



REVISED AGENDA
PLANNING & ZONING COMMISSION
CITY OF LEANDER, TEXAS

Pat Bryson Municipal Hall
201 North Brushy Street - Leander, Texas

May 11, 2023 at 6:00 PM



Place 1 – Donnie Mahan, *Chair*
Place 2 – John Cosgrove
Place 3 – Ron May
Place 4 – Deirdre Moss

Place 5 – James Oliver
Place 6 – Laura Lantrip, *Vice-Chair*
Place 7 – Rick Carpenter

The meeting will be live-streamed at the following link: <https://www.leandertx.gov/video>.

1. Call to Order.
2. Roll Call.
3. Director's report to the Planning & Zoning Commission on actions taken by the City Council at the May 4, 2023 meeting
4. Review of meeting protocol.
5. Citizen Comments: Three (3) minutes allowed per speaker.
[Please turn in speaker request form before the meeting begins.]

CONSENT AGENDA: ACTION

6. Approval of Minutes.

PUBLIC HEARING: ACTION

7. Conduct a Public Hearing regarding Subdivision Case CP-23-0020 to adopt the Lone Star Landing Concept Plan on one parcel of land approximately 37.01 acres ± in size, more particularly described by Williamson Central Appraisal District Parcel R031560; generally located north of the intersection of CR 177 and Valley View Dr., Leander, Williamson County, Texas.
 - Discuss and consider action regarding Subdivision Case CP-23-0020 as described above.

*** POSTPONED DUE TO POSTING ERROR***

8. Conduct a Public Hearing regarding Special Use Case Z-22-0043 to consider action on the Shady Brew Garden Special Use Permit to allow for a Food Truck Park including minor waivers to the Composite Zoning Ordinance on one parcel of land approximately 0.9373 acres $\pm$ in size, more particularly described by Williamson Central Appraisal District Parcel R035579; and addressed as 303 W. Broade St., Leander, Williamson County, Texas.
 - Discuss and consider action regarding Zoning Case Z-22-0043 as described above.
 - a. Staff Presentation
 - b. Applicant Presentation
 - c. Open Public Hearing
 - d. Close Public Hearing
 - e. Discussion
 - f. Consider Action
9. Conduct a Public Hearing and consider action on Subdivision Case SFP-22-0014 and Variance Case VA-22-0006 to approve the Roundmountain Oaks lot 37 Short Form Final Plat and Variance on one parcel of land approximately 3.012 acres $\pm$ in size, more particularly described by Travis Central Appraisal District Parcel 354818; more commonly known as 15000 Faubion Trl., Travis County, Texas.
 - Discuss and consider action on Subdivision Case SFP-22-0014 and Variance Case VA-22-0006 as described above.
 - a. Staff Presentation
 - b. Applicant Presentation
 - c. Open Public Hearing
 - d. Close Public Hearing
 - e. Discussion
 - f. Consider Action
10. Conduct a Public Hearing and consider action regarding Comprehensive Plan Case CPA-23-0006 to amend the Comprehensive Plan to update the Transportation Master Plan to change Nameless Road to a collector roadway north of the future extension Travisso Parkway to Round Mountain Dr; change CR 267 to a four lane arterial between Equine Road to Kauffman Loop; change Crystal Falls Parkway to a six lane arterial roadway between Ronald W Reagan Blvd and CR 175; add CR 264 as a collector roadway; add Stamp Iron Avenue as a collector roadway; Leander, Williamson and Travis Counties, Texas.
 - Discuss and consider action regarding Comprehensive Plan Case CPA-23-0006 as described above.
 - a. Staff Presentation
 - b. Open Public Hearing
 - c. Close Public Hearing
 - d. Discussion
 - e. Consider Action
11. Conduct a Public Hearing and consider action regarding Ordinance Case OR-23-0003 to amend the Subdivision Ordinance to clarify the adoption date and definition of the Transportation Criteria Manual, update the Preliminary Plat requirements, update the requirements for Water Utility Improvements and Wastewater Utility Improvements; and to provide for related matters; Williamson & Travis Counties, Texas.
 - Discuss and consider action regarding Ordinance Case OR-23-0003 as described above.
 - a. Staff Presentation
 - b. Open Public Hearing
 - c. Close Public Hearing
 - d. Discussion
 - e. Consider Action

12. Conduct a Public Hearing and consider action regarding Ordinance Case OR-23-0004 to amend the Composite Zoning Ordinance to clarify the adoption date and definition of the Transportation Criteria Manual; and to provide for related matters; Williamson & Travis Counties, Texas.
- Discuss and consider action regarding Ordinance Case OR-23-0004 as described above.
 - a. Staff Presentation
 - b. Open Public Hearing
 - c. Close Public Hearing
 - d. Discussion
 - e. Consider Action

REGULAR AGENDA

13. Discuss and consider action on the adoption of the Old Town Master Plan including the adoption of a future land use plan and map that provides guidance for appropriate land use regulations throughout Old Town, and an action plan for implementation.
- a. Staff Presentation
 - b. Consultant Presentation
 - c. Discussion
 - d. Consider Action
14. Adjournment

CERTIFICATION

This meeting will be conducted pursuant to the Texas Government Code Section 55 1.001 et seq. At any time during the meeting the Planning & Zoning Commission reserves the right to adjourn into Executive Session on any of the above posted agenda items in accordance with the Sections 55 1.071 [litigation and certain Consultation with attorney], 551.072 [acquisition of interest in real property], 55 1.073 [prospective gift to city], 55 1.074 [certain personnel deliberations] or 551.076 [deployment/implementation of security personnel or devices]. The City of Leander is committed to compliance with the American with Disabilities Act. Reasonable modifications and equal access to communications will be provided upon request. Please call the City Secretary at (512) 528-2743 for information. Hearing impaired or speech disabled persons equipped with telecommunication devices for the deaf may call (512) 528-2800. I certify that the above agenda for this meeting of the City Council of the City of Leander, Texas. was posted on the bulletin board at City Hall in Leander. Texas on the ~~5th~~ 8 day of May 2023 by 5:00 pm pursuant to Chapter 551 of the Texas Government Code.

Veronica Tovar
Veronica Tovar, Planning Coordinator



EXECUTIVE SUMMARY
05/11/2023

AGENDA SUBJECT:

Approval of Minutes.

BACKGROUND:

Draft 4-27-2023 P & Z Minutes attached.

RECOMMENDATION:

Approval of 4-27-2023 P & Z Minutes.

PRESENTER:

Attachments

4-27-2023 P & Z Draft Minutes



**MINUTES
PLANNING & ZONING COMMISSION
CITY OF LEANDER, TEXAS**

Pat Bryson Municipal Hall
201 North Brushy Street - Leander, Texas

April 27, 2023 at 6:00 PM



Place 1 – Donnie Mahan, *Chair*
Place 2 – John Cosgrove
Place 3 – Ron May
Place 4 – Deirdre Moss

Place 5 – James Oliver
Place 6 – Laura Lantrip, *Vice-Chair*
Place 7 – Rick Carpenter

The meeting will be live-streamed at the following link: <https://www.leandertx.gov/video>.

1. Call to Order at 6:00 p.m.
2. Roll Call.
All Commissioners are present.
3. Director's report to the Planning & Zoning Commission on actions taken by the City Council at the April 20, 2023, meeting.
4. Review of meeting protocol.
5. Citizen Comments: Three (3) minutes allowed per speaker.
No one wished to speak.

CONSENT AGENDA: ACTION

6. Approval of Subdivision Case FP-22-0011 regarding Lot 23, Blk A Leander Heights Sec 1 Replat #2 Short Form Final Plat on three parcels of land approximately 8.243 acres ± in size, more particularly described by Williamson Central Appraisal District Parcels R606834, R606835 and R606836; generally located to the northwest of the intersection of Sonny Drive and US 183 S Leander, Williamson County, Texas.
7. Approval of Minutes.

Motion made by Commissioner May to approve the consent agenda item 6 & 7, seconded by Commissioner Carpenter.

PUBLIC HEARING: ACTION

8. Conduct a Public Hearing and consider action regarding Zoning Case Z-22-0033 to amend the current zoning of Interim SFR-1-B (Single-Family Rural) to adopt the Leander Campus PUD (Planned Unit Development) with the base zoning districts of GC-2-A (General Commercial) and MF-2-A (Multi-Family) on four parcels of land approximately 39.94 acres $\pm$ in size, more particularly described by Williamson Central Appraisal District Parcels R555232, R555221, R031318, and R031317; and generally located approximate 4,500 feet to the west of the intersection of Hero Way and Ronald W Reagan Blvd, on the south side of Hero Way, Leander, Williamson County, Texas.
- Discuss and consider action regarding Zoning Case Z-22-0033 as described above.

Motion made by Commissioner John Cosgrove, seconded by Chair Donnie Mahan to approve the zoning request.

AYE: Commissioner John Cosgrove, Chair Donnie Mahan, Commissioner James Oliver

NAY: Commissioner Deirdre Moss, Vice Chair Laura Lantrip, Commissioner Rick Carpenter, Commissioner Ron May

3 - 4 Failed

REGULAR AGENDA

9. Discuss and consider action on the extension of the approval of Subdivision Case 19-TOD-PP-013 the Tylerville Northwest Subdivision Preliminary Plat on one parcel of land approximately 9.2045 acres $\pm$ in size, more particularly described by Williamson Central Appraisal District parcels R031694 and R601583; generally located northwest of the intersection of US 183 and W San Gabriel Pkwy, Leander, Williamson County, Texas.

Motion made by Commissioner Ron May, seconded by Commissioner James Oliver to approve the extension request.

AYE: Commissioner John Cosgrove, Commissioner Deirdre Moss, Vice Chair Laura Lantrip, Commissioner Rick Carpenter, Chair Donnie Mahan, Commissioner James Oliver, Commissioner Ron May

7 - 0 Passed

10. Receive a presentation from the Capital Improvement Program (CIP) Manager
11. Adjournment at 7:22 p.M.

APPROVED:

CHAIRMAN MAHAN

ATTEST:

VERONICA TOVAR
PLANNING & ZONING COMMISSION SECRETARY



EXECUTIVE SUMMARY
05/11/2023

AGENDA SUBJECT:

Conduct a Public Hearing regarding Subdivision Case CP-23-0020 to adopt the Lone Star Landing Concept Plan on one parcel of land approximately 37.01 acres $\pm$ in size, more particularly described by Williamson Central Appraisal District Parcel R031560; generally located north of the intersection of CR 177 and Valley View Dr., Leander, Williamson County, Texas.

- Discuss and consider action regarding Subdivision Case CP-23-0020 as described above.

*** POSTPONED DUE TO POSTING ERROR***

BACKGROUND:

This request is the first step in the subdivision process. Pursuant to Section 212.005 of the Texas Local Government Code, approval by municipality is required since the concept plan satisfies the applicable regulations without requesting any variances.

HISTORY/TIMELINE:

01/16/2017 - Annexation

01/06/2023 - Zoning Approved

APPLICANT/AGENT:

Eli Engineering, PLLC (Gary Jones P.E.) on behalf of Texas Lone Star Landing LLC (Mallik Gilakattula).

PRESENTER:

Michael Chenausky AICP, Senior Planner



EXECUTIVE SUMMARY
05/11/2023

AGENDA SUBJECT:

Conduct a Public Hearing regarding Special Use Case Z-22-0043 to consider action on the Shady Brew Garden Special Use Permit to allow for a Food Truck Park including minor waivers to the Composite Zoning Ordinance on one parcel of land approximately 0.9373 acres $\pm$ in size, more particularly described by Williamson Central Appraisal District Parcel R035579; and addressed as 303 W. Broade St., Leander, Williamson County, Texas.

- Discuss and consider action regarding Zoning Case Z-22-0043 as described above.

BACKGROUND:

This request is the first step in the special use permit process.

APPLICANT/AGENT:

John E. Dyess and Omar N. Dyess on behalf of Dyess Investments LLC

ORDER OF EVENTS:

- a. Staff Presentation
- b. Applicant Presentation
- c. Open Public Hearing
- d. Close Public Hearing
- e. Discussion
- f. Consider Action

PRESENTER:

Justin Hunt, Planner

Attachments

1. Planning Analysis
2. Current Zoning Map
3. Future Land Use Map
4. Public Notification Map
5. Aerial Map
6. letter of Intent
7. Conceptual Site Layout & Land Use Plan
8. Neighborhood Outreach



PLANNING ANALYSIS

SPECIAL USE PERMIT CASE Z-22-0043
SHADY BREW GARDEN
303 W. BROADE STREET

GENERAL INFORMATION

Owner/Agent: John E. Dyess and Omar N. Dyess on behalf of Dyess Investments LLC.

Current Zoning: T5 (Smart Code)

Proposed Use: Applicant is requesting a special use permit to allow for a food truck park.

Size and Location: The property is located at 303 W. Broade Street and is approximately 1.57 acres.

Staff Contact: Justin Hunt
Planner

APPLICANT REQUEST

The applicant is requesting a Special Use Permit to allow for a food truck park. This request includes waivers to the ordinance requirements due to the temporary nature of the use.

STAFF CONCLUSIONS

Y N

- ☒ ☐ Does the proposal comply with the intent statements of the Composite Zoning Ordinance? *see page 2*
- ☒ ☐ Does the proposal comply with the goal statements of the Comprehensive Plan? *see page 3*
- ☒ ☐ Does the proposal warrant any other special considerations?

SPECIAL CONSIDERATIONS

Uses permitted in a zoning district are classified in two ways. The first type of use is what is referred to as a use permitted by right. A use permitted by right is allowed in the specified zoning district provided that the property owner complies with specified building and site requirements. The second type of use is what is referred to as a special use. A Special Use Permit allows for certain land uses in a given zoning district and generally requires more review by the Planning and Zoning Commission and City Council in order to ensure the compatibility of the proposed use with the surrounding land uses. In this case, a food truck park is not currently a permitted use. Article IV Section 10 (c) requires a special use permit for Mobile Food Truck Parks. This use is considered temporary, and the applicant is proposing temporary improvements for the development. The following waivers are included:

1. Food trucks and a pavilion are allowed as temporary uses.
2. The required sidewalk along Broade may be delayed as part of the Special Use Permit. The sidewalk shall be constructed at the time of site development for permanent use.
3. Setback landscaping shall not be required. This landscaping shall be installed at the time of site development for permanent use.
4. Allowance of a farmers' market
5. Allowance for live music
6. Allowance for private events
7. Allowance for two temporary restrooms for up to 12 months.

SITE INFORMATION:**ABUTTING ZONING AND LAND USE:**

	ZONING	LAND USE
NORTH	GC-3-C	Drainage Detention Infrastructure
EAST	T5 (Special Use)	Wildfire Food Truck Park
SOUTH	T5	Residential and Commercial Lots
WEST	GC-3-C	Undeveloped

SURROUNDING AREA:

This property is located at 303 W. Broade Street just north of the N West Drive and W Broade Street intersection.

PHYSICAL AND NATURAL FEATURES:

This property is located partially within the floodplain and contains scattered trees across the lot and along the creek.

MAJOR CORRIDORS:

This property has access onto W. Broade Street.

SUBDIVISIONS:

This tract is a part of the city of Leander original plat.

EXISTING UTILITIES:

This site has access to both sewer and water lines off W. Broade Street.

CURRENT LAND USES:

This property is currently vacant with existing primary and accessory structures.

CURRENT ZONING DISTRICT:**T5 URBAN CENTER TRANSECT ZONE**

The T5 Urban Center Zone consists of higher density mixed use development that accommodates retail, offices, townhouses, and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting, and buildings set close to the sidewalks. The general character of this zone includes shops with apartments and office above; townhouses, larger apartment houses, live-works, and civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity, frequent retail frontages.

COMPREHENSIVE PLAN:**Applicable Comprehensive Plan goal statements**

- Guide future growth and development following the comprehensive plan to achieve a more balanced, diverse economy.
- Provide new Commercial development opportunity.

Applicable Future Land Use categories**OLD TOWN**

Old Town as a future development category is intended for a mix of uses that keeps Leander historic center interesting and dynamic. New development and redevelopment within Old Town should be designed in harmony with the existing character that acknowledges Leander's heritage. This includes older buildings and historic, contributing structures along with a mix of new and adaptive reuse buildings.

Old Town buildings are to be activated towards the street, encouraging walkability, eating establishments, central gathering spaces, and civic conversation. Old Town is scaled-down urban without on-site parking requirements, high impervious cover yet green space, street tree canopy and safe mix of vehicles and pedestrians. Old Town character includes small businesses, professional office, entertainment, shopping, arts and culture elements, and civic activity, each contributing to daytime and evening buzz. An assortment of residential is suitable and encouraged based on the context, focused on a balance of scale between building, site and streets. In the core, urban lofts and townhouses are appropriate; in the south and east districts, across US 183, attached and detached housing may be appropriate with design context and limitations.

ALLOWED USES: T4, T5

INTERGOVERNMENTAL/INTERDEPARTMENTAL REVIEW:

All applicable departments within the City of Leander reviewed this proposal. If the SUP is approved, the next step in the process would be to acquire a permit from the County Health Department and submit for site development.

SCHEDULE:

DEVELOPMENT MEETING

A development meeting was held with Staff on December 13, 2021. No changes were made to the development proposal prior to the official submittal of the SUP, but we have updated our ordinance to include a section on food trucks 5/5/2022 Ord# 22-042-00.

NOTIFICATION

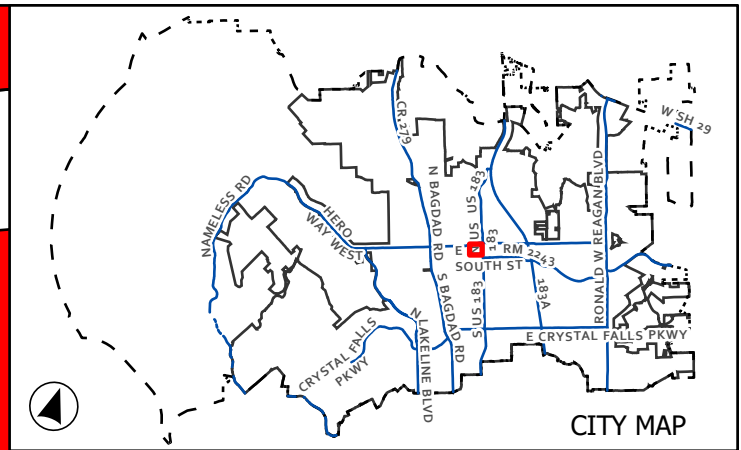
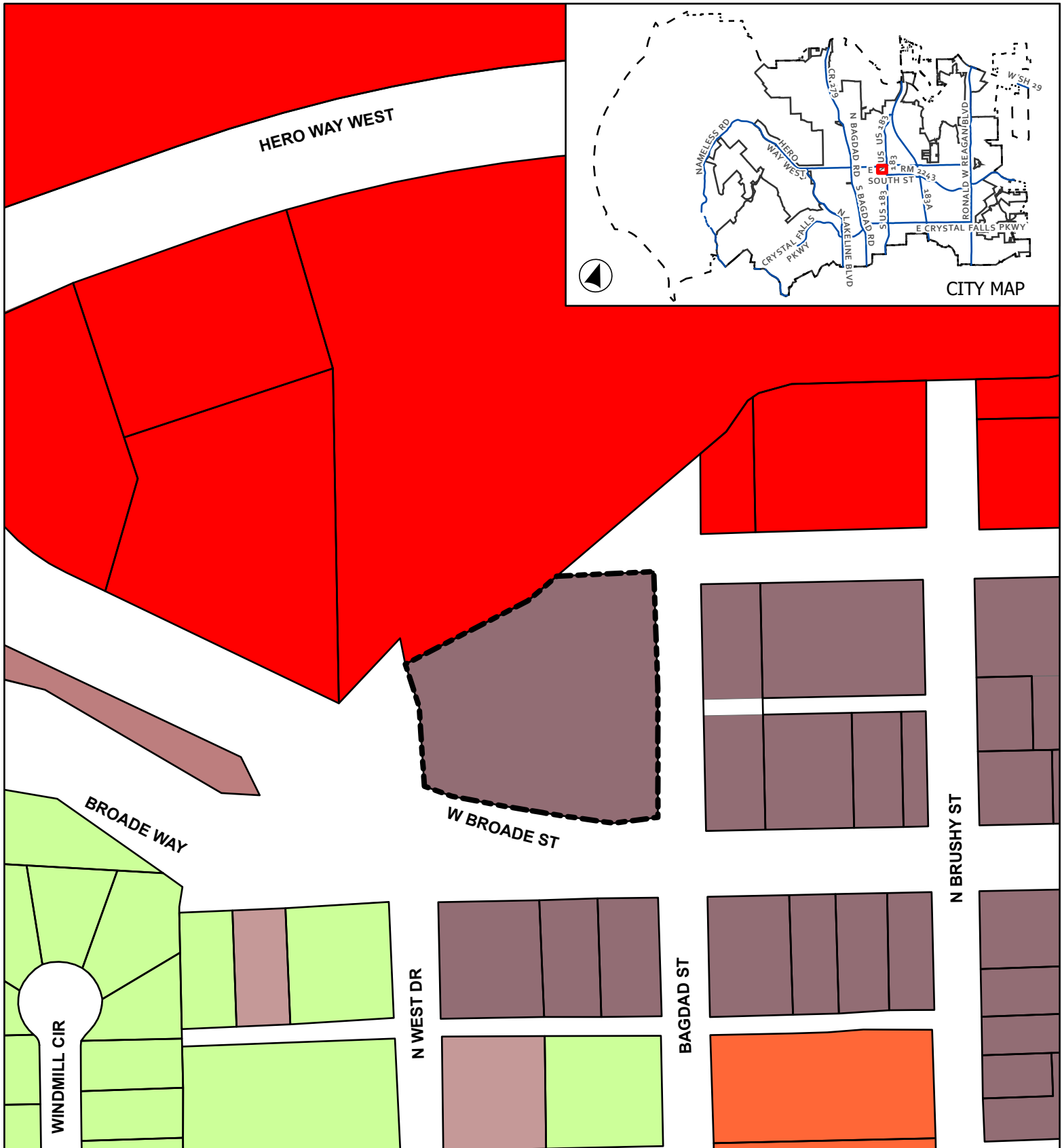
4/20/2023 - Public Notice on Hill Country News
 4/26/2023 - Mail Notification to Property Owners within 200'
 4/26/2023 - Public Hearing Signage Posted on Property
 5/11/2023 - Planning and Zoning Commission Public Hearing
 6/1/2023 - City Council Public Hearing & First Reading of the Ordinance
 6/15/2023 - City Council Second & Final Reading of the Ordinance

PUBLIC NOTIFICATION:

Notices were mailed by City staff to all property owners within 200 feet. Neighborhood outreach information per applicant within packet as attachment 8.

APPROVAL CRITERIA:

This request is consistent with the intent of the future land use map designation of Old Town and the proposed food truck park would be compatible with the surrounding land uses, encourage walkability and add a gathering space for the public.



CASE: Z-22-0043

ATTACHMENT 2

SHADY BREW GARDEN

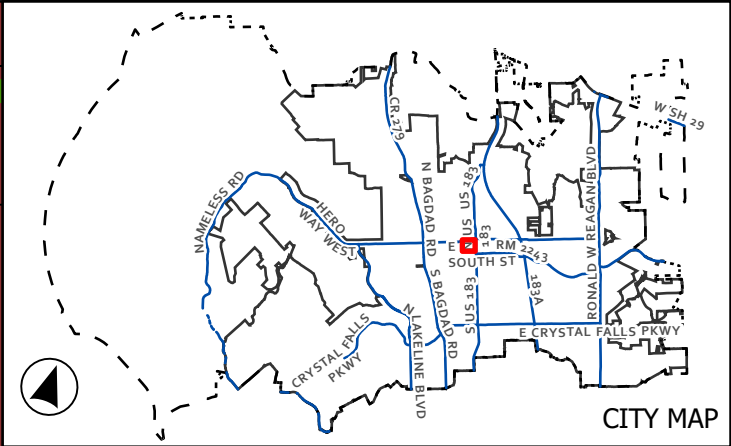
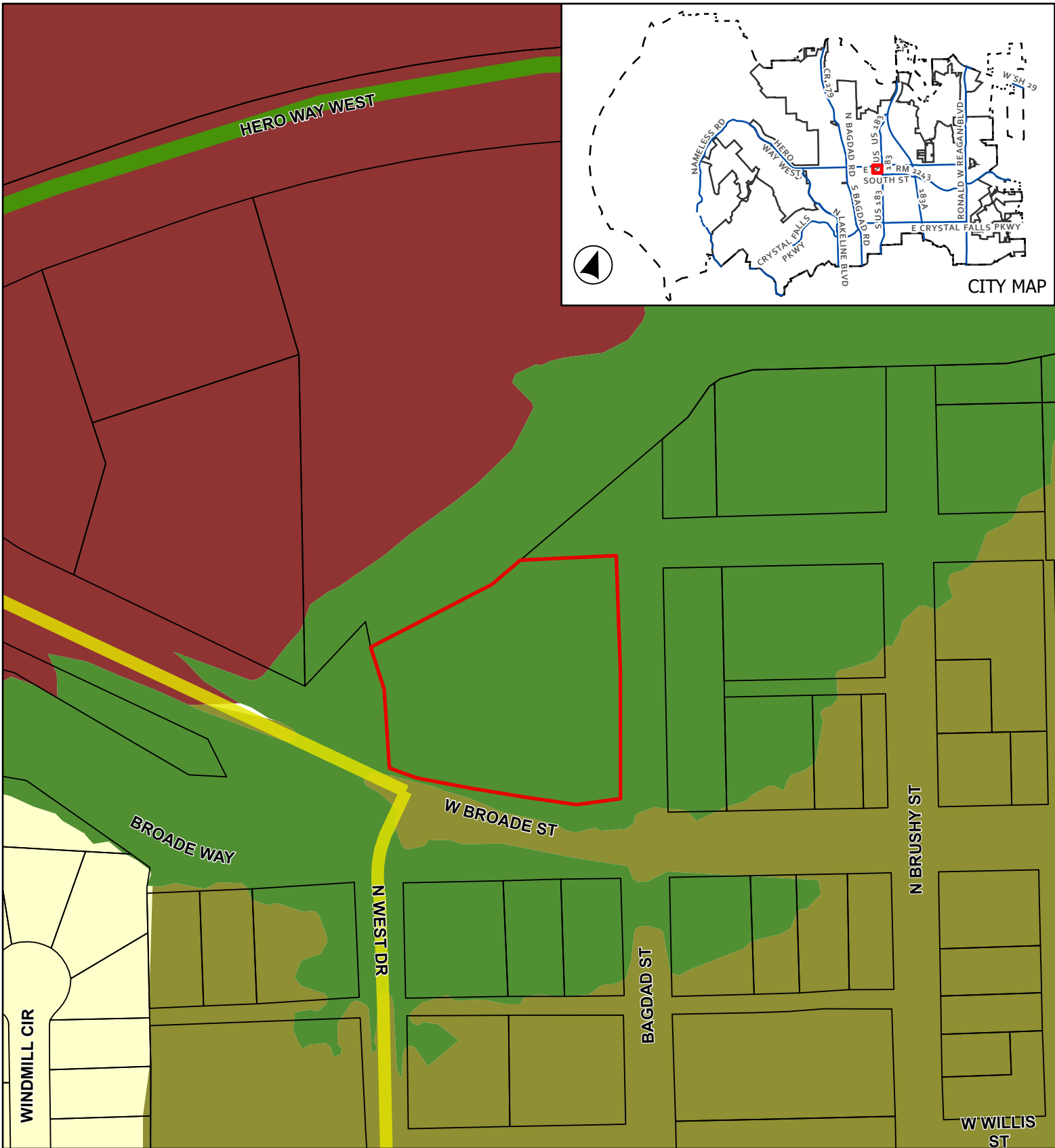
Current Zoning

This map has been produced by the City of Leander for informational purposes only. No warranty is made by the City regarding completeness or accuracy. This data should not be construed as a legal description or survey instrument. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, completeness, use or misuse of the information herein provided.

-  Leander City Limits
-  SFU - Single-Family Urban
-  LC - Local Commercial
-  GC - General Commercial
-  Civic Building
-  T4 - Genral Urban
-  T5 - Urban Center
-  Subject Boundary
-  Extra-Territorial Jurisdiction



0 55 110
Feet



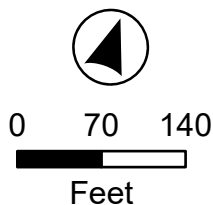
CASE: Z-23-0043

ATTACHMENT 3

SHADY BREW GARDEN

Future Land Use Map

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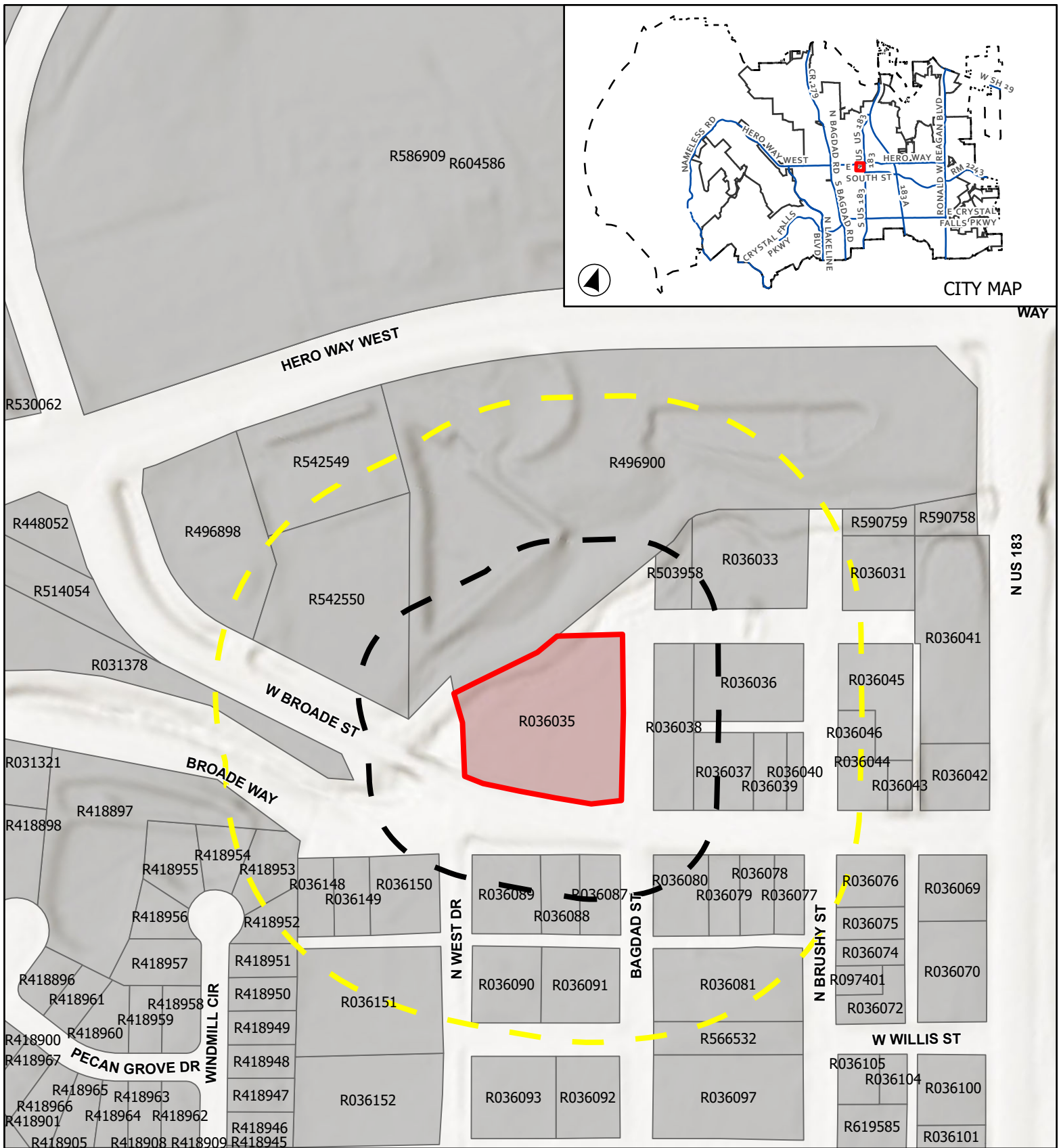
- Leander City Limits
- ETJ Boundary
- Subject Boundary

Thoroughfare Plan

- Arterial 6 Lane, Existing
- Collector, Existing

Future Land Use

- Neighborhood Residential
- Activity Center
- Old Town
- Greenway



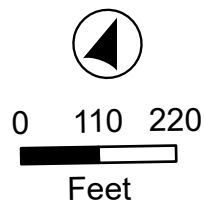
CASE: Z-22-0043

ATTACHMENT 4

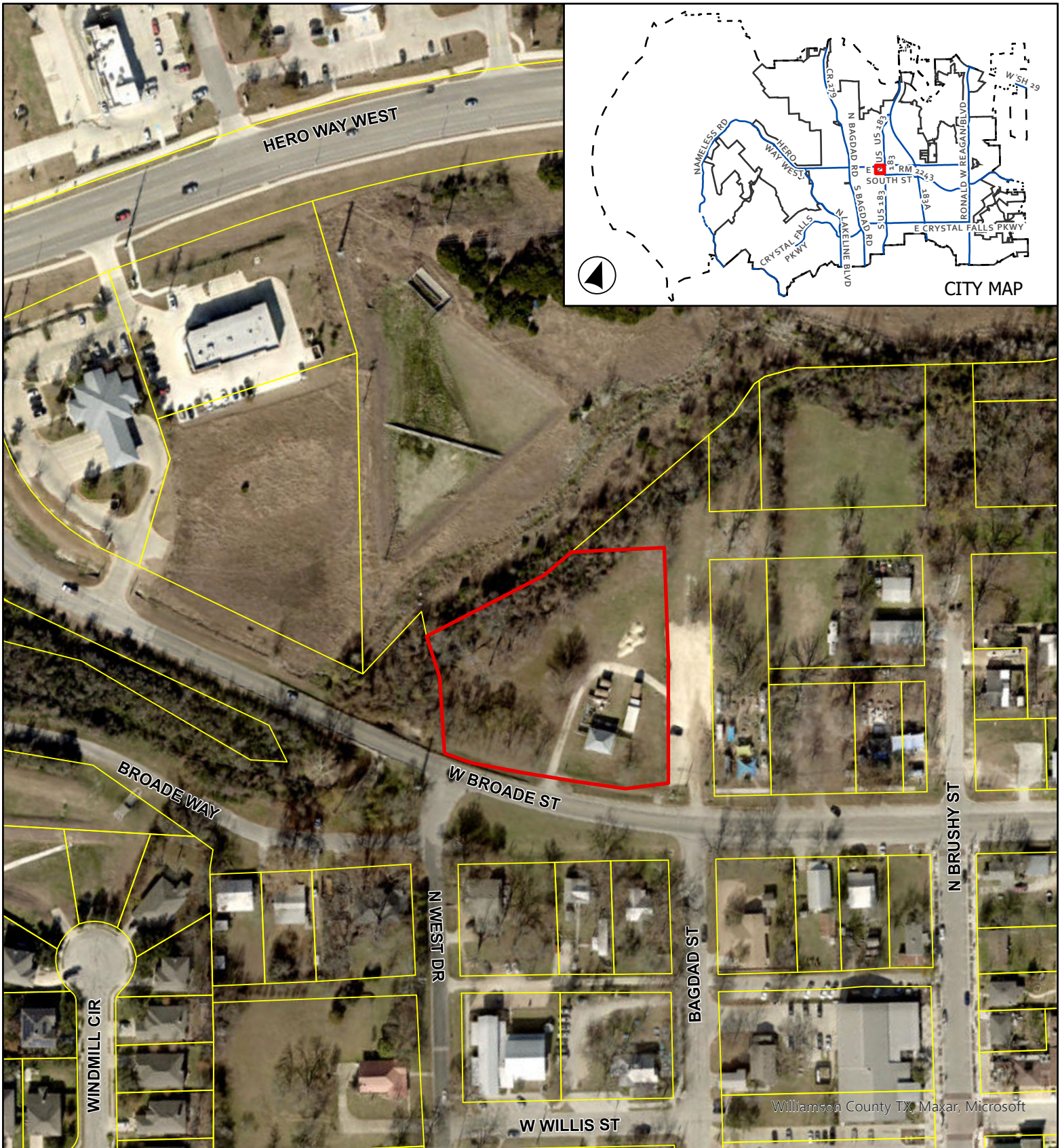
SHADY BREW GARDEN

Public Notification

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- City Limits
- Subject Boundary
- ETJ Boundary
- Notification Buffer**
 - 200'
 - 500'



CASE: Z-23-0043

ATTACHMENT 6

SHADY BREW GARDEN

Aerial Map

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0 70 140



Feet

-  Leander City Limits
-  Subject Boundary

DYESS INVESTMENTS LLC

September 26, 2022

LETTER OF INTENT

This letter is to inform **City of Leander** that owner's **Omar N. Dyess & John E. Dyess** of **303 W. Broade in Leander TX** with legal description **LEANDER, BLOCK 6, LOT 1-18, ACRES 1.85, MH R036068** will be applying for a **special use permit**. Our business intent for the property is to sell beer, wine & coffee with up to 4 on-site food trucks/trailers between the hours of 7am to 10pm daily. We would like partner with our neighbors to host vendors during farmer's market on Saturday/Sunday or holidays and offer soft live music evenings/weekends until 9pm Sunday-Thursday and until 10pm Friday and Saturday. Please feel free to contact **Omar Dyess** at 512-762.4228 or OmarDyess@gmail.com.

