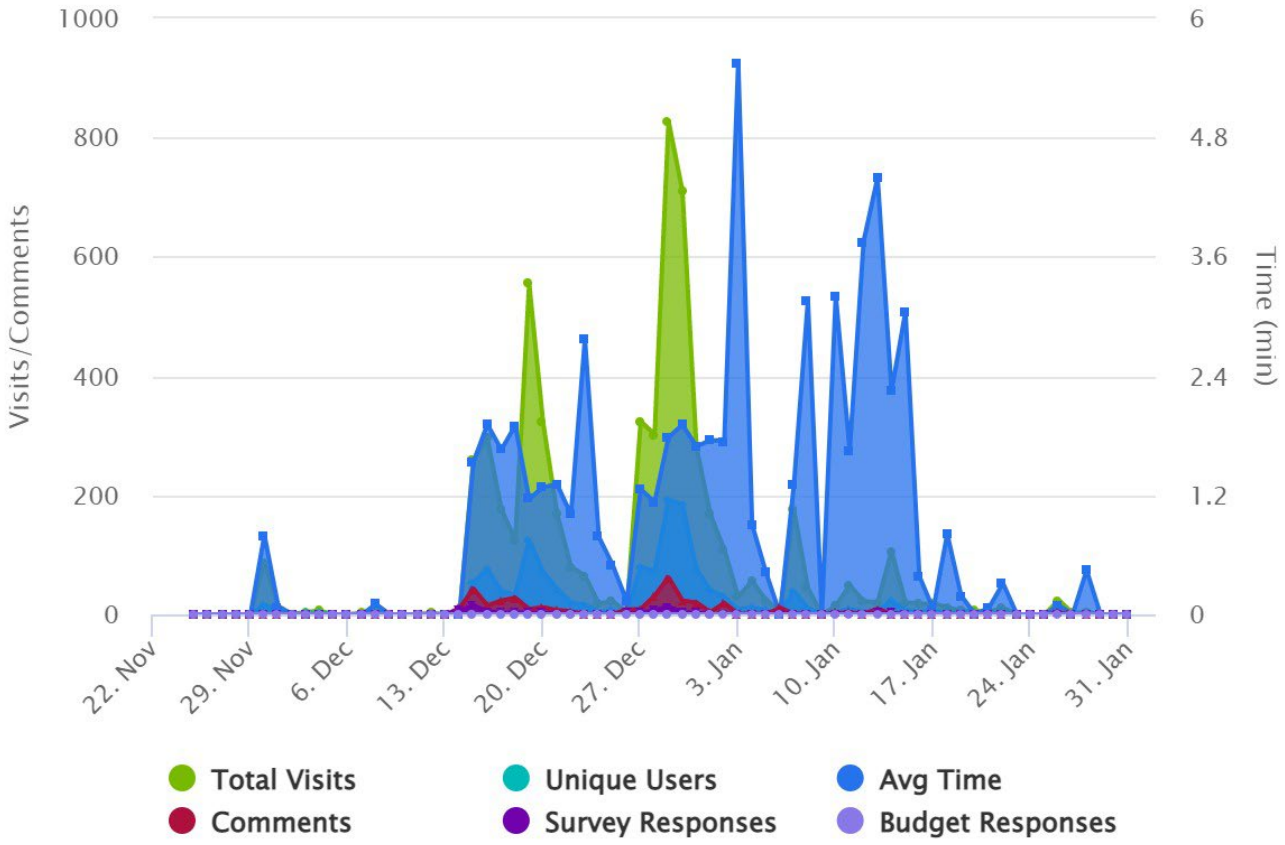
**232**
**Unique Stakeholders**

**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)

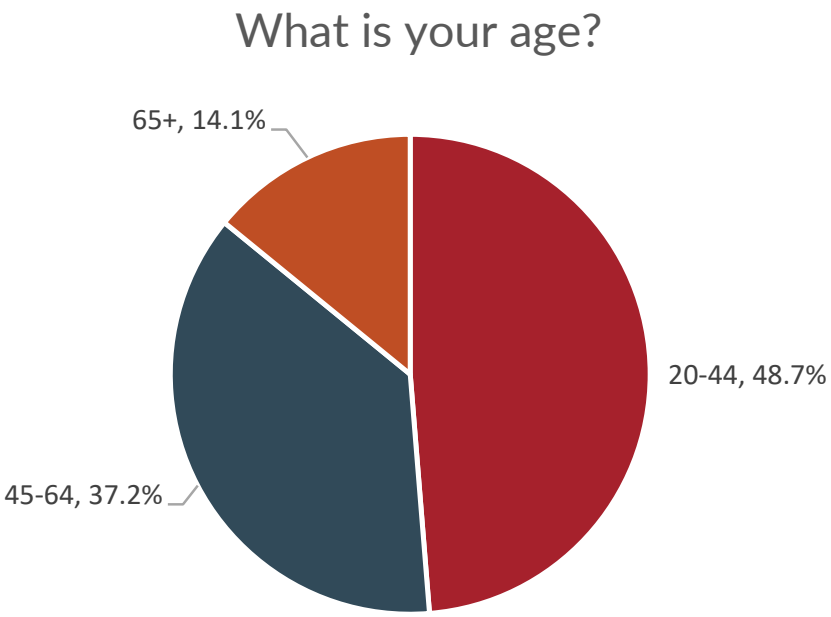
**Average Time** - The average time people are spending on the site viewing and interacting with the project

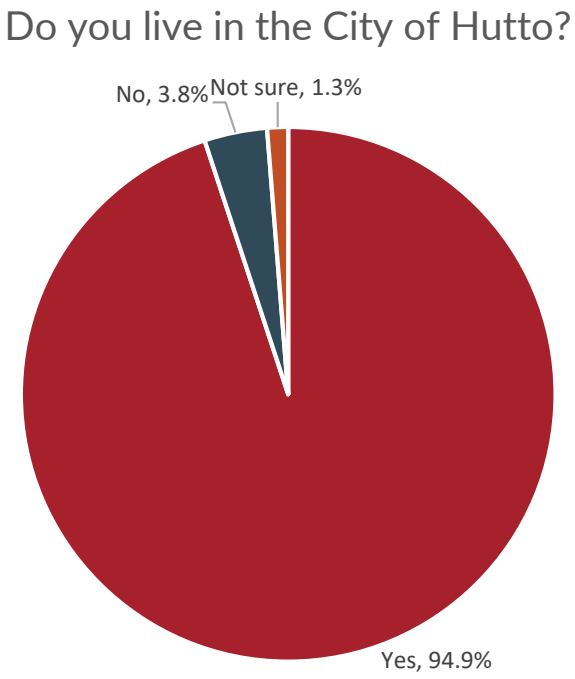
**Unique Stakeholders** - The number of people who are interacting with the site (adding comments/answering surveys)

**Comments** - The total number of comments on your site

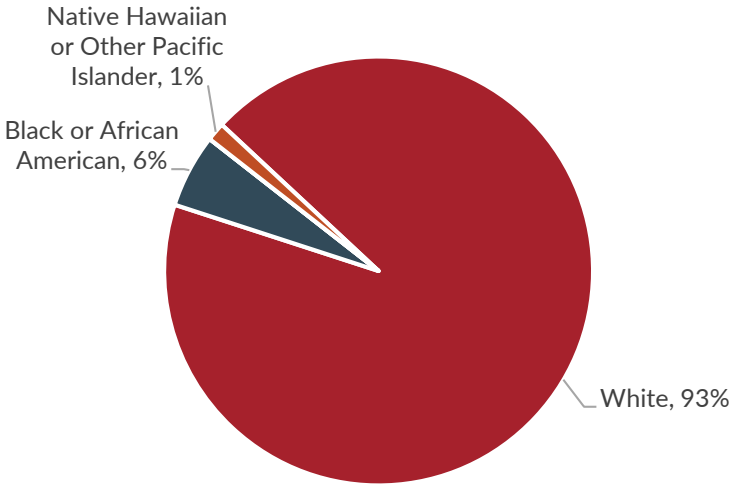
**Survey Responses** - The total number of survey responses on your site

# DEMOGRAPHIC SUMMARY

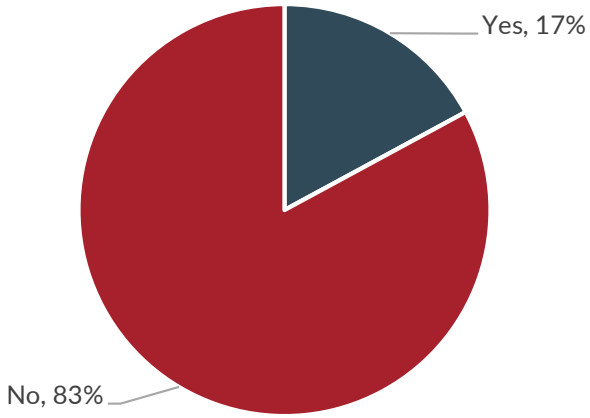


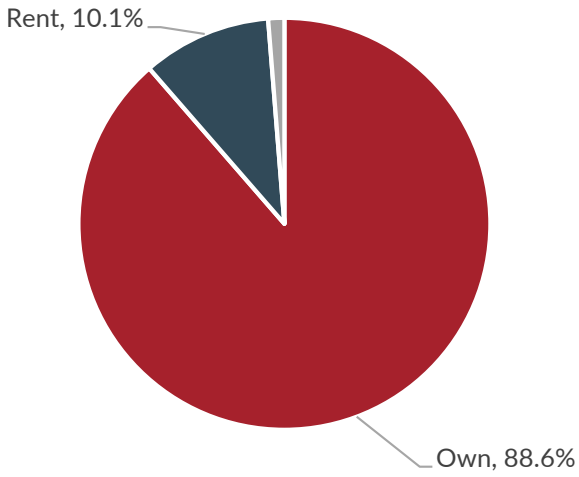
## Please specify your race.




## 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.

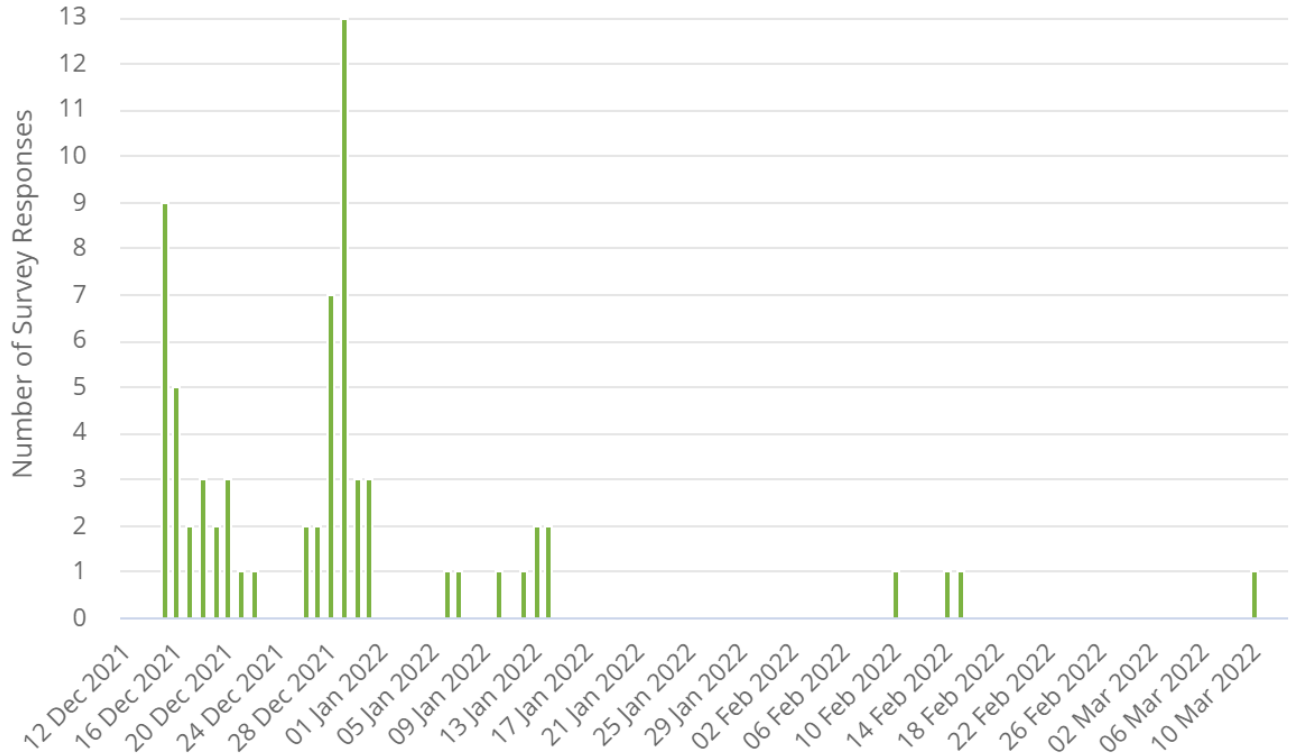
| Date | Survey Responses |
|---|---|
| 12 Dec 2021 | 0 |
| 13 Dec 2021 | 0 |
| 14 Dec 2021 | 0 |
| 15 Dec 2021 | 15 |
| 16 Dec 2021 | 5 |
| 17 Dec 2021 | 2 |
| 18 Dec 2021 | 3 |
| 19 Dec 2021 | 2 |
| 20 Dec 2021 | 3 |
| 21 Dec 2021 | 1 |
| 22 Dec 2021 | 1 |
| 23 Dec 2021 | 0 |
| 24 Dec 2021 | 0 |
| 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.**

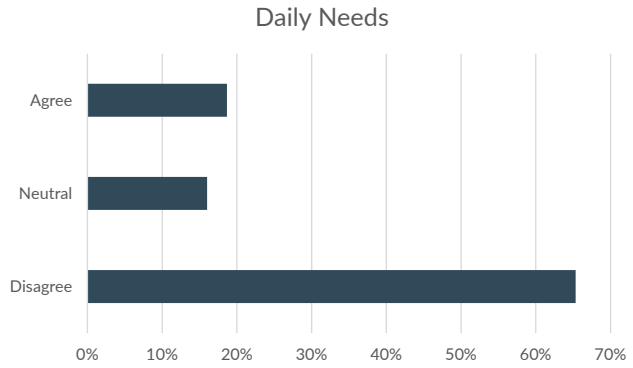
| # | Feedback |
|---|---|
| 1 | Increasing  tree canopy throughout the city and protecting environmentally sensitive areas/green spaces. |
| 2 | Build more roads. Stop building homes until we get the road under control. The traffic to take kids to school is insane takes me over an hour to take the to 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

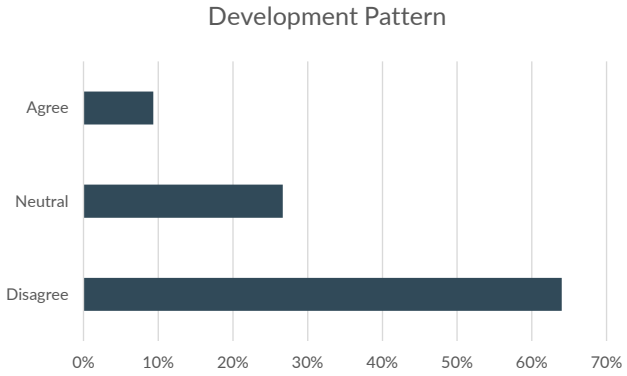
Daily Needs: I do most of my shopping in Hutto.

| Rating | Input | % |
|---|---|---|
| Agree | 14 | 18.67% |
| Neutral | 12 | 16.00% |
| Disagree | 49 | 65.33% |
| **Total** | **75** | **100%** |



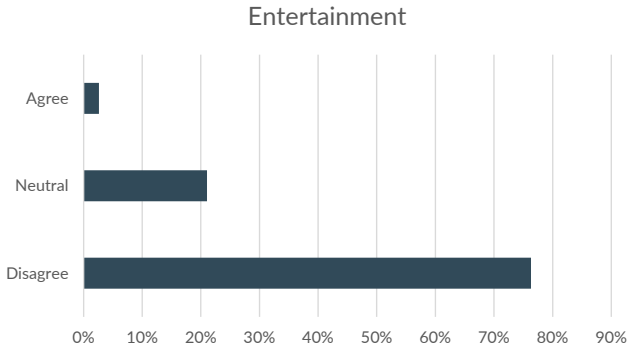

Development Pattern: Hutto has the right mix of land use types, density, and open spaces.

| Rating | Input | % |
|---|---|---|
| Agree | 7 | 9.33% |
| Neutral | 20 | 26.67% |
| Disagree | 48 | 64.00% |
| **Total** | **75** | **100%** |



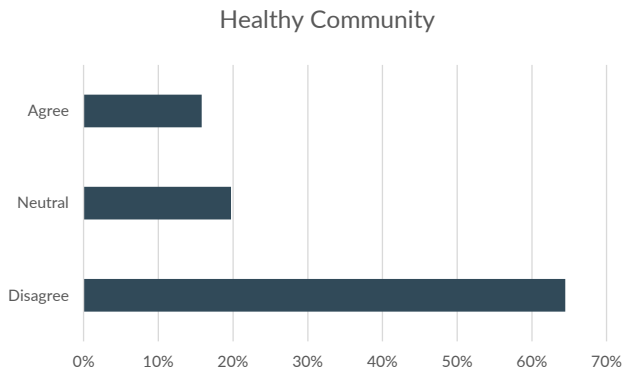

Entertainment: Hutto has the types of activities and entertainment that I enjoy.

| Rating | Input | % |
|---|---|---|
| Agree | 2 | 2.63% |
| Neutral | 16 | 21.05% |
| Disagree | 58 | 76.32% |
| **Total** | **76** | **100%** |



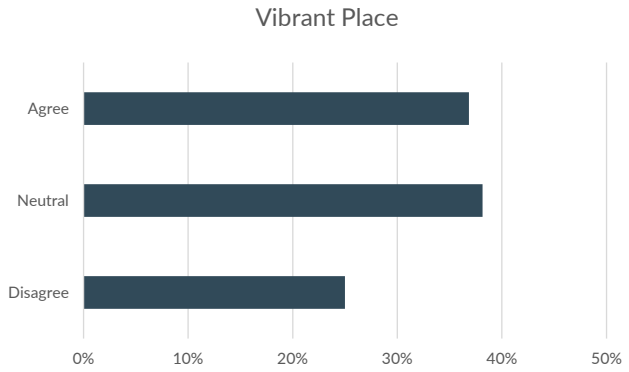
Healthy Community: Hutto has adequate access to fresh food, health and medical care, and recreational amenities.

| 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.**

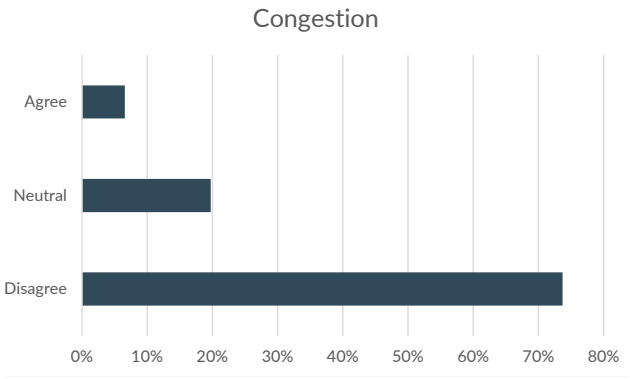
| # | Feedback |
|---|---|
| 1 | More nightlife, better restaurants (not fast food), drafthouse, movie theater, develop downtown. |
| 2 | My family would love to see new or more varied playground equipment in the public parks. |
| 3 | Increase natural spaces, having mid-high density spread out instead 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

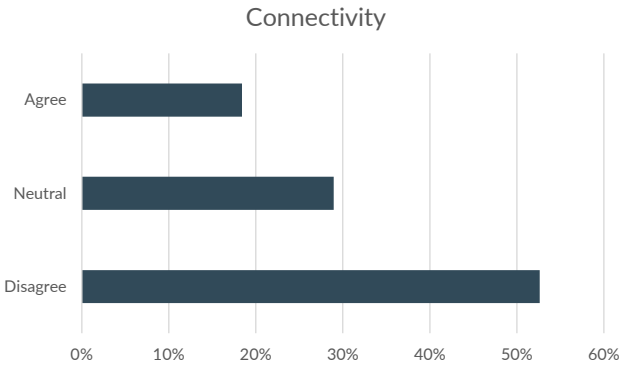
Congestion: Hutto's roadways are typically uncongested and free flowing..

| Rating | Input | % |
|---|---|---|
| Agree | 5 | 6.58% |
| Neutral | 15 | 19.74% |
| Disagree | 56 | 73.68% |
| **Total** | **76** | **100%** |



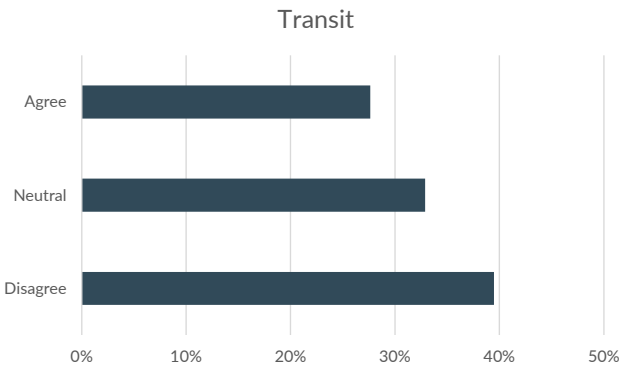

Connectivity: It's easy to get from Point A to Point B around town.

| Rating | Input | % |
|---|---|---|
| Agree | 14 | 18.42% |
| Neutral | 22 | 28.95% |
| Disagree | 40 | 52.63% |
| **Total** | **76** | **100%** |



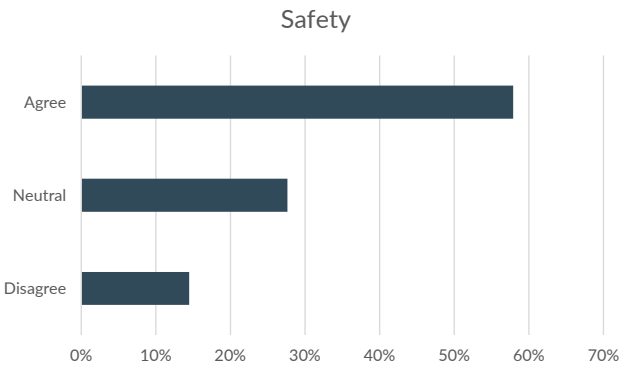

Transit: If transit was more available in Hutto, I would use it.

