



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

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

March 24, 2022 at 7:00 PM



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

Place 5 – Gary Hampton, Jr.
Place 6 – Laura Lantrip
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 March 17, 2022.
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 Subdivision Case 20-FP-020 regarding Lost Woods Preserve Phase 3 Final Plat on two parcels of land approximately 25.592 acres $\pm$ in size, more particularly described by Williamson Central Appraisal District Parcels R031570, R031574; generally located at the south west corner of Journey Pkwy and CR 175., Leander, Williamson County, Texas.
7. Approval of Subdivision Case 21-PP-016 regarding Urbana at Hero Way Preliminary Plat on seven parcels of land approximately 18.12 acres $\pm$ in size, more particularly described by Williamson Central Appraisal District Parcels R575954, R336502, R432892, R432893, R432891, R366161, and R032167; generally located south east of Hero Way West and N. Lakeline Blvd., Leander, Williamson County, Texas.
8. Approval of Minutes.

PUBLIC HEARING: ACTION

9. Conduct a Public Hearing regarding Special Use Case 22-SU-001 to allow for the temporary residential use of a travel trailer or recreational vehicle for use by an ill, convalescent or otherwise disabled friend or relative needing care from the occupant of the primary residence, or a friend or relative providing necessary care for an ill, convalescent or otherwise disabled occupant; on one parcel of land approximately 0.3856 acres $\pm$ in size, more particularly described by Williamson Central Appraisal District Parcel R036092; and more commonly known as 107 Bagdad Street, Leander, Williamson County, Texas.
 - Discuss and consider action regarding Special Use Permit Case 22-SU-001 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 Zoning Case 22-TOD-Z-004 to amend the current zoning of SFU-2-B (Single-Family Urban), GC-3-C (General Commercial), and T4 Transect (General Urban Zone) to T5 Transect (Urban Center Zone) on twenty-one parcels of land approximately 6.652 acres $\pm$ in size, more particularly described by Williamson Central Appraisal District Parcel R036035–R036040, R036043–R036046, R036072, R036074, R036078–R036080, R036087–R036089, R036104, R036105, and R097401; and generally located on the east side of N Brushy Street between W Broade Street and W South Street, and located along Broade Street between Brushy Street and N West Drive, Leander, Williamson County, Texas.
 - Discuss and consider action regarding Zoning Case 22-TOD-Z-004 as described above.
 - a. Staff Presentation
 - b. Applicant Presentation
 - c. Open Public Hearing
 - d. Close Public Hearing
 - e. Discussion
 - f. Consider Action
11. Conduct a Public Hearing and consider action regarding Ordinance Case 22-OR-001 to amend the Composite Zoning Ordinance to adopt regulations for Mobile Food Establishments, update accessory structure requirements, updating definitions, and to provide for related matters; Williamson & Travis Counties, Texas.
 - Discuss and consider action regarding Ordinance Case 22-OR-001 as described above.
 - a. Staff Presentation
 - b. Open Public Hearing
 - c. Close Public Hearing
 - d. Discussion
 - e. Consider Action

REGULAR AGENDA

12. Discuss and consider action regarding Zoning Case 22-Z-003 to amend the current zoning of PUD/TOD-CD (Planned Unit Development/Transit Oriented Development – Conventional Development Sector) to adopt the San Gabriel Industrial Minor PUD (Planned Unit Development) with the base zoning district GC-5-A (General Commercial) on two parcels of land approximately 86.9312 acres $\pm$ in size, more particularly described by Williamson Central Appraisal District Parcels R031599 and R449731; and more commonly known as 9880 183A Toll Rd, Leander, Williamson County, Texas.

13. Receive a presentation on the Roadway Impact Fee study maximum impact fee and discuss policy items for a roadway impact fee ordinance.
14. Discuss and consider action on recommendations from the Planning & Zoning Commission for the FY 2022/2023 City Budget and CIP Plan.
 - a. Staff Presentation
 - b. Discussion
 - c. Consider Action
15. 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 17th day of March 2022 by 5:00 pm pursuant to Chapter 551 of the Texas Government Code.



Ellen Coufal, Planning Coordinator



EXECUTIVE SUMMARY
03/24/2022

AGENDA SUBJECT:

Approval of Subdivision Case 20-FP-020 regarding Lost Woods Preserve Phase 3 Final Plat on two parcels of land approximately 25.592 acres ± in size, more particularly described by Williamson Central Appraisal District Parcels R031570, R031574; generally located at the south west corner of Journey Pkwy and CR 175., Leander, Williamson County, Texas.

BACKGROUND:

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

HISTORY/TIMELINE:

08/02/2018 – Zoning Approved

APPLICANT/AGENT:

Randall Jones & Associates Engineers (Israel Ramirez) on behalf of MI Homes of Austin, LLC (William G. Peckman).

RECOMMENDATION:

This final plat includes 73 Single Family lots, 1 HOA Amenity lot, 1 HOA Landscape lot, and 1 HOA Parkland lot. This proposal meets all of the requirements of the Subdivision Ordinance. Staff recommends to approve the final plat with the following condition.

1. All conditions listed in the Subdivision Ordinance Article II, Section 24 (f) (3) regarding the acceptance of the final improvements or the posting of fiscal assurance for the final improvements have been met.

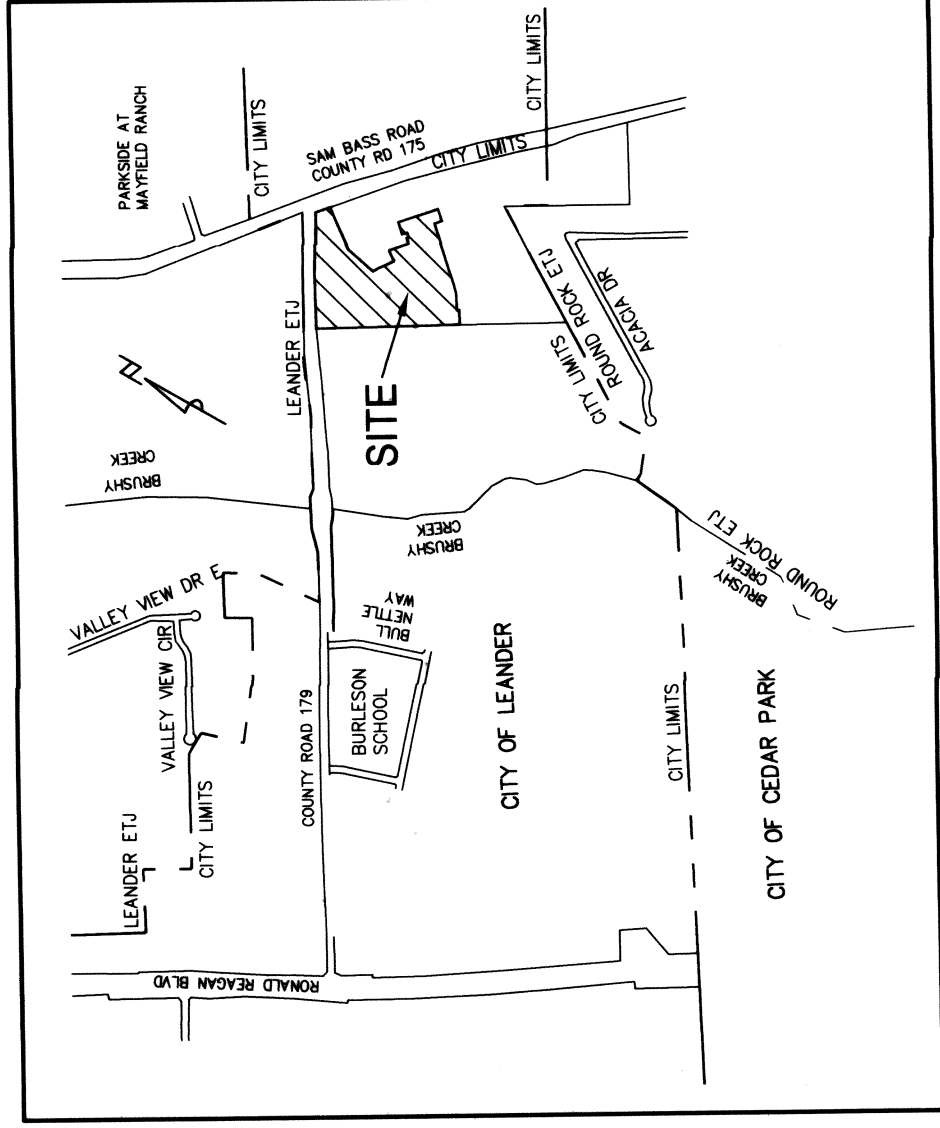
PRESENTER:

Michael Chenausky AICP, Planner

Attachments

1. Final Plat
2. Location Exhibit

FINAL PLAT OF
LOST WOODS PRESERVE PHASE 3
CITY OF LEANDER, WILLIAMSON COUNTY, TEXAS



LOCATION MAP
SCALE: 1" = 2000'

OWNER:

M/I HOMES OF AUSTIN, LLC
7800 NORTH CAPITAL OF TEXAS HIGHWAY
BUILDING C, SUITE 250
AUSTIN, TEXAS 78731
PHONE (512) 368-8420

DEVELOPER:

M/I HOMES OF AUSTIN, LLC
7800 NORTH CAPITAL OF TEXAS HIGHWAY
BUILDING C, SUITE 250
AUSTIN, TEXAS 78731
PHONE (512) 368-8420

ENGINEER:

RANDALL JONES & ASSOCIATES ENGINEERING, INC.
2900 JAZZ STREET
ROUND ROCK, TEXAS, 78664
PHONE (512) 836-4793
FAX (512) 836-4817
FIRM #9784

SURVEYOR:

RJ SURVEYING & ASSOCIATES, INC.
2900 JAZZ STREET
ROUND ROCK, TEXAS, 78664
PHONE (512) 836-4793
FAX (512) 836-4817
FIRM #10015400

SITE INFORMATION:

73 SINGLE FAMILY LOTS
73 - 50' LOTS
1 HOA AMENITY LOT
1 HOA PARKLAND/DE LOT
1 HOA LS LOT

ACREAGE: 25.592 ACRES
SURVEY: ANASTASHA CARR, ABSTRACT NO. 122
NUMBER OF BLOCKS: 7

LAND USE TABLE:

73 SINGLE FAMILY LOTS: 11.415 ACRES
1 HOA AMENITY LOT: 0.941 ACRE
1 HOA PARKLAND/DE LOT 8.613 ACRES
1 HOA LS LOT: 0.661 ACRE
RIGHT-OF-WAY DEDICATION: 3.962 ACRES
TOTAL: 25.592 ACRES

SUBMITTAL DATE:

SEPTEMBER 15, 2020

INDEX SHEET	NAME
1.	COVER SHEET
2.	FINAL PLAT (SHEET 1)
3.	FINAL PLAT (SHEET 2)
4.	SIGNATURES

STREET TABLE:

STREET NAME	LINEAR FEET	ROW WIDTH
ALTUS FALLS WAY	771	50'
JULIAN LANE	891	50'
LOST WOODS BEND	1029	50'
SERENE PLACE	351	50'
STEEL TIMBER TRAIL	275	50'
TOTAL	3317	

LOT AREA TABLE:

LOT NO.	SQ. FT./AC.
B-9	6000
B-10	6000
B-11	6000
B-12	6000
B-13	6000
B-14	6000
B-15	6000
B-16	6000
D-1	8720
D-2	7058
D-3	6529
D-4	6243
D-5	6250
D-6	6250
D-7	6250
D-8	6250
D-9	6250
D-10	6250
D-11	6250
D-12	6250
D-13	6250
D-14	7991
E-1	11899
E-2	6597
E-3	6901
E-4	6004
E-5	6000
E-6	6000
E-7	6000
E-8	6000
E-9	6082
E-10	6472
E-11	6963
E-13	7666
E-14	6000
E-15	6000
E-16	6000
E-17	6000
E-18	6000
E-19	6000
E-20	6000
E-21	6000
E-22	6000
E-23	6000
E-24	6938
E-25	8805
F-8	6000
F-9	6000
F-10	6000
F-11	6000
F-12	6000
F-13	6000
F-14	6000
F-15	6000
I-1	6000
I-2	6000
J-1	8.613 AC HOA PARKLAND/DE
J-3	0.941 AC HOA AMENITY
K-1	16041
K-2	6494
K-3	6032
K-4	6000
K-5	6000
K-6	6000
K-7	6104
K-8	6966
K-9	6942
K-10	6531
K-11	8522
K-12	10072
K-13	14986
K-14	10747
K-15	6900
K-16	6900
K-17	6900
K-18	0.661 AC HOA LS

SURVEY: ANASTASHA CARR SURVEY, ABSTRACT NO. 122
DATE: AUGUST 6, 2020

RANDALL JONES & ASSOCIATES ENGINEERING, INC.
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FINAL PLAT OF
LOST WOODS PRESERVE PHASE 3
CITY OF LEANDER, WILLIAMSON COUNTY, TEXAS



- LEGEND:
- = SET 1/2" IRON ROD WITH "RJ SURVEYING" CAP
 - = FOUND 1/2" IRON ROD (UNLESS OTHERWISE NOTED)
 - = FOUND COTTON SPINDLE
 - Ⓐ = BLOCK NAME
 - ***** = 10-FOOT WIDE HIKE AND BIKE TRAIL (UNLESS OTHERWISE NOTED)
 - = 4-FOOT WIDE (MINIMUM) SIDEWALK
 - = CITY LIMITS
 - BL = BUILDING SETBACK LINE
 - PUE = PUBLIC UTILITY EASEMENT
 - DE = DRAINAGE EASEMENT
 - LS = LANDSCAPE
 - SLE = SIGHT LINE EASEMENT
 - DRWC = DEED RECORDS OF WILLIAMSON COUNTY, TEXAS
 - ORWC = DEED RECORDS OF WILLIAMSON COUNTY, TEXAS
 - OPRC = OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS
 - PRWC = PLAT RECORDS OF WILLIAMSON COUNTY, TEXAS



SURVEY: ANASTASHA CARR SURVEY, ABSTRACT NO. 122
DATE: AUGUST 6, 2020 SCALE: 1"=100'

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FINAL PLAT OF
LOST WOODS PRESERVE PHASE 3
CITY OF LEANDER, WILLIAMSON COUNTY, TEXAS

LEGAL DESCRIPTION:

THAT PART OF THE ANASTASHA CARR SURVEY, ABSTRACT NO. 122, IN WILLIAMSON COUNTY, TEXAS, BEING ALL OF THAT 2.00 ACRE TRACT OF LAND CONVEYED TO M/J HOMES OF AUSTIN, LLC BY DEED RECORDED IN DOCUMENT NO. 2018111443 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS (OPRWC), BEING A PART OF THAT 64.380 ACRE TRACT OF LAND CONVEYED TO M/J HOMES OF AUSTIN, LLC BY DEED RECORDED IN DOCUMENT NO. 2018111494, OPRWC, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A COTTON GIN SPINDLE FOUND ON THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD 179 (VARIABLE WIDTH RIGHT-OF-WAY - A.K.A. JOURNEY PARKWAY), MONUMENTING THE NORTHWEST CORNER OF THE ABOVE REFERENCED 64.380 ACRE TRACT AND THE NORTHEAST CORNER OF PECAN CREEK, PHASE 2, ACCORDING TO THE PLAT THEREOF RECORDED IN DOCUMENT NO. 2014095556, OPRWC;

THENCE ALONG THE NORTH LINE OF SAID 64.380 ACRE TRACT, ALONG THE NORTH LINE OF SAID 2.00 ACRE TRACT, BEING THE SOUTH RIGHT-OF-WAY OF SAID COUNTY ROAD 179, THE FOLLOWING THREE (3) COURSES:

1. N68°56'39"E A DISTANCE OF 201.40 FEET TO A 1/2" IRON ROD SET;
2. N68°34'39"E A DISTANCE OF 297.70 FEET TO A 1/2" IRON ROD SET;
3. N70°08'06"E A DISTANCE OF 611.94 FEET TO A 1/2" IRON ROD WITH "HAYNE CONSULTING" CAP FOUND AT THE NORTHWEST CORNER OF THAT 3.2918 ACRE TRACT CONVEYED TO WILLIAMSON COUNTY BY DEED RECORDED IN DOCUMENT NO. 2009041328, OPRWC, BEING THE WEST RIGHT-OF-WAY OF COUNTY ROAD 175 (VARIABLE WIDTH RIGHT-OF-WAY - A.K.A. SAM BASS ROAD), BEING THE NORTHEAST CORNER OF SAID 64.380 ACRE TRACT;

THENCE ALONG THE WEST LINE OF SAID 3.2918 ACRE TRACT, BEING THE WEST RIGHT-OF-WAY OF COUNTY ROAD 175 AND THE EAST LINE OF SAID 64.380 ACRE TRACT, S39°26'16"E A DISTANCE OF 152.30 FEET TO A 1/2" IRON ROD FOUND FOR THE NORTHEAST CORNER OF LOST WOODS PRESERVE PHASE 1, ACCORDING TO THE MAP OR PLAT RECORDED IN DOCUMENT NO. 2020017552, OPRWC, FROM WHICH A 1/2" IRON ROD WITH "HAYNE CONSULTING" CAP FOUND FOR A COMMON CORNER OF SAID LOST WOODS PRESERVE PHASE 1 AND SAID 3.2918 ACRE TRACT BEARS S39°26'16"E A DISTANCE OF 141.84 FEET;

THENCE ALONG THE NORTH AND WEST LINES OF SAID LOST WOODS PRESERVE PHASE 1 AND ACROSS SAID 64.380 ACRE TRACT, THE FOLLOWING FOURTEEN (14) COURSES:

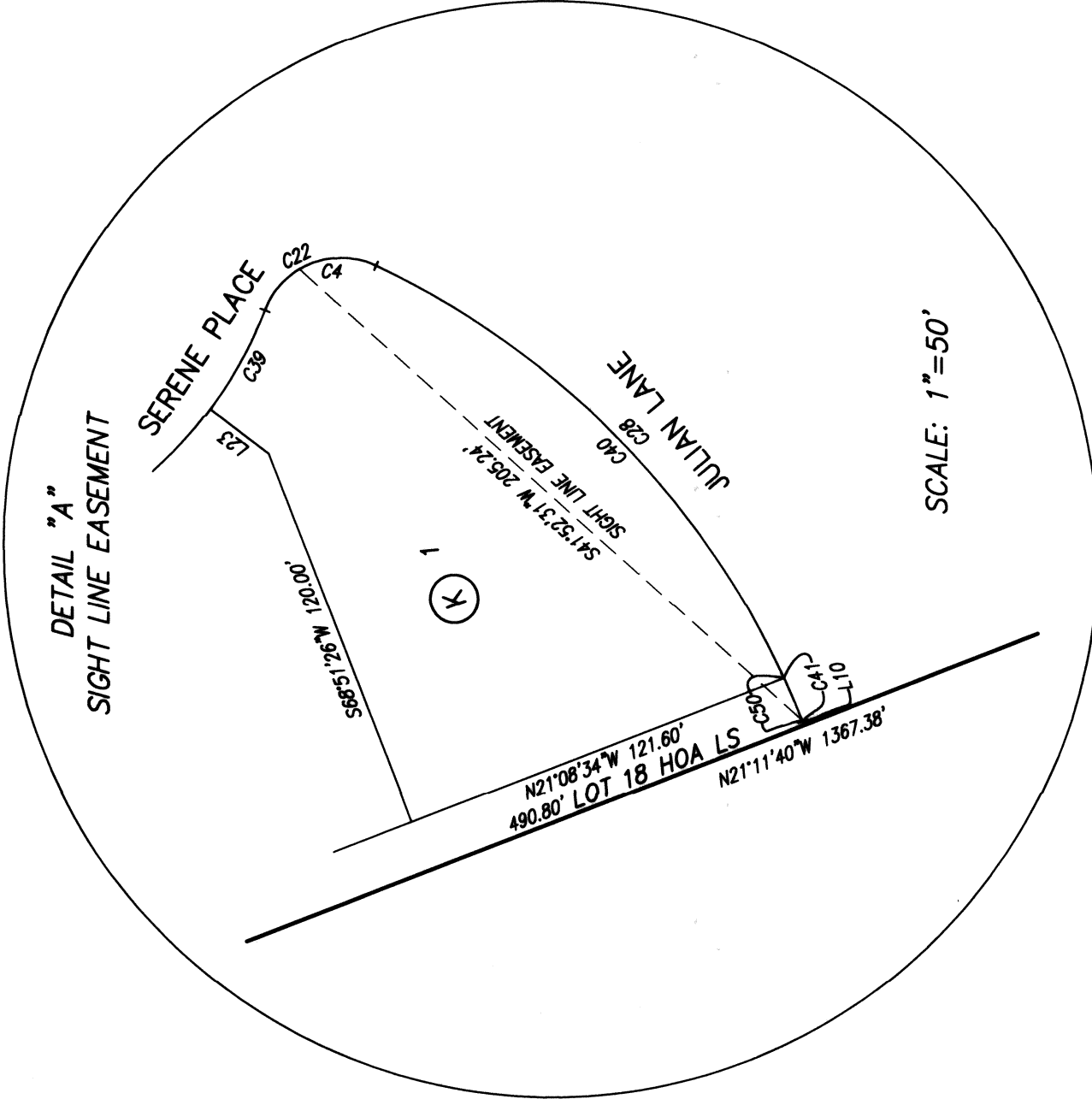
1. S60°45'30"W A DISTANCE OF 25.40 FEET TO A CONCRETE COLUMN FOUND;
2. S46°14'57"W A DISTANCE OF 196.47 FEET TO A 1/2" IRON ROD FOUND;
3. S46°34'33"W A DISTANCE OF 267.26 FEET TO A 1/2" IRON ROD FOUND;
4. S21°24'16"W A DISTANCE OF 315.85 FEET TO A 1/2" IRON ROD FOUND;
5. S21°48'17"E A DISTANCE OF 55.50 FEET TO A 1/2" IRON ROD FOUND;
6. S43°23'42"E A DISTANCE OF 170.54 FEET TO A 1/2" IRON ROD FOUND AT A POINT OF CURVATURE OF A NON-TANGENT CURVE TO THE LEFT;
7. NORTHEASTERLY ALONG SAID CURVE, AN ARC LENGTH OF 15.13 FEET, HAVING A RADIUS OF 275.00 FEET, A CENTRAL ANGLE OF 03°08'12", AND A CHORD BEARING N42°22'33"E, 15.13 FEET TO A 1/2" IRON ROD FOUND AT A POINT OF CURVATURE OF A NON-TANGENT CURVE TO THE RIGHT;
8. N40°47'57"E A DISTANCE OF 67.77 FEET TO A 1/2" IRON ROD FOUND AT A NORTHEASTERLY ALONG SAID CURVE, AN ARC LENGTH OF 34.21 FEET, HAVING A RADIUS OF 325.00 FEET, A CENTRAL ANGLE OF 06°01'53", AND A CHORD BEARING N43°48'53"E, 34.20 FEET TO A 1/2" IRON ROD SET;
9. S37°52'24"W A DISTANCE OF 193.61 FEET TO A 1/2" IRON ROD FOUND;
10. S37°52'24"W A DISTANCE OF 115.00 FEET TO A 1/2" IRON ROD FOUND;
11. N52°07'36"E A DISTANCE OF 30.00 FEET TO A 1/2" IRON ROD FOUND;
12. N37°52'24"W A DISTANCE OF 120.00 FEET TO A 1/2" IRON ROD FOUND;
13. N52°07'36"E A DISTANCE OF 400.00 FEET TO A 1/2" IRON ROD FOUND;
14. S37°52'24"E A DISTANCE OF 400.00 FEET TO A 1/2" IRON ROD FOUND, FROM WHICH THE SOUTHEAST CORNER OF THE ANASTASHA CARR SURVEY, ABSTRACT NO. 122 BEARS APPROXIMATELY S87°03'36"E A DISTANCE OF 7714 FEET;

THENCE ALONG THE NORTH LINE OF LOST WOODS PRESERVE PHASE 2, ACCORDING TO THE MAP OR PLAT RECORDED IN DOCUMENT NO. 2021010635, OPRWC, AND ACROSS SAID 64.380 ACRE TRACT, THE FOLLOWING EIGHT (8) COURSES:

1. S52°07'36"W A DISTANCE OF 120.00 FEET TO A 1/2" IRON ROD FOUND;
2. N37°52'24"W A DISTANCE OF 75.00 FEET TO A 1/2" IRON ROD FOUND;
3. S52°07'36"W A DISTANCE OF 594.59 FEET TO A 1/2" IRON ROD FOUND;
4. S54°00'04"W A DISTANCE OF 102.01 FEET TO A 1/2" IRON ROD FOUND;
5. S66°21'44"W A DISTANCE OF 118.42 FEET TO A 1/2" IRON ROD FOUND;
6. S68°51'26"W A DISTANCE OF 50.00 FEET TO A 1/2" IRON ROD FOUND;
7. S21°08'34"E A DISTANCE OF 21.98 FEET TO A 1/2" IRON ROD FOUND;
8. S68°51'26"W A DISTANCE OF 136.82 FEET TO A 1/2" IRON ROD FOUND ON THE EAST LINE OF PECAN CREEK, PHASE 4 ACCORDING TO THE PLAT THEREOF RECORDED IN DOCUMENT NO. 2016029667, OPRWC, BEING THE WEST LINE OF SAID 64.380 ACRE TRACT;

THENCE ALONG THE EAST LINE OF SAID PECAN CREEK, PHASE 4, ALONG THE EAST LINE OF SAID PECAN CREEK, PHASE 2, AND ALONG THE WEST LINE OF SAID 64.380 ACRE TRACT, N21°11'40"W A DISTANCE OF 1367.38 FEET TO THE SAID POINT OF BEGINNING.

CONTAINING 25.582 ACRES, MORE OR LESS.
ALL IRON RODS SET OR FOUND HAVE "RJ SURVEYING" CAPS UNLESS NOTED OTHERWISE.
BEARINGS ARE BASED ON THE TEXAS COORDINATE SYSTEM OF 1983, CENTRAL ZONE (4203) NAD2011 EPOCH 2010.00. ALL DISTANCES SHOWN HEREON ARE GRID DISTANCES.
WILLIAMSON CENTRAL APPRAISAL DISTRICT REFERENCE NUMBERS R031570 AND R031574.



LINE TABLE		
LINE	BEARING	DISTANCE
L1	S51°48'17"E	55.50'
L2	N40°47'57"E	67.77'
L3	N52°07'36"E	115.00'
L4	N37°52'24"W	50.00'
L5	S60°45'30"W	25.40'
L6	N37°52'24"W	30.00'
L7	N37°52'24"W	75.00'
L8	S68°51'26"W	50.00'
L9	S21°08'34"E	21.98'
L10	S70°21'39"W	1.36'
L11	N40°47'57"E	67.77'
L12	S68°51'26"W	28.50'
L13	S68°51'26"W	28.50'
L14	S53°53'45"W	47.50'
L15	S68°51'26"W	66.55'
L16	S53°38'34"E	52.00'
L17	S20°20'44"W	29.32'
L18	S78°26'29"E	23.14'
L19	N65°30'14"W	35.75'
L20	N24°29'46"E	34.96'
L21	N68°51'26"E	55.88'
L22	N68°51'26"E	55.88'
L23	N36°57'20"E	22.51'

CURVE TABLE				
CURVE	LENGTH	RADIUS	CH. BRNG.	CH. DIST.
C1	39.27'	25.00'	S23°51'26"W	35.36'
C2	15.13'	275.00'	N42°22'33"E	15.13'
C3	34.21'	325.00'	N43°48'53"E	34.20'
C4	24.36'	25.00'	N02°42'38"W	23.41'
C5	80.30'	275.00'	N02°43'49"	80.02'
C6	39.27'	25.00'	S68°08'34"E	35.36'
C7	65.70'	25.00'	N67°29'31"E	65.47'
C8	39.27'	25.00'	N67°52'24"W	35.36'
C9	39.27'	25.00'	N07°07'36"E	35.36'
C10	64.25'	325.00'	N46°27'46"E	64.15'
C11	39.23'	275.00'	N48°02'22"E	39.20'
C12	24.31'	275.00'	S43°19'53"W	24.30'
C13	51.48'	325.00'	N56°39'51"E	51.42'
C14	40.03'	275.00'	N57°01'54"E	39.99'
C15	35.93'	25.00'	S20°01'46"W	32.92'
C16	107.79'	75.00'	S20°01'46"W	98.75'
C17	39.27'	25.00'	N23°51'26"E	35.36'
C18	117.81'	75.00'	N23°51'26"E	106.07'
C19	163.40'	223.50'	S47°54'44"W	159.78'
C20	211.36'	273.50'	S46°43'04"W	206.14'
C21	32.75'	25.00'	075°02'55"	30.45'
C22	40.98'	25.00'	N21°45'03"W	36.54'
C23	78.08'	76.50'	S50°45'28"E	75.61'
C24	105.01'	126.50'	S44°55'28"E	102.02'
C25	35.35'	25.00'	S19°22'04"W	32.48'
C26	280.17'	61.50'	N70°37'56"W	93.52'
C27	233.22'	306.50'	N47°04'46"E	227.64'

CURVE TABLE				
CURVE	LENGTH	RADIUS	CH. BRNG.	CH. DIST.
C28	194.23'	256.50'	N45°53'49"E	186.62'
C29	57.53'	273.50'	S62°49'52"W	57.42'
C30	153.83'	273.50'	S40°41'31"W	151.81'
C31	53.35'	61.50'	N35°01'32"E	51.70'
C32	51.92'	61.50'	N14°00'42"W	50.39'
C33	33.77'	61.50'	N53°55'31"W	33.34'
C34	78.42'	61.50'	S72°17'05"W	74.01'
C35	26.62'	61.50'	S23°57'29"W	26.41'
C36	35.10'	61.50'	S04°47'32"E	34.63'
C37	29.00'	126.50'	S27°42'35"E	28.93'
C38	41.44'	126.50'	S43°39'38"E	41.25'
C39	34.58'	126.50'	S60°52'31"E	34.47'
C40	179.88'	256.50'	N45°17'42"E	176.22'
C41	14.34'	256.50'	N65°59'16"E	14.34'
C42	18.67'	275.00'	N54°04'17"E	18.66'
C43	46.67'	275.00'	N67°52'30"E	46.61'
C44	14.97'	275.00'	N67°17'52"E	14.97'
C45	37.65'	225.00'	N55°55'12"E	37.60'
C46	28.05'	225.00'	N65°17'07"E	28.04'
C47	4.30'	325.00'	N51°44'30"E	4.30'
C48	50.26'	325.00'	N46°56'17"E	50.21'
C49	9.69'	325.00'	N41°39'13"E	9.69'
C50	13.97'	256.50'	N65°56'47"E	13.97'
C51	31.05'	325.00'	N55°27'55"E	31.03'
C52	20.43'	325.00'	N53°55'39"E	20.43'
C53	31.87'	25.00'	S23°21'47"W	29.75'
C54	3.49'	25.00'	S17°08'51"E	3.48'

EASEMENT LIST:

1.275 ACRE TEMPORARY WATER & WASTEWATER UTILITY EASEMENT TO THE CITY OF LEANDER - DOCUMENT NO. 2019095667 OPRWC - AFFECTS THE SUBJECT PLAT. SHOWN ON THE PLAT.