Regards,

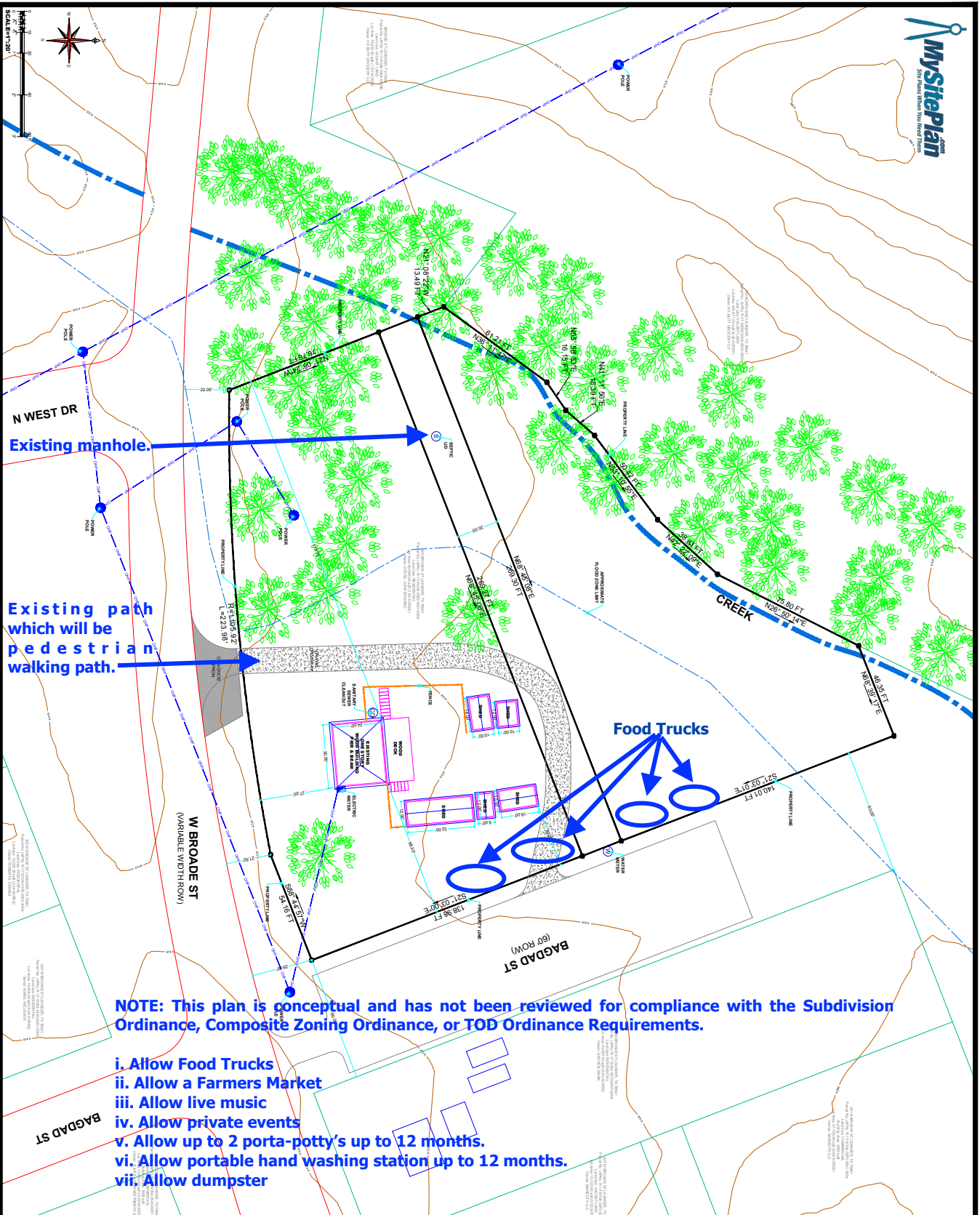
Omar Dyess

Dyess Investments LLC

303 Broade LLC dba SHADY BREW GARDEN

OmarDyess@gmail.com

512.762.4228



303 BROADE ST LEANDER, TX 78641
 PARCEL #R-17-W334-0060-0001-0004
 AREA:80,586.00 sqft (1.85 acres)
 LEGAL DESCRIPTION: 33976 - LEANDER, BLOCK 6, LOT 1-18,
 ACRES 1.85 (NWH 30.38%)
 SUBDIVISION: LEANDER
 LEGAL LOT: 1-18 LEGAL BLOCK: 6
 ZONING: CATEGORY: RESIDENTIAL
 LAND USE DESCRIPTION: RESIDENTIAL
 OWNER NAME: DYESS, JOHN EDWARD & DYESS, OMAR NOEL
 OWNER ADDRESS:
 19805 MALLARD POND TRL PFLUERVILLE, TX 78660

DESIGNED BY: **MySitePlan**

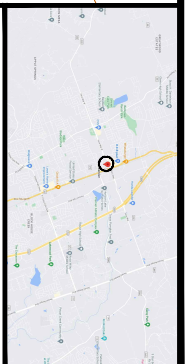
SCALE: 1"=20'
 DATE: SEPTEMBER 2, 2022

REVISION #:	1
SHEET #:	1

EXISTING SITE PLAN

303 BROADE ST LEANDER, TX 78641
 PARCEL #R-17-W334-0060-0001-0004
 AREA:80,586.00 sqft (1.85 acres)

VICINITY MAP



APPLICANT'S SUMMARY OF NEIGHBORHOOD COMMUNICATIONS

1. How and when were the surrounding neighborhood and residential property owners within 500' notified, how was information shared, and who was directly involved in the communication process? Please provide the address of the properties notified and the name and contact information of the residents directly involved in the communication process. Attach any materials that were distributed.

Surrounding neighborhood property owners within 500' were notified via mail notice sent out on Nov. 4th, 2022 via post office in Cedar Park. Dyess Investments LLC owned by Omar Dyess & John Dyess were directly involved in communication process. See attached for addresses of residents directly involved, notice with google form link & image of post office receipt.

2. Who was notified (i.e. property owners, HOA, etc)? The HOA and/or a representative if there is no organized HOA must be contacted, if applicable. Provide a separate sheet listing the contact information used including the names and addresses of the individuals.

All property owners, residents, HOA's & businesses were notified within 500' of subject property. See attached list of addresses showing HOA's contacted.

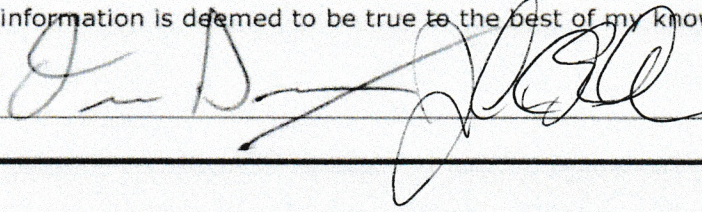
3. What concerns were raised during these communications?

No concerns were raised during communications and we did not have any residents, property owners, HOA's or business owners show up to our community meeting or submit any concerns via email, phone, text or google form link.

4. What specific conditions were added to or modified within the zoning request in response to the concerns raised at the meeting?

N/A

The above information is deemed to be true to the best of my knowledge.

Signature: 

Date

11/16/2022



EXECUTIVE SUMMARY
05/11/2023

AGENDA SUBJECT:

Conduct a Public Hearing and consider action on Subdivision Case SFP-22-0014 and Variance Case VA-22-0006 to approve the Roundmountain Oaks lot 37 Short Form Final Plat and Variance on one parcel of land approximately 3.012 acres ± in size, more particularly described by Travis Central Appraisal District Parcel 354818; more commonly known as 15000 Faubion Trl., Travis County, Texas.

- Discuss and consider action on Subdivision Case SFP-22-0014 and Variance Case VA-22-0006 as described above.

BACKGROUND:

This request is the final step in the subdivision process.

APPLICANT/AGENT:

Pape-Dawson Engineers (Trevor Riek) on behalf of Gabriel Baer.

RECOMMENDATION:

The proposal includes 1 residential lot. The variance would allow the replat of the property while a remnant tract is created without access. As part of this plat a 25' access easement is dedicated along the southern boundary to provide access to Faubion Trail and the remnant tract. Staff recommends approval of this request.

ORDER OF EVENTS:

- a. Staff Presentation
- b. Applicant Presentation
- c. Open Public Hearing
- d. Close Public Hearing
- e. Discussion
- f. Consider Action

PRESENTER:

Michael Chenausky AICP, Senior Planner

Attachments

1. Final Plat
2. Variance Request

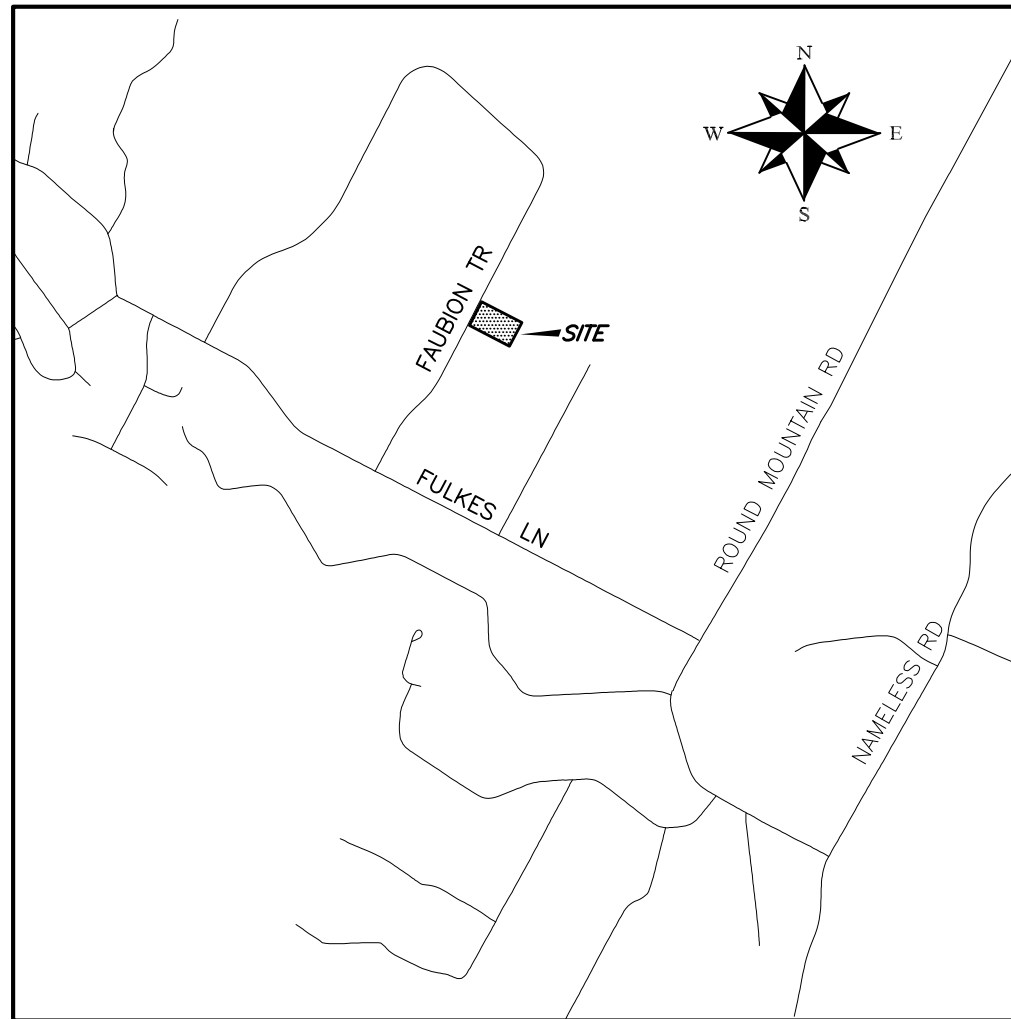
PORTION OF LOT 37 OF THE ROUND MOUNTAIN OAKS REPLAT 22-SFP-014

SUBMITTAL DATE: AUGUST 16, 2022
TOTAL AREA OF THIS PLAT: 3.012 ACRES
TOTAL NUMBER OF LOTS: 1
RESIDENTIAL: 1
NON-RESIDENTIAL: 0
NO NEW STREETS

SURVEYOR:
G&R SURVEYING, LLC
PHILLIP L. McLAUGHLIN
1805 OUIDA DRIVE
AUSTIN, TEXAS 78728
(512) 267-7430

ENGINEER:
PAPE-DAWSON ENGINEERS, INC.
SHELLY MITCHELL
10801 N. MOPAC EXPY, BLDG. 3, SUITE 200
AUSTIN, TEXAS 78759
(512) 454-8711

OWNER:
GABRIEL JACOB BAER
1617 CRESSON TRAIL
LEANDER, TEXAS 78641
(512) 589-2806



LOCATION MAP
SCALE: 1" = 2000'

SHEET INDEX

SHEET 1: COVER SHEET
SHEET 2: REVISED PLAT SHEET
SHEET 3: PLAT NOTES AND SIGNATURE BLOCKS

TRAVIS COUNTY CONSUMER PROTECTION NOTICE FOR HOMEBUYERS:

IF YOU ARE BUYING A LOT OR HOME, YOU SHOULD DETERMINE WHETHER IT IS INSIDE OR OUTSIDE THE CITY LIMITS. DEPENDING ON STATE LAW AND OTHER FACTORS, LAND OUTSIDE THE CITY LIMITS MAY BE SUBJECT TO FEWER LOCAL GOVERNMENT CONTROLS OVER THE DEVELOPMENT AND USE OF LAND THAN INSIDE THE CITY LIMITS. BECAUSE OF THIS, LOCAL GOVERNMENT MAY NOT BE ABLE TO RESTRICT THE NATURE OR EXTENT OF DEVELOPMENT NEAR THE LOT OR HOME NOR PROHIBIT NEARBY LAND USES THAT ARE INCOMPATIBLE WITH A RESIDENTIAL NEIGHBORHOOD. THIS CAN AFFECT THE VALUE OF YOUR PROPERTY. TRAVIS COUNTY REQUIRES THIS NOTICE TO BE PLACED ON SUBDIVISION PLATS. IT IS NOT A STATEMENT OR REPRESENTATION OF THE OWNER OF THE PROPERTY, THE SUBDIVIDER, OR THEIR REPRESENTATIVES.

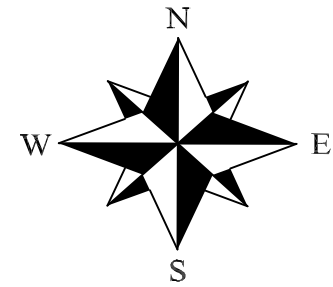


SURVEYING, LLC
1805 OUIDA DR.
AUSTIN, TEXAS 78728
PHONE: (512) 267-7430
FAX: (512) 836-8385
FIRM NO. 10032000

PORTION OF LOT 37 OF THE ROUND MOUNTAIN OAKS REPLAT 22-SFP-014

LEGEND:

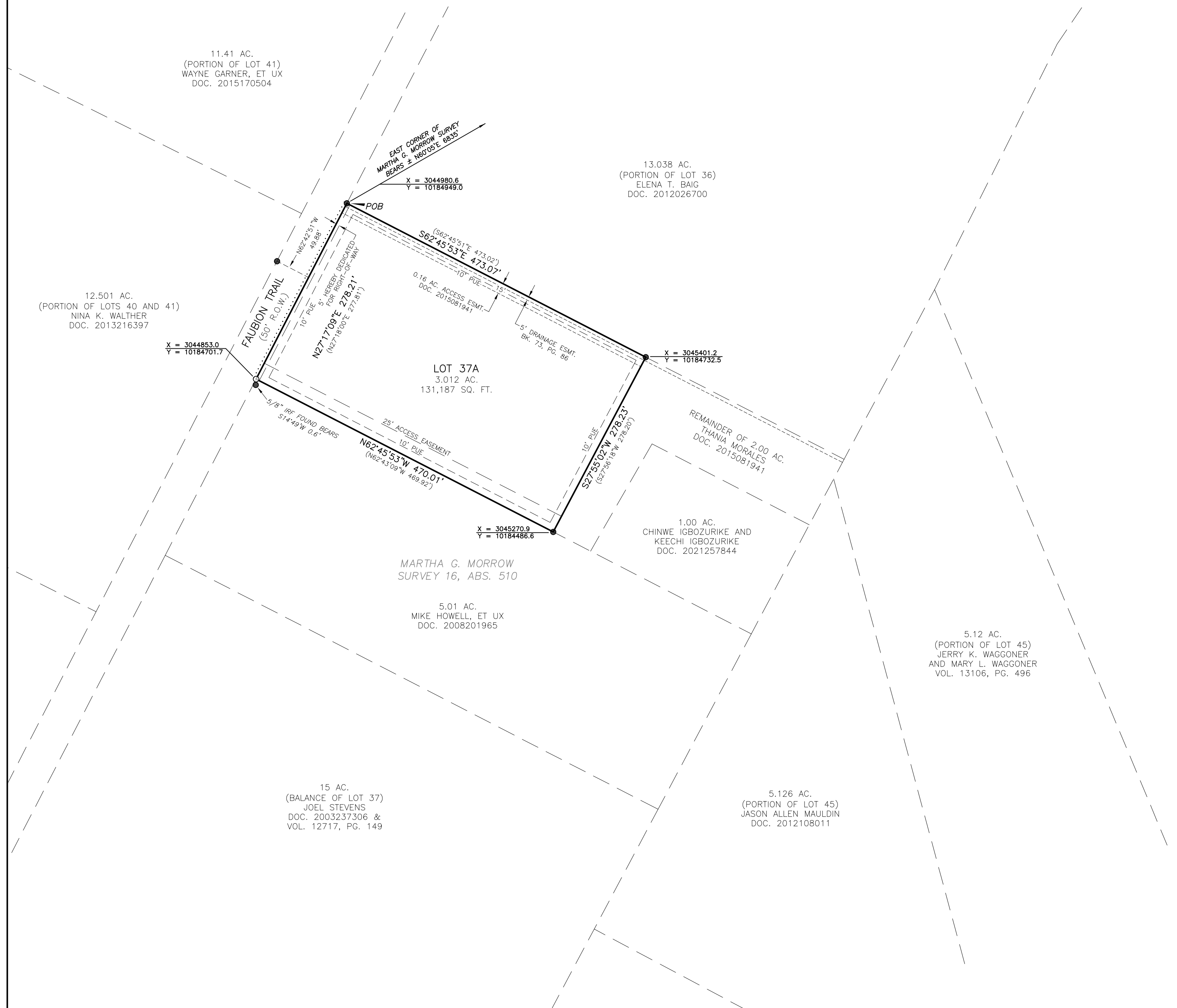
- = 1/2" IRON ROD FOUND
- = IRON ROD WITH G&R CAP SET
- PUE = PUBLIC UTILITY EASEMENT
- = PROPOSED SIDEWALK
- (XXX) = RECORD INFORMATION



SCALE: 1"=100'



BEARING BASIS: TEXAS CENTRAL ZONE,
STATE PLANE COORDINATES (NAD 83)



SURVEYING, LLC
1805 OUIDA DR.
AUSTIN, TEXAS 78728
PHONE: (512) 267-7430
FAX: (512) 836-8385
FIRM NO. 10032000

PORTION OF LOT 37 OF THE ROUND MOUNTAIN OAKS REPLAT 22-SFP-014

STATE OF TEXAS:

COUNTY OF _____:

DEDICATION STATEMENT:

THAT I, GABRIEL JACOB BAER, AS THE OWNER OF THAT CERTAIN 3.00 ACRE TRACT OF LAND RECORDED IN DOCUMENT NO. 2021134111, OF THE OFFICIAL RECORDS OF TRAVIS COUNTY, TEXAS, DO HEREBY DEDICATE TO THE PUBLIC FOREVER USE OF ALL ADDITIONAL ROW, STREETS, ALLEYS, EASEMENTS, PARKS, AND ALL OTHER LANDS INTENDED FOR PUBLIC DEDICATION, OR WHEN THE SUBDIVIDER HAS MADE PROVISION FOR PERPETUAL MAINTENANCE THEREOF, TO THE INHABITANTS OF THE SUBDIVISION AS SHOWN HEREON TO BE KNOWN AS PORTION OF LOT 37 OF THE ROUND MOUNTAIN OAKS REPLAT 22-SFP-014.

GABRIEL JACOB BAER
1617 CRESSON TRAIL
LEANDER, TEXAS 78641

STATE OF TEXAS:

COUNTY OF _____:

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED GABRIEL JACOB BAER, KNOWN TO ME TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME IN THE CAPACITY THEREIN STATED FOR THE PURPOSES AND CONSIDERATION THEREIN EXPRESSED,

GIVEN UNDER MY HAND AND SEAL OF OFFICE, THIS THE ____ DAY OF _____, 20____, A.D.

NOTARY PUBLIC FOR THE STATE OF TEXAS

MY COMMISSION EXPIRES:_____

STATE OF TEXAS:

COUNTY OF _____:

BY SIGNING THIS PLAT, FOR AND IN CONSIDERATION OF THE SUM OF TEN (\$10.00) DOLLARS AND OTHER GOOD AND VALUABLE CONSIDERATION, THE SUFFICIENCY AND RECEIPT OF WHICH IS HEREBY ACKNOWLEDGED, THE UNDERSIGNED HEREBY RELEASES THE RIGHTS-OF-WAY, STREETS, ALLEYS, EASEMENTS, PARKS, AND OTHER OPEN SPACES DEDICATED TO THE CITY OR TO PUBLIC USE SET FORTH ON THIS PLAT, FROM ANY DEED OF TRUST, VENDOR'S LIEN, OR OTHER TYPE OF LIEN OR NOTE ON THE PROPERTY OWNED BY THE LIEN HOLDER, INCLUDING BUT NOT LIMITED TO THE NOTE AND LIEN DESCRIBED IN THE INSTRUMENT ENTITLED DEED OF TRUST, DATED JUNE 14, 2021, FILED OF RECORD IN THE OFFICIAL PUBLIC RECORDS OF TRAVIS COUNTY, TEXAS UNDER DOCUMENT NO. 2021134112.

LIENHOLDER NAME: HAPPY STATE BANK
NAME: TOMMY DANIELS
TITLE: MORTGAGE LOAN ORIGINATOR

STATE OF TEXAS:

COUNTY OF _____:

BEFORE ME, THE UNDERSIGNED AUTHORITY, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE,

ON THIS THE ____ DAY OF _____ PERSONALLY APPEARED TOMMY DANIELS, AS MORTGAGE LOAN ORIGINATOR OF HAPPY STATE BANK, A TEXAS BANKING ASSOCIATION, A DULY AUTHORIZED AGENT WITH AUTHORITY TO SIGN SAID DOCUMENT, PERSONALLY KNOWN TO ME (AND PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE) TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT (S)HE EXECUTED THE SAME FOR THE PURPOSES AND CONSIDERATION THEREIN EXPRESSED.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, ON THIS THE ____ DAY OF _____, 20____, A.D.

NOTARY PUBLIC FOR THE STATE OF TEXAS

MY COMMISSION EXPIRES:_____

PLAT NOTES:

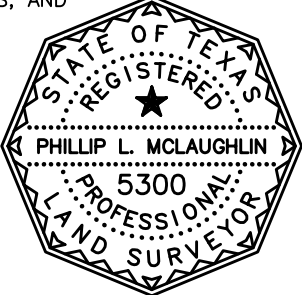
- THIS SUBDIVISION IS WHOLLY CONTAINED WITH THE EXTRA TERRITORIAL JURISDICTION OF THE CITY OF LEANDER, TEXAS.
- NO BUILDINGS, FENCES, LANDSCAPING OR OTHER STRUCTURES ARE PERMITTED WITHIN DRAINAGE EASEMENTS SHOWN, EXCEPT AS APPROVED BY THE CITY OF LEANDER PUBLIC WORKS DEPARTMENT.
- PROPERTY OWNER SHALL PROVIDE FOR ACCESS TO DRAINAGE EASEMENTS AS MAY BE NECESSARY AND SHALL NOT PROHIBIT ACCESS BY THE CITY OF LEANDER.
- ALL EASEMENTS ON PRIVATE PROPERTY SHALL BE MAINTAINED BY THE PROPERTY OWNER OR HIS OR HER ASSIGNS.
- A TEN FOOT (10') WIDE PUBLIC UTILITY EASEMENT IS DEDICATED ALONG AND ADJACENT TO ALL RIGHT-OF-WAY AND A TEN FOOT (10') WIDE PUBLIC UTILITY EASEMENT IS DEDICATED AND SHOWN GRAPHICALLY ALONG ALL SIDE AND REAR LOT LINES PER PEDERNALES ELECTRIC COOPERATIVE.
- NO PORTION OF THIS TRACT IS WITHIN A FLOOD HAZARD AREA AS SHOWN ON THE FLOOD INSURANCE RATE MAP PANEL NO. 48453C0080H FOR TRAVIS COUNTY, EFFECTIVE SEPT. 26, 2008.
- BUILDING SETBACKS NOT SHOWN HEREON SHALL COMPLY WITH THE MOST CURRENT ZONING ORDINANCE OF THE CITY OF LEANDER. ADDITIONAL RESIDENTIAL GARAGE SETBACKS MAY BE REQUIRED AS LISTED IN THE CURRENT ZONING ORDINANCE.
- ALL UTILITY LINES MUST BE LOCATED UNDERGROUND.
- APPROVAL OF THIS FINAL PLAT DOES NOT CONSTITUTE THE APPROVAL OF VARIANCES OR WAIVERS TO ORDINANCE REQUIREMENTS.
- THIS SUBDIVISION IS SUBJECT TO ALL GENERAL NOTES AND RESTRICTIONS APPEARING ON THE PLAT OF ROUND MOUNTAIN OAKS, RECORDED IN VOLUME 73, PAGES 86-87, PLAT RECORDS OF TRAVIS COUNTY, TEXAS.
- NO DRIVEWAY SHALL BE CONSTRUCTED CLOSER THAN 50 FEET OR 60% OF PARCEL FRONTAGE, WHICHEVER IS LESS, TO THE ROW OF AN INTERSECTING LOCAL OR COLLECTOR STREET. NO DRIVEWAY SHALL BE CONSTRUCTED CLOSER THAN 100 FEET OR 60% OF PARCEL FRONTAGE, WHICHEVER IS LESS, TO THE ROW OF AN INTERSECTING ARTERIAL STREET.
- NO CUT OR FILL ON ANY LOT MAY EXCEED EIGHT FEET, EXCLUDING DRIVEWAYS, A BUILDING STRUCTURE'S FOOTPRINT, OR A PARKING AREA FOOTPRINT, IN ACCORDANCE WITH THE TRAVIS COUNTY CODE.
- BEFORE BEGINNING CONSTRUCTION ACTIVITIES ON A SUBDIVISION LOT, THE OWNER MUST OBTAIN A TRAVIS COUNTY DEVELOPMENT PERMIT AND, WHEN APPLICABLE, OBTAIN AND IMPLEMENT A STORM WATER POLLUTION PREVENTION PLAN (SWP3). THE SWP3 REQUIRES IMPLEMENTATION OF TEMPORARY AND PERMANENT BEST MANAGEMENT PRACTICES, INCLUDING EROSION AND SEDIMENT CONTROLS, FOR PROTECTION OF STORM WATER RUNOFF QUALITY, IN ACCORDANCE WITH THE TRAVIS COUNTY CODE.
- THE OWNER IS RESPONSIBLE FOR MAINTAINING AND OPERATING ALL PERMANENT WATER QUALITY CONTROLS IN COMPLIANCE WITH ALL APPLICABLE STANDARDS AND REQUIREMENTS OF THE TRAVIS COUNTY CODE IF APPLICABLE.
- AN ACTIVITY THAT MAY ADVERSELY AFFECT A TREE OF EIGHT INCHES OR MORE IN TRUNK DIAMETER (MEASURED AT FOUR FEET HEIGHT ABOVE THE GROUND) IN A RIGHT-OF-WAY ACCEPTED FOR MAINTENANCE BY TRAVIS COUNTY MUST COMPLY WITH ALL STANDARDS AND REQUIREMENTS IN THE TRAVIS COUNTY CODE.
- THIS PROPERTY IS SUBJECT TO BLANKET TYPE UTILITY EASEMENTS GRANTED TO PEDERNALES ELECTRIC COOPERATIVE, INC. IN VOLUME 5386, PAGE 122 AND VOLUME 6000, PAGE 2092, DEED RECORDS OF TRAVIS COUNTY, TEXAS AND IN DOCUMENT NO. 2019001985, OFFICIAL PUBLIC RECORDS OF TRAVIS COUNTY, TEXAS.
- WATER SERVICE FOR ALL LOTS IN THIS SUBDIVISION WILL BE PROVIDED BY PRIVATE WATER WELLS. WASTEWATER SERVICE FOR ALL LOTS IN THIS SUBDIVISION WILL BE PROVIDED BY PRIVATE ON-SITE WASTEWATER (SEPTIC) SYSTEMS.
- TRAVIS COUNTY DEVELOPMENT PERMIT REQUIRED PRIOR TO ANY SITE DEVELOPMENT.
- NO STRUCTURE IN THIS SUBDIVISION SHALL BE OCCUPIED UNTIL CONNECTED TO A PUBLIC SEWER SYSTEM OR A PRIVATE ON-SITE WASTEWATER (SEPTIC) SYSTEM THAT HAS BEEN APPROVED AND LICENSED FOR OPERATION BY THE TRAVIS COUNTY ON-SITE WASTEWATER PROGRAM.
- NO STRUCTURE IN THIS SUBDIVISION SHALL BE OCCUPIED UNTIL WATER SATISFACTORY FOR HUMAN CONSUMPTION IS AVAILABLE FROM A SOURCE IN ADEQUATE AND SUFFICIENT SUPPLY FOR THE PROPOSED DEVELOPMENT.
- THE WATER SUPPLY FOR THIS SUBDIVISION WILL BE SERVED BY INDIVIDUALLY-OWNED GROUNDWATER WELLS. WATER WELLS IN THIS AREA HAVE DEMONSTRATED HISTORICALLY THAT WATER MAY OR MAY NOT BE READILY AVAILABLE AT ALL TIMES. INFORMATION ON THE AVAILABLE SUPPLY OF GROUNDWATER AND ITS QUALITY IS AVAILABLE TO PROSPECTIVE PURCHASERS OF LOTS IN THIS SUBDIVISION IS AVAILABLE IN THE OFFICE OF THE COUNTY CLERK OF TRAVIS COUNTY GOVERNMENT COUNTY, TEXAS (482.204(C)(25)(D)).
- THE DRILLING OF MORE THAN ONE WELL ON EACH LOT IS PROHIBITED UNLESS APPROVED BY THE COUNTY. THE WELL MUST BE DRILLED AND OPERATIONAL BEFORE PREMISES ARE OCCUPIED. WELLS CAN ONLY BE COMPLETED IN THE TRINITY OR EDWARDS AQUIFERS. WELLS CANNOT BE COMPLETED IN THE COLORADO RIVER ALLUVIUM.
- A RAINWATER HARVESTING SYSTEM PROVIDING STORAGE OF AT LEAST 2500 GALLONS OF POTABLE OR NON-POTABLE WATER MUST BE INSTALLED ON EACH LOT WHEN A NEW STRUCTURE IS ERECTED THERE. NOTIFICATION OF INSTALLATION OF THE RAINWATER SYSTEM MUST BE MADE TO THE COUNTY HYDROGEOLOGIST.
- FURTHER SUBDIVISION OF LOTS IS PROHIBITED FOLLOWING THE FILING OF THE PLAT.
- THE USE OF GROUNDWATER FROM A WELL IN THE SUBDIVISION TO SUPPLY LAND OUTSIDE THE SUBDIVISION IS PROHIBITED, EXCEPT IN THE EVENT OF FIRE OR OTHER EMERGENCY THE COUNTY DETERMINES TO BE TEMPORARY.
- THE VARIANCE IS IN REVIEW UNDER CASE NUMBER VA-22-0006
- THE CITY ACCEPTS AND MAINTAINS DRAINAGE AND WATER QUALITY IMPROVEMENTS CONTAINED IN OPEN CHANNELS, DETENTION AND WATER QUALITY AREAS.

STATE OF TEXAS:

COUNTY OF TRAVIS:

THAT I, PHILLIP L. McLAUGHLIN , AM AUTHORIZED UNDER THE LAWS OF THE STATE OF TEXAS TO PRACTICE THE PROFESSION OF LAND SURVEYING AND HEREBY STATE THAT I PREPARED THIS PLAT FROM AN ACTUAL AND ACCURATE ON-THE-GROUND SURVEY OF THE LAND AND THAT THE CORNER MONUMENTS SHOWN THEREON WERE PROPERLY PLACED UNDER MY PERSONAL SUPERVISION, IN ACCORDANCE WITH ALL CITY OF LEANDER ORDINANCE AND CODES, AND THAT ALL EXISTING EASEMENTS OF RECORD AS FOUND ON THE TITLE POLICY PROVIDED BY INDEPENDENCE TITLE COMPANY, GF NO. 2118174-CPK, ISSUED MAY 11, 2021, HAVE BEEN SHOWN OR NOTED HERON.

PHILLIP L. McLaughlin
PHILLIP L. McLAUGHLIN 11-21-2022
REGISTERED PROFESSIONAL LAND SURVEYOR NO. 5300
STATE OF TEXAS



STATE OF TEXAS:

COUNTY OF TRAVIS:

I, MARK A. RAMSEUR, P.E., AM AUTHORIZED UNDER THE LAWS OF THE STATE OF TEXAS TO PRACTICE THE PROFESSION OF ENGINEERING, AND DO HEREBY STATE THAT THIS PLAT COMFORMS WITH APPLICABLE ORDINANCES OF THE CITY OF LEANDER, TEXAS.

MARK A. RAMSEUR, P.E. 88748
PAPE-DAWSON ENGINEERS, INC.
10801 N. MOPAC EXPY, BLDG. 3, SUITE 200
AUSTIN, TEXAS 78759
(512) 454-8711

11/22/22



STATE OF TEXAS:

COUNTY OF TRAVIS:

IN APPROVING THIS PLAT, THE COMMISSIONERS' COURT OF TRAVIS COUNTY, TEXAS, ASSUMES NO OBLIGATION TO BUILD THE STREETS, ROADS, AND OTHER PUBLIC THOROUGHFARES SHOWN ON THIS PLAT OR ANY BRIDGES OR CULVERTS IN CONNECTION THERewith. THE BUILDING OF ALL STREETS, ROADS, AND OTHER PUBLIC THOROUGHFARES SHOWN ON THIS PLAT, AND ALL BRIDGES AND CULVERTS NECESSARY TO BE CONSTRUCTED OR PLACED IN SUCH STREETS, ROADS, OR OTHER PUBLIC THOROUGHFARES OR IN CONNECTION THERewith, IS THE RESPONSIBILITY OF THE OWNER AND/OR DEVELOPER OF THE TRACT OF LAND COVERED BY THIS PLAT IN ACCORDANCE WITH PLANS AND SPECIFICATIONS PRESCRIBED BY THE COMMISSIONERS' COURT OF TRAVIS COUNTY, TEXAS.

THE OWNER(S) OF THE SUBDIVISION SHALL CONSTRUCT THE SUBDIVISION'S STREET AND DRAINAGE IMPROVEMENTS (THE "IMPROVEMENTS") TO COUNTY STANDARDS IN ORDER FOR THE COUNTY TO ACCEPT THE PUBLIC IMPROVEMENTS FOR MAINTENANCE OR TO RELEASE FISCAL SECURITY POSTED TO SECURE PRIVATE IMPROVEMENTS. TO SECURE THIS OBLIGATION, THE OWNER(S) MUST POST FISCAL SECURITY WITH THE COUNTY IN THE AMOUNT OF THE ESTIMATED COST OF THE IMPROVEMENTS. THE OWNER(S)' OBLIGATION TO CONSTRUCT THE IMPROVEMENTS TO COUNTY STANDARDS AND TO POST THE FISCAL SECURITY TO SECURE SUCH CONSTRUCTION IS A CONTINUING OBLIGATION BINDING ON THE OWNERS AND THEIR SUCCESSORS AND ASSIGNS UNTIL THE PUBLIC IMPROVEMENTS HAVE BEEN ACCEPTED FOR MAINTENANCE BY THE COUNTY, OR THE PRIVATE IMPROVEMENTS HAVE BEEN CONSTRUCTED AND ARE PERFORMING TO COUNTY STANDARDS.

THE AUTHORIZATION OF THIS PLAT BY THE COMMISSIONERS' COURT FOR FILING OR THE SUBSEQUENT ACCEPTANCE FOR MAINTENANCE BY TRAVIS COUNTY, TEXAS, OF ROADS AND STREETS IN THE SUBDIVISION DOES NOT OBLIGATE THE COUNTY TO INSTALL STREET NAME SIGNS OR ERECT TRAFFIC CONTROL SIGNS, SUCH AS SPEED LIMIT, STOP SIGNS, AND YIELD SIGNS, WHICH IS CONSIDERED TO BE A PART OF THE DEVELOPER'S CONSTRUCTION.

I, ANDY BROWN, COUNTY JUDGE OF TRAVIS COUNTY, TEXAS, DO HEREBY CERTIFY THAT THIS MAP OR PLAT, FOR A SUBDIVISION HAVING BEEN FULLY PRESENTED TO THE COMMISSIONER'S COURT OF TRAVIS COUNTY, TEXAS, AND BY THE SAID COURT DULY CONSIDERED, WERE ON THIS DAY APPROVED AND THAT THIS PLAT IS AUTHORIZED TO BE REGISTERED AND RECORDED IN THE PROPER RECORDS OF THE COUNTY CLERK OF TRAVIS COUNTY, TEXAS.

ANDY BROWN, COUNTY JUDGE DATE
TRAVIS COUNTY, TEXAS

STATE OF TEXAS:

COUNTY OF TRAVIS:

- NO STRUCTURE IN THIS SUBDIVISION SHALL BE OCCUPIED UNTIL CONNECTED TO A PUBLIC SEWER SYSTEM OR A PRIVATE ON-SITE WASTEWATER (SEPTIC) SYSTEM THAT HAS BEEN APPROVED AND LICENSED FOR OPERATION BY THE TRAVIS COUNTY ON-SITE WASTEWATER PROGRAM.
- THIS SUBDIVISION IS SUBJECT TO ALL THE TERMS AND CONDITIONS OF CHAPTER 448, TRAVIS COUNTY CODE, RULES OF TRAVIS COUNTY, TEXAS FOR ON-SITE SEWAGE FACILITIES. THESE RULES REQUIRE, AMONG OTHER THINGS, THAT A CONSTRUCTION PERMIT BE OBTAINED FROM TRAVIS COUNTY BEFORE AN ON-SITE SEWAGE FACILITY CAN BE CONSTRUCTED, ALTERED, MODIFIED, OR REPAIRED IN THE SUBDIVISION AND THAT A LICENSE TO OPERATE BE OBTAINED FROM TRAVIS COUNTY BEFORE AN ON-SITE SEWAGE FACILITY CAN BE OPERATED IN THE SUBDIVISION.
- EACH RESIDENTIAL LOT IN THIS SUBDIVISION IS RESTRICTED TO NO MORE THAN ONE SINGLE FAMILY DWELLING PER ACRE.
- THESE RESTRICTIONS ARE ENFORCEABLE BY THE TRAVIS COUNTY ON-SITE WASTEWATER PROGRAM.

BRANDON COUCH, D. R., PROGRAM MANAGER, DATE
ON-SITE WASTEWATER, TRAVIS COUNTY TNR

STATE OF TEXAS:

COUNTY OF TRAVIS:

APPROVED THIS THE _____ DAY OF _____, 20____ A.D. AND AUTHORIZED TO BE FILED FOR RECORD BY THE COUNTY CLERK OF TRAVIS COUNTY, TEXAS.

EMILY TRUMAN
CITY ENGINEER
CITY OF LEANDER, TEXAS

ATTEST: DARA CRABTREE
CITY SECRETARY
CITY OF LEANDER, TEXAS

STATE OF TEXAS:

COUNTY OF TRAVIS:

I, REBECCA GUERRERO, CLERK OF TRAVIS COUNTY, TEXAS, DO HEREBY CERTIFY THE FOREGOING INSTRUMENT OF WRITING, AND ITS CERTIFICATE OF AUTHENTICATION, WAS FILED FOR RECORD IN MY OFFICE ON THE ____ DAY OF _____, 20____, A.D. AT ____ O'CLOCK ____M., AND WAS DULY RECORDED ON THIS THE ____ DAY OF _____, 20____, A.D. AT ____ O'CLOCK ____M, PLAT RECORDS OF SAID COUNTY AND STATE IN DOCUMENT NO. _____ WITNESS MY HAND AND SEAL OF THE COUNTY COURT OF SAID COUNTY, AT MY OFFICE IN AUSTIN, TEXAS THE LAST DATE WRITTEN ABOVE.

BY: REBECCA GUERRERO
CLERK, COUNTY COURT
TRAVIS COUNTY, TEXAS

G&R
SURVEYING, LLC
1805 OUIDA DR.
AUSTIN, TEXAS 78728
PHONE: (512) 267-7430
FAX: (512) 836-8385
FIRM NO. 10032000

August 8, 2022

City of Leander – Development Department
Pat Bryson Municipal Hall
201 N. Brushy Street
Leander, Texas 78641

Re: 15000 Faubion Trail, Leander, Texas - Variance Application
Letter of Intent

On behalf of our client, we are submitting this application for a variance for the property located at 15000 Faubion Trail, Leander, Texas 78641. The variance is to allow the replat of the property while a remnant tract is created without access.