| Rating | Input | % |
|---|---|---|
| Agree | 21 | 27.63% |
| Neutral | 25 | 32.89% |
| Disagree | 30 | 39.47% |
| **Total** | **76** | **100%** |



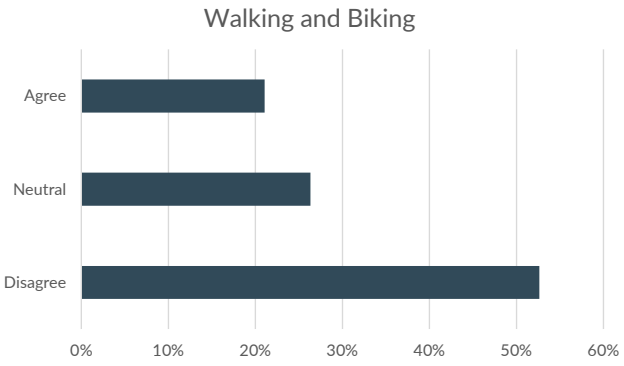
Safety: I feel safe traveling in a vehicle throughout Hutto.

| 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.**

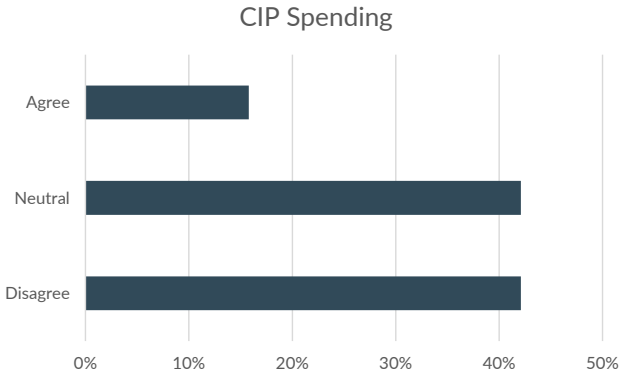
| # | Feedback |
|---|---|
| 1 | Make the trail more connected across town and towards Round Rock. |
| 2 | Please add right turn lanes at 1660! |
| 3 | Traffic enforcement needs work. Many people drive carelessly, recklessly and violate many traffic laws frequently. |
| 4 | More sidewalks on 79 to allow 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

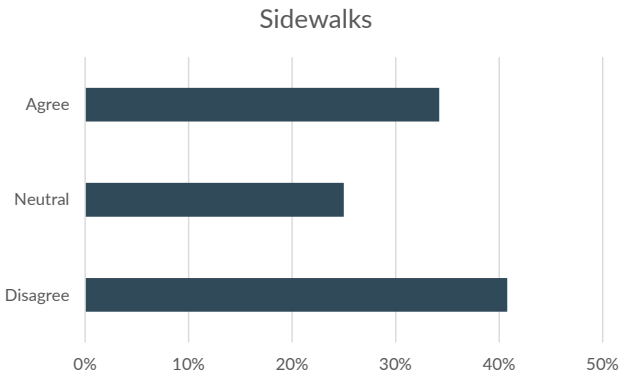
CIP Spending: The City effectively/responsibly invests in capital improvements (new streets, utility lines, buildings, etc.).

| Rating | Input | % |
|---|---|---|
| Agree | 12 | 15.79% |
| Neutral | 32 | 42.11% |
| Disagree | 32 | 42.11% |
| **Total** | **76** | **100%** |



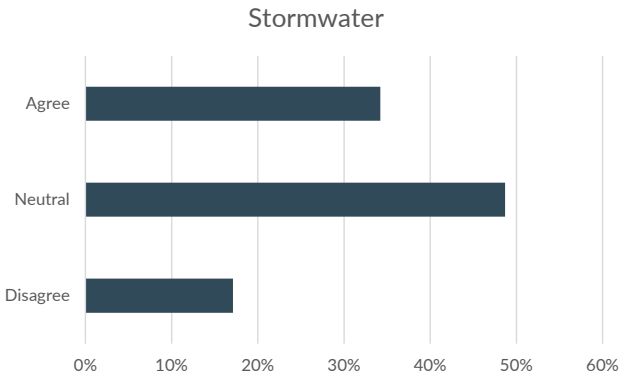

Sidewalks: The City's sidewalks are wide enough and accessible for all abilities.

| Rating | Input | % |
|---|---|---|
| Agree | 26 | 34.21% |
| Neutral | 19 | 25.00% |
| Disagree | 31 | 40.79% |
| **Total** | **76** | **100%** |



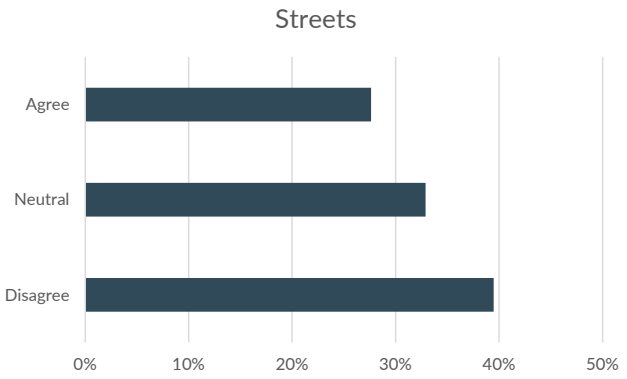

Stormwater: The City successfully manages stormwater and flooding issues.

| Rating | Input | % |
|---|---|---|
| Agree | 26 | 34.21% |
| Neutral | 37 | 48.68% |
| Disagree | 13 | 17.11% |
| **Total** | **76** | **100%** |



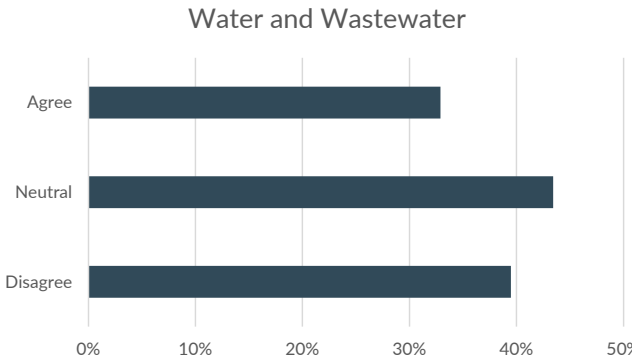
Streets: The City's streets are well maintained.

| 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.**

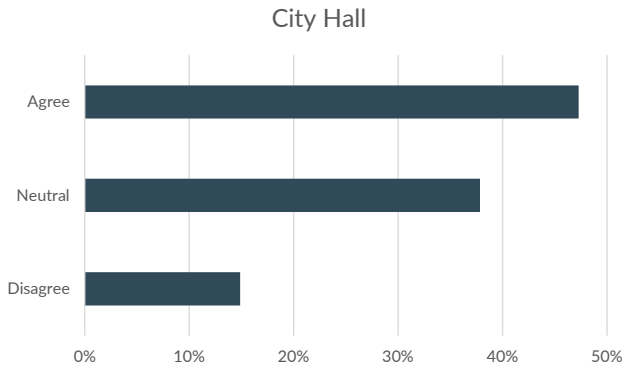
| # | Feedback |
|---|---|
| 1 | There needs to be a study on the water contract and figure out how to get out of it. The winter storm this year is concerning for our community especially if the infrastructure was not built for repeated winters of cold temperature. We've been lucky this December so far, 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

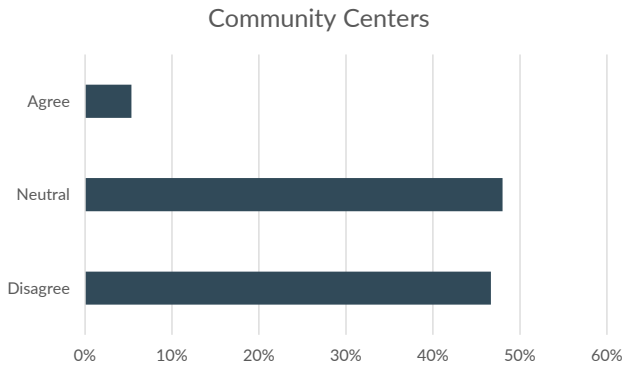
City Hall: City Hall is welcoming to visit and projects a positive image of the City.

| Rating | Input | % |
|---|---|---|
| Agree | 35 | 47.30% |
| Neutral | 28 | 37.84% |
| Disagree | 11 | 14.86% |
| **Total** | **74** | **100%** |



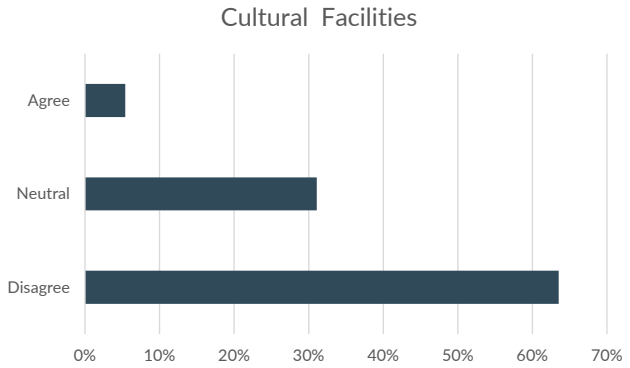

Community Centers: Hutto has community centers and facilities available to meet my needs for hosting events, organized gatherings, and conferences.

| Rating | Input | % |
|---|---|---|
| Agree | 4 | 5.33% |
| Neutral | 36 | 48.00% |
| Disagree | 35 | 46.67% |
| **Total** | **75** | **100%** |



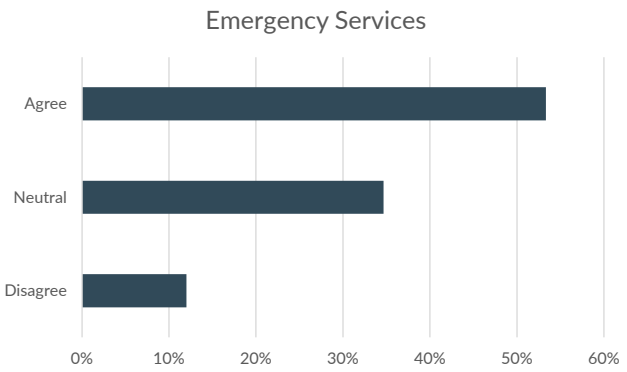

Cultural Facilities: Hutto has a good variety of cultural, art, and historic facilities.

| 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.**

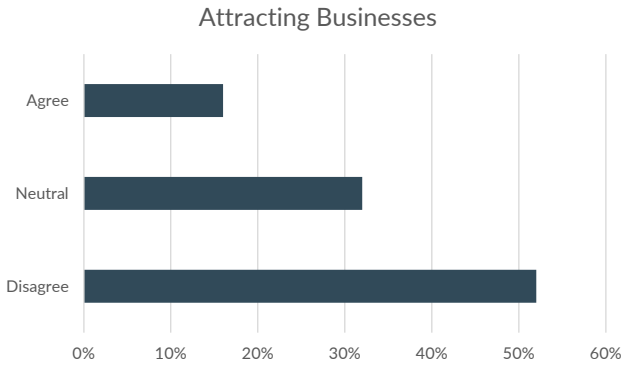
| # | Feedback |
|---|---|
| 1 | Response times need improved |
| 2 | There is a severe lack of "things to do" in Hutto, which is why everyone travels so often to Round Rock or Pflugerville. There are no "destination" (quality, sit-down) restaurants (vs. a plethora of low-quality fast-food places) and 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

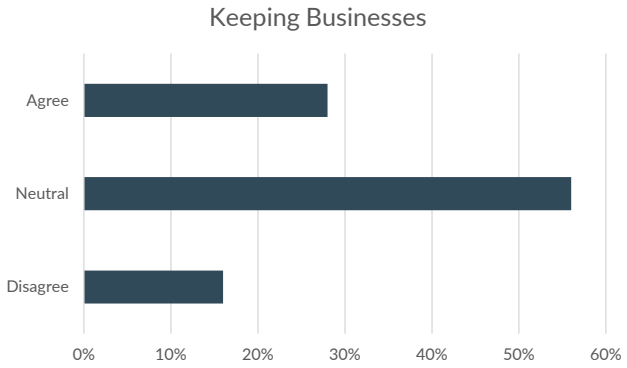
Attracting Businesses: Hutto does a good job of attracting new businesses into the community.

| Rating | Input | % |
|---|---|---|
| Agree | 12 | 16.00% |
| Neutral | 24 | 32.00% |
| Disagree | 39 | 52.00% |
| **Total** | **75** | **100%** |



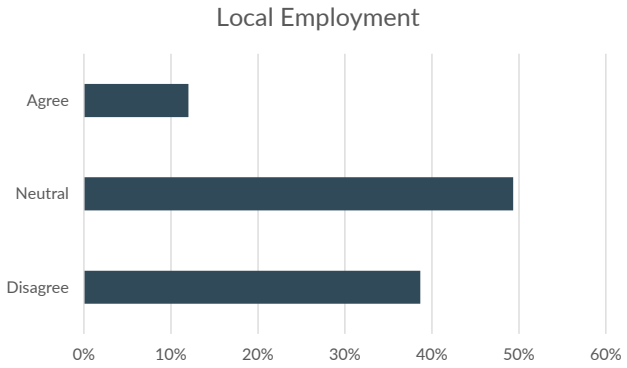

Keeping Businesses: Hutto does a good job of keeping its existing businesses open and helping them expand.

| Rating | Input | % |
|---|---|---|
| Agree | 21 | 28.00% |
| Neutral | 42 | 56.00% |
| Disagree | 12 | 16.00% |
| **Total** | **75** | **100%** |



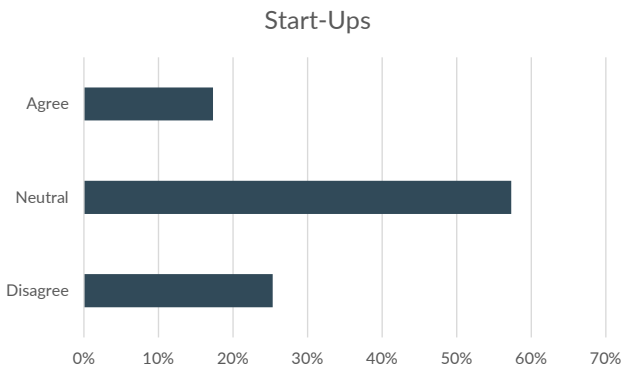

Local Employment: Hutto does a good job of ensuring a range of local employment opportunities.

| Rating | Input | % |
|---|---|---|
| Agree | 9 | 12.00% |
| Neutral | 37 | 49.33% |
| Disagree | 29 | 38.67% |
| **Total** | **75** | **100%** |



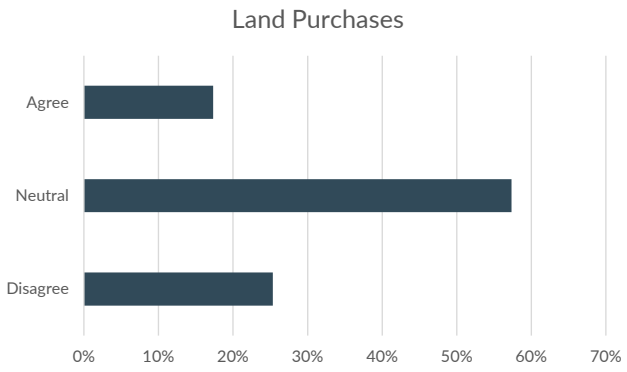
Start-Ups: Hutto does a good job of supporting start-up businesses and entrepreneurs.

| 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.**

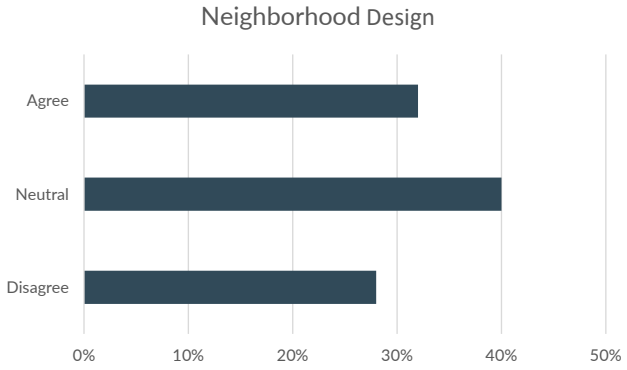
| # | Feedback |
|---|---|
| 1 | The lawsuits against the Co-Op developers I think have left a black eye on the city. When I first moved here in 2016 we were told that the development would be completed in 2017. I know this was a previous administration, but the halt on construction (not just due to 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

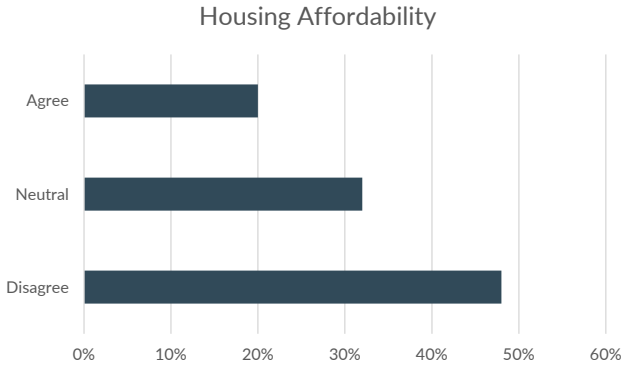
Neighborhood Design: Our neighborhoods are well designed and provide the amenities that I would like in my neighborhood.

| Rating | Input | % |
|---|---|---|
| Agree | 24 | 32.00% |
| Neutral | 30 | 40.00% |
| Disagree | 21 | 28.00% |
| **Total** | **75** | **100%** |



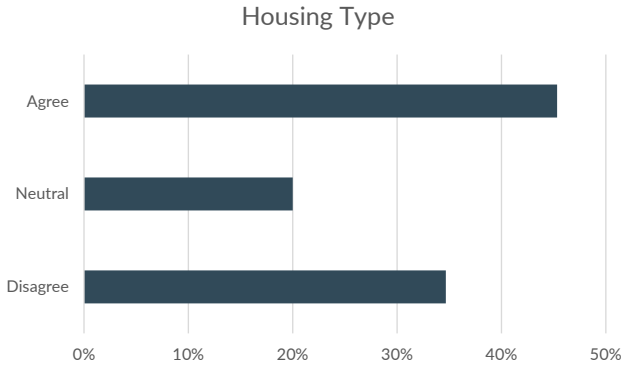

Housing Affordability: Housing in Hutto is generally affordable to buy or rent.

| Rating | Input | % |
|---|---|---|
| Agree | 15 | 20.00% |
| Neutral | 24 | 32.00% |
| Disagree | 36 | 48.00% |
| **Total** | **75** | **100%** |



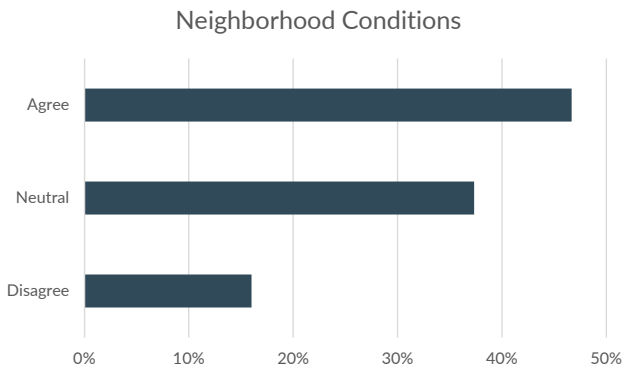

Housing Type: Hutto has housing for all age groups, such as young professionals, families, and seniors.

| Rating | Input | % |
|---|---|---|
| Agree | 34 | 45.33% |
| Neutral | 15 | 20.00% |
| Disagree | 26 | 34.67% |
| **Total** | **75** | **100%** |



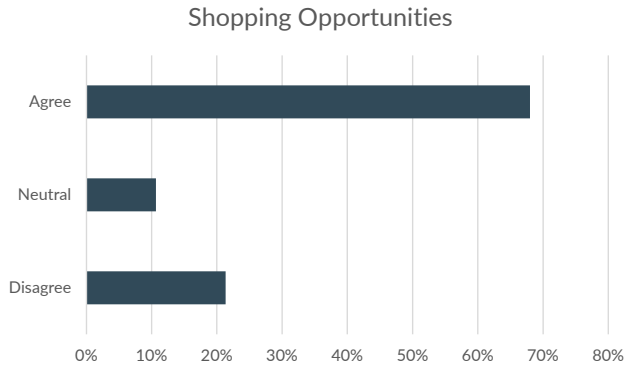
Neighborhood Conditions: Hutto's neighborhoods are well-maintained and reflect a positive image of the community.

| 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.**

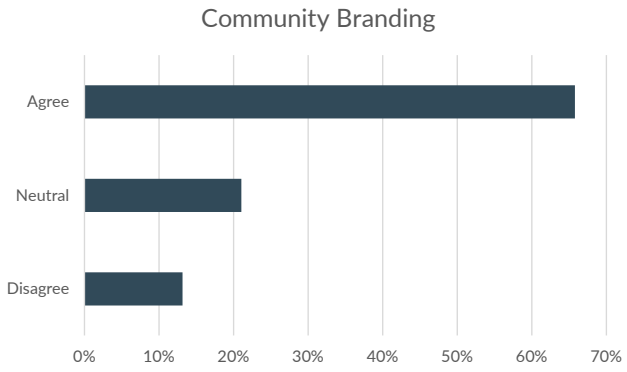
| # | Feedback |
|---|---|
| 1 | Prices are going up, but there's nothing the government can or should do to influence the market. There aren't many neighbors with anything walking distance to get a bite to eat or a coffee. Most new neighbors are just crammed in homes with nothing in the community but 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