5679 SQUARE FEET DRAINAGE EASEMENT TO M/J HOMES OF AUSTIN, LLC - DOCUMENT NO. 2019009291 OPRWC - ADJOINS THE SUBJECT PLAT. SHOWN ON THE PLAT.

0.3386 ACRE TEMPORARY WATER & WASTEWATER UTILITY EASEMENT TO THE CITY OF LEANDER, TEXAS - DOCUMENT NO. 2020066220 OPRWC - AFFECTS THE SUBJECT PLAT. SHOWN ON THE PLAT.

0.3386 ACRE TEMPORARY DRAINAGE EASEMENT TO THE CITY OF LEANDER, TEXAS - DOCUMENT NO. 2020066221 OPRWC - AFFECTS THE SUBJECT PLAT. SHOWN ON THE PLAT.

2.124 ACRE TEMPORARY WATER & WASTEWATER UTILITY EASEMENT TO THE CITY OF LEANDER, TEXAS - DOCUMENT NO. 2020066218 OPRWC - AFFECTS THE SUBJECT PLAT. SHOWN ON THE PLAT.

2.124 ACRE TEMPORARY DRAINAGE EASEMENT TO THE CITY OF LEANDER, TEXAS - DOCUMENT NO. 2020066219 OPRWC - AFFECTS THE SUBJECT PLAT. SHOWN ON THE PLAT.

UTILITY EASEMENT TO PEDERNALES ELECTRIC COOPERATIVE, INC. - DOCUMENT NO. 2020013033 OPRWC - AFFECTS THE SUBJECT PLAT. BLANKET-TYPE. NOT PLOTTABLE. DEED INCOMPLETE. NOT SHOWN ON PLAT.

SURVEY: ANASTASHA CARR SURVEY, ABSTRACT NO. 122
DATE: AUGUST 6, 2020

RANDALL JONES & ASSOCIATES ENGINEERING, INC.
2900 JAZZ STREET, ROUNDROCK, TEXAS 78664
(512) 836-4793 FAX: (512) 836-4817

RJ SURVEYING & ASSOCIATES, INC.
2900 JAZZ STREET, ROUNDROCK, TEXAS 78664
(512) 836-4793 FAX: (512) 836-4817
F-10015400

FINAL PLAT OF
LOST WOODS PRESERVE PHASE 3
CITY OF LEANDER, WILLIAMSON COUNTY, TEXAS

PLAT NOTES

1. THIS SUBDIVISION IS WHOLLY CONTAINED WITHIN THE CURRENT CORPORATE LIMITS OF THE CITY OF LEANDER, TEXAS.
2. NO LOT IN THIS SUBDIVISION SHALL BE OCCUPIED UNTIL CONNECTED TO THE CITY OF LEANDER WATER DISTRIBUTION AND WASTEWATER COLLECTION FACILITIES.
3. A BUILDING PERMIT IS REQUIRED FROM THE CITY OF LEANDER PRIOR TO CONSTRUCTION OF ANY BUILDING OR SITE IMPROVEMENTS ON ANY LOT IN THIS SUBDIVISION.
4. NO BUILDINGS, FENCES, LANDSCAPING OR OTHER STRUCTURES ARE PERMITTED WITHIN DRAINAGE EASEMENTS SHOWN EXCEPT AS APPROVED BY THE CITY OF LEANDER PUBLIC WORKS DEPARTMENT.
5. PROPERTY OWNER SHALL PROVIDE FOR ACCESS TO DRAINAGE EASEMENTS AS MAY BE NECESSARY AND SHALL NOT PROHIBIT ACCESS BY THE CITY OF LEANDER.
6. ALL EASEMENTS ON PRIVATE PROPERTY SHALL BE MAINTAINED BY THE PROPERTY OWNER OR HIS OR HER ASSIGNS.
7. IN ADDITION TO THE EASEMENTS SHOWN HEREON, A TEN (10') FOOT WIDE PUBLIC UTILITY EASEMENT IS DEDICATED ALONG AND ADJACENT TO ALL RIGHT-OF-WAY AND A TWO AND A HALF (2.5') FOOT WIDE PUBLIC UTILITY EASEMENT IS DEDICATED ALONG ALL SIDE LOT LINES.
8. NO PORTION OF THIS TRACT IS WITHIN A FLOOD HAZARD AREA AS SHOWN ON THE FLOOD INSURANCE RATE MAP PANEL #48491C0460F FOR WILLIAMSON COUNTY, TEXAS, EFFECTIVE DATE DECEMBER 20, 2019.
9. 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.
10. SIDEWALKS SHALL BE INSTALLED ON BOTH SIDES OF ALTUS FALLS WAY, JULIAN LANE, LOST WOODS BEND, SERENE PLACE AND STEEL TIMBER TRAIL. THOSE SIDEWALKS NOT ABUTTING A RESIDENTIAL, COMMERCIAL OR INDUSTRIAL LOT (INCLUDING SIDEWALKS ALONG STREET FRONTS OF LOTS PROPOSED FOR SCHOOLS, CHURCHES, PARK LOTS, DETENTION LOTS, DRAINAGE LOTS, LANDSCAPE LOTS, OR SIMILAR LOTS), SIDEWALKS ON ARTERIAL STREETS TO WHICH ACCESS IS PROHIBITED, SIDEWALKS ON DOUBLE FRONTAGE LOTS ON THE SIDE TO WHICH ACCESS IS PROHIBITED, AND ALL SIDEWALKS ON SAFE SCHOOL ROUTES SHALL BE INSTALLED WHEN THE ADJOINING STREET IS CONSTRUCTED.
11. ALL UTILITY LINES SHALL BE LOCATED UNDERGROUND.
12. THIS PLAT CONFORMS TO THE PRELIMINARY PLAN APPROVED BY THE PLANNING & ZONING COMMISSION ON MARCH 28, 2019.
13. APPROVAL OF THIS FINAL PLAT DOES NOT CONSTITUTE THE APPROVAL OF VARIANCES OR WAIVERS TO ORDINANCE REQUIREMENTS.
14. NO DRIVEWAY SHALL BE CONSTRUCTED CLOSER THAN 50 FEET OR 60% OF PARCEL FRONTAGE, WHICHEVER IS LESS, TO THE RIGHT-OF-WAY OF AN INTERSECTING LOCAL OR COLLECTOR STREET OR 100 FEET OR 60% OF PARCEL FRONTAGE, WHICHEVER IS LESS, TO THE RIGHT-OF-WAY OF AN INTERSECTING ARTERIAL STREET.
15. THE HOA WILL OWN AND MAINTAIN THE FOLLOWING LOTS: LOT 18, BLOCK K; LOT 1, BLOCK J AND LOT 3, BLOCK J.
16. THE HOA BYLAWS ARE RECORDED IN THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS UNDER DOCUMENT NO. 2020004049 OPRMC.
17. THE HOMEOWNERS ASSOCIATION IS REQUIRED TO MOW AND MAINTAIN LANDSCAPING IN OPEN CHANNELS, DETENTION AND WATER QUALITY AREAS.
18. THE HOMEOWNERS ASSOCIATION OR PROPERTY OWNER AND HIS/HER ASSIGNS IS RESPONSIBLE FOR MAINTAINING FENCES ALONG THE RIGHT-OF-WAY, DRAINAGE LOTS AND EASEMENTS.
19. THE CITY ACCEPTS AND MAINTAINS DRAINAGE AND WATER QUALITY IMPROVEMENTS CONTAINED IN OPEN CHANNELS, DETENTION AND WATER QUALITY AREAS.
20. FOR EVERY SIX HUNDRED (600) SQUARE FEET OF AREA IN THE LANDSCAPE LOT 18, BLOCK K, TWO (2) SHADE TREES (TWO-INCH CALIPER OR LARGER) AND FOUR (4) SHRUBS (FIVE GALLON CONTAINER SIZE OR LARGER) SHALL BE PLANTED AND MAINTAINED. TWO ORNAMENTAL TREES PER SHADE TREE IF MAY BE SUBSTITUTED FOR UP TO FIFTY PERCENT OF THE SHADE TREES IF DESIRED. A SIX-FOOT PRIVACY FENCE, BUT NO HIGHER THAN THREE FEET WITHIN TWENTY-FIVE FEET OF AN INTERSECTING STREET, SHALL BE CONSTRUCTED WITH THE SUBDIVISION IMPROVEMENTS AT THE COMMON LOT LINE BETWEEN THE LANDSCAPE LOT AND THE SINGLE-FAMILY OR TWO-FAMILY LOTS. THE FENCE IS REQUIRED TO BE CONSTRUCTED OF ONE OR MORE OF THE FOLLOWING MATERIALS: BRICK, STONE, CAST STONE, STUCCO, FACTORY TINTED (NOT PAINTED) SPLIT-FACED CONCRETE, MASONRY UNIT, OR OTHER SIMILAR MATERIAL APPROVED BY THE DIRECTOR OF PLANNING. IN ADDITION TO THE MATERIALS LISTED ABOVE, TEXTURED PRE-CAST CONCRETE (E.G. WOODCRETE) IS ALSO PERMITTED WHEN THE PRIVACY FENCE IS ADJACENT TO COLLECTORS. ALL COLUMNS ARE REQUIRED TO HAVE CONCRETE FOOTINGS. THE LANDSCAPE LOT IS REQUIRED TO BE MAINTAINED BY A PRIVATE ASSOCIATION.
21. BEARINGS ARE BASED ON THE TEXAS COORDINATE SYSTEM OF 1983, CENTRAL ZONE (4203). ALL DISTANCES SHOWN HEREON ARE GRID DISTANCES.

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

THAT M/I HOMES OF AUSTIN, LLC, AN OHIO LIMITED LIABILITY COMPANY, AS THE OWNER OF THAT CERTAIN 2.00 ACRE TRACT OF LAND RECORDED IN DOCUMENT NUMBER 2018111443, OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS, AS THE OWNER OF THAT CERTAIN 64.380 ACRE TRACT OF LAND RECORDED IN DOCUMENT NUMBER 2018111494, OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS, DOES HEREBY CERTIFY THAT THERE ARE NO LIEN HOLDERS AND DEDICATES TO THE PUBLIC FOREVER USE OF ALL ADDITIONAL RIGHT-OF-WAY, 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 LOST WOODS PRESERVE PHASE 3.

M/I HOMES OF AUSTIN, LLC

BY: William C. Pelzman

PRINTED NAME: William C. Pelzman

TITLE: Area President

M/I HOMES OF AUSTIN, LLC
7600 NORTH CAPITAL OF TEXAS HIGHWAY
BUILDING C, SUITE 250
AUSTIN, TEXAS 78731

STATE OF TEXAS

COUNTY OF WILLIAMSON

BEFORE ME, THE UNDERSIGNED AUTHORITY, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, ON THIS THE 22nd DAY OF DECEMBER, 2020, PERSONALLY APPEARED WILLIAM C. PELZMAN, AS AREA PRESIDENT OF M/I HOMES OF AUSTIN, LLC, AN OHIO LIMITED LIABILITY COMPANY, ON BEHALF OF SAID M/I HOMES OF AUSTIN, LLC, 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 22nd DAY OF DECEMBER, 2020. A.D.

BY: Austin Evetts
NOTARY PUBLIC, STATE OF TEXAS

PRINTED NAME: AUSTIN EVETTS

MY COMMISSION EXPIRES: 04-11-2023



APPROVED THIS THE ____ DAY OF _____, 20____ A.D.
AT A PUBLIC MEETING OF THE PLANNING AND ZONING COMMISSION OF THE CITY OF LEANDER, TEXAS AND AUTHORIZED TO BE FILED FOR RECORD BY THE COUNTY CLERK OF WILLIAMSON COUNTY.

RON MAY, CHAIRMAN
PLANNING AND ZONING COMMISSION
CITY OF LEANDER, TEXAS

ATTEST:
ELLEN COUFAL, SECRETARY
PLANNING AND ZONING COMMISSION
CITY OF LEANDER, TEXAS

STATE OF TEXAS

COUNTY OF WILLIAMSON

THAT I, ISRAEL RAMIREZ, AM AUTHORIZED UNDER THE LAWS OF THE STATE OF TEXAS TO PRACTICE THE PROFESSION OF ENGINEERING, AND DO HEREBY STATE THAT THIS PLAT CONFORMS WITH THE APPLICABLE ORDINANCES OF THE CITY OF LEANDER, TEXAS.



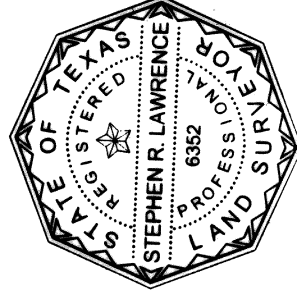
Israel Ramirez 12.18.2020
ISRAEL RAMIREZ DATE
LICENSED PROFESSIONAL ENGINEER NO. 114495
STATE OF TEXAS

STATE OF TEXAS

COUNTY OF WILLIAMSON

THAT I, STEPHEN R. LAWRENCE, 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 IN THE TITLE POLICY PROVIDED BY STEWART TITLE GUARANTY COMPANY, GF NO. 1748044-COM, ISSUED NOVEMBER 19, 2018 AND FIRST AMERICAN TITLE GUARANTY COMPANY, GF NO. 1748057-COM, ISSUED NOVEMBER 1, 2018 HAVE BEEN SHOWN OR NOTED HEREON.

Stephen R. Lawrence 12/19/2020
STEPHEN R. LAWRENCE DATE
REGISTERED PROFESSIONAL LAND SURVEYOR NO. 6352
STATE OF TEXAS



BY: _____
DEPUTY

NANCY RISTER, CLERK COUNTY COURT
OF WILLIAMSON COUNTY, TEXAS

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

_____, M., IN THE OFFICIAL PUBLIC RECORDS OF SAID COUNTY IN DOCUMENT NO. _____, 20____ A.D., AT _____ O'CLOCK

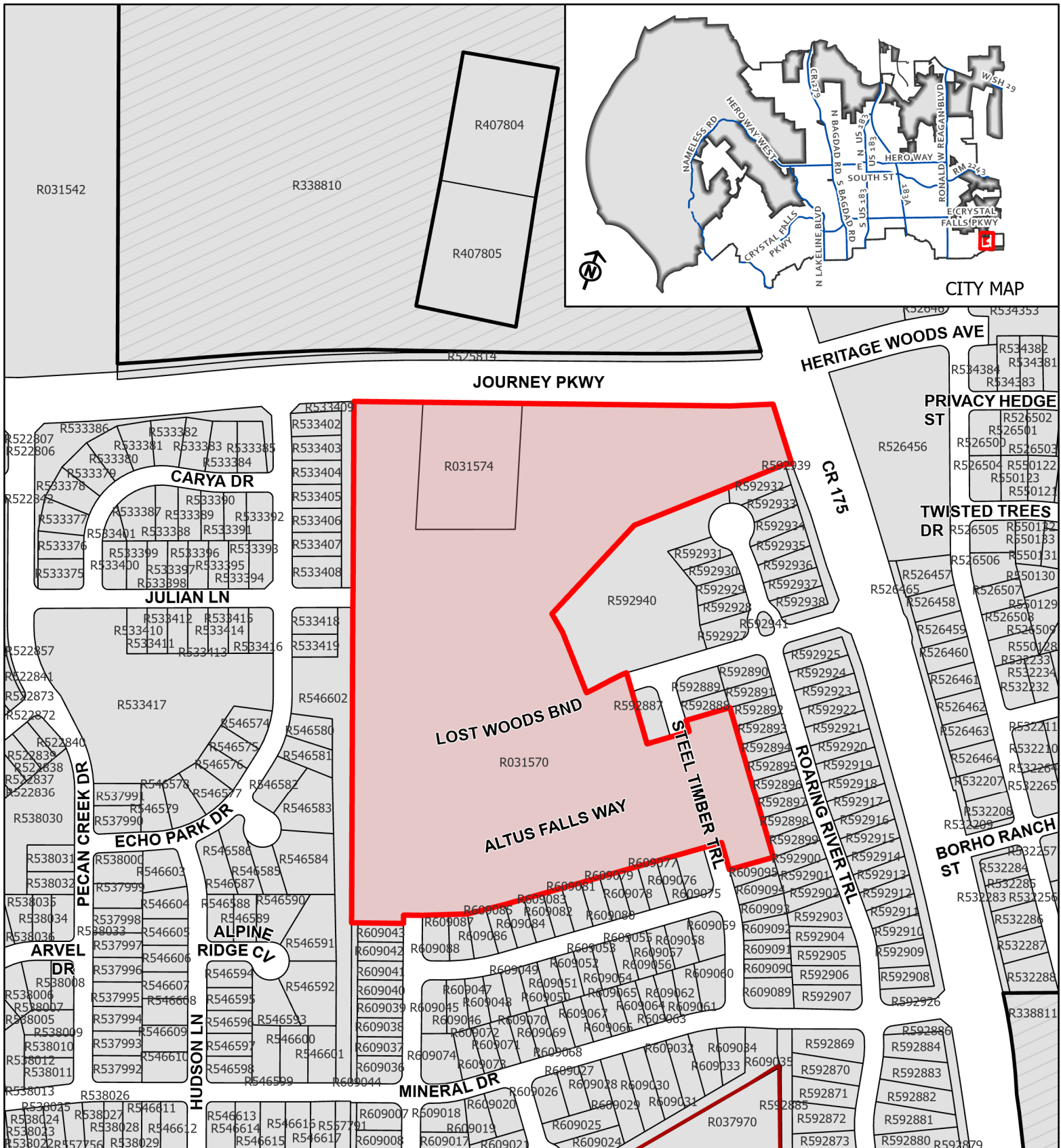
OF _____, M., AND DULY RECORDED THIS THE DAY OF _____, 20____ A.D. AT _____ O'CLOCK

I, NANCY RISTER, CLERK OF THE COUNTY COURT OF SAID COUNTY, DO HEREBY CERTIFY THAT THE FOREGOING INSTRUMENT IN WRITING, WITH ITS CERTIFICATE OF AUTHENTICATION WAS FILED FOR RECORD IN MY OFFICE ON THE ____ DAY

DATE: AUGUST 6, 2020

RANDALL JONES & ASSOCIATES ENGINEERING, INC.
2900 JAZZ STREET, ROUNDROCK, TEXAS 78664
(512) 836-4793 FAX: (512) 836-4817 F-9784

RJ SURVEYING & ASSOCIATES, INC.
2900 JAZZ STREET, ROUNDROCK, TEXAS 78664
(512) 836-4793 FAX: (512) 836-4817 F-10015400



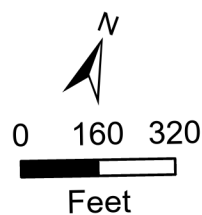
CASE: 20-FP-020

ATTACHMENT #2

LOST WOODS
PRESERVE PH 3

Location Map

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.



- Subject Area
- Leander City Limits
- ETJ
- Extra-Territorial Jurisdiction



EXECUTIVE SUMMARY
03/24/2022

AGENDA SUBJECT:

Approval of Subdivision Case 21-PP-016 regarding Urbana at Hero Way Preliminary Plat on seven parcels of land approximately 18.12 acres ± in size, more particularly described by Williamson Central Appraisal District Parcels R575954, R336502, R432892, R432893, R432891, R366161, and R032167; generally located south east of Hero Way West and N. Lakeline Blvd., Leander, Williamson County, Texas.

BACKGROUND:

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

HISTORY/TIMELINE:

09/16/2021 – Zoning Approved

APPLICANT/AGENT:

LDC (Greg Fortman, P.E.) on behalf of 13303 HW Business Center (Jarrod Gaither).

RECOMMENDATION:

This preliminary plat includes 1 Commercial lot and 2 Residential lots. This proposal meets all of the requirements of the Subdivision Ordinance. Staff recommends to approve the preliminary plat.

PRESENTER:

Michael Chenausky AICP, Planner

Attachments

1. Preliminary Plat
2. Location Exhibit

URBANA AT HERO WAY PRELIMINARY PLAT

CITY OF LEANDER,
WILLIAMSON COUNTY, TEXAS
21-PP-016

OWNER: 13303 HW BUSINESS CENTER
13301 HERO WAY
LEANDER, TEXAS 78641
(512) 782-9214

OWNER: AMENITY SOLUTIONS, LLC
13301 HERO WAY
LEANDER, TEXAS 78641
(512) 782-9214

DEVELOPER: UM DEVELOPMENT, LLC
PO BOX 41539
AUSTIN, TEXAS 78704
(480) 221-2083

ENGINEER: LDC, LLC
4201 WEST PARKER LANE
BUILDING C, SUITE 100
AUSTIN, TEXAS 78727
(512) 872-6696

SURVEYOR: LDC, LLC
5508 HIGHWAY 290 WEST
SUITE 150
AUSTIN, TEXAS 78735
(512) 872-6696

GENERAL NOTES:

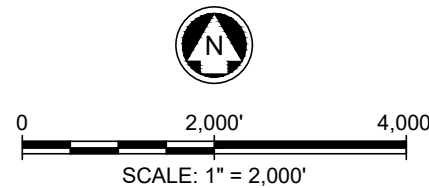
- THIS SUBDIVISION IS WHOLLY CONTAINED WITHIN THE CITY LIMITS OF LEANDER, TEXAS.
- LOT 1 BLOCK A IN THIS SUBDIVISION SHALL NOT BE OCCUPIED UNTIL CONNECTED TO THE CITY OF LEANDER WATER DISTRIBUTION AND WASTEWATER COLLECTION FACILITIES.
- A BUILDING PERMIT IS REQUIRED FROM THE CITY OF LEANDER PRIOR TO CONSTRUCTION OF ANY BUILDING OR SITE IMPROVEMENTS ON ANY LOT IN THIS SUBDIVISION.
- NO BUILDING, 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.
- NO PORTION OF THIS TRACT IS WITHIN THE FLOOD HAZARD AREA AS SHOWN ON THE FLOOD INSURANCE RATE MAP PANEL 48491 C0435F FOR WILLIAMSON COUNTY EFFECTIVE DECEMBER 20, 2019.
- 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 WITHIN THE SUBDIVISION ARE REQUIRED TO BE UNDERGROUND.
- AT THE TIME OF SITE DEVELOPMENT PERMIT, THE APPLICANT WILL PROVIDE A PAYMENT TO THE CITY IN LIEU OF A TRAFFIC IMPACT ANALYSIS (TIA).
- THE DEVELOPER IS SOLELY RESPONSIBLE FOR MAINTENANCE AND REPAIR OF OPEN SPACE/DETENTION AREAS.
- THIS SITE IS LOCATED IN THE NORTH FORK OF BRUSHY CREEK AND IS LOCATED IN THE EDWARDS AQUIFER CONTRIBUTING ZONE.
- IN ADDITION TO THE EASEMENT SHOWN HEREON, A TEN (10) FOOT WIDE PUBLIC UTILITY EASEMENT IS DEDICATED ALONG AND ADJACENT TO ALL RIGHT-OF-WAY AND A TWO AND A HALF (2.5) FOOT WIDE PUBLIC UTILITY EASEMENT IS DEDICATED ALONG ALL SIDE LOT LINES.
- SIDEWALKS SHALL BE INSTALLED ON BOTH SIDES OF COTTONTAIL ROAD. THOSE SIDEWALKS NOT ABUTTING A RESIDENTIAL, COMMERCIAL OR INDUSTRIAL LOT (INCLUDING SIDEWALKS ALONG STREET FRONTAGES OF LOTS PROPOSED FOR SCHOOLS, CHURCHES, PARK LOTS, DETENTION LOTS, DRAINAGE LOTS, LANDSCAPE LOTS, OR SIMILAR LOTS), SIDEWALKS ON ARTERIAL STREETS TO WHICH ACCESS IS PROHIBITED, SIDEWALKS ON DOUBLE FRONTAGE LOTS ON THE SIDE OF WHICH ACCESS IS PROHIBITED, SIDEWALKS ON DOUBLE FRONTAGE LOTS ON THE SIDE TO WHICH ACCESS IS PROHIBITED, AND ALL SIDEWALKS ON SAFE SCHOOL ROUTES SHALL BE INSTALLED WHEN THE ADJOINING STREET IS CONSTRUCTED.
- ALL DRIVE LANES, FIRE LANES, AND DRIVEWAYS WITHIN THIS SUBDIVISION SHALL PROVIDE FOR RECIPROCAL ACCESS FOR INGRESS AND EGRESS TO ALL OTHER LOTS WITHIN THE SUBDIVISION AND TO ADJACENT PROPERTIES.
- DEVELOPMENT ON THIS SITE IS SUBJECT TO THE FOLLOWING: URBANA DEVELOPMENT AGREEMENT (21-DA-010) AND THE URBANA PUD ZONING ORDINANCE (20-2-033)
- ROADWAY ADEQUACY FEES WILL BE PAID FOR BOUNDARY STREET IMPROVEMENTS, AS PER CITY OF LEANDER ORDINANCE SECTION 10.03.
- WAYFINDING/ADDRESSING PLAN WILL BE PROVIDED WITH THE SITE DEVELOPMENT PLANS.

BENCHMARK #2:

MAG NAIL WITH WASHER SET ON SOUTHWEST CORNER OF A CURB INLET, WEST SIDE OF BAGDAD ROAD, ±65' NORTHEAST OF THE SOUTHEAST CORNER OF THE 6.28 ACRE TRACT 2.