The site is a total of 3.012 acres as conveyed to the current owner, Gabriel Jacob Baer, by warranty deeds recorded in as Volume 2021134111, Page 0002 of the Official Public Records of Williamson County, Texas. The subject tract is currently platted as Lot 37 of the Roundmountain Oaks Subdivision.

Lot 37 had been previously divided into three parcels but never legally replatted. Although requested, the owners of the other portions of Lot 37 has refused to participate to bring the divided tract into legal compliance. Per the Short Form Plat Procedure approved by City Council and signed by the City Manager, the City is allowing the replat to move forward with this variance application being submitted concurrently. In addition with review of this application it is worth noting that as part of the replat a 25' access easement is dedicated via the replat along the south property boundary.

Please contact our office if you have any questions or need additional information.

Sincerely,
Pape-Dawson Engineers, Inc.
Texas Board of Professional Engineers, Firm Registration #470



Trevor Riek, P.E.
Project Manager

\\pape-dawson.com\aus-pd\Projects\511\23\01\216 Variance Application\Documents\7. Letter of Intent.docx



EXECUTIVE SUMMARY
05/11/2023

AGENDA SUBJECT:

Conduct a Public Hearing and consider action regarding Comprehensive Plan Case CPA-23-0006 to amend the Comprehensive Plan to update the Transportation Master Plan to change Nameless Road to a collector roadway north of the future extension Travisso Parkway to Round Mountain Dr; change CR 267 to a four lane arterial between Equine Road to Kauffman Loop; change Crystal Falls Parkway to a six lane arterial roadway between Ronald W Reagan Blvd and CR 175; add CR 264 as a collector roadway; add Stamp Iron Avenue as a collector roadway; Leander, Williamson and Travis Counties, Texas.

- Discuss and consider action regarding Comprehensive Plan Case CPA-23-0006 as described above.

BACKGROUND:

This request is the first step in the Comprehensive Plan amendment process. The Comprehensive Plan was adopted on April 1, 2021 and included goals related to the Transportation Master Plan (TMP). The TMP was updated May 6, 2021, since the adoption of the update the City has re-evaluated several roads and is proposing the following changes:

- Change Nameless Road to a collector roadway north of the future extension Travisso Parkway to Round Mountain Dr
- Change CR 267 to a four lane arterial between Equine Road to Kauffman Loop
- Change Crystal Falls Parkway to a six lane arterial roadway between Ronald W Reagan Blvd and CR 175
- Add CR 264 as a collector roadway
- Add Stamp Iron Avenue as collector roadway

The TMP is intended to be the guidebook for the City of Leander on what the future roadway network looks like and what future investments in the roadway infrastructure should be made. This document evaluates existing conditions to provide an update to the Thoroughfare Plan map that accounts for constrained facilities and prioritizes projects to formulate a strategic Capital Improvements Plan (CIP) for the next 10 years. In addition, the TMP includes tools, frameworks, and recommendations for the following topic areas:

- Sidewalk, Trail, and other Bike Facility planning
- Intersection Control Evaluation processes, decision charts, and project development framework
- Diagnostic of existing policies in Leander to modernize and update for support of transportation systems
- An overview of funding available to help pay for transportation projects

The results of this study and recommendations were combined into the short term and long term CIP - the primary implementation tool for the master plan. Figure E-1 shows all of the planned projects geographically by project type.

HISTORY/TIMELINE:

04/01/2021 Comprehensive Plan Update

05/06/2021 Transportation Master Plan Update

APPLICANT/AGENT:

City of Leander

RECOMMENDATION:

Staff recommends approval of the amendments to the Transportation Master Plan.

ORDER OF EVENTS:

- a. Staff Presentation
- b. Open Public Hearing
- c. Close Public Hearing
- d. Discussion
- e. Consider Action

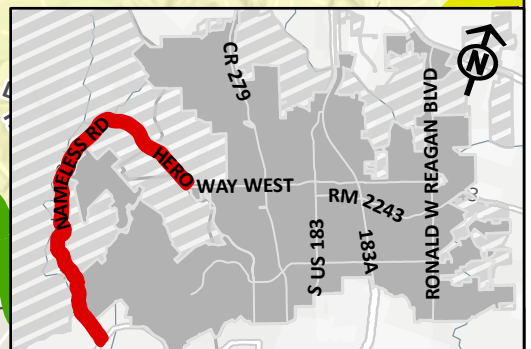
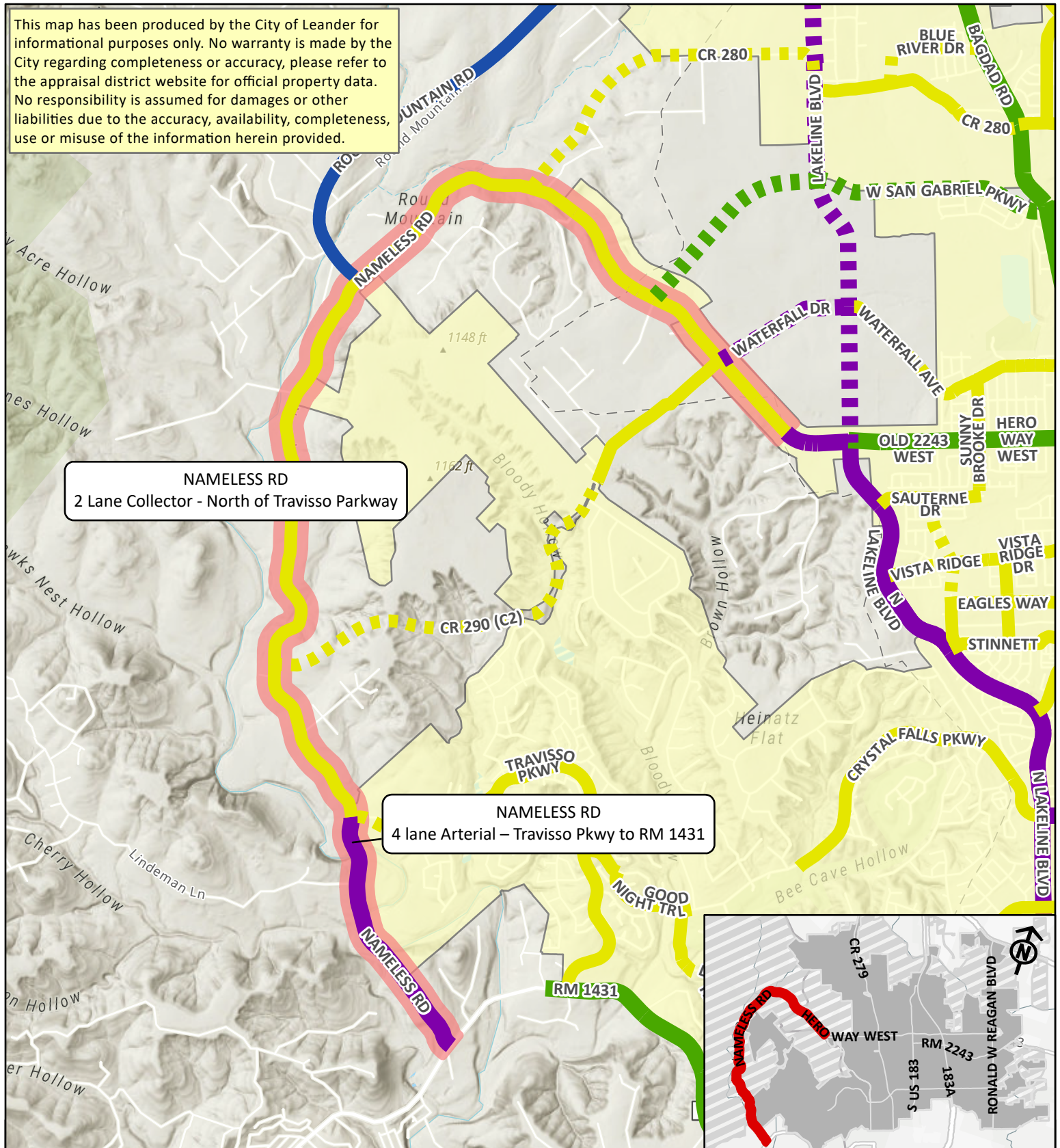
PRESENTER:

Sarvesh Dhakal, Assistant City Engineer

Attachments

- 1. Thoroughfare Plan Amendments

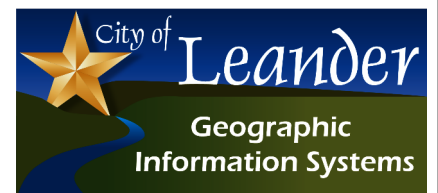
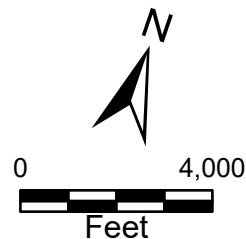
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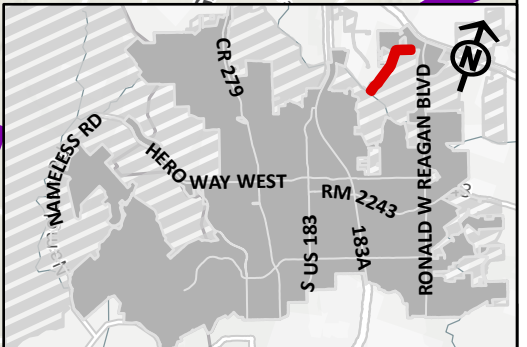
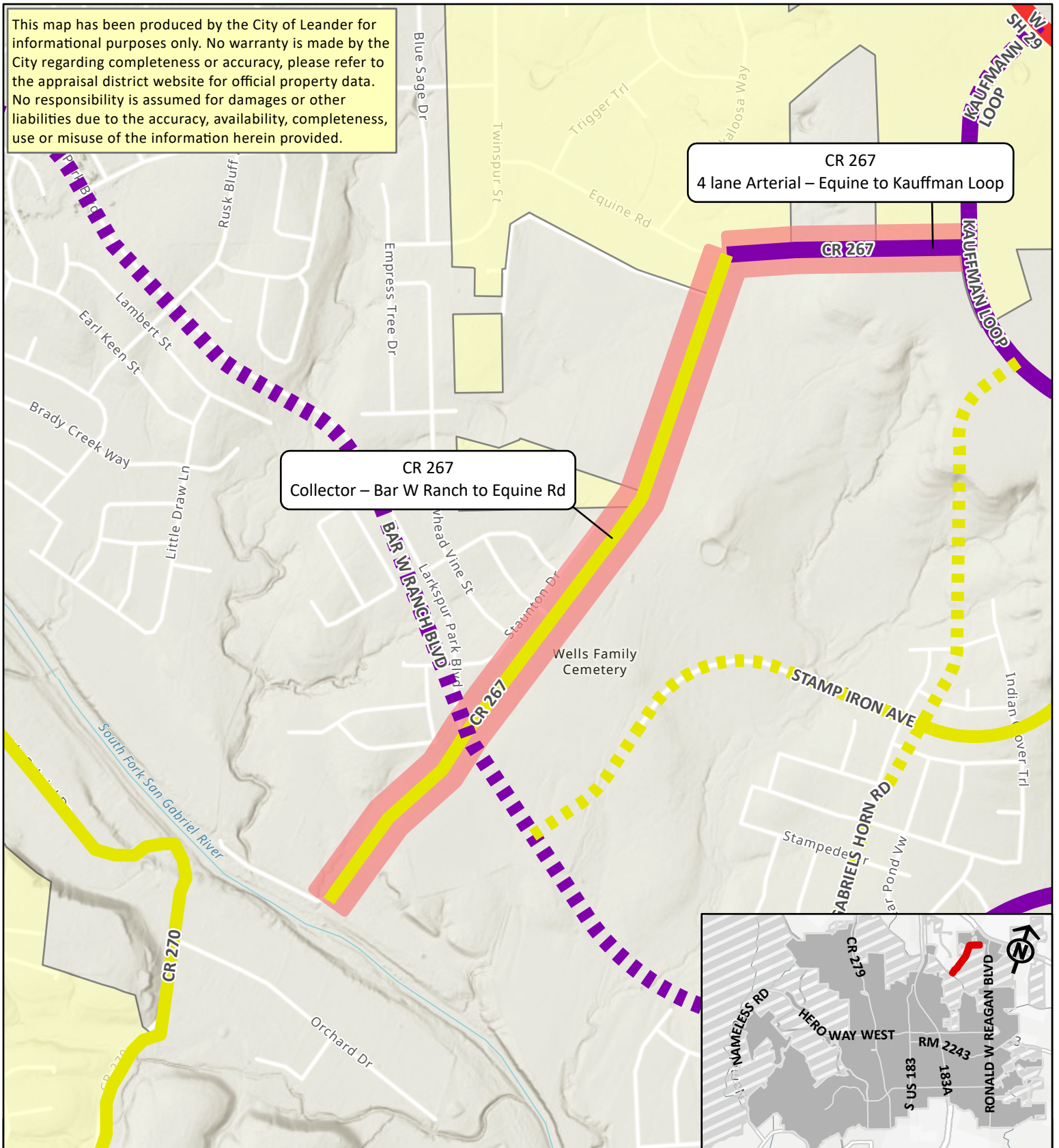
THOROUGHFARE PLAN AMENDMENTS

NAMELESS RD

Thoroughfare Plan	Existing Rural	Amended Area
Existing Arterial 4	Proposed Arterial 4	Leander City Limits
Existing Arterial 6	Proposed Arterial 6	
Existing Collector	Proposed Collector	



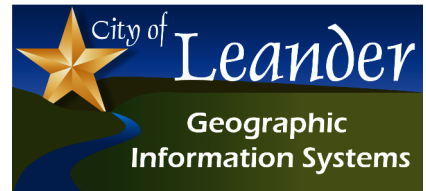
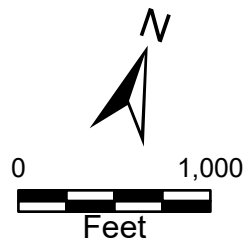
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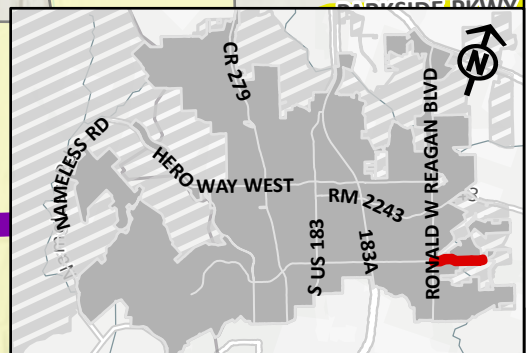
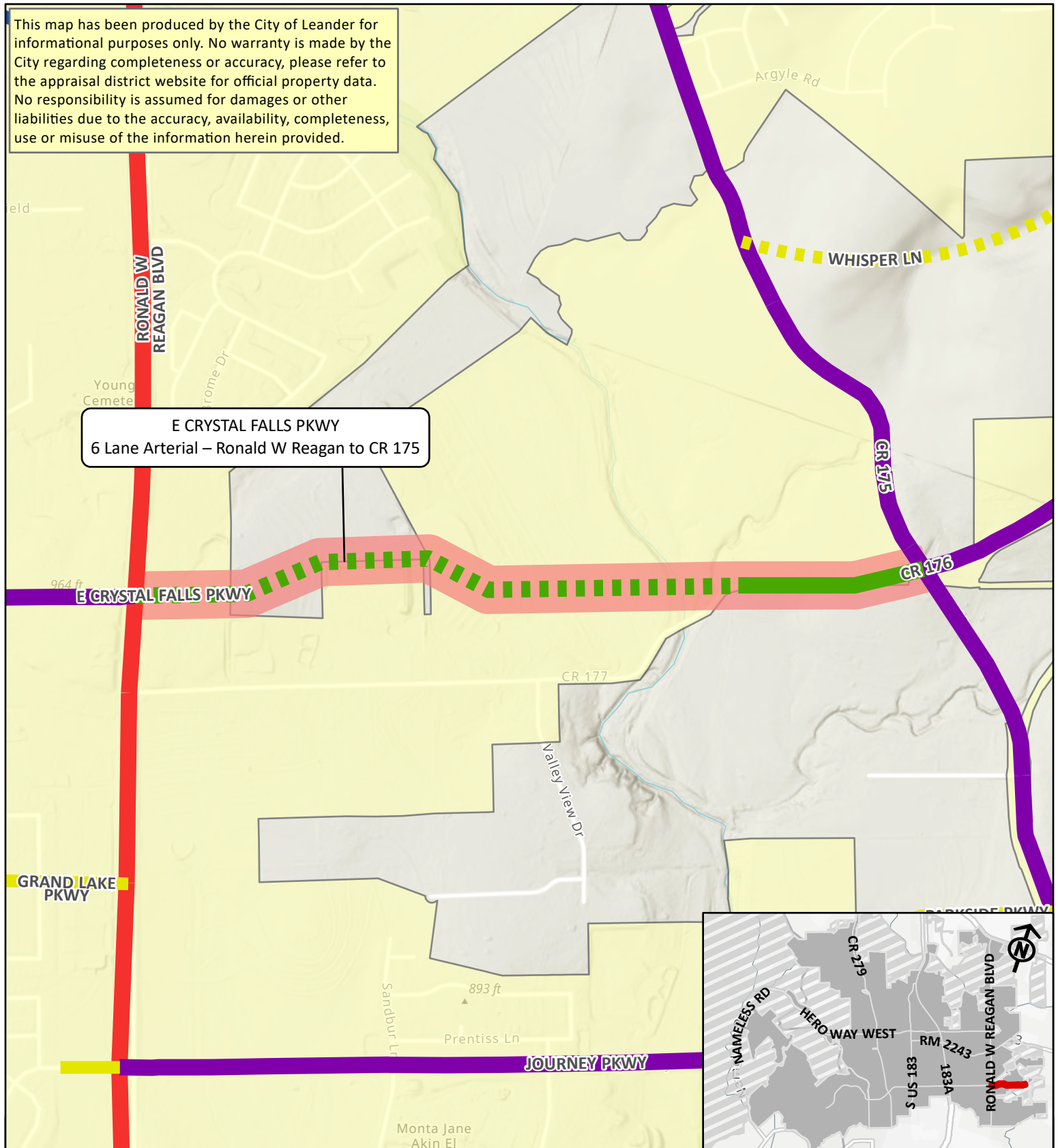
THOROUGHFARE PLAN AMENDMENTS

CR 267

- | | |
|----------------------------|---------------------|
| Thoroughfare Plan | Amended Area |
| Existing Access Controlled | Leander City Limits |
| Existing Arterial 4 | |
| Existing Collector | |
| Proposed Arterial 4 | |
| Proposed Collector | |



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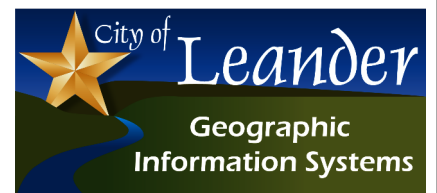
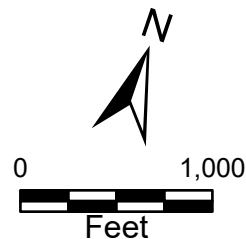


THOROUGHFARE PLAN AMENDMENTS

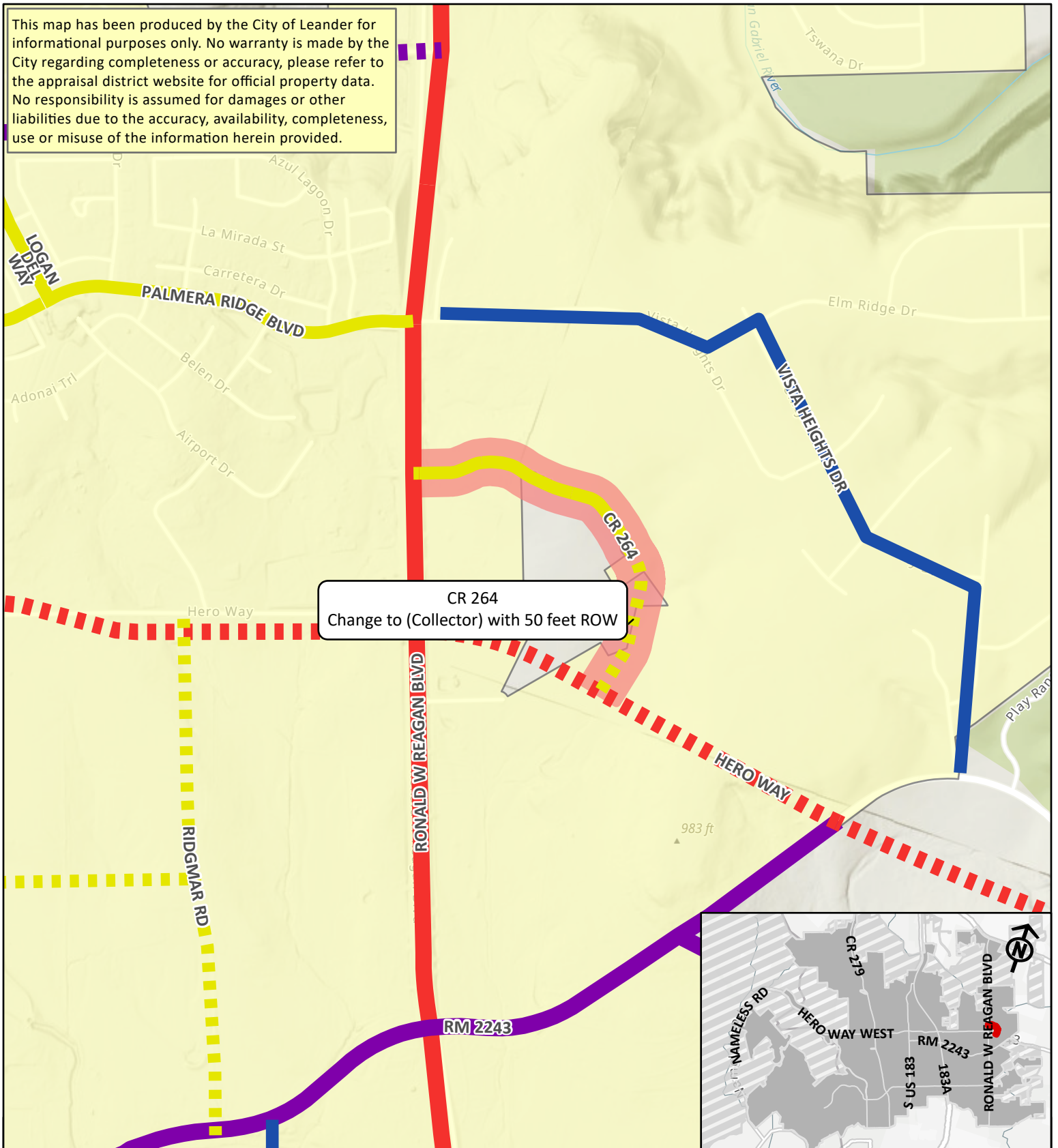
E CRYSTAL FALLS PKWY

- Thoroughfare Plan
- █ Existing Access Controlled
 - █ Existing Arterial 4
 - █ Existing Arterial 6
 - █ Existing Collector
 - █ Existing Rural
 - █ Proposed Arterial 6
 - █ Proposed Collector

- Amended Area
- Leander City Limits



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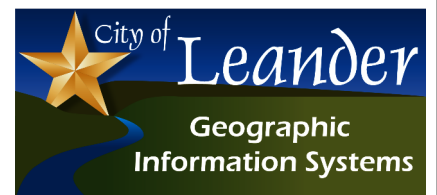
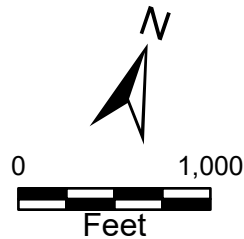
THOROUGHFARE PLAN AMENDMENTS

CR 264

Thoroughfare Plan

- █ Existing Access Controlled
- █ Existing Arterial 4
- █ Existing Collector
- █ Existing Rural
- █ Proposed Access Controlled
- █ Proposed Arterial 4
- █ Proposed Collector

- Amended Area
- Leander City Limits



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STAMP IRON AVE
Add on TMP as collector road

CR 267

KAUFFMAN LOOP

RONALD W REAGAN BLVD

CR 268

VIA DE SIENNA BLVD

BAR W RANCH BLVD

GABRIEL'S HORN RD

STAMP IRON AVE

Wells Family Cemetery

Upchurch Cemetery

South Park San Gabriel River

CR 219

HERO WAY WEST

RM 2243

183A

681 SN S

RONALD W REAGAN BLVD

STAMP IRON AVE



City of **Leander**
Geographic
Information Systems



EXECUTIVE SUMMARY
05/11/2023

AGENDA SUBJECT:

Conduct a Public Hearing and consider action regarding Ordinance Case OR-23-0003 to amend the Subdivision Ordinance to clarify the adoption date and definition of the Transportation Criteria Manual, update the Preliminary Plat requirements, update the requirements for Water Utility Improvements and Wastewater Utility Improvements; and to provide for related matters; Williamson & Travis Counties, Texas.

- Discuss and consider action regarding Ordinance Case OR-23-0003 as described above.

BACKGROUND:

This request is the first step in the ordinance process. Staff is proposing the following amendments to the Subdivision Ordinance:

1. Austin Transportation Criteria Manual – The purpose of this ordinance amendment is to suspend the use of the recently adopted City of Austin Transportation Criteria Manual (TCM) in the Composite Zoning Ordinance. The TCM changes were approved by Austin in December 2021 and went into effect July 2022. The changes that the City of Austin made to the TCM are significant and staff believes a temporary suspension of using the current manual is necessary to give staff the time to review the changes prior to incorporating them into the city's ordinance. During this time, the City will continue to use the TCM dated August 7, 2020 with exceptions noted. Leander has been using Austin's TCM and amendments since 1998 and it has served well for regulating design and construction of our transportation infrastructure and site development. With the major changes recently made, this suspension will give staff a good opportunity to take a comprehensive look at the current transportation requirements for infrastructure and site development. During this time, staff will evaluate whether to simply adopt Austin's changes to their manual or to develop a Leander TCM to better serve the Leander community.
2. Water Utility Improvements – The purpose of this ordinance amendment to clarify when connections to city water are required and to provide guidelines on extension and pipe oversizing requirements.
3. Wastewater Utility Improvements – The purpose of this ordinance amendment to clarify when connections to city wastewater are required and to provide guidelines on extension and pipe oversizing requirements.

APPLICANT/AGENT:

City of Leander

RECOMMENDATION:

Staff recommends approval of the ordinance amendments.

ORDER OF EVENTS:

- a. Staff Presentation
- b. Open Public Hearing
- c. Close Public Hearing
- d. Discussion
- e. Consider Action

PRESENTER:

Emily Truman, City Engineer

Attachments

1. Subdivision Ordinance Amendment

SUBDIVISION ORDINANCE

ARTICLE I – GENERAL, SECTION 1: DEFINITIONS

Transportation Criteria Manual means the City of Austin Transportation Criteria Manual, ~~d~~Dated August 7, 2020, as adopted and amended by this Ordinance.

ARTICLE III – DESIGN STANDARDS FOR IMPROVEMENTS, SECTION 42: TRANSPORTATION IMPROVEMENTS

(a) Policy.

- (1) All transportation improvements including streets, trails, driveways, sidewalks, bikeways, traffic control, and parking areas within the City's jurisdiction shall be designed in accordance with the City of Leander Composite Zoning Ordinance, Transportation Master Plan, Comprehensive Plan and the City of Austin's Transportation Criteria Manual, dated August 7, 2020, as currently amended, save and except the following:
 - (i) all references to the Austin Metropolitan Area Transportation Plan shall be construed to mean the City of Leander's Comprehensive Plan and Transportation Master Plan;
 - (ii) All references to the "City of Austin" shall mean the "City of Leander".
 - ~~(ii)(iii)~~ Paragraph 1.3.1.G;
 - ~~(iii)(iv)~~ Table 1-7A;
 - ~~(iv)(v)~~ all references to Austin zoning districts as they pertain to street classifications, trip generation, recommended pavement design, off-street parking requirements;
 - ~~(v)(vi)~~ Appendix F; and all references to the City of Austin, including its departments, boards or divisions shall be the same departments, boards or divisions within the City of Leander. Where such departments, boards or divisions do not exist within the City, such references shall be construed to mean the Commission, the City Engineer or other representative authorized by the Council to perform such functions on the City's behalf.

ARTICLE III – DESIGN STANDARDS FOR IMPROVEMENTS, SECTION 43: WATER UTILITY IMPROVEMENTS

- (a) **Policy.** The applicant shall be responsible for providing an approved public water supply system consistent with the Comprehensive Plan, preliminary plan or final plat, this chapter and the rules and regulations of the entity providing or to provide water to the development, throughout the development, such that all lots, parcels, or tracts of land will be capable of connecting to the water system except as otherwise provided herein. Developers shall be responsible for providing an approved public water supply system consistent with the Comprehensive Plan, this Ordinance and the rules and regulations of the entity providing or to provide water to the development.
 - (1) Where an approved public water supply or distribution main is within reasonable distance of the subdivision as determined by the City Engineer or his/her designee and connection to the system is both possible and permissible, the developer shall be required to bear the cost of connecting the development to such existing water supply and the acquisition of all necessary easements. In some instances, the city may request that the main water connection be oversized or rerouted to suit future water system improvements in that area. In some cases,

~~the city will reimburse the developer the costs of oversizing such connections by separate agreement. Where an approved public water supply or distribution main is within reasonable distance of the subdivision as determined by the Commission, but in no case less than one-half (1/2) mile away and connection to the system is both possible and permissible, the developer shall be required to bear the cost of connecting the development to such existing water supply. In some instances, the City may request that the main water connection be oversized or rerouted to suit future water system improvements in that area. In such cases, the City will reimburse the developer the costs of oversizing or rerouting such connections.~~

- (2) The ~~developer~~ applicant shall, consistent with all existing ordinances, make a pro-rata contribution to funding of needed storage facilities, treatment facilities, and specific distribution lines as determined necessary by the City. Under extraordinary circumstances, these provisions may be varied with the approval of the City Council and Planning & Zoning Commission.
- (3) When platting or development occurs on a tract that is currently served by a water line less than eight (8) inches in diameter, the applicant/developer shall be responsible for either upsizing the water line prior to recordation of any final plat or posting fiscal surety for the construction of the water line across the entire length of the tract.
- (4) For the orderly extension of water lines as established in the master utility plan, the developer shall install water mains to the boundaries of his development for future connection by the development of the abutting land.

(b) Design

- (1) The design and construction of a public water system shall
 - (i) Comply with regulations covering extension of public water systems adopted by the ~~State of Texas~~ Commission on Environmental Quality.
 - (ii) Be of sufficient size to furnish adequate domestic water supply and fire protection services to all lots, and to conform with the Master Utility Plan for the City;
 - (iii) Be located where maintenance can be accomplished with the least interference with traffic, structures and other utilities;
 - (iv) Be designed in an effort to eliminate the need for booster pumps or other similar devices;
 - (v) ~~Be designed to n~~Not propose water mains less than eight (8) inches in diameter unless ~~otherwise~~ approved in writing by the City Engineer or his/her designee;
 - (vi) Be acceptable, without penalty, to the adopted City of Leander Fire Code. To that end, the fire flows shall meet the provisions set forth within the current Fire Code.
 - (vii) ~~Include f~~Fire hydrants per requirements of the current City of Leander Fire Hydrant detail: ~~shall be provided in accordance with the current City of Leander Fire Code for all buildings, or portions of buildings hereafter constructed.~~
 - a) Within three hundred (300') feet of all sides of a nonresidential development; and
 - a)b) For fFire flows ~~shall be~~ calculated with a twenty (20) pound residual pressure.
 - (viii) Include valves on each fire hydrant lead, at each intersection of two (2) or more mains, and valve spacing so that no more than thirty (30) customers will be without water during a shutoff;
 - (ix) Include flushing appurtenances at the end of all dead-end waterlines;
 - ~~(x)~~(x) Be designed and constructed in accordance with City Standard Details and Specifications; and,
 - ~~(x)~~(xi) Be designed and constructed to comply with all applicable rules, regulations and policies of the entity that will provide water service to the development.

- ~~(xi)(xii)~~ Be designed and constructed so that all private water systems shall include backflow prevention assemblies for domestic and fire protection systems that are directly or indirectly connected to the city's potable water distribution system; and
- ~~(xiii)~~ Be designed and constructed so that the water system shall be constructed by the applicant/developer across the entire frontage of the tract to allow future extensions of the water system by adjacent tracts. A waiver to this requirement shall be in writing from the City Engineer or his/her designee.
- ~~(xii)~~—

- ~~(2)~~—The design of private water systems shall include backflow prevention assemblies for domestic and fire protection systems that are directly or indirectly connected to the City's potable water distribution system.

ARTICLE III – DESIGN STANDARDS FOR IMPROVEMENTS, SECTION 44: WASTEWATER UTILITY IMPROVEMENTS

- (a) **Policy.** ~~Developers~~ The applicant shall be responsible for providing an approved wastewater system, consistent with the preliminary plat or final plat, this chapter and ~~Comprehensive Plan, this Ordinance and~~ the rules and regulations of the entity providing or to provide wastewater service to the development, throughout the development, such that all lots, parcels, or tracts of land will be capable of connecting to the wastewater system except as otherwise provided herein.
- (1) Where an approved public wastewater collection main is within reasonable distance of the subdivision as determined by the City Engineer or his/her designee ~~Commission, but in no case less than one-half (1/2) mile away~~ and connection to the system is both possible and permissible, the developer shall be required to bear the cost of connecting his development to such existing wastewater system. In some instances, the City may request that the main wastewater connection be oversized or rerouted to suit future wastewater system improvements in that area. In such cases, the City will reimburse the developer the costs of oversizing or rerouting such connections by separate agreement.
- (2) The ~~developer~~ applicant shall, consistent with all existing ordinances, make a pro-rata contribution to funding of needed lift station facilities, treatment facilities, and specific collection lines as determined necessary by the City. Under extraordinary circumstances, these provisions may be varied with the approval of the City Council and Planning and Zoning Commission.
- (3) Where alternative sewage disposal is permitted, the plans for such system must meet the requirements of the Texas Commission on Environmental Quality and be approved by the county health department, prior to approval of the final plat by the Planning and Zoning commission.
- (4) For wastewater service to property in the city's extraterritorial jurisdiction and the city's Certificate of Convenience and Necessity (CCN); Connection to the city's wastewater system is required unless the City Engineer or his/her designee determines that the connection to the city system is not possible. If the city's wastewater system is not utilized, the alternative sewage disposal system must meet the requirements of the TCEQ and be approved by the county health department prior to approval of the final plat by the planning and zoning commission.

(b) Design. The design and construction of a public wastewater ~~collection~~ systems shall:

- (1) Be designed and constructed so that the public wastewater collection systems, lift stations, inverted siphons and septic systems shall comply with regulations covering extension of public wastewater systems, and other applicable regulations, adopted by the Texas Commission on Environmental Quality Natural Resources Conservation Commission and the state department of health-Texas Department of Health. Under extraordinary circumstances, these provisions may be varied with the approval of the City Council and Planning & Zoning Commission.
 - (2) Be of sufficient size to furnish adequate wastewater service to all lots, and to conform with the master utility plan for the city;
 - ~~(2)(3)~~ Be of sufficient size to furnish adequate wastewater service to all lots, and to conform with the master utility plan for the city;
 - ~~(3)(4)~~ Be designed and constructed to operate on a gravity flow basis by taking advantage of natural topographic conditions and thereby reducing the need for lift stations and force mains;
 - ~~(4)(5)~~ Be designed and constructed so that flow determinations should include generally accepted criteria for average daily flow, inflow and infiltration, peaking factors, minimum/maximum slopes and minimum flow velocities;
 - ~~(5)(6)~~ Be designed and constructed so that the minimum size of any public wastewater line will be eight~~six~~ (8~~6~~) inches in diameter;
 - ~~(6)(7)~~ Be designed and constructed so that the public wastewater lines shall be located where maintenance can be accomplished with the least interference with traffic, structures and other utilities. Minimum separation distance from water utilities shall be in accordance with the rules adopted by the Texas Commission on Environmental Quality;
 - ~~(7)(8)~~ Be designed and constructed so that manholes shall be located to facilitate inspection and maintenance, including intersections, horizontal alignment changes, vertical grade changes, change in pipe size or material, and force main discharge points;
 - ~~(8)(9)~~ Be designed and constructed so that all wastewater appurtenances are constructed in accordance with city criteria, standard details and specifications;
 - ~~(9)(10)~~ Be designed and constructed to comply with all applicable rules, regulations and policies of the entity that will provide wastewater service to the development; and
 - (11) Be designed and constructed so that the wastewater system shall be constructed by the applicant/developer across the entire frontage of the tract or to the edge of the tract so as to allow future extensions of the wastewater system by adjacent tracts. A waiver to this requirement shall be in writing from the City Engineer or his/her designee.
-
- ~~(10) All new public wastewater systems shall be designed and constructed to operate on a gravity flow basis by taking advantage of natural topographic conditions and thereby reducing the need for lift stations and force mains. Where topography requires an excessive number of lift stations, in the alternative, pressure wastewater systems may be approved by the City Engineer.~~
 - ~~(11) Flow determinations should include generally accepted criteria for average daily flow, inflow and infiltration, peaking factors, minimum slopes and minimum flow velocities.~~
 - ~~(12) The minimum size of any gravity flow public wastewater line will be eight (8) inches in diameter.~~
 - ~~(13) Public wastewater lines shall be located where maintenance can be accomplished with the least interference with traffic, structures and other utilities. Minimum separation distance from water~~

utilities shall be in accordance with the rules adopted by the Texas Natural Resource Conservation Commission.

- ~~(14) Manholes shall be located so as to facilitate inspection and maintenance, including intersections, horizontal alignment changes, vertical grade changes, change in pipe size or material, and force main discharge points.~~
- ~~(15) All wastewater appurtenances shall be designed and constructed in accordance with City Standard Details and Specifications.~~
- ~~(16) All wastewater systems shall be designed and constructed to comply with all applicable rules, regulations and policies of the entity that will provide wastewater service to the development. With respect to wastewater systems and infrastructure located within the Wholesale Wastewater Service Area, the systems and infrastructure will be designed and constructed to comply with the more stringent of the City of Leander's design standards or the City of Liberty Hill's design standards. Prior to submitting Construction Plans, the applicant shall meet with the City Engineer regarding the Liberty Hill design standards that will be applicable.~~
- ~~(17) All wastewater systems shall be designed and constructed to comply with all applicable rules, regulations and policies of the entity that will provide wastewater service to the development. A lift station report verifying that TCEQ (or successor agency) requirements have been met is required to be approved by the City Engineer before submission of Construction Plans except as determined otherwise by the City Engineer. With respect to wastewater systems and infrastructure located within the Wholesale Wastewater Service Area, the systems and infrastructure will be designed and constructed to comply with the more stringent of the City of Leander's design standards or the City of Liberty Hill's design standards. Prior to submitting construction plans, the applicant shall meet with the City Engineer regarding the Liberty Hill design standards that will be applicable.~~

~~(b)(c)~~ System Reservation Fee. At the time of submission of a Preliminary Plat application, applicants subdividing property located within the Wholesale Wastewater Service Area will pay the System Reservation Fee set forth in Article A7.009.



EXECUTIVE SUMMARY

05/11/2023

AGENDA SUBJECT:

Conduct a Public Hearing and consider action regarding Ordinance Case OR-23-0004 to amend the Composite Zoning Ordinance to clarify the adoption date and definition of the Transportation Criteria Manual; and to provide for related matters; Williamson & Travis Counties, Texas.