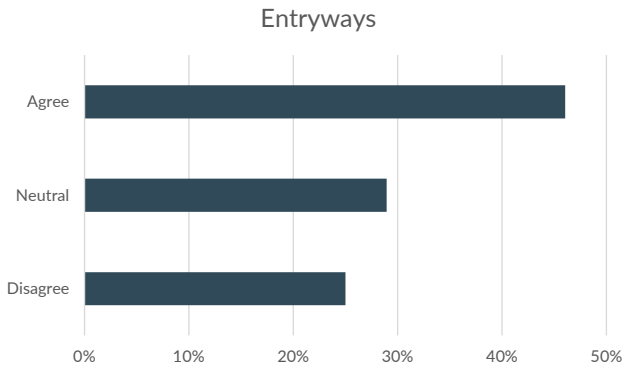
Community Brand: Hutto has a unique and positive community brand.

| Rating | Input | % |
|---|---|---|
| Agree | 50 | 65.79% |
| Neutral | 16 | 21.05% |
| Disagree | 10 | 13.16% |
| **Total** | **76** | **100%** |



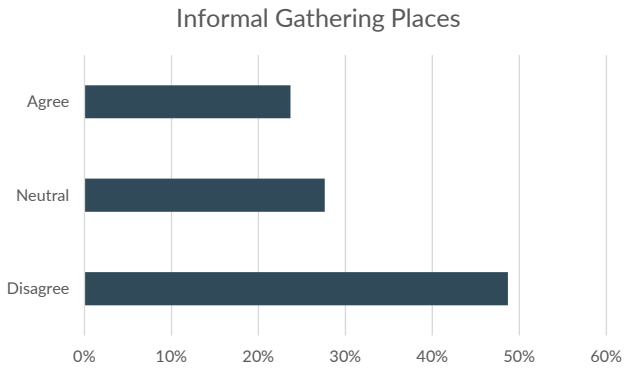

Entryways: It's easy to tell when I'm entering or within Hutto because of entryway signs or distinctive character.

| Rating | Input | % |
|---|---|---|
| Agree | 35 | 46.05% |
| Neutral | 22 | 28.95% |
| Disagree | 19 | 25.00% |
| **Total** | **76** | **100%** |



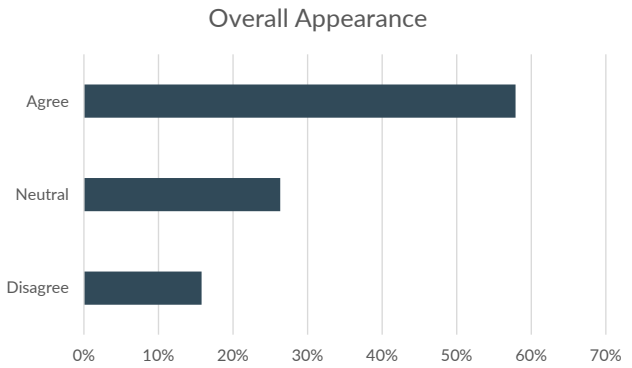

Informal Gathering Places: There are enough places to visit with friends, have a picnic, or attend a small event.

| Rating | Input | % |
|---|---|---|
| Agree | 18 | 23.68% |
| Neutral | 21 | 27.63% |
| Disagree | 37 | 48.68% |
| **Total** | **76** | **100%** |



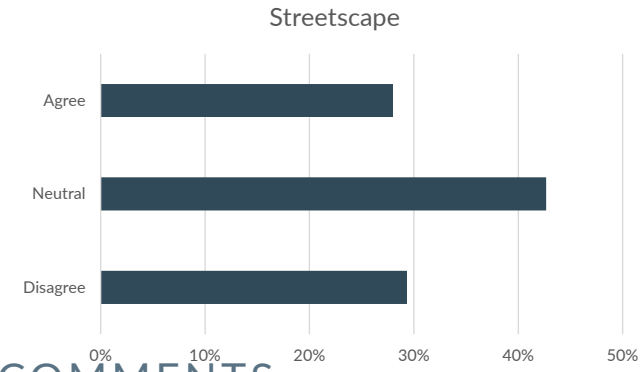
Overall Appearance: Overall, I think Hutto is an attractive community.

| 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.**

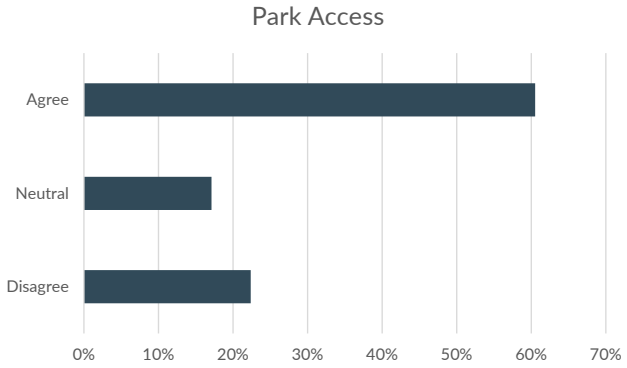
| # | Feedback |
|---|---|
| 1 | Coming in from CR 137, a Hutto sign would be nice perhaps by the amphitheater. The Hippo imagery is great and unique, but we need something else to distinguish ourselves as a suburb of a major city. |
| 2 | Fast food place, fast food place, fast food place, nail salon, 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

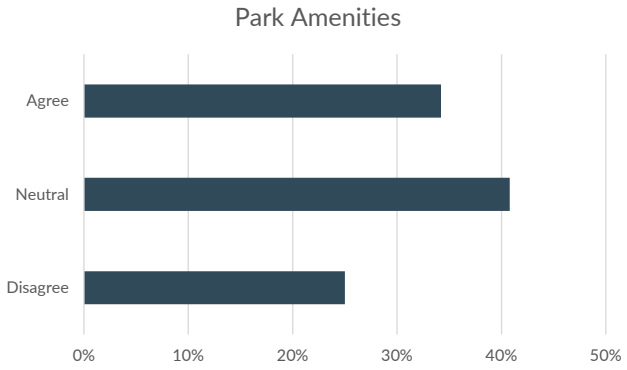
Park Access: I have adequate access to nearby parks.

| Rating | Input | % |
|---|---|---|
| Agree | 46 | 60.53% |
| Neutral | 13 | 17.11% |
| Disagree | 17 | 22.37% |
| **Total** | **76** | **100%** |



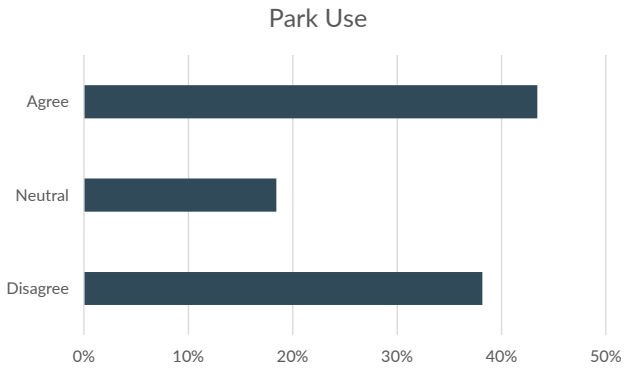

Park Amenities: The City's parks offer amenities and facilities for people of all ages and abilities.

| Rating | Input | % |
|---|---|---|
| Agree | 26 | 34.21% |
| Neutral | 31 | 40.79% |
| Disagree | 19 | 25.00% |
| **Total** | **76** | **100%** |



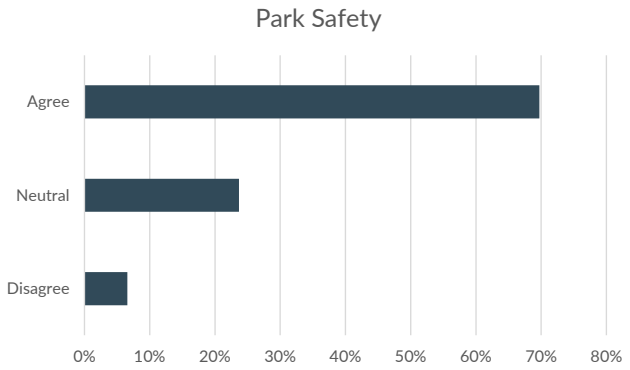

Park Use : I visit the City's parks and trails frequently (once a month or more).

| 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.**

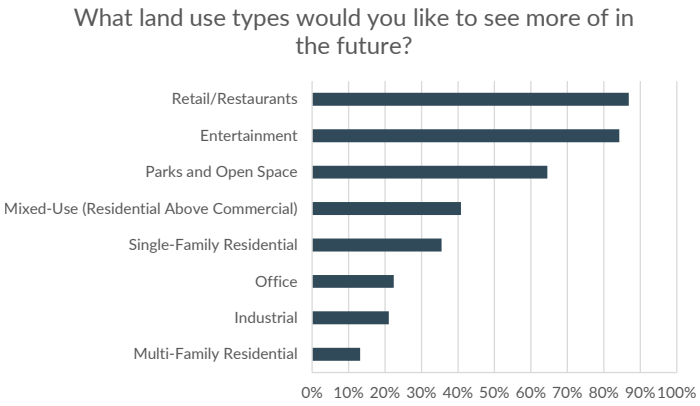
| # | Feedback |
|---|---|
| 1 | Adding more green spaces, maintaining existing spaces, increase tree canopy, protect natural areas |
| 2 | More parks and public activity spaces. We have so many families with small children (who will be growing into teenagers of course) |
| 3 | I still feel that we need 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

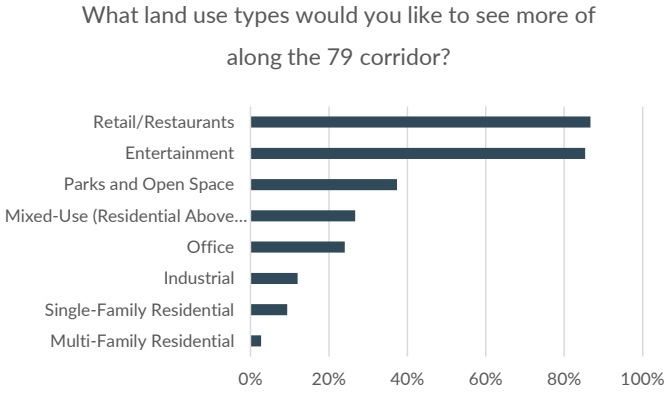
What land use types would you like to see more of in the future? Check all that apply

| 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** | |



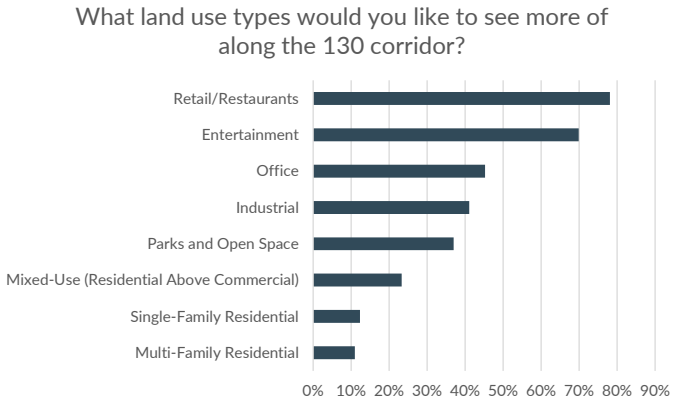

What land use types would you like to see more of along the 79 corridor? Check all that apply

| 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 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** | |

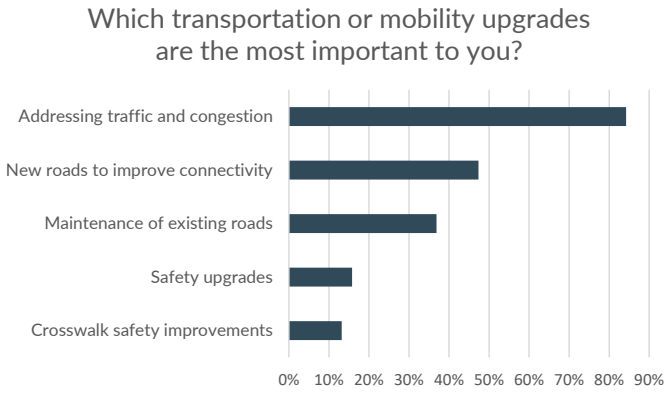


# HUTTO IN THE FUTURE

## TRANSPORTATION AND MOBILITY

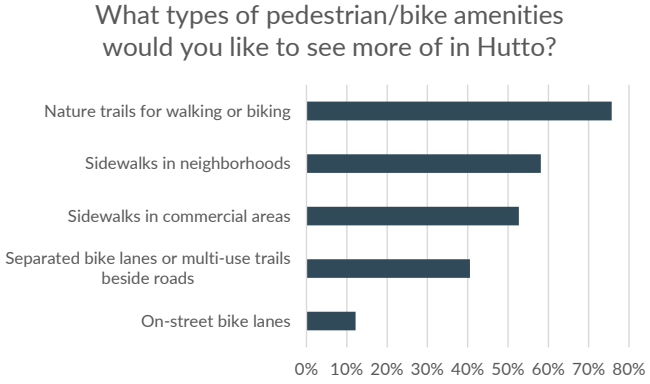
Which transportation or mobility upgrades are the most important to you? Pick up to 2

| 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** | |




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** | |

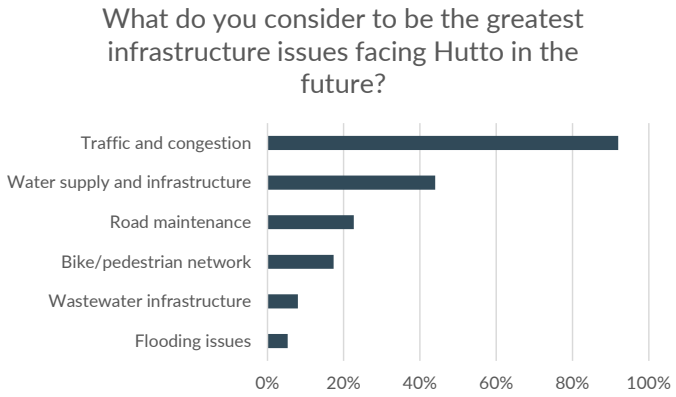


# HUTTO IN THE FUTURE

## INFRASTRUCTURE

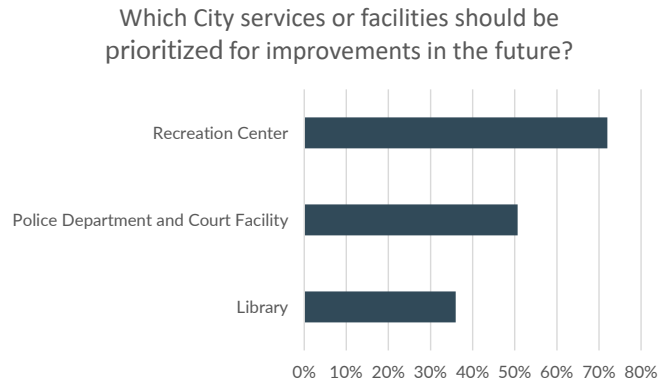
What do you consider to be the greatest infrastructure issues facing Hutto in the future? Pick up to 2.