ELEVATION = 1023.80'
VERTICAL DATUM: NAVD 88 (GEOID 12B)

SUBMITTAL DATE: MARCH 11, 2022



CONCEPTUAL PLAN APPROVED: 20-CP-012

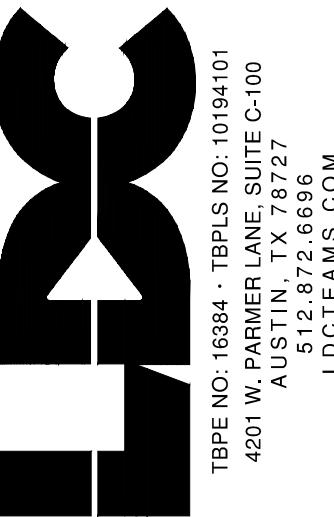
URBANA AT HERO WAY - ZONING AND FUTURE LAND USE				
BLOCK	LOT NUMBER	AREA (AC)	ZONING BASE DISTRICT	FUTURE LAND USE
A	1	1.51	PUD (LC-2-A)	MIXED-USE CORRIDOR, NEIGHBORHOOD CENTER - PRIORITY COORRIDOR
A	2	14.76	PUD (NR-2-A)	MIXED-USE CORRIDOR, NEIGHBORHOOD CENTER - PRIORITY COORRIDOR
B	1	1.27	PUD (NR-2-A)	MIXED-USE CORRIDOR, NEIGHBORHOOD CENTER - PRIORITY COORRIDOR

URBANA AT HERO WAY - LAND USE SUMMARY TABLE		
LAND USE	NUMBER OF LOTS	ACRES
COMMERCIAL	1	1.51
RESIDENTIAL	2	16.03
RIGHT-OF-WAY	-	0.58
TOTAL	3	18.12

URBANA AT HERO WAY - STREET INFORMATION				
STREET NAME	TYPE	LENGTH	PAVEMENT WIDTH FOC-FOC	SIDEWALK WIDTH
COTTONTAIL DRIVE	50' ROW	508'	28'	5' (BOTH SIDES)

SHEET INDEX

- COVER
- EXISTING CONDITIONS
- PRELIMINARY PLAT
- EXISTING DRAINAGE AREA MAP
- PROPOSED DRAINAGE AREA MAP
- UTILITY PLAN OVERALL
- HERITAGE TREE PRESERVATION PLAN
- TREE PRESERVATION PLAN
- TREE PRESERVATION TABLES
- APPROVED CONCEPT PLAN AND PARK PLAN



COVER
URBANA AT HERO WAY
PRELIMINARY PLAT
LEANDER, TEXAS

DESIGNED BY: XX

DRAWN BY: XX

CHECKED BY: XX

APPROVED BY: XX

SHEET 1 OF 10

21-PP-016

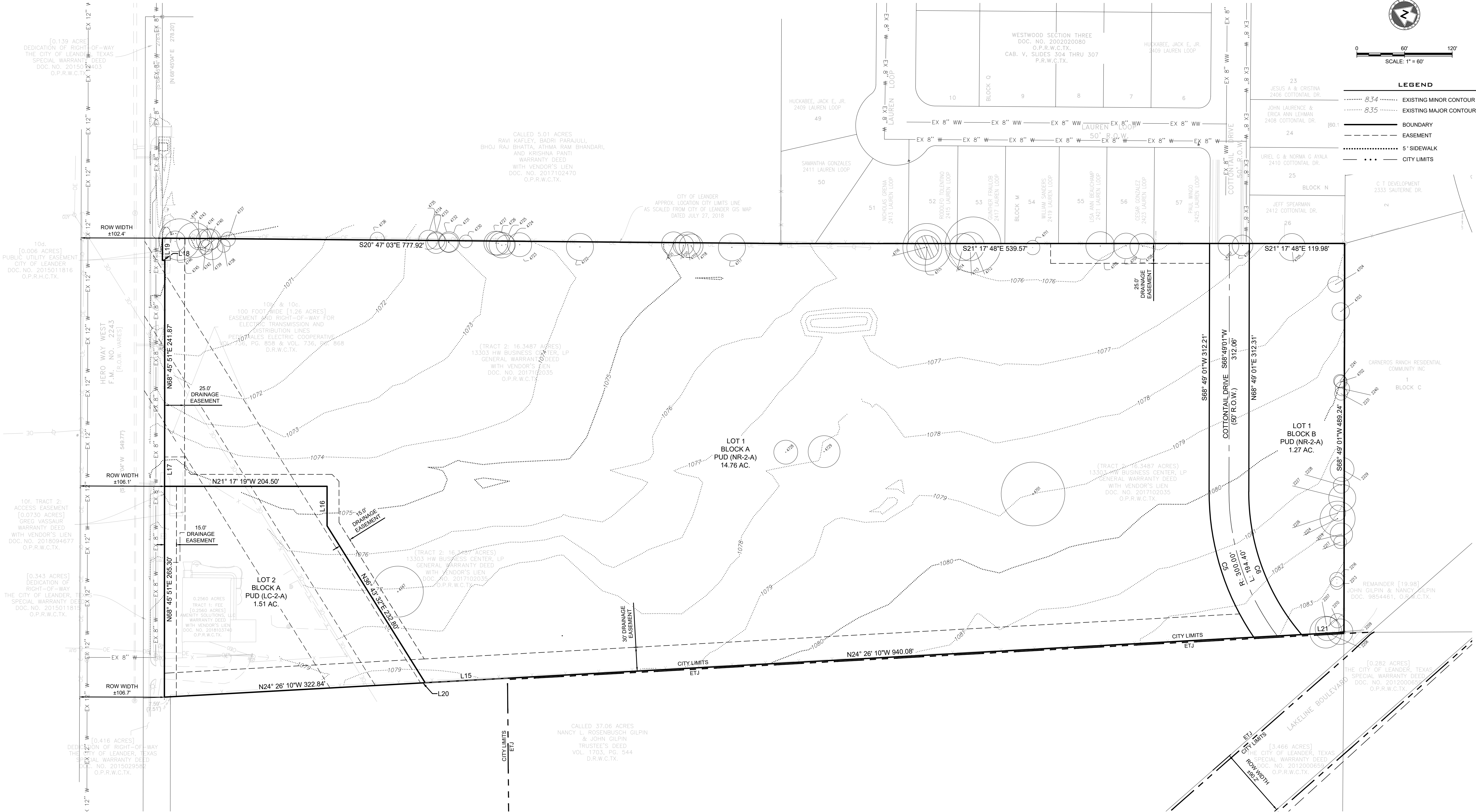
SUBMITTED BY :

Greg Fortman

3/11/2022

GREG FORTMAN, P.E.
LICENSED PROFESSIONAL ENGINEER NO. 94619
LDC, LLC, FIRM NO. 16384
4201 W. PARKER LANE, SUITE C-100
AUSTIN, TEXAS 78727
(512) 872-6696

I CERTIFY THAT THESE ENGINEERING DOCUMENTS ARE COMPLETE, ACCURATE AND ADEQUATE FOR THE INTENDED PURPOSES, INCLUDING CONSTRUCTION, BUT ARE NOT AUTHORIZED FOR CONSTRUCTION PRIOR TO FORMAL CITY APPROVAL.



LINE AND CURVE TABLE				
NUMBER	LENGTH	RADIUS	DELTA	LINE/CHORD BEARING
C5	194.55'	325.00'	34.299°	S51° 40' 03"W
C6	195.85'	275.00'	40.806°	N48° 24' 51"E
L15	104.03'			N24° 26' 10"W
L16	49.81'			N68° 42' 41"E
L17	42.60'			N68° 45' 51"E
L18	3.00'			N21° 02' 41"W
L19	27.82'			N68° 45' 51"E
L20	5.71'			N24° 26' 10"W
L21	53.22'			N24° 26' 10"W

URBANA AT HERO WAY - ZONING AND FUTURE LAND USE				
BLOCK	LOT NUMBER	AREA (AC)	ZONING BASE DISTRICT	FUTURE LAND USE
A	1	1.51	PUD (LC-2-A)	MIXED-USE CORRIDOR, NEIGHBORHOOD CENTER - PRIORITY COORRIDOR
A	2	14.76	PUD (NR-2-A)	MIXED-USE CORRIDOR, NEIGHBORHOOD CENTER - PRIORITY COORRIDOR
B	1	1.27	PUD (NR-2-A)	MIXED-USE CORRIDOR, NEIGHBORHOOD CENTER - PRIORITY COORRIDOR

URBANA AT HERO WAY - LAND USE SUMMARY TABLE		
LAND USE	NUMBER OF LOTS	ACRES
COMMERCIAL	1	1.51
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TOTAL	3	18.12

URBANA AT HERO WAY - STREET INFORMATION				
STREET NAME	TYPE	LENGTH	PAVEMENT WIDTH FOC-FOC	SIDEWALK WIDTH
COTTONTAIL DRIVE	50' ROW	508'	28'	5' (BOTH SIDES)

- NOTES:
- ALL HOMES BUILT ON LOTS (LOT 1, BLOCK A) SIDING OR BACKING UP TO A MAJOR ARTERIAL ROADWAY ARE REQUIRED TO BE CONSTRUCTED TO TYPE A ARCHITECTURAL STANDARDS.

I CERTIFY THAT ALL EASEMENTS OF RECORD ARE SHOWN OR NOTED ON THE PLAT AS FOUND ON THE TITLE POLICY OR DISCOVERED WITH A TITLE SEARCH PREPARED FOR THE MOST RECENT PURCHASE OF PROPERTY.

Ernesto Navarrete

ERNESTO NAVARRETE
REGISTERED PROFESSIONAL LAND SURVEYOR
NO. 6642 - STATE OF TEXAS
LANDDEV CONSULTING, LLC
5508 HWY 290 WEST #150
AUSTIN, TEXAS 78735
ERNESTO.NAVARRETE@LDCteams.com
(512) 872-6696



PRELIMINARY PLAT
URBANA AT HERO WAY
PRELIMINARY PLAT
LEANDER, TEXAS

DESIGNED BY: **XX**
DRAWN BY: **XX**
CHECKED BY: **XX**
APPROVED BY: **XX**

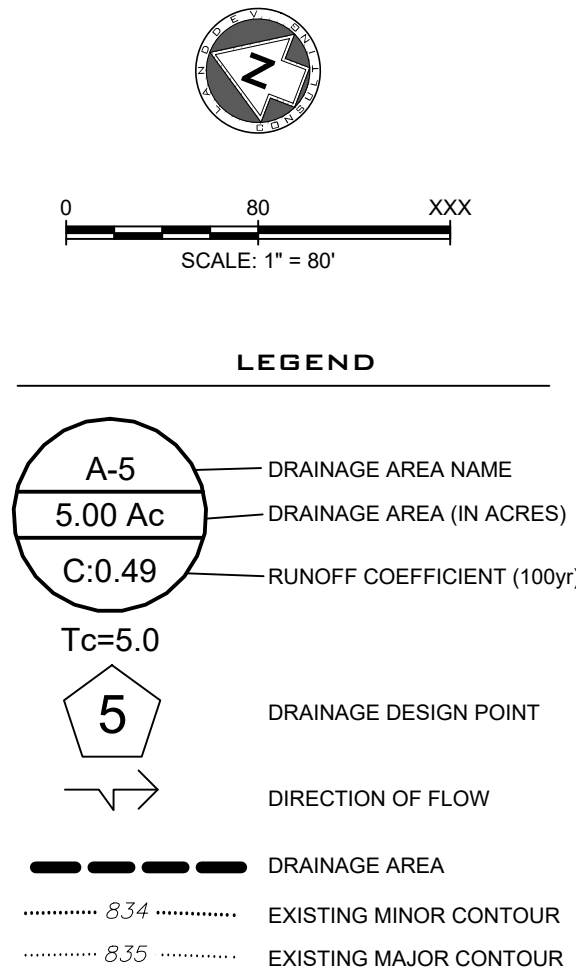
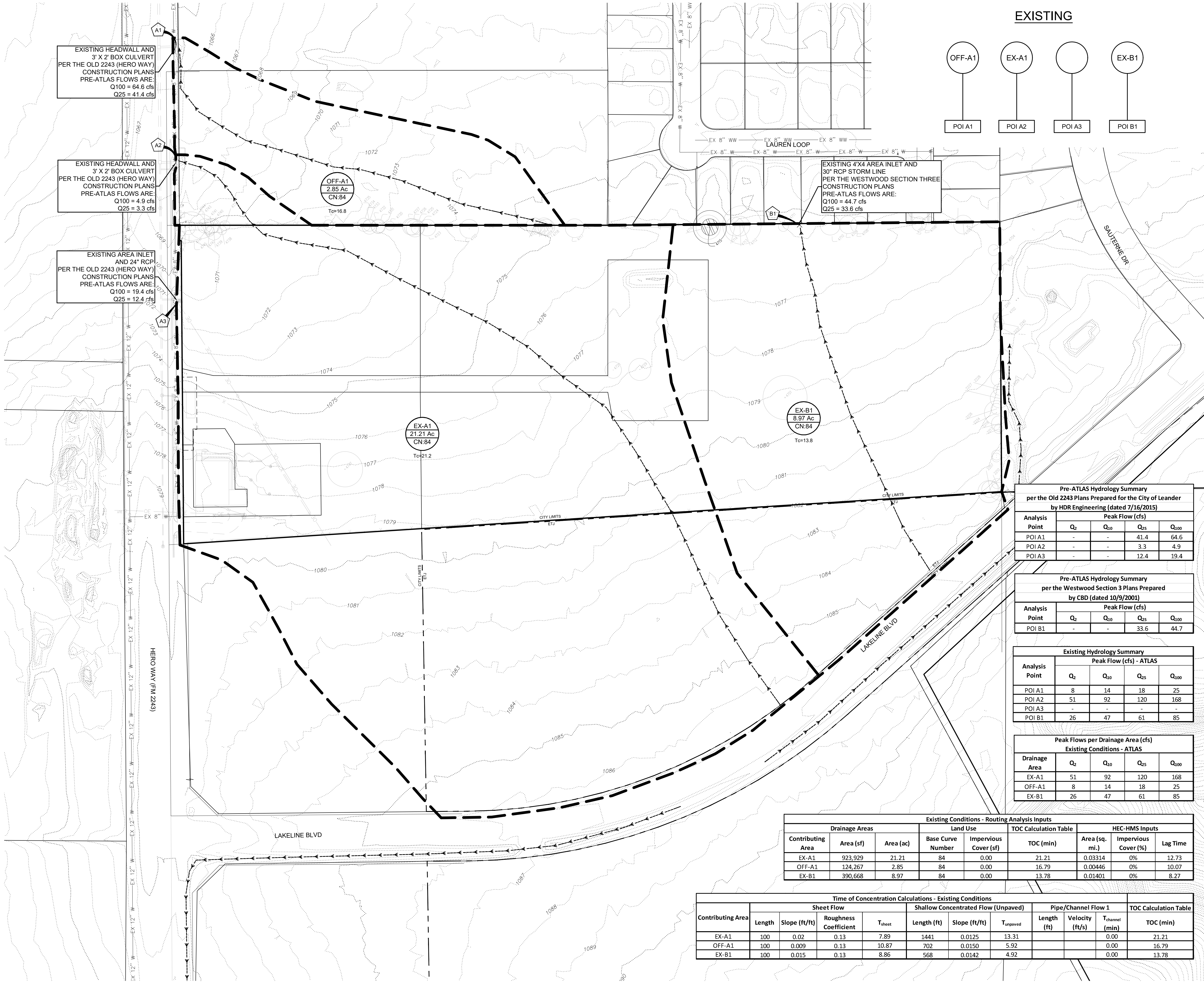
SHEET **3** OF **10**
21-PP-016

811
Know what's below.
Call before you dig.

LDC
TBP# NO. 16384 - TBP#S NO. 10184101
4201 W. PARKER LANE, SUITE C-100
AUSTIN, TEXAS 78747
512.872.6696
LDCTEAMS.COM



3/11/22 TBP# FIRM No. F-16384



Pre-ATLAS Hydrology Summary per the Old 2243 Plans Prepared for the City of Leander by HDR Engineering (dated 7/16/2015)				
Analysis Point	Peak Flow (cfs)			
	Q ₂	Q ₁₀	Q ₂₅	Q ₁₀₀
POI A1	-	-	41.4	64.6
POI A2	-	-	3.3	4.9
POI A3	-	-	12.4	19.4

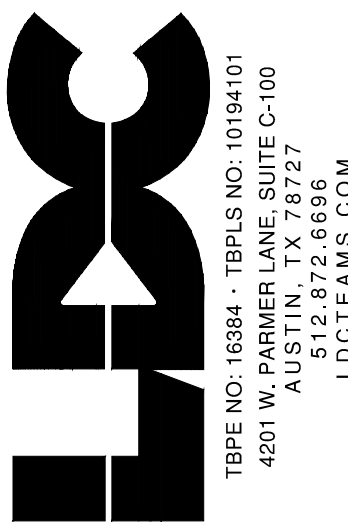
Pre-ATLAS Hydrology Summary per the Westwood Section 3 Plans Prepared by CBD (dated 10/9/2001)				
Analysis Point	Peak Flow (cfs)			
	Q ₂	Q ₁₀	Q ₂₅	Q ₁₀₀
POI B1	-	-	33.6	44.7

Existing Hydrology Summary Peak Flow (cfs) - ATLAS				
Analysis Point	Q ₂	Q ₁₀	Q ₂₅	Q ₁₀₀
	8	14	18	25
POI A1	51	92	120	168
POI A2	-	-	-	-
POI A3	-	-	-	-
POI B1	26	47	61	85

Peak Flows per Drainage Area (cfs) Existing Conditions - ATLAS				
Drainage Area	Q ₂	Q ₁₀	Q ₂₅	Q ₁₀₀
	51	92	120	168
EX-A1	8	14	18	25
EX-B1	26	47	61	85

Existing Conditions - Routing Analysis Inputs								
Drainage Areas			Land Use		TOC Calculation Table		HEC-HMS Inputs	
Contributing Area	Area (sf)	Area (ac)	Base Curve Number	Impervious Cover (sf)	TOC (min)	Area (sq. mi.)	Impervious Cover (%)	Lag Time
EX-A1	923,929	21.21	84	0.00	21.21	0.03314	0%	12.73
OFF-A1	124,267	2.85	84	0.00	16.79	0.00446	0%	10.07
EX-B1	390,668	8.97	84	0.00	13.78	0.01401	0%	8.27

Time of Concentration Calculations - Existing Conditions									
Contributing Area	Sheet Flow				Shallow Concentrated Flow (Unpaved)			Pipe/Channel Flow 1	
	Length	Slope (ft/ft)	Roughness Coefficient	T _{sheet}	Length (ft)	Slope (ft/ft)	T _{unpaved}	Length (ft)	Velocity (ft/s)
EX-A1	100	0.02	0.13	7.89	1441	0.0125	13.31		0.00
OFF-A1	100	0.009	0.13	10.87	702	0.0150	5.92		0.00
EX-B1	100	0.015	0.13	8.86	568	0.0142	4.92		0.00



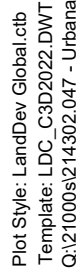
EXISTING DRAINAGE AREA MAP

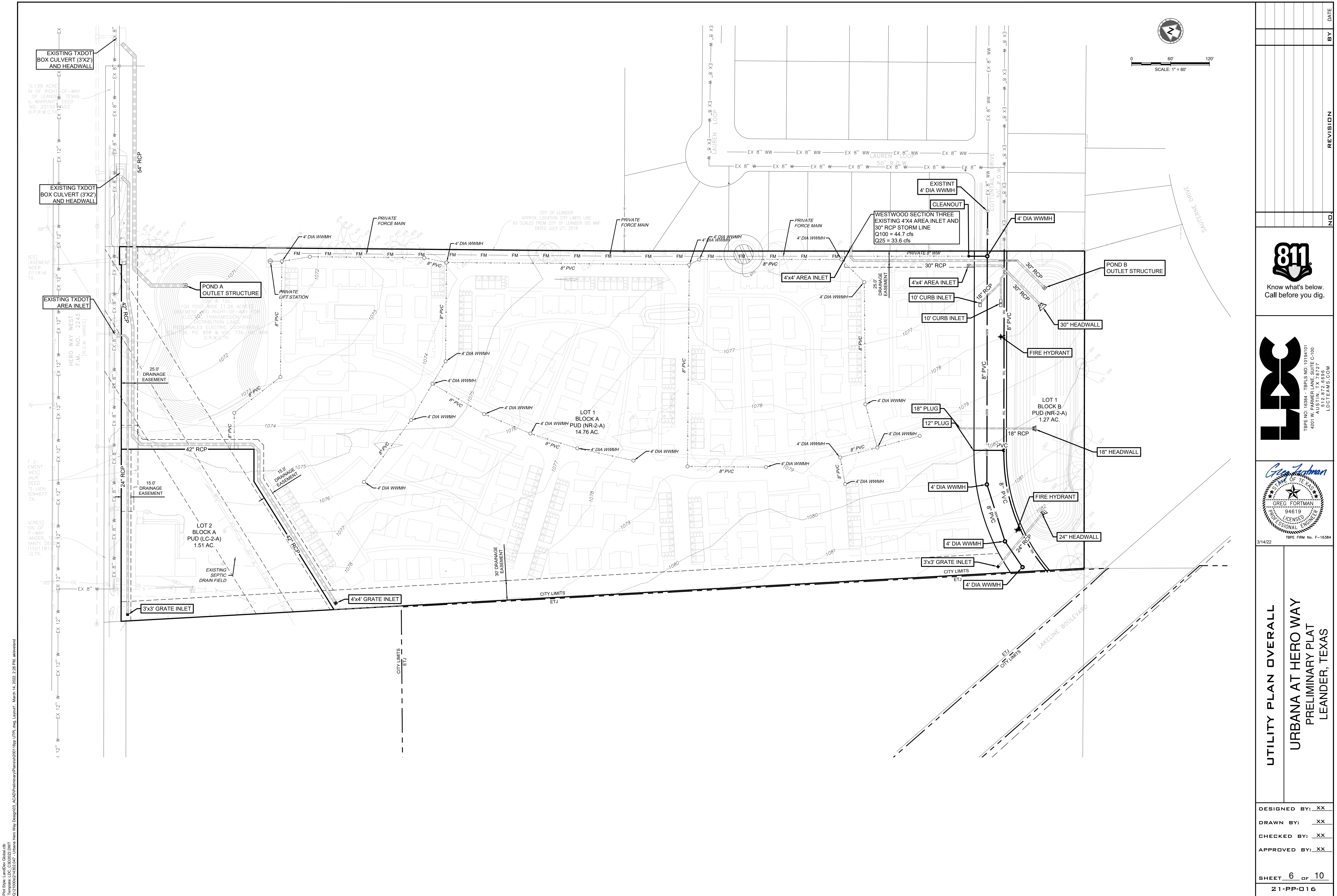
URBANA AT HERO WAY
PRELIMINARY PLAT
LEANDER, TEXAS

DESIGNED BY: XX
DRAWN BY: XX
CHECKED BY: XX
APPROVED BY: XX

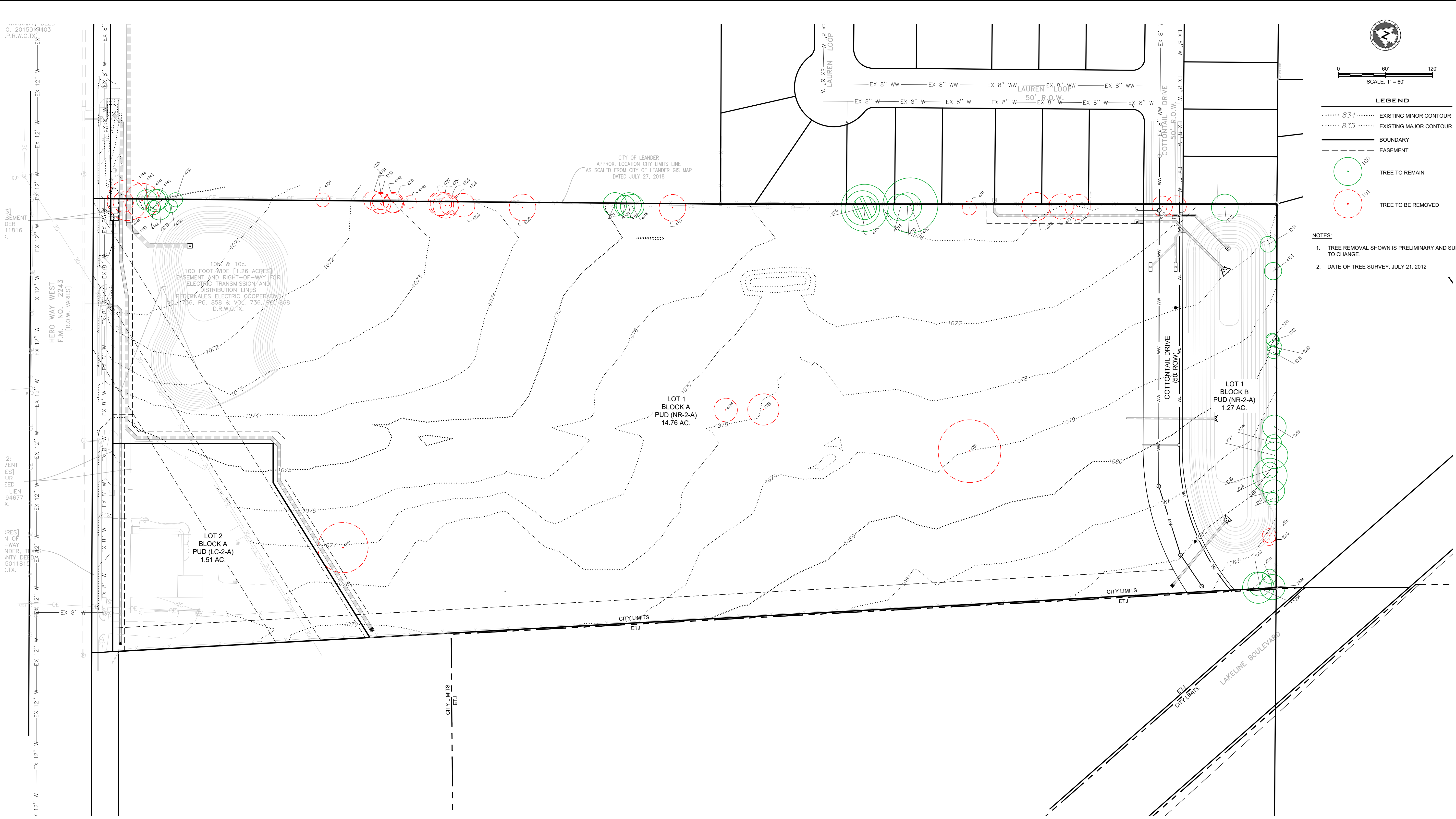
SHEET 4 OF 10

21-PP-016





BY		DATE
REVISION		
811		Know what's below. Call before you dig.
L&S		TPBE NO. 16384 - TPBLS NO. 10184101 4201 W. FARMER LANE, SUITE C-100 FORT WORTH, TEXAS 76117 817.512.872, 8696 LDCTEAMS.COM
Greg Lindman		STATE OF TEXAS JAMES FORTMAN 94619 LICENSED PROFESSIONAL ENGINEER TPBE FIRM No. F-16384
3/14/22		
UTILITY PLAN OVERALL URBANA AT HERO WAY PRELIMINARY PLAT LEANDER, TEXAS		
DESIGNED BY: XX		
DRAWN BY: XX		
CHECKED BY: XX		
APPROVED BY: XX		
SHEET 6 OF 10		
21-PP-016		



TREE LIST				TREE LIST				TREE LIST			
POINT	DESCRIPTION	REMOVE	HERITAGE	POINT	DESCRIPTION	REMOVE	HERITAGE	POINT	DESCRIPTION	REMOVE	HERITAGE
2206	20" LIVE OAK			4703	11" HACKBERRY			4721	15" LIVE OAK		
2207	15" LIVE OAK			4704	10" LIVE OAK			4722	17" HACKBERRY 12 10	X	
2209	16" LIVE OAK			4705	17" LIVE OAK 12 10			4723	15" HACKBERRY	X	
2210	9" LIVE OAK			4706	13" HACKBERRY	X		4724	12" HACKBERRY	X	
2213	8" LIVE OAK	X		4707	13" HACKBERRY	X		4725	16" HACKBERRY 12 6 2	X	
2216	9" LIVE OAK	X		4708	16" HACKBERRY	X		4726	15" HACKBERRY	X	
2217	8" LIVE OAK			4709	16" HACKBERRY	X		4727	15" HACKBERRY	X	
2219	14" LIVE OAK			4710	18" ELM	X		4728	15" ELM	X	
2224	22" LIVE OAK 12 10 10			4711	9" HACKBERRY	X		4729	20" ELM	X	
2226	10" LIVE OAK			4712	35" LIVE OAK 19 16 16			4730	8" HACKBERRY	X	
2227	17" LIVE OAK			4713	18" LIVE OAK			4731	13" HACKBERRY 9 8	X	
2228	10" LIVE OAK			4714	17" LIVE OAK			4732	12" HACKBERRY 8 8	X	
2229	15" LIVE OAK			4715	30" LIVE OAK			4733	13" HACKBERRY	X	
2231	8" ELM			4716	22" HACKBERRY			4734	11" HACKBERRY	X	

4701	40" HUISACHE 15 15 13 12 10	X		4719	16" LIVE OAK			4737	9" LIVE OAK		
4702	8" ELM			4720	13" LIVE OAK			4738	8" HACKBERRY		
POINT	DESCRIPTION	REMOVE	HERITAGE								
4739	14" HACKBERRY										
4740	13" LIVE OAK										
4741	14" LIVE OAK										
4742	9" HACKBERRY										
4743	13" LIVE OAK										
4744	22" LIVE OAK 15 14	X									
4745	26" LIVE OAK 20 12	X									
4746	13" HACKBERRY	X									
4747	32" HUISACHE 16 12 10 10	X									

BY

DATE

REVISION

NO.

811

Know what's below.
Call before you dig.

FOX

TPBE NO. 16384 - TPBLS NO. 10194101
4201 W. PARKER LANE, SUITE C-100
LEANDER, TX 78647
512.872.6696
LDCTEAMS.COM

Greg Lindman

STATE OF TEXAS
SREG. FORTMAN
94619
LICENSED PROFESSIONAL ENGINEER
TPBE FIRM No. F-16384

3/11/22

TREE PRESERVATION PLAN

URBANA AT HERO WAY
PRELIMINARY PLAT
LEANDER, TEXAS

DESIGNED BY: XX

DRAWN BY: XX

CHECKED BY: XX

APPROVED BY: XX

SHEET 8 OF 10

21-PP-016

**URBANA AT HERO WAY - PRELIMINARY PLAN
SIGNIFICANT TREE LIST AND PRESERVATION PLAN**

Tree No.	Tree Type	Survey Inches	Caliper Inch	Removed	Protected	8"-18"	18.5"-26"	Heritage	Reason for Removal
2206	LIVE OAK	20	20		20		Y		
2207	LIVE OAK	15	15		15	Y			
2209	LIVE OAK	16	16		16	Y			
2210	LIVE OAK	9	9		9	Y			
2213	LIVE OAK	8	8		8	Y			
2216	LIVE OAK	9	9		9	Y			
2217	LIVE OAK	8	8		8	Y			
2219	LIVE OAK	14	14		14	Y			
2224	LIVE OAK	12 10"	12		12	Y			
			10		10	Y			
			10		10	Y			
2226	LIVE OAK	10	10		10	Y			
2227	LIVE OAK	17	17		17	Y			
2228	LIVE OAK	10	10		10	Y			
2229	LIVE OAK	15	15		15	Y			
2231	ELM	8	8		8	Y			
2240	ELM	9	9		9	Y			
2241	ELM	8	8		8	Y			
4702	ELM	8	8		8	Y			
4704	LIVE OAK	10	10		10	Y			
4705	LIVE OAK	12 10"	12		12	Y			
			10		10	Y			
4710	LIVE OAK	18	18	18	0	Y			Utility Improvements
4711	LIVE OAK	9	9		9	Y			
4712	LIVE OAK	19 16 16"	19		19		Y		
			16		16	Y			
			16		16	Y			
4713	LIVE OAK	18	18		18	Y			
4714	LIVE OAK	17	17		17	Y			
4715	LIVE OAK	30	30		30			Y	
4717	LIVE OAK	17	17		17	Y			
4718	LIVE OAK	15	15		15	Y			
4719	LIVE OAK	16	16		16	Y			
4720	LIVE OAK	13	13		13	Y			
4721	LIVE OAK	15	15		15	Y			
4728	ELM	15	15		15	Y			
4729	ELM	20	20		20		Y		
4737	LIVE OAK	9	9		9	Y			
4740	LIVE OAK	13	13		13	Y			
4741	LIVE OAK	14	14		14	Y			
4743	LIVE OAK	13	13		13	Y			
4744	LIVE OAK	15 14"	15	15	0	Y			Utility Improvements
			14	14	0	Y			Utility Improvements
4745	LIVE OAK	20 12"	20	20	0		Y		Utility Improvements
			12	12	0	Y			Utility Improvements
612				79	533				

DATE OF TREE SURVEY: JULY 21, 2021

TREE PRESERVATION SUMMARY

SIGNIFICANT TREE CALIPER INCHES

TREE SIZE (in caliper inches)	TOTAL INCHES	SAVED INCHES	SAVED INCHES %	REMOVED INCHES	REMOVED INCHES %
8" to 18"	503	462	92%	59	12%
18.5" to 26"	79	41	52%	20	25%
+26"	30	30	100%	0	0%
TOTALS	612	533	87%	79	13%

TOTAL SIGNIFICANT TREES	
1	1
2	2
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8	8
9	9
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11	11
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98	98
99	99
100	100

TREE SIZE (in caliper inches)	TOTAL TREES	SAVED TREES	SAVED TREES %	REMOVED TREES	REMOVED TREES %
8" to 18"	33	30	91%	4	12%
18.5" to 26"	4	3	75%	1	25%
+26" HERITAGE	1	1	100%	0	0%
TOTALS	38	34	89%	5	13%

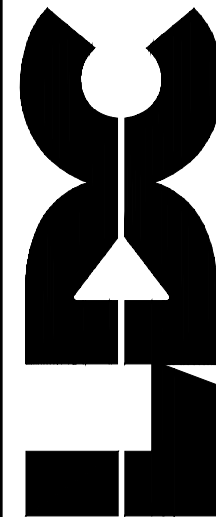
NOTE: UP TO FIFTY (50%) PERCENT OF THE CALIPER INCHES OF SIGNIFICANT TREES BETWEEN EIGHT (8) AND TWENTY-SIX (26) CALIPER INCHES MAY BE REMOVED WITHOUT MITIGATION. (SUDIVISION ORDINANCE Article II, Section 22 (c)(2)(iii)).