- Discuss and consider action regarding Ordinance Case OR-23-0004 as described above.

BACKGROUND:

This request is the first step in the ordinance process. The purpose of this ordinance amendment is to suspend the use of the recently adopted City of Austin Transportation Criteria Manual (TCM) in the Composite Zoning Ordinance. The TCM changes were approved by Austin in December 2021 and went into effect July 2022. The changes that the City of Austin made to the TCM are significant and staff believes a temporary suspension of using the current manual is necessary to give staff the time to review the changes prior to incorporating them into the city's ordinance. During this time, the City will continue to use the TCM dated August 7, 2020 with exceptions noted. Leander has been using Austin's TCM and amendments since 1998 and it has served well for regulating design and construction of our transportation infrastructure and site development. With the major changes recently made, this suspension will give staff a good opportunity to take a comprehensive look at the current transportation requirements for infrastructure and site development. During this time, staff will evaluate whether to simply adopt Austin's changes to their manual or to develop a Leander TCM to better serve the Leander community.

APPLICANT/AGENT:

City of Leander

RECOMMENDATION:

Staff recommends approval of the ordinance amendments.

ORDER OF EVENTS:

- a. Staff Presentation
- b. Open Public Hearing
- c. Close Public Hearing
- d. Discussion
- e. Consider Action

PRESENTER:

Emily Truman, City Engineer

Attachments

1. Composite Zoning Ordinance Amendment

COMPOSITE ZONING ORDINANCE

ARTICLE I – GENERAL, SECTION 6: DEFINITIONS

Transportation Criteria Manual means the City of Austin Transportation Criteria Manual, dated August 7, 2020, as adopted and amended by this Ordinance.

ARTICLE VI – SITE STANDARDS, SECTION 2: TRANSPORTATION CRITERIA MANUAL

The City of Austin Transportation Criteria Manual is hereby adopted to provide design criteria for site development. The criteria shall be implemented with reliance on sound engineering and planning judgment and nothing in this manual shall override such sound judgment as determined by the City Engineer and Director of Planning. (For roadway adequacy standards and requirements to prepare a Traffic Impact Analysis, refer to Ordinance No. 02-033-00.)

- (a) The City of Austin Transportation Criteria Manual, [dated August 7, 2020 except such portions as are hereinafter amended, deleted or modified by the City and except for Exhibit B](#), is hereby adopted to provide design criteria for site development [within the city limits and extraterritorial jurisdiction of the City](#). [All references in the Transportation Criteria Manual to the “City of Austin” shall mean the “City of Leander” and all references to the City of Austin Code Chapter 14-11 shall mean Article 4.02 Franchise or Permit for Use of Public Property of this code](#). The criteria shall be implemented with reliance on sound engineering and planning judgment and nothing in this manual shall override such sound judgment as determined by the City Engineer and Director of Planning. (For roadway adequacy standards and requirements to prepare a Traffic Impact Analysis, refer to Ordinance No. 02-033-00 [\[Article 10.03 of the Code of Ordinances\]](#).)



EXECUTIVE SUMMARY
05/11/2023

AGENDA SUBJECT:

Discuss and consider action on the adoption of the Old Town Master Plan including the adoption of a future land use plan and map that provides guidance for appropriate land use regulations throughout Old Town, and an action plan for implementation.

BACKGROUND:

The City adopted the 2020 Leander Comprehensive Plan April 1, 2021. The Comprehensive Plan included goals for future growth and development, as well as an action plan for implementation. Establishing Old Town as a destination for arts, shopping and entertainment is listed as Goal 6 in the Comprehensive Plan, with Strategy 6.1.1 to develop a detailed master plan for Old Town Leander. The Comprehensive Plan Advisory Committee (CPAC) identified Old Town as a High Priority Topic, and stressed the need to create a clear vision for Old Town. Old Town as a destination was also listed as one of the key take aways from the Public Outreach surveys conducted during the Comprehensive Plan development process.

The City Council directed staff to issue an RFQ and on April 21st, 2021, Council approved a contract with Kimley-Horn to prepare the Old Town Master Plan. Staff worked with Kimley-Horn to compile a list of community representatives to make up the Old Town Advisory Committee (OTAC). The purpose in the committee is to allow the community the opportunity to provide feedback during the Old Town Master Plan process. The Advisory Committee was made up of a 19 member stakeholder group assigned to work with Kimley-Horn throughout the update process.

The OTAC conducted two meetings (June 29th and September 23rd, 2022). Two community meetings (August 2nd and October 25th, 2022) have been conducted to solicit input from Leander citizens and stakeholders. In addition to those meetings, in person public outreach was conducted during the Old Town Street Festival (June 3rd, 2022) and the Living Leander Expo (March 3rd, 2023).

The consultants have provided the Final Draft of the Old Town Master Plan for review.

APPLICANT/AGENT:

City of Leander

RECOMMENDATION:

Staff recommends approval of the Old Town Master Plan.

ORDER OF EVENTS:

- a. Staff Presentation
- b. Consultant Presentation
- c. Discussion
- d. Consider Action

PRESENTER:

Michael Chenausky AICP, Senior Planner

1. Draft Old Town Master Plan



CITY OF LEANDER

OLD TOWN MASTER PLAN

Draft - May 04, 2023



ACKNOWLEDGMENTS

The following individuals are recognized for their significant contributions to the preparation of the City of Leander Old Town Master Plan.

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Introduction

Vision for Old Town

The Leander Old Town Master Plan paints a community backed vision for Old Town and develops future action items to strengthen the downtown area. A strong and vibrant downtown can be a key economic driver for the community to support and sustain growth over time.

Qualities of a strong downtown include:

- Supporting economic opportunities for the community
- Creating high-quality jobs
- Serving as a gathering place for the community
- Offering diverse housing options
- Embracing unique identity and design
- Promoting safety for visitors and residents

This plan was initiated to help guide the development of Old Town as Leander continues to grow. The community's vision was incorporated into the planning process and ensures that as Old Town develops, the framework outlined in this plan reflects a unified vision for workers, visitors, and residents in Leander. The goal of this master plan is to outline tools and strategies for strengthening Old Town as an entertainment, activity, and economic center for the community.

Why Plan Now?

In January 2015, the “Old Town development Incentives Program” was adopted to encourage the location and expansion of commercial activity in Old Town. Qualified applicants could be eligible for loans, grants and incentives to help improve the image of Old Town Leander. Then in 2020, the City of Leander created the *2020 Leander Comprehensive Plan* to help guide the growth of the city over time. It serves as a blueprint for new development based on community input and an established vision. One of the goals of the plan was to build upon previous programs to revitalize the downtown. Much of the feedback heard from the community during the planning process was the desire to develop Old Town as a destination with strong support in increasing nightlife, weekend activities, festivals, and events. The box below displays the intent and character described in the Leander Comprehensive Plan. One of the by-products of the Leander Comprehensive Plan was to develop a Master Plan for Old Town Leander that took a closer look at desired uses in Old Town, parking, funding opportunities and improvement projects. This plan aims to continue those conversations and develop community driven solutions.

OLD TOWN INTENT AND CHARACTER FROM 2020 COMPREHENSIVE PLAN

Old Town as a future land use category is intended for a mix of uses that keeps Leander historic center interesting and dynamic. New development and redevelopment within Old Town should be designed in harmony with the existing character that acknowledges Leander's heritage. This includes older buildings and historic, contributing structures along with a mix of new and adaptive reuse buildings. Old Town buildings are to be activated towards the street, encouraging walkability, eating establishments, central gathering spaces, and civic conversation. Old Town is scaled-down urban without on-site parking requirements, high impervious cover yet green space, street tree canopy and safe mix of vehicles and pedestrians. Old Town character includes small businesses, professional office, entertainment, shopping, arts and culture elements, and civic activity, each contributing to daytime and evening buzz. An assortment of residential is suitable and encouraged based on the context, focused on a balance of scale between building, site and streets. In the core, urban lofts and townhouses are appropriate; in the south and east districts, across US 183, attached and detached housing may be appropriate with design context and limitations.

Planning Process

The development of the Leander Old Town Master Plan started in May of 2022. The process spanned approximately 7 months. During the planning process, City Staff, an advisory committee, stakeholders, and the public were all engaged to provide vital recommendations for Old Town. Recommendations collected create the foundation of the Plan. **Figure 1.1** displays the phases of the development of the Old Town Leander Master Plan.

Phase 1: State of Old Town

Phase one reviewed the existing conditions of Old Town and collected important data to understand how Old Town Leander is today. The review of the existing conditions identified key opportunities and areas of improvements to guide discussion with the community.

Phase 2: Strategic Vision, Direction, and Framework

Phase two built strategic direction from engagement efforts throughout the planning process. Utilizing this input from the community, an Old Town Framework Plan was created that outlines future land use, urban design, and mobility for Old Town Leander.

Phase 3: Illustrative Visioning

Phase three established creative direction of Old Town Leander by diving deeper into specific urban design and placemaking elements for the identified Old Town sub districts.

Phase 4: Implementation

Phase four outlined recommendations for Old Town through infrastructure improvements, future development patterns, and policy strategies. This phase outlined implementation strategies for Old Town with associated high-level costs.

Plan Structure

The Old Town Leander Master Plan is organized into six chapters and are described below:

Chapter 1: Introduction

Describes the vision for Old Town Leander and provides an overview of the study area. This chapter sets the stage of Old Town today.

Chapter 2: Community Profile

Reviews a snapshot of Old Town today, identifies the area's existing infrastructure, demographic information, and other relevant plans and studies.

Chapter 3: 2050 Vision for Old Town

Outlines the engagement process during the project and captures what was heard from key stakeholders in Leander.

Chapter 4: Old Town Framework

Lays the foundation for future vision of Old Town by outlining recommendations and proposed strategic direction for Old Town. Overarching themes relevant to Old Town are also discussed, and policy direction is given for the Old Town Leander area.

Chapter 5: Character Districts

Details each character district found in the Old Town Framework Plan and provides specific action items that the City can implement that will help realize the community's vision.

Chapter 6: Implementation Toolkits

Prioritizes and provides implementation strategies for improvements to Old Town. This chapter also identifies policies and funding mechanisms to aid in future decision making. All action items found throughout the plan are combined into an implementation matrix for the City's use.

Figure 1.1 | Planning Process



Study Area

Regional Importance

The City of Leander is located approximately 30 miles north of Austin. Leander provides a unique hill county living experience while also being located close to a thriving urban metroplex. **Figure 1.2** displays the regional context of the City of Leander. The major highway running through Leander is US Highway 183 which continues down to Austin and connects all the way up to Oklahoma. US Highway 183 bisects not only the city, but Old Town as well. Leander also has a Capital Metro (CapMetro) commuter rail line, running directly adjacent to US 183 through Old Town and connects Leander to Downtown Austin. There is a CapMetro rail station located north of Old Town. These linkages provide connections to more metropolitan areas in the region.

Old Town is centrally located in the City of Leander, and is just south of the intersection of Hero Way and US Highway 183, near the H-E-B. The study area boundary is displayed in **Figure 1.3**. The overall Old Town study area is bounded by a portion of the 100-year floodplain on the north, the future East Street roadway project on the east, a block over from N West Drive to the west and is bounded on the south by W South Street. Additionally, several parcels are included in the Old Town boundary south of W South Street, including parcels on both sides of the street along S Brushy Street and S West Drive.

Today, Old Town is a mix of businesses, restaurants, shops, civic and institutional buildings, and houses. The area's existing diverse land use mix provides an excellent canvas to build future recommendations for improvements to the area.

Figure 1.2 | Leander Regional Context

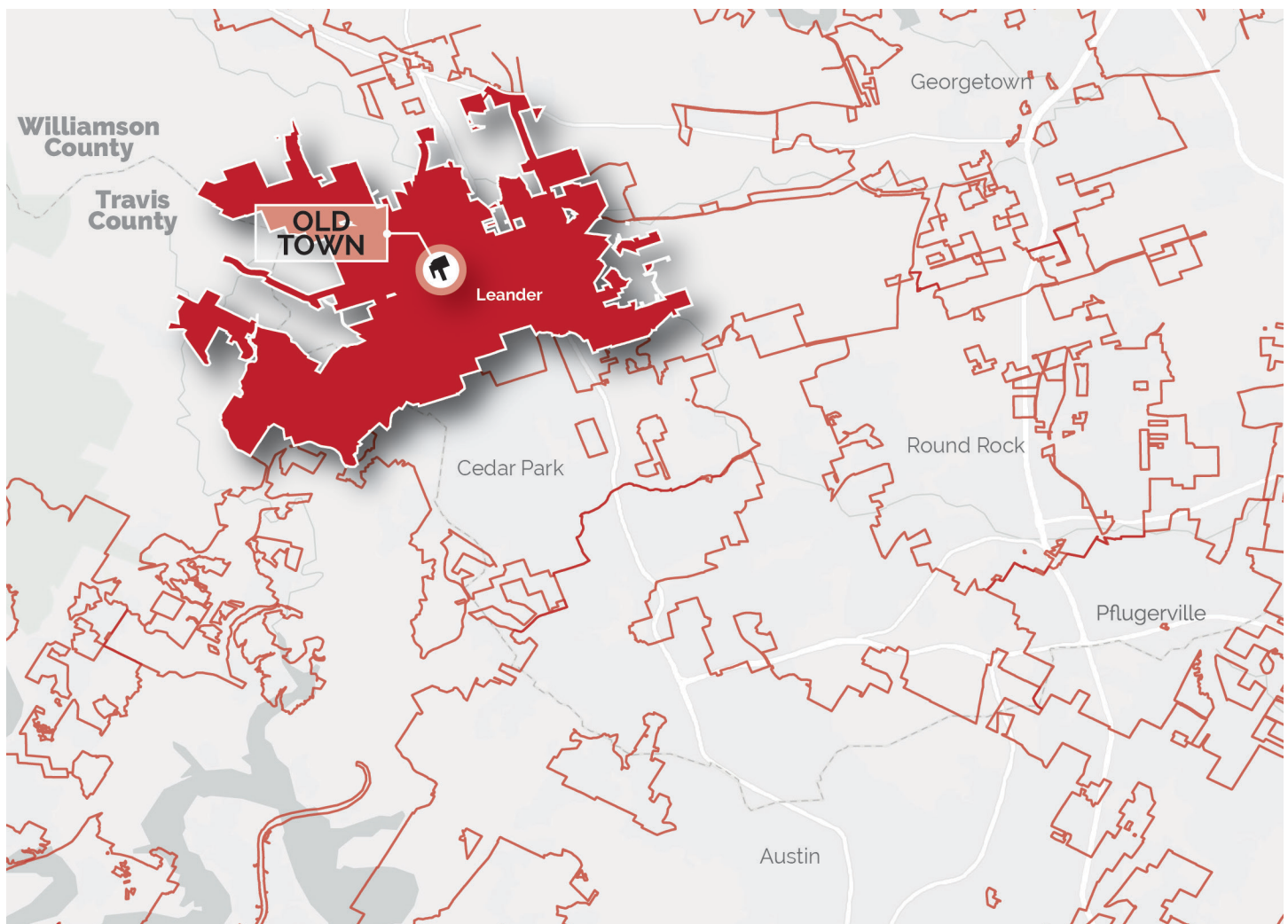
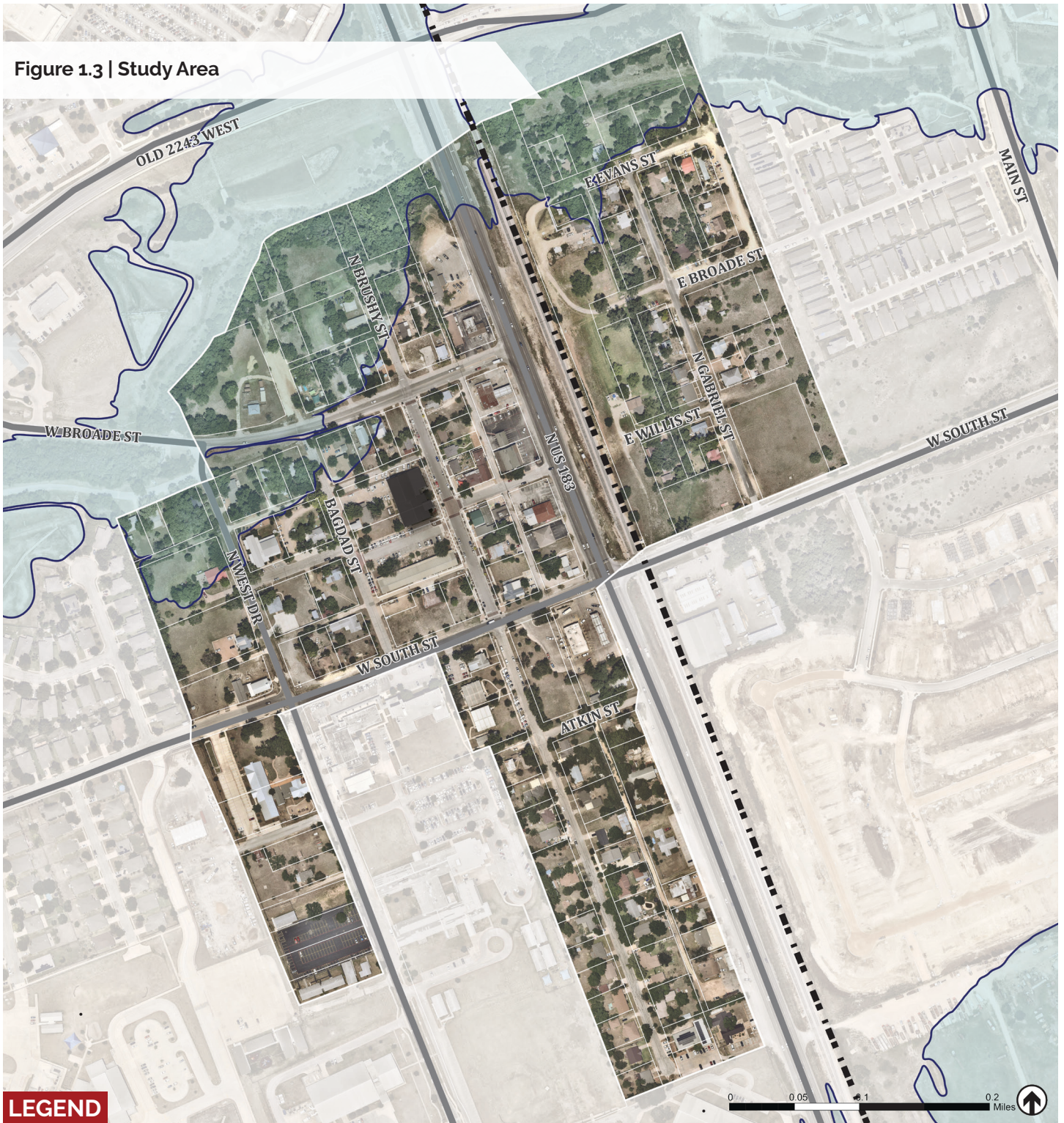


Figure 1.3 | Study Area



LEGEND

- Parcels
- Floodplain
- Railroad
- Local Roads

Old Town History

Brushy Creek provided the resources the Native American tribes needed to thrive. The original land was owned by the Tonkawa tribe and called the area the 'land of good water'. To this day, Brushy Creek is a key influence on the development of Leander and Old Town. This creek was vital to the city's growth and settlements over time. In 1882 the Austin and Northwest Railroad created a new rail line that connected Austin to Abilene. When the rail line was established, businesses and residents moved and purchased lots near the rail line. Thus, the origin of Old Town Leander.

Over time the town grew, and early business settled in what is considered Old Town Leander today. Economic opportunities increased for the town through the opening of cotton gins and ranching. In 1899, Leander High School was constructed and established as the only free school in the area.

During the early 20th century, US Highway 183 began construction in Texas which created a key north/south connection from Leander to Austin. In January of 1978, the City of Leander was incorporated. The city remained a primarily rural community, continuing its legacy of agricultural roots. At the time the city was established, the population was around 300 people, but by the early 1990s the population had grown to over 3,300 residents.

After the turn of the century Williamson and Travis County saw major growth. There was an increase in homes, businesses, and schools to meet the demands of a growing population. In 2007, the CapMetro park and ride commuter rail station was built in Leander north of Old Town along US Highway 183. Over the past 10 years, Leander has seen a significant rise in population, making it one of the fastest growing cities in Texas from 2018 to 2019.

Source: Leander Chamber of Commerce



Leander City Hall



Old Leander Railstop



Leander City Hall



Chapter 2 | Community Profile

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Leander Beer Market



Smooth Village Food Vendor



Casa Costa Bake Shop

Community Profile

Snapshot of Old Town

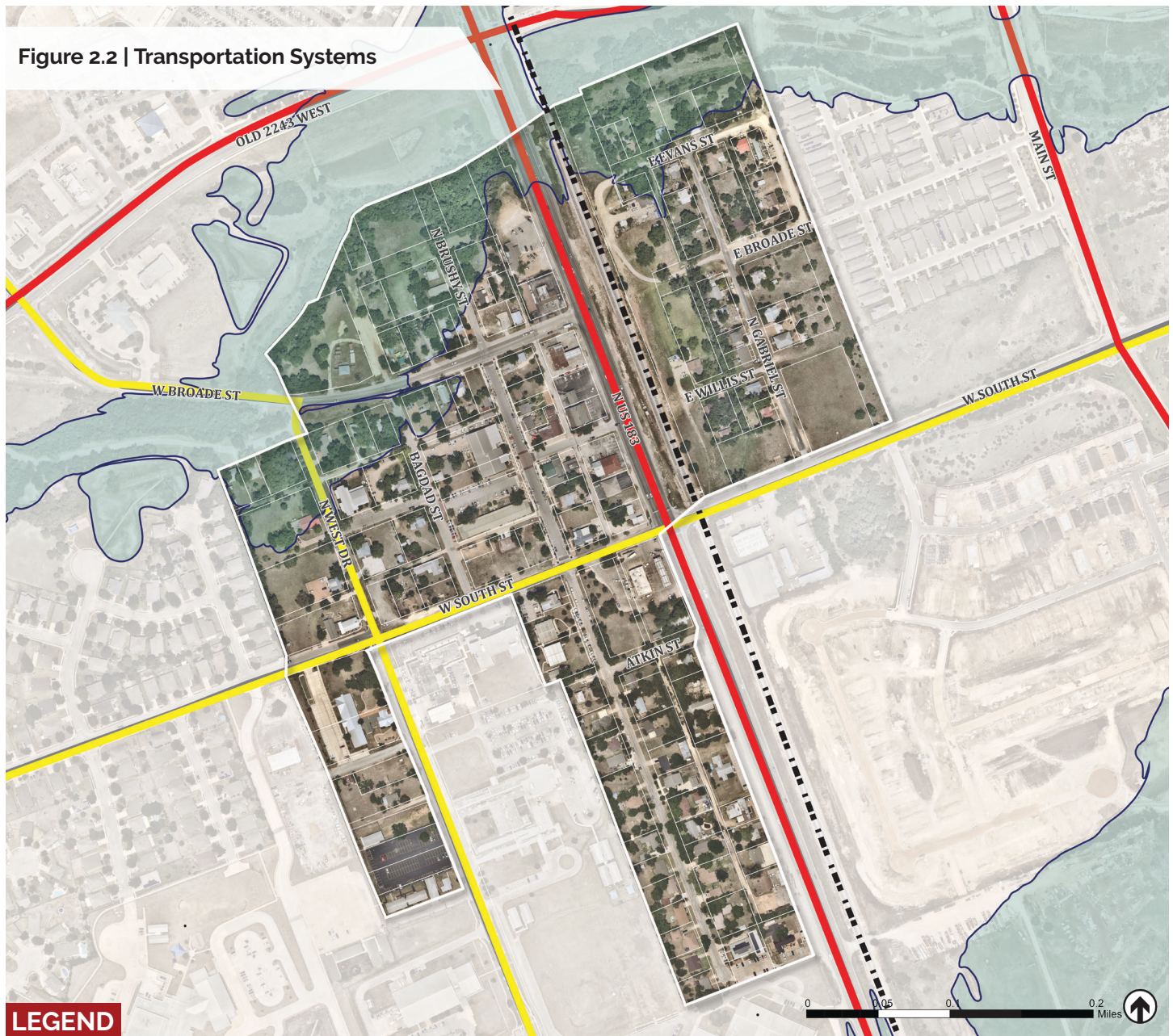
This chapter provides a high-level review of Old Town Leander today. This chapter includes a summary of existing infrastructure and amenities in Old Town, key demographic data, and a market analysis of Old Town Leander. The chapter starts off with a review of Old Town's existing conditions. This mapping exercise helps visualize what is on the ground today, so that informed recommendations can be made for the Old Town's future. To see the full collection of existing conditions maps, please see **Appendix A: Existing Conditions Maps**.

The demographic profile of Old Town is an important tool used in the planning process. Demographic characteristics such as age, gender, race, and income can help determine the needs for Old Town and supporting areas. The market analysis takes a closer look at needs and demands for Old Town through socioeconomic data and population characteristics.

Transportation Systems

The major road that provides the biggest influence on Old Town is US Highway 183. The highway connects Leander to the region, and many people utilize this thoroughfare to come into the city. While this roadway poses an opportunity to capture passing traffic into Old Town, it also creates a significant pedestrian barrier from the east to west side of Old Town. South Street is the major east to west connection in Old Town and the main collector road. As Leander and Old Town grow, more connections to alleviate traffic will need to be considered.

Figure 2.2 | Transportation Systems



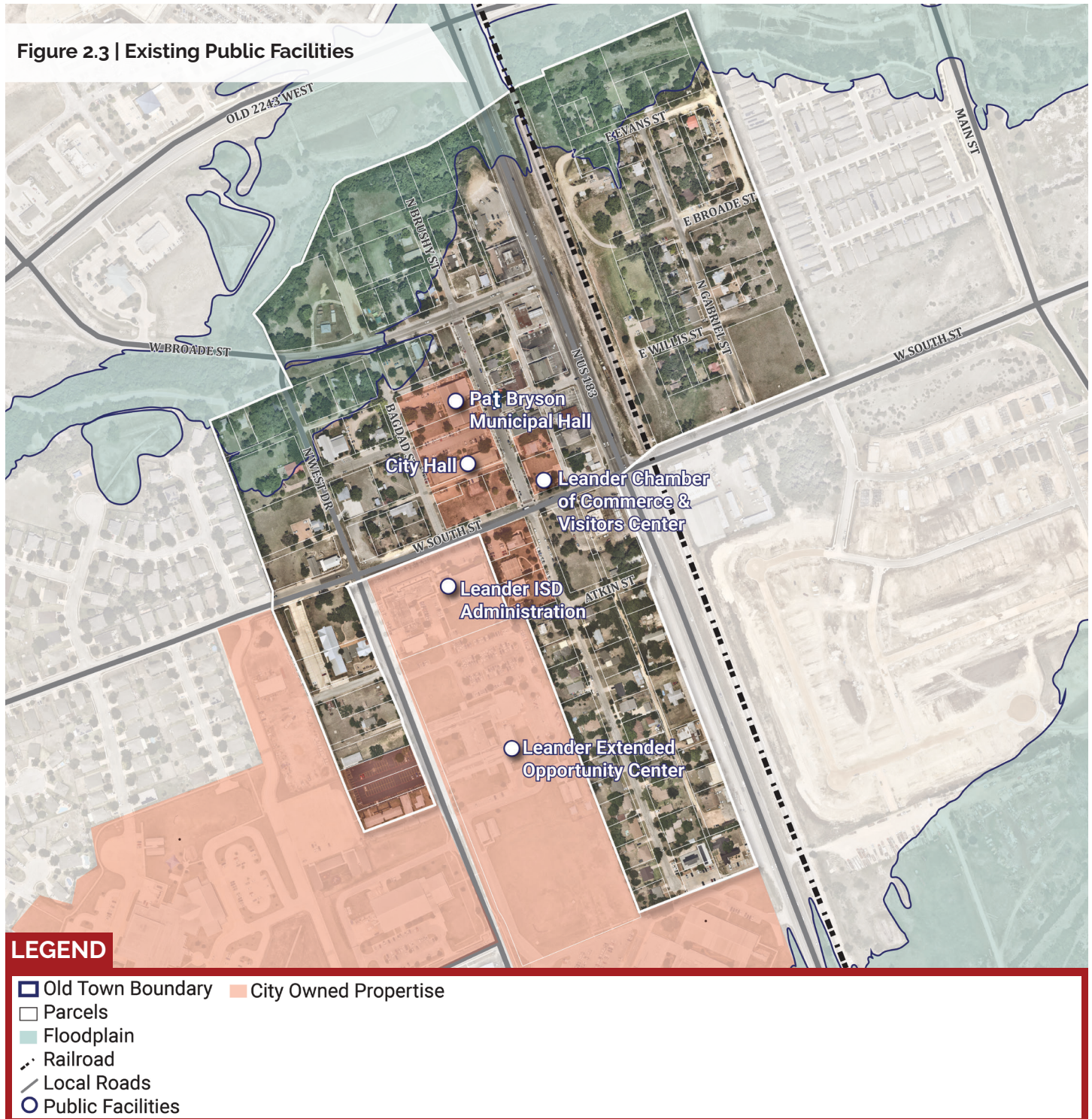
LEGEND

- Old Town Boundary
- Parcels
- Floodplain
- Railroad
- Local Roads
- Arterial
- Collector

Public Facilities

The Pat Bryson Municipal Hall, City Hall, Leander ISD Administration building, and Leander Chamber of Commerce & Visitors Center create a natural anchor for Old Town on Brushy Street. **Figure 2.3** displays City owned properties in and near the downtown area.

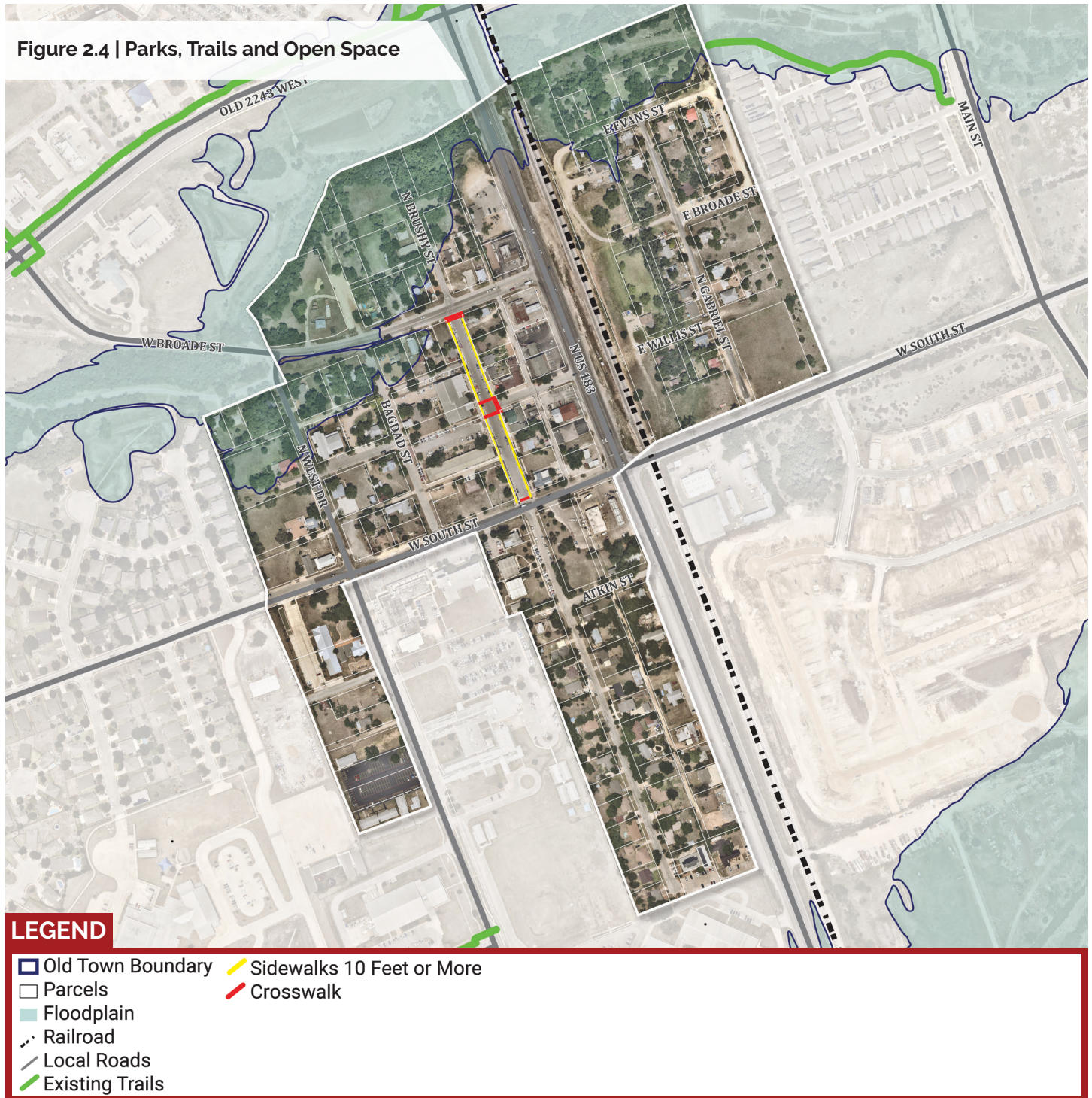
Figure 2.3 | Existing Public Facilities



Park, Trails and Open Space

As of today, there are no existing developed parks in Old Town. However, there are several parcels located near Brushy Street and South Street that are used as a public gathering space for events like the Old Town Street Festival. Much of the green space in Old Town is open spaces located in vacant lots and the large green space in the north near Brushy Creek. There are also no existing trails in Old Town that connect to the existing trail network in Leander. **Figure 2.4** also displays the existing sidewalk conditions of Old Town. As of today, there are many sidewalk gaps and intersection crossings that need to be improved. The width of most existing sidewalks is approximately 8 ft.

Figure 2.4 | Parks, Trails and Open Space



Old Town Demographic Profile

Growth and Population in the Leander

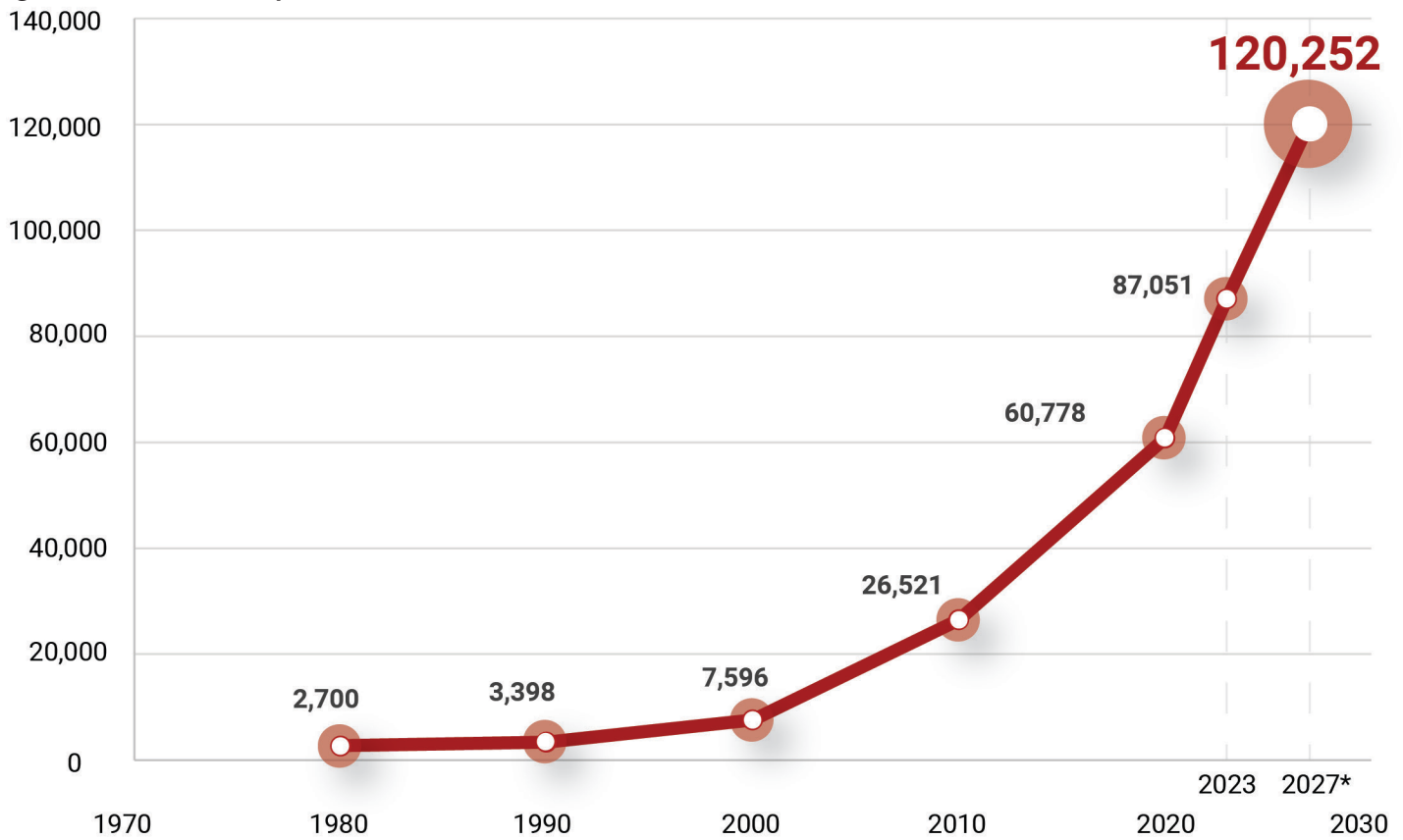
Similar to Williamson and Travis County, Leander experienced its biggest spike in population growth in 2010. From 2000 to 2010, the city saw over a 200 percent increase in population. The population grew from under about 8,000 people in 2000 to over 25,000 people in 2010. Leander began to see steady growth as road linkages and industry increased in the region. This tremendous growth caused Leander to be recognized as one of the fastest growing cities in Texas between 2018-2019. Today, the population of Leander is just over 80,000 people. This is about a 70 percent increase from the population in 2010. **Figure 2.5** shows historic and projected population growth in Leander.

Travis County is one of the fastest growing regions in the nation. Based on population projects, by 2027 the population of Leander should rise to over 120,000 people. This growth is based on population projections from Environmental Systems Research Institute (ESRI).



Old Town Street Festival

Figure 2.5 | Leander Population Growth



Source: Environmental Systems Research Institute (ESRI), 2022

*2027 Population was project using a historic growth rate

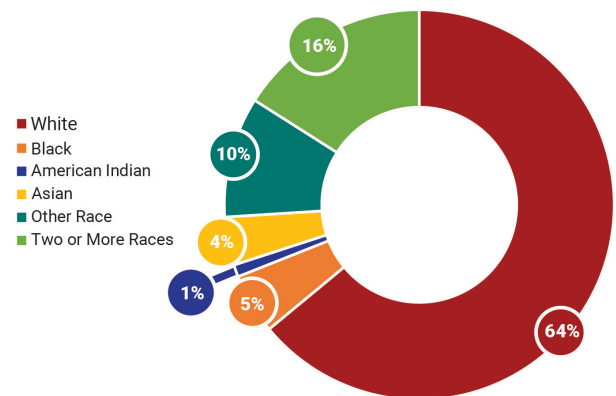
Figure 2.6 shows the Old Town Leander Market Area. As this region grows, there will be an increase in demand for diverse activities and other destinations. The increase in population will bring in new people and new ideas. This growth will impact future needs of the Old Town Study Area. **Figure 2.7** displays the racial makeup of the Old Town Market Area. As of 2020, most of the residents that live within the area are white (78 percent), followed by 16 percent of the residents being two or more races, 10 percent being another race and 5 percent being Black or African American. 33.3 percent of residents in the Market Area are of Hispanic origin. The Diversity Index provides a score between 0 to 100, the percentage represents the likelihood that two people chosen at random are from two different racial groups. The Market Area has a diversity Index of 73.3.