| 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** | |




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** | |

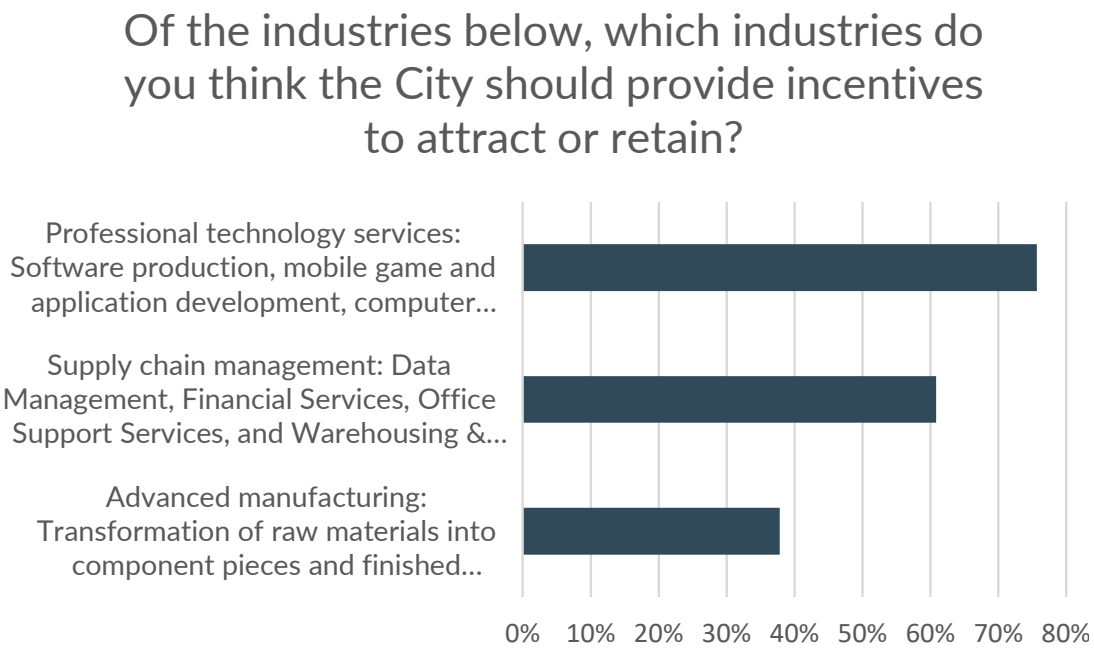


# HUTTO IN THE FUTURE

## 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** | |

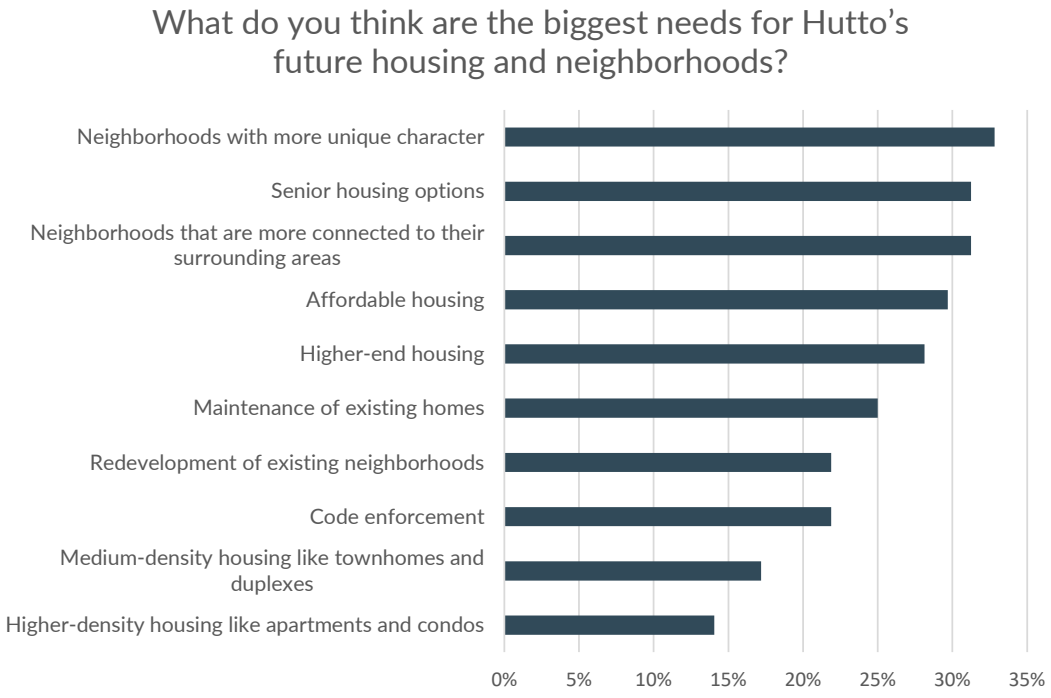


# HUTTO IN THE FUTURE

## 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** | |

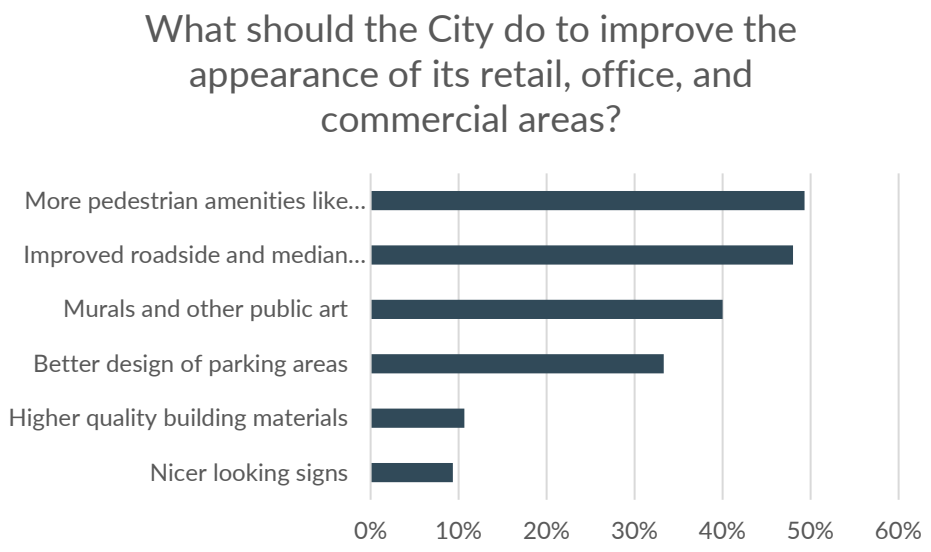


# HUTTO IN THE FUTURE

## 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** | |

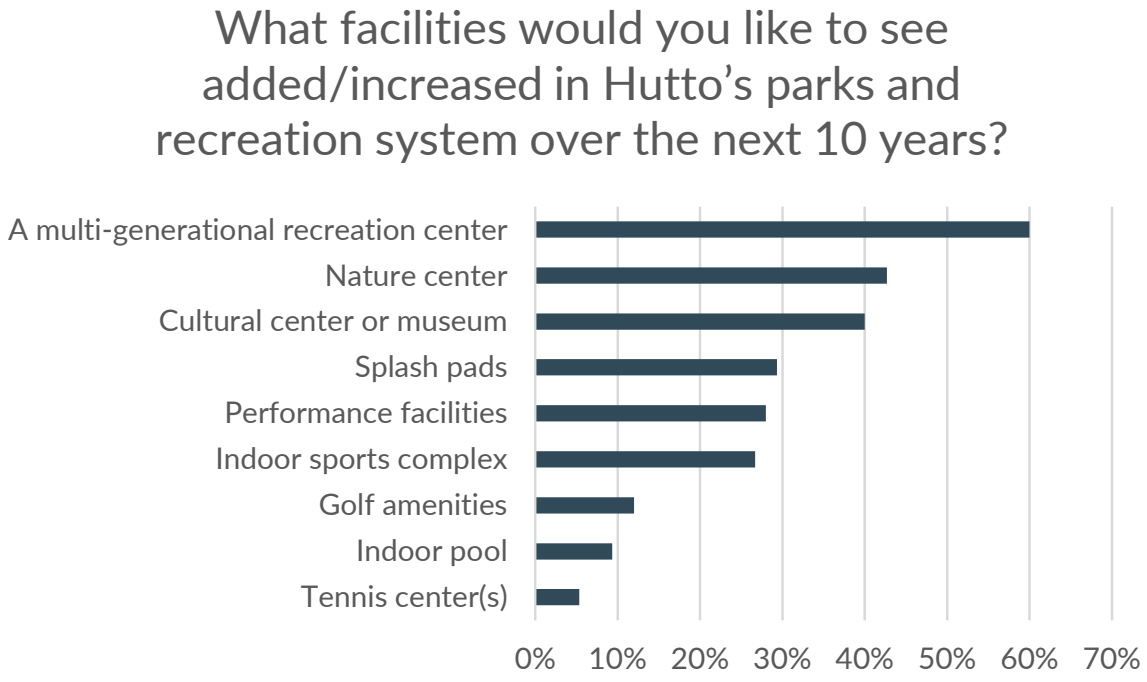


# HUTTO IN THE FUTURE

## PARKS & OPEN SPACE

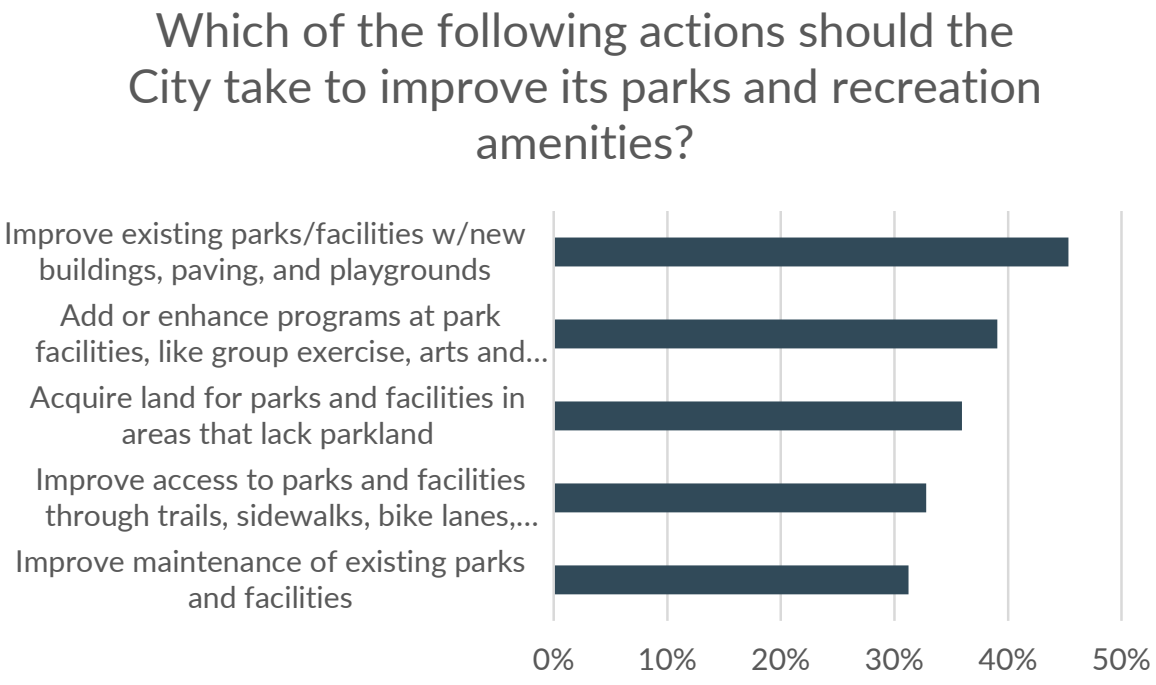
What facilities would you like to see added/increased in Hutto's parks and recreation system over the next 10 years? Pick up to 3.

| 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** | |



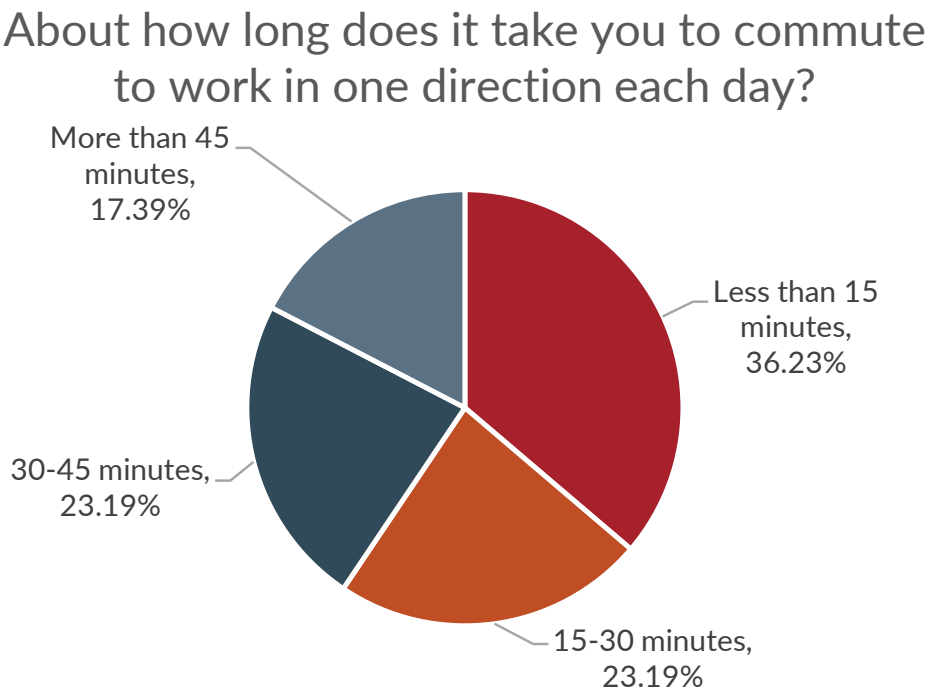
Which of the following actions should the City take to improve its parks and recreation amenities? Pick up to 2.

| 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** | |



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** | |



# 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 |

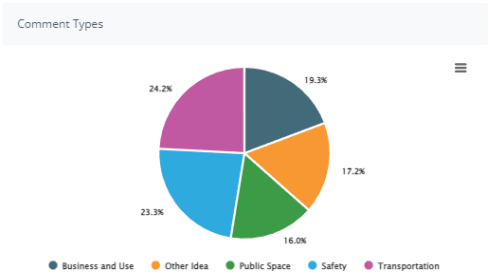
| # | Feedback |
|---|---|
| 32 | Education |
| 33 | Work from home tech |
| 34 | Commercial Property Management |
| 35 | Professional office type work |
| 36 | Marketing |
| 37 | Nursing |
| 38 | Remote Workplace |
| 39 | Entertainment district that can pay me $25k+/yr |
| 40 | Software Development. I'm an Engineering manager for software. |
| 41 | Higher paying public sector |

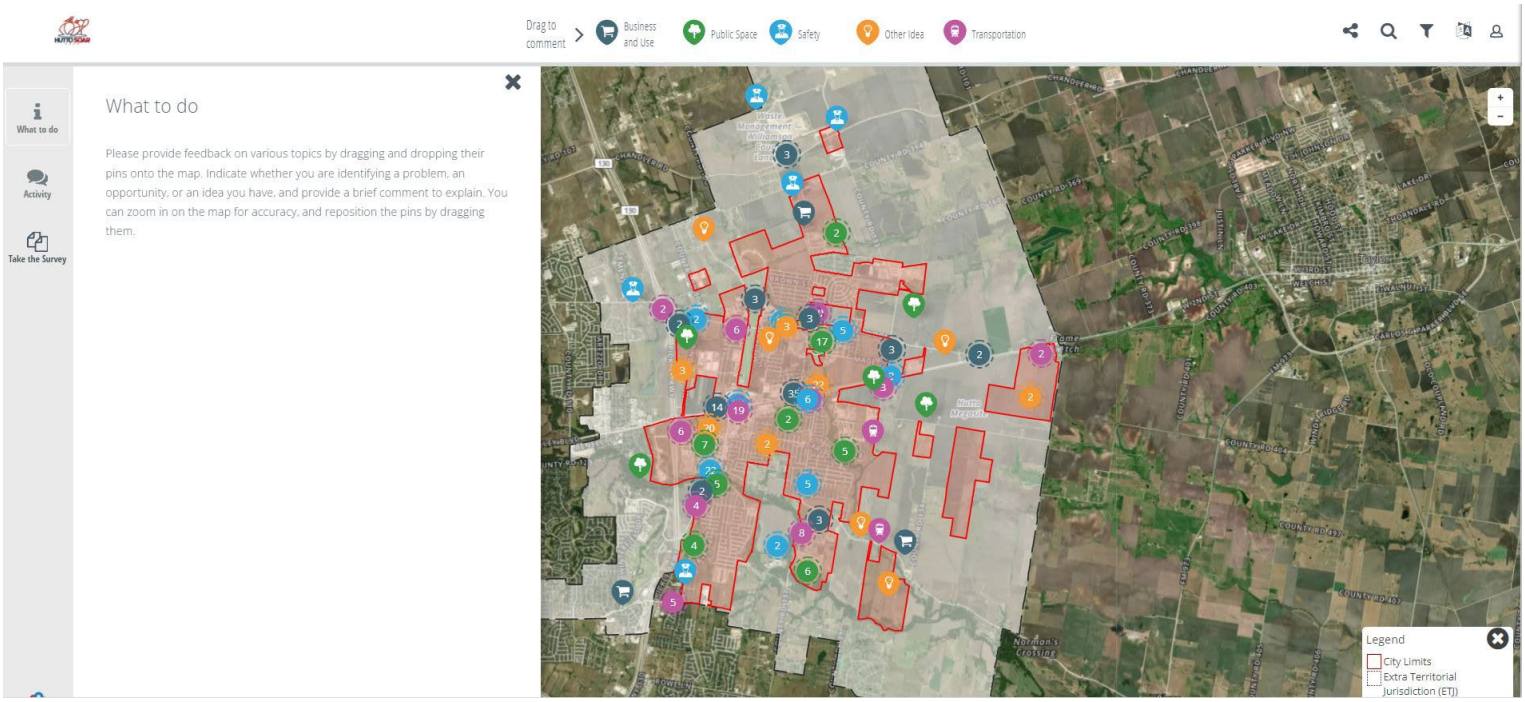
# MAP EXERCISE

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.

| 8489 | 2106 | 1:17 | 232 | 429 | 80 | 333 |
|---|---|---|---|---|---|---|
| Total Visits | Unique Users | Avg Time (min) | Unique Stakeholders | Comments | Survey Responses | Document Downloads |




BUSINESS USE
Positive
Mixed
Neutral
Negative
CHANDLER RD
CR 394
CR 100
CR 130
CR 101
CR 118
CR 119
CR 133
CR 369
CR 395
CR 132
LEMENS AVE
LIMMER LOOP
ED SCHMIDT BLVD
SCHNEIDER BLVD
MAGER LN
N FM 1660
PARK ST
W LIVE OAK ST
TAYLOR ST
EXCHANGE BLVD
W FRONT ST
LONE STAR BLVD
S FM 1660
CARL STERN DR
CHRIS KELLEY BLVD
RIVERWALK DR
STAR RANCH BLVD
KLATTENHOFF LN
WINTERFIELD DR
LIARD RIVER RD
CR 134
CR 137
CR 197
CR 138
CR 139
CR 129
FM 1660
FM 3349
23, 45
27, 30, 42, 55
4, 8, 11, 17, 21, 25, 31, 36, 38, 44, 47, 49, 52, 61
60, 62
26, 68

# MAP COMMENTS

## BUSINESS AND USE

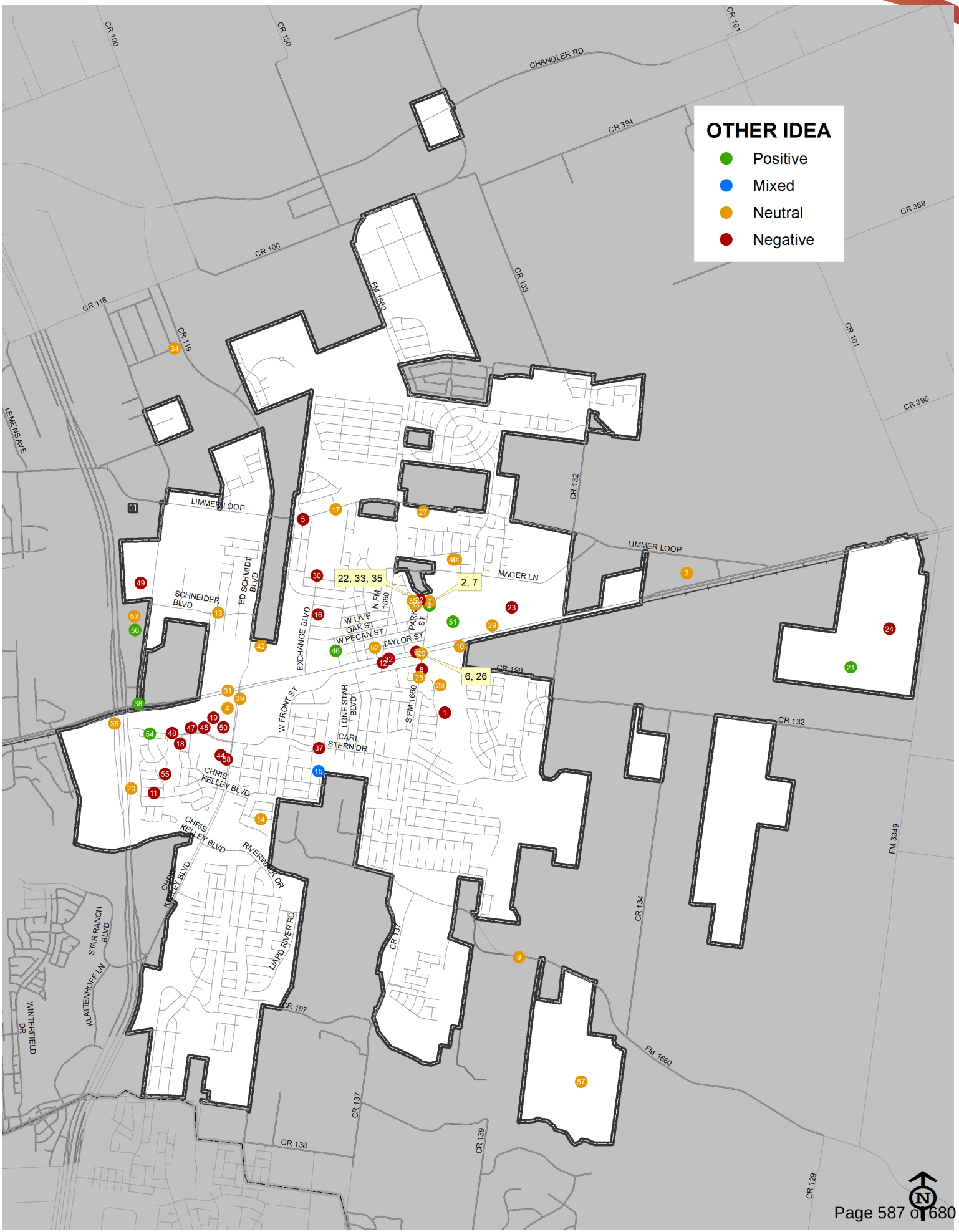
| # | Comment Type | Comment | Up Votes | Down Votes |
|---|---|---|---|---|
| 1 | Business and Use | Allow for extra parking in backyard of this building. | 6 | 0 |
| 2 | Business and Use | Can we get our own HEB instead of sharing with pflugerville / round rock | 55 | 5 |
| 3 | Business and Use | Sit 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.<br>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.<br><br>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 Dowtnown 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-cp. | 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 retails 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 officials 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 |


OTHER IDEA
Positive
Mixed
Neutral
Negative
22, 33, 35
2, 7
6, 26
CR 100
CR 130
CR 101
CHANDLER RD
CR 394
CR 369
CR 118
CR 119
FM 1660
CR 133
CR 101
LEMENS AVE
CR 395
LIMMER LOOP
CR 132
MAGER LN
SCHNEIDER BLVD
ED SCHMIDT BLVD
EXCHANGE BLVD
W LIVE OAK ST
W PECAN ST
TAYLOR ST
N FM 1660
PARK ST
CR 199
W FRONT ST
LONE STAR BLVD
S FM 1660
CARL STERN DR
CHRIS KELLEY BLVD
RIVERWALK DR
STAR RANCH BLVD
KLATTENHOFF LN
WINTERFIELD DR
LIARD RIVER RD
CR 137
CR 197
CR 134
FM 1660
CR 138
CR 139
CR 129
FM 3349

# MAP COMMENTS

## OTHER IDEAS

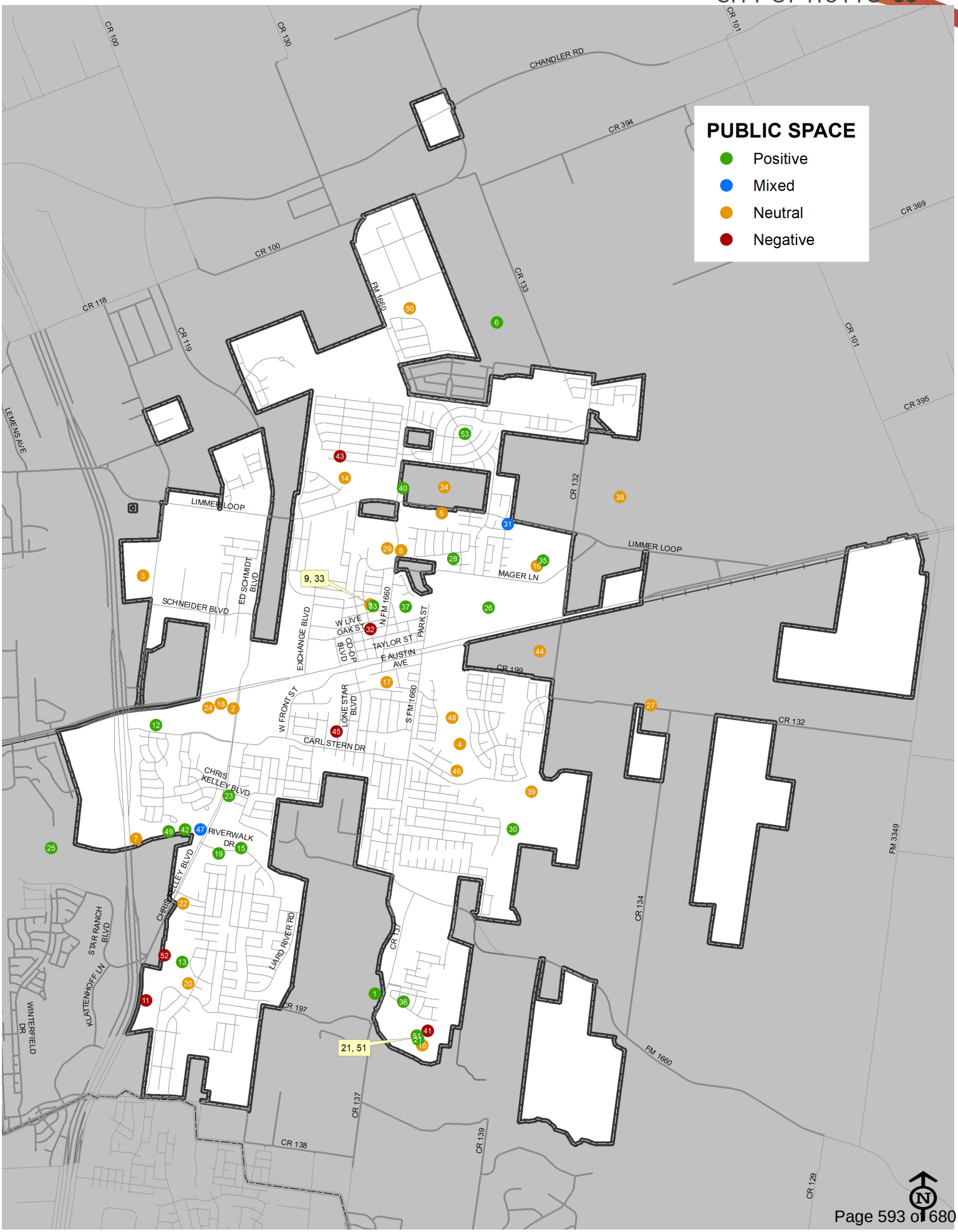
| # | Comment Type | Comment | Up Votes | Down Votes |
|---|---|---|---|---|
| 1 | Other Idea | Please stop building (especially apartments) in this area. This road is a congested nightmare and for those of us who spent hundreds of thousands of dollars to live in this "nice" area it is extremely frustrating 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?<br><br>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.<br><br>(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.<br><br>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.<br>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.<br>This exit gets too congested in the mornings& after school with all the school traffic trying to exit the neighborhood.<br>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 |


PUBLIC SPACE
Positive
Mixed
Neutral
Negative
CR 100
CR 130
CR 101
CHANDLER RD
CR 394
CR 369
CR 118
CR 119
FM 1660
CR 133
CR 132
CR 395
LEMENS AVE
LIMMER LOOP
MAGER LN
SCHNEIDER BLVD
ED SCHMIDT BLVD
EXCHANGE BLVD
W LIVE OAK ST
N FM 1660
PARK ST
TAYLOR ST
E AUSTIN AVE
CR 199
W FRONT ST
LONE STAR BLVD
S FM 1660
CARL STERN DR
CHRIS KELLEY BLVD
RIVERWALK DR
STAR RANCH BLVD
KLATTENHOFF LN
WINTERFIELD DR
LARD RIVER RD
CR 137
CR 197
CR 138
CR 139
CR 134
FM 3349
CR 129
9, 33
21, 51