MITIGATION PLAN: Protected & Heritage Trees

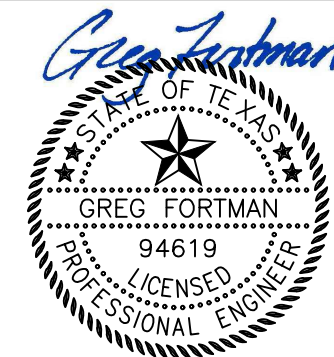
TREE SIZE (in caliper inches)	Removed (total inches)	1:1 REPLACEMENT	2:1 REPLACEMENT	3:1 REPLACEMENT	FEES
8" to 18"	59	59	-	-	-
18.5" to 26"	20	-	40	-	-
+26.5" HERITAGE	0	-	-	0	-

[illegible]

Know what's below.
Call before you dig.



TBPE NO: 16384 • TBPLS NO: 10194101
 4201 W. PARMER LANE, SUITE C-100
 AUSTIN, TX 78727
 512-872-6696
 LDCTEAMS.COM



3/11/22

TREE PRESERVATION TABLES

URBANA AT HERO WAY
PRELIMINARY PLAT
LEANDER, TEXAS

DESIGNED BY: XX

DRAWN BY: XX

CHECKED BY: XX

APPROVED BY: XX

SHEET 9 OF 10

21-PP-016

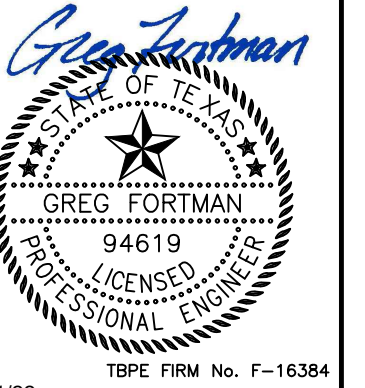
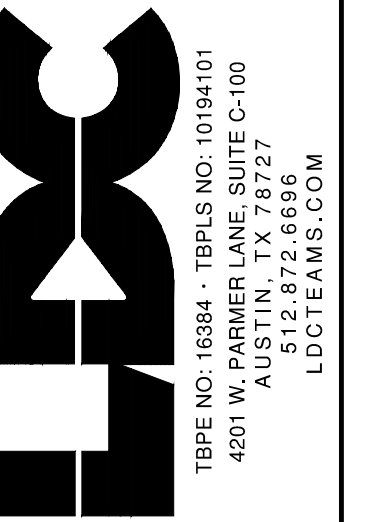
PARCEL	PHASE	APRX. LUE'S	APRX. TRIPS
1	2 (2022)	3.0	730
2	1 (2021)	114.1	1,191
3	1 (2021)	0	0

*FEE IN LIEU OF TIA WILL BE PAID AT TIME OF SITE DEVELOPMENT

LEGEND					
ZONING	COMP PLAN LAND USE	LOTS	ACREAGE	DENSITY	UNITS
PUD(NR-2-A)	RESIDENTIAL	2	16.6 ACRES	9.8 DU./AC.	163 UNITS
PUD(LC-2-A)	COMMERCIAL	1	1.5 ACRES		
TOTAL		3	18.1 ACRES	9.0 DU./AC.	163 UNITS



OWNER:
13303 HW Business Center,
LP (BGMS Land Partners, Jarrod Caithern)
13301 Hero Way West
Leander, Texas 78641
Amenity Solutions, LLC
13301 Hero Way West
Leander, Texas 78641



URBANA HERO WAY WEST
EXHIBIT C: CONCEPT PLAN,
CONCEPTUAL SITE LAYOUT &
LAND USE PLAN
20-CP-012
LEANDER, TEXAS

V:\200101-LADE\Cadfiles\PLANNING\
Submittals\PUD Zoning 2nd Submittal\
Concept Plan.dwg

Issued:
1. Concept Plan Submittal 11-10-2020
2. 1st City Comment Response 12-22-2020
3. 2nd City Comment Response 2-2-2021
4.
5.
Revisions:
1.
2.
3.
4.
5.
Issue Date: January 26, 2021

Drawn By: GJ, SP
Reviewed By: MB

Project No.
200101-LADE

SHEET 2 of 2

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SEC Planning, LLC

FULL SIZE SCALE 1" = 100'
0 50 100 200 NORTH

PARK PLAN
FEE IN LIEU:

163	/100 x 3.5 =	5.7	0.0
(number of dwelling units)		(required park acreage)	(proposed park acreage)
163	x \$400 =	65,200	\$65,200
(number of dwelling units)		(\$ required park improvements)	(\$ proposed park improvements)
163	x \$1,050 =	\$171,150	\$236,350
(number of dwelling units)		(fee in lieu)	(total fee in lieu)

SEC ID	Property ID	Owner Name	Owner Street Address	City	State	Zip
A	R529139	WATTS LORENA TR OF WATTS FAMILY TRUST	P.O. BOX 186	Leander	Texas	78646
B	R432883	WATTS LORENA TR OF WATTS FAMILY TRUST	P.O. BOX 186	Leander	Texas	78646
C	R032155	PEDERNALES ELECTRIC COOPERATIVE INC.	ATTN: PROP TAX DEPT PO BOX 1	Johnson City	Texas	78636
D	R425552	HUCKABEE, JACK E, JR	2409 LAUREN LOOP	Leander	Texas	78641
E	R425553	GONZALES, SAMANTHA	1705 DEL PASO	Leander	Texas	78641
F	R425554	GRENA, NICHOLAS & LISA	2413 LAUREN LOOP	Leander	Texas	78641
G	R425555	TOLENTINO, RODOLFO JR & VALERIE ANN	2415 LAUREN LOOP	Leander	Texas	78641
H	R425556	FRAULOB, GUNTHER A	2021 HARVEST DANCE DR	Leander	Texas	78641
I	R425557	SANDERS, WILLIAM & MINDY	1300 RIMSTONE DR	Cedar Park	Texas	78613
J	R425558	BEAUCHAM, LISA ANN	2421 LAUREN LOOP	Leander	Texas	78641
K	R425559	GONZALEZ, CESAR HOMERO & HERIBERTO GONZALEZ & ANASTACIA ALVIZO	2423 LAUREN LOOP	Leander	Texas	78641
L	R425560	WINGO, PAUL M & LINDA	2425 LAUREN LOOP	Leander	Texas	78641
M	R425602	TROTTER, COREY THORELL	2416 LAUREN LOOP	Leander	Texas	78641
N	R425601	MCILVEEN, VALERIE RAE & CHASE PATRICK MARTIN	2418 LAUREN LOOP	Leander	Texas	78641
O	R425600	SPENCER, KIM L	2420 LAUREN LOOP	Leander	Texas	78641
P	R425599	MORENO, GARCIA, FRANCISCO	2422 LAUREN LOOP	Leander	Texas	78641
Q	R425598	PATEK, MICHAEL & BRENDA	2424 LAUREN LOOP	Leander	Texas	78641
R	R425593	PINELA, JESUS A & CRISTINA	2408 COTTONTAIL DR	Leander	Texas	78641
S	R425584	LEHMAN, JOHN LAURENCE & ERICA ANN	2408 COTTONTAIL DR	Leander	Texas	78641
T	R425585	AYALA, URIEL G & NORMA G	2410 COTTONTAIL DR	Leander	Texas	78641
U	R425586	SPEARMAN, JEFFREY D & TAM K	121 SUMMER OAK CT	Georgetown	Texas	78626
V	R543016	MH4 PARTNERSHIP LTD	7676 WOODWAY DR #STE 104	Houston	Texas	77063
W	R543017	MH4 PARTNERSHIP LTD	7676 WOODWAY DR #STE 104	Houston	Texas	77063
X	R543016	MH4 PARTNERSHIP LTD	7676 WOODWAY DR #STE 104	Houston	Texas	77063
Y	R558524	CARNEROS RANCH RESIDENTIAL COMMUNITY INC	11149 RESEARCH BLVD #STE 100	Austin	Texas	78759
Z	R530774	GILPIN, JOHN & NANCY	PO BOX 1204	Salado	Texas	76571
A1	R032165	GILPIN, NANCY L ROSENBUSCH & JOHN	PO BOX 1205	Salado	Texas	76571
B1	R432889	GILPIN, NANCY L ROSENBUSCH & JOHN	PO BOX 1205	Salado	Texas	76571
C1	R432885	WATTS, J T	PO BOX 186	Leander	Texas	78646

NO FLOOD HAZARD AREAS PER: FEMA 48491C0435F - DATED 1-30-2017

APPROVED CONCEPT PLAN AND
PARK PLAN
URBANA AT HERO WAY
PRELIMINARY PLAT
LEANDER, TEXAS

DESIGNED BY: XX
DRAWN BY: XX
CHECKED BY: XX
APPROVED BY: XX



EXECUTIVE SUMMARY
03/24/2022

AGENDA SUBJECT:

Approval of Minutes.

BACKGROUND:

Draft 3-10-2022 P & Z Minutes attached.

RECOMMENDATION:

Approval of the 3-10-2022 P & Z Minutes

PRESENTER:

Attachments

Draft 3/10/2022 P & Z Minutes



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

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

March 10, 2022 at 7:00 PM



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

Place 5 – Gary Hampton, Jr.
Place 6 – Laura Lantrip
Place 7 – Rick Carpenter

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

1. Call to Order at 7:00 p.m.

2. Roll Call.

All Commissioners were present.

3. Director's report to the Planning & Zoning Commission on actions taken by the City Council at the March 3, 2022, 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 Subdivision Case 21-PP-017 regarding Leander Collective Phase 2 Preliminary Plat on four parcels of land approximately 13.50 acres $\pm$ in size, more particularly described by Williamson Central Appraisal District Parcels R036215-R036221 and R619681-R619682; and generally located west of US 183 and north of Sonny Dr., Leander, Williamson County, Texas.

7. Approval of Subdivision Case 21-FP-008 regarding Bar W. Ranch W. Phase 5 Final Plat on four parcels of land approximately 37.992 acres $\pm$ in size, more particularly described by Williamson Central Appraisal District Parcels R619952, R619953, R022220, and R485224; generally located west of Ronald W. Reagan Blvd. and north of Bar W Ranch Blvd, Leander, Williamson County, Texas.

8. Approval of Subdivision Case 21-FP-011 regarding Bar W Ranch W Phase 6 Final Plat on four parcels of land approximately 30.374 acres ± in size, more particularly described by Williamson Central Appraisal District Parcels R619969, R523943, R590400, and R542848; generally located south east of Bobtail Pass and Jay Bird Ln., Leander, Williamson County, Texas.
9. Approval of Subdivision Case 21-FP-020 regarding Valley Vista East Phase 2 Final Plat on one parcel of land approximately 35.54 acres ± in size, more particularly described by Williamson Central Appraisal District Parcel R021710; generally located to the east of the intersection of Gabriels Horn Road and Ronald W Reagan Blvd, to the east of the Valley Vista East Phase 1 subdivision, Leander, Williamson County, Texas.
10. Approval of Subdivision Case 21-SFP-004 regarding Blockhouse Farm Short Form Final Plat on one parcel of land approximately 33.088 acres ± in size, more particularly described by Williamson Central Appraisal District Parcel R031210; generally located and addressed as 14951 Ronald W Reagan Blvd, Leander, Williamson County, Texas.
11. Approval of Minutes.

Motion made by Commissioner May seconded by Commissioners Carpenter to approve the Consent Agenda items 6 through 11.

PUBLIC HEARING: ACTION

12. Conduct a Public Hearing regarding Subdivision Case 21-TOD-CP-004 to adopt the Leander Springs Concept Plan and Subdivision Case 21-TOD-PP-006 to approve the Leander Springs Preliminary Plat on two parcels of land approximately 77.939 acres ± in size, more particularly described by Williamson Central Appraisal District Parcels R403524 and R05159; generally located to the southwest of the intersection of RM 2243 and 183A Toll Road, Leander, Williamson County, Texas.
 - Discuss and consider action regarding Subdivision Case 21-TOD-CP-004 and 21-TOD-PP-006 as described above.

Motion made by Commissioner Laura Lantrip, seconded by Commissioner Deirdre Moss to approve the concept plan.

AYE: Chair John Cosgrove, Commissioner Deirdre Moss, Commissioner Laura Lantrip, Commissioner Rick Carpenter, Commissioner Gary Hampton, Jr., Commissioner Ron May, Vice Chair Donnie Mahan

7 - 0 Passed

13. Conduct a Public Hearing regarding Subdivision Case 21-CP-015 to adopt the Gateway 29 Concept Plan on nine parcels of land approximately 31.92 acres ± in size, more particularly described by Williamson Central Appraisal District Parcels R319215, R403523, R418530, R464196, R534763 - R534766, and R620027; generally located at the south west corner of Hwy 29 and Ronald W. Reagan Blvd., Leander, Williamson County, Texas.
 - Discuss and consider action regarding Subdivision Case 21-CP-015 as described above.

Motion made by Vice Chair Donnie Mahan, seconded by Commissioner Rick Carpenter to approve the concept plan.

AYE: Chair John Cosgrove, Commissioner Deirdre Moss, Commissioner Laura Lantrip,
Commissioner Rick Carpenter, Commissioner Gary Hampton, Jr., Commissioner Ron
May, Vice Chair Donnie Mahan

7 - 0 Passed

14. Conduct a Public Hearing and consider action regarding Zoning Case 22-Z-003 to amend the current zoning of PUD/TOD-CD (Planned Unit Development/Transit Oriented Development – Conventional Development Sector) to adopt the San Gabriel Industrial Minor PUD (Planned Unit Development) with the base zoning district GC-5-A (General Commercial) on two parcels of land approximately 86.9312 acres ± in size, more particularly described by Williamson Central Appraisal District Parcels R031599 and R449731; and more commonly known as 9880 183A Toll Rd, Leander, Williamson County, Texas.

- Discuss and consider action regarding Zoning Case 22-Z-003 as described above.

Deborah Ebner spoke against this item.

No one spoke in favor.

Motion made by Vice Chair Donnie Mahan, seconded by Commissioner Rick Carpenter to postpone this request to the March 24, 2022 meeting.

AYE: Chair John Cosgrove, Commissioner Deirdre Moss, Commissioner Laura Lantrip,
Commissioner Rick Carpenter, Commissioner Gary Hampton, Jr., Commissioner Ron
May, Vice Chair Donnie Mahan

7 - 0 Passed

REGULAR AGENDA

15. Discuss and consider action on recommendations from the Planning & Zoning Commission for the FY 2022/2023 City Budget and CIP Plan.
16. Adjournment at 7:50 p.m.

APPROVED:

CHAIRMAN COSGROVE

ATTEST:

ELLEN COUFAL
PLANNING & ZONING COMMISSION SECRETARY



EXECUTIVE SUMMARY
03/24/2022

AGENDA SUBJECT:

Conduct a Public Hearing regarding Special Use Case 22-SU-001 to allow for the temporary residential use of a travel trailer or recreational vehicle for use by an ill, convalescent or otherwise disabled friend or relative needing care from the occupant of the primary residence, or a friend or relative providing necessary care for an ill, convalescent or otherwise disabled occupant; on one parcel of land approximately 0.3856 acres $\pm$ in size, more particularly described by Williamson Central Appraisal District Parcel R036092; and more commonly known as 107 Bagdad Street, Leander, Williamson County, Texas.

- Discuss and consider action regarding Special Use Permit Case 22-SU-001 as described above.

BACKGROUND:

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

APPLICANT/AGENT:

Faith Wickey

ORDER OF EVENTS:

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

PRESENTER:

Cory Dale, Planner

Attachments

1. Planning Analysis
2. Current Zoning Map
3. Future Land Use Map
4. Public Notice Map
5. Aerial Map
6. Letter of Intent
7. Conceptual Site Layout
8. Summary of Neighborhood Outreach



PLANNING ANALYSIS

SPECIAL USE PERMIT CASE 22-SU-001
107 BAGDAD STREET

GENERAL INFORMATION

Owner/Agent: Faith Wickey

Current Zoning: SFU-2-B (Single-Family Urban)

Proposed Use: Applicant is requesting a special use permit to allow for temporary occupation of RV.

Size and Location: The property is located at 107 Bagdad Road and is approximately .3856 acres.

Staff Contact: Cory Dale, Planner

APPLICANT REQUEST

Applicant is requesting a Special Use Permit per CZO Article IV, Section 2(13) to allow a temporary residential use of an RV to care for elderly relatives.

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? See below.

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, the temporary residential use of an RV is not currently a permitted use. This use is considered temporary and will need to meet the following standards:

- i. The lot, tract or parcel shall be at least 6,000 square feet in area;
- ii. The use of the travel trailer or recreational vehicle shall be limited to residential use by an individual constructing their own home in an SFR district for not more than a period of one year; or an ill, convalescent or otherwise disabled friend or relative needing care from the occupant of the primary residence, or a friend or relative providing necessary care for an ill, convalescent or otherwise disabled occupant of the primary residence. The need for care shall be documented by a letter from a physician;
- iii. No more than two (2) people may occupy the travel trailer or recreational vehicle;
- iv. The temporary unit may only be placed on a legal parcel with an existing primary residence except where the permanent residence is under construction as described in (ii) above;
- v. The temporary unit shall have an approved connection to a sanitary sewer system or septic system. The unit shall also have an approved connection to a public water system or well;
- vi. The temporary unit shall meet zoning setback requirements and shall be located no closer to a street than the front wall of the permanent residence;
- vii. The temporary unit shall be currently licensed as required by the State of Texas, have a valid state inspection and remain in a mobile condition;

- viii. The temporary unit shall not be considered a separate residential unit for the purpose of calculating impact fees;
- ix. The temporary unit shall not be rented or leased;
- x. If approved, an administrative permit for residential use of a travel trailer or recreational vehicle shall be obtained. Such permit shall expire one year from the date of issuance. Permits may be renewed annually in the discretion of the City Council. Permit and renewal applications shall be accompanied by a written statement signed by the applicant under penalty of perjury that the use will conform to the standards set forth in this subsection. Renewal applications shall be submitted prior to permit expiration and shall include an updated letter from a physician;
- xi. Within sixty (60) days of cessation of the temporary residential use, all occupancy of the unit shall cease, the unit shall be disconnected from all utilities and the unit shall be removed from the premises.

There is an active Code Enforcement Case on this site. The developer/land owner submits this request to bring the property under compliance with City codes.

SITE INFORMATION:

ABUTTING ZONING AND LAND USE:

	ZONING	LAND USE
NORTH	SFU-2-B	Commercial (Casa Costa)
EAST	Civic	Leander City Hall
SOUTH	SFU-2-B	Residential
WEST	T4	Residential

SURROUNDING AREA:

This property is located southeast of the intersection of Bagdad Street and W Willis Street.

PHYSICAL AND NATURAL FEATURES:

This property is not located within a floodplain, is used for a homestead and contain few trees on site.

MAJOR CORRIDORS:

This property has access off Willis Street.

SUBDIVISIONS:

This tract has been platted as part of the Town of Leander Final Plat (Lots 1 – 4).

EXISTING UTILITIES:

This tract has access to both sewer and water lines within W Willis ROW.

CURRENT LAND USES:

This property is currently a residential home.

ZONING DISTRICT:

USE COMPONENT

SFU – SINGLE FAMILY URBAN:

Features: 7,200 sq. ft. lot min.; 1,200 sq. ft. living area min.

Intent: Development of single-family detached dwellings on moderate urban standard sized lots and for other compatible and complimentary uses. The purpose of this component is to provide regulations to maintain and protect the City's single-family residences and neighborhoods in areas with moderate lot sizes. Such components are generally intended

to offer variety in housing opportunities and in the fabric of the neighborhoods. In addition, a variety of lot sizes shall be provided within one half mile of major intersections such as arterials or collectors. This component provides moderate size lots that may serve as a transition between larger lots and higher density areas.

SITE COMPONENT

TYPE 2:

Features: Accessory buildings greater of 10% of primary building or 120 sq. ft.; accessory dwellings for SFR, SFE and SFS; drive-thru service lanes; uses not to exceed 40,000 sq. ft.; multi-family provides at least 100% of units with an enclosed garage parking space.

Intent:

- (1) The Type 2 site component may be utilized with non-residential developments that are adjacent to a residential district or other more restrictive district to help reduce potential negative impacts to the more restrictive district and to provide for an orderly transition of development intensity.
- (2) The Type 2 site component is intended to be utilized for residential development not meeting the intent of a Type 1 site component and not requiring the additional accessory structure or accessory dwelling privileges of the Type 3 site component.
- (3) This component is intended to be utilized with the majority of LO and LC use components except those that meet the intent of the Type 1 or Type 3 site component or with any use requiring drive-through service lanes.
- (4) This component is intended to be utilized with LO, LC, GC, HC, and HI use components when adjacent to residential districts and additional compatibility standards are warranted.
- (5) This component is generally not intended to be utilized with HC and HI use components except where such component is adjacent to, and not adequately buffered from, residential districts or other more restricted districts, and except as requested by the land owner.
- (6) Compliance with Type 1 standards shall also be deemed as compliance with this component.

ARCHITECTURAL COMPONENT

TYPE B:

Features: 4 or more architectural features.

Intent:

- (1) The Type B architectural component is intended to be utilized for the majority of residential development except that which is intended as a Type A architectural component.
- (2) Combined with appropriate use and site components, this component is intended to help provide for harmonious land use transitions.
- (3) This component may be utilized to raise the building standards and help ensure compatibility for non-residential uses adjacent to property that is more restricted.
- (4) This component is intended for the majority of the LO and LC use components except those meeting the intent of the Type A or C architectural components.

COMPREHENSIVE PLAN:

Applicable Comprehensive Plan goal statements

- Maintain and/or improve affordability and diversity in the housing market.

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.

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 appropriate residential permits.

SCHEDULE:

DEVELOPMENT MEETING

A development meeting was not required prior to this SUP submittal.

NOTIFICATION

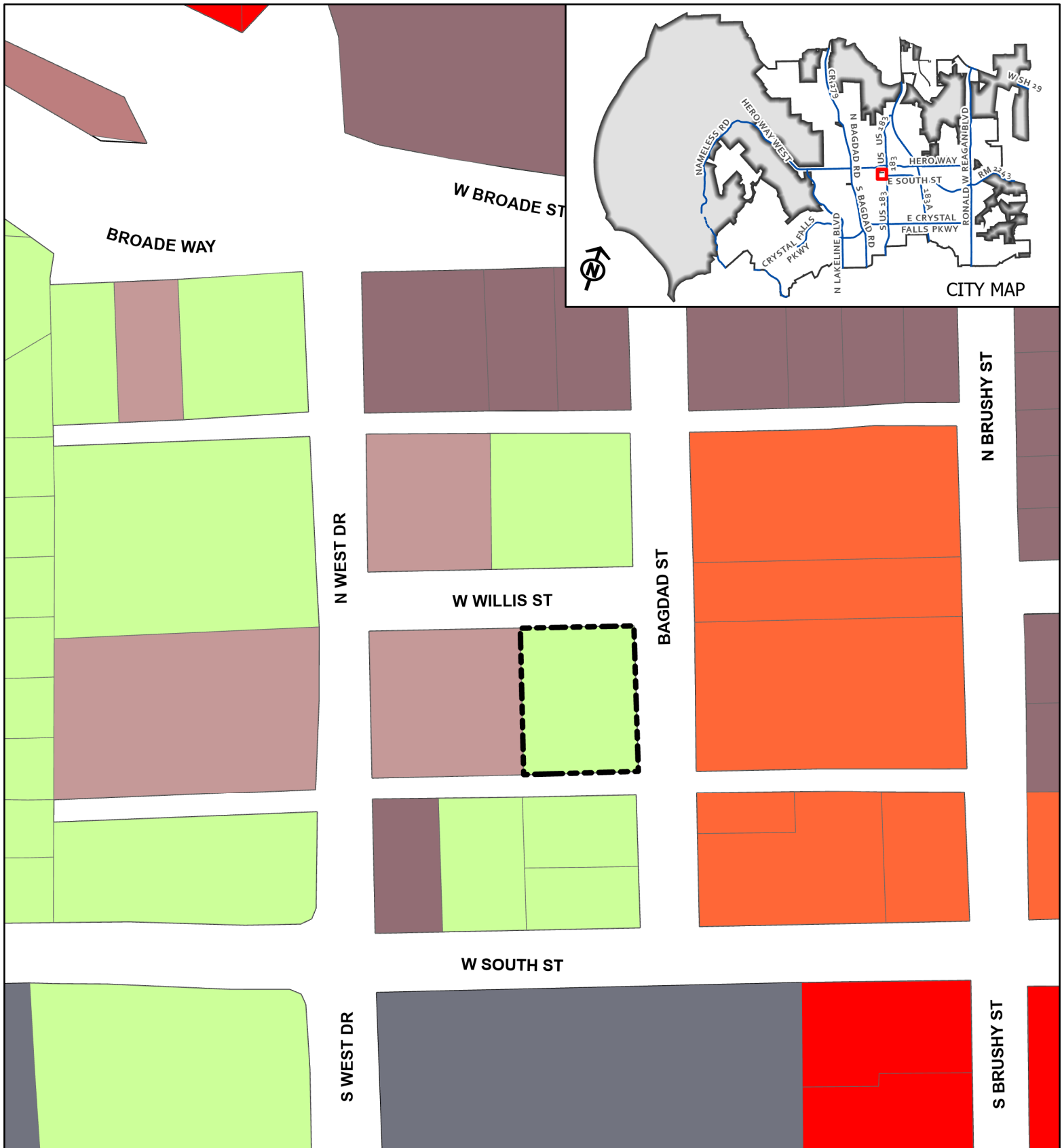
03/03/2022 - Public Notice on Hill Country News
03/09/2022 - Mail Notification to Property Owners within 200'
03/09/2022 - Public Hearing Signage Posted on Property
03/24/2022 - Planning and Zoning Commission Public Hearing
04/21/2022 - City Council Public Hearing & First Reading of the Ordinance
05/05/2022 - 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 remains consistent with both the future land use map designation of Old Town and current zoning of SFU-2-B. The proposed temporary residential use of an RV for property located at 107 Bagdad Road keeps the existing residential character and would be compatible with the surrounding land uses. Please note, if the proposed RV use is approved a permit will be issued. Such permit will expire one year from issuance date. The permit may be renewed annually at the discretion of the City Council.