The median age of the people that live in the Old Town Market area is 32.3. This is younger than the median age of the City of Leander (34.7) by two years. 31 percent of the households in the Market Area have children under the age of 18 and the average household size is just under three. Special attention should be made to increase activities for families with young children, as well as younger adults (20s – 30s) with no children. When looking at the region, household sizes and homes with children are larger in the Market Area than in the Austin-Round-Rock Georgetown MSA. Household earnings in Old Town are higher than in the region. The median household income in Old Town Market Area is 90,903 dollars compared to the median household income for the region at 89,278 dollars. Below are more population facts about Old Town Leander Market Area.

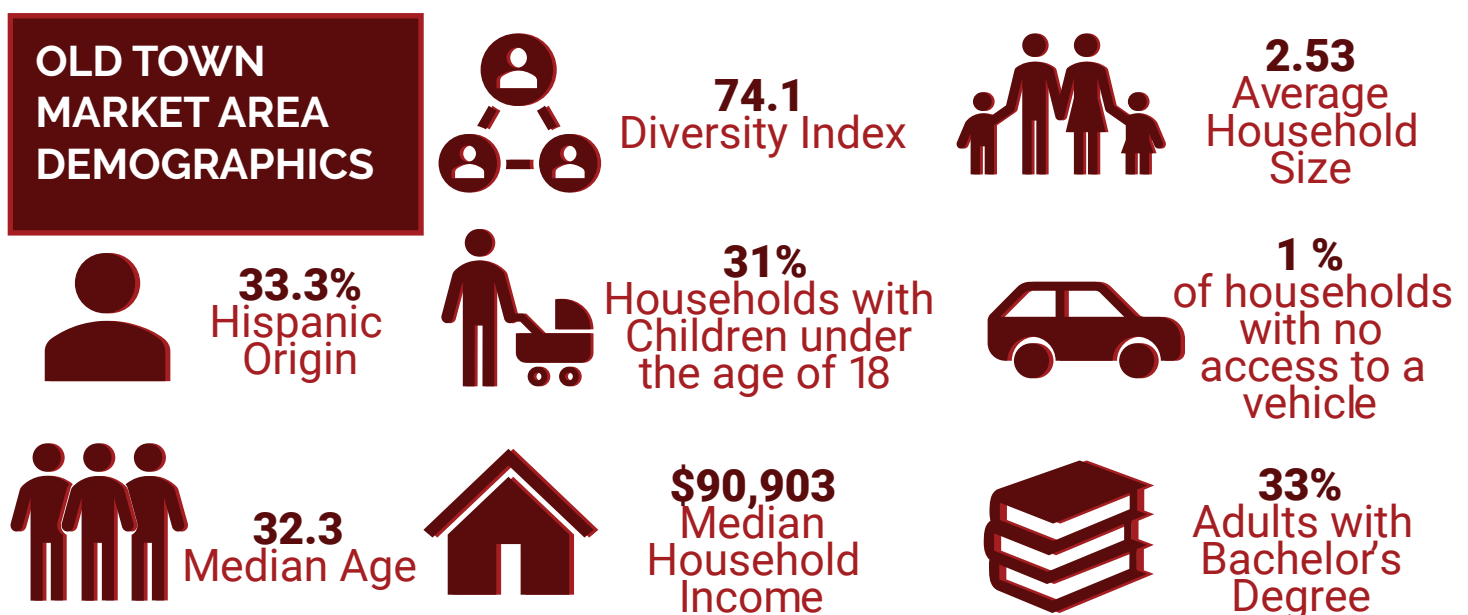
Figure 2.6 | Old Town Leander Market Area



Figure 2.7 | Percentage of Population by Race



Source: ESRI ACS Key Population & Household Facts (2016-2020)



Source: ESRI ACS Key Population & Household Facts (2016-2020)

Market Analysis

ESRI Tapestry Segments

ESRI (Environmental Science and Research Institute) is a demographic and mapping company that uses spatial data in a variety of ways. One example is the ESRI tapestry market segmentation. The tapestry market segmentation identifies markets in each community using geographic, socioeconomic, and demographic characteristics. This helps communities better understand their consumer market. The Old Town Market Area is made up of two tapestry segments: **Up and Coming Families** and **Urban Edge Families**.

ESRI Tapestry

Tapestry Segmentation classifies US neighborhoods into 67 unique segments, based on demographics and socioeconomic characteristics.



Up and Coming Families

67 percent of the Market Area is defined by “up and coming families”. This tapestry segment is made up of ambitious and hard-working individuals who are new families buying new houses in subdivisions. They are careful shoppers, aware of prices and willing to shop for the best deals around. They rely on the internet for entertainment, information, shopping, and banking.



Urban Edge Families

14.8 percent of the Market Area is made up of urban edge families. This tapestry segment is younger married couples with children and often extended family. They live in affordable single-family housing and their median household income is slightly below average. They have high labor force participation that includes long commute times. They spend based on necessity.

Up and Coming Families make up 67% of the tapestry segmentation for the Leander Old Town Market Area in 2021. It was the most prominent segmentation in the area. The second largest segmentation in the Old Town Market area is Urban Edge Families. **Urban Edge Families make up 14.8 percent** of the Old Town Market Area. Other tapestry segments that are within the Market Area are as follows:

- **Great Outdoors** represents **13.2 percent** of the Market Area. This segmentation prefers pastoral or ranch settings and are educated empty nesters living an active but modest lifestyle.
- **Workday Drive** represents **2.6 percent** of the Market Area. This segmentation is a family-oriented market with a country flavor. They are partial to new housing away from a bustle of the city but close enough to commute to a job center.
- **Home Improvement** represents **2.4 percent** of the Market Area. This segmentation is comprised of married-couple families in suburban household that eat out regularly and spend a lot of time on the go.

Employment in Old Town

Currently there are over 200 businesses in the Old Town Leander Market Area. These businesses generate over 4,500 jobs for the area. Currently, primary businesses in Old Town Leander consist of retail and restaurants. 15.7 percent of consumers in the Market Area spend their money on accommodation and food services which represents the largest sector of consumer spending. **Figure 2.8** displays the share of employers by industry in the Old Town Leander Market Area. The top employers for the Market Area are other industries (30 percent), Construction (16 percent), and retail trade (12 percent).

Commute Trends

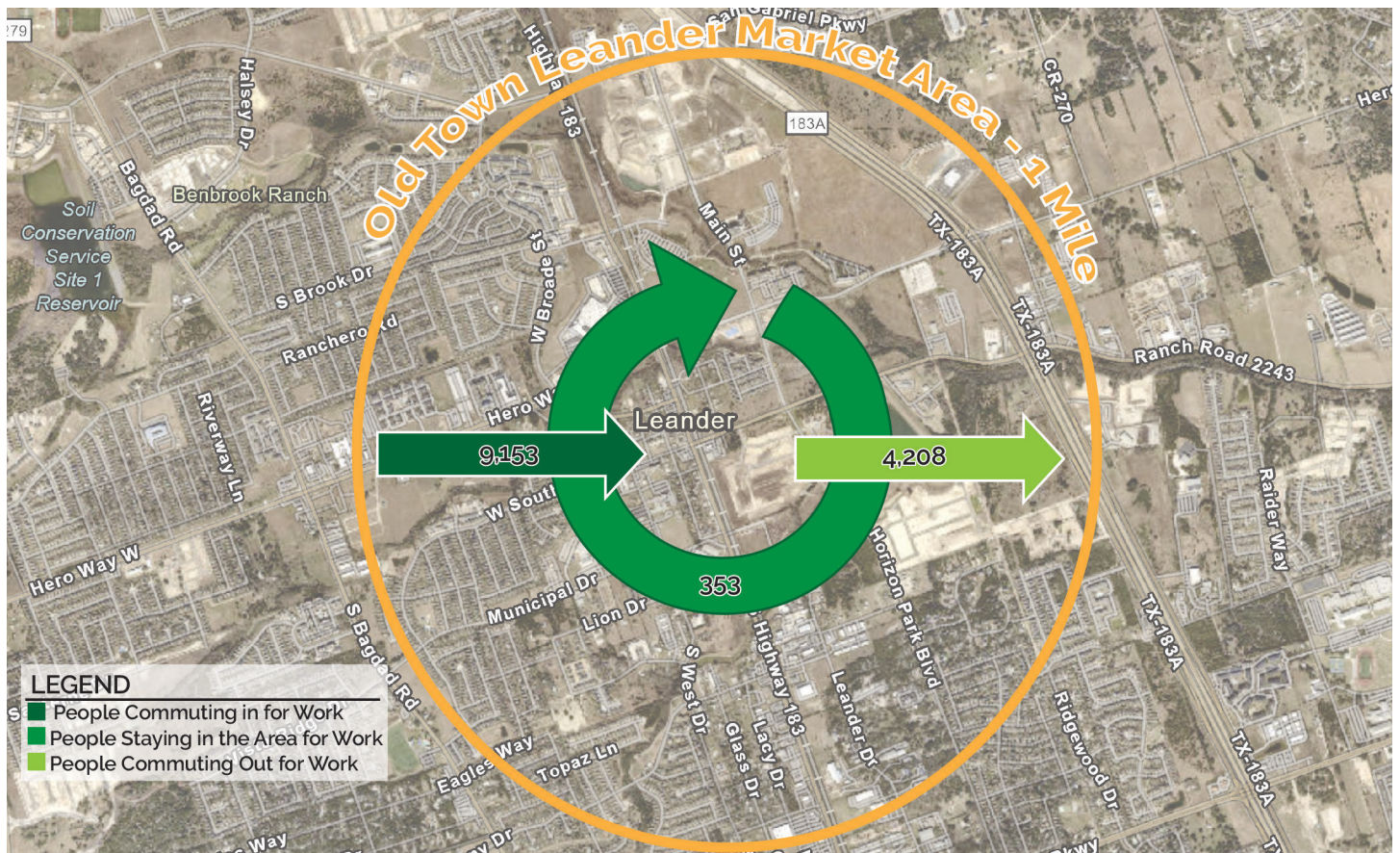
Only 1 percent of households in the Old Town Leander Market Area do not have access to a vehicle. This community is heavily reliant on their vehicles for everyday activities. **Figure 2.9** displays the commuter trends for the Market Area. There is a strong in-commuting presence. Most of the residents that live around the Market Area are driving into the study area for their employment. However, residents who live inside the Old Town Leander Market Area are leaving to go work elsewhere. This could indicate a mismatch in housing and job opportunities in Old Town.

Figure 2.8 | Share of Old Town Leander Market Area Jobs By Industry, 2021

Industry	Percentage of Jobs in the Old Town Leander Market Area
Construction	16%
Retail / Trade	12%
Manufacturing	11%
Healthcare & Social Assistance	9%
Accommodation & Food Services	8%
Administration & support & Waste Management Services	8%
Educational Services	6%
Other Industries	30%

Source: ESRI ACS Key Population & Household Facts (2016-2020)

Figure 2.9 | Commuting Trends



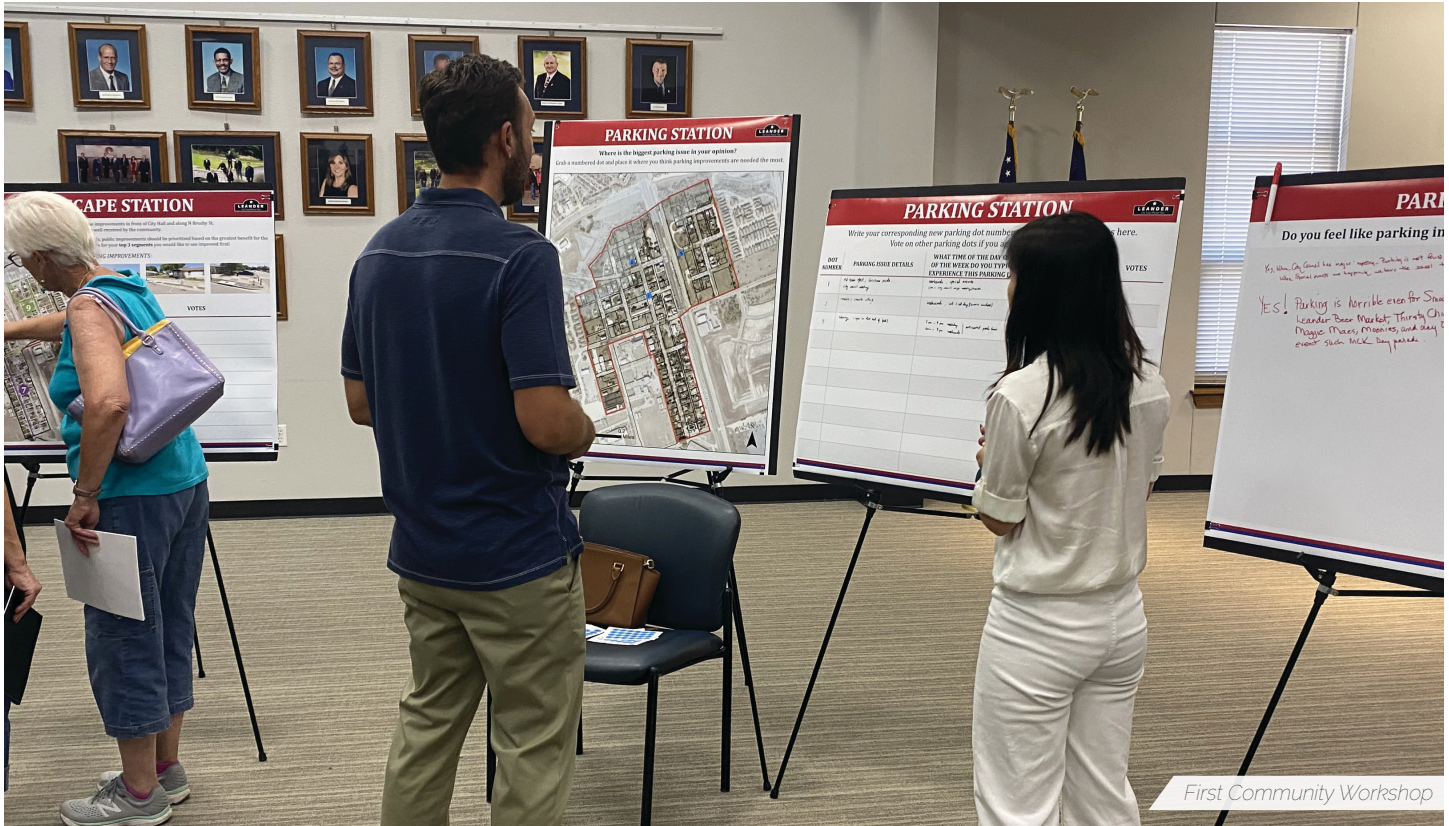


Chapter 3 | 2050 Vision for Old Town

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2050 Vision for Old Town

Public Engagement Process

One of the most important elements of the planning process is public engagement. The future vision of the Old Town Master Plan should be based on the community's desires. This chapter outlines the input heard from various engagement efforts during the lifespan of the project. Engagement efforts included meetings with an advisory committee, public community workshops, online surveys, online interactive mapping, and meetings with elected and appointed officials.

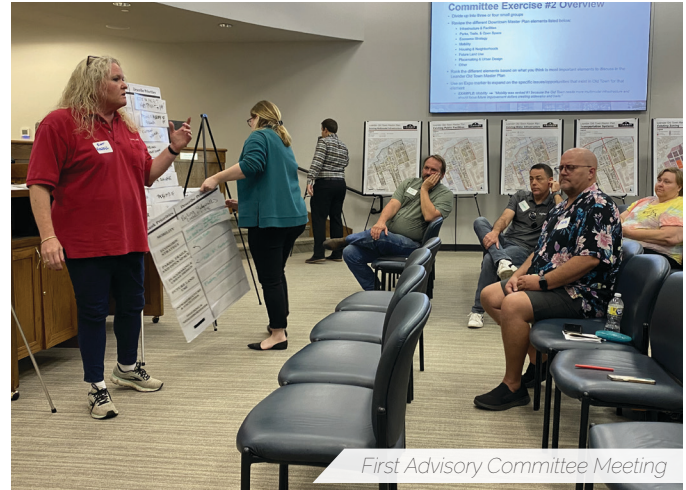
Figure 3.1 displays the timeline of all engagement efforts for the Old Town Master Plan.

Figure 3.1 | Timeline of Engagement



Old Town Advisory Committee (OTAC)

The Old Town Advisory Committee (OTAC) is a group of individuals that represent various interests in Old Town. Two meetings were held with this group. The feedback gained during these meetings reflect a range of interests not only for Old Town, but for the entire City. The role of the Old Town Advisory Committee was to build consensus on future recommendations that balances concerns and interests, share personal perspectives as it pertains to Old Town, and serve as ambassadors for the plan. To view all of the Old Town Advisory Committee engagement recap documents and meeting material, please view **Appendix B: Old Town Advisory Committee Meetings**.



First Advisory Committee Meeting

Community Workshops

Two Community Workshops were organized to garner feedback from the community. The first meeting was held August of 2022 and collected input for the future vision of Old Town Leander. Some of the topics discussed included strengths of Old Town, weaknesses, opportunities, threats, streetscape enhancements, placemaking attributes, trails, and parking. The second meeting was held in October 2022. Between the first and second workshop, all the feedback heard from the community was compiled and a draft Framework Plan was created. In this meeting the community was asked to review the Framework Plan for Old Town as well as review the vision statement, guiding principles and parking strategies. To view all the Community Workshop engagement recap documents and meeting material, please view **Appendix C: Community Workshops**.



Second Community Workshop

Online Engagement

To expand the outreach for the Old Town Master Plan, several online engagement opportunities were made available to increase input throughout the duration of the planning process.

- The **project website** was created to be a landing page for all information about the Old Town Master Plan. The website was used to advertise upcoming meetings, provide the schedule for the project, host surveys and interactive maps, and to share documents and presentations from various meetings.
- An **Old Town Leander Survey** was available to the public from June 2022 to October 2022. This survey allowed respondents to leave feedback on the strengths, weaknesses, opportunities and threats for Old Town Leander and what mobility and streetscape improvements residents would like to see. To review the recap document for the Old Town Survey, please see **Appendix D: Old Town Leander Online Survey Report**.
- The **Downtown Implementation Survey** asked respondents specific questions about Old Town Leander and what specific downtown improvements residents would like to see in the future.
- An **interactive map** was developed to allow residents to give locations specific input on needed improvements and opportunities for the Old Town.

Engagement Key Takeaways

The following graphics display responses collected from the Old Town Community Survey, Old Town Street Festival and Public Community Workshops. The word clouds below describe, in visual form, one word responses that were obtained when asking questions regarding strengths, weaknesses, opportunities, and threats. The larger the word the more that word was repeated in the community survey.

What are the strengths of Old Town Leander?



Source: Old Town Community Survey

What are some of the Weaknesses of Old Town Leander?



Source: Old Town Community Survey

What are the opportunities of Old Town Leander?



Source: Old Town Community Survey

What are some of the threats of Old Town Leander?



Source: Old Town Community Survey

What are the top priorities for the Old Town Master Plan?



Infrastructure - Water
and Sanitary Sewer



Mobility / Connectivity /
Traffic



Future Land Use



Public Facilities (i.e.,
Library or Recreation
Center)



Infrastructure - Roadways

Source: Old Town Community Survey

Public Desired Future Character and Design of Old Town



Two Stories



Small Town Main Street



Restaurants and Dining



Parks, Recreation, and
Open Space



Eclectic



Office Space



Live/Work

Source: Old Town Street Festival and Second Community Workshop

Below are some of the key takeaways collected during the planning process:

- **Destination.** The community expressed their desire for Old Town Leander to be a place to drive to, not pass through. Overall, the community enjoys the existing shops and restaurants in Old Town, however they would like to see more offerings that enhance the character of the Old Town area. This can be achieved through programming Old Town so that it is a destination where people will want to stay for a long duration, not just to visit one place and leave. The community expressed interest in family attractions like parks and splash pads. Also increasing branding through signage and wayfinding can help create a stronger sense of place.
- **Events.** The farmers market and holiday events are amongst the strengths of Old Town. Current city events and festivals do a great job of bringing people together, and respondents indicated they thoroughly enjoy attending these events. The community expressed an opportunity for more programming in the Old Town Core to help increase foot traffic.
- **Mobility and connections.** Old Town is positioned well to nearby destinations; however, the lack of current infrastructure to reach these destinations creates a major mobility barrier for the community. Increasing trail connections and making targeted connections to areas such as the CapMetro rail line, H-E-B, the nearby schools, and the Northline development can help increase connectivity in Old Town and bring in additional pedestrian activity.
- **Losing the small town feel and historic value.** What makes Old Town Leander unique is the historic values and small-town feel. Increased interest and development in Old Town could begin to change the character. As Leander grows and influences the development of Old Town, a balance between the historic preservation of existing buildings and new development is needed. Many respondents did not want to see large chain stores in Old Town and felt as though it would not match the current identity.



Second Advisory Committee Meeting

Community Vision and Guiding Principles

Visioning was a vital part of the engagement process. During each engagement opportunity, attendees were asked how they would like to see Old Town in the future to gather reoccurring themes. Earlier in this chapter, the feedback from the community resulted in a vision framework for Old Town Leander. Those insights helped shape the vision statement and guiding principles for The Old Town Master Plan.

VISION STATEMENT

Old Town Leander is anchored by its rail town heritage and neighborhood connections. In 2050, Old Town will continue to celebrate its unique cultural history and provide a highly desirable pedestrian-friendly environment interwoven with trails and open spaces, support local businesses and restaurants, and draw people from the region as a destination of civic activity and old-world charm.

GUIDING PRINCIPLES

Pedestrian Connectivity

- Enhance pedestrian accessibility, connectivity, and experience throughout Old Town to ensure a more walkable environment in the district.

Open Space

- Utilize floodplain areas as an amenity to connect across the district and as an anchor to attract visitors.
- Incorporate a diverse typology of parks throughout Old Town to provide access to areas that encourage and facilitate civic activity.

Economic Development

- Invest in and attract a more diverse range of businesses and restaurants to Old Town to establish anchors that bring enhanced activity to the area.
- Establish programs that improve quality of life in Old Town including farmers market, public events, etc.
- Encourage more local choices for entertainment, dining, and public social spaces.
- Establish specific land use and infrastructure policies that support Downtown Revitalization.

Parking

- Establish a plan that accommodates a wide array of parking types in Old Town without compromising the scale and quality of the area's enhanced streetscape and historic urban fabric.

Civic Strategy

- Reinforce and ensure the continued presence of the City's public facilities as a primary anchor of the Old Town district to ensure continued vibrant daytime activity and to promote an active civic life.

Placemaking and Identity

- Reinforce Old Town's heritage as an old rail town and enhance this element as a major theme that ties all areas together and attracts visitors to the area.
- Incorporate gateways, entrance markers, and landscape elements into Old Town at key entry locations to create a sense of arrival and place.
- Preserve and support historical structures and landmarks.

Mobility

- Focus roadway improvements and enhancements on better connectivity, moving away from a vehicular mindset to that of a multimodal network that facilitates a walkable urban environment.
- Provide citizens with a range of flexible, practical, and appropriate mobility choices to their destinations using all modes of travel (car, bike, walk, transit, and others).

Housing

- Promote quality residential and non-residential development that meets the needs of the growing community and provides a diverse economic base.
- Promote appropriate location, design, and connectivity of new neighborhoods, encouraging developments to tie into the existing community.

Chapter 4 | Old Town Framework

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Community Workshop 1



Restaurant Patio



Smooth Village

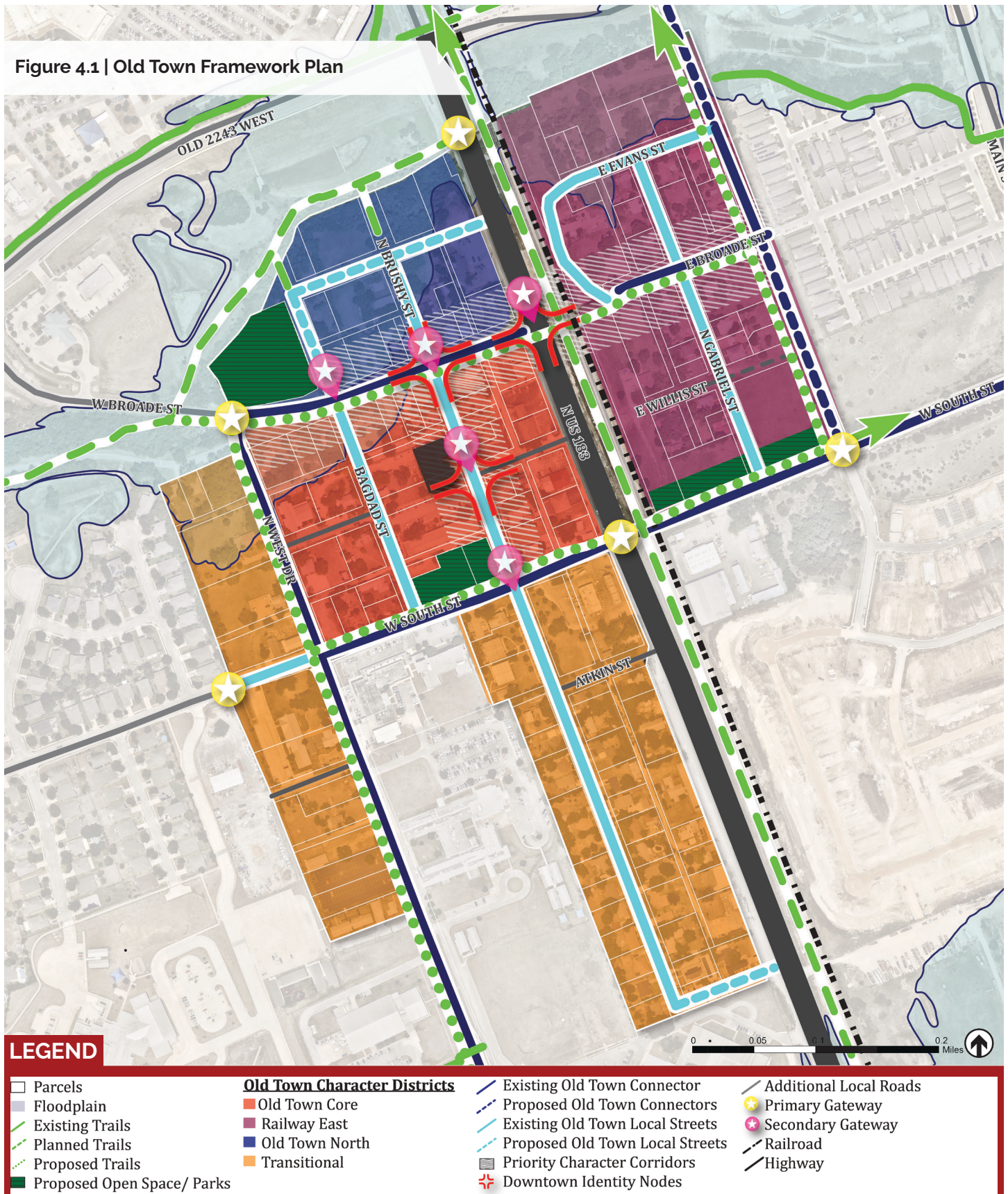
Old Town Framework

Old Town Framework Plan

Through the review of existing conditions, public input, current and planned infrastructure improvement projects, and the existing character of Old Town, an Old Town Framework Plan was created to guide future development and public realm improvement projects. The Old Town Framework Plan establishes the necessary policy direction for the city to utilize when making future infrastructure and capital investment decisions in the Old Town area. **Figure 4.1** on page 37 displays the Old Town Framework Plan.

The Framework Plan includes four-character districts: Old Town Core, Railway East, Old Town North, and the Transitional district. The Old Town Core area is the heart of Old Town and is home to some of the area's most popular restaurants, as well as the Leander City Hall. The Old Town North district currently has limited existing development due to the area's proximity to floodplain and creek areas. The Railway East district is located east of US 183 and consists of several homes and a few businesses. The west portion of the Transitional district acts as a border to Old Town, and includes several civic uses, including churches and school buildings. The second Transitional district encompasses the homes and businesses located along S Brushy Street and US 183. Specific visions and action items were constructed for each of the four districts and are described in **Chapter 5: Character Districts**.

Figure 4.1 | Old Town Framework Plan



In addition to the character districts, additional strategies are provided for Old Town in the Framework Plan. Existing and future streets are categorized into primary or secondary street types, priority character corridors and downtown identity nodes are identified with additional primary and secondary gateways. Below describes each of the Framework Plan's elements and are further discussed in the following section.

Old Town Connectors: Old Town Connectors are intended to carry the most vehicle traffic to and through Old Town. However, since this is still a downtown area, a context sensitive cross section was created for this street type. Additional guidance for Old Town Connectors is provided in the Connectivity and Mobility section of this report.

Old Town Local Streets: Old Town Local streets are intended to carry heavy pedestrian traffic within Old Town. These streets should obtain Old Town-branded streetscape and landscaping elements to match the recent streetscape updates made along Brushy Street. Additional guidance for Old Town Local Streets is provided in the Connectivity and Mobility section of this report.

Priority Character Corridors: The identified Priority Character Corridors, which includes Broade Street and a portion of Brushy Street between Broade Street and South Street, are intended to be Old Town's 'main street' corridors. These priority character corridors should have Old Town's main anchors, including recognizable shops, restaurants, gathering spaces, and civic uses. These corridors will act as the heart of Old Town and should draw in local and regional traffic to these destinations. Additional guidance for the Primary Character Corridors is given in the Placemaking and Urban Design as well as the Connectivity and Mobility sections of this report.

Downtown Identity Nodes: Four Downtown Identity Nodes are identified for Old Town, including the intersections of Broade Street and Brushy Street, Brushy Street and Willis Street, and Broade Street and US 183. These nodes will utilize enhanced and placemaking and urban design techniques to create a special sense of place unique to Old Town. Additional guidance for Downtown Identity Nodes is given in the Placemaking and Urban Design section of this chapter.

Primary Gateways: Five primary gateways are identified in the Framework Plan along the borders of the Old Town boundary. These Primary Gateways will welcome those who pass through this location to the Old Town district. Gateway signage can be constructed in the form of large, overhead signage or landscaped and lit signage on either side of the streets. Primary Gateways should act as a branding and wayfinding tool to showcase and enhance Old Town's existing unique and historic brand. Additional guidance for Primary Gateways is given in the District Identification, Branding, Arts, Culture, and Wayfinding section of this chapter.

Secondary Gateways: The Framework Plan identifies five Secondary Gateways along Brushy Street and Broade Street. These Secondary Gateways should provide wayfinding signage to direct visitors to nearby destinations and parking locations. Secondary Gateways also provide an opportunity to create wayfinding signage with Old Town's unique brand that can enhance the district's overall character and charm. Additional guidance for Secondary Gateways is given in the District Identification, Branding, Arts, Culture, and Wayfinding section of this chapter.



US Highway 183

Overarching Themes

Several overarching themes were identified for Old Town Leander as a whole. While specific action items are created for the four-character districts, additional overarching policy recommendations and action items were also developed to provide comprehensive direction for Old Town. The following sections detail out each overarching theme and provide specific policy recommendations and action items the City of Leander can implement to realize the Framework Plan's visions and goals. The overarching themes identified for Old Town include:



Connectivity & Mobility



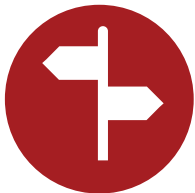
Economic Growth, Health, and Competitive Positioning



Trails & Open Space



Placemaking and Urban Design



District Identification, Branding, Arts, Culture, and Wayfinding



Parking



Pat Bryson Municipal Hall



Connectivity and Mobility

Sufficient connectivity and mobility throughout the Old Town district is vital for the long-term health and vitality of the area. Old Town should have an efficient street network that can accommodate significant vehicle and pedestrian traffic and should easily connect Old Town to the rest of the City of Leander and the region. The street network should allow for enhanced pedestrian activity within Old Town. Although internal Old Town mobility is important, connections to surrounding destinations, including H-E-B, the Northline Development, Leander Elementary School, and Christine Camacho Elementary School, should also be considered and carefully planned for. Additionally, strategies should be considered to overcome significant pedestrian mobility and connectivity barriers, including US 183. **Figure 4.3** displays Old Town Boundary and Influence areas on page 41.

Existing and future streets in Old Town were classified into two main categories: Old Town Connectors and Old Town Local Streets. Depending on their location and available right-of-way, Old Town Connectors have three different street sections. Additionally, US 183 has its own unique highway designation. Context-sensitive cross sections were developed for the three types and are described for US Highway 183, Old Town Connectors, and Old Town Local Streets.

The recent streetscape updates made along Brushy Street should be extended to other streets in Old Town. Through the public engagement process and coordination with the project's advisory committee and City staff, street segments were ranked by order of importance for continued streetscape enhancements. It is recommended

that as funding becomes available, street and streetscape redesign projects on the City's existing roadway network utilize this prioritization ranking to realize the streetscape framework's vision as shown in **Figure 4.2**.

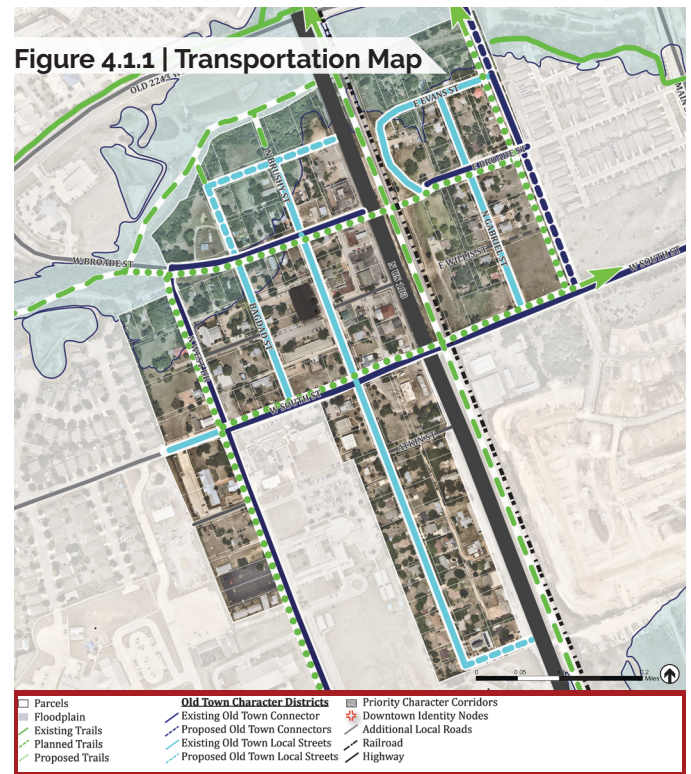
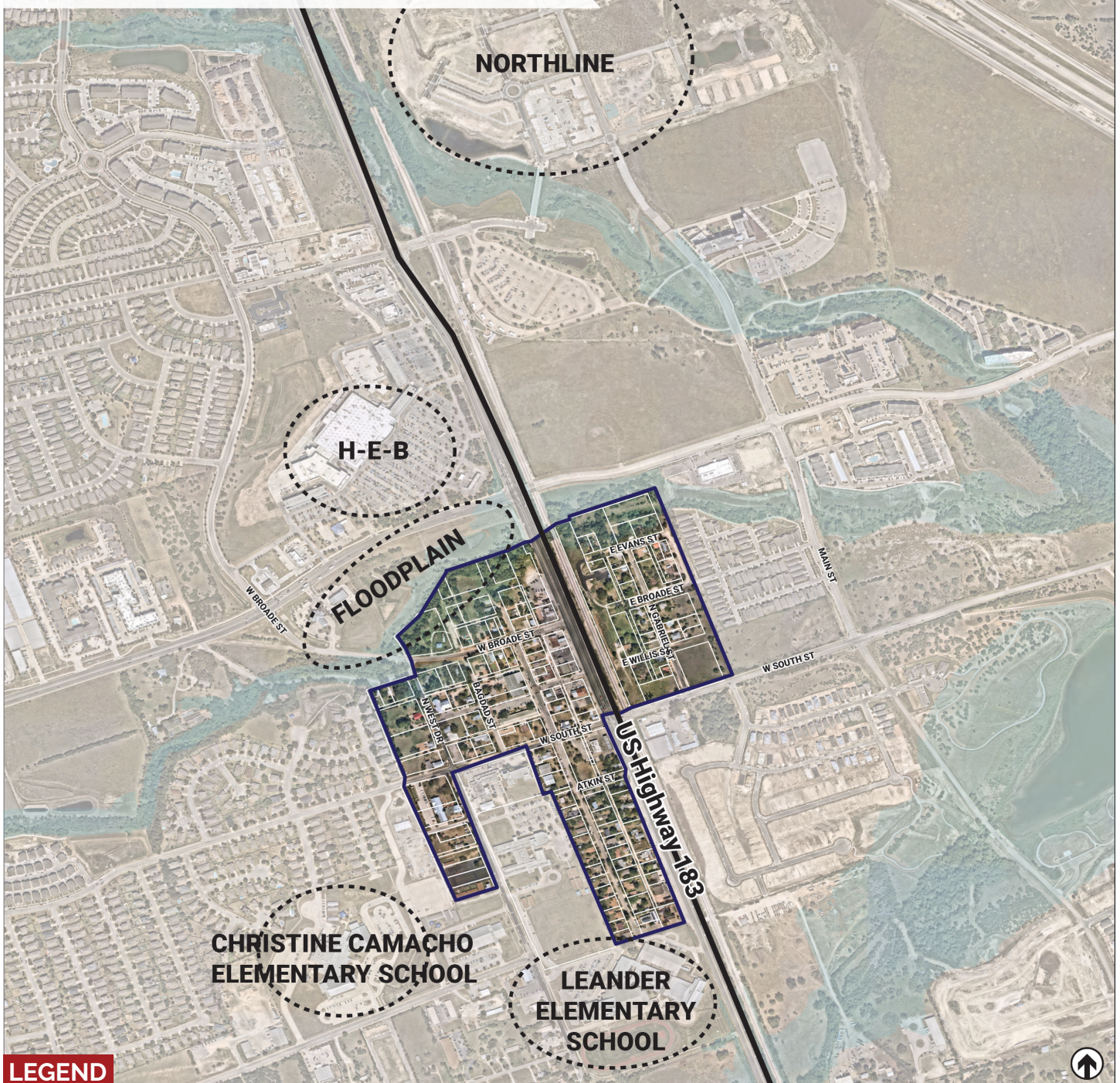


Figure 4.2 | Existing Street Segment Rankings

Street Segment	Limits	Rank
East Street	From Hero Way to South Street to	1
South St	From western Old Town border to US 183	2
Broade St	From western Old Town border to US 183	3
Gabriel St	From South Street to existing terminus (includes Evans Street/Broade Street loop)	4
Bagdad St	From Broade Street to South Street	5
Willis St	From N West Drive to US 183	6
N West Drive	From Broade Street to South Street	7



Figure 4.3 | Old Town Boundary and Influence Areas



US Highway 183

US 183 is a regional thoroughfare that connects Austin to Oklahoma. The street's right-of-way (ROW) is 200' and includes a Capital Metro rail line facility that terminates at the Leander stop just north of Old Town, which will be home to the new Northline mixed-use development. To improve vehicle and pedestrian safety, it is recommended that 20' medians be installed along the corridor to replace the existing two-way left turn lane. These medians will provide a unique landscaping and branding opportunity for Old Town as well as ensure refuge for a more pedestrian friendly crossing. Additionally, a twelve-foot shared use path is recommended to be constructed along the railroad's ROW. A ten-foot sidewalk is also recommended on the west side of US 183 with a ten-foot landscaped buffer. Coordination with TxDOT and CapMetro is needed to realize this vision.