# 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) nontheless, 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.<br><br>retail commercial real estate development with tenants like.<br>HEB<br>Walmart<br>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<br>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 three 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 |


SAFETY
Positive
Mixed
Neutral
Negative
CR 100
CR 190
CR 101
CHANDLER RD
CR 394
CR 369
CR 118
CR 119
FM 1660
CR 133
CR 132
CR 395
LEMENS AVE
LIMMER LOOP
MAGER LN
SCHNEIDER BLVD
ED SCHMIDT BLVD
W LIVE OAK ST
W PECAN ST
N FM 1660
PARK ST
TAYLOR ST
EXCHANGE BLVD
W FRONT ST
LONE STAR BLVD
S FM 1660
CARL STERN DR
CR 199
RIVERWALK DR
CHRIS KELLEY BLVD
STAR RANCH BLVD
KLATTENHOFF LN
WINTERFIELD DR
LARD RIVER RD
CR 137
CR 197
CR 138
CR 139
CR 134
FM 3349
CR 129
54, 59
45, 47
17, 58
40, 49
48, 78
18, 24, 31, 41
26, 29
50, 88
6, 42, 66
10, 13, 23, 27, 33, 43, 62, 65, 73, 75
19, 64, 74

# 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 |

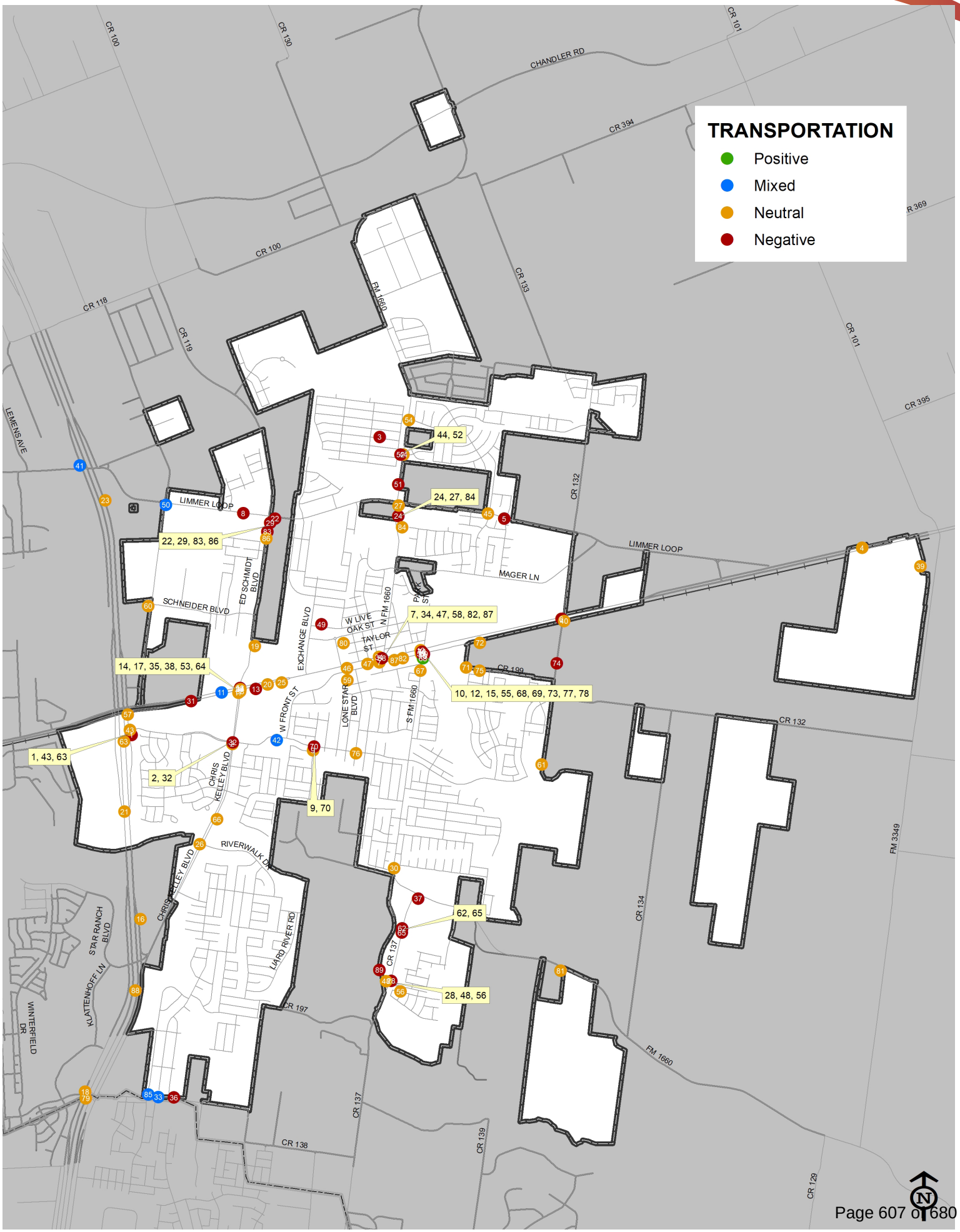
| # | Comment Type | Comment | Up Votes | Down Votes |
|---|---|---|---|---|
| 26 | Safety | We need more walkable/bike friendly spaces specially for our highs school kids, this intersection is a very dangerous one when you are in the car imagine walking through it. I believe a pedestrian overpass is 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 him 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 intercession 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 |


TRANSPORTATION
Positive
Mixed
Neutral
Negative
44, 52
24, 27, 84
22, 29, 83, 86
7, 34, 47, 58, 82, 87
14, 17, 35, 38, 53, 64
10, 12, 15, 55, 68, 69, 73, 77, 78
1, 43, 63
2, 32
9, 70
62, 65
28, 48, 56
CR 100
CR 130
CR 101
CHANDLER RD
CR 394
CR 118
CR 119
FM 1660
CR 133
CR 132
CR 395
LEMENS AVE
LIMMER LOOP
MAGER LN
SCHNEIDER BLVD
ED SCHMIDT BLVD
EXCHANGE BLVD
W LIVE OAK ST
N FM 1660
PARK ST
TAYLOR ST
CR 199
W FRONT ST
LONE STAR BLVD
S FM 1660
CHRIS KELLEY BLVD
RIVERWALK DR
STAR RANCH BLVD
KLATTENHOFF LN
WINTERFIELD DR
LIARD RIVER RD
CR 137
CR 197
CR 138
CR 139
CR 134
FM 3349
CR 129

# 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 . 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.<br>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.<br>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 |

| # | Comment Type | Comment | Up Votes | Down Votes |
|---|---|---|---|---|
| 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 nunp 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 |

# 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)**

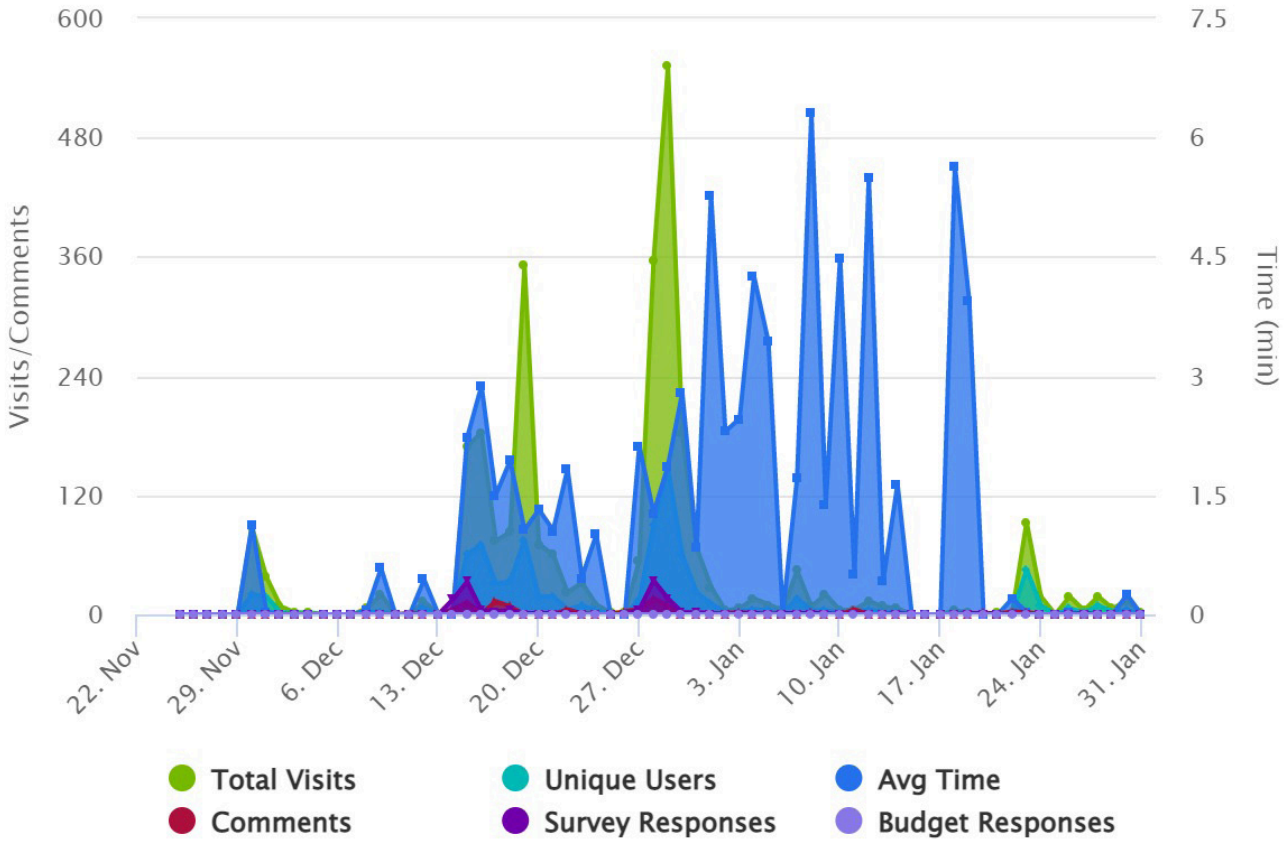
**168**
**Unique Stakeholders**

**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

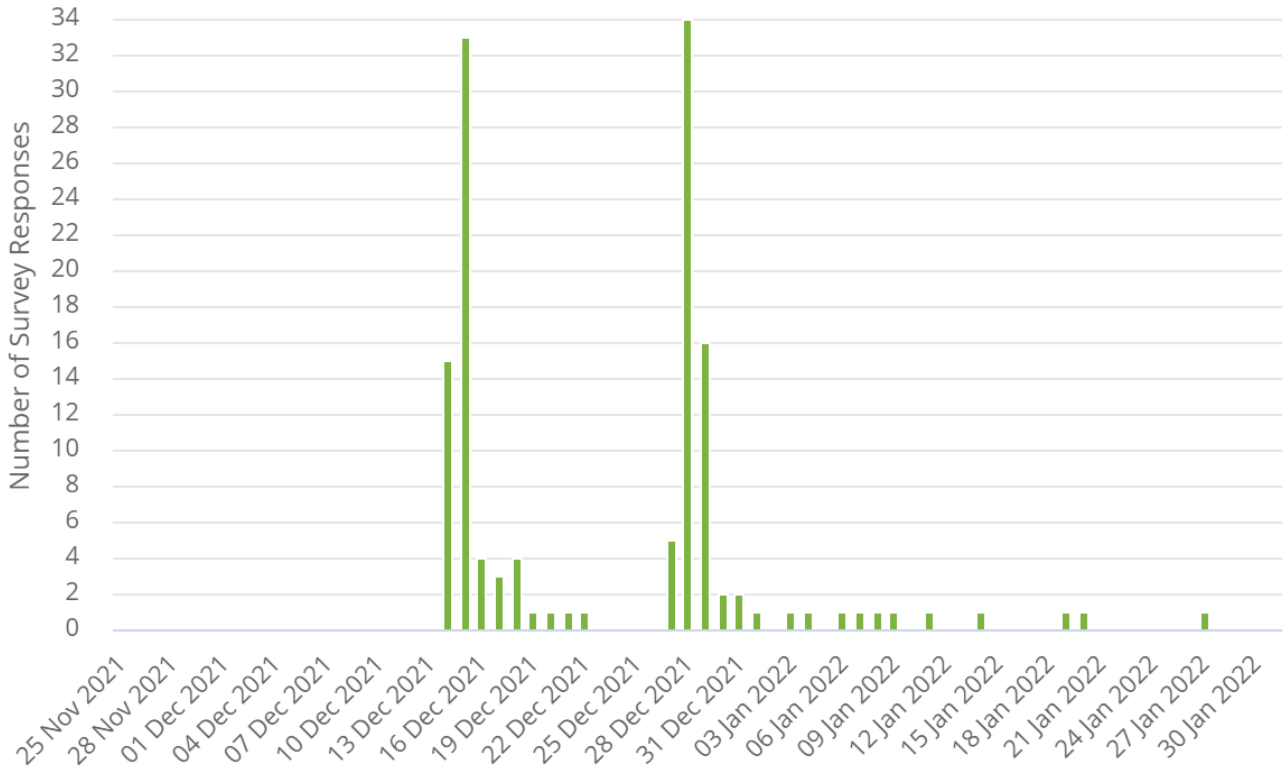
The survey was launched November 25 2021 and closed January 31 2022. The number of survey responses by day are shown below.

| 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 |
| 19 January 2022 | 1 |
| 20 January 2022 | 1 |
| 21 January 2022 | 0 |
| 22 January 2022 | 0 |
| 23 January 2022 | 0 |
| 24 January 2022 | 0 |
| 25 January 2022 | 0 |

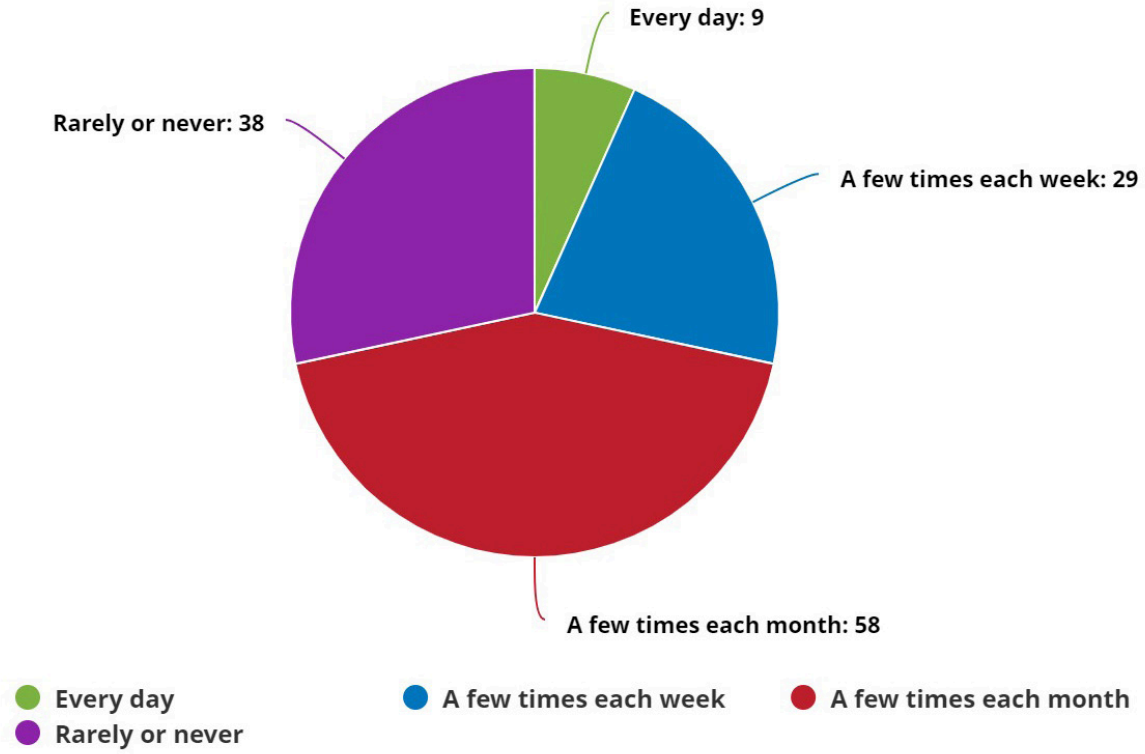
| Date | Survey Responses |
|---|---|
| 26 January 2022 | 0 |
| 27 January 2022 | 1 |
| 28 January 2022 | 0 |
| 29 January 2022 | 0 |
| 30 January 2022 | 0 |
| 31 January 2022 | 0 |
| **Total** | **131** |

## NUMBER OF RESPONSES BY DAY

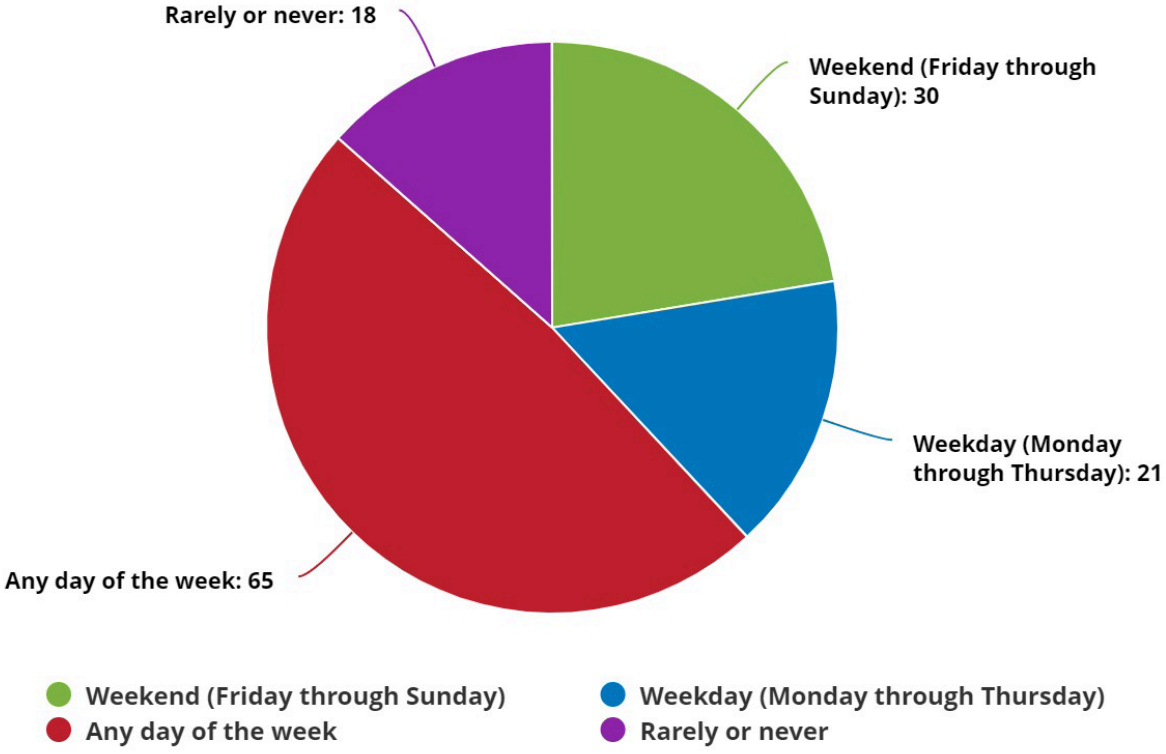


# DEMOGRAPHIC SUMMARY

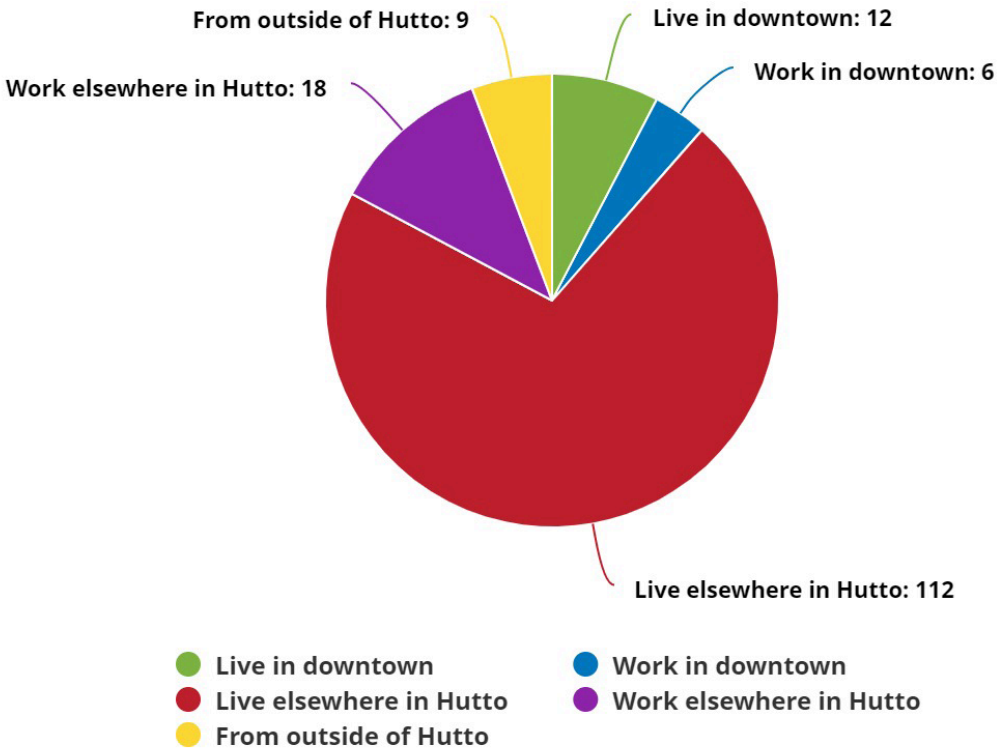
## HOW OFTEN DO YOU COME DOWNTOWN?