CASE: 22-SU-001

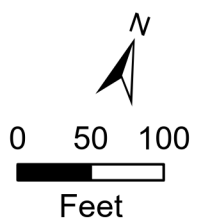
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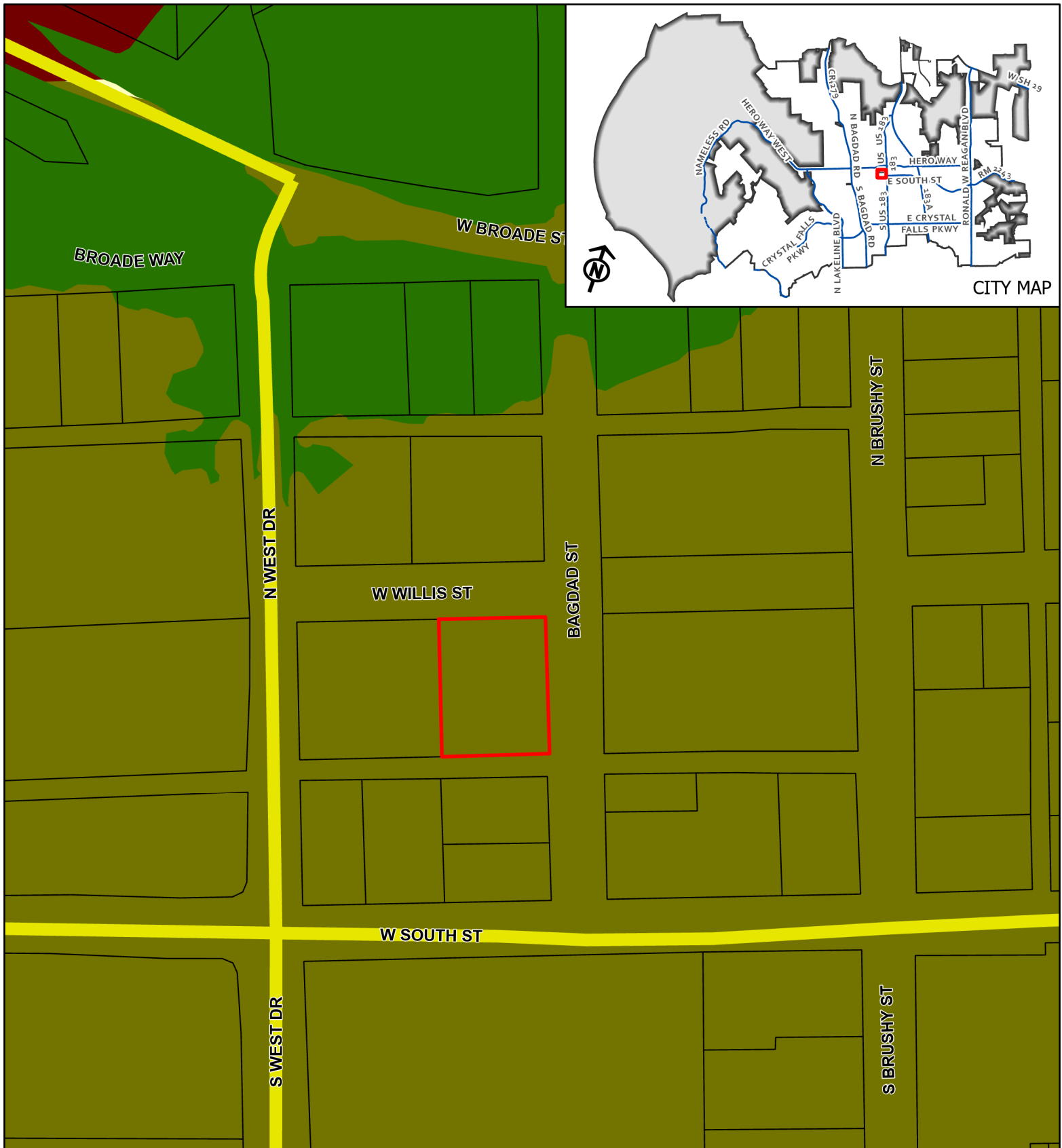
107 BAGDAD ST

Current Zoning Map

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		GC - General Commercial
	Leander ETJ		Civic Building
	Subject Area		T4 - Genral Urban
	SFU - Single-Family Urban		T5 - Urban Center
	LC - Local Commercial		SD - Special District





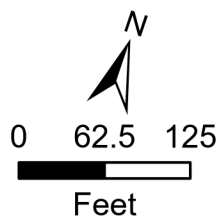
CASE: 22-SU-001

ATTACHMENT #3

107 BAGDAD ST

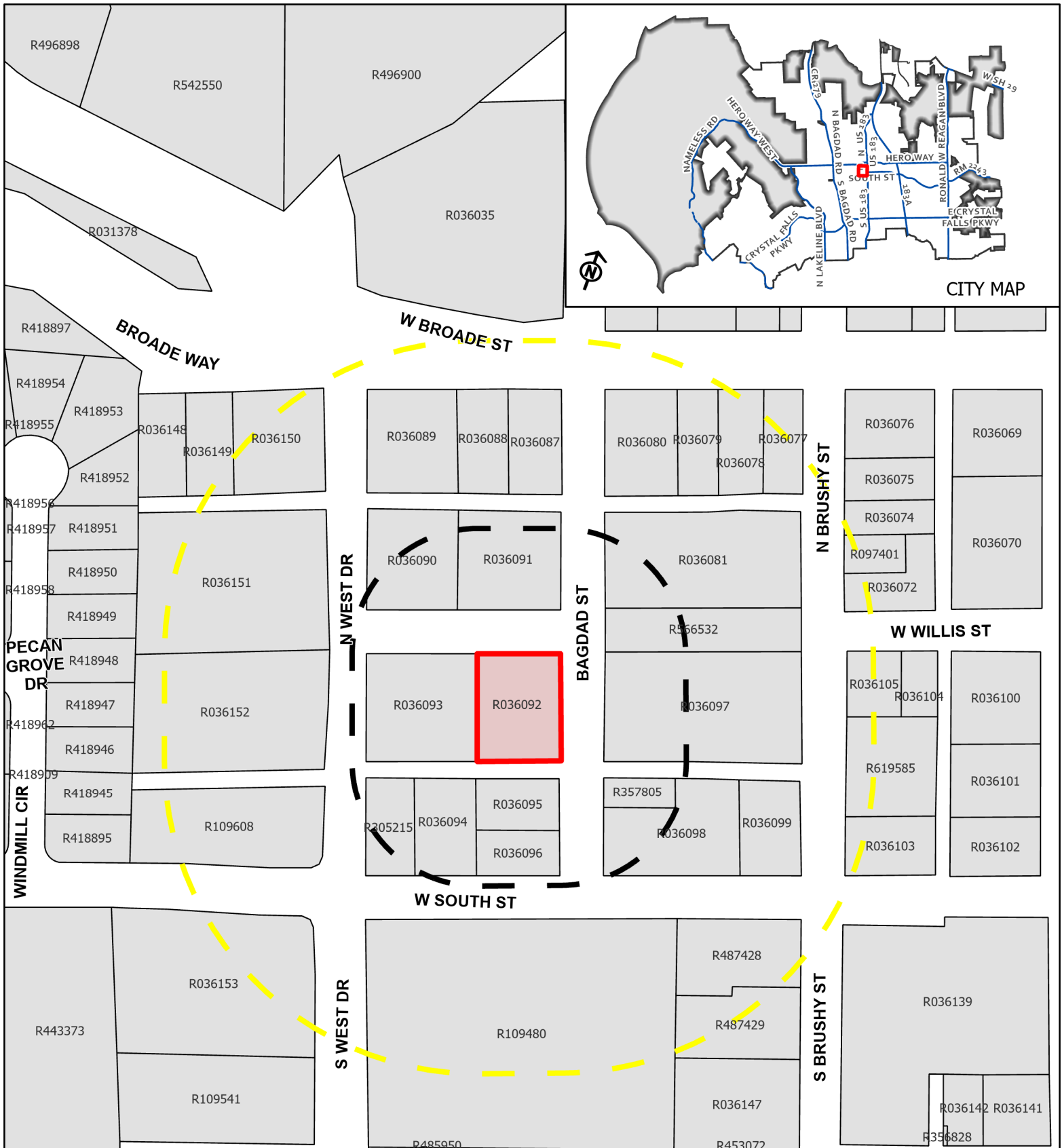
Future Land Use Map

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- Leander City Limits
- Leander ETJ
- Subject Area
- Activity Center

- Greenway
- Neighborhood Residential
- Old Town
- Collector, Existing



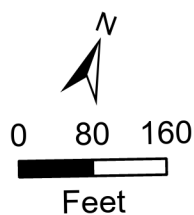
CASE: 22-SU-001

ATTACHMENT #4

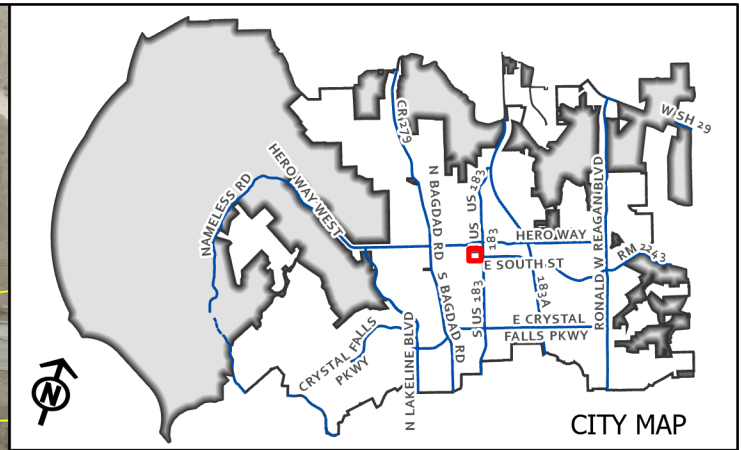
107 BAGDAD ST

Public Notification

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- Subject Area
- 200' Buffer
- 500' Buffer
- Leander City Limits
- ETJ



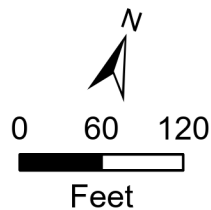
CASE: 22-SU-001

ATTACHMENT #6

107 BAGDAD ST

Aerial Map

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- Leander City Limits
- Leander ETJ
- Subject Area

Faith Wickey

107 Bagdad Street
Leander, TX 78641

faith@faithwickey.com
269-615-7231

January 28, 2022

To my neighbors and the city of Leander:

I am submitting a Special Use Permit Application to request permission to park a 39 ft. Winnebago motorhome directly behind my house at the above address.

My home is on the corner of Bagdad Street and West Willis Street. It is a flat open property of 16,725 square feet with a single residence and separate garage. I will be parking the motor home directly behind my house parallel to the back of the house and facing West Willis Street.

The reason it's important for me to be able to do this is because my elderly parents who are 88 and 92 and frail, need my care full time. The motor home is their home, and as my home is only one bedroom, and I work at home, it's too small for all of us. The RV is our solution to this situation.

The Special Use Ordinance for this specific application is as follows:

Section 2: Special Use Permit

(A) (13) Temporary residential use of a travel trailer or recreational vehicle meeting the following standards:

(ii) The lot or parcel shall be at least 6,000 square feet in area.

My property is 16,725 square feet in size.

(iii) The use of the travel trailer or recreational vehicle shall be limited to residential use by an individual constructing their own home in an SFR district for not more than a period of one year; or an ill, convalescent or otherwise disabled friend or relative needing care from the occupant of the primary residence, or a friend or relative providing necessary care for an ill, convalescent or otherwise disabled occupant of the primary residence. The need for care shall be documented by a letter from a physician.

I am attaching a letter from their doctor stating that it's important for me to take care of them in this way. I provide all of their meals, manage their medications and chronic illness conditions, and provide general care.

(iv) No more than 2 people may occupy the travel trailer or recreational vehicle.

There will be only 2 people living in the motor home.

(v) The temporary unit may only be placed on a legal parcel with an existing primary residence except where the permanent residence is under construction as described in (ii) above.

I am the owner of the property, and it's my primary residence.

(vi) The temporary unit shall have an approved connection to a sanitary sewer system or septic system. The unit shall also have an approved connection to a public water system or well.

The motor home will be connected to city water through my house, and connected to the city sewer via an outside cleanout connection. Also, it will be plugged into an existing 50 amp RV outlet.

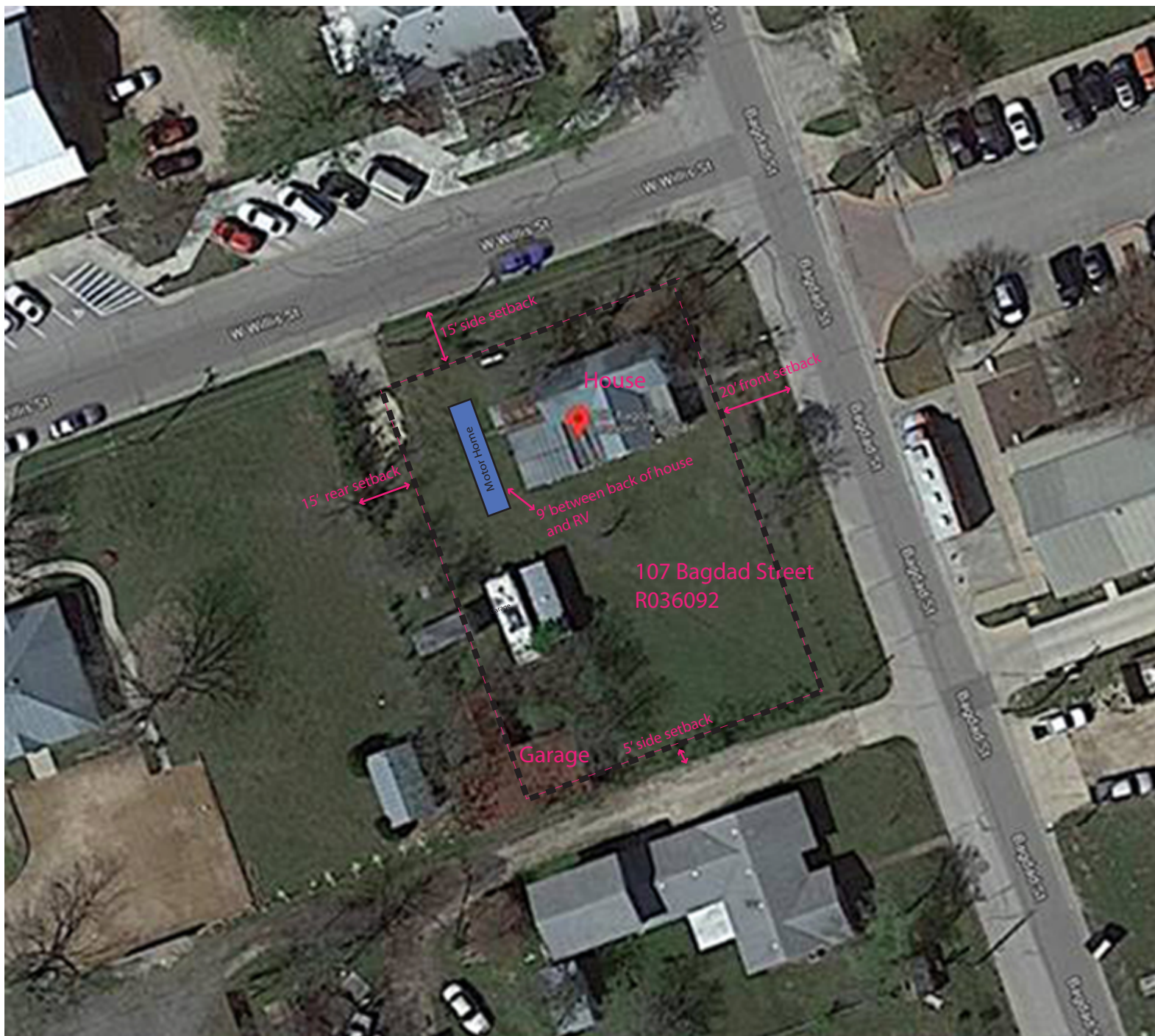
(vii) The temporary unit shall meet zoning setback requirements and shall be located no closer to a street than the front wall of the permanent residence.

See map diagram for setback measurements.

Thank you.

Sincerely,

Faith Wickey



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.

I MAILED CERTIFIED LETTERS TO THE RESIDENTIAL PROPERTY OWNERS ON 1/27/22. SEVERAL OF THE NEIGHBORS HAVE EXPRESSED SUPPORT FOR WHAT WE'RE DOING.

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.

THE PROPERTY OWNERS WERE NOTIFIED

3. What concerns were raised during these communications?

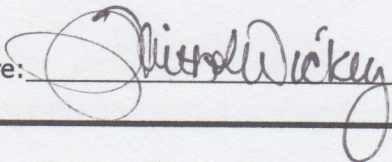
SEVERAL OF THE NEIGHBORS HAVE EXPRESSED SUPPORT FOR WHAT WE'RE DOING. SO FAR I HAVE NOT GOTTEN ANY NEGATIVE RESPONSES.

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

WE DID NOT HAVE A MEETING, JUST THE CERTIFIED LETTERS.

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

Signature:



Date

1/27/22



EXECUTIVE SUMMARY
03/24/2022

AGENDA SUBJECT:

Conduct a Public Hearing and consider action regarding Zoning Case 22-TOD-Z-004 to amend the current zoning of SFU-2-B (Single-Family Urban), GC-3-C (General Commercial), and T4 Transect (General Urban Zone) to T5 Transect (Urban Center Zone) on twenty-one parcels of land approximately 6.652 acres $\pm$ in size, more particularly described by Williamson Central Appraisal District Parcel R036035–R036040, R036043–R036046, R036072, R036074, R036078–R036080, R036087–R036089, R036104, R036105, and R097401; and generally located on the east side of N Brushy Street between W Broade Street and W South Street, and located along Broade Street between Brushy Street and N West Drive, Leander, Williamson County, Texas.

- Discuss and consider action regarding Zoning Case 22-TOD-Z-004 as described above.

BACKGROUND:

This request is the first step in the zoning process.

HISTORY/TIMELINE:

This property is a part of the original incorporation of the city in 1978.

APPLICANT/AGENT:

City of Leander on behalf of Robert Abbott, Baireuth LLC, Mark A. & Mary Jeanene Snyder, Terry & Iris E Davis, Iris T Davis Trustee of the Edna Conner Beasley Charitable Trust, MKS Stewardship LLC, Glenn R Saler, 105 W Willis LLC & the No 1 Sideline INC, Vilma E Valdivieso, Douglas W & Della Fay Lohmann, Randall Lee McSpadden, R & R Elite Investments LLP, William Wade & Heike Ward, Peggy Sue Whitt (LE) & Dennis J Roberts, CJJP LLC, Century Water Solutions LLC, Krasniqi Real Estate Holdings LLC, and Joshua Waley.

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. Proposed Zoning Map
6. Aerial Map
7. Letter of Intent

8. Neighborhood Outreach



PLANNING ANALYSIS

ZONING CASE 22-TOD-Z-004 OLD TOWN T5 LARGE AREA REZONE

GENERAL INFORMATION

Owner/Agent:	City of Leander
Current Zoning:	PUD/TOD (Planned Unit Development/Transit Oriented Development) CS (Civic Space)
Proposed Zoning:	GC-3-C (General Commercial)
Size and Location:	PUD/TOD (Planned Unit Development/Transit Oriented Development) T5 (Urban Center Zone)
Staff Contact:	Justin Hunt Planner

APPLICANT REQUEST

The City has initiated a large area zoning case to change the zoning of 22 properties from T4 Transect - General Urban Zone to the T5 Transect - Urban Center Zone. This change would allow for higher density mixed use developments that includes commercial, office, restaurant uses as well as alcohol sales, in addition to the uses allowed in T4. All property owners involved with this case have been informed of the rezone, and have been notified of their options to be involved including information regarding the differences between the two zonings.

STAFF CONCLUSIONS

Y N

- ☒ ☐ Does the proposal comply with the intent statements of the Composite Zoning Ordinance? *See page 3*
- ☒ ☐ Does the proposal comply with the goal statements of the Comprehensive Plan? *See page 4*
- ☒ ☐ Does the proposal warrant any other special considerations?

SPECIAL CONSIDERATIONS

The City initiated this change because of the continued growth of Old Town and the transition towards more entertainment based uses. The existing T4 Transect is more residential in nature. Updating the zoning along Brushy Street and Broade Street will allow for the continuation of the vision of Old Town by providing the opportunity for a vibrant mixtures of uses while maintaining the walkable environment.

This zoning case is voluntary and the property owners may request to not be included. This change does not impact the existing use of the property, but it does impact the future redevelopment.

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

	ZONING	LAND USE
NORTH	T4 GC-3-C	Undeveloped Undeveloped
EAST	GC-3-C	Uses adjacent to US Hwy 183
SOUTH	CB T5	Pat Bryson Building, Chamber of Commerce, City Hall Davis House, 203, 208, 210 N. Brushy Street
WEST	SFU-2-B T4	Single-Family Residence Casa Costa, DFD Architects Inc, Single-Family Residences

SURROUNDING AREA:

All subject properties are located in the Old Town Mixed-Use Future Land Use category. This area is surrounded by more Old Town properties with a mix of current zonings of GC (general commercial), SFU (single-family urban), and some properties have already transitioned to the smart code zonings of CB, T4 and T5. Along US Hwy 183 and Hero Way West are general commercial uses and zonings.

PHYSICAL AND NATURAL FEATURES:

Established trees exist on most of the lots, and 15 of the properties are located in the floodplain.

PROPERTY HISTORY:

These properties are a part of the original incorporation of the city in 1978.

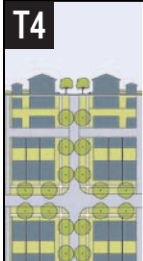
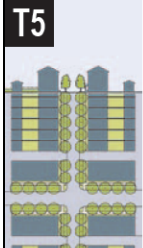
EXISTING UTILITIES:

These properties have access to an 8" waterline and a 4", and a 6" wastewater line in the general vicinity. Some properties will need to extend the waterline, and could require an offsite waterline easement.

CURRENT LAND USES:

There is a mixture of commercial and Residential land uses on the subject properties and multiple accessory buildings. A couple of the parcels are undeveloped with no structures located on the site.

PROPOSED ZONING DISTRICT:

	T4 GENERAL URBAN ZONE T4 General Urban Zone consists of a mixed use but primarily residential urban fabric. It includes a wide range of building types: detached, semi-detached, rowhouses, and small apartment buildings. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks.	General Character: mix of houses, townhouses & small apartment buildings, with scattered commercial activity; balance between landscape and buildings; presence of pedestrians Building Placement: shallow to medium front and side yard setbacks Frontage Types: porches, fences, dooryards Typical Building Height: 1- to 3-story with a few taller apartment buildings Civic Space Types: squares and greens, pocket parks, playgrounds Thoroughfare Types: streets, avenues, boulevards, bikeways
	T5 URBAN CENTER ZONE T5 Urban Center Zone consists of higher density mixed use development that accommodates retail, offices, rowhouses, and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting, and buildings set close to the sidewalks.	General Character: 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 Building Placement: shallow setbacks or none; buildings oriented to street defining a street Frontage Types: stoops, shopfronts, galleries Typical Building Height: 2- to 4-story with some single story Civic Space Types: plazas and squares, pocket parks, playgrounds Thoroughfare Types: streets, commercial streets, avenues, boulevards, bikeways

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

- Plan for continued growth and development that improves the community's overall quality of life and economic viability.
- Provide a balanced mix of complementary uses that support a strong and diverse tax base.
- Promote Old Town as a civic and cultural destination.
- Promote the Transit Oriented Development (TOD) as an urban destination within a suburban community.

Applicable Future Land Use categories

- **OLD TOWN MIXED-USE**

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.

Compatible Uses: T4, T5.

INTERGOVERNMENTAL/INTERDEPARTMENTAL REVIEW:

This proposal was reviewed by all applicable departments within the City of Leander.

SCHEDULE:**DEVELOPMENT MEETING**

No development meeting was held.

NOTIFICATION

03/03/2022 - Public Notice on Hill Country News
 03/09/2022 - Mail Notification to Property Owners within 200'
 03/09/2022 - Public Hearing Signage Posted on Property
 03/24/2022 - Planning and Zoning Commission Public Hearing
 04/21/2022 - City Council Public Hearing & First Reading of the Ordinance
 05/05/2022 - City Council Second & Final Reading of the Ordinance

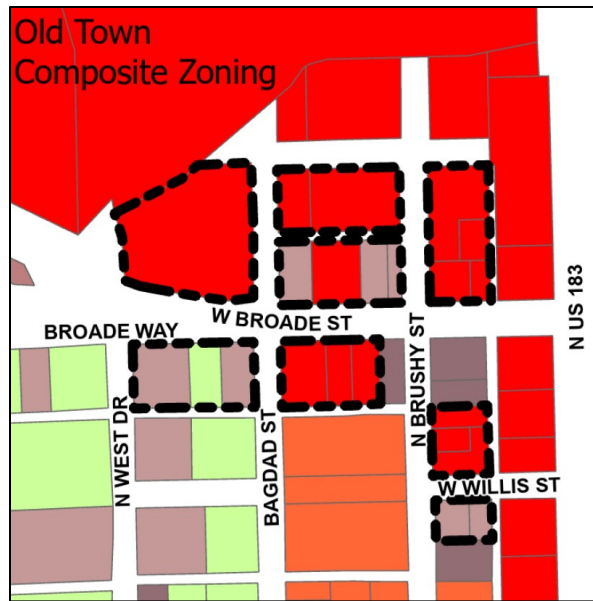
PUBLIC NOTIFICATION:

In addition to the notice mailed on behalf of the City to all property owners within 200', the city reached out to all property owners of property zoned as single-family or any properties used as single-family uses within 500' as per Article X, Section 3 (d) of the Composite Zoning Ordinance. The neighborhood outreach letter is attached to your packet attachment eight.

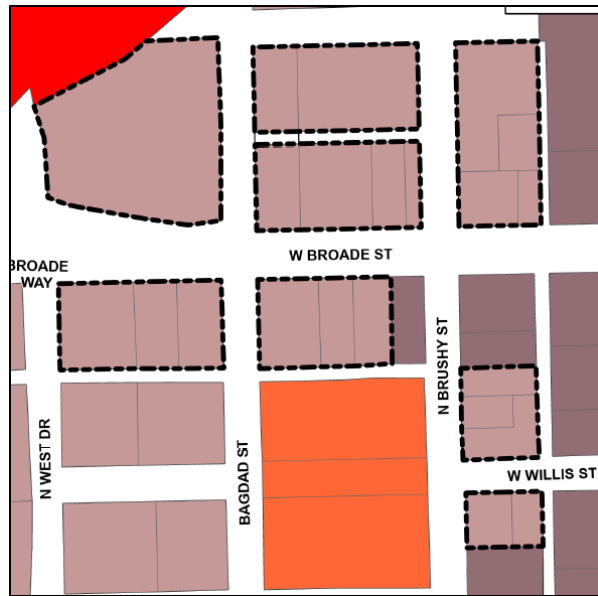
APPROVAL CRITERIA:

The subject properties are located within Old Town and identified as part of the Old Town Mixed Use land use category by the Comprehensive Plan. Properties within Old Town have the option to develop under a conventional zoning or the SmartCode. Below, please find a comparison.

CONVENTIONAL ZONING



SMART CODE

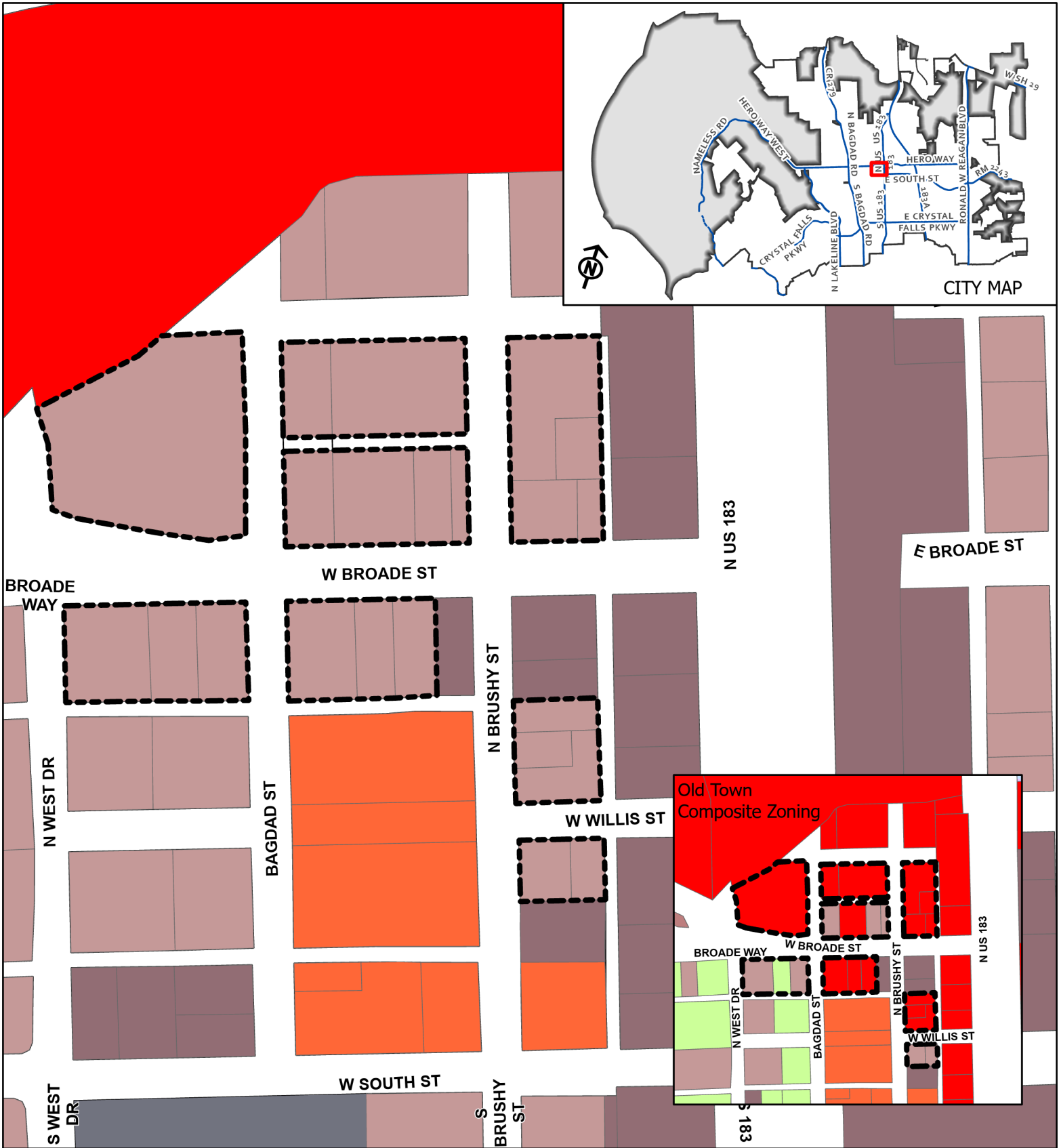


The City initiated zoning case would change the zoning the property to SmartCode with the T5 Urban Center Zone. This change will provide for a variety of land uses at a higher intensity. The Comprehensive Plan calls for infill development to complement the existing historic fabric of Old Town. The plan encourages a mix of uses, including office, retail and restaurants. Old Town should be extremely walkable, providing for safe and convenient pedestrian access throughout the area.