To the north of the Old Town boundary, as US 183 nears the intersection of Hero Way/Old 2243 W, the available ROW becomes limited as the thoroughfare crosses a bridge over the creek. This will change the future cross section of US 183 as it nears this bridge, just north of Evans Street. The 12' trail will be narrowed as a 10' trail and be located adjacent to the travel lanes. Because of this, additional safety measures should be incorporated into this cross section, such as a fence to separate pedestrian and vehicular traffic. Coordination with TxDOT should carefully review this road segment to safely accommodate pedestrians and cyclists. The ideal width for this trail is 12', so the City and TxDOT should explore additional solutions to accommodate this width. However, a 10' trail can be constructed in the existing ROW.

Figure 4.4 depicts the conceptual street reconfiguration below. US 183 poses a significant pedestrian connectivity barrier between east and west Old Town. Coordination with TxDOT and CapMetro is needed to overcome this barrier. One of the recommended solutions to this issue is to connect East and West Broade Street over the railroad via a pedestrian bridge. This is a long-term recommendation, and significant new development and activity will be

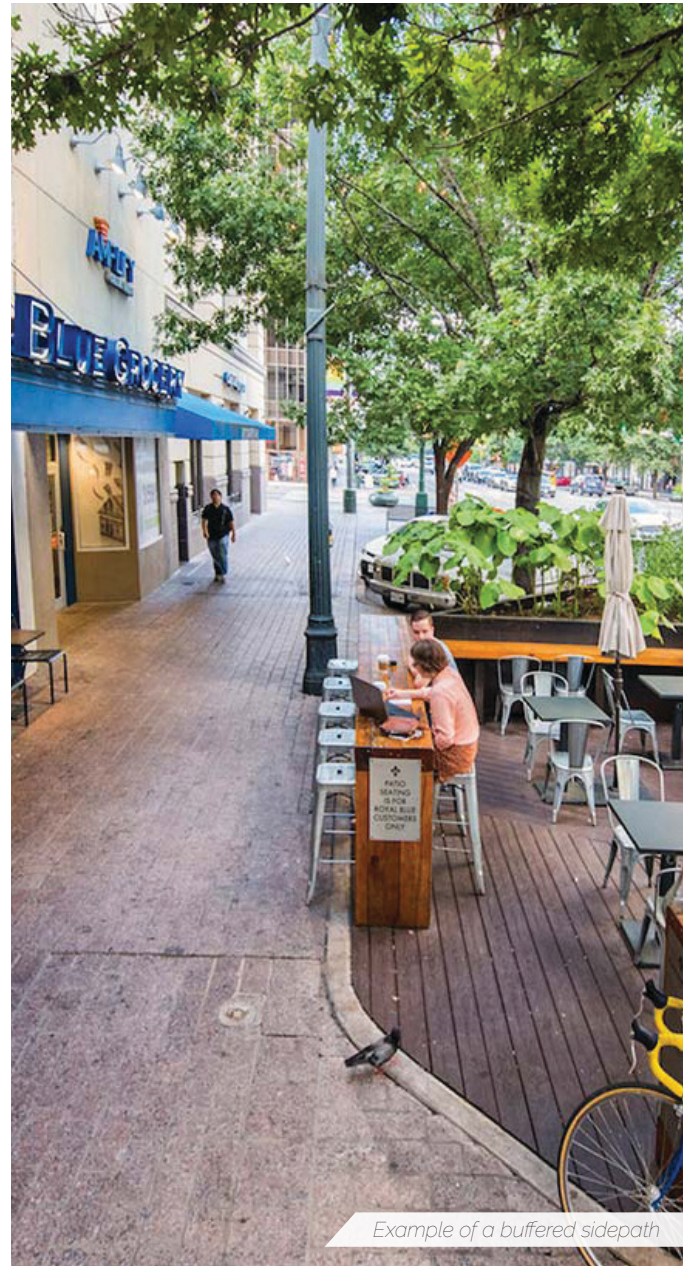


Figure 4.4 | US Highway 183 Future Street Reconfiguration (Facing South)



needed in the Railway East character area to support this type of capital infrastructure improvement. **Figure 4.5** displays a conceptual rendering of this pedestrian bridge. The bridge would be constructed over the CapMetro rail line and would resume pedestrian activity at the street level across US 183. A new signal would need to be installed at the intersection of Broade Street and US 183 to control pedestrian traffic. It is recommended that the City of Leander have conversations about this pedestrian

bridge with CapMetro and TxDOT very early in the planning process to ensure all necessary requirements and legal obligations are met.



Figure 4.5 | US Highway 183 Future Street Reconfiguration (Facing South)



Old Town Connectors

Old Town Connectors are intended to carry the most vehicle traffic to and through Old Town. However, since this is still a downtown area, a context sensitive cross section was created for this street type and is shown below. Old Town Connectors ideally have a ROW of 80' to accommodate the optimal mix of facilities for multi-modal travel and parking. When roadway projects are pursued along these corridors, it is important to obtain sufficient ROW to accommodate the 80' section.

80' ROW Section: The parkway for 80' Old Town Connectors will contain twelve-foot sidewalk facilities on both sides of the street, having a minimum seven-foot clear path and five-foot amenity area for tree wells and furniture (street lights, benches, trash receptacles, etc.). Angled parking is also recommended to be constructed to provide additional parking supply to nearby destinations.

The driving lanes will be narrowed to ten feet. **Figure 4.6** depicts the future street reconfiguration where 80' right-of-way exists. This form of street configuration is recommended for Broade Street.

70' ROW Section: There are two roadway sections depicted in figure **Figure 4.7** for the 70' ROW that are proposed. Both sections work within the allotted ROW and have the same pavement sections, but are detailed differently to either accommodate parking mid-block or turning movements at the intersections. The parkway for 70' Old Town Connectors will contain twelve-foot sidewalk facilities on both sides of the street, having a minimum seven-foot clear path and five-foot amenity area for tree wells and furniture (street lights, benches, trash receptacles, etc.). Application of these street forms are recommended for West Street, South Street, and East Street in Leander.

Figure 4.6 | Old Town Connector Future Street Reconfiguration - 80' ROW

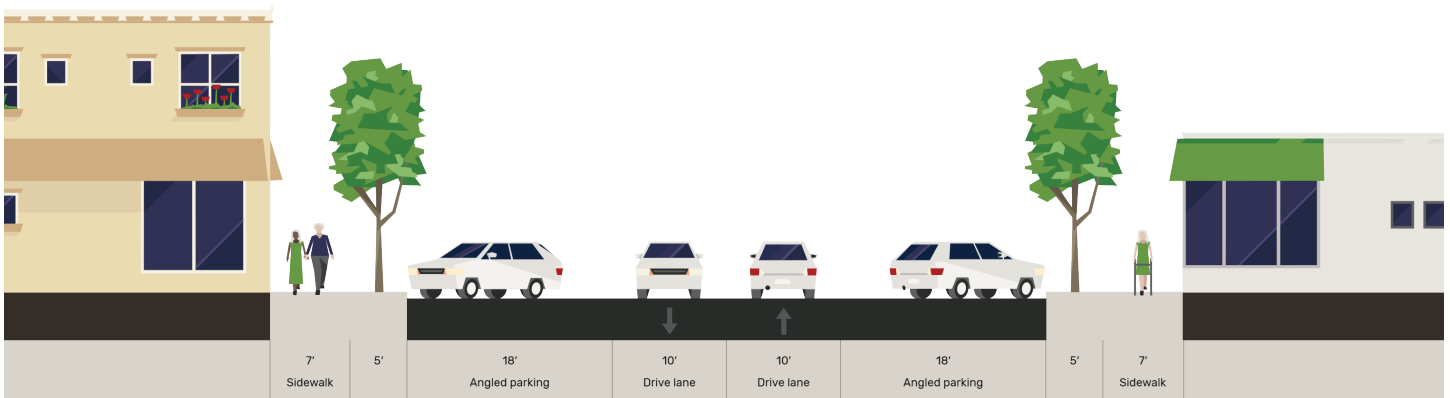
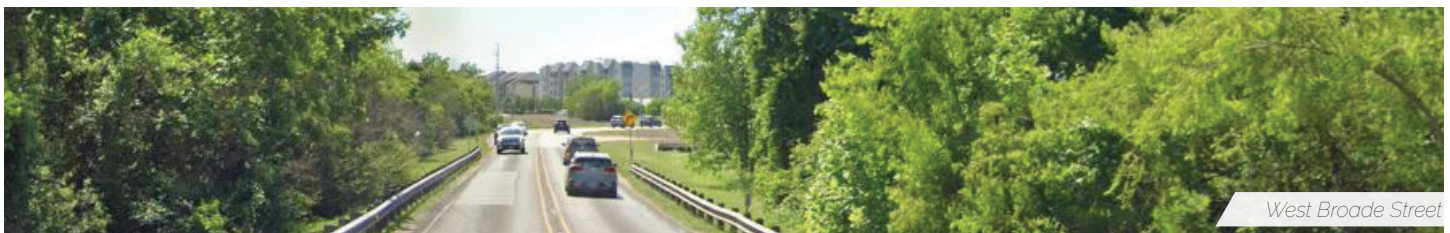
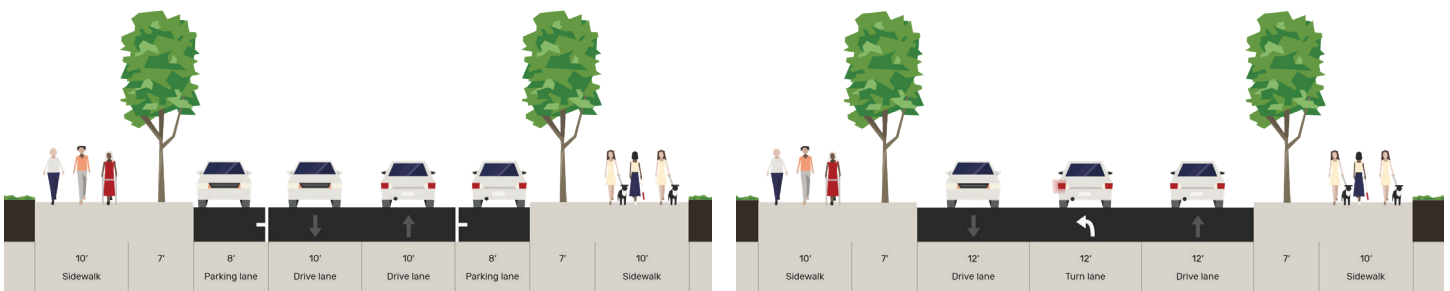


Figure 4.7 | Old Town Connector Street and Intersections Future Reconfiguration - 70' ROW



West Broade Street

Old Town Local Streets

Old Town Local streets are intended to carry heavy pedestrian traffic within Old Town. These streets should obtain Old Town-branded streetscape and landscaping elements to match the recent streetscape updates made along Brushy Street. Old Town Local Streets should obtain 60' of ROW. Wide, seven-foot sidewalks should be present on either side of the street with a five-foot landscaped buffer. Parallel parking should be striped on either side of the street, surrounding two, ten-foot travel lanes.

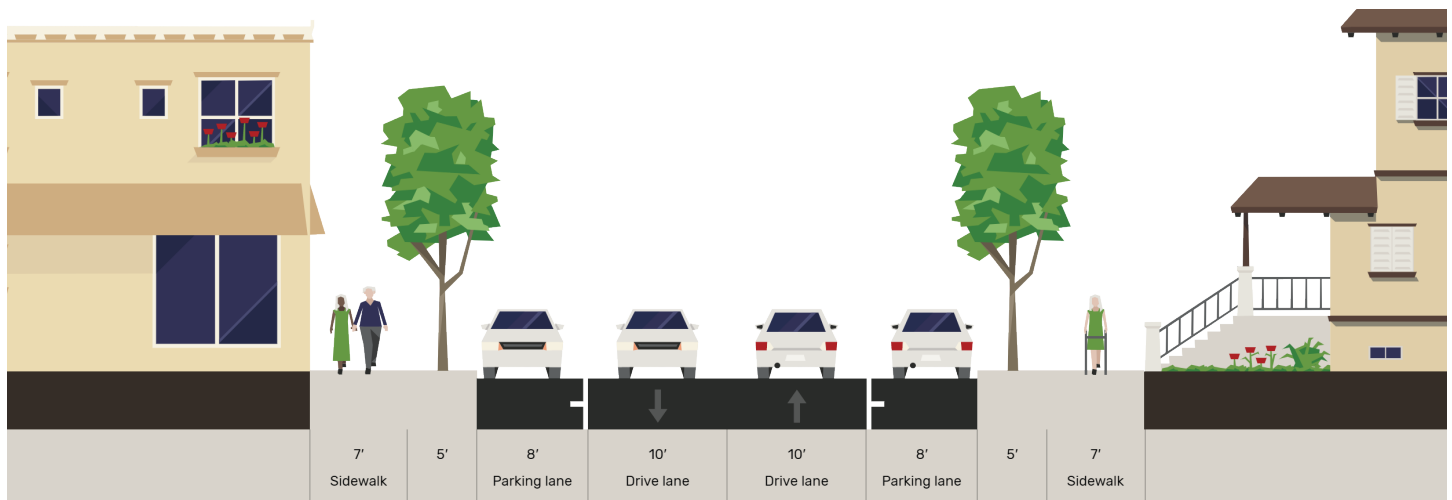
Currently, N West Drive only contains a 50' ROW, so it is recommended that the City work with existing property owners to acquire the extra ten feet of ROW. City ROW already exists for all proposed Old Town Local Streets, including the extension of Evans Street (on the west side of Old Town), the extension of Bagdad Street, and the construction of the planned East Street on the eastern border of Old Town.

Cross sections for Old Town Local Streets should remain flexible in nature. The most important aspect of this cross section is to obtain a total ROW of 60'. Specific parkway and on-street parking design and widths can change on a case-by-case basis. However, sidewalks should be no less than 7' on Old Town Local Streets. **Figure 4.8** depicts the future street reconfiguration.



Parking Along Brushy Street

Figure 4.8 | Old Town Local Street Future Street Reconfiguration - 60' ROW



To ensure these visions are come to fruition in the target year of 2050, coordination with local and regional partners is necessary, including TxDOT, CapMetro, and Old Town property owners. The vision outlined for Connectivity and Mobility in Old Town creates a walkable, multimodal transportation network and support's the plan's mobility guiding principles, which are as described below. Additionally, specific action items are outlined in the next section to assist the City of Leander with a guidebook for implementation of these mobility goals.

- Focus roadway improvements and enhancements on better connectivity, moving away from a vehicular mindset to that of a multimodal network that facilitates a walkable urban environment.
- Provide Residents with a range of flexible, practical, and appropriate mobility choices to their destinations using all modes of travel (car, bike, walk, transit, and others).



Example of a Crosswalk

Connectivity and Mobility Action Items

- **1.1:** Update the SmartCode and the Leander Thoroughfare Plan to incorporate the Old Town Connector and Old Town Local street type typical cross sections. Allow for a case-by-case assessment to be conducted on the on-street parking treatments for each roadway improvement project to implement the best on-street parking solutions for the road segment.
- **1.2:** Initiate coordination efforts with TxDOT and CapMetro to discuss the proposed US 183/Broade Street pedestrian bridge.
- **1.3:** Conduct a feasibility study for the US 183/Broade Street pedestrian bridge to determine specific alignment and design. Ensure the Old Town brand is incorporated into bridge design.
- **1.4:** Discuss a public transportation program with City Council, local business owners, and key stakeholders to determine specific timeline for implementation and route maps, including the flexibility for on the Trolley program as an option. As development in the Railway East district and Northline continues, monitor pedestrian activity to determine a start date for the program.
- **1.5:** Initiate conversations with adjacent property owners where ROW expansion is needed.
- **1.6:** Obtain additional ROW for several streets in Old Town to prepare for streetscape/parking enhancements:
 - Obtain 10' of additional ROW on N W Drive from Broade Street to South Street (for cross section expansion and trail design).
 - Obtain 20' of additional ROW on South Street from the western Old Town Limit to US 183.
- **1.7:** Initiate conversations with TxDOT to install medians along US 183, specifically the entire frontage along Old Town, between Old 2243/Hero Way and South Street, but further exploration of median construction along the US 183 corridor in Leander can be discussed.
- **1.8:** Create an Old Town pedestrian activity monitoring program to periodically count pedestrian activity during weekends and peak event/festival times. Utilize the data to periodically update the Leander City Council and other municipal boards to provide transparency on Old Town pedestrian growth and activity.
- **1.9:** Incorporate key roadway redesign projects identified in this chapter into the Leander Capital Improvements Program or bond programs. Utilize the prioritized list to phase improvements where the community wants to see them most.



Trails, Parks, and Open Space

Trails

A connected network of trails and open space in Old Town is a heavily desired amenity heard consistently throughout the public engagement process. In 2019, the City of Leander adopted the Parks, Public Spaces, and Recreation Comprehensive Plan. This plan identifies alignments for existing and future trail projects. The recommendations from this plan are shown below. Several trails throughout Old Town have already been planned for and have been incorporated into the Old Town Master Plan effort. Through the community input process, several additional trails were identified and included in the Framework Plan.

The Framework Plan (Figure 4.1) categorizes future trails into two categories – planned trails and proposed trails. Identified planned trails were incorporated from the Parks, Public Spaces, and Recreation Comprehensive Plan. Proposed trails consist of additional trails that were identified through this planning process.

Four new proposed trails are recommended for Old Town, including a connection along N West Drive, which will connect the floodplain trails to the north down to the Leander school facilities to the south. Three trail facilities are recommended to be constructed along Old Town Connectors via the 10' shared use paths identified in the cross sections (see the Connectivity and Mobility section of this report for cross sections), and includes Broade Street, South Street, and the proposed East Street. These shared use paths will be constructed on one side of the street which will continue the enhanced sidewalk and trail network throughout Old Town. The proposed trails are displayed to the right in **Figure 4.9**.

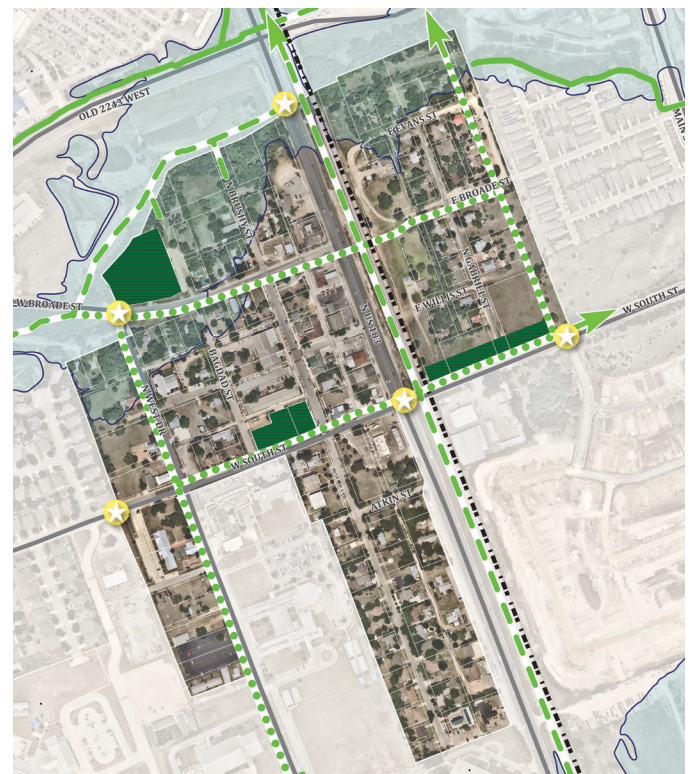
Planned trails are recommended through the floodplain area just north of the Old Town boundary and are also recommended along US 183. All planned trail identified in previous planning efforts are incorporated into the Framework Plan. The trail network along the floodplain just north of the Old Town boundary should contain trail and trailhead connections to new and existing destinations in the Old Town North character district that include sufficient wayfinding signage. Additionally, the City should generally follow Primary and Secondary Gateway locations that cross planned and proposed trails as indicators for trailhead locations.

Specifically, priority trailheads should be constructed at the following intersections:

- Floodplain trail (north of the Old Town boundary) and US 183
- Broade Street and N West Drive
- Broade Street and US 183
- South Street and US 183
- East Street and South Street

Trails in the Old Town boundary should follow existing City of Leander and Old Town-specific branding guidelines and should include the stamped brick paving and natural landscaping elements included in the recent streetscape improvements along Brushy Street. Trails should be constructed up to ADA standards and should have adequate curb ramps and crosswalk facilities at all intersection locations.

Figure 4.9 | Existing and Proposed Parks and Trails



Parks and Open Space

Three potential future parks are identified for Old Town. The future park identified directly south of City Hall is currently under development, and a conceptual rendering is displaced in **Figure 4.10** below. Two new parks were identified in the Framework Plan – one in the northwest area of the Old Town North character area, and one in the southeast, in the Railway East character district.

The park located in the Old Town Core character district, named “Old Town Park,” is currently in the planning stages of development. The park will feature a water tower play structure with a rain curtain, outdoor seating, a stage for future events and concerts, shade trees, and walking trails. It is recommended that the City partner with the developer to explore possibilities of including on-street parking or a small parking area in this new park to ease downtown parking pressures. (More information about parking can be found in the Parking section of this report.)

The proposed parks identified in the Old Town North and Railway East character districts, as shown in Figure 4.1, should follow the branding and design efforts established for the Old Town Park. The Old Town North park, which includes the existing food truck park, should contain a mixture of both active and passive play facilities. A portion

of the park should be landscaped open space with shade trees, walking trails, picnic tables, and benches to allow for an enjoyable afternoon of outdoor dining. However, the park should also contain a dedicated space for a large playground that capitalizes on Old Town heritage, which could be created in the form of a train or train depot play structure or similar designs.

The park in the Railway East character district could potentially be home to the proposed trolley program outlined in the Connectivity and Mobility section of this report. This park could serve a dual purpose of providing Old Town with additional park, open space, and parking amenities, as well as be a transit hub for the Old Town district. The Railway East park project is flexible for specific park location and limits, but a park facility should be provided in Old Town east of US 183. Coordination with property owners and developers are needed to ensure this park is constructed.

Figure 4.10 | Leander Old Town Park Design - Courtesy of PLACE Designers, Inc.



Trails, Parks, and Open Space Action Items

- **2.1:** Utilize the identified priority trailhead list to construct new trailheads at the identified specific intersections as trails develop. Additional trailheads can be constructed along future trails, but the priority trailhead list should be completed first.
- **2.2:** Coordinate planned trail construction efforts in the floodplain north of the Old Town boundary to include connections to existing and planned destinations in the Old Town North character area.
- **2.3:** Initiate conversations with the existing property owners to coordinate efforts for a new park development in the Old Town North character area.
- **2.4:** Engage with property owners in the Railway East character area to determine a specific location for a future park in Old Town east of US 183.
- **2.5:** Retain a park developer to create a park design for the Old Town North proposed park. If possible, plan for driveway connections to the park from Old 2243 W and US 183. Include branded Old Town play structures in the park design.
- **2.6:** Work with existing developers to incorporate a 10' trail facility into the design plans for East Street.
- **2.7:** Work with Old Town Park developers to ensure Old Town branding is incorporated into future park and playground design.
- **2.8:** Explore possibilities of adding on-street parking or a parking area in the park design.
- **2.9:** Initiate conversations with TxDOT and CapMetro to construct a 12' shared-use path along US 183 from South Street to Old 2243 West.



Example of a Splash Pad



Example of a Trail Head



Example of a Multiuse Trail



District Identification, Branding, Culture and Heritage, and Wayfinding

Branding and District Identification

Old Town Leander already has a unique and distinctive brand which should be utilized in future branding efforts. Today, Old Town falls behind other district branding and advertisement efforts. However, since Old Town contains the original plat of the City of Leander, this district contains a rich heritage and truly acts as the heart of the city. Although the Old Town historic train depot does not exist today, nods to the district's railroad heritage can be included in future branding and placemaking efforts.

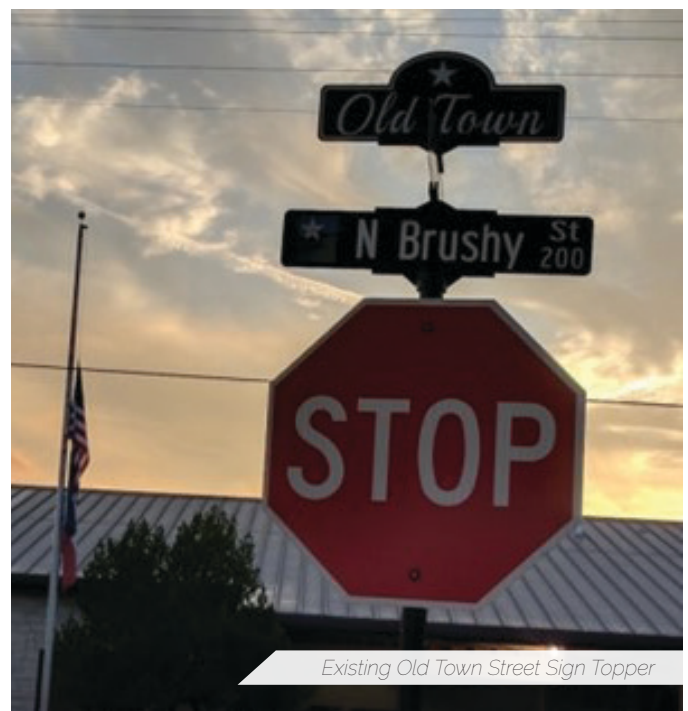
Significant efforts can be made to expand Old Town marketing and advertisements. Currently, the Leander Chamber of Commerce and Visitors Center runs Old Town's only existing website, OldTownLeander.com. The website is dated and needs significant improvements. The City can initiate a partnership with the Chamber of Commerce to help coordinate efforts to improve this website. In addition to improvement on the Old Town website, supplementary information can be added to the Leander Economic Development department's webpage featuring Old Town as well.

The City could potentially identify an existing or new employee in either the Economic Development department, Development Services office, or PIOs office to focus on Old Town-specific marketing efforts. As the Old Town coordinator, this employee would oversee branding and advertisement efforts for Old Town along with the coordination of events in Old Town. This employee would coordinate with local partners, including the Leander Chamber of Commerce and Visitors Center, and the Leander Economic Development Committee to streamline Old Town branding and advertisement efforts.

Old Town should be advertised to the region as a family-friendly entertainment destination as development continues. The City should invest in regional advertisements such as highway billboard signage throughout the Austin metropolitan area. Over the next several years, the City should make it a priority to invest in regional advertisements in nearby cities to promote the Old Town district.



Existing Old Town Street Sign Topper



Existing Old Town Street Sign Topper

Culture and Heritage

In 2017, the City of Leander established the Historical Preservation Commission. To showcase and honor Old Town's unique heritage, a partnership between the commission and the City of Leander is vital to continue to pay tribute to the area's history. There are many ways the City can incorporate Old Town's history into economic development efforts, through trailhead design, gateway and wayfinding signage design, new historical markers, playground design, branding, public art installations, and more. The City should continue this partnership with the Historical Preservation Commission and other local organizations, such as the Chamber of Commerce and the Visitors Center, to coordinate efforts and to preserve the character of Old Town.

Events and Programming

Cultural arts programming should be incorporated into a regular schedule in the new Old Town Park. Once construction of the park is complete, the City should reach out to local exercise groups, art classes, youth activity groups, or other local community groups to maintain a regular program the Old Town Park. This will boost pedestrian activity in the district and will encourage those who visit to stay longer and visit the nearby shops and restaurants.

Another recommendation for programming in Old Town is to host more City of Leander events in the area. A major desire of the community heard through the public input process was to establish an annual event to showcase local breweries and wineries – much like a “sip and stroll” type of event. An event like this could encourage continued advertisements of Old Town, promote economic growth for the area, and activate streets with pedestrian activity. As development starts to occur on the east side of US 183, a festival like this could greatly benefit from a program like the proposed street trolley detailed in the Connectivity and Mobility section of this report.



Statue outside of City Hall



Old Town Street Festival

Wayfinding

Another way to enhance district identification and branding is to construct wayfinding signage throughout all of the Old Town character districts. Primary and secondary gateway locations are identified on the Framework Plan. Primary gateways are recommended for the following intersections:

- Northern Old Town limits at US 183
- Broade Street and N West Drive
- Western Old Town limits at South Street
- South Street and US 183 (conceptual rendering of this Primary Gateway shown in **Figure 4.11**)
- South Street and East Street

Primary gateways will welcome those who pass through that particular location into the Old Town district. Gateway signage can be constructed in the form of entryway monuments or large, overhead signage or landscaped and lit signage on either side of the streets. Primary Gateways should act as a branding tool to showcase and enhance Old Town's existing unique and historic brand. Signage should utilize the Old Town logo script font. Landscaping should match the natural shrubs and foliage found on the recent streetscape improvements found along Brushy Street.

Five additional secondary gateways are recommended at the following intersections:

- Broade Street and Bagdad Street
- Broade Street and Brushy Street
- Broade Street and US 183
- Brushy Street at Willis Drive
- South Street at Brushy Street

Secondary Gateways should provide wayfinding signage to direct visitors to nearby destinations and parking locations. Secondary gateways can accommodate intersection improvements and paving patterns that enhance the pedestrian experience. Maps and directional indications should be provided for the ease of movement for pedestrians within Old Town. Key anchor destinations, such as City Hall and the future Old Town Park should be advertised with directions. Parking locations should also be displayed. Secondary Gateways also provide an opportunity to create wayfinding signage with Old Town's unique brand that can enhance the district's overall character and charm. A wayfinding study could be completed to determine specific locations and designs for the gateway and wayfinding signage in Old Town.

Figure 4.11 | Primary Gateway Opportunity - South Street and US 183



District Identification, Branding, Arts, Culture, and Wayfinding Action Items

- **3.1:** Identify an existing (or new) employee (or group of employees) to expand on Old Town marketing and advertisement. Specific duties would include:
 - Create and manage Old Town Leander social media pages (including Facebook, Twitter, Instagram, and TikTok)
 - Create and update Old Town maps, information, and current development projects to be posted on Old Town and City of Leander webpages and social media pages.
 - Manage existing and proposed Old Town events.
- **3.2:** Partner with the Leander Chamber of Commerce and Visitors Center to initiate a website redesign for OldTownLeander.com to further advertise and showcase the unique destinations and amenities found in Old Town. Include maps of nearby destinations, trails, parking locations, parks, and other amenities.
- **3.3:** Partner with the City of Leander Economic Development Department to expand the Old Town webpage on the department's website to include additional information, maps, events, and other Old Town amenities. Link directly to the newly updated OldTownLeander.com website. Add the Old Town Master Plan action items to this webpage for the public to view the City's progress.
- **3.4:** Once the construction of the Old Town Park is complete, aim to host at least three programs a week at the park. Programs can include exercise classes, after school youth programs, pet training classes, art classes, or other local community groups.
- **3.5:** Conduct a gateway and wayfinding study to identify specific locations and designs for vehicle and pedestrian wayfinding signage in Old Town. Ensure that the wayfinding signage includes parking, destination, and other amenity information. Create designs for all Primary and Secondary Gateway locations.
- **3.6:** Partner with the Leander Historic Preservation Commission and meet in the planning stages of any major Old Town public improvement efforts to coordinate efforts and to showcase and integrate Old Town heritage into the urban fabric of district.
- **3.7:** Coordinate with local breweries and wineries to host Old Town's first "sip and stroll" event. Continue to host the event on an annual or more basis.
- **3.8:** Start implementation of Old Town's proposed Primary Gateways by funding and constructing an Old Town gateway at the intersection of South Street and US 183.
- **3.9:** Create a new banner design that emphasizes Old Town's history to be placed in the existing streetlamps throughout Old Town.





Economic Growth, Health, and Competitive Positioning

It is recommended that the City of Leander continually coordinate with local Old Town partners, including existing property owners, the Chamber of Commerce, the Leander Economic Development Committee, and more to discuss and coordinate economic development initiatives in Old Town. This coordination is especially important in the early stages of the implementation process to ensure continued inter-agency support for Old Town. These meetings can help streamline efforts and gather support for upcoming improvement projects.

Another way to competitively position Old Town in a regional context would include investing in a catalyst project to promote surrounding development. A project like this could include investing in the redevelopment of the Old Town Train Depot, which could potentially be placed in the Railway East district. The full vision for the train depot project is given in the Railway East character area section of this report. Additionally, other catalyst projects identified throughout this plan could also be utilized to promote Old Town's positioning, such as the proposed Old Town Park project, the trolley project, a park/trail network in the Old Town North sub district, or the pedestrian bridge project.

Infrastructure

A major factor of the future outcome of Old Town is its available infrastructure resources that facilitate economic growth and development. In order to ensure a stable and viable vision, barriers need to be understood and removed that would otherwise hamper a healthy development trend. The condition and availability of several types of infrastructure is critical to the success of Old Town including: streets, sidewalks, water, sewer, stormwater, gas, and telecommunication.

As Old Town infrastructure ages, it is important to keep up with demand and plan for future projected uses. As part of the planning process, a series of maps were developed to depict the existing condition of Old Town Infrastructure. This information was then confirmed with City Staff and used to provide a basis for the Framework Plan.

The following were key takeaways as they relate to Old Town infrastructure:

- To establish a walkable district, ensure the sidewalk network is extended and established in the Old Town Core and along primary routes as depicted in the Framework Plan.
- The extension of East Street is a critical component of the Old Town East character district that will ensure future connectivity.
- Extend natural gas infrastructure in areas where there are gaps in the system. Partner with Old Town's existing natural gas provider, Atmos Energy, to identify solutions to residents and business owners experiencing low natural gas pressures.
- The Old Town Master Plan should be shown to Atmos Energy to adequately partner with and plan for current and anticipated natural gas needs.
- Provide Fiber and Hi-Speed internet throughout the Old Town to facilitate an attractive environment for internet users.
- Ensure adequate water is supplied in line with future anticipated uses. Ensure development is aware of current conditions and what it would take to bring infrastructure up to speed.
- Extend road and sidewalk network in areas that currently lack paved infrastructure within right-of-way, particularly in the flood plain, to provide better access to properties throughout the district.
- Conduct a capacity analysis in Old Town to identify specific areas for infrastructure expansion that can support designs found in the Illustrative Master Plan. Additionally, this capacity analysis will measure existing water pressure and sanitary sewer infrastructure to identify how it will support proposed development found in the Illustrative Master Plan.

Drainage and Floodplain

Another key factor in the competitive positioning of Old Town Leander is to capitalize on the existing FEMA 100-year floodplain. The northern boundary of Old Town is located in the floodplain, and covers a larger portion of Old Town on the west side of the Old Town boundary - covering the majority of the Old Town North character district. The floodplain in Old Town is seen as a major asset for the community by providing a designated space for new park and recreational opportunities and facilities. However, the City of Leander should continually monitor and analyze the floodplain. Through the public engagement process, the floodplain was identified as an issue in regards to drainage and flooding in Old Town. There are several key recommendations the City can complete as new development is brought into the area:

- Conduct regular inspections of drainage systems and identify potential problem areas.
- Implement green infrastructure practices such as constructing rain gardens, bioswales, and

permeable pavements to absorb rainwater and reduce runoff.

- Develop a comprehensive floodplain management plan that includes zoning regulations, flood protection measures, and emergency response protocols.
- Regularly clean and maintain stormwater drains, culverts, and catch basins to prevent blockages and flooding.
- Conduct a downstream assessment for Old Town. This assessment will help the City identify areas where detention ponds and new stormwater lines are needed. Additionally, this assessment will produce drainage area maps the City can utilize for future stormwater management practices.

By implementing these measures, the City of Leander can better manage Old Town's floodplain and drainage infrastructure, reduce the risk of flooding, and safeguard their citizens and property.

Economic Growth, Health, and Competitive Positioning Action Items

- **4.1:** Conduct a feasibility study for an Old Town 'Train Depot' to be constructed in the Railway East district.
- **4.2:** Conduct quarterly meetings with the City of Leander Economic Development department, Urban Design department, and Planning department, as well as other local Old Town partners such as the Leander Chamber of Commerce and Visitors Center, the Leander Economic Development Committee, and Old Town property owners to initiate conversations about Old Town branding, advertising, and economic development enhancements. Discuss current development projects and action items that need to be completed in this Old Town Master Plan, as well as identifying innovative partnerships to continually brand and advertise Old Town to Leander residents and the region.
- **4.3:** Invest in catalyst projects identified in this plan, including the construction of the Old Town Park, streetscape improvement projects, the proposed train depot, the trolley program, and the pedestrian bridge across US 183.
- **4.4:** Continually engage with key partners in surrounding areas, especially with developers in the Northline development, on ways to connect Old Town to surrounding destinations through multimodal networks.
- **4.5:** Keep the City of Leander present in Old Town to encourage area vitality and City support.
- **4.6:** Focus on creating activity – including new businesses, programs, and events – outside of traditional business hours (such as nights and weekends).
- **4.7:** Diversity and establish new downtown anchors that attract a wider range of visitors to Old Town.
- **4.8:** Meet with Atmos Energy and share the contents of the Old Town Master Plan. Work with Atmos to identify areas of current and future high demand for natural gas and ensure the proper areas are supplied as development comes in.
- **4.9:** Conduct a capacity analysis for water and sanitary sewer infrastructure in Old Town. Utilize the Illustrative Master Plan for proposed development capacities.
- **4.10:** Conduct a downstream assessment for Old Town's 100-Year floodplain area.



Placemaking and Urban Design

Placemaking and Urban Design can cover many types of public improvement projects, from streetscape improvements to gateway signage, to murals and public art, and sometimes simply places to sit down and enjoy the outdoors. How these elements come together and create a sense of place is the key to good placemaking and urban design techniques. Many of the recommendations in this plan encourage good placemaking and urban design techniques even if they are not identified in this section of the report. Strategies such as parks, trails, public art, and other elements in Old Town can create a truly unique atmosphere that gives a sense of a special place.

The Downtown Identity Nodes outlined in the Framework Plan, which includes the intersection of Broade Street and Brushy Street, Broade Street and US 183, and Brushy Street and Willis Drive, should be constructed for enhanced pedestrian activity. Redeveloping these intersections with enhanced brick paves, much like at the intersection of Brushy Street and Willis Drive, can create safer, more visible crossing locations for pedestrians. As pedestrian activity increases in Old Town, a midblock cross walk should be considered for the intersection of Brushy Street and Willis Drive.