## WHAT DAYS OF THE WEEK DO YOU COME DOWNTOWN?



# WHICH OF THESE DESCRIBE YOU?






## WHAT DO YOU LOVE ABOUT DOWNTOWN?

| # | Survey Responses |
|---|---|
| 1 | Bless this nest and the quaint feel of East St. Few cute local places to shop and a couple of food choices. I also enjoy the farmers markets when those are going on. |
| 2 | Can park and walk, eat etc It's off main highways. |
| 3 | Character, local businesses, fairs and markets |
| 4 | Charm unique shops |
| 5 | Close to home |
| 6 | Community vibe |
| 7 | Cute old buildings, and independent unique businesses. |
| 8 | Cute, small-town feel. Used to love events like Treats on East St and Old Tyme Days but now they feel more about pushing product/advertisement than they do about bringing the community together. |
| 9 | Downtown Hall of Fame. Great atmosphere. |
| 10 | Downtown Hall of Fame, The Texan and Marios |
| 11 | Easy accessibility, free parking, local businesses that we can support |
| 12 | Everything is easy to walk to. Starting to get a variety of businesses. |
| 13 | Everything is walkable |
| 14 | Feels like it is something special. |
| 15 | Food & drink venues, quaint small town feel. |
| 16 | Food establishments, and quaint shops. |
| 17 | Food trucks |
| 18 | Hall of Fame and Mario's for breakfast tacos. Also, it's quaint and easy to get in and out. |
| 19 | Hippo Pharmacy |
| 20 | Historical charm |

| # | 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 | Lampost 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?

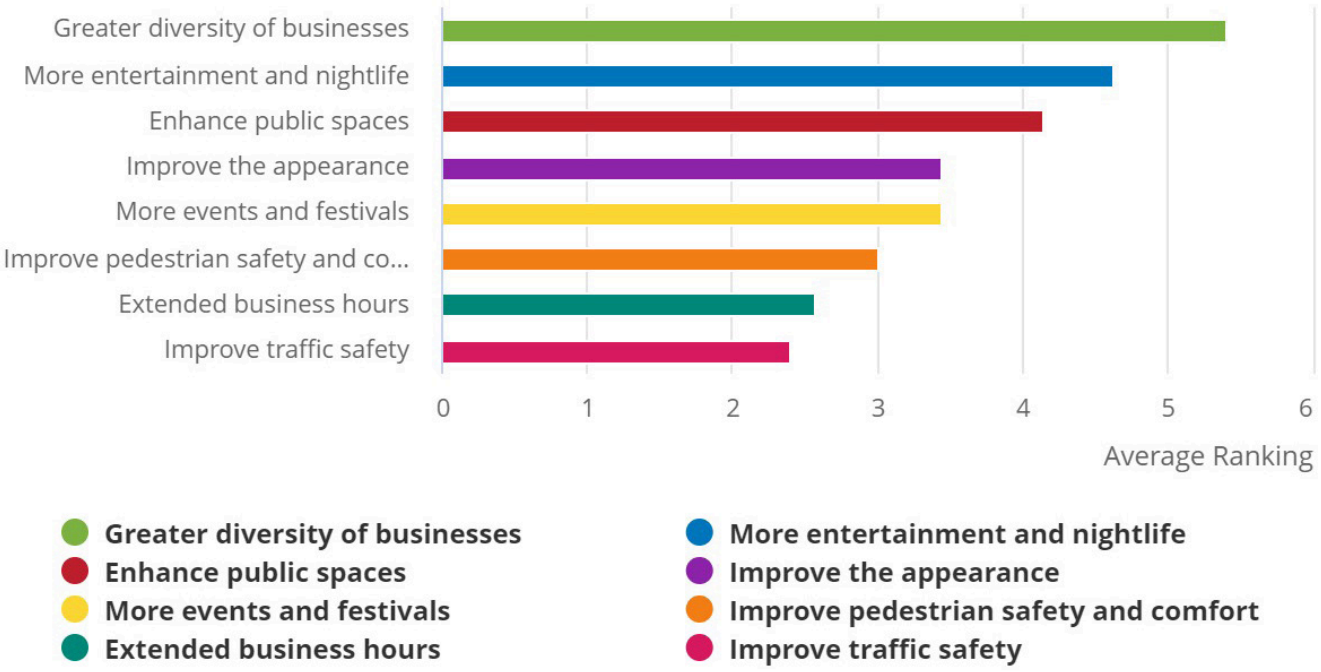
| # | Survey Responses |
|---|---|
| 1 | Adding more to it looses the feel and becomes more like Pflugerville which so Happens to be the new north Austin . |
| 2 | Because there needs to be more shops and places to eat |
| 3 | Between the food carts and the Lamp Post Coffee shop it's starting to have 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?

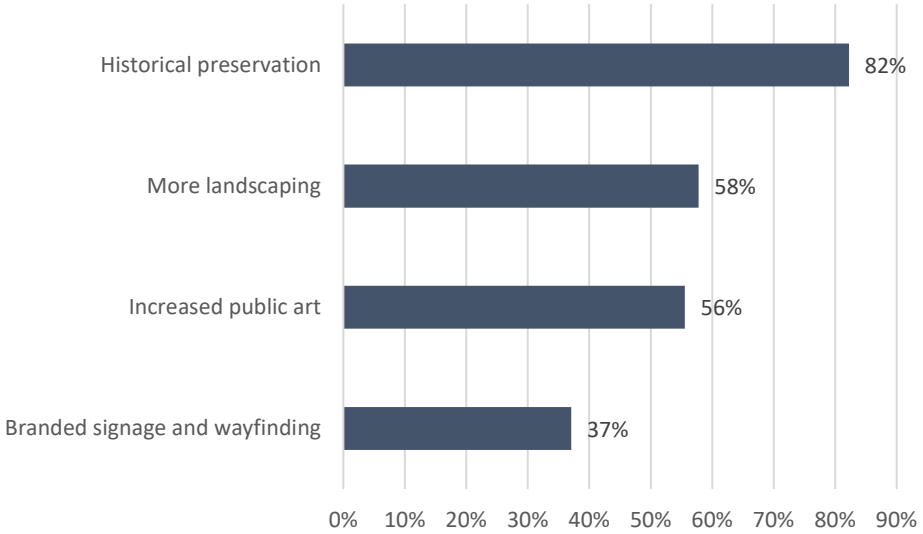


# PRIORITIES

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?

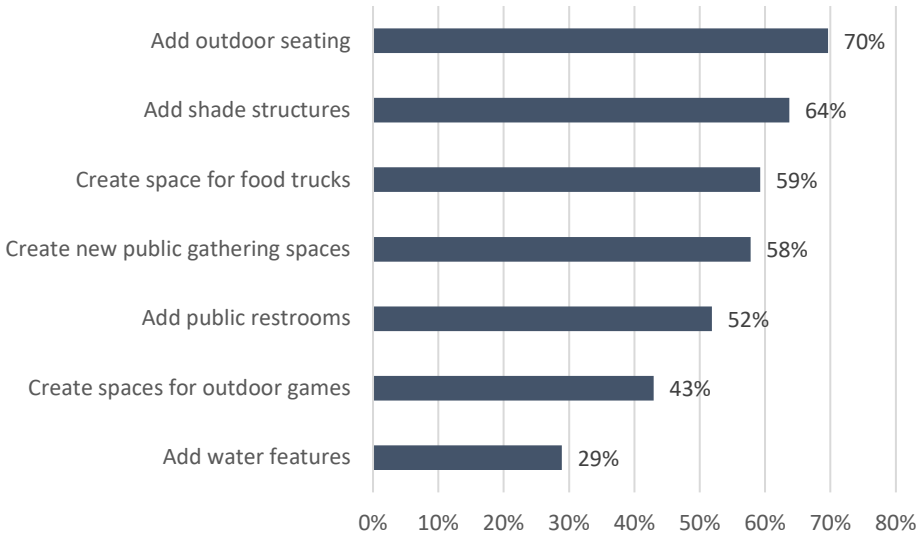



# ADDITIONAL COMMENTS

| # | 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. |

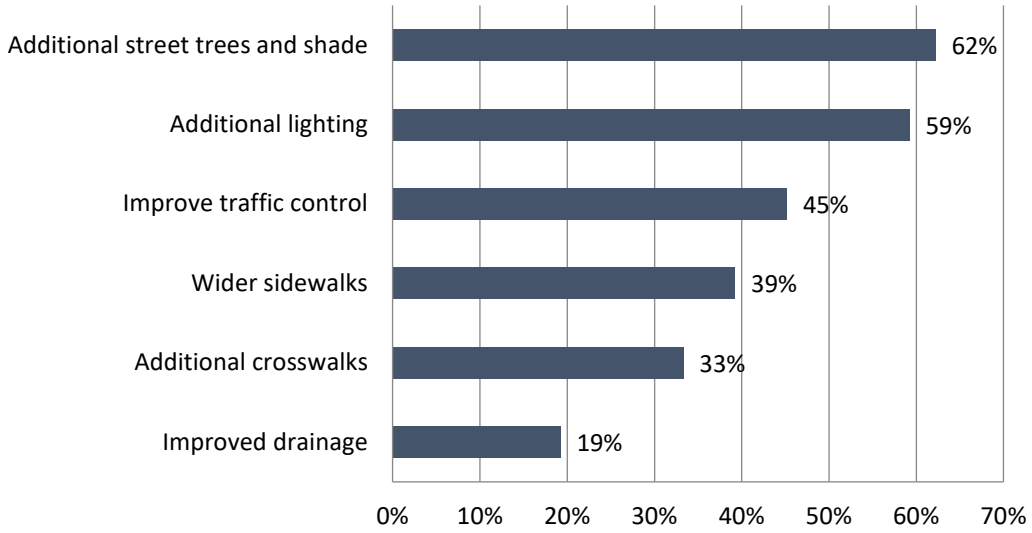
## WHAT IMPROVEMENTS WOULD YOU SUPPORT IN DOWNTOWN PUBLIC SPACES?




## 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. |

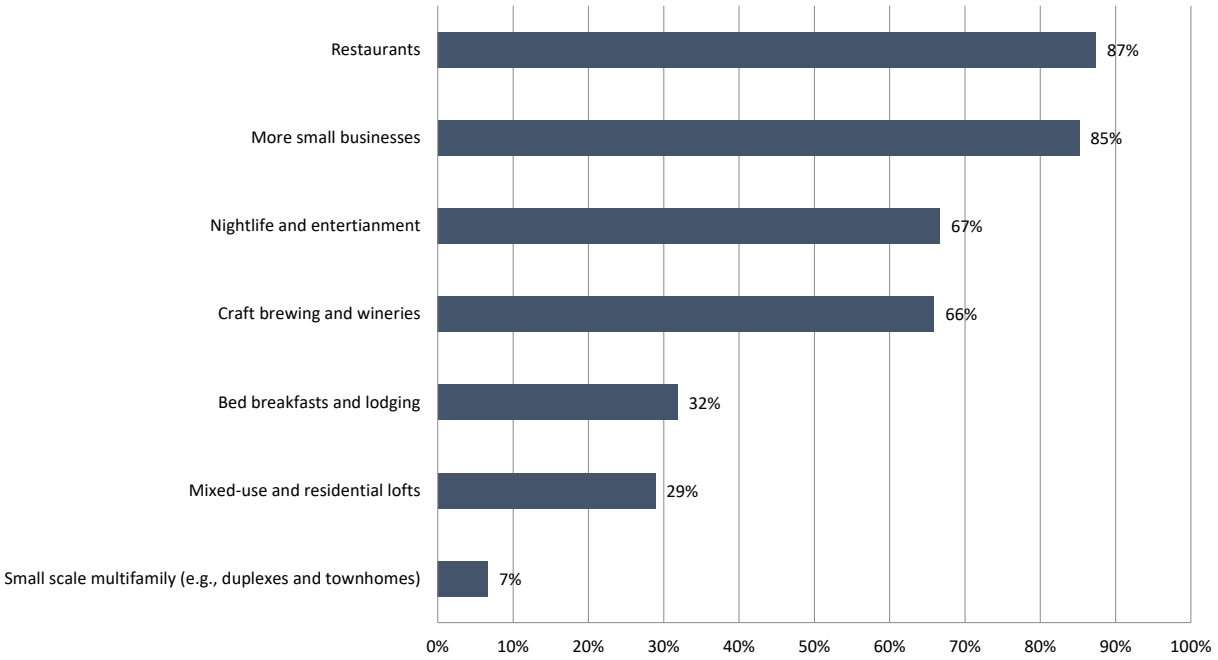
## WHAT PEDESTRIAN SAFETY AND COMFORT ENHANCEMENTS WOULD YOU SUPPORT?




## 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 |

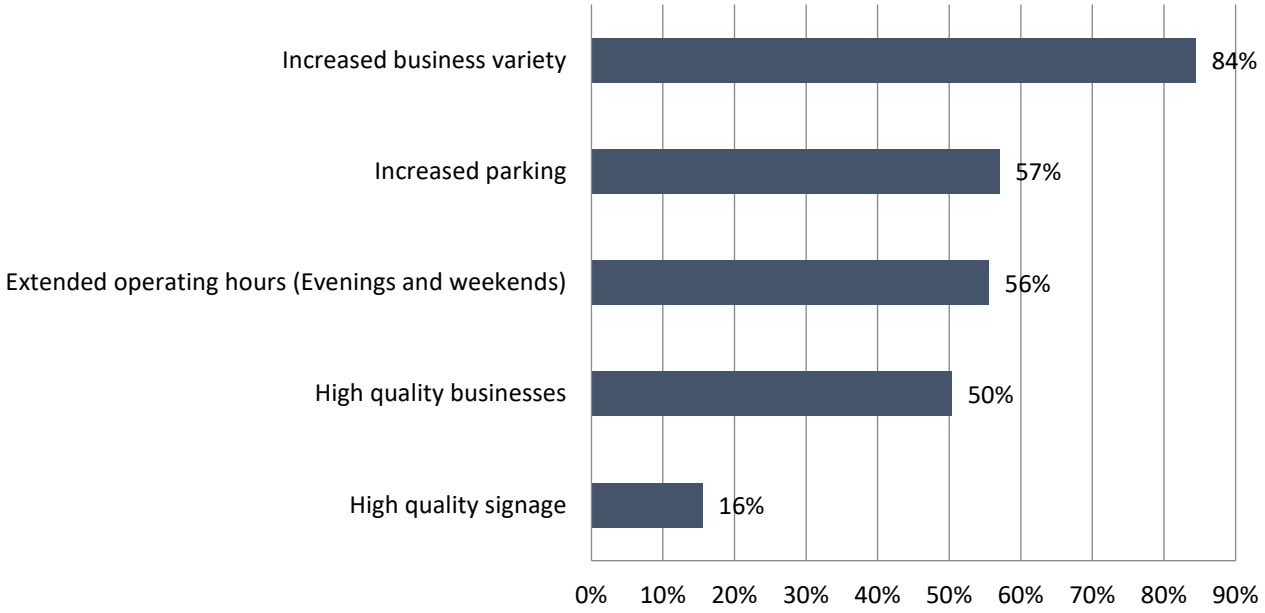
# WHAT TYPES OF NEW DEVELOPMENT WOULD YOU SUPPORT IN DOWNTOWN?




# 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. |

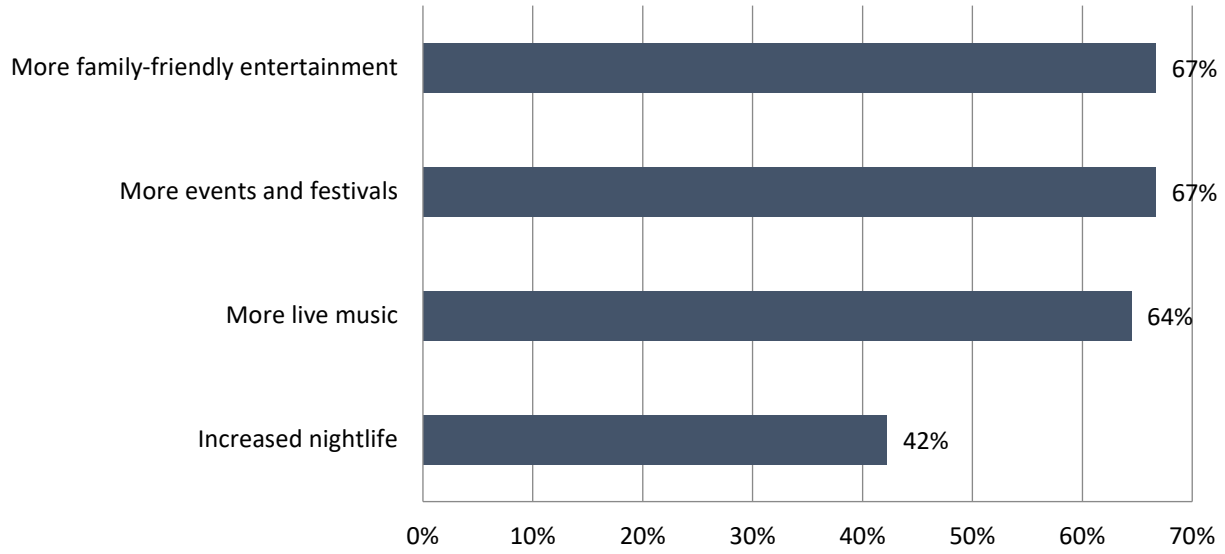
# WHICH OF THE FOLLOWING WOULD IMPROVE YOUR EXPERIENCE WITH BUSINESSES IN DOWNTOWN?




# ADDITIONAL COMMENTS

| # | Survey Responses |
|---|---|
| 1 | Ability to walk to them without dealing witch 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 |

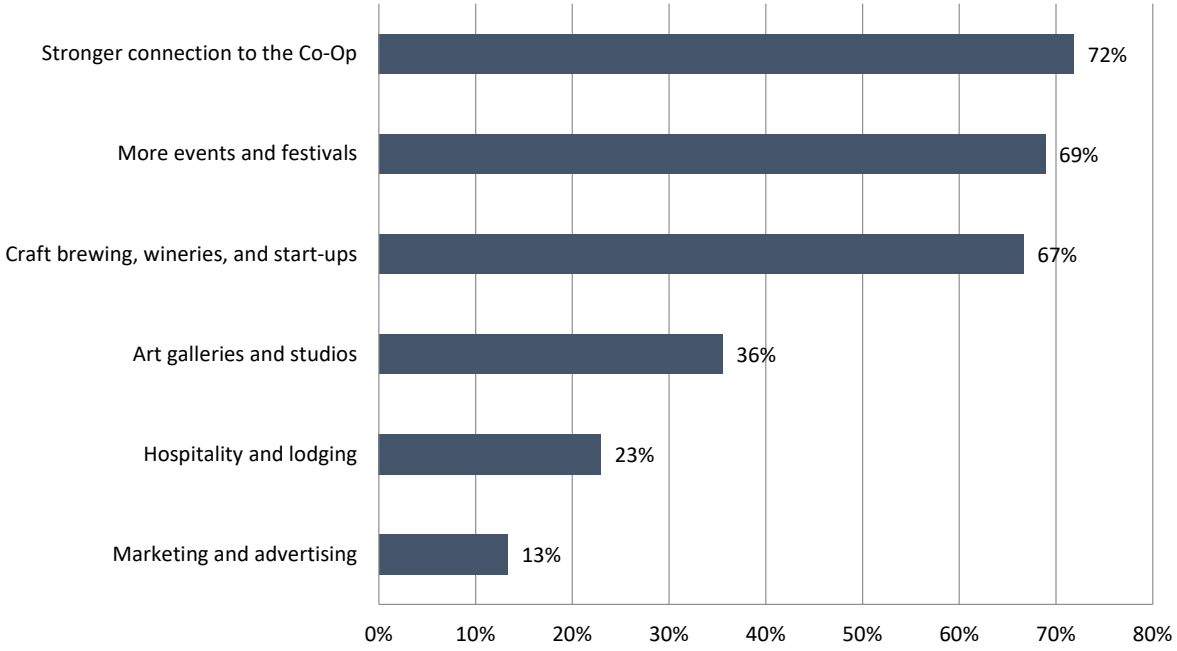
# WHAT ENTERTAINMENT AND NIGHTLIFE ACTIVITIES WOULD YOU SUPPORT IN DOWNTOWN?




# 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 |

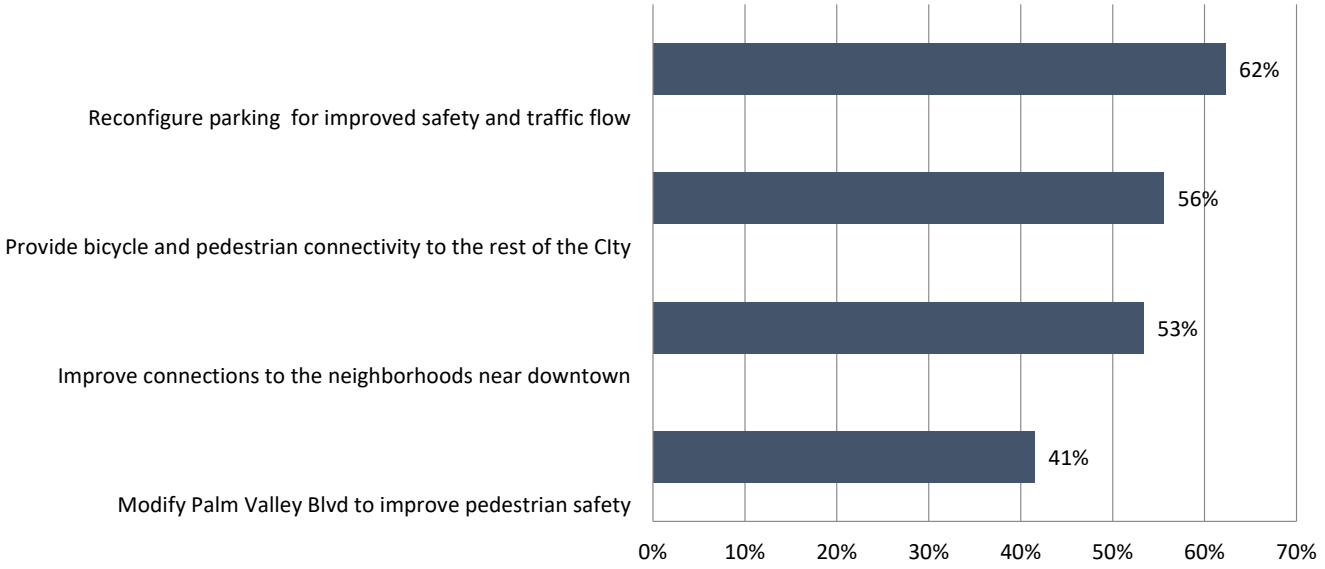
# WHAT WOULD YOU SUPPORT TO INCREASE ACTIVITY IN DOWNTOWN?