The T5 Urban Center Zone has several features that make it advantageous for property owners including reduced setback requirements, higher density allowances, and a focus on pedestrian connectivity in the form of reduced parking requirements on site.

Included here are a list of upcoming CIP projects:

- a. P.48 Old Town Park (Ready to bid)
- b. T.49 South Street Improvements (FY24)
- c. T.53 West Drive Improvements (FY24)
- d. W.22 Downtown Fire Improvements (In design)
- e. T.16 East Street (If approved)
- f. P.33 & P.34 Brushy Creek Trail (Future)



CASE: 22-TOD-Z-004

ATTACHMENT #2

OLD TOWN LARGE AREA REZONING

Zoning Verification

Leander City Limits

Leander ETJ

Subject Area

SFU - Single-Family Urban

GC - General Commercial

S2 - Station Sector

Civic Building

T4 - Genral Urban

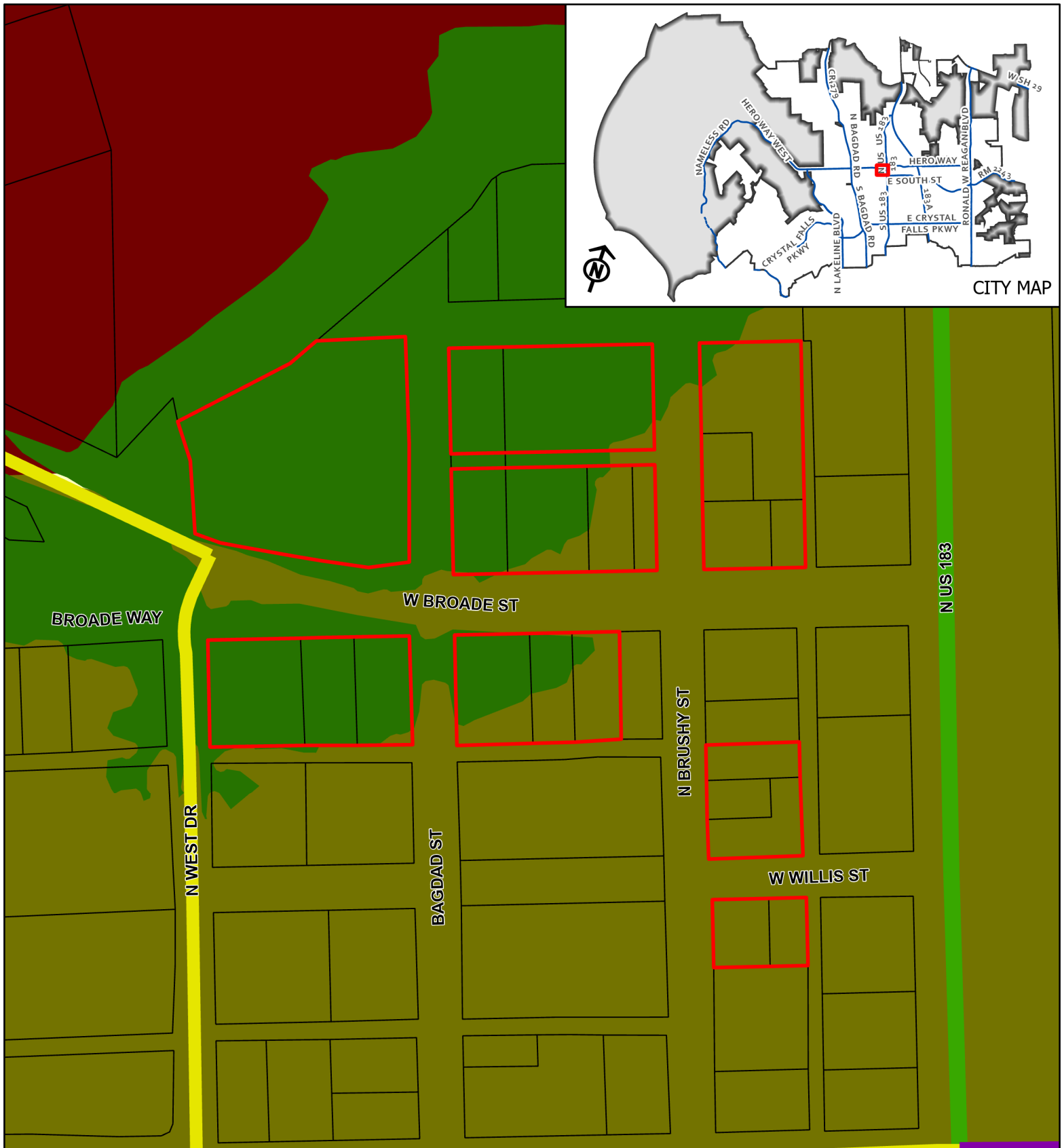
T5 - Urban Center

SD - Special District

0 65 130

Feet

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.



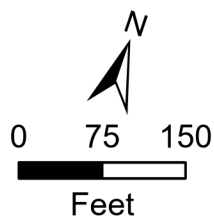
CASE: 22-TOD-Z-004

ATTACHMENT #3

OLD TOWN LARGE
AREA REZONING

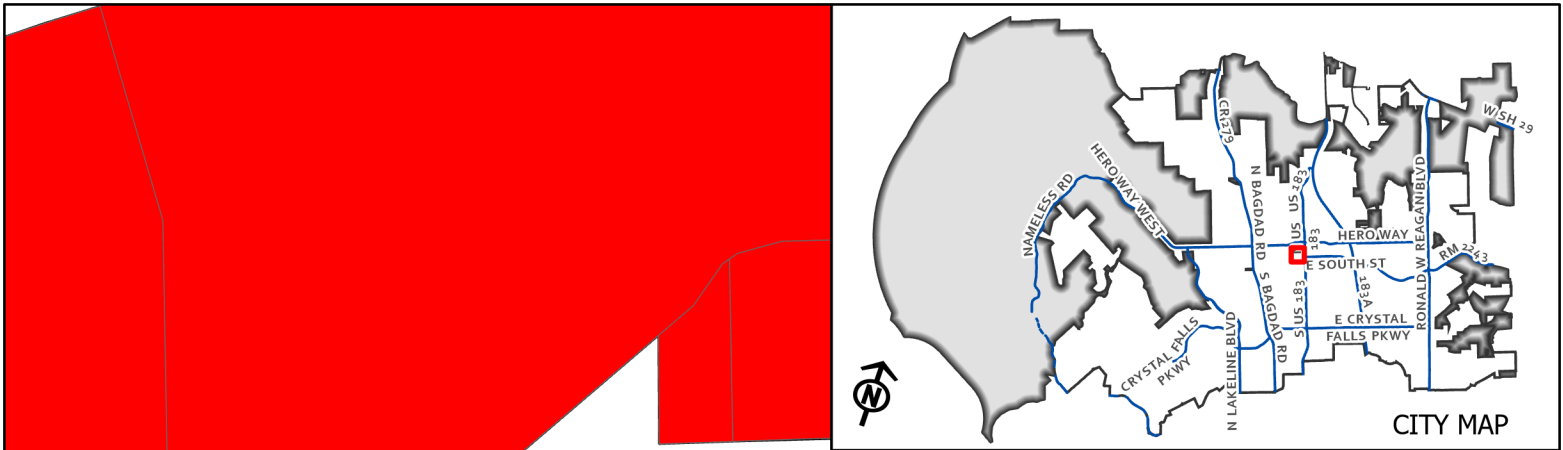
Future Land Use Map

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- Leander City Limits
- Leander ETJ
- Subject Area
- Activity Center
- Greenway
- Neighborhood Residential

- Old Town
- Urban Mixed Use
- Arterial 6 Lane, Existing
- Arterial 4 Lane, Existing
- Collector, Existing



CASE: 22-TOD-Z-004

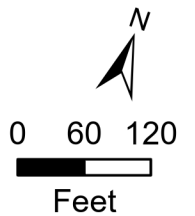
ATTACHMENT #2

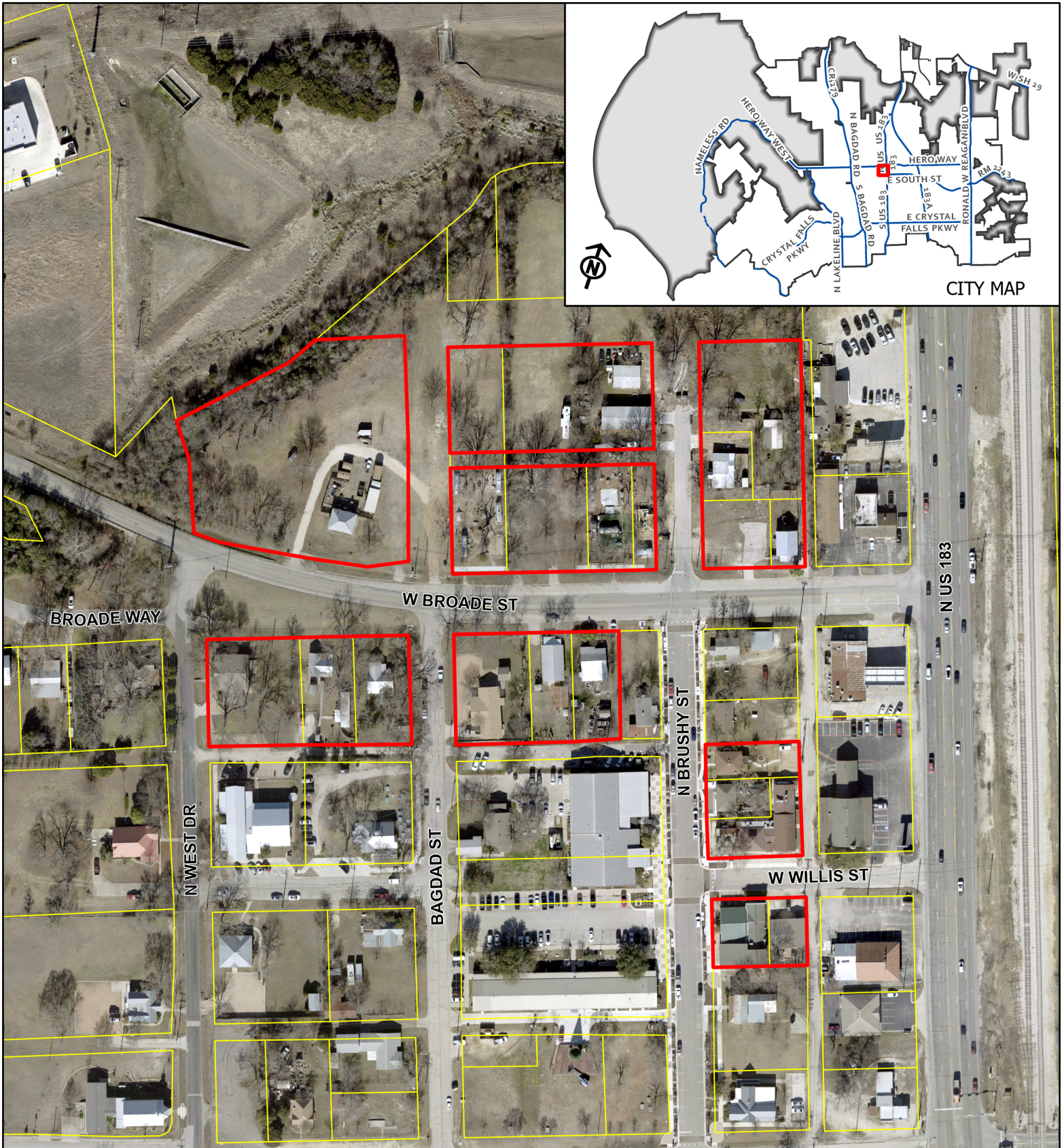
OLD TOWN LARGE
AREA REZONING

Proposed Zoning Map

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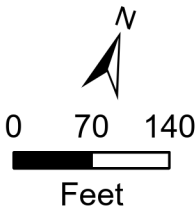
	Leander City Limits		GC - General Commercial
	Leander ETJ		S2 - Station Sector
	Subject Area		Civic Building
	SFU - Single-Family Urban		T4 - Genral Urban
	LC - Local Commercial		T5 - Urban Center





Aerial Map

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- Leander City Limits
- Leander ETJ
- Subject Area



February 17, 2022

To whom it may concern:

The City of Leander has initiated a zoning change for multiple properties located within Old Town. The change includes updating the zoning category from T4 General Urban Zone to T5 Urban Center Zone. This change does not impact the existing use of the properties, but it does affect future redevelopment of the properties. The T4 Transect is predominately residential in nature while the T5 Transect allows for higher density mixed use development that includes commercial, office, and restaurant uses as well as alcohol sales. All property owners involved with this case have agreed to the rezone, and has been informed with the same information.

Thank you,
Case Manager

Cameron Goodman, Director of Economic Development – cgoodman@leandertx.gov or 512-528-2855

February 17, 2022

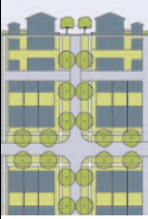
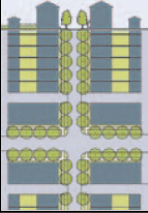
Dear Property Owner:

This letter was sent to you in order to inform you of a nearby rezoning case. Your property is within 500' of the proposed rezone request, and the letter here will give you information regarding the case. The City of Leander has initiated a zoning change for multiple properties located within Old Town and shown on the map provided. The change includes updating the zoning category from T4 General Urban Zone to T5 Urban Center Zone. This change does not impact the existing use of the properties, but it does affect future redevelopment of the properties. The T4 Transect is predominately residential in nature while the T5 Transect allows for higher density mixed use development that includes commercial, office, and restaurant uses as well as alcohol sales. All property owners involved with this case have agreed to the rezone, and has been informed with the same information.

Location: The subject properties are identified below with a heavy dashed black line.



T4 GENERAL URBAN ZONE & T5 URBAN CENTER ZONE INTENT STATEMENTS

T4 	GENERAL URBAN ZONE T4 General Urban Zone consists of a mixed use but primarily residential urban fabric. It includes a wide range of building types: detached, semi-detached, rowhouses, and small apartment buildings. Setbacks and landscaping are variable. Streets with curbs and sidewalks define medium-sized blocks.	General Character: mix of houses, townhouses & small apartment buildings, with scattered commercial activity; balance between landscape and buildings; presence of pedestrians Building Placement: shallow to medium front and side yard setbacks Frontage Types: porches, fences, dooryards Typical Building Height: 1- to 3-story with a few taller apartment buildings Civic Space Types: squares and greens, pocket parks, playgrounds Thoroughfare Types: streets, avenues, boulevards, bikeways
T5 	URBAN CENTER ZONE T5 Urban Center Zone consists of higher density mixed use development that accommodates retail, offices, rowhouses, and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting, and buildings set close to the sidewalks.	General Character: 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 Building Placement: shallow setbacks or none; buildings oriented to street defining a street Frontage Types: stoops, shopfronts, galleries Typical Building Height: 2- to 4-story with some single story Civic Space Types: plazas and squares, pocket parks, playgrounds Thoroughfare Types: streets, commercial streets, avenues, boulevards, bikeways

Thank you,
Case Manager
Justin Hunt, Planner – jhunt@leandertx.gov or 512-528-2751

parcelid	ownernme	pstladdres	pstlcity	pstlstate	pstlzip5	siteaddress	sitecity	sitest	sitezip
R031378	HIGH TIME	17819 STU	SPRING	TX	77379	CR 274	LEANDER	TX	78641
R036031	VINCIK, JO	335 BAKER	LEANDER	TX	78641	400 BRUSH	LEANDER	TX	78641
R036033	BAIREUTH	3508 FAR V	AUSTIN	TX	78731	BRUSHY ST	LEANDER	TX	78641
R036041	LEANDER L	309 HWY 1	LEANDER	TX	78641	309 HWY 1	LEANDER	TX	78641
R036042	SJK LEANDI	125 WOOD	SANTA RO	FL	32459	303 N HWY	LEANDER	TX	78641
R036069	SHEETAL E	207 N HWY	LEANDER	TX	78641	207 N HWY	LEANDER	TX	78641
R036070	COMPASS I	ATT:DIANA	BIRMINGH	AL	35296	201 N HWY	LEANDER	TX	78641
R036075	BRUSHY PR	5205 TURN	AUSTIN	TX	78731	208 N BRU	LEANDER	TX	78641
R036076	BRUSHY PR	5205 TURN	AUSTIN	TX	78731	210 N BRU	LEANDER	TX	78641
R036077	JOHNNY 9	8315 BURN	AUSTIN	TX	78757	203 N BRU	LEANDER	TX	78641
R036081	CITY OF LE	PO BOX 31	LEANDER	TX	78646	202 BAGDA	LEANDER	TX	78641
R036090	305 WILLIS	3061 N BA	LEANDER	TX	78641	305 WILLIS	LEANDER	TX	78641
R036091	SWEETEN L	1004 CLEA	LEANDER	TX	78641	201 BAGDA	LEANDER	TX	78641
R036092	WICKEY, F	PO BOX 70	CENTREVIL	MI	49032	107 BAGDA	LEANDER	TX	78641
R036093	304 W WIL	918 PALOS	LEANDER	TX	78641	304 W WIL	LEANDER	TX	78641
R036094	SCHAEFER,	601 DEERC	LEANDER	TX	78641	303 W SOU	LEANDER	TX	78641
R036095	SCHAEFER,	101 BAGDA	LEANDER	TX	78641	101 BAGDA	LEANDER	TX	78641
R036096	SHOPP, JO	13821 LON	LEANDER	TX	78641	301 W SOU	LEANDER	TX	78641
R036097	CITY OF LE	PO BOX 31	LEANDER	TX	78646	200 WILLIS	LEANDER	TX	78641
R036098	CITY OF LE	PO BOX 31	LEANDER	TX	78646	205 SOUTH	LEANDER	TX	78641
R036099	CITY OF LE	PO BOX 31	LEANDER	TX	78646	103 N BRU	LEANDER	TX	78641
R036100	SOTO, CHR	109 N HIGH	LEANDER	TX	78641	109 N HWY	LEANDER	TX	78641
R036101	WITCHER, (	P.O. BOX 1	LEANDER	TX	78646	107 N US 1	LEANDER	TX	78641
R036102	AHP HOLDI	12160 W P	CEDAR PAR	TX	78613	101 N US 1	LEANDER	TX	78641
R036103	CITY OF LE	PO BOX 31	LEANDER	TX	78646	100 & 104	LEANDER	TX	78641
R036139	MDC COAS	Attn: CORP	IRVING	TX	75063	101 S HWY	LEANDER	TX	78641
R036148	DAVIS, P R	201 N WES	LEANDER	TX	78641	404 BROAC	LEANDER	TX	78641
R036149	BECHTOL J	23305 WIN	LEANDER	TX	78641	400 W BRC	LEANDER	TX	78641
R036150	MANNING,	207 N WES	LEANDER	TX	78641	207 N WES	LEANDER	TX	78641
R036151	DAVIS, P R	201 N WES	LEANDER	TX	78641	201 N WES	LEANDER	TX	78641
R036152	TKRESS LLC	104 COVIN	GEORGETO	TX	78628	103 N WES	LEANDER	TX	78641
R109480	LEANDER I	PO BOX 21	LEANDER	TX	78646	204 W SOU	LEANDER	TX	78641
R109608	LEANDER, F	PO BOX 11	LEANDER	TX	78646	101 N WES	LEANDER	TX	78641
R305215	LEANDER, F	PO BOX 11	LEANDER	TX	78646	WEST DR	LEANDER	TX	78641
R357805	CITY OF LE	PO BOX 31	LEANDER	TX	78646	102 BAGDA	LEANDER	TX	78641
R418897	OT VILLAGI	% Preferre	AUSTIN	TX	78720	202 N TRE	LEANDER	TX	78641
R418947	PSTLZIP5	UNAVAILAI	LEANDER	TX	78641	106 WINDM	LEANDER	TX	78641
R418948	LEBLANC, A	11012 LON	AUSTTIN	TX	78754	108 WINDM	LEANDER	TX	78641
R418949	AVILA, VAL	200 WINDM	LEANDER	TX	78641	200 WINDM	LEANDER	TX	78641
R418950	FLORES, JU	202 WINDM	LEANDER	TX	78641	202 WINDM	LEANDER	TX	78641
R418951	THOM, ERI	204 WINDM	LEANDER	TX	78646	204 WINDM	LEANDER	TX	78641
R418952	RAMACHAI	15513 FISH	AUSTIN	TX	78717	206 WINDM	LEANDER	TX	78641
R418953	REYNOLDS,	208 WINDM	LEANDER	TX	78641	208 WINDM	LEANDER	TX	78641
R418954	OT VILLAGI	% Preferre	AUSTIN	TX	78720	210 WINDM	LEANDER	TX	78641
R487428	LEANDER I	PO BOX 21	LEANDER	TX	78646	202 W SOU	LEANDER	TX	78641
R487429	LEANDER I	PO BOX 21	LEANDER	TX	78646	104 S BRUS	LEANDER	TX	78641

R496898 A+ FEDERA PO BOX 14: AUSTIN TX
 R496900 H E BUTT GATTN: PRO SAN ANTOI TX
 R503958 UNKNOWN 000 Bagdad Leander TX
 R542549 PEMAS LLC 13-24 JACK LONG ISLA INY
 R542550 H E BUTT GATTN: PRO SAN ANTOI TX
 R565243 NGUYEN, K 708 LOS RC LEANDER TX
 R565244 5TH ELEME 16701 RED LEANDER TX
 R565245 WARREN, F 201 N MOL CEDAR PARTX
 R565246 KABILAN, S 129 BEISA I ROUND RO TX
 R566532 CITY OF LE/ PO BOX 31: LEANDER TX
 R590758 UNKNOWN 000 missin: Georgetow TX
 R590759 UNKNOWN 000 missin: Georgetow TX
 R619585 CITY OF LE/ % RIDE OR AUSTIN TX

78761 11255 HER LEANDER TX	78641
78283 N HWY 183 LEANDER TX	78641
78641 BAGDAD ST LEANDER TX	78641
11101 11245 HER LEANDER TX	78641
78283 BROADE ST LEANDER TX	78641
78641 E EVANS ST LEANDER TX	78641
78641 BROADE ST LEANDER TX	78641
78613 WILLIS ST LEANDER TX	78641
78681 SOUTH ST LEANDER TX	78641
78646 WILLIS ST LEANDER TX	78641
78626 N US 183 LEANDER TX	78641
78626 N BRUSHY: LEANDER TX	78641
78748 104 N BRU: LEANDER TX	78641

February 17, 2022

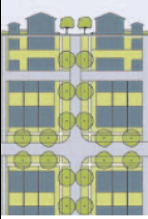
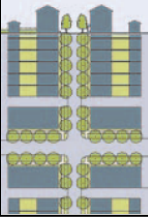
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Case Manager

Justin Hunt, Planner – jhunt@leandertx.gov or 512-528-2751

If you do not wish to be included in this City initiated zoning case, please notify the Planning Department before March 24, 2022 by emailing planning@leandertx.gov or calling 512-528-2751.

The process for rezoning property within Leander city limits includes public hearings before the Planning & Zoning Commission and City Council, as well as two readings of the ordinance.

Scheduled public hearings:

- **Planning & Zoning Commission – March 24, 2022 at 7:00 p.m.**
- **City Council – April 21, 2022 at 7:00 p.m.**

Please do not hesitate to contact me if you have any questions.

Sincerely,

parcelid	ownernme1	pstladdress	pstlcity	pstlstate	pstlzip5	siteaddress	sitcity	sitest	sitezip
R036031	VINCIK, JOSHUA DANE	335 BAKER LN	LEANDER	TX	78641	400 BRUSHY ST	LEANDER	TX	78641
R036033	BAIREUTH LLC	3508 FAR WEST BLVD STE 190	AUSTIN	TX	78731	BRUSHY ST	LEANDER	TX	78641
R036041	LEANDER LAND LTD CO	309 HWY 183 N	LEANDER	TX	78641	309 HWY 183 N	LEANDER	TX	78641
R036042	SJK LEANDER 183 LLC	125 WOOD BEACH DR	SANTA ROSA BEACH	FL	32459	303 N HWY 183	LEANDER	TX	78641
R036069	SHEETAL ENTERPRISE LLC	207 N HWY 183	LEANDER	TX	78641	207 N HWY 183	LEANDER	TX	78641
R036070	COMPASS BANK	ATT:DIANA SEALE-TAX ACCT DEPT PO BOX 10566	BIRMINGHAM	AL	35296	201 N HWY 183	LEANDER	TX	78641
R036075	BRUSHY PROPERTIES LLC	5205 TURNABOUT LN	AUSTIN	TX	78731	208 N BRUSHY ST	LEANDER	TX	78641
R036076	BRUSHY PROPERTIES LLC	5205 TURNABOUT LN	AUSTIN	TX	78731	210 N BRUSHY ST	LEANDER	TX	78641
R036077	JOHNNY 99 LLC	8315 BURNET RD #D	AUSTIN	TX	78757	203 N BRUSHY ST	LEANDER	TX	78641
R036081	CITY OF LEANDER	PO BOX 319	LEANDER	TX	78646	202 BAGDAD ST	LEANDER	TX	78641
R036090	305 WILLIS STREET LLC	3061 N BAGDAD RD	LEANDER	TX	78641	305 WILLIS ST	LEANDER	TX	78641
R036091	SWEETEN UP BAKE SHOP LLC	1004 CLEAR LAKE LN	LEANDER	TX	78641	201 BAGDAD ST	LEANDER	TX	78641
R036097	CITY OF LEANDER	PO BOX 319	LEANDER	TX	78646	200 WILLIS ST	LEANDER	TX	78641
R036098	CITY OF LEANDER	PO BOX 319	LEANDER	TX	78646	205 SOUTH ST	LEANDER	TX	78641
R036099	CITY OF LEANDER	PO BOX 319	LEANDER	TX	78646	103 N BRUSHY ST	LEANDER	TX	78641
R036100	SOTO, CHRISTIAN CRUZ & BENJAMIN CRUZ JR	109 N HIGHWAY 183	LEANDER	TX	78641	109 N HWY 183	LEANDER	TX	78641
R036101	WITCHER, C K	P.O. BOX 1865	LEANDER	TX	78646	107 N US 183	LEANDER	TX	78641
R036102	AHP HOLDINGS LLC	12160 W PARMER LN STE 130-807	CEDAR PARK	TX	78613	101 N US 183	LEANDER	TX	78641
R036103	CITY OF LEANDER	PO BOX 319	LEANDER	TX	78646	100 & 104 N BRUSHY ST	LEANDER	TX	78641
R036150	MANNING, ROBERT SCOTT	207 N WEST DR	LEANDER	TX	78641	207 N WEST DR	LEANDER	TX	78641
R036151	DAVIS, P REESE & NORMA JEAN	201 N WEST DR	LEANDER	TX	78641	201 N WEST DR	LEANDER	TX	78641
R496900	H E BUTT GROCERY CO	ATTN: PROPERTY TAX OFFICE PO BOX 839999	SAN ANTONIO	TX	78283	N HWY 183	LEANDER	TX	78641
R503958	UNKNOWN, LEANDER	000 Bagdad	Leander	TX	78641	BAGDAD ST	LEANDER	TX	78641
R542550	H E BUTT GROCERY CO	ATTN: PROPERTY TAX OFFICE PO BOX 839999	SAN ANTONIO	TX	78283	BROADE ST	LEANDER	TX	78641
R566532	CITY OF LEANDER	PO BOX 319	LEANDER	TX	78646	WILLIS ST	LEANDER	TX	78641
R619585	CITY OF LEANDER	% RIDE OR DIE LLC 11308 ROBERT WOODING DR	AUSTIN	TX	78748	104 N BRUSHY ST	LEANDER	TX	78641



EXECUTIVE SUMMARY
03/24/2022

AGENDA SUBJECT:

Conduct a Public Hearing and consider action regarding Ordinance Case 22-OR-001 to amend the Composite Zoning Ordinance to adopt regulations for Mobile Food Establishments, update accessory structure requirements, updating definitions, and to provide for related matters; Williamson & Travis Counties, Texas.

- Discuss and consider action regarding Ordinance Case 22-OR-001 as described above.

BACKGROUND:

This request is the first step in the ordinance process. This update includes the following amendments:

1. Establish Mobile Food Establishments
2. Revise Accessory Structure Requirements
3. Updates to Definitions

APPLICANT/AGENT:

City of Leander

ORDER OF EVENTS:

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

PRESENTER:

Robin M. Griffin, AICP, Executive Director of Development Services

Attachments

1. Planning Analysis
2. Ordinance Redline



PLANNING ANALYSIS

ORDINANCE CASE 22-OR-001 COMPOSITE ZONING ORDINANCE

GENERAL INFORMATION

Ordinance Amendment: Composite Zoning Ordinance

Changes: Updates to add/remove definitions, establish standards for Mobile Food Establishments, and update accessory structure requirements.