The identified Priority Character Corridors, which includes Broade Street and a portion of Brushy Street between Broade Street and South Street, are intended to be Old Town's 'main street' corridors. These Priority Character Corridors should have Old Town's main anchors, including recognizable shops, restaurants, gathering spaces, and civic uses. These corridors will act as the heart of Old Town and should draw in local and regional traffic to these destinations. Particular emphasis should be made to bring these corridors up to streetscape standards similar to the recent improvements seen on Brushy Street. Broade Street will need significant retrofits to accommodate pedestrian and bicycle traffic. A conceptual rendering of what Broade Street would look like if it was reconfigured to match the cross section identified in the Connectivity and Mobility section of this report is provided in **Figure 4.12** on the following page. The City of Leander should adopt a policy recommendation that prioritizes pedestrians over automobile priorities when forced to make difficult decisions between the two. In order to encourage Old Town to become a special destination, pedestrians should be given priority in future infrastructure decisions.

Public art is a way to implement placemaking techniques in Old Town. The City of Leander has a Public Art Commission that coordinates and assists with funding for art installation projects in Leander. The City could coordinate with the Commission on their future planning projects to incorporate creating murals or sculptures in Old Town.

US 183 poses a significant placemaking opportunity for Old Town. This highway is often an individual's first experience with Old Town. Buildings along this thoroughfare should seek to draw people in. Coordination with TxDOT is necessary to improve this corridor. Medians should be installed along US 183 adjacent to Old Town to encourage vehicular traffic to slow down. New development should also be constructed closer to the property lines to promote Old Town as a special place. Finally, the pedestrian bridge recommended over Broade Street could drastically change the corridor's character.



Example of decorative lighting

Placemaking and Urban Design Action Items

- **5.1:** Incorporate the recommendations made for US 183 in this plan into the Leander Transportation Master Plan.
- **5.2:** Adopt a policy that prioritizes pedestrians over automobiles in the Old Town district. When competing priorities are present, default to the decision that makes walking and biking easier in Old Town, rather than driving.
- **5.3:** Coordinate with local property owners, local artists, and the Leander Public Arts Commission to fund and create several Old Town branded murals that can become a community asset and photo-opportunity destination.
- **5.4:** Present the vision for Old Town established in this Plan to the Leander Public Arts Commission to rally support for continued partnerships for new Old Town murals, sculptures, and other public art designs.
- **5.5:** Require all outdoor seating areas to have some form of sun protection via trees, sunshades, or other shading tools, with a particular focus along the Priority Character Corridors.
- **5.6:** Implement a strategic land purchasing program to guide strategic reinvestment in Old Town.
- **5.7:** Create a landscaping and streetscape elements palette for consistency of all new development in Old Town.



Figure 4.12 | Old Town Local Street Future Streetscape Improvements



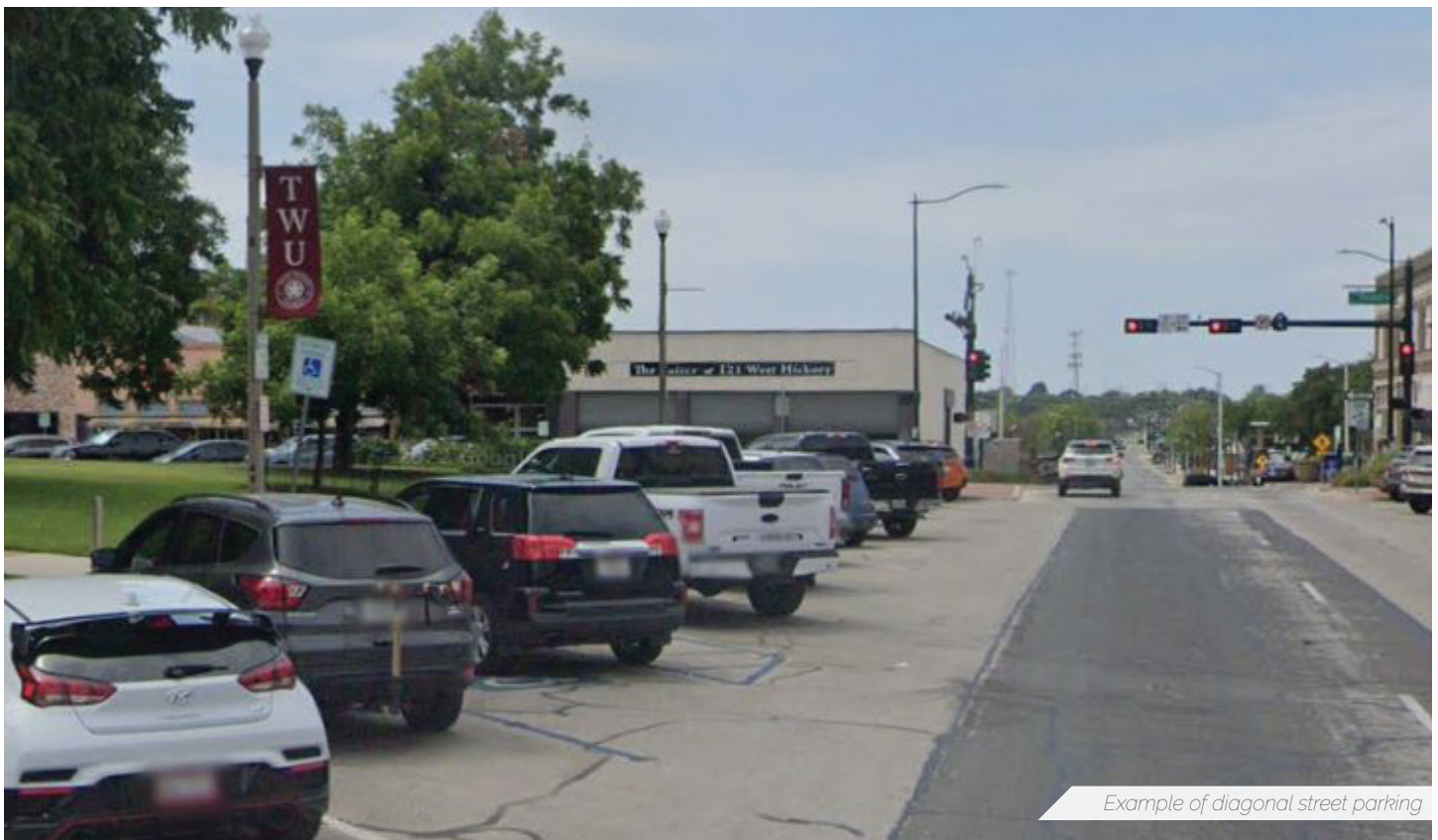


Parking

A critical step towards identifying the existing and potential parking challenges that the Old Town is facing involves understanding parking supply and demand within the study area. An Old Town parking supply and demand analysis was conducted as part of this study. Using the assumptions provided in **Appendix D: Parking Analysis**, Old Town currently has approximately 980 parking spaces, which includes both on-street parking and off-street parking lots. However, through the demand analysis, a large portion of the available parking spaces are located in different areas that experience high demand. Parking spots in the Old Town Core character district see the highest demand due to the area's proximity to existing entertainment and civic destinations. The Old Town Core area does experience a parking deficiency during peak periods.



Parking on Brushy Street



Example of diagonal street parking

With all the information gathered and analyzed, it is recommended that the City take prompt actions and explore the following options to alleviate the existing parking issues and prevent future parking shortage caused by increasing population and new development. Below provides some policy direction and high-level recommendations that were created out of the parking supply and demand analysis:

- **Shared Use Parking:** The parking lots owned by schools and churches are not open to the public, even though residents would park there after business hours without permission. Within about a 5-minute walk from the city hall, there are 435 parking spaces belong to the schools and churches. If the City could coordinate with these entities to reach an agreement of shared parking, it would significantly increase the parking supply for visitors. Besides, Capital Metro Leander Station in the north has 619 parking spaces, which would require a short shuttle ride.
- **Improve Walking, Biking, and Public Transit:** With better pedestrian, bicycle, and transit facilities leading to the Old Town, there would be less demand for driving and thus less demand for parking. The Leander Old Town Master Plan has included pedestrian infrastructure recommendations.
- **Develop a Wayfinding Strategy:** Vehicles circling around to look for parking could result in congestion and pollution. Once more parking spaces are identified or created in the Old Town, it is important to have a wayfinding strategy to guide visitors to quickly reach them.
- **Redesign Streets to Maximize On-Street Parking:** The North Brushy Street is the only street in the Old Town that currently has on-street delineation for parallel parking. Other streets like West South Street have the potential to be redesigned to maximize on-street parking spaces. Please see the Appendix for more information about the conceptual street redesign.
- **Construct a Surface Parking Lot:** Adding a surface parking lot on the underutilized or vacant land in the Old Town core would help to alleviate the parking shortage. Alternatively, a crushed granite parking lot could be built as an affordable, more flexible alternative. There is a plan to convert the city owned lot in the south of the city hall into a park. Either parking lot option could be built in conjunction to serve both the park and the surrounding businesses.
- **Construct a Structured Parking Garage:** If there is available funding, a parking garage with a maximum of 4 decks could be built within a walking distance to the Old Town core. It is not recommended to construct parking garage on flood plains.
- **Reevaluate Parking Requirements:** The current minimum off-street parking requirement may not meet the actual parking demand. The City should consider reevaluating the parking requirement to make sure there is no gap between the requirement and demand, as well as enforcing the requirement. If it is found that current requirements do not meet demand, local alleys could be reconfigured to facilitate for off-street parking.

Parking Action Items

- **6.1:** Identify streets in Old Town that are in need of redesign or reconfiguration to maximize parking spaces. In the interim before full street redesign is achieved, stripe on-street parallel parking lines to officially dedicate a portion of the right-of-way for parking purposes to help ease high parking demand.
- **6.2:** Work with park developers to explore the possibility of dedicating a portion of the proposed Old Town Park to include on street parking or a small parking area.
- **6.3:** Conduct a feasibility study for parking garage construction in the three potential locations identified in Figure 4.11.
- **6.4:** Engage local surrounding partners, including the Leander ISD, the Leander United Methodist Church, 7-Eleven, and others to gauge interest in shared-use parking agreements. Shared-use parking agreements should be recommended for weekends, events, or other high activity times when parking supply is limited.
- **6.5:** Create a series of both vehicle and pedestrian parking wayfinding signs. Key parking locations should be identified and advertised along heavily traveled corridors, such as US 183, South Street, Broade Street, and Brushy Street. Include parking wayfinding signage in both Primary and Secondary Gateway reconstruction projects.
- **6.6:** Reevaluate Old Town's off-street parking requirements. Determine if parking requirements should be established for Old Town if efforts to construct additional public parking lots or garages fail. In addition, utilize alleys as potential options for providing access to adjacent off-street parking facilities.



Example of a Parking Garage



Chapter 5 | Character Districts

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Character Districts

Overview

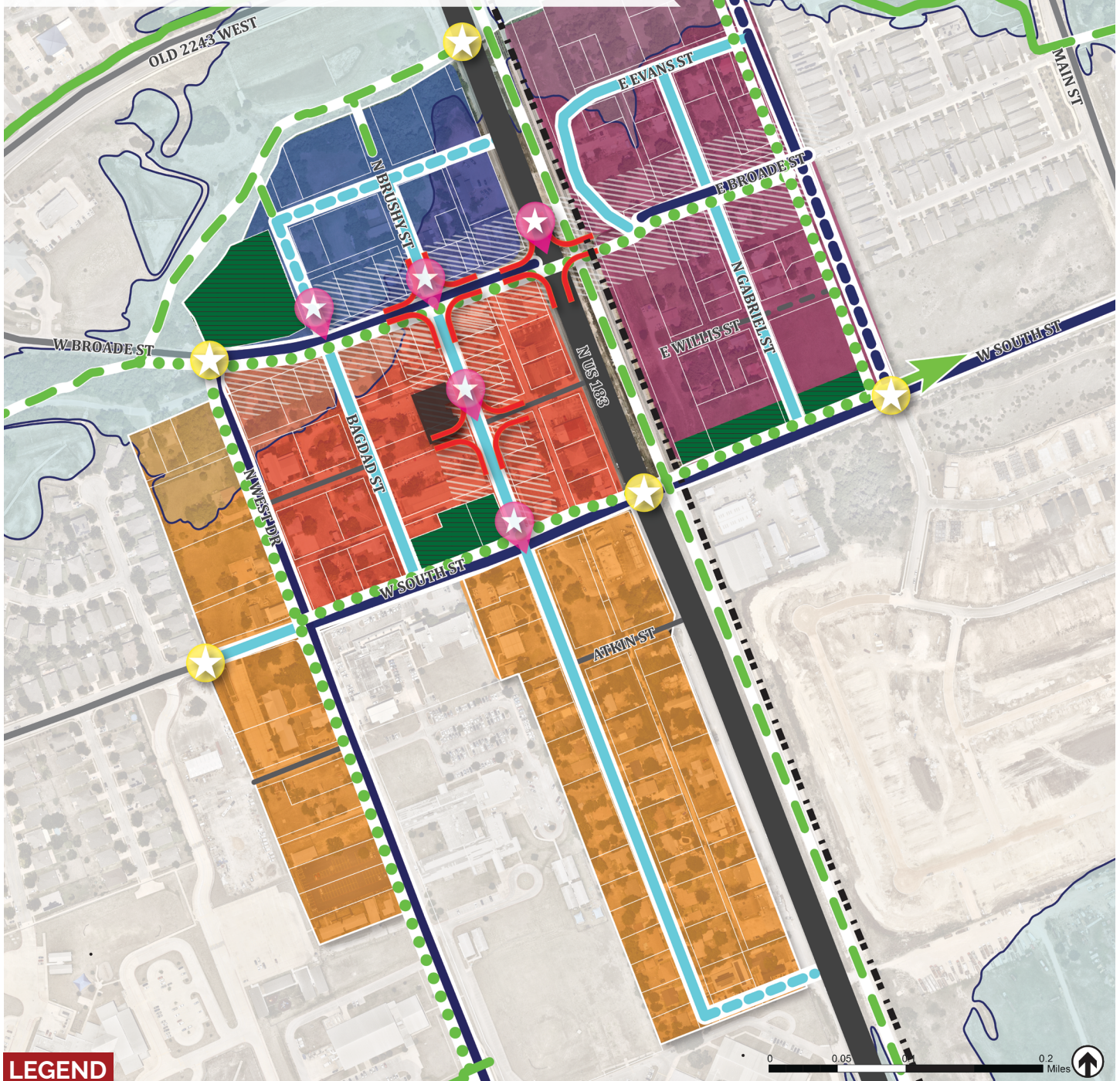
The Framework Plan outlined in Chapter 4, **Figure 5.2**, takes an innovative approach to future development by placing a heavier emphasis on future character rather than outlining specific land uses. Four distinct character districts have been identified for Old Town in the Framework Plan: Old Town Core, Old Town North, Railway East, and Transitional. This chapter describes in detail the community-backed vision that has been established for each of these character districts. Public feedback was heavily incorporated into each district's overall vision and character. Specifically, this chapter will outline each character district's highlights, community vision, future character, and will provide representative imagery for the district's future.

To further portray Old Town's future potential and to illustrate the character district's goals, an illustrative master plan has been developed for three of the character districts, including for the Old Town Core, Old Town North, and the Railway East character districts. The illustrative plan is intended to showcase the full potential of each character district but is not intended to be the final development direction for all of Old Town. Rather, the illustrative master plan provides options for the city to consider when initiating redevelopment and public realm improvement conversations. However, if the City of Leander fulfills the action items identified in other sections of this plan, the future of Old Town should look very similar to this illustrative plan. The overall illustrative master plan can be seen in **Figure 5.1**. Each character district will describe the illustrative plan in detail and will provide additional development guidance.

Figure 5.1 | Old Town Illustrative Master Plan



Figure 5.2 | Old Town Framework Plan (Also Shown in Figure 4.1)

**LEGEND**

- | | | | |
|---|---|--|---|
| <ul style="list-style-type: none"> □ Parcels ■ Floodplain — Existing Trails — Planned Trails — Proposed Trails ■ Proposed Open Space/ Parks | Old Town Character Districts <ul style="list-style-type: none"> ■ Old Town Core ■ Railway East ■ Old Town North ■ Transitional | <ul style="list-style-type: none"> — Existing Old Town Connector — Proposed Old Town Connectors — Existing Old Town Local Streets — Proposed Old Town Local Streets ■ Priority Character Corridors ■ Downtown Identity Nodes | <ul style="list-style-type: none"> — Additional Local Roads ★ Primary Gateway ★ Secondary Gateway — Railroad — Highway |
|---|---|--|---|

Old Town Core

Community Vision

The Old Town Core district serves as an anchor for the downtown area. This district will be Old Town's main attraction and should embody a 'small town main street' feel in future development. The Old Town Core is very likely residents' and visitor's first interaction with Old Town Leander, so this district should be planned and designed with the utmost quality in mind to bring excitement and vitality into this downtown core. The Old Town Core district should be a high priority for City Staff and local elected and appointed officials when Old Town investment decisions are discussed.

The character of the Old Town Core district brings life to the City's history which should be preserved in the character and style of building fronts. This is especially important along Brushy Street and Broade Street, as reflected as Priority Character Corridors in the Framework Plan. The main nodes and corridors of this district can be found along Brushy Street, between W Broade Street and W South Street. These nodes can create new vitality in Old Town through a diverse offering of destinations, from arts and cultural programming to retail and restaurant selections. The Old Town Core is home to several major destinations such as City Hall, Maggie Mae's, and the Leander Beer Market. It is recommended to redevelop major thoroughfares and streetscape design to reinforce

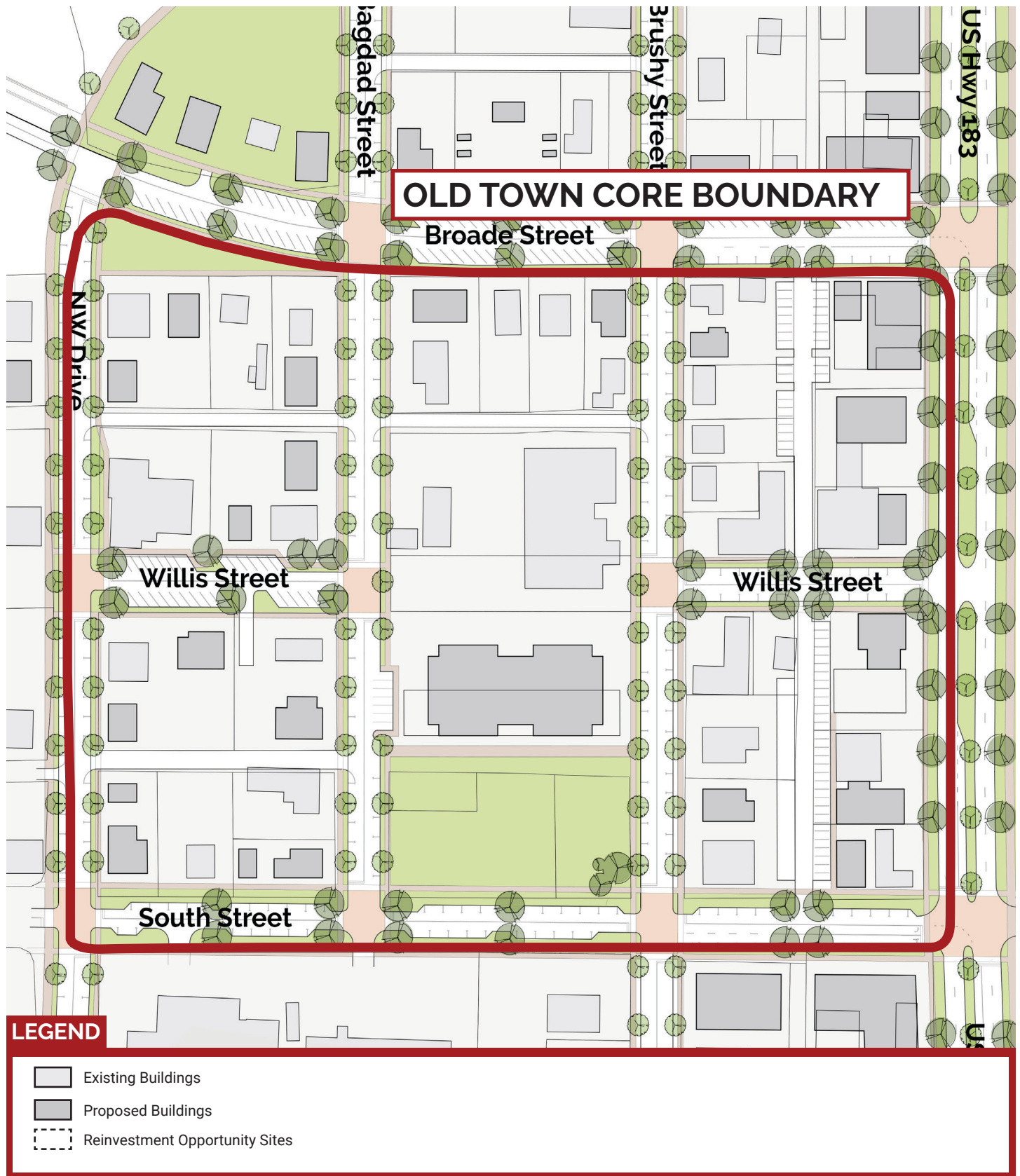
a main street feel, which can assist in the regulation of parking supply and access, as well as access to other areas in the core. Additionally, a large, city-owned tract of land that is currently undeveloped sits at southern end of the Old Town Core district. This plan provides direction regarding this future community asset for developers as to appropriate uses and design guidelines that are supported by the community's vision.

To encourage a vibrant, mixed-use live, work, and play environment, accommodating several land uses in one building or lot is encouraged. This will promote a diversity of land uses that could help the Old Town Core remain an energetic and lively destination for residents and visitors. There should be activities and things to do at all times of the day in the Old Town Core and should be home to a diverse assortment of destination businesses, such as restaurants, coffee shops, bars, breweries, boutiques, shops, activity centers, and/or employment centers. The scale of the Old Town Core district will remain relatively small, with building heights generally one story with two- and three-stories at key intersections.

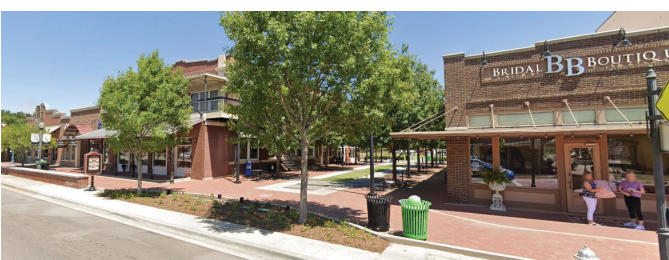
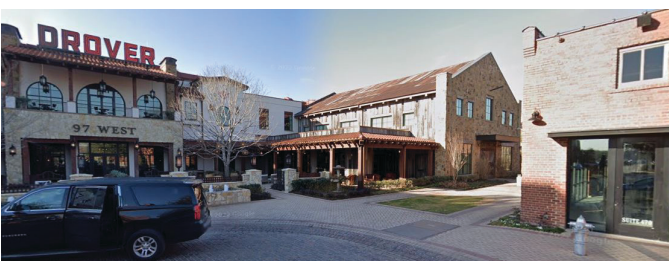
District Highlights

Typical Uses	Healthy mix of land uses, with a focus on destination and activity-type uses such as restaurants, coffee shops, bars, breweries, boutiques, shops, activity centers, and/or employment centers.
Key Catalyst Sites	Old Town Park Leander City Hall and Municipal Complex
Building Scale	Majority one-story, with transitions to two- and three-story buildings along key intersections.
Parking	This district has the highest parking demand in Old Town. To accommodate this need, shared parking is encouraged, as well as consideration for additional parking supply in the form of a surface parking lot or parking garage that does not detract from the Old Town character
Branding	Branded gateway and wayfinding signage should be present throughout the Old Town Core. Wayfinding signage should be created for both vehicles and pedestrians throughout the district. Secondary gateways should be constructed at the following intersections: Brushy & South, Broade & US 183, Broade & Brushy, Broade & Bagdad, and Brushy & Willis.
Street Design	Future streetscape design character should closely mimic current streetscape improvements along N Brushy Street. Streets should also accommodate festival and pedestrian-only streets where appropriate.
Parks, Trails, and Open Space	Finish construction of Old Town Park. Consider adding a public plaza and/or gathering space. Old Town Park should also be connected with a system of trails along US 183, W South Street, and N West Drive.

Figure 5.3 | Old Town Core Illustrative Plan



Representative Imagery



Future Character

- Should embody a 'small town main street' feel.
- Buildings should contain a mix of land uses, including ground-floor commercial land uses such as retail destinations, shopping, dining, and activity centers.
- Accommodate an adaptive reuse strategy to transition buildings to allow for residential uses on second and third floors of buildings.
- Streets should be designed to handle heavy pedestrian and bicycle traffic. Vehicle design speeds should be low to enhance pedestrian safety.
- Utilize decorative lighting, water features, street trees and art pieces along major corridors.
- Branded Old Town street signs, banners, and wayfinding signage will boost the district's aesthetics and overall feel for both pedestrians and drivers passing through.
- Future streetscape design should closely mimic the new streetscape improvements found along N Brushy Street.
- Major streets and intersections should be enhanced with stamped concrete or brick pavers (as seen on the intersection of Brushy Street and W Willis Street).
- Continued City presence is desired in the Old Town Core which can act as an anchor to the district.
- US 183 should transition from an auto-oriented corridor to closer align with the existing Smart Code. This will create a more pedestrian friendly streetscape along US 183 and will slow traffic to enhance safety for pedestrians.
- Paved parking along alleys should be encouraged and incorporated, as well as rear access provided for businesses along US 183.

Old Town Core Character District Action Items

- **OTC 1:** Strongly encourage new development to be built towards the property lines facing the internal street network, focusing future parking in the center of the block.
- **OTC 2:** Prioritize streetscape improvements in Old Town Core.
- **OTC 3:** Convert alleys from residential service corridors to parking, commercial, or fire lane usage.
- **OTC 4:** Conduct a facility needs assessment for the City of Leander Municipal Hall.
- **OTC 5:** Identify and fund a parking lot or garage in a location that does not interfere with the 'main street feel' the Old Town Core should represent. Follow guidance for lot or garage location in the Parking section of this report.
- **OTC 6:** Establish a shared parking program with surrounding organizations or businesses to solve short-term interim parking issues in the Old Town Core. (Look at parking memo for more actions).
- **OTC 7:** Paint on street parking spaces on Bagdad Street as an interim, short-term parking solution.
- **OTC 8:** Focus on diversifying Old Town anchors to encourage activity throughout the entire day and into the evening and weekend hours.
- **OTC 9:** Within the next five years, invest and finish at least one catalyst project in the Old Town Core. This project could include the construction of the Old Town Park, streetscape improvement projects, a Primary Gateway, or other key recommendations found in this plan.
- **OTC 10:** Identify parcels that are ripe for redevelopment.
- **OTC 11:** Encourage new development to follow existing Form Based Code. Encourage two story buildings be constructed at key intersections.
- **OTC 12:** Promote Old Town programming by establishing one new event that occurs at the Pat Bryson Municipal Hall plaza.
- **OTC 13:** Install at least three new wayfinding signs throughout the Old Town Core within the next five years.
- **OTC 14:** Hire photographer to take photos of the recent streetscape improvements along Brushy Street, local popular Old Town destinations, and other key locations. Utilize these photos in future marketing and branding efforts.
- **OTC 15:** When constructing Primary and Secondary Gateway signage, prioritize investments that are either in or are adjacent to the Old Town Core subdistrict.
- **OTC 16:** Apply for a façade grant program and/or beautification program.

Old Town North

Community Vision

The vision for Old Town North will seamlessly integrate connectivity between Old Town activities, shops, and businesses, to nature and the outdoors. A large portion of this sub-district lies within the 100-year floodplain. However, this provides an opportunity to make the Old Town North district filled with shared use paths, trails, parks, and other active and passive recreational opportunities. Future development is intended to be low in scale and intensity. The majority of buildings should be one story, with two stories allowed adjacent to key intersections.

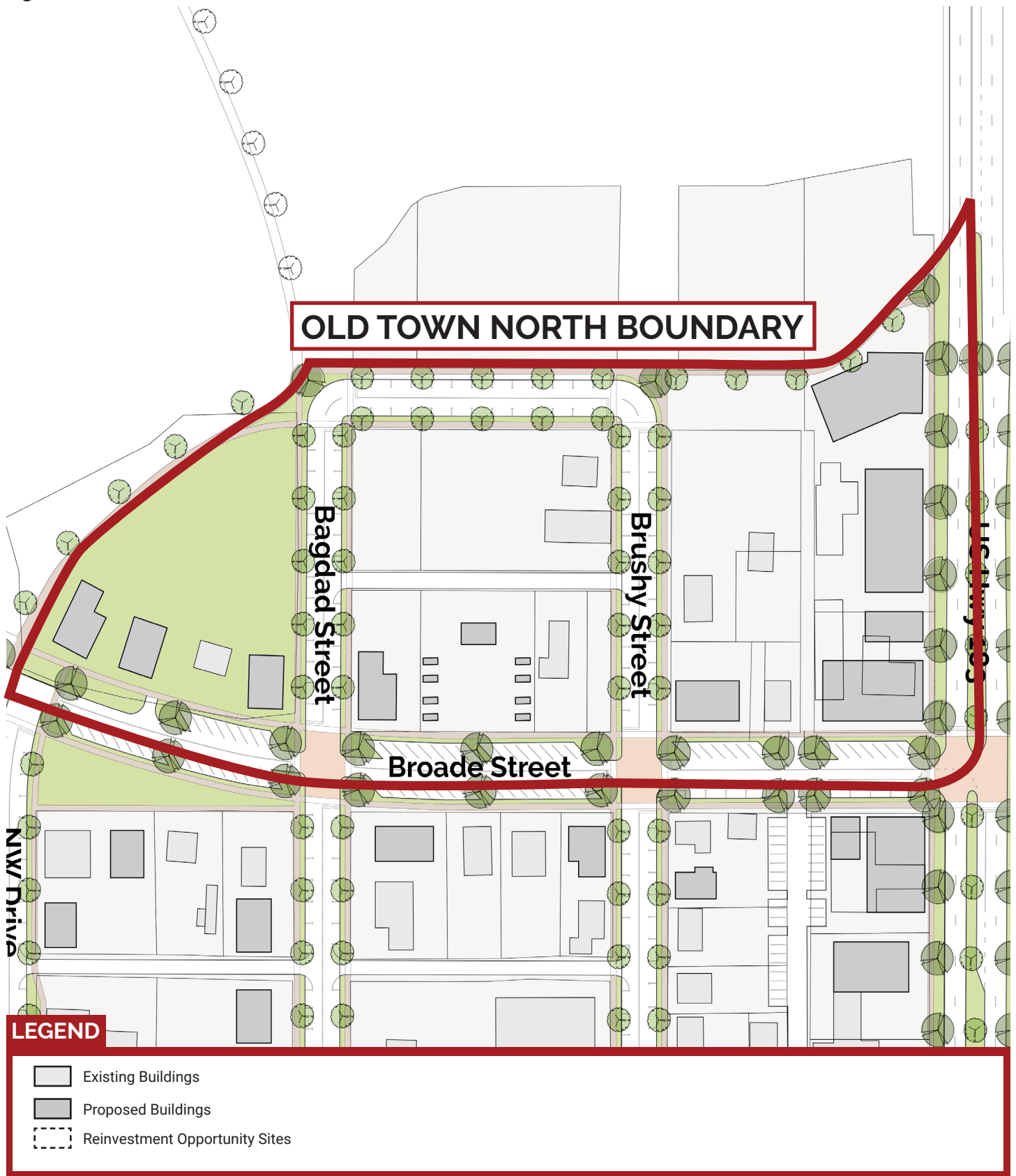
Old Town North will act as Leander's urban oasis connection to the outdoors and will be the backdrop to the Old Town Core. Therefore, activities and land uses should provide outdoor patios, seating areas, or dining areas, where applicable. Land uses should include activities and destinations fun for the whole family, such as an outdoor brewery with lawn games, a food truck park, or a park with playground and other programming activities.

The Old Town North sub district is anticipated to include one new City park. This park should contain connections to the planned trails and sidewalk network in this district. Additionally, this park provides a great opportunity to construct a playground, branded in the Old Town fashion. Play structures and/or sculptures can further implement Old Town's brand. Examples of this are shown in the representative imagery below. Since the park is intended to be a play area for children of parents who might be enjoying activities nearby, special attention should be made to keep a clear line of vision from the park to the destinations to the east so that parents are easily able to monitor their children.

A primary gateway is anticipated at the intersection of W Broade Street and N West Drive, with secondary gateways located at the intersections of W Broade Street and Bagdad Street, N Brushy Street and US 183. The primary gateway should establish Old Town's brand as visitors enter the downtown area. Primary gateways can be constructed on either side of the street or can be displayed as a vaulted overhead sign as visitors drive through W Broade Street.

District Highlights	
Typical Uses	Destinations and activities that are ripe for outdoor integration, such as restaurants with an outdoor patio, food truck park, outdoor brewery, or other recreational uses such as parks, trails, and open space.
Key Catalyst Sites	New City Park New trail and sidewalk connections
Building Scale	Majority one-story, with transitions to two- and three-story buildings along key intersections.
Parking	Additional parking opportunities exist in this district when new development occurs. Additional surface parking lots can be constructed in the sub district's floodplain.
Branding	Branded gateway and wayfinding signage should be present through Old Town North. There should be a heavy emphasis placed on consistent branding for new park, trail, and/or sidewalk connections made. A branded trailhead can be made to the trail connection along the floodplain. Streetscape branding should be consistent with the N Brushy Street recent improvements.
Street Design	New secondary proposed roads are recommended along the City's right-of-way. These streets can act as additional festival streets for adjacent recreational activities occurring in this district.
Parks, Trails, and Open Space	A new City park is recommended for this district. The park should be constructed with playgrounds other active play spaces for children. Where applicable, include quality landscaping, shade trees, and water features that embody the Old Town brand. Because of the limited access across the floodplain, emphasis should be placed on pedestrian trail connections improving access to the north.

Figure 5.4 | Old Town North Illustrative



Representative Imagery



Future Character

- Should embody a fun, family-friendly 'hang out spot' to relax and enjoy the outdoors.
- Buildings should contain a mix of recreational, commercial, or destination-type land uses with outdoor activities.
- Streets should be designed to connect residents and visitors to surrounding parks and trail systems.
- Wide shared use paths are recommended here instead of the traditional sidewalk. Shared use path design could closely mimic the recent streetscape improvements created along N Brushy Street.
- Quality landscaping should be prevalent in this district. Landscaping improvements can include planting street trees, bushes, flowers, or ornamental shrubs. A landscaping pallet should be made for Old Town that is in alignment with Old Town's overall brand.
- Branded Old Town street signs, banners, and wayfinding signage will boost the district's aesthetics and overall feel for both pedestrians and drivers passing through.
- Utilize decorative lighting, water features, and public art in future park design or outdoor activity spaces.
- The future park should be designed with the utmost quality and heavily branded with Old Town themes. A playground is needed so children to play while parents can be nearby to enjoy the afternoon. The park should also include additional amenities, such as a dog park, walking trails, and water features.
- Capitalize on gateway and reinvestment opportunities along US 183 that are ripe for redevelopment.
- Reinvestment opportunities should follow the City's Smart Code to bring buildings up to the street and focus parking on the sides and rear of the lots.

Old Town North Character District Action Items

- **OTN 1:** Strongly encourage new development along US 183 to be built towards the property lines facing the highway, focusing future parking in the center of the block.
- **OTN 2:** Fund and construct a city-owned park near the existing food truck park in the northwest corner of the Old Town North character district. Ensure this park has the following elements:
 - Entry from Hero Way/Old 2443 W
 - Trail network connections identified in this plan and in the Leander Parks, Public Spaces, and Recreation Comprehensive Plan.
 - At least one playground with play structures capitalizing on Old Town's railroad-theme branding identity.
 - Open space and seating areas
 - Shade trees
 - Dog park
 - Connections to existing food truck park
 - Detention pond or other green infrastructure to ensure proper drainage and floodplain management on the site.
- **OTN 3:** Complete construction of the trail network in this character district. Although outside of the Old Town boundary, construct the trail network that is identified in the northwest portion of Old Town.
- **OTN 4:** Attract new development that focuses on outdoor activities and a connection to nature. This can be breweries, wineries, or bars with outdoor seating areas, new food trucks for the existing food truck park, and other recreational activities.
- **OTN 5:** Construct a gateway feature at the intersection of Broade Street and N West Drive.
- **OTN 6:** Improve Broade Street between N West Drive and US 183. Retrofit this street to include wide sidewalks and angled on-street parking.
- **OTN 7:** Strategize with the existing owners of the food truck park to identify partnership opportunities to improve the park and to attract new activity.
- **OTN 8:** Construct a community feature in the Old Town North character district that references the City's natural resources. This feature could be constructed in the proposed park and should showcase sculptures and imagery that honors Old Town's history. Moreover, the feature would encourage a connection to the environmental resources of Leander.
- **OTN 9:** Complete the roadway network along the City's existing right-of-way. Extend Bagdad Street and Brushy Street and complete the network with the proposed east/west connection
- **OTN 10:** Plan for green infrastructure investments in the Old Town North character area, specifically in the floodplain. Consider constructing a detention pond to enhance stormwater management.
- **OTN 11:** Extend the City's water and sanitary sewer lines throughout the Old Town North character district to properly serve new development.

Railway East

Community Vision

The Railway East sub district will act as a mixed-use destination and activity area and should attract new development based on the emphasis that will be placed on connectivity to the adjacent railroad. Railway East should act as a continuation of Old Town but is anticipated to have a more diverse mix of land uses, including an array of housing types, along with retail, commercial, recreation, and other destination-type activities. New residential developments in this sub district should be denser than the rest of Old Town and higher in intensity. Railway East should offer multiple housing types to support the surrounding commercial activities in Old Town and transition from development on the east. Housing types can include townhomes, apartments, live/work buildings, and mixed-use developments.

Branded Railway East signage can be installed throughout this sub district. This district's largest recommendation is to construct a pedestrian-level connection along Broade Street to connect east and west Old Town across US 183. This connection is critical to help knit both sides of the Old Town together. This connection will require significant effort and coordination with the Capital Metropolitan Transportation Authority (CapMetro) and TxDOT to create this multimodal crossing. This is a long-term

project and would require significant funding and development in east Old Town for the connection to be constructed. However, it is still placed in the Framework Plan as a high priority so that the City of Leander can pursue the implementation of the vision for the area.

Another significant project in the Railway East sub district could be to establish an Old Town trolley or tram that could carry people from east to west Old Town. This project could unify Old Town between the significant barriers caused by the existing railroad and US 183. If this program were established, then this could also open up additional parking opportunities to fulfill demand in east Old Town. Public investment is needed to improve the existing and future street and alley network in the Railway East subdistrict. None of the streets in this district have existing curb and gutter facilities or sidewalk infrastructure. Redevelopment of these streets are recommended that should include the Old Town branded streetscape elements seen in the recent improvements along N Brushy Street. A portion of this district also lies in the 100-year floodplain. Recreation and parking opportunities exist in these areas where development is limited. An additional City park could be constructed along South Street, which will be connected with the future north/south trail system along Gabriel Street.

District Highlights

Typical Uses	Mix of residential, commercial, and recreational land uses
Key Catalyst Sites	Park development along E South Street Old Town Trolley or Tram Pedestrian or trail connection through US 183/existing railroad
Building Scale	One and a half to two story building height, with two and three stories along key intersections.
Parking	There are opportunities as new development comes in to construct additional parking lots in the Railway East district.
Branding	The Railway East district could have its own distinct branding emphasizing the connection to the existing railroad line. Branding should follow Old Town's overarching branding theme, but unique Railway East brand characteristics could also be incorporated.
Street Design	The extension of N East Street is a planned improvement for the City of Leander. This street will create additional connectivity through the district and will create a grid system for the district. Existing streets should be upgraded to include curb and gutter facilities and should include new sidewalk and trail facilities. The E Evans Street loop should also be upgraded as development comes in. E South Street should become a multimodal, pedestrian friendly thoroughfare and improved pedestrian crossings should be incorporated at the intersection with US HWY 183.
Parks, Trails, and Open Space	A new City park could be constructed along South Street or within the floodplain area.