# 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. |

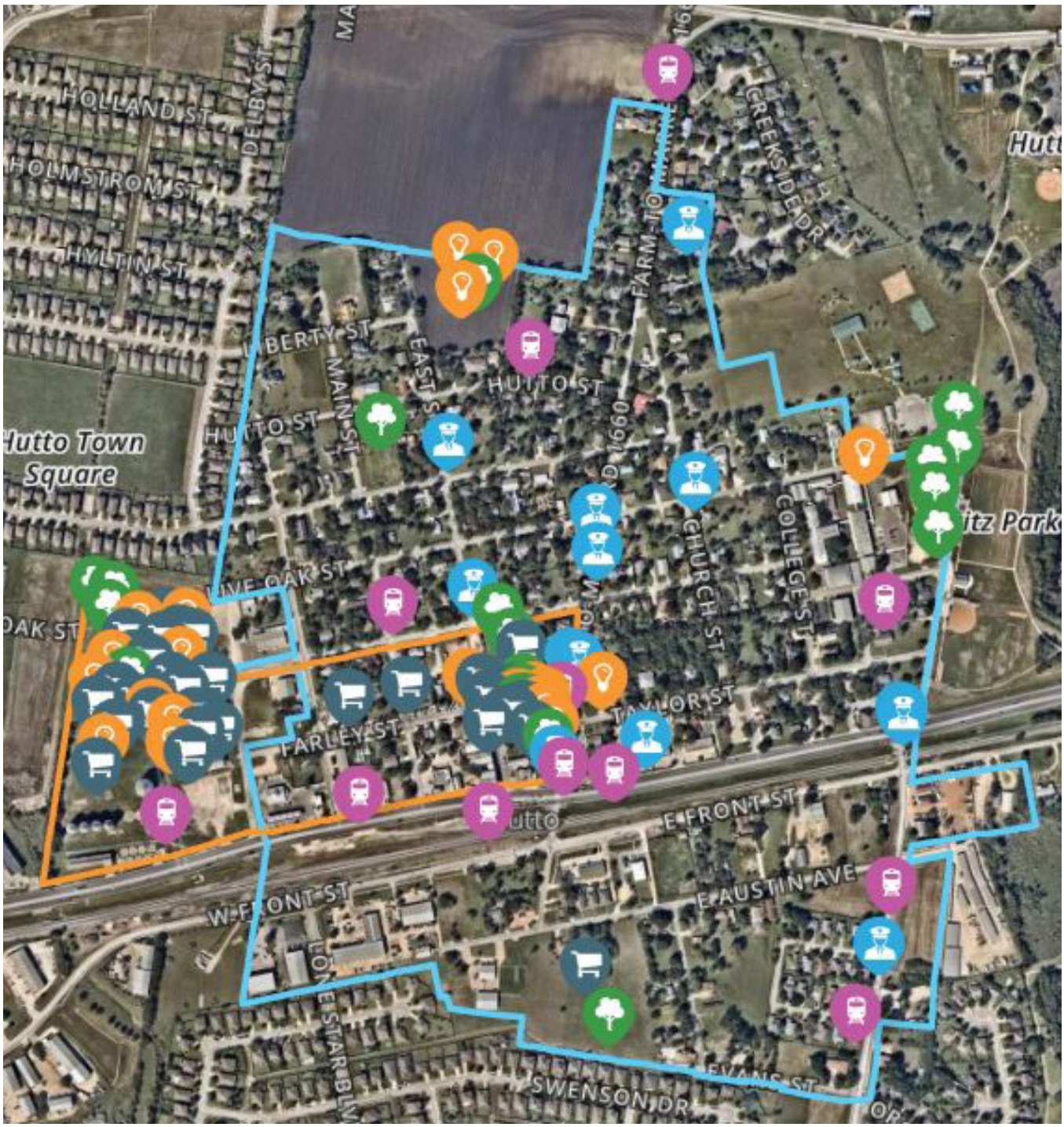
| # | Survey Responses |
|---|---|
| 85 | More entertainment |
| 86 | To get flix brewhouse back on board. |
| 87 | More nice restaurants with outdoor space to sit and relax. A nice huge park to run around and enjoy. |
| 88 | More variety of restaurants and family entertainment |
| 89 | Build a bridge 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.

Business and Use | Public Space | Safety | Other Idea | Transportation




BUSINESS USE
Positive
Mixed
Neutral
Negative
FM 1660
N FM 1660
PARK ST
W LIVE OAK ST
W PECAN ST
TAYLOR ST
E AUSTIN AVE
S FM 1660
CO-OP BLVD
LONE STAR BLVD
15, 25
1, 16
N

# 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 |


OTHER IDEA
Positive
Mixed
Neutral
Negative
FM 1660
N FM 1660
PARK ST
W LIVE OAK ST
W PECAN ST
TAYLOR ST
COOP BLVD
E AUSTIN AVE
S FM 1660
LONE STAR BLVD
1, 3, 4, 17
N

# 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 |


PUBLIC SPACE
Positive
Mixed
Neutral
Negative
FM 1660
N FM 1660
PARK ST
W LIVE OAK ST
W PECAN ST
TAYLOR ST
CO-OP BLVD
E AUSTIN AVE
S FM 1660
LONE STAR BLVD
1, 14
N

# 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 unkept | 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 |


SAFETY
Positive
Mixed
Neutral
Negative
FM 1660
N FM 1660
PARK ST
W LIVE OAK ST
W PECAN ST
TAYLOR ST
2, 12
CO-OP BLVD
E AUSTIN AVE
S FM 1660
LONE STAR BLVD
N

# 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 |


TRANSPORTATION
Positive
Mixed
Neutral
Negative
FM 1660
N FM 1660
S FM 1660
PARK ST
W LIVE OAK ST
W PECAN ST
TAYLOR ST
CO-OP BLVD
E AUSTIN AVE
LONE STAR BLVD
N

# 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.<br>Also the playground equipment is for kids 5 and u see.<br>What about more gymnasts bars, monkey bars and etc for the little bit older kids<br>Events should be held downtown and fritz park to keep it more downtown.<br>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 |

# DRAFT DOCUMENT PUBLIC FEEDBACK

## JANUARY 13, 2023

# COMMENT SUMMARY

# ABOUT THE ONLINE SURVEY

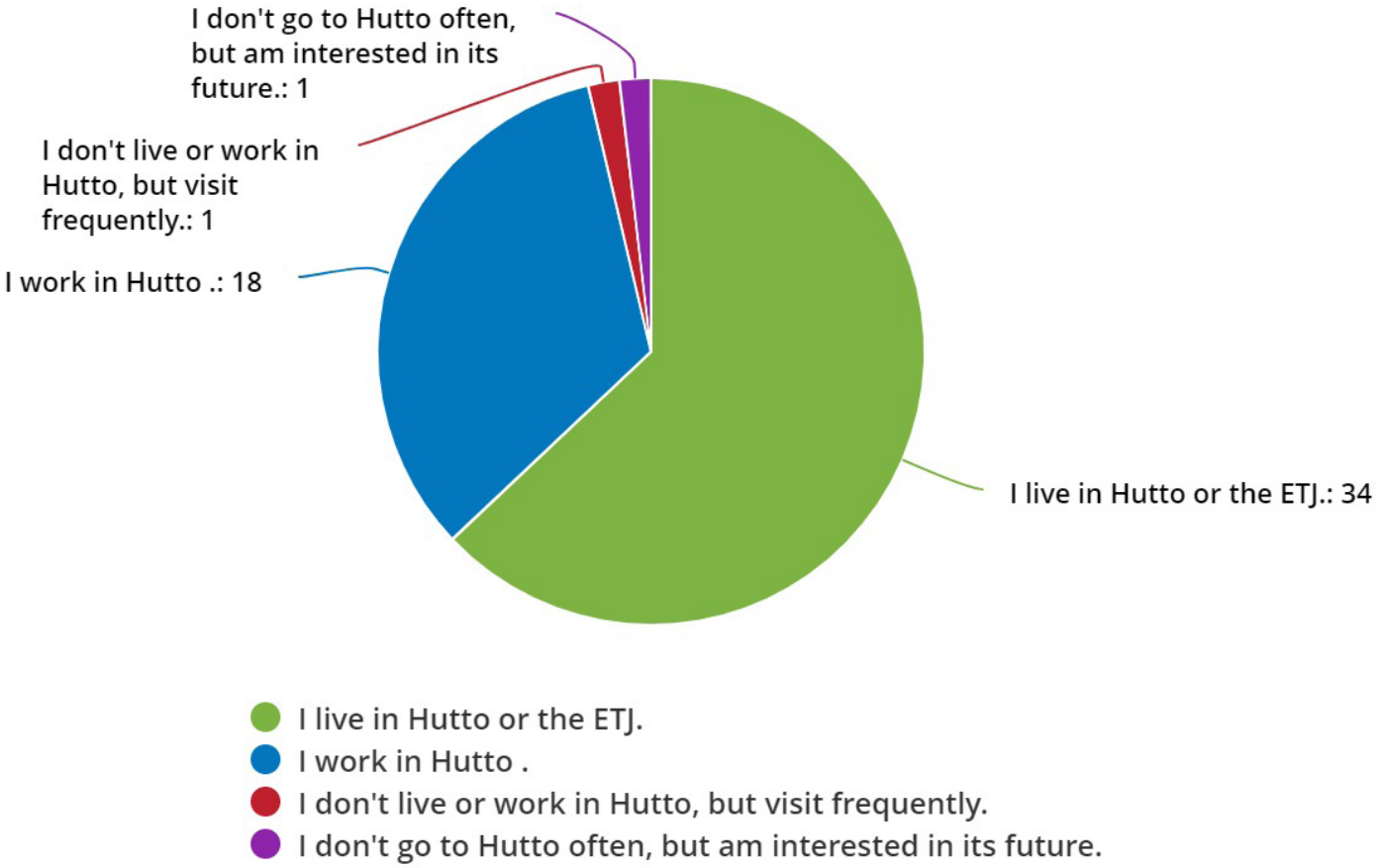
This final online survey was launched to allow public review and comment on the full draft of the Comprehensive Plan. The Draft Plan was available for download and the survey was open from December 23, 2022 to January 13, 2023. The survey could be viewed on either a computer or a mobile device. An email blast was sent to everyone that had provided their emails throughout the planning process, either via the project website or at community events, to let them know the draft plan was available for public comment. When reviewing this summary, please note that participants are not required to answer every question and some questions allow participants to select more than one answer, so the total number of responses to a specific question may appear less or more than the total number of survey participants.

**This survey received a total of 36 participants.**

# DEMOGRAPHIC QUESTION

**Please select all that apply to you.**

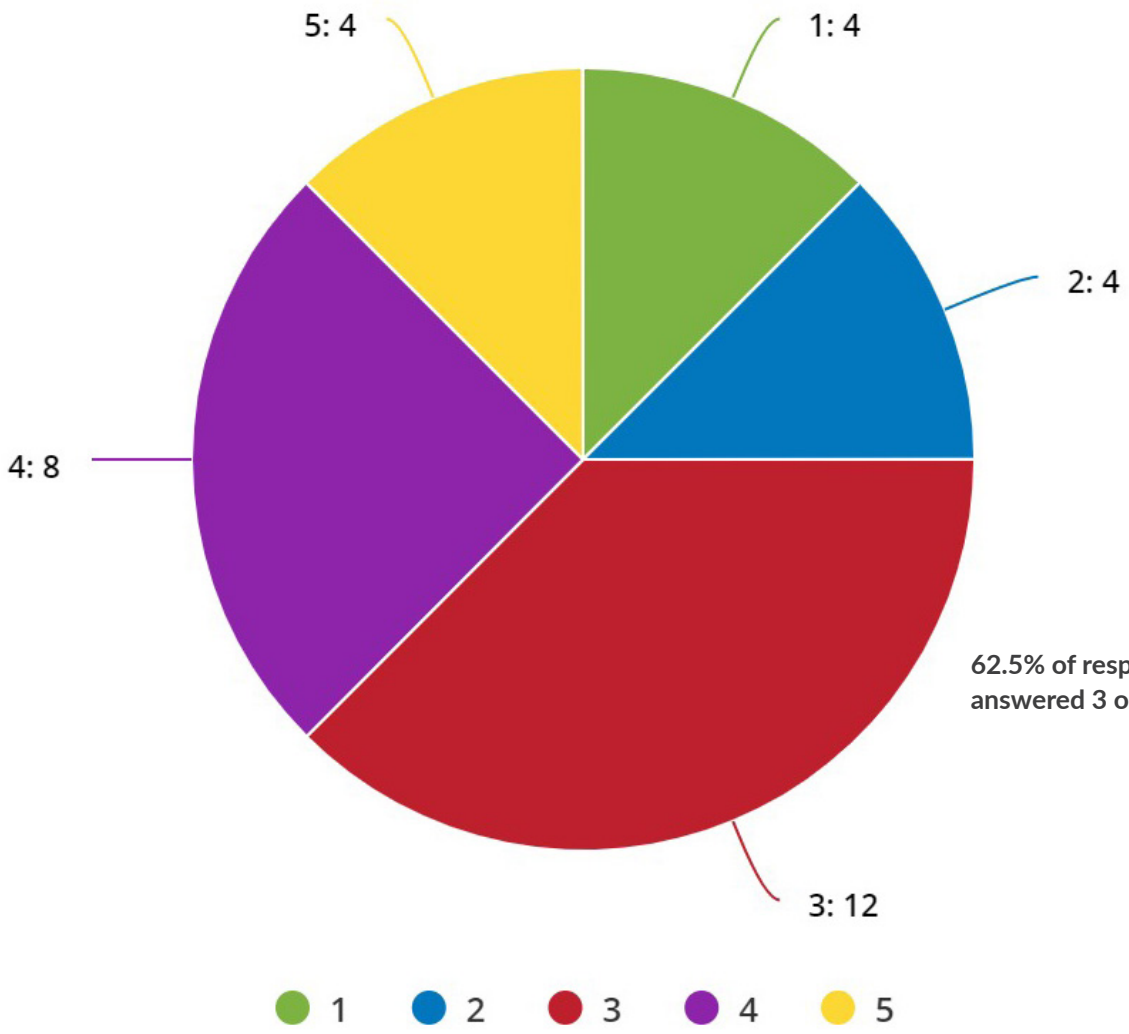
| Choice Responses | Response # | Response % |
|---|---|---|
| I live in Hutto or the ETJ. | 34 | 94.44% |
| I work in Hutto . | 18 | 50.00% |
| I don't live or work in Hutto, but visit frequently. | 1 | 2.78% |
| I don't go to Hutto often, but am interested in its future. | 1 | 2.78% |



# OVERALL FEELING ABOUT THE PLAN

**On a scale of 1-5 how positive do you feel about the direction this Plan is setting for the City of Hutto? With 1 being not positive at all and 5 being very positive.**

| Choice Responses | Response # | Response % |
|---|---|---|
| 1 | 4 | 12.50% |
| 2 | 4 | 12.50% |
| 3 | 12 | 37.50% |
| 4 | 8 | 25.00% |
| 5 | 4 | 12.50% |




**62.5% of respondents answered 3 or above.**

# DRAFT PLAN FEEDBACK

Feedback was requested in a simple open comment form, so as to allow respondents to say whatever was on their mind regarding the plan. 27 written comments were received (although one was a repeated comment) and are included in full in the following table. Most of the comments are neutral in nature. Comments that provided feedback but did not denote an overall positive or negative lean were noted as neutral. Some comments are related to items that are not directly addressed in the Plan, as they are beyond the scope of a Comprehensive Plan or should be part of work that comes after this Plan is adopted. However, these comments are still valuable in that they are a snapshot of some of the things respondents are thinking about, concerned with, and asking for in the City of Hutto.

## WRITTEN RESPONSES

**In this space please share any feedback you have on the draft plan. This feedback will be shared with City Council as they consider the Plan for adoption.**

| # | Response | Sentiment |
|---|---|---|
| 1 | Hello there, There are numerous errors throughout this document (punctuation, grammar, etc.). Is there a plan to proof-read and edit before publication? If you do not have an editor on staff, I am happy to offer my assistance.<br>A few examples:<br>Page 6 - The community grew to 842 inhabitants and seventeen ""business. (Should be businesses.)<br>Page 7 - Growing anti-slave sentiment in Tennessee may have prompted the Orgain family to move to Texas to protect their “holdings”. (Should be ""holdings."")<br>Page 8 - 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. (Omit the word 'the' before Riverwalk Park.)<br>Page 9 - This Comprehensive Plan is one of many documents that helps Hutto grow in accordance with the vision and values of the community. (Should be 'help' Hutto.)" | Neutral |
| 2 | Not enough attention being given to the woefully pathetic state of per-existing infrastructure -ie: residential streets and sidewalks, old/outdated water & sewer service lines, and code enforcement for vehicles being left on the sides of streets for weeks at a time. This has been brought up to city staff, the mayor, and city council with only "lip service" and unfilled "promises". If the existing infrastructure crumbles then Hutto will fail. That is a fact. | Negative |
| 3 | I feel very positive of the direction Hutto is heading. We moved to Hutto in 2007 and we see the positive growth and changes daily. It would be great to get our own theater and Hospital, not necessarily in that order | Positive |

| # | Response | Sentiment |
|---|---|---|
| 4 | Thank you all for your time and effort working for the betterment of the city. I love the direction of this plan, and support it in full.<br><br>Feedback on the Thoroughfare Plan (p. 92-100):<br>I own a home off of Carl Stern Dr. and using my own measurements as well as the Plat Map Recording Sheet I know that the R.O.W. is only 80' wide, despite this being identified as a Minor Arterial. This is 30' narrower than the existing 110' R.O.W. width design standards, which as me worried about how adequate traffic volume can be accommodated while maintaining or improving the standard of living for the single family homes adjacent to Carl Stern Dr.<br><br>Feedback on Storm Water (p. 118-121)<br>In addition to the above, much of Carl Stern Dr's existing ROW and PUE were poorly designed in the past. Unfortunately, many of the secondary storm water runoff vegetated ditches running parallel to Carl Stern Dr. are in disrepair and non-functional. For example in the Legends of Hutto Phase 1 stretch of Carl Stern, zero of these secondary ditches properly drain rainwater, so all of them back up during moderate and heavy rain and overflow onto the Carl Stern road surface.<br><br>Feedback on general communication:<br>Over the past 6 months, I have called for questions or information dozens of times and have received fewer than 5 answered or returned calls. I have also sent at least 10 emails to those same people and departments that were simply never responded to. In my opinion, it would go a long way to making me feel like I live and belong in a flourishing community if I could actually get a hold of the people who run the show. | Positive |
| 5 | Although the vision is overall positive, there are a few things I feel have been ignored or are being overlooked. The Co-OP property is not being developed the way it is being sold. It is nothing like the Domain, which is what it is supposed to be modeled after. The Mayor says that apartments without the commercial space below were not supposed to be what is built there, but I noticed that there are apartments proposed that are large-scale residential apartments with no retail. That ought to pretty much kill the vibe of the Co-OP. Next, mid-rise 3 story apartments with no greenery are being built INSIDE Hutto Square, when the plan states that they should not be more than 2 story. The neighborhood cohesiveness was destroyed and the roads in there are really bad. Some of the homes around the project have allegedly had damage from all the digging and vibrations, and ours has developed some cracks. When our yard was completely dug up to place lines, our sprinkler system was broken. I love the idea of a place for festivals and a splash pad in fritz park. The problem I see is, where can an outdoor event place for festivals be put where noone will complain? Again with the Co-OP, but what about the little amphitheater and splash pad there? They haven't been worked on in a few years and are just going to waste. I do not know who owns the Brushy Creek frontage but that is a very overlooked source for public use. The entire length along the bike trail could be developed with mile markers, picnic and rest spots, and access to the water. | Positive |

| # | Response | Sentiment |
|---|---|---|
| 6 | My name is Mark Lyons. My wife and I are the proud parents of an autistic adult. He is 24 years old and lives with us. I am speaking to you on his behalf.<br>Our country is undergoing a supportive housing crisis for autistic adults. Supportive housing is housing that includes long-term services and supports. This crisis consists of a severe shortage of supportive housing and the preponderance of barriers that impede the further development of supportive housing for autistic adults.<br>Reasons include:<br>The population of autistic adults is growing.<br>Most autistic adults live with their aging parents.<br>Autistic adults often have behavioral and medical challenges that require supervised long-term services and supports.<br>What Hutto can do:<br>- Create locally funded sources including tax credits, bonds, and sales taxes to provide housing and long-term services and supports for this population.<br>- Ensure all local comprehensive planning – Hutto Soar 2040 – and housing plans include people with autism due to being high risk for homelessness, community displacement or forced institutionalization.<br>- Develop strategies for all market cycles that expand the portfolio of supportive housing options by leveraging opportunities through undeveloped land, underutilized properties, and creating greater options for individuals with a broad range of support needs.<br>- Remove zoning laws or land-use barriers and expedite approval to develop supportive housing on property owned or controlled by organizations that develop this type of housing.<br>- Actively seek out organizations and businesses that develop supportive housing.<br>In conclusion:<br>We need comprehensive coordinated policies, programs, and legislation at the local governmental levels to ensure access to housing and long-term services and supports for autistic adults.<br>Thank you. | Neutral |