Staff Contact: Robin M. Griffin, AICP, Executive Director of Development Services

PURPOSE

Currently, mobile food establishments (aka food trucks) are not permitted by right by the Composite Zoning Ordinance. Staff has evaluated the ordinances as well as the regulations for surrounding municipalities. As part of this research, staff has crafted an ordinance to address the following questions:

1. WHY ALLOW MOBILE FOOD ESTABLISHMENTS?

- Provides an opportunity to increase jobs and businesses.
- Offers opportunities for food choices.
- Helps new restaurants test the local market for a permanent location.
- Allows the City to signal to other potential businesses that the community is adopting the evolving economy and is supporting entrepreneurship.
- Activates areas that are in need of redevelopment.

2. QUESTIONS TO ANSWER

- Where does this type of use fit?
- How long should they stay at one location?
- Does the community want this use?
- When can mobile food establishments operate?
- How should parking be addressed?
- Should there be limits on hours, lighting, and outdoor activities?

3. WHERE

- LC, GC use components, amenity centers?
- Distance from other brick and mortar restaurants?
- Distance from single-family?
- On public property like City Hall and parks?

4. DURATION

- Allowed to stay overnight?
- Limit on the number of days?

5. Nuisances

- Hours of Operation: follow base zoning?
- Trash: How do we keep the area clean?
- Lighting: Dry Sky Compliant?
- Maintenance of trucks

This amendment includes two types of mobile food establishments – parks and temporary. A park would be a site that is improved to support multiple mobile food establishments at a fixed location. The primary use would be mobile food establishments. A temporary mobile food establishment would be allowed at an existing business or developed site.

In addition to this update, we have added several definitions and updated the accessory structure size provisions. Currently, the ordinance limits the size of an accessory structure to 10% of the size of the primary structure. We have noticed an influx in requests to allow for a large accessory structure. We suspect that this change stems an increase in the number of people that work from home. Staff proposes to increase the size from 10% to 20% of the primary structure. This means that a 2,500 square foot home could have a 500 square foot accessory structure instead of 250 square feet.

COMPREHENSIVE PLAN

GOAL #1 – ECONOMIC GROWTH – QUALITY DEVELOPMENT & ECONOMIC GROWTH GENERATING A DIVERSE TAX BASE

Strategy 1.2 Maintain development codes that achieve the community’s desired character and quality.

Action 1.2.3 Prepare amendments to the development codes to address changing market demands and development patterns.

CHAPTER 4 - COMMUNITY ENGAGEMENT

Figure 3.22, What Should Leander Focus on to Promote the Community?



COMPOSITE ZONING ORDINANCE

ARTICLE I – GENERAL, SECTION 6: DEFINITIONS

Accessory Building or Accessory Structure (nonresidential) means ~~In residential districts, an accessory building / structure is incidental to and customarily associated with a specific principal use or principal building on the same site, attached to or detached from the main building, not used for commercial purposes and not rented. In non-residential districts, an accessory building / structure~~ that is a subordinate building, the use of which is secondary to and supportive of the main building. Includes, but is not limited to, storage facilities, detached garages, parking structures or enclosures, shade structures, and other similar buildings or structures.

Accessory Building or Accessory Structure (residential) means a building or structure that is incidental to and customarily associated with the principal structure on the same site, attached to or detached from the main building, not used for commercial purposes and not rented. Includes, but is not limited to, swimming pools, pool houses/cabanas, workshops, decks, storage sheds, barbeque structures, playscapes, tree houses, shade structures, and other similar buildings or structures. Conexes and shipping containers are not permitted or considered to be an accessory structure in residential zoning districts.

~~subordinate building, the use of which is secondary to and supportive of the main building.~~

Accessory Dwelling Unit means a unit built on a legal lot in addition to a principal dwelling unit Accessory dwelling units are subordinate in size, location, and use to the principal structure.

Auto body, paint and repair shop means an establishment that provides collision repair services for automobiles and light trucks and other similar motor vehicles, including body frame straightening and repair, replacement of damaged parts and painting. The term "auto body, painting and repair shops" may also include general repairs

Backage Road means a road that runs parallel to or alongside an arterial street that provides the main point of access to property.

Bed and Breakfast means a private residence or commercial operation that offers sleeping accommodations and serves breakfasts at no extra cost to its lodgers.

Brewpub means an establishment containing both a restaurant and a brewery that produces beer for on site sale and consumption.

Building means any permanent structure built for the shelter or enclosure of persons, animals, chattels or property of any kind, which is permanently affixed to the land, ~~and~~ has one or more floors and a roof, and has enclosed walls for fifty (50%) percent of its perimeter. The term "building" shall be construed as if followed by the words "or part thereof".

Drought tolerant turf grasses means turf grass varieties and mixes that have been developed to minimize, once established, the requirements for irrigation, mowing, weeding and fertilizer in central Texas landscapes and have summer-dormancy capabilities. Drought-tolerant turf grasses include species

such as Buffalo, Bermuda hybrids that do not produce viable seed, Zoysia, and HABITURF®. St. Augustine is not considered a drought-tolerant turf grass.

Executive Director of Development Services means the person appointed by the City Manager to oversee the Development Services Department and serve as the Planning Director.

Flood-plain means a waterway and the adjacent land area subject to inundation during the design storm.

Garage means a structure or part thereof, designed, used or intended to be used for the parking and storage of motor vehicles. A garage is considered to be part of the primary structure for single-family residential purposes. A garage shall include paved, vehicular access to a street.

Hospital means an institution providing primary health care services, including in-patient medical or surgical care, including related facilities such as out-patient clinics, offices, laboratories, teaching facilities, meeting areas, cafeterias, maintenance and parking facilities. Typical uses include medical centers and hospitals.

Masonry means brick, stone, or stucco. Tilt wall faced in brick or stone, or stamped to look like brick or stone also qualifies as masonry.

Microbrewery, Microdistillery, or Microwinery means:

- (a) A Microbrewery is a facility that produces no more than 15,000 barrels of beer annually and which may include a tasting room and retail space.
- (b) A Microdistillery is a facility that produces no more than 5,000 gallons of spirituous beverages annually and which may include a tasting room and retail space. Also referred to as craft, boutique, or artisanal distilleries.
- (c) A Microwinery is a facility that produces no more than 50,000 gallons of wine and related beverages annually and which may include a tasting room and retail space, but does not include a vineyard.

Mini-warehouse means a structure containing separate storage spaces of varying sizes leased or rented as individual leases. This term includes self-storage facility and mini-storage facility.

Mobile Food Establishment means a readily movable, motorized wheeled vehicle, or a towed wheeled vehicle, designed and equipped with heat producing equipment to cook, fry, or warm products to serve food and associated non-alcoholic beverages. This definition shall also apply to any associated uses such as seating, refuse containers, generators, or equipment associated with the mobile food establishment operation.

Mobile Food Establishment Temporary Use means a Mobile Food Establishment that locates temporarily on a property with an existing business, in accordance with the standards of this ordinance.

Mobile Food Establishment Park means a property used or developed to accommodate one or more Mobile Food Establishments as the primary use of the property. Mobile Food Establishment Parks must have a valid certificate of occupancy in addition to all other applicable permits and inspections.

Modular Housing means a residential structure that is constructed in one or more modules or constructed using one or more modular components built at a location other than the permanent site. This type of structure is designed to be used as a permanent residential structure when the module or the modular component is transported to the permanent site and erected or installed on a permanent foundation system. It does not include:

- (a) Manufactured housing,
- (b) Housing constructed of sectional or panelized system that does not use a modular component, or
- (c) A ready-built home constructed in a manner in which the entire living area is contained in a single unit or section at a temporary location for the purpose of selling and moving to the home to a different location.

Office means a building used for executive, consulting, professional, management, or administrative services. Typical uses include administrative offices including, but not limited to, real estate, law, architectural design, accounting, insurance, property management, investment, personnel, travel, or business offices.

Office, Medical means an office used to provide consultation, diagnosis, therapy, or corrective treatment services by doctors, dentists, or other similar medical practitioners.

Office Warehouse means an establishment engaged in both the administration and management of, and the storage of, goods for themselves or other firms. Typical uses for the office portion include business functions related to the goods being stored. A limited amount of on-site sales activity with the customer present is expected. Typical uses for the warehouse portions include storage by retail stores such as furniture and appliance stores, household moving and general freight storage. The office/warehouse facility's typical design has an office entry on the street-facing side of the building and a warehouse and loading entry on the rear of the building. Uses for the warehouse portion shall not include major wholesale distribution centers, cold storage plants including frozen food lockers, storage of weapons and ammunition, truck or air freight terminals, bus barns, parcel services, major post offices, grain terminals, transfer and storage businesses and the stockpiling of sand, gravel or other aggregate materials. A minimum of twenty-five (25%) percent of the building shall be used for office purposes.

Off-Street Parking Space means an area for one (1) motor vehicle not on a public street or alley, with an all weather surface (asphalt or concrete). A public street shall not be classified as off-street use, however, head-in parking or parallel parking spaces protected by raised peninsulas or islands adjacent to a public street may be considered as off-street parking if approved by the Director of Planning.

Shade Structure means gazebos, arbors, pergolas or similar structures intended as decorative features to provide respite from the sun and partial protection from the elements while still out of doors.

Sign-Band means a portion of the exterior wall of the building generally located near of the eave of a structure and out of a material different from the remainder of the wall or along the eave of a canopy, usually oriented horizontally, and including business or industry identification colors, logos, signage or other similar features.

Vet Clinic means a facility for the care, diagnosis and medical treatment by a licensed veterinarian.

ARTICLE III – USE COMPONENTS

SECTION 14: LO - LOCAL OFFICE

(b) Conforming Uses

(5) Mobile Food Establishment Park (Special Use Permit is required, see Article IV, Section 10 for Use Standards)

(6) Mobile Food Establishment Temporary Use (See Article IV, Section 10 for Use Standards)

ARTICLE IV – USE STANDARDS

SECTION 2: Special Use Permit

(a) Uses Qualified

(16) Mobile Food Establishment Park

SECTION 5: Accessory Building/Structure/Use; Sports & Other Equipment Regulations

(d) In residential districts, a covered patio or porch is considered to be part of the primary building / structure.

****NEW CODE ADDITIONS****

SECTION 10: Mobile Food Establishment Park & Mobile Food Establishment Temporary Use

(a) Intent. The intent of this section is to provide regulations for the development of Mobile Food Establishment Parks as well as provide provisions for Mobile Food Establishment Temporary Use as a temporary use on site that are already developed for commercial purposes.

(b) General requirements.

- (1) Mobile Food Establishments shall not locate on public streets, sidewalks, required parking areas needed to meet minimum parking requirements for the primary use, fire lanes, or blocking access drives.
- (2) Mobile Food Establishments shall not be located within one hundred fifty (150') feet of a residential dwelling unit. This measurement shall be measured from the property line of the dwelling unit to the closest point of the Mobile Food Establishment.
- (3) Mobile Food Establishments, generators, and other equipment shall be maintained and be in operable condition at all times.
- (4) No trash or grease shall be left on site after the departure of the Mobile Food Establishment.
- (5) Exterior finishes shall be maintained with minimum property, structural, and health standards.
- (6) Mobile Food Establishments shall remain on wheels and drivable or with the hitch in place.

- (7) Mobile Food Establishments shall have an up to date registration and license.
 - (8) The property owner authorization shall be provided prior to operating a Mobile Food Establishment on private or public property.
 - (9) All signage for the Mobile Food Establishment shall be on or attached to the vehicle. "A" Frame signs may be used for menu items internal to the site.
 - (10) All Mobile Food Establishments shall maintain a permit in compliance with the Williamson County and Cities Health District regulations and City regulations.
- (c) Mobile Food Establishment Parks. In addition to the general requirements listed in this section, Mobile Food Establishment Parks shall also comply with the following.
- (1) A special use permit is required.
 - (2) A site development permit is required demonstrating compliance with all ordinance requirements. This permit shall provide a plan for the location of the Mobile Food Establishments, parking, amenity areas, restrooms, driveways, sidewalks, and refuse containers. Setbacks associated with the zoning district shall apply to the Mobile Food Establishment Park. Parking areas may be comprised of crushed granite with a ribbon curb.
 - (3) Restrooms. Permanent restrooms within a permitted building or structure shall be provided onsite within the Mobile Food Establishment Park for the use by the Mobile Food Establishments and the Mobile Food Establishment customers, operators, and employees. The number of and type of restrooms shall be determined based on the occupant load of the Mobile Food Establishment Park. These restrooms shall be available for use during the Mobile Food Establishment Park hours of operation. No portable or temporary restrooms shall be allowed.
 - (4) Hours of Operation: Hours of operation shall comply with the underlying base zoning district
 - (5) Common Area. Each Mobile Food Establishment Park shall be required to provide two hundred (200) square feet of common area per Mobile Food Establishment. The area should be a minimum of ten (10') feet in width. Common area shall include outdoor eating areas, open space, playscape, open space, covered gathering space, or other similar uses.
 - (6) Parking. See Article VI, Section 3.
 - (7) An annual permit from the City for each calendar year is required for a Mobile Food Establishment Park. This permit shall be requested each year in January 1.
 - i. The property owner shall be responsible for obtaining the permit.
 - ii. The property owner shall attest that all Mobile Food Establishments within the Park have the required permits from the health district and that all inspections by the Fire Department have been completed.
 - iii. This permit may be revoked if the Mobile Food Establishment Park is found to be out of compliance with the health department or the City's regulations.
 - iv. The Mobile Food Establishment Park shall have a manager and the contact information for the manager shall be provided with the annual permit.

- (8) Certificate of Completion. Each Mobile Food Establishment Park shall be required to receive a certificate of completion for the site improvements prior to the operation of Mobile Food Establishments.

(d) Mobile Food Establishment Temporary Use.

- (1) Upon issuance of a permit pursuant to the Code of Ordinances, a Mobile Food Establishment is permitted as an accessory use supporting the following uses:
- i. Property located within a LO (Local Office), LC (Local Commercial), GC (General Commercial), HC (Heavy Commercial), and HI (Heavy Industrial) use components, which contains an operational business;
 - ii. Places of worship;
 - iii. Apartment complexes;
 - iv. Parks and recreation facilities;
 - v. Homeowner Association owned common areas; or
 - vi. Public or private education facilities.
- (2) Hours of Operation
- i. The Mobile Food Establishment shall not operate during the hours that the primary use is closed.
- (3) Restrooms located within a permanent building that has been issued a valid certificate of occupancy shall be provided for the use of the Mobile Food Establishment's customers, operators and employees. Such restroom(s) must remain open and available for use at all times during which the Mobile Food Establishment is situated on the operation site. No portable or temporary restrooms shall be allowed.
- (4) Number of Mobile Food Establishment per property: Sites smaller than one (1) acre are prohibited from having more than two (2) Mobile Food Establishment on-site at any time.

ARTICLE V – SITE COMPONENTS

SECTION 2: Type 2

(b) Site Uses and Features (Some Site Uses Listed Also Require Appropriate Use Component)

(1) General (All Development):

- i. Accessory buildings / structures are permitted providing that their total gross floor area square footage is not greater than ~~ten-twenty~~ percent (~~24~~10%) of the gross floor area of the primary building / structure with the use utilizing such accessory building / structure(s), or one hundred twenty (120) square feet, whichever is greater (agricultural and recreational buildings / structures are exempt from this limit).

ARTICLE VI – USE STANDARDS

SECTION 3: Off-Street Parking Requirements

USE CATEGORY	SPECIFIC USE	SPACE REQUIREMENT
COMMERCIAL USES		
Food & Beverage Establishments	Restaurant as a single use or comprising more than 20% of a mixed retail center	1:100 sq. ft.
	<u>Mobile Food Establishment Park</u>	<u>1:100 sq. ft. of common area plus 2 spaces per Mobile Food Establishment Park</u>



EXECUTIVE SUMMARY
03/24/2022

AGENDA SUBJECT:

Discuss and consider action regarding Zoning Case 22-Z-003 to amend the current zoning of PUD/TOD-CD (Planned Unit Development/Transit Oriented Development – Conventional Development Sector) to adopt the San Gabriel Industrial Minor PUD (Planned Unit Development) with the base zoning district GC-5-A (General Commercial) on two parcels of land approximately 86.9312 acres ± in size, more particularly described by Williamson Central Appraisal District Parcels R031599 and R449731; and more commonly known as 9880 183A Toll Rd, Leander, Williamson County, Texas.

BACKGROUND:

This request is the first step in the zoning process. The applicant proposed to postpone the request during the March 10, 2022 meeting in order to allow time for a meeting with the neighboring property owner. The Planning & Zoning Commission postponed action to the March 24, 2022 meeting.

HISTORY/TIMELINE:

08/08/2005 Annexed as part of the TOD PUD.

03/10/2022 Planning & Zoning Commission, 1st Public Hearing – Action postponed

APPLICANT/AGENT:

Pacheco Koch (Hollis Scheffler) on behalf of RFHDAH, LP (R.F. Higginbotham).

RECOMMENDATION:

The applicant proposed to postpone the request during the March 10, 2022 meeting in order to allow time for a meeting with the neighboring property owner. The Planning & Zoning Commission postponed action to the March 24, 2022 meeting.

PRESENTER:

Justin Hunt, Planner

Attachments

1. Planning Analysis
2. Current Zoning Map
3. Future Land Use Map
4. Notification Map
5. Proposed Zoning Map
6. Aerial Map
7. PUD Notes
8. Letter of Intent
9. Neighborhood Outreach



PLANNING ANALYSIS

ZONING CASE 22-Z-003 SAN GABRIEL LEANDER INDUSTRIAL MINOR PUD

GENERAL INFORMATION

Owner/Agent:	Pacheco Koch (Hollis Scheffler) on behalf of RFHDAH, LP (R.F. Higginbotham).
Current Zoning:	PUD/TOD-CD (Planned Unit Development/Transit Oriented Development – Conventional Development Sector)
Proposed Zoning:	San Gabriel Industrial Minor PUD (Planned Unit Development) with the base zoning district GC-5-A (General Commercial)
Size and Location:	The two parcels of land approximately 86.9312 acres $\pm$ in size, more particularly described by Williamson Central Appraisal District Parcels R031599 and R449731; and more commonly known as 9880 183A Toll Rd, Leander, Williamson County, Texas.
Staff Contact:	Justin Hunt, Planner

APPLICANT REQUEST

The subject property is currently zoned as part of the Conventional Sector and the next step in the process is to submit a request for an amendment to the PUD in order to establish the base zoning district of their property. The applicant has submitted a request to change the designated zoning district of their property in order to develop a distribution center through a Minor PUD with the base zoning designation of GC-5-A (General Commercial). This request also includes additional uses outside of the general commercial use including light manufacturing, warehouse, and distribution.

STAFF CONCLUSIONS

Y N

- ☒ ☐ Does the proposal comply with the intent statements of the Composite Zoning Ordinance? *see page 3*
- ☒ ☐ Does the proposal comply with the goal statements of the Comprehensive Plan? *see page 4*
- ☒ ☐ Does the proposal warrant any other special considerations? *see below*

SPECIAL CONSIDERATIONS

This Minor PUD would support the applicant's proposed use of a distribution center, while limiting the uses to uses that are desirable as part of the Employment Center.

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

	ZONING	LAND USE
NORTH	PUD-GC PUD-MF	San Gabriel Villas PUD- Undeveloped San Gabriel Villas PUD- Aven Ridge Apartments
EAST	PUD/TOD-CD	Undeveloped
SOUTH	PUD-GC	PAG Leander H1- Car Dealership
WEST	Interim-SFR-1-B ETJ	Single-Family Residence Single-Family Residence

SURROUNDING AREA:

This property is located east of 183A Toll Road and south of San Gabriel Parkway. To the north of the property is the San Gabriel Villas PUD which includes the Aven Ridge Apartment complex. To the south is the PAG Leander H1- Car Dealership which includes the Honda Dealership. To the east of the subject property are rural single-family residences, and to the east are two PUD/TOD-CD sites that are undeveloped.

PHYSICAL AND NATURAL FEATURES:

This property contains many heritage and significant trees scattered over the site, and multiple residential structures including one primary home and three accessory structures.

PROPERTY HISTORY:

This property was annexed 8/8/2005, as part of the TOD PUD.

PREVIOUS ZONING CASES:

The following zone cases were previously submitted for this property:

- 01/17/2008 – Adoption of the TOD

MAJOR CORRIDORS:

This property has access onto 183A Toll Road & San Gabriel Parkway.

TRANSPORTATION PLAN REQUIREMENTS:

This property includes future improvements and extension of county road 269.

The table below includes the proposed streets within the development. These streets have not been reviewed and are subject to change during the review process.

STREET	CLASSIFICATION	LAND USE CONTEXT	DESIGN ELEMENTS
CR 269	Collector	Roadway	74' ROW East side 8' sidewalk West side 6' sidewalk

EXISTING UTILITIES:

This property has access to a 12" waterline along 183A Toll Road, a 24" water line along San Gabriel Parkway, and a 12" along Pleasant Hill Road. A 12" wastewater line runs along the subject properties 183 A Toll Road frontage.

CURRENT LAND USES:

This property is currently undeveloped.

PROPOSED ZONING DISTRICT:**USE COMPONENT****GC – GENERAL COMMERCIAL:**

Features: Any use in LC plus bar, nightclub, entertainment venues, hospital, hotel, liquor store, office/warehouse, vehicle and equipment sales, leasing and repair, furniture sales, pet shop, wholesale activities less than 3,500 sq. ft.

Intent: Development of small to large scale commercial, retail, and commercial service uses located in high traffic areas. Access to this component should be provided by an arterial street. The heaviest concentration of this component should be located at intersections of arterial streets.

SITE COMPONENT**TYPE 5 (non-residential only):**

Features: Accessory buildings; drive-thru service; outdoor fueling and washing of vehicles; overhead service doors; maximum outdoor display and storage; outdoor entertainment venues and animal boarding.

Intent:

- (1) The Type 5 site component is intended to be utilized with developments that have intense outdoor site requirements and a need to utilize the outdoor site area for maximum outdoor display, storage and / or accessory buildings.
- (2) This component is intended only for industrial or the heaviest commercial uses and may be combined only with GC, HC or HI use components.
- (3) This site component is not intended for retail or office development not requiring the available limits of outdoor storage and accessory buildings or adjacent to residential neighborhoods where not adequately buffered from residential uses.
- (4) This site component is discouraged along major thoroughfares and is intended to be utilized within industrial park developments.
- (5) Compliance with Type 1, 2, 3 or 4 site component standards shall also be deemed as compliance with Type 5 standards.

ARCHITECTURAL COMPONENT**TYPE A:**

Features: 5 or more architectural features.

Intent:

- (1) The Type A architectural component is intended to be utilized for high quality developments or to provide variety as an additional option for portions of a residential development and may be utilized in or adjacent to single-family uses.
- (2) This component is intended to be utilized for single-family development that backs up to, or sides to, a major thoroughfare.
- (3) Combined with appropriate use and site components, this component is intended to help provide for harmonious land use transitions by applying this component to a less restrictive use or site component adjacent to a more restrictive use or site component. This standard may be utilized to help ensure compatibility for non-residential uses, multi-family, two-family, townhouse or small lot residential development with adjacent property that is more restricted.
- (4) This component is intended to be utilized for buildings requiring heights greater than those provided in other architectural components.
- (5) This component may be utilized for any high profile development, for any property in a prominent location or at an important gateway to the community.
- (6) This component is not intended to become an involuntary standard for the majority of a single-family subdivision, especially with SFR, SFE, SFS, SFU and SFC components.

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

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

- Facilitate quality commercial development through targeted marketing and a commitment by the City to help businesses grow and expand.
- Continue efforts regarding the construction of projects within the Leander Central/Transit-Oriented Development District as a mixed-use urban environment.

Applicable Future Land Use categories

EMPLOYMENT CENTER

- The Employment Center future development category is for primary jobs and business in strategic locations. These areas are intended for regional-serving employment in planned campus-like environments for office, research, medical, manufacturing, light industrial, warehouse, and heavy commercial uses. To remain competitive in today's corporate marketplace, contemporary workforce-supporting elements such as amenities, retail and high-density residential are also encouraged in an integrated development pattern.

The Employment Center area is focused on meeting the plan goals of an attractive, high-quality business environment for investors to bring to Leander and grow/diversify the tax base. It complements other nearby regional mixed-use areas, but provides opportunities for larger-footprint, single-tenant buildings that can accommodate numerous employees. These areas may be developed with an auto-oriented, traditional character, or in a mixed-use urban design. In a planned environment, upper-story vertical mixed-residential is encouraged along with limited, integrated high-density residential-only buildings. Such scenarios should be tightly regulated to ensure the proper mix.

**Desired Mix: 80-100% Non-Residential, 0-20% Residential
LO, LC, GC, HC, PUD**

INTERGOVERNMENTAL/INTERDEPARTMENTAL REVIEW:

This proposal was reviewed by all applicable departments within the City of Leander. All plats submitted will be reviewed by City Staff.

SCHEDULE:

DEVELOPMENT MEETING

A development meeting was held with Staff on November 29, 2021. No changes have been made to the project since the development meeting was held.

The following ordinance changes occurred following the development meeting which may have impacted this project.

- The Future Land Use Map was updated to designate this property as the Employment Center land use category.

NOTIFICATION

2/18/2022 - Public Notice on Hill Country News
 2/23/2022 - Mail Notification to Property Owners within 200'
 2/23/2022 - Public Hearing Signage Posted on Property
 3/10/2022 - Planning and Zoning Commission Public Hearing
 4/07/2022 - City Council Public Hearing & First Reading of the Ordinance
 4/21/2022 - City Council Second & Final Reading of the Ordinance

PUBLIC NOTIFICATION:

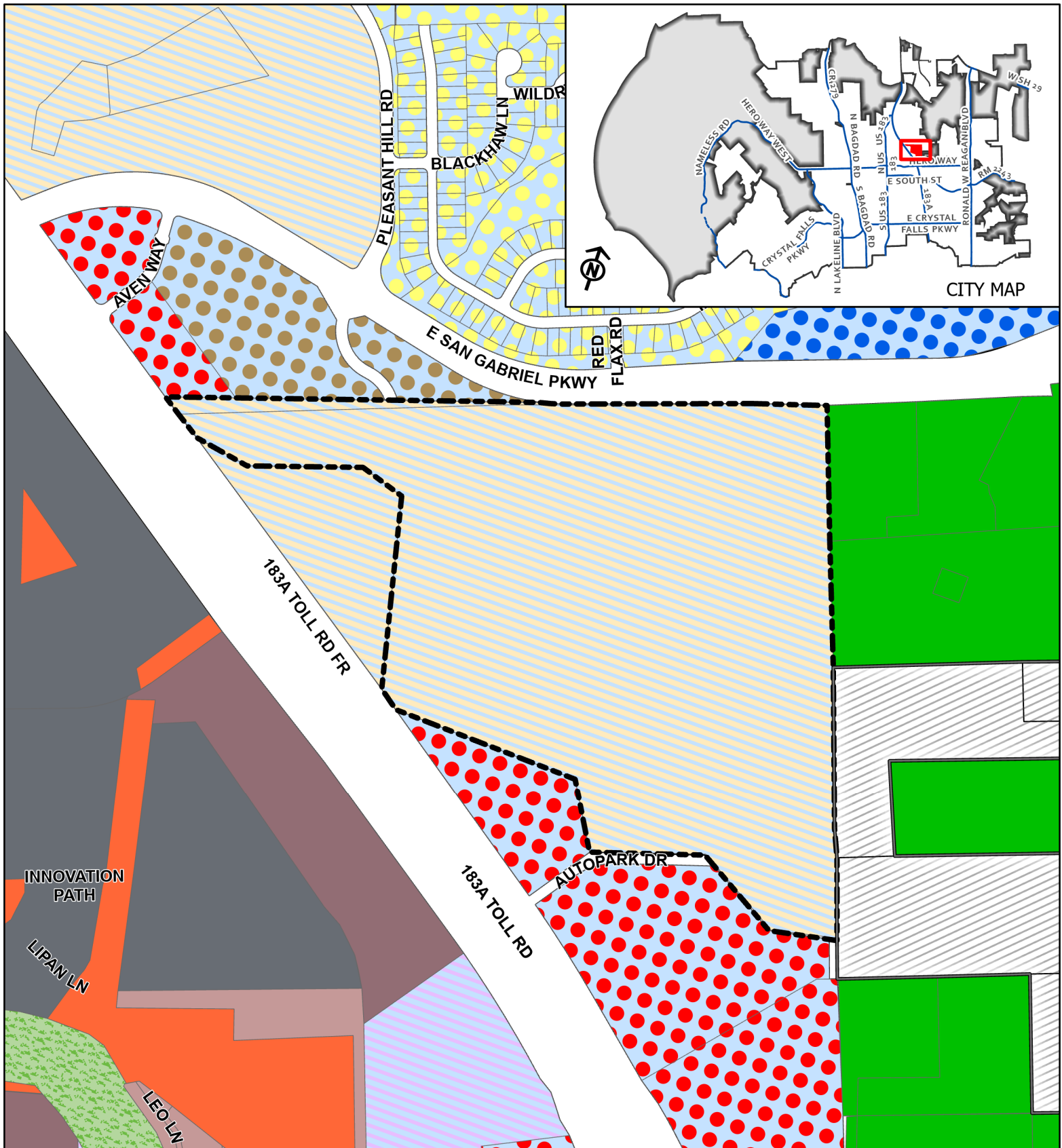
In addition to the notice mailed on behalf of the City to all property owners within 200', the agent reached out to all property owners of property zoned as single-family or any properties used as single-family uses within 500' as per

Article X, Section 3 (d) of the Composite Zoning Ordinance. Any Homeowner's Association located within 500' were also contacted. Per the applicant all owners have been notified via mail and no concerns have been communicated.

Please see the full report from the applicant included in the packet.

APPROVAL CRITERIA:

This zoning request is consistent with the future land use map designation of Employment Center and the proposed development would be compatible with the surrounding land uses.