Figure 5.5 | Railway East Illustrative



Representative Imagery



Future Character

- Should embody a 'historic railroad town' character that is emphasized along E Broade Street.
- Buildings should contain a mix of land uses, including ground-floor commercial land uses such as dining and shopping destinations. Additionally, residential developments are encouraged that should introduce a diversity of housing types to Old Town.
- Additional efforts should be made to create a unique 'Railway East' brand that closely follows the overarching Old Town brand.
- A Railway East branded trolley or tram system could connect east and west Old Town over the existing railroad and US 183. This program could enhance Railway East's brand.
- Address frontage issues by extending roadway network and enhancing connectivity and access to properties along the west side of the district
- Improve intersection at US 183 and South Street, as well as US 183 and Broade Street to enhance pedestrian crossing safety.
- The Broade Street pedestrian connection could enhance connectivity between east and west Old Town and could be an alignment for the trolley or tram system to transport visitors.
- The proposed East Street should incorporate a 10' shared use path into the design. Additionally, the street should be extended across the floodplain to the north of the Old Town boundary to connect to Hero Way.

Railway East Character District Action Items

- **RWE 1:** Incorporate the proposed Train Depot redevelopment catalyst project into Leander's Capital Improvement Program budget or identify another funding source (or partnership) to complete this project.
- **RWE 2:** Attract new mid-density residential development in the Railway East character district. Encourage new residential development to be either small-lot single-family homes, apartments, townhomes, live/work buildings, or other forms of mid-density development. Avoid traditional large lot, single-family residential development in this district.
- **RWE 3:** Ensure that new development in the Railway East district has adequate parking. Where possible, implement midblock shared parking in key locations.
- **RWE 4:** Generally, attempt to orient new development outwards (facing US 183, South Street, and Hero Way), rather than orienting buildings internally.
- **RWE 5:** Incorporate a 10-foot trail into the design of the proposed East Street and ensure the street is constructed over the floodplain, connecting to Hero Way.
- **RWE 6:** Identify an area to provide a park or open space in the Railway East district.
- **RWE 7:** Attract a developer to construct townhomes with potential green space along South Street.
- **RWE 8:** Further study the Old Town Trolley program. Specifically, the City should complete the following:
 - Work with local nearby destinations (such as H-E-B and the Northline development) to gather input on key locations for transit stops
 - Identify a proposed route that includes stops to other character districts and nearby destinations
 - Create a phased timeline for trolley operations, starting with key City events and weekends, while having the full implementation goal of operating on a regular basis.
 - Create a trolley car design
 - Identify funding for trolley cars and purchase
 - Advertise the trolley program to the community of Leander. Provide route and schedule maps on the updated OldTownLeander.com (see action 3 in the District Identification, Branding, Arts, Culture, and Wayfinding action items).
 - Explore partnerships with Leander boards and local organizations to rally support for the program and to potentially identify innovative funding sources for implementation.
- **RWE 9:** Improve circulation along the western border of the Railway East district to provide frontage for redevelopment.
- **RWE 10:** Construct curb, gutter, and the recommended streetscape elements identified for the Old Town Local Streets in this district.
- **RWE 11:** Adopt a policy that establishes the City's commitment to connecting the Railway East character district to the rest of Old Town through innovative multimodal connections such as the trolley program and the pedestrian bridge project.

Transitional

Community Vision

The Transitional sub district will act as a transition zone between surrounding residential land uses and the core of Old Town. This district is anticipated to have a mix of land uses including residential, commercial, recreational, and civic. As a transitional district, this area should have a lower design intensity, than the Old Town Core, but accommodate higher density and intensity than the surrounding neighborhoods.

To the west, this area of the Transitional sub district today sees a diversity of land uses and this development pattern should continue in the future. New residential developments are encouraged, especially north of South Street, but should be denser in nature than traditional single-family developments. Recommended future residential developments could include townhomes, small apartments, live/work units, or mixed-use developments. To the south, this portion of the Transitional sub district today consists of mostly single-family houses. However, additional flexibility should be encouraged to allow for homeowners to create businesses or live/work facilities in these structures.

The area on the west currently houses several churches. During the public engagement effort, the community indicated that they see opportunity with

these areas maintaining a church street appeal. In addition, these sites can help resolve parking issues by establishing shared parking agreements with others in need of relief.

The valuable frontage along US 183 creates a key opportunity area to create aesthetic improvements for those traveling north into Old Town. Old Town's most significant primary gateway should be created at the southern intersection of this district. Additionally, a significant portion of Old Town's vehicle wayfinding signage should be placed in this district along US 183 and South Street. Wayfinding signage should include locations to popular destinations and parking locations.



Representational Imagery

District Highlights

Typical Uses	Mix of residential, commercial, civic, and recreational land uses
Key Catalyst Sites	Automobile-oriented destination and parking wayfinding signage (along US 183 and South Street) N West Drive trail connection to existing school facilities Southwest corner of US 183 and South Street for redevelopment opportunities
Building Scale	Serves as a transition between the scale of surrounding neighborhoods and the Old Town Core.
Parking	New parking opportunities are limited in this district. Street parking along N West Drive could help alleviate some of the parking issues experienced in Old Town.
Branding	This district should have significant primary gateways located along South Street and US 183. Wayfinding signage is needed for drivers to help find nearby destinations and parking locations.
Street Design	Streets should closely follow the Old Town branded design implemented along N Brushy Street. A connection to US 183 at the southern most end of Brushy Street is recommended.
Parks, Trails, and Open Space	The proposed trail connection should be constructed along N West Drive to connect visitors to the Old Town North sub district where additional recreational opportunities exist.

Representative Imagery



Future Character

- Should heavily showcase the 'welcome to Old Town' character.
- Primary gateway and wayfinding branding and signage should be prevalent in this district.
- Buildings should contain a mix of land uses, including residential, commercial, and civic.
- Streets should be designed with the Old Town brand and should be upgraded to include new streetscape design and on-street parking.
- Buildings along the US 183 frontage should be well maintained and redeveloped in accordance with the smart code. Should also attract passers-by to come into the district to stay and shop, dine, or recreate.
- Specific improvements should be considered including aesthetic upgrades, Old Town gateway signage, and parking/destination wayfinding signage.

Transitional Character District Action Items

- **T1:** Construct primary gateways identified in the Transitional Character District.
- **T2:** Realign the intersection of South Street and N West Drive to facilitate better traffic flow and pedestrian connectivity.
- **T3:** Convert existing driveway located on the south Old Town border to a full city street to improve connectivity to US 183.
- **T4:** Obtain the right-of-way necessary to construct a trail along N West Drive. Ensure this trail is connected to the Leander ISD school facilities and the existing trail network.
- **T5:** Encourage adaptive reuse of residential buildings along S Brushy Street into small businesses and live/work buildings.
- **T6:** Initiate partnerships with the neighboring Leander ISD to discuss shared parking opportunities, programming/usage of the new Old Town Park, and any enhanced crossings needed for school children crossing South Street.
- **T7:** Encourage development along US 183 to develop in accordance with the SmartCode by placing buildings closer to the street and parking to the sides and rear of the lot.
- **T8:** Explore reinvestment opportunities for the southwest corner of US 183 and South Street for gateway and branding opportunities. Ensure redevelopment is in line with Leander's SmartCode.

Chapter 6 | Implementation Toolkit



Implementation Toolkit

Implementation of this Master Plan is vital in making the vision of Old Town become a reality. Tools and actions detailed out in this chapter aim to guide future decision making for prioritization of projects. The first section of this chapter takes a closer look at how to measure success overtime. The second section of this chapter is the implementation matrix that outlines the action items for Old Town and includes timeframe, key partnerships, and a planning level estimated project budget. The third section outlines funding mechanisms that can be utilized to help the realization of Old Town.

Measuring Success

The Old Town Master Plan is a living document that should be continually reviewed and utilized by City staff, elected officials, and other Leander boards and commissions. Planning staff should regularly update City Council on this plan's progress. It is recommended that an annual Old Town Master Plan Update Report be created once a year by City staff. This report should be distributed to the Leander City Council and should contain staff report updates on action items identified in this plan.

The City should make a policy commitment to implementing the Old Town Master Plan. Implementing this plan is vital to Old Town's economic vitality, health, and sustainability. Additionally, it is absolutely critical that multimodal connections be made between Old Town and the Northline development. Within the next 10 years, it is recommended that the City fund and construct (or at minimum design) at least four of Old Town's identified catalyst projects. These catalyst projects could include:

- The proposed Old Town Park
- Various streetscape improvement projects, with the most critical projects including:
 - South Street
 - Broade Street
- The proposed train depot catalyst project
- The Old Town Trolley program
- The pedestrian bridge across US 183
- The proposed park in the Old Town North character district

Old Town Master Plan Annual Update Report

- Effort should be led by the Leander Planning Department in collaboration with the Old Town Advisory Committee
- An annual meeting should be held with the OTAC to build the report and to review accomplishments and actions items within the plan
- The report should have an executive summary that outlines the past year's accomplishments and any impediments encountered or anticipated.
- The report should also contain any recommended amendments to the Old Town Master Plan.
- The report should organize all plan recommendations by short-, mid, and long-term action items and goals with updates provided to each action item from the action's identified responsible party.
- Specific metrics and indicators should be used where necessary to describe the plan's progress.

Implementation Matrix

While every action item identified in the Old Town Master Plan is important, strategic implementation must be considered to best serve the community with the City's available funds. Because of this, an implementation matrix was created for the City to use as a guidebook when implementing the various recommendations found in this plan that is supported by feedback from the community. Action prioritization can be updated as needed as the vision of the plan is established.

The implementation matrix assigns each action item with a conceptual cost, timeframe, and responsible party (City of Leander groups and/or departments). Below describes the assumptions made for conceptual costs and timeframe ranges.

Conceptual Costs:

- \$ - Up to \$150,000
- \$\$ - \$150,000 to \$500,000
- \$\$\$ - \$500,000 to \$1 million
- \$\$\$\$ - More than \$1 million

Timeframe Ranges

- **Short-term:** Actions that can be completed in 3 years or less
- **Mid-Term:** Actions that are estimated to be completed within 4 to 6 years
- **Long-Term:** Actions that are anticipated to take longer than 7 years to complete
- **Ongoing:** Actions that should be continually integrated into Old Town efforts, operations, and maintenance

The implementation matrix on the following pages are the action toolkit for the Old Town Framework. The matrix is organized by the reoccurring themes introduced in **Chapter 4** (Page 39): Connectivity and Mobility; Trails and Open Space; District Identification, Branding, Arts, Culture, and Wayfinding; Economic Growth, Health, and Competitive Positioning; Placemaking and Urban Design; and Parking. Additionally, several action items were created specifically for each character district. Each action item has a reference number and associated timing, conceptual cost and responsible party.



Sidewalk on Brushy Street



Connectivity & Mobility

Action Number	Action Item	Timing	Conceptual Planning Cost	Responsible Party
1.1	Update the SmartCode and the Leander Thoroughfare Plan to incorporate the Old Town Connector and Old Town Local street type typical cross sections. Allow for a case-by-case assessment to be conducted on the on-street parking treatments for each roadway improvement project to implement the best on-street parking solutions for the road segment.	Short-Term	\$	Planning
1.2	Initiate coordination efforts with TxDOT and CapMetro to discuss the proposed US 183/Broade Street pedestrian bridge.	Short-Term	\$	Planning / Public Works
1.3	Conduct a feasibility study for the US 183/Broade Street pedestrian bridge to determine specific alignment and design. Ensure the Old Town brand is incorporated into bridge design.	Mid-Term	\$\$	Public Works
1.4	Discuss the Old Town Street Trolley program with City Council, local business owners, and key stakeholders to determine specific timeline for implementation and route maps. As development in the Railway East district and Northline continues, monitor pedestrian activity to determine a start date for the trolley.	Mid-Term	\$	Economic Development
1.5	Initiate conversions with adjacent property owners where ROW expansion is needed.	Short-Term	\$	Planning
1.6	Obtain additional ROW for several streets in Old Town to prepare for streetscape/parking enhancements: - Obtain 20' of additional ROW on N West Drive from Broade Street to South Street (for cross section expansion and trail design). - Obtain 20' of additional ROW on South Street from the western Old Town Limit to US 183.	Long-Term	\$\$	Planning
1.7	Initiate conversations with TxDOT to install medians along US 183, specifically the entire frontage along Old Town, between Old 2243/Hero Way and South Street, but further exploration of median construction along the US 183 corridor in Leander can be discussed.	Short-Term	\$	Planning
1.8	Create an Old Town pedestrian activity monitoring program to periodically count pedestrian activity during weekends and peak event/festival times. Utilize the data to periodically update the Leander City Council and other municipal boards to provide transparency on Old Town pedestrian growth and activity.	Mid-Term	\$\$	Engineering / Planning / Economic Development
1.9	Incorporate key roadway redesign projects identified in this chapter into the Leander Capital Improvements Program or city bond programs. Utilize the prioritized list to phase improvements where the community wants to see them most.	Mid-Term	\$\$\$\$	City Council CIP Task Force / Mayor / City Manager



Parks, Trails, and Open Space

Action Number	Action Item	Timing	Conceptual Planning Cost	Responsible Party
2.1	Utilize the identified priority trailhead list to construct new trailheads at the identified specific intersections as trails develop. Additional trailheads can be constructed along future trails, but the priority trailhead list should be completed first.	Long-Term	\$\$\$	Parks and Recreation
2.2	Coordinate planned trail construction efforts in the floodplain north of the Old Town boundary to include connections to existing and planned destinations in the Old Town North character area.	Short-Term	\$	Parks and Recreation / Planning
2.3	Initiate conversations with the existing property owners to coordinate efforts for a new park development in the Old Town North character area.	Short-Term	\$	Parks and Recreation / Planning
2.4	Engage with property owners in the Railway East character area to determine a specific location for a future park in Old Town east of US 183.	Short-Term	\$	Parks and Recreation / Planning
2.5	Retain a park developer to create a park design for the Old Town North proposed park. If possible, plan for driveway connections to the park from Old 2243 W and US 183. Include branded Old Town play structures in the park design.	Long-Term	\$\$\$\$	Parks and Recreation
2.6	Work with existing developers to incorporate a 10' trail facility into the design plans for East Street.	Short-Term	\$\$\$	Public Works
2.7	Work with Old Town Park developers to ensure Old Town branding is incorporated into future park and playground design.	Short-Term	\$\$\$	Planning
2.8	Explore possibilities of adding on-street parking or a parking area into the Old Town Park design.	Short-Term	\$\$	Engineering / Planning
2.9	Initiate conversations with TxDOT and CapMetro to construct a 12' shared-use path along US 183 from South Street to Old 2243 West.	Long-Term	\$\$\$\$	Engineering / Planning



District Identification, Branding, Arts, Culture, and Wayfinding

Action Number	Action Item	Timing	Conceptual Planning Cost	Responsible Party
3.1	Identify an existing (or new) employee (or group of employees) to expand on Old Town marketing and advertisement. Specific duties would include: - Create and manage Old Town Leander social media pages (including Facebook, Twitter, Instagram, and TikTok). - Create and update Old Town maps, information, and current development projects to be posted on Old Town and City of Leander webpages and social media pages. - Manage existing and proposed Old Town events.	Short-Term	\$\$	Planning / Economic Development / PIO
3.2	Partner with the Leander Chamber of Commerce and Visitors Center to initiate a website redesign for OldTownLeander.com to further advertise and showcase the unique destinations and amenities found in Old Town. Include maps of nearby destinations, trails, parking locations, parks, and other amenities.	Short-Term	\$	Economic Development
3.3	Partner with the City of Leander Economic Development Department to expand the Old Town webpage on the department's website to include additional information, maps, events, and other Old Town amenities. Link directly to the newly updated OldTownLeander.com website. Add the Old Town Master Plan action items to this webpage for the public to view the City's progress.	Short-Term	\$	Economic Development
3.4	Once the construction of the Old Town Park is complete, aim to host at least three programs a week at the park. Programs can include exercise classes, after school youth programs, pet training classes, art classes, or other local community groups.	Long-Term	\$\$	Economic Development / Parks and Recreation
3.5	Conduct a gateway and wayfinding study to identify specific locations and designs for vehicle and pedestrian wayfinding signage in Old Town. Ensure that the wayfinding signage includes parking, destination, and other amenity information. Create designs for all Primary and Secondary Gateway locations.	Mid-Term	\$\$	Planning
3.6	Partner with the Leander Historic Preservation Commission and meet in the planning stages of any major Old Town public improvement efforts to coordinate efforts and to showcase and integrate Old Town heritage into the urban fabric of district.	Ongoing	\$	Planning
3.7	Coordinate with local breweries and wineries to host Old Town's first "sip and stroll" event. Continue to host the event on an annual or more basis.	Short-Term	\$	Economic Development
3.8	Start implementation of Old Town's proposed Primary Gateways by funding and constructing an Old Town gateway at the intersection of South Street and US 183.	Mid-Term	\$\$\$\$	Planning / Engineering
3.9	Create a new banner design that emphasizes Old Town's history to be placed in the existing streetlamps throughout Old Town.	Short-Term	\$	Economic Development



Economic Growth, Health, and Competitive Positioning

Action Number	Action Item	Timing	Conceptual Planning Cost	Responsible Party
4.1	Conduct a feasibility study for an Old Town 'Train Depot' to be constructed in the Railway East district.	Mid-Term	\$\$	Economic Development
4.2	Conduct quarterly meetings with the City of Leander Economic Development department, Urban Design department, and Planning department, as well as other local Old Town partners such as the Leander Chamber of Commerce and Visitors Center, the Leander Economic Development Committee, and Old Town property owners to initiate conversations about Old Town branding, advertising, and economic development enhancements. Discuss current development projects and action items that need to be completed in this Old Town Master Plan, as well as identifying innovative partnerships to continually brand and advertise Old Town to Leander residents and the region.	Ongoing	\$	Economic Development / Planning
4.3	Invest in catalyst projects identified in this plan, including the construction of the Old Town Park, streetscape improvement projects, the proposed train depot, the trolley program, and the pedestrian bridge across US 183.	Ongoing	\$\$\$\$	Planning
4.4	Continually engage with key partners in surrounding areas, especially with developers in the Northline development, on ways to connect Old Town to surrounding destinations through multimodal networks.	Ongoing	\$	Planning
4.5	Keep the City of Leander present in Old Town to encourage area vitality and City support.	Ongoing	\$	Planning / City Leadership
4.6	Focus on creating activity – including new businesses, programs, and events – outside of traditional business hours (such as nights and weekends).	Ongoing	\$	Planning
4.7	Diversify and establish new downtown anchors that attract a wider range of visitors to Old Town.	Ongoing	\$\$	Planning / Economic Development
4.8	Meet with Atmos Energy and share the contents of the Old Town Master Plan. Work with Atmos to identify areas of current and future high demand for natural gas and ensure the proper areas are supplied as development comes in.	Short-Term	\$	Planning
4.9	Conduct a capacity analysis for water and sanitary sewer infrastructure in Old Town. Utilize the Illustrative Master Plan for proposed development capacities.	Short-Term	\$\$	Planning
4.10	Conduct a downstream assessment for Old Town's 100-Year floodplain area.	Short-Term	\$\$	Planning



Placemaking and Urban Design

Action Number	Action Item	Timing	Conceptual Planning Cost	Responsible Party
5.1	Incorporate the recommendations made for US 183 in this plan into the Leander Transportation Master Plan.	Short-Term	\$	Planning
5.2	Adopt a policy that prioritizes pedestrians over automobiles in the Old Town district. When competing priorities are present, default to the decision that makes walking and biking easier in Old Town, rather than driving.	Short-Term	\$	Planning / City Leadership
5.3	Coordinate with local property owners, local artists, and the Leander Public Arts Commission to fund and create several Old Town branded murals that can become a community asset and photo-opportunity destination.	Mid-Term	\$\$	Planning / Economic Development
5.4	Present the vision for Old Town established in this Plan to the Leander Public Arts Commission to rally support for continued partnerships for new Old Town murals, sculptures, and other public art designs.	Short-Term	\$	Planning
5.5	Require all outdoor seating areas to have some form of sun protection via trees, sunshades, or other shading tools, with a particular focus along the Priority Character Corridors.	Short-Term	\$	Planning
5.6	Implement a strategic land purchasing program to guide strategic reinvestment in Old Town.	Mid-Term	\$\$	Planning / Economic Development
5.7	Create a landscaping and streetscape elements palette for consistency of all new development in Old Town.	Short-Term	\$	Parks and Recreation

 Parking

Action Number	Action Item	Timing	Conceptual Planning Cost	Responsible Party
6.1	Identify streets in Old Town that are in need of redesign or reconfiguration to maximize parking spaces. In the interim before full street redesign is achieved, stripe on-street parallel parking lines to officially dedicate a portion of the right-of-way for parking purposes to help ease high parking demand.	Short-Term	\$\$	Engineering
6.2	Work with park developers to explore the possibility of dedicating a portion of the proposed Old Town Park to include on street parking or a small parking area.	Short-Term	\$\$\$	Planning
6.3	Conduct a feasibility study for parking garage construction in the three potential locations identified in Figure 4.11 .	Mid-Term	\$\$	Planning / Engineering
6.4	Engage local surrounding partners, including the Leander ISD, the Leander United Methodist Church, 7-Eleven, and others to gauge interest in shared-use parking agreements. Shared-use parking agreements should be recommended for weekends, events, or other high activity times when parking supply is limited.	Short-Term	\$	Planning
6.5	Create a series of both vehicle and pedestrian parking wayfinding signs. Key parking locations should be identified and advertised along heavily traveled corridors, such as US 183, South Street, Broade Street, and Brushy Street. Include parking wayfinding signage in both Primary and Secondary Gateway reconstruction projects.	Long-Term	\$\$\$	Planning / Engineering
6.6	Reevaluate Old Town's off-street parking requirements. Determine if parking requirements should be established for Old Town if efforts to construct additional public parking lots or garages fail. In addition utilize alleys as potential options for providing access to adjacent off-street parking facilities.	Short-Term	\$	Planning

Old Town Core Action Items

Action Number	Action Item	Timing	Conceptual Planning Cost	Responsible Party
OTC 1	Strongly encourage new development to be built towards the property lines facing the internal street network, focusing future parking in the center of the block.	Ongoing	\$	Planning
OTC 2	Prioritize streetscape improvements in Old Town Core.	Ongoing	\$	Planning
OTC 3	Convert alleys from residential service corridors to parking, commercial, or fire lane usage.	Long-Term	\$\$\$	Engineering / Public Works
OTC 4	Conduct a facility needs assessment for the City of Leander Municipal Hall.	Mid-Term	\$	Planning / City Leadership
OTC 5	Identify and fund a parking lot or garage in a location that does not interfere with the 'main street feel' the Old Town Core should represent. Follow guidance for lot or garage location in the Parking section of this report.	Long-Term	\$\$\$\$	Planning / Public Works
OTC 6	Establish a shared parking program with surrounding organizations or businesses to solve short-term interim parking issues in the Old Town Core. (Look at parking memo for more actions).	Short-Term	\$	Planning
OTC 7	Paint on street parking spaces on Bagdad Street as an interim, short-term parking solution.	Short-Term	\$\$	Public Works
OTC 8	Focus on diversifying Old Town anchors to encourage activity throughout the entire day and into the evening and weekend hours.	Ongoing	\$	Planning
OTC 9	Within the next five years, invest and finish at least one catalyst project in the Old Town Core. This project could include the construction of the Old Town Park, streetscape improvement projects, a Primary Gateway, or other key recommendations found in this plan.	Mid-Term	\$\$\$\$	Planning
OTC 10	Identify parcels that are ripe for redevelopment.	Ongoing	\$	Planning
OTC 11	Encourage new development to follow existing Form Based Code. Encourage two story buildings be constructed at key intersections.	Ongoing	\$	Planning
OTC 12	Promote Old Town programming by establishing one new event that occurs at the Pat Bryson Municipal Hall plaza.	Short-Term	\$	Economic Development
OTC 13	Install at least three new wayfinding signs throughout the Old Town Core within the next five years.	Mid-Term	\$\$	Planning / Public Works
OTC 14	Hire photographer to take photos of the recent streetscape improvements along Brushy Street, local popular Old Town destinations, and other key locations. Utilize these photos in future marketing and branding efforts.	Short-Term	\$	Economic Development

OTC 15	When constructing Primary and Secondary Gateway signage, prioritize investments that are either in or are adjacent to the Old Town Core subdistrict.	Ongoing	\$	Planning
OTC 16	Apply for a façade grant program and/or beautification program.	Mid-Term	\$\$	Planning

Old Town North Action Items

Action Number	Action Item	Timing	Conceptual Planning Cost	Responsible Party
OTN 1	Strongly encourage new development along US 183 to be built towards the property lines facing the highway, focusing future parking in the center of the block.	Ongoing	\$	Planning
OTN 2	Fund and construct a city-owned park near the existing food truck park in the northwest corner of the Old Town North character district. Ensure this park has the following elements: • Entry from Hero Way/Old 2443 W • Trail network connections identified in this plan and in the Leander Parks, Public Spaces, and Recreation Comprehensive Plan. • At least one playground with play structures capitalizing on Old Town's railroad-theme branding identity. • Open space and seating areas • Shade trees • Dog park • Connections to existing food truck park • Detention pond or other green infrastructure to ensure proper drainage and floodplain management on the site.	Long-Term	\$\$\$\$	Planning / Parks and Recreation
OTN 3	Complete construction of the trail network in this character district. Although outside of the Old Town boundary, construct the trail network that is identified in the northwest portion of Old Town.	Long-Term	\$\$\$\$	Planning / Parks and Recreation
OTN 4	Attract new development that focuses on outdoor activities and a connection to nature. This can be breweries, wineries, or bars with outdoor seating areas, new food trucks for the existing food truck park, and other recreational activities.	Ongoing	\$	Planning
OTN 5	Construct a gateway feature at the intersection of Broade Street and N West Drive.	Long-Term	\$\$\$\$	Planning / Engineering
OTN 6	Improve Broade Street between N West Drive and US 183. Retrofit this street to include wide sidewalks and angled on-street parking.	Long-Term	\$\$\$\$	Planning / Engineering

OTN 7	Strategize with the existing owners of the food truck park to identify partnership opportunities to improve the park and to attract new activity.	Short-Term	\$	Planning
OTN 8	Construct a community feature in the Old Town North character district that references the City's natural resources. This feature could be constructed in the proposed park and should showcase sculptures and imagery that honors Old Town's history. Moreover, the feature would encourage a connection to the environmental resources of Leander.	Long-Term	\$\$\$	Planning / Engineering
OTN 9	Complete the roadway network along the City's existing right-of-way. Extend Bagdad Street and Brushy Street and complete the network with the proposed east/west connection.	Long-Term	\$\$\$\$	Engineering / Public Works
OTN 10	Plan for green infrastructure investments in the Old Town North character area, specifically in the floodplain. Consider constructing a detention pond to enhance stormwater management.	Mid-Term	\$\$\$	Public Works

Railway East Action Items

Action Number	Action Item	Timing	Conceptual Planning Cost	Responsible Party
RWE 1	Incorporate the proposed Train Depot redevelopment catalyst project into Leander's Capital Improvement Program budget or identify another funding source (or partnership) to complete this project.	Mid-Term	\$\$\$\$	Economic Development
RWE 2	Attract new mid-density residential development in the Railway East character district. Encourage new residential development to be either small-lot single-family homes, apartments, townhomes, live/work buildings, or other forms of mid-density development. Avoid traditional large lot, single-family residential development in this district.	Ongoing	\$	Planning
RWE 3	Ensure that new development in the Railway East district has adequate parking. Where possible, implement midblock shared parking in key locations.	Ongoing	\$\$	Planning
RWE 4	Generally, attempt to orient new development outwards (facing US 183, South Street, and Hero Way), rather than orienting buildings internally.	Ongoing	\$	Planning
RWE 5	Incorporate a 10-foot trail into the design of the proposed East Street and ensure the street is constructed over the floodplain, connecting to Hero Way.	Short-Term	\$\$\$	Engineering / Public Works
RWE 6	Identify an area to provide a park or open space in the Railway East district.	Mid-Term	\$	Planning / Parks and Recreation
RWE 7	Attract a developer to construct townhomes with potential green space along South Street.	Long-Term	\$\$	Planning / Economic Development

RWE 8	Further study the Old Town Trolley program. Specifically, the City should complete the following: • Work with local nearby destinations (such as H-E-B and the Northline development) to gather input on key locations for trolley stops • Identify a proposed trolley route that includes stops to other character districts and nearby destinations • Create a phased timeline for trolley operations, starting with key City events and weekends, while having the full implementation goal of operating on a regular basis. • Create a trolley car design • Identify funding for trolley cars and purchase • Advertise the trolley program to the community of Leander. Provide route and schedule maps on the updated OldTownLeander.com (see action 3 in the District Identification, Branding, Arts, Culture, and Wayfinding action items). • Explore partnerships with Leander boards and local organizations to rally support for the program and to potentially identify innovative funding sources for implementation.	Mid-Term	\$\$	Planning
RWE 9	Improve circulation along the western border of the Railway East district to provide frontage for redevelopment.	Long-Term	\$\$\$	Engineering
RWE 10	Construct curb, gutter, and the recommended streetscape elements identified for the Old Town Local Streets in this district.	Long-Term	\$\$\$\$	Planning / Engineering
RWE 11	Adopt a policy that establishes the City's commitment to connecting the Railway East character district to the rest of Old Town through innovative multimodal connections such as the trolley program and the pedestrian bridge project.	Short-Term	\$	City Leadership

Transitional Action Items

Action Number	Action Item	Timing	Conceptual Planning Cost	Responsible Party
T 1	Construct primary gateways identified in the Transitional Character District.	Long-Term	\$\$\$\$	Economic Development / Engineering / Planning
T 2	Realign the intersection of South Street and N West Drive to facilitate better traffic flow and pedestrian connectivity.	Long-Term	\$\$\$\$	Engineering / Planning
T 3	Convert existing driveway located on the south Old Town border to a full city street to improve connectivity to US 183.	Mid-Term	\$\$\$	Engineering
T 4	Obtain the right-of-way necessary to construct a trail along N West Drive. Ensure this trail is connected to the Leander ISD school facilities and the existing trail network.	Long-Term	\$\$\$\$	Planning
T 5	Encourage adaptive reuse of residential buildings along S Brushy Street into small businesses and live/work buildings.	Ongoing	\$	Planning
T 6	Initiate partnerships with the neighboring Leander ISD to discuss shared parking opportunities, programming/usage of the new Old Town Park, and any enhanced crossings needed for school children crossing South Street.	Short-Term	\$	Planning
T 7	Encourage development along US 183 to develop in accordance with the SmartCode by placing buildings closer to the street and parking to the sides and rear of the lot.	Ongoing	\$	Planning
T 8	Explore reinvestment opportunities for the southwest corner of US 183 and South Street for gateway and branding opportunities. Ensure redevelopment is in line with Leander's SmartCode.	Ongoing	\$\$\$\$	Planning

Funding and Economic Development

Existing Programs

Since the Comprehensive Plan was completed in 2020, the City has established ways to help the revitalization of Old Town and support economic development. Below are local programs and incentives that impact the development of Old Town Leander.

- **Old Town Development Incentive Program:** This program was established to encourage commercial activity in Old Town, promote pedestrian-friendly environment, preservation, and enhancement of the aesthetics of Old Town. The program offers loans and grants to encourage revitalization of Old Town.
- **Destination Restaurant Incentive Program:** This program is available to qualified restaurants that are new to or expanding in Leander. The purpose of the program is to draw in new unique restaurants.
- **Tax Reinvestment Zone:** A Tax Increment Reinvestment Zone (TIRZ) is a political subdivision created to implement tax increment financing as a tool to support structural improvement and enhancements to public infrastructure.

Grant Identification

Grant opportunities provide funding sources for municipalities to help fund downtown revitalization projects. Grants are based on available funding mechanisms from regional, state, and federal sources. The life cycle of a grant includes three phases: Pre-award, award phase and post award phase. Pre-award phase includes the announcement of the funding opportunity, application submittal and review. The award phase includes the grant award decision and notification. The final stage is the post award phase which includes implementation, reporting and closeout. Examples of projects that can be funded can include but are not limited to:

- Housing projects
- Road and crosswalk improvements
- Flood mitigation
- Active transportation infrastructure
- Multi-use trails and bike facilities
- Adaptive reuse of vacant lots
- Public and outdoor gathering spaces
- Broadband infrastructure
- Historic preservation

Page 95 has a list of potential grants the City of Leander can apply for to help implement the goals, actions and catalyst projects outlined in this Master Plan. The City has authority to determine what types of projects will be submitted at the time the grant opportunities are released. While grants are not guaranteed funding sources, they are an alternative opportunity to implement projects for the Old Town.



Sidewalk on Brushy Street



Existing Businesses

AARP Community Challenge

The AARP Community Challenge provides small grants to fund quick-action projects that can help communities become more livable for people of all ages. Applications are accepted for projects to improve public spaces, housing, transportation, civic engagement, Coronavirus recovery, diversity and inclusion, and more.

URL: <https://www.aarp.org/livable-communities/community-challenge/info-2021/2021-challenge.html>

Grant Agency	Agency Type	Grant Cycle Due	Examples of Funding Projects	Funding Amount
American Association of Retired Persons (AARP)	Private	April	• Main street • Outdoor Gathering Spaces • Crossing Enhancements • Wayfinding	Grants can range from several hundred dollars for smaller, short-term activities to several thousand or tens of thousands of dollars for larger projects.

BUILD Grants (also known as TIGER or RAISE grants)

The purpose of BUILD grants is to “upgrade infrastructure across America, making our transportation systems safer and more efficient.” Grants are for planning and capital investments in surface transportation infrastructure to projects that will have significant local and regional impact, including road, bridge, transit, rail, port, and intermodal transportation projects.

URL: <https://www.transportation.gov/RAISEgrants>

Grant Agency	Agency Type	Grant Cycle Due	Examples of Funding Projects	Funding Amount
US Department of Transportation	Federal	May	• Road Improvements • Filling in Sidewalk gaps • Bike facilities • Multi-Use Paths	Up to \$25 million Dollars

Community Development Block Grant (CDBG) – Travis County

The CDBG is a flexible program that provides communities with resources to address a wide range of unique community development needs. Begun in 1974, CDBG is one of the longest continuously run programs at HUD. It provides annual grants on a formula basis to cities, counties and states.

URL: <https://app.smartsheet.com/b/form/8df4d284dd4044e48b47f87cfeb2d4b5>

Grant Agency	Agency Type	Grant Cycle Due	Examples of Funding Projects	Funding Amount
Travis County	Federal	End of January (every other year)	Historic Preservation Broadband Infrastructure Code Enforcement	~\$200,000

Land and Water Conservation Fund Outdoor Recreation Legacy Partnership

ORLP support projects in cities/urbanized areas that create new or substantially rehabilitate parks and other outdoor recreation sites, directly connect/re-connect people with the outdoors, are in low- or lower-income areas that significantly lack outdoor recreation resources and will create new jobs or economic development.

URL: <https://cityparksalliance.org/federal-funding-city-parks/>

Grant Agency	Agency Type	Grant Cycle Due	Examples of Funding Projects	Funding Amount
City Parks Alliance & Land and Water Conservation Fund (LWCF)	Federal	May	Greenway Corridor Multi-Use Trails Parks and Outdoor Spaces	\$300, - \$750,000

Texas Flood Infrastructure Fund

The FIF program provides financial assistance in the form of loans and grants for flood control, flood mitigation, and drainage projects.

URL: <https://www.twdb.texas.gov/financial/programs/fif/index.asp>

Grant Agency	Agency Type	Grant Cycle Due	Examples of Funding Projects	Funding Amount
Texas Water Development Board	State	Fall	Drainage Infrastructure Flood Mitigation Detention Ponds	-

Local Parks Grant

The Local Park Grant Program consists of 5 individual programs that assist local units of government with the acquisition and/or development of public recreation areas and facilities throughout the State of Texas. The Program provides 50% matching grants on a reimbursement basis to eligible applicants. All grant assisted sites must be dedicated as parkland in perpetuity, properly maintained and open to the public.

URL: <https://tpwd.texas.gov/business/grants/recreation-grants/accessing-our-online-grant-management-systems>

Grant Agency	Agency Type	Grant Cycle Due	Examples of Funding Projects	Funding Amount
Texas Parks and Wildlife Department (TPWD)	State	Varies	Indoor Recreation Outdoor Recreation	Varies

Recreational Trails Fund

Provides funding for constructing and improving both motorized and non-motorized recreational trail projects, developing trailheads and trailside facilities, and acquiring trail corridors. Funding is provided on a cost reimbursement basis

URL: <https://tpwd.texas.gov/business/grants/recreation-grants/recreational-trails-grants>

Grant Agency	Agency Type	Grant Cycle Due	Examples of Funding Projects	Funding Amount
Texas Parks and Wildlife Department (TPWD)	State	February	Multi-Use Paved Trail Soft Surface Natural Trails Trail Improvements Trailhead Wayfinding/Signage	\$300,000 maximum

Texas Preservation Trust Fund

Provides reimbursement grants for preservation projects, including restoration work, preservation planning, architectural planning, and/or heritage education training.

URL: <https://www.thc.texas.gov/preserve/projects-and-programs/texas-preservation-trust-fund-0>

Grant Agency	Agency Type	Grant Cycle Due	Examples of Funding Projects	Funding Amount
Texas Historical Commission	State	Spring	Preservation Planning Heritage Education Training Restoration	Varies

Kaboom! Grant Program

Promotes development of outdoor playgrounds. They build play spaces in partnership with child-serving nonprofits and municipal agencies. Kaboom projects are an incredible opportunity to build new and exciting places for kids and teens to play.

URL: <https://kaboom.org/grants>

Grant Agency	Agency Type	Grant Cycle Due	Examples of Funding Projects	Funding Amount
Kaboom!	Private	Varies	Playgrounds Adventure Courses Multi-Sport Courts	Varies

Waste Management Recycle Often, Recycle Right Grant

The RORR Grant will provide recycling bins to either start a new recycling program (community, office, or school) or add to an existing recycling program. Applicants should already have a recycling program in place or an approved plan with a local government or waste hauler to establish a program to implement this grant-funded recycling project.

URL: <https://ktb.org/rorr>

Grant Agency	Agency Type	Grant Cycle Due	Examples of Funding Projects	Funding Amount
Keep Texas Beautiful & Waste Management	Private	-	Purchase recycling bins Increase recycling efforts	\$500 - \$1,500

ANICE READ FUND

The Anice Read Fund is a program that provides funding for downtown projects and programs. It was formed in 1999 to honor Anice read for her contributions to Texas Downtowns. Grants from the fund are use for variety of Downtown projects, professional development and program and staff development.

URL: <https://texasdowntown.org/programs/anice-read-fund>

Grant Agency	Agency Type	Grant Cycle Due	Examples of Funding Projects	Funding Amount
Texas Downtown	Private	September	Historic Preservation Wayfinding/Signage Small Business Workshops Mural and Art Projects	\$500 to \$5,000