| # | Response | Sentiment |
|---|---|---|
| 7 | -The transit portion could definitely be looked at more to include Shuttle type services with main thoroughfare points connecting destinations such as grocery stores, entertainment, and larger places of employment. These would not necessarily have to run through neighborhoods, but again, major thoroughfares throughout Hutto. If you try to do transit within neighborhoods, you may get NIMBY type people complaining about mass transit, but shuttles could be a decent alternative.<br>-Sidewalks (including possible barriers) along Chris Kelley and 79, including barriers to keep people of the train tracks could greatly increase pedestrian traffic and allow an easement of traffic as well. If there were sidewalks on 79 and a walking bridge above 79 to get to the Co-Op would lead to an increase of pedestrian traffic to both that site and Downtown Hutto.<br>-The Gateways are a great idea, but we need something more attractive other than the farmers markets and whatnot to attracted people to go to these places. For neighborhood entries it's great and gives it a new vibe, but for other places, make it welcoming but keep the people there with more entertainment/activities. Perhaps a small stage and outdoor seating allowing restaurants in downtown to have people take food and beverages to go and listen to music that isn't just at the Downtown Hall of Fame. Or, use the land that Perfect Game was to be at and create another entertainment district that is also anchored by some type of grocery store. The site has ample space for parking and if there are sidewalks and trails connecting it than that site could be zoned for extreme growth and popularity being in between Hutto and Taylor. Restaurants (not just chain, but I do know you cannot control who decides to open a business here) could bring much more tax revenue to Hutto and not only tax money from the residents of Hutto, but residents around the area.<br>-I am not sure if the Old Town character is a threat necessarily. People are selling their houses and building duplexes or townhomes already. Unless preservation requirements exist (or will exist) that area will lose it's character regardless due to land values being more than the existing structure value.<br>-Adding more housing to Old Town, due to the congestion that exists and will increase, does not seem like a great idea, especially with multi-family dwellings where more vehicles will be used.<br>-Lastly, with the amount of apartments that are being built by Hutto Middle School, Exchange will get extremely crowded and unsafe for the students. This needs to be addressed as both entrance/exit feed right out to that road." | Neutral |
| 8 | Add another lane at the Ed Schmidt Blvd 119 and Limmer Loop intersection. Also, please add the sidewalk, street light at Ed Schmidt Blvd 119 road. | Neutral |

| # | Response | Sentiment |
|---|---|---|
| 9 | I am currently studying the draft plan and will provide feedback as that progresses. I am taking a neutral position to start. I hope that Council will do the same. This plan should not be rubber stamped. First flush. SOAR? That is not Hutto. How about CULTIVATE, TRACK or NURTURE? We are black clay and rail, not pie in the sky. As I flip through, I perceive that the emphasis is on economics and growth. I would like to see more emphasis on the Arts, performing, visual, music, literature, architecture, cinema. The axes labels for charts 6.1 & 6.2 need to be clarified. Why all the photography? I would rather see more conceptual/visionary images. The CO-OP section is not realistic. For senior housing (I am 73), I would like to see more age in place emphasis: ADA features, high speed internet, open concept, vinyl flooring, wide interior doors. I will be looking for neighborhood community centers/meeting facilities, pedestrian only zones, and centralized parking facilities with shuttles.<br>We need a more functional police station. We could use the old City Hall for an American Legion Hall. | Neutral |
| 10 | I am keeping my neutral position until I hear from City Council on this.<br>Downtown Old Town<br>Envision a 2040 pedestrian/shuttle only commercial old town with shuttle lanes and pedestrian bridges over 79 and 1660. Create a kiosk type mall, incorporating pop-ups, seating, strolling paths and line dancing, down the center of East Streat. Designate this area as open carry serviced by East Street restaurants and bars. Wrap a full-service community center around the East side of Henrietta, similar to the one in Grapevine, with multiple floor parking and luxury condominiums. There is an example of this type of development a few blocks from Austin's 6th Street. The exterior should blend in with the facades of commercial Old Town and also provide a palette for promoting Old Town, as the silos do now for the CO-OP. Recreate the original (before the fire) façade on the East side of East street for modern additional commercial and entertainment development and display art. Play on the original purpose and signage of the buildings. We have an amazing architectural artist right here in Hutto. This type of development in old town would serve our residents and visitors better than what is proposed in the SOAR plan. Park features, luscious landscaping, trees, and statuary art could be woven into this plan. This plan wraps our old town up in tradition and functionality. I do not the hodgepodge plan presented by the contractor. I will talk more about that and the CO-OP in a follow on comment. | Neutral |

| # | Response | Sentiment |
|---|---|---|
| 11 | My initial limited review, before I got sick, disclosed several shortcomings that should have been caught by the contractor prior to release of this draft to the client for their review. My gut reaction would be turn it back to the contractor for clean-up, while you continue your review. I am rating this as a neutral until I get further into the document.<br>Chapter 1.<br>A series of projections and growth rates appear in this chapter. In many cases, contradictory info is presented; i.e., page 20.<br>The write up shows population as of June 10, 2022 was 25, 320. The schedule on page 20 shows the population in 2019 was 25,320. That is about a 2.5 year gap, with the interceding 2020 census. I understand that we built about 2000 homes in 2021. I have extrapolated from HISD data, that we have about 3+ new citizens per home. The demographics write up on page 20 regarding population is not correct or the data is wrong. Either way it casts a shadow on the resulting projections. This shows ineffective review procedures in place to correct very visible errors. What other errors may be hidden?<br>Overall, the demographics are sketchy, sloppy and possibly erroneous. I suggest that you compare data with the extensive and documented demographic data presented to the recent HISD Long Range Facilities Planning Committee that my wife was part of. I will be looking for information in subsequent chapters that will integrate HISD factors. | Neutral |
| 12 | I don't see the Monadale Historic Cemetery included or protected. This Hispanic cemetery is located six miles north of Hutto on 1660 and is specifically mentioned in deeds of that land. Is that area not part of the plan? Thank you. | Neutral |
| 13 | More taxes more taxes, more taxes! More traffic crime, congestion, increased ripoff property prices. | Negative |

| # | Response | Sentiment |
|---|---|---|
| 14 | CO-OP Development<br>The SOAR 2040 draft report spends a significant amount of time talking about the Co-Op asset development in rather glowing terms. Completed in 2019, the Hutto City Hall is located at the north end of the in progress mixed-use Co-Op District. We must determine the current basis of this joint venture in order to project into the future.<br>As you may know, I was a Federal S&L examiner in charge of numerous failing financial institutions in the late 1980's. Part of my job was to classify substandard assets from the loan and investment portfolios of the failing S&L's. I examined, inspected and recommended the establishment of necessary loss reserves. It is my considered opinion that a substantial amount of write off is required to recognize future losses on this Co-Op development. This joint venture has been in default several times and should be restructured. The extent of loss is unknown at this time. Updated appraisals, operating statements, review and analysis of marketing efforts, and other financial studies must be done.<br>Why would I say this is a substandard asset? An insured financial institution is regulated to address substandard assets. I see several breakdowns in underwriting of this venture.<br>1. Start with the PID. Three years into this project and we seem to be still in the conceptual stage. The PID in not finalized. A church is still operating in a corner of the property as a tax exempted entity. The PID is not functional.<br><br>2. There has been a failure to enforce performance triggers in the operating documents, such as milestones for improvement completions.<br><br>3. Technical competence, expertise and experience in some forms of development does not necessarily work in different specialized ventures, such as the Co-Op.<br><br>4. There appears to be a vacuum of supervision due to lay-offs, Covid and weather. These factors did not cause the problem, but rather masked the problem.<br><br>5. Likewise, there was lack of attention to changing economic conditions.<br><br>6. Most of all, it does not appear, that even in the conceptual stages, the development plan was properly documented, vetted or staged. Were these commitments real or just a way for an aggressive profiteer to create a bogus ROI?<br><br>I am looking at this from a jaded, suspicious forensic examiner mindset. But I tell you, there are just too many red flags here. I understand that this JV has now been in default three times. It is very evident that you are likely to be involved with a substandard asset that is grossly overvalued.<br><br>I have not been privy to the JV documents for this investment, so I am not able to tell you what specific actions need to be taken by the City. I must say that this JV needs to be reassessed to provide the basis for going forward. Don't build on a bad foundation. Have real estate professionals advise you on this. Make this an integral part of the SOAR 2040 plan. I have set here and watched our City fret over this for going on 4 years. Turn this into a beautiful performing asset. When you have a bad asset, you have to work the asset, it is not going to work itself. | Negative |

| # | Response | Sentiment |
|---|---|---|
| 15 | Co-Op: This plan should start with the actual status, not the conceptual stage. Mayor Snyder posted yesterday in Facebook:<br>"The Co-Op is a private developer. The city gave them the land for FREE, MILLIONS of tax rebates and more.<br>The developer can't get out of their own way. In November, the City Council issued a terminal default to the developer. (3yrs in a row of not building minimum square footage as per our agreement).<br>Changes will be made by May in that either the developer agrees to renegotiate things with the city or Hutto May take the development over and let another, more qualified developer build it out.<br>By the way, when the current Co-app developer brings forward ideas on a bunch of more apartments, we shoot it down.<br>The City of Hutto incentivized an entertainment area and that is what we are going to get." | Neutral |
| 16 | Agenda Item 11.2 of the Jan 5, 2022 Council Meeting should be covered in this plan. We do not want NorthTown Commons to turn out like the road through Emory Farms into the Titan industrial area. Any road from Limmer Loop entering this new PUD should not enter into Carol Meadows or Mager Meadows. To avoid unwanted noise and lights, loading docks should not back up to these residential areas. There should be a significant tree/landscaping buffer zone and a tall fence (12' min) between these industrial parks and adjacent established residential areas. | Neutral |
| 17 | Parks and Recreation<br>I am impressed with the thought and effort that has gone into this. I love the concept of the Orgain Nature Exploration Park, and TROD. It is good to see our natural wealth showcased in this way. Placemaking seems to implement the ""pocket park"" concept. As I stated in one of my earlier comments, zoning the south end of East St as pedestrian only, creates a lovely opportunity for a ""park place"". | Positive |
| 18 | I am very adamant that the current Old City Hall Police Station should be donated to the Hutto American Legion Post 302. This Post has been active in Hutto for over 20 years and provides amazing support services to the community. The Post works seamlessly with the other community nonprofits. I am truly embarrassed that the City has not recognized their service in a big way.<br>I would like to see more detail on the Justice Center, square footage, animal control, evidence room, etc.<br>Very happy to see that this plan recognizes that we need a dedicated library that can serve the community in many ways.<br>It is good that the plan integrates community meeting spaces into several public facilities. City Hall itself should have set aside, public meeting rooms. | Neutral |

| # | Response | Sentiment |
|---|---|---|
| 19 | Chapter 8 - Old Town District<br>East Street Block Small Area Plan Concept.<br>This plan, as presented is totally unworkable without removing all improvements on the 1st block of East Street on the East Side. The part of the new build on the west side of N1660 cannot be done because of the street widening for improved traffic flow. This whole plan is "pie in the sky", with inadequate consideration of the transportation plans in place. Did Freese & Co even consider any plans that are already in place for this area? See Fig 8.9 and 8.11.<br>This part of Chapter 8 is moot because of 1660 improvements already underway. Just return this section back to the Drawing Board. This gross oversight raises questions about the entire Chapter 8. We need to seat specific focus groups to come up with more realistic Hutto solutions. We cannot really blame the contractor. It looks like we did not give them much to work with. | Negative |
| 20 | Chapter 4 Transportation.<br>Thoroughfare Plan, page 92<br>Figure 4.8 and Map 4.1 show no street names, road numbers, etc., to identify traffic patterns. How can this information be evaluated against proposed highway improvements? These graphics seem useless. In the write up on page 92, it says Figure 4.8 shows the conflicts that existed with the previous thoroughfare plan. There are no explanations of these conflicts. Where are they?<br>Pages 88-91 raise good points to consider and should be applied to each new development in the form of detailed requirements. Plats submitted for review by P&Z must incorporate these requirements. Buy- in is critical.<br>In the Vision and Goals section, what is “Main Hippo Way” page 88. Figure 4.1 shows improper grammar. This chapter is rife with such references and also run on sentences, inconsistent verb tense, etc. Figure 4.2 is also poorly labeled.<br>Page 89 Key Population.<br>This segment of the population is poorly identified. Neither seniors or youth, nor even the disabled, are necessarily restricted in mobility or unable to operate a vehicle. The two bullets listed apply to all pedestrians, whether they choose to walk or are restricted from driving.<br>I would love to see some examples of this, such as Exchange Street. These are the types of pictures I expected to see. Not fluffy touristy type photos. I fully expected that pedestrian overpasses would be covered here. I have seen slow moving or mechanically assisted pedestrians facing extreme danger while trying to cross Hwy 79 or the railroad track. But, so far, I have seen minimal planning for safe pedestrian travel in this document. Show us some examples.<br>Page 90 Figures 4.4 - 4.7<br>Examples of what, pray tell?<br>My rating of this plan went down a notch after reviewing this Chapter. | Negative |

| # | Response | Sentiment |
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| 21 | Chapter 2 Vision, Guiding Principles and Goals<br>On page 28, it is stated that "Gathering the community's input was a critical step in developing the Comprehensive Plan." Hutto has a myriad of Facebook community groups, HOA's, churches, civic organizations, nonprofits. I do not know about others, but the Hutto Community Watch nonprofit (a 501(c) community advocacy group) was not brought into this process. While I appreciate the social events attended by the CPAC, the warm and fuzzy just does not cut it.<br>I recently served on the HISD Long Range Facilities Planning Committee, an intense 4 months process involving at least 100 community leaders. It was led throughout by a professional facilitator. We were trained in consensus decision making methodology, a model that I have used throughout my career, since 1973. The City CPAC met every six months? Now you are condensing the draft review into a couple of weeks?<br>Page 29<br>This Chapter sets the foundation for the Comprehensive Plan, the CPAC. The last sentence on this page demonstrates the major weakness in the CPAC and this plan. "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."<br>Each? Collective?<br>Only positive attributes? What about problem areas? If not, why do we need to plan? "...where as a service delivery organization." What? Let me finish your sentence. "... asked to provide their concept of a community whose primary purpose is to provide a centralized, cohesive and rich quality of life for its residents. "<br>Have any of these stakeholders responded to the recent call for comments on the draft plan? Were they recently individually contacted? Do they all still live in the City?<br>The pictures on this page clearly demonstrate the "us" vs "them" feeling that I felt when attending community meetings. Were there any community meetings actually in the community of Hutto? Did the staff come to us?<br>Page 35. There were only 80 respondents over 3 months for the survey summarized on page 35 & 36. The quantity of visits, data points and map comments make it clear that this survey was confusing and uninviting. Over 7000 site visits and only 80 responses? It is clear that this adamant segment of the population rates transportation and mobility #1. Age breakdown and home ownership of these respondents seem reflective of Hutto demographics. Listen to these people. Vision statements for downtown Hutto focused on community, quality of life, park atmosphere, arts, entertainment, freedom from traffic congestion, small shops, and centrality. Take a look at how this plan addresses Old Town and Downtown Hutto. There is a disconnect.<br>Please excuse my harsh attitude. I am an engineer who spent most of her career in Federal Law administration. I don't mince words. Please take my comments in the constructive sense that I mean them. | Neutral |

| # | Response | Sentiment |
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| 22 | I am resubmitting this comment with a typo correction.<br>Chapter 2 Vision, Guiding Principles and Goals<br>On page 28, it is stated that "Gathering the community's input was a critical step in developing the Comprehensive Plan." Hutto has a myriad of Facebook community groups, HOA's, churches, civic organizations, nonprofits. I do not know about others, but the Hutto Community Watch nonprofit (a 501(c) community advocacy group) was not brought into this process. While I appreciate the social events attended by the CPAC, the warm and fuzzy just does not cut it.<br>I recently served on the HISD Long Range Facilities Planning Committee, an intense 4 months process involving at least 100 community leaders. It was led throughout by a professional facilitator. We were trained in consensus decision making methodology, a model that I have used throughout my career, since 1983. The City CPAC met every six months? Now you are condensing the draft review into a couple of weeks?<br>Page 29<br>This Chapter sets the foundation for the Comprehensive Plan, the CPAC. The last sentence on this page demonstrates the major weakness in the CPAC and this plan. "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."<br>Each? Collective?<br>Only positive attributes? What about problem areas? If not, why do we need to plan? "...where as a service delivery organization." What? Let me finish your sentence. "... asked to provide their concept of a community whose primary purpose is to provide a centralized, cohesive and rich quality of life for its residents. "<br>Have any of these stakeholders responded to the recent call for comments on the draft plan? Were they recently individually contacted? Do they all still live in the City?<br>The pictures on this page clearly demonstrate the "us" vs "them" feeling that I felt when attending community meetings. Were there any community meetings actually in the community of Hutto? Did the staff come to us?<br>Page 35. There were only 80 respondents over 3 months for the survey summarized on page 35 & 36. The quantity of visits, data points and map comments make it clear that this survey was confusing and uninviting. Over 7000 site visits and only 80 responses? It is clear that this adamant segment of the population rates transportation and mobility #1. Age breakdown and home ownership of these respondents seem reflective of Hutto demographics. Listen to these people. Vision statements for downtown Hutto focused on community, quality of life, park atmosphere, arts, entertainment, freedom from traffic congestion, small shops, and centrality. Take a look at how this plan addresses Old Town and Downtown Hutto. There is a disconnect.<br>Please excuse my harsh attitude. I am an engineer who spent most of her career in Federal Law administration. I don't mince words. Please take my comments in the constructive sense that I mean them. | Netural |

| # | Response | Sentiment |
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| 23 | SOAR 2040 Chapter 8 Old Town District<br>Here I am citing the primary example of why I cannot enthusiastically endorse this plan for approval. The "Old Town District East Street Block Small Area Plan Concept." (On a side note, where did the planner come up with this awkward description?)<br>See Figure 8.9<br>It appears that this drawing illustrates a plan for the land bordered by East Street on the West, Farley Street on the North, Highway 79 on the South and 1660N to the East. It includes the site of the former lumber yard and other historical businesses that burned down. It is currently the home of a beauty shop (formerly the jail), what I believe to be the original Hutto City Hall (now the Chamber of Commerce), a tire shop/ historical service station, and Henrietta. This block is an historical Hutto Gem. Figure 8.9 actually eats up the Chamber of Commerce historical building.<br>The concept plan demonstrates an ignorance of the in-process traffic upgrade for the Hwy 79 and 1660N intersection. Surely the planner should have known that a good 20 or more feet (talk to the engineer) of the East border of this property the added right turn lane of 1660 N at Hwy 79 westbound. By the time we add another 20 or 30 feet of building line setback, there is no space for the proposed high density development envisioned in Figure 8.9.<br>Why place a shiny object in the way of serious discussion regarding this block? Our City? This "concept" disregards the tumultuous early history of Hutto. It is just a ridiculous figment of the planner's imagination and detracts from what could be an uplifting and useful plan for the future.<br>Alternatively, the historical nature of the existing structures should be maintained. New structures with historically correct facades should be created along the East side of East Street to replace those buildings that perished in the fire. A needed mixed use parking/community services structure should be constructed behind these buildings in the area where the lumber yard stood. Architectural art could be used here to reflect the cultural richness of this downtown area. This concept would allow residents and visitors to fully enjoy this district by opening up the area to pedestrian activities and bringing back memories, sweet and tragic, of our heritage. | Negative |
| 24 | Good to see this effort and foresight. A fair bit of the content was copy and pasted. Did not like the use of sustainability and ecosystem having nothing to do with sustainability or ecosystems. More community engagement. | Neutral |
| 25 | Please tell us the City plans for the extension of Carl Stern. I cannot not find anything more recent than 2011. | Neutral |
| 26 | The tunnel under 79 downtown is a great idea. I am excited to see the focus on mixed use neighborhoods as opposed to more subdivisions. I hope that community activity centers aren't just gas stations and such. It would be awesome to have a Trader Joe's or other grocery stores closer to the north side. | Positive |
| 27 | Make the old town beautiful and something we all can be proud of. Street lighting in the entire neghbourhood and pavements would be great. Dedicate place in the old town for garden and picnic. | Neutral |

# AGENDA ITEM REPORT
# 12.3.

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| **To:** | City Council |
| **Subject:** | Discussion and Possible Action on Financial Reserve Requirement Limits (Councilmember Clark, Mayor Pro Tem Gordon) |
| **Meeting:** | Thursday, February 2, 2023 |
| **Department:** | City Council / |
| **Staff Contact:** | |

## BACKGROUND INFORMATION:

Hutto: Financial Reserves Requirements – Existing Guidelines

Charter Section 8.04(d), Minimum of 10% emergency reserves

Charter Section 8.04(d) states: “To ensure a higher quality of life and security for the citizens of Hutto, the following appropriations will be mandated in each and every Annual Budget: 1) A minimum of ten (10) percent of the Annual Budget shall be placed in a Contingency Fund to be used for Emergency Purposes as outlined in Section 8.07 of the Charter.” Section 8.07(b) provides that Council may amend the budget after adoption to make emergency appropriations to meet a public emergency affecting life, health, property, or the public space, or to avoid a material cost or public expense. A charter amendment would be necessary to change this 10% minimum requirement.

FY 2023 Budget, Goal of 20% emergency reserves

The City’s FY 2023 Budget, in the incorporated Fiscal and Budgetary Policy as adopted June 18, 2020, states in Part XI (Financial conditions, reserves, and stability ratios), regarding Operating Reserves, that “the City is mandated to maintain a 10% reserve” and “will strive to maintain emergency reserves at 20% of net budgeted operating expenditures for both the General and Utility funds.” The budget provides that “reserve funds will be invested in accordance with the City’s investment policy.” The Council may consider amendments to the Fiscal and Budgetary Policy to revise the current 20% goal, subject to the 10% minimum required by the Charter.

Hutto Investment Policy, adopted November 17, 2022

The municipality has the right to maintain other investments of municipal funds in accordance with the Public Funds Investment Act (Tex. Gov't Code §2256) and the investment policy adopted by the municipality. Tex. Loc. Gov't Code §105.071(a).

Hutto adopted its amended Investment Policy on November 17, 2022. The Investment Policy sets guidelines regarding the investments of various types of municipal funds (including Operating Reserve Funds in Section III(B)(6)). The current policy does not establish an overall percentage

requirement or goal for financial reserve requirements.

The policy must be reviewed at least annually. The city council shall adopt each year a resolution stating that it has reviewed the investment policy and investment strategies. Tex. Gov't Code §2256.005(e). The Council may consider amendments to the investment policy during that annual review, or earlier if appropriate.

**SUMMARY OF REQUEST:**

**STAFF REVIEW:**

**FISCAL NOTES:**

**ATTACHMENTS:**

None