CASE: 22-Z-003

ATTACHMENT #2

SAN GABRIEL
LEANDER INDUSTRIAL

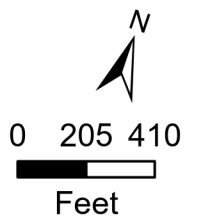
Current Zoning Map

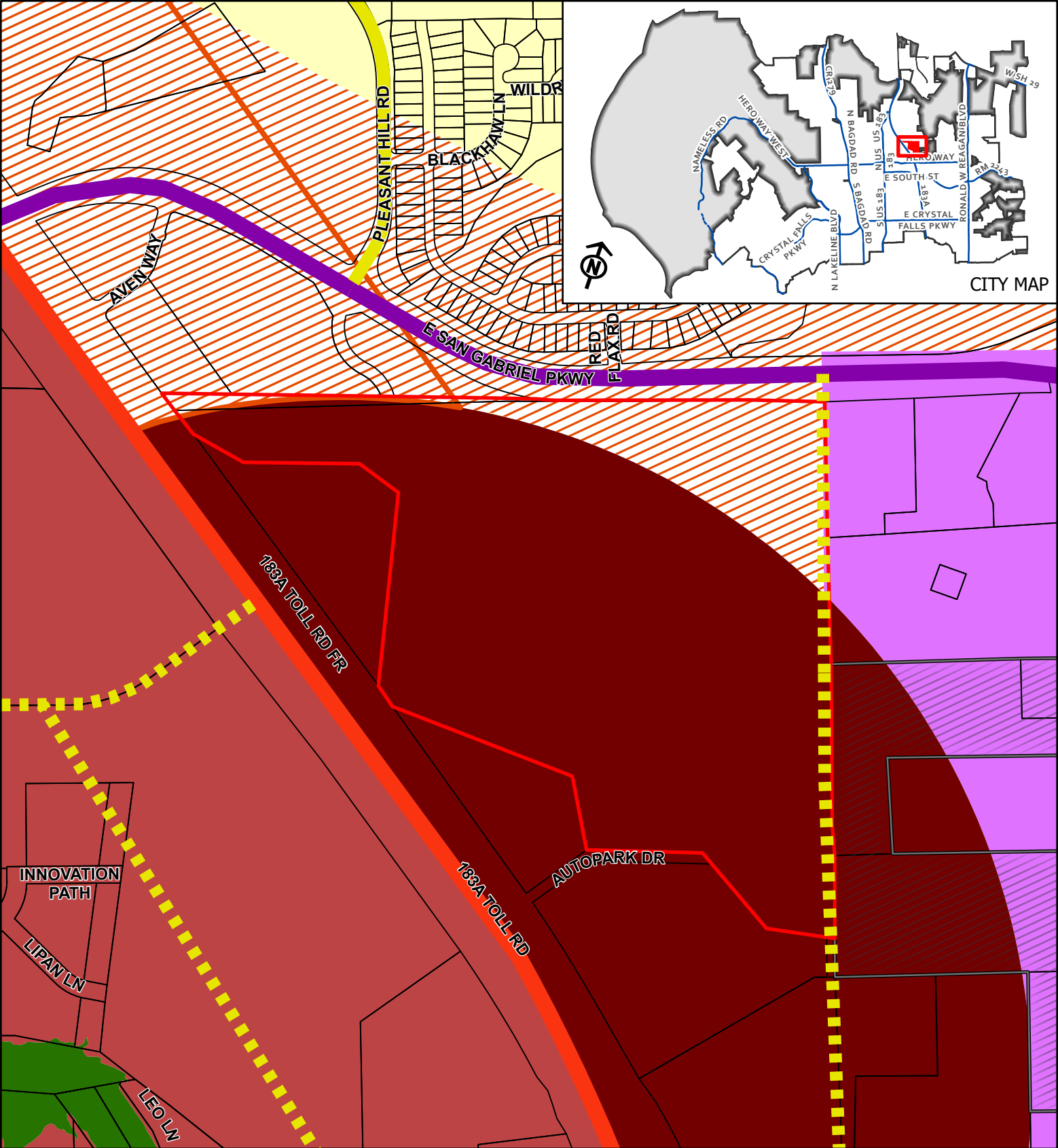
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- Leander City Limits
- Leander ETJ
- Subject Area
- SFR - Single-Family Rural
- PUD - Single-Family

- PUD - Multi-Family
- PUD - Mixed Use
- PUD - General Commercial
- OS - Open Space
- CD - Conventional Sector

- S2 - Station Sector
- Civic Building
- T4 - General Urban
- T5 - Urban Center
- T6 - Urban Core





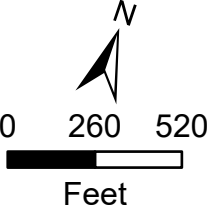
CASE: 22-Z-003

ATTACHMENT #3

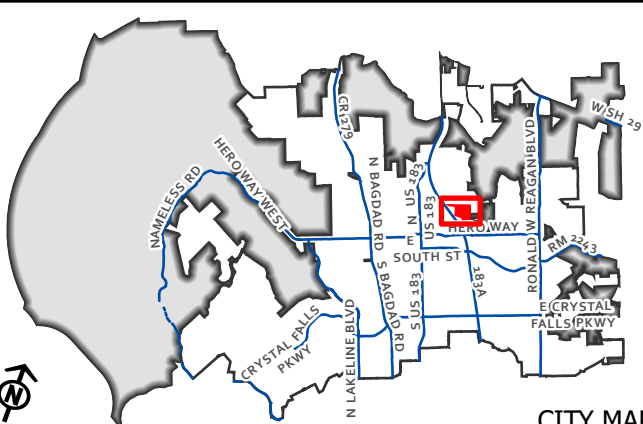
**SAN GABRIEL
LEANDER INDUSTRIAL**

Future Land Use Map

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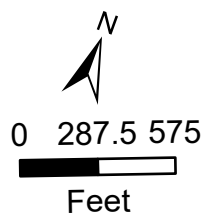
- Leander City Limits
- Leander ETJ
- Subject Area
- Activity Center
- Employment Center
- Greenway
- Leander Central
- Multi-Use Corridor
- Multi-Use Corridor - Priority Corridor
- Neighborhood Residential
- Access Controlled, Existing
- Arterial 4 Lane, Existing
- Collector, Existing
- Collector, Proposed



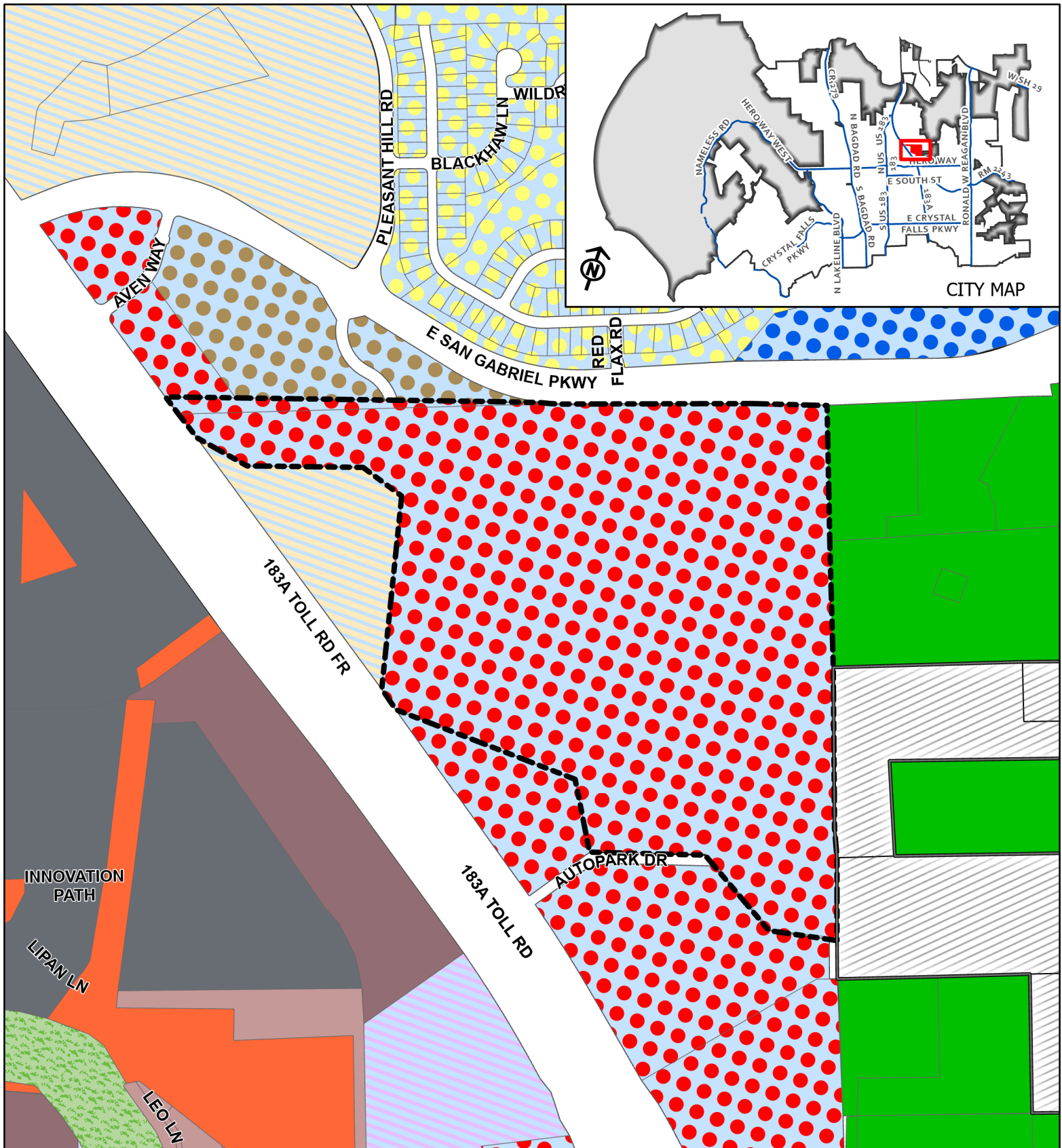
**SAN GABRIEL
LEANDER INDUSTRIAL**

Public Notification

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-  Subject Area
 200' Buffer
 500' Buffer
 Notified Lots
 Leander City Limits
 ETJ



CASE: 22-Z-003

ATTACHMENT #5

SAN GABRIEL
LEANDER INDUSTRIAL

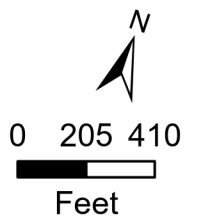
Proposed Zoning Map

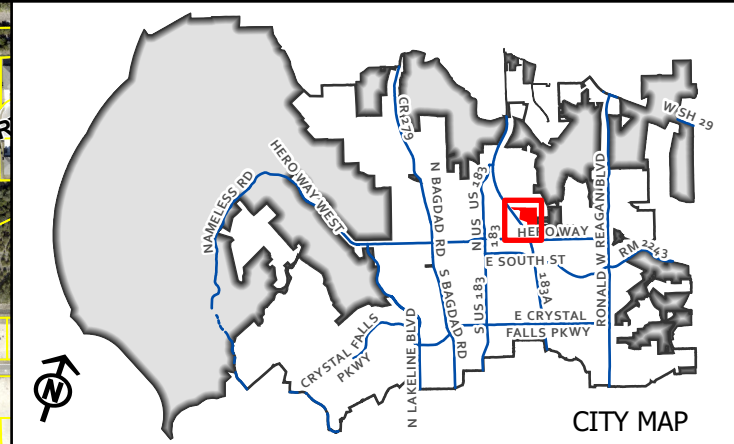
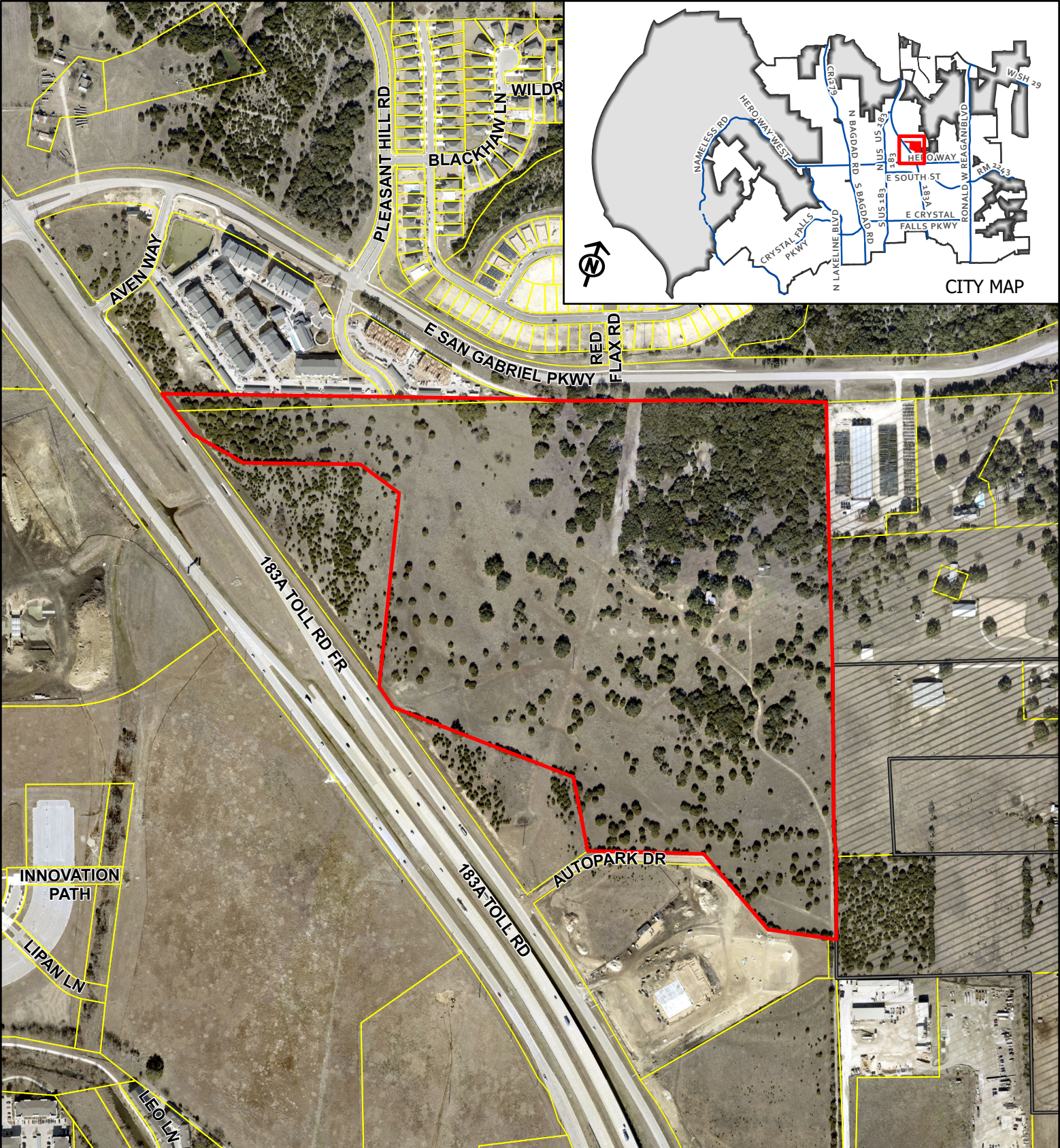
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- Leander City Limits
- Leander ETJ
- Subject Area
- SFR - Single-Family Rural
- PUD - Single-Family

- PUD - Multi-Family
- PUD - Mixed Use
- PUD - General Commercial
- OS - Open Space
- CD - Conventional Sector

- S2 - Station Sector
- Civic Building
- T4 - General Urban
- T5 - Urban Center
- T6 - Urban Core





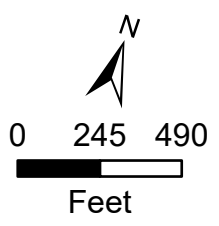
CASE: 22-Z-003

ATTACHMENT #6

**SAN GABRIEL
LEANDER INDUSTRIAL**

Aerial Map

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
- Leander ETJ
- Subject Area

EXHIBIT A

San Gabriel Industrial Minor Planned Unit Development

A. Purpose and Intent

1. The San Gabriel Industrial PUD is comprised of approximately 88.813 acres, as shown in **Exhibit B**. The development of this property includes a warehouse for distribution and several office/warehouse buildings.

B. Applicability and Base Zoning

1. All aspects regarding the development of this PUD shall comply the City of Leander Composite Zoning Ordinance, except as established in this exhibit, titled **Exhibit A**, listed below.
2. For the purpose of establishing development standards for the PUD, the following base zoning districts have been selected from the Leander Composite Zoning Ordinance.

GC-5-A (General Commercial)

C. Allowable / Prohibited Uses

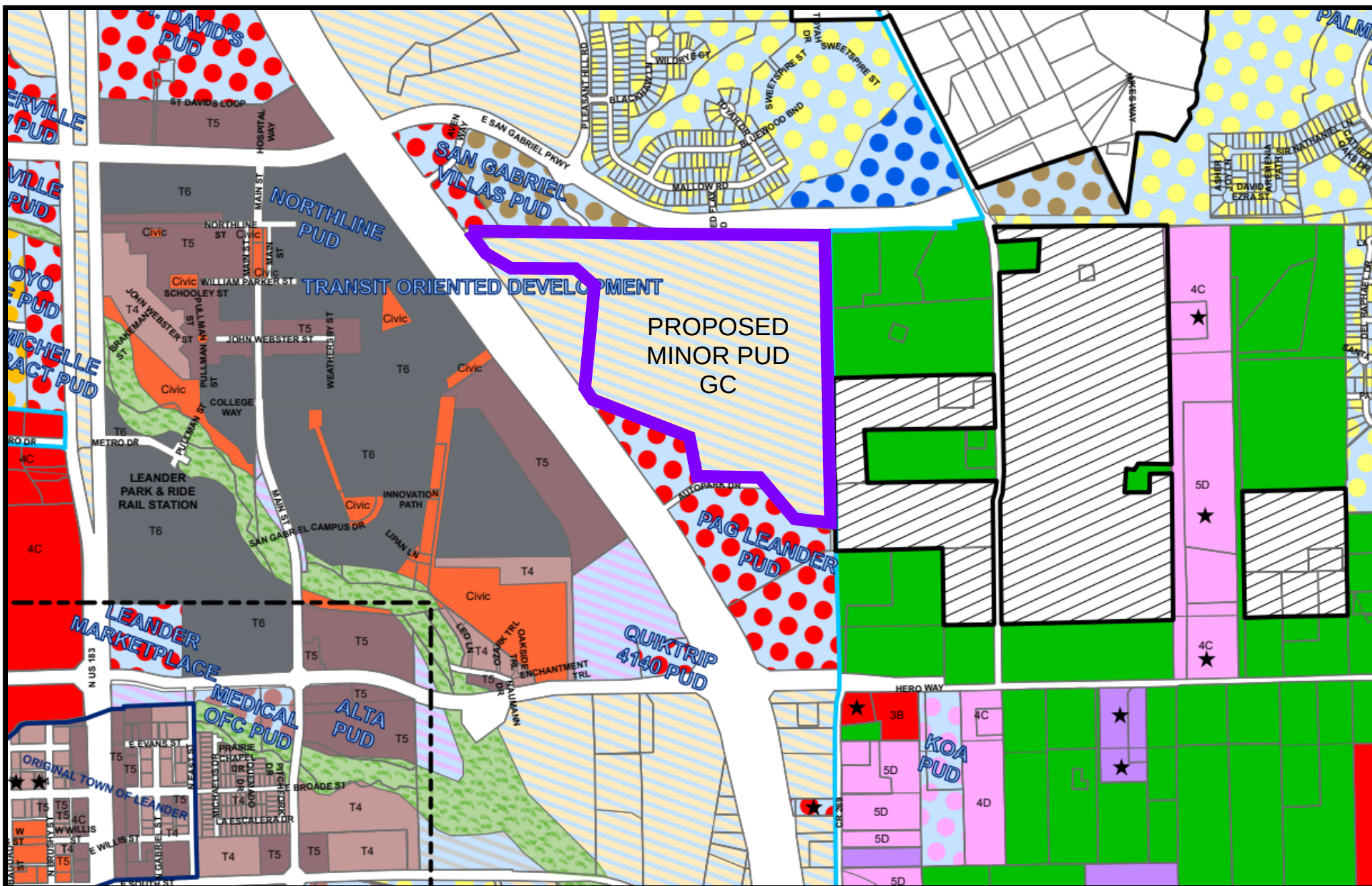
1. The allowable uses shall include those permitted items within GC-5-A General Commercial District and additional uses as listed below.
 - a. Light manufacturing
 - b. Warehouse and Distribution
2. The prohibited uses shall include:
 - a. Bar, nightclub or private club
 - b. Entertainment venues including bowling alleys, golf practice ranges, miniature golf establishments, theaters, amusement parks, arcades, arenas, stadiums, gymnasiums, skating rinks, commercial sports venues, indoor shooting range, etc.
 - c. Hotel/Motel, Boarding Houses
 - d. Liquor Store
 - e. Funeral home, including embalming and crematory facilities associated with an on-site funeral home or cemetery.
 - f. Pet Shop
 - g. Transportation related facilities including commercial parking lots, passenger terminals, taxi cab stations, and mass transit terminals
 - h. New and used vehicle and major equipment sales, rental or leasing, repair of new or used vehicles, body shop

- i. Bingo
- j. Car Title Loans Shop/Business
- k. Commercial laundry
- l. Contractor and building material storage
- m. Gaming Room Facility/Gaming Device
- n. Hookah Lounge
- o. Pawn Shop
- p. Payday Lending Business
- q. RV, trailer, commercial motor vehicle and boat outdoor storage
- r. Tattoo and/or Body Piercing Parlor
- s. Wrecker Impoundment, Towing
- t. Sexually oriented businesses
- u. Outdoor Nursery

D. Development Standards

1. Buildings that are located four hundred (400) or more feet from the roadways are not required to include design features required by Article VII, Section 1(b) of the Composite Zoning Ordinance.
2. Buildings to be used for a distribution center may reduce the number of architectural features on street facing walls to five (5) features.
3. Buildings to be used for a distribution center may reduce the required percentage of windows on the front primary building facade to ten (10%) percent.

EXHIBIT B: SAN GABRIEL INDUSTRIAL - ZONING MAP



January 26, 2022
PK No.: 5137-21.587

CITY OF LEANDER

Planning Department
P.O. Box 319
Leander, Texas 78646

Re: **LEANDER FEDEX FACILITY**
San Gabriel Industrial Minor PUD
9880 183A Toll Road, Leander, Texas 78641

To Whom It May Concern:

On behalf of the owner, Pacheco Koch Consulting Engineers, a Westwood Company is submitting this application as intent to rezone and create a Minor PUD the following properties, R449731 - AW0125 CHAMBERS, T. SUR., (85.6972 Acres) and R031599 - AW0125 CHAMBERS, T. SUR., (1.234 Acres). The intent of this application and its supporting documents is to create a Minor PUD with the base zoning designation of GC (General Commercial).

The properties in question are located at the southeast corner of the intersection of the 183A Toll Rd and San Gabriel Parkway. The nature of the existing property is primarily undeveloped with an existing homestead and several existing trees. It is currently zoned in the conventional sector. The site is bordered by the San Gabriel Villas PUD along the northern boundary, PAG Leander PUD along the southern boundary, and SFR property on the eastern boundary.

The PAG Leander PUD along the site's southern boundary and the 183A frontage portion of the San Gabriel Villas PUD along the site's northern boundary have a base a base zoning district of GC (General Commercial). The Minor PUD proposal with a base zoning designation of GC would allow for this tract of land to be developed similarly to the existing PUDs.

The proposed Minor PUD will have additional uses added outside of the General Commerical use including Light manufacturing Warehouse and Distribution. The architectural higher standards will be Type A in conformance with the composite zoning ordinance.

If you have any questions or need any additional information, please call me at your convenience.

Sincerely,



Hollis A. Scheffler, P.E.

HAS/jjb
5137-21.587_PEC Zoning Intent



January 25, 2022
PK No.: 5137-21.587

LENNAR HOMES OF TEXAS LAND AND CONSTRUCTION, LTD.

904 Mallow Road
Leander, Texas 78641

Re: **LEANDER FEDEX FACILITY**

Minor PUD Notification Letter for Property Located at 9880 183A Toll Road
Leander, Texas 78641

To Whom It May Concern:

Our client is in the process of submitting to the City of Leander a Minor PUD application for the property located at 9880 183A Toll Road, Leander, Texas 78641 in order change from the Conventional Sector zoning to a General Commercial zoning.

Attached is a diagram of the property to be incorporated into this Minor PUD, highlighted in red, and the buffer area of notifications. If you have any questions regarding the enclosed items or need any additional information, please contact our office at your convenience.

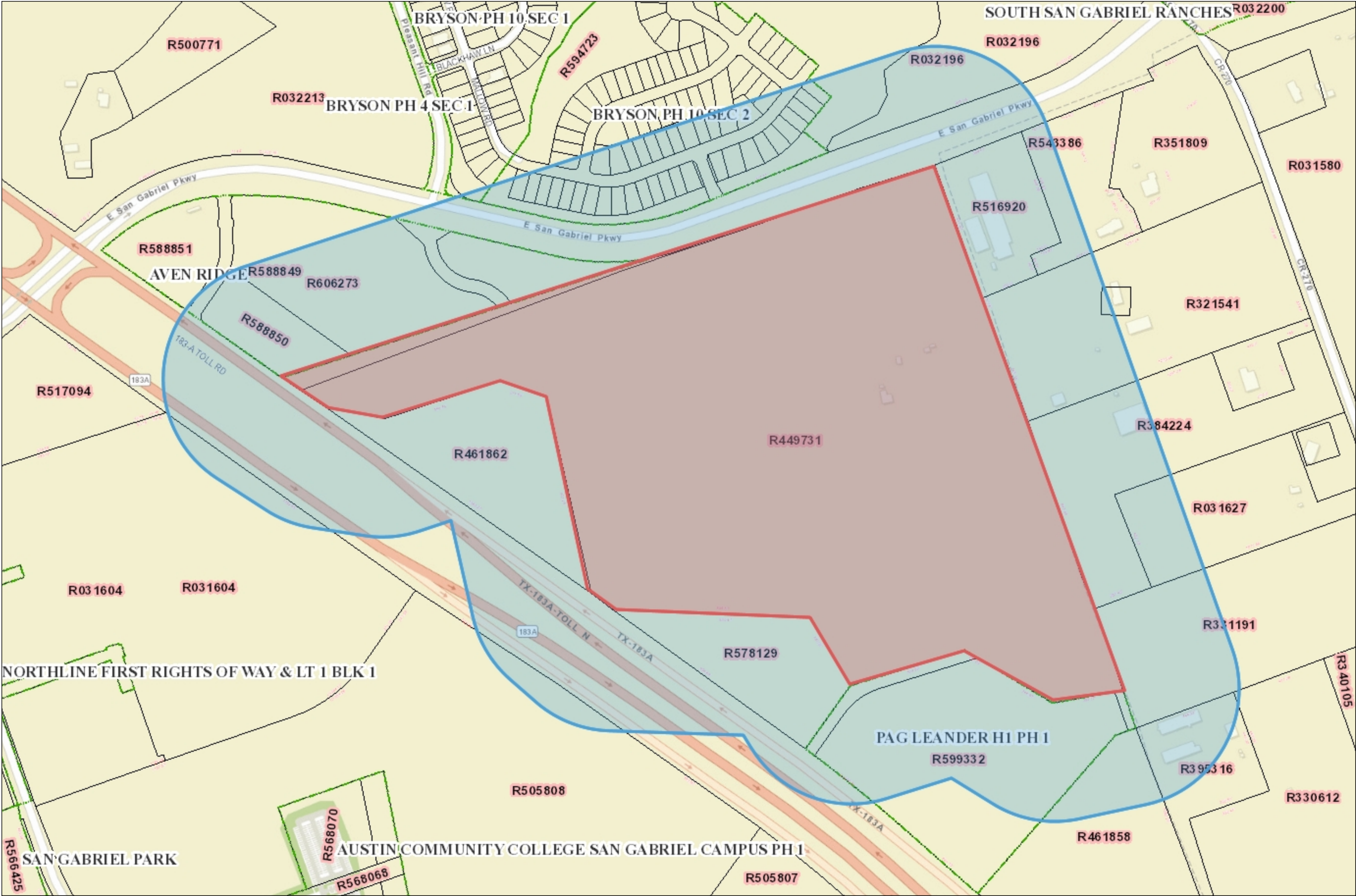
If you have any questions regarding the enclosed items or need any additional information, please call me at your convenience.

Sincerely,

Pacheco Koch Consulting Engineers, LLC,
a Westwood Company

In the event of any unintentional clerical inaccuracies or misrepresentations in this document, please contact our office at your earliest convenience.

HAS/jjb
5137-21.587_Notification Letter



- Legend
- County Boundary
 - Subdivision
 - Tax Parcel

Leander 500' Buffer Map
Web Print: 01/20/2022



This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.





EXECUTIVE SUMMARY
03/24/2022

AGENDA SUBJECT:

Receive a presentation on the Roadway Impact Fee study maximum impact fee and discuss policy items for a roadway impact fee ordinance.

BACKGROUND:

The City Council adopted the Comprehensive Plan in April of 2021 and Transportation Master Plan in May of 2021. These two documents provide a future plan for the development of the City as well as the expansion of the road network. The Transportation Master Plan identifies a traffic impact fee as a fund that would help provide revenue for future roadway expansion. The Master Transportation Plan establishes key elements of design, standards-based study, and mobility recommendations moving forward. Additional studies may be needed in the future which, along with persistent attention to ongoing needs and costs, will prepare the community for the congestion that is inevitable with high-paced growth.

The City Council approved a line item in the FY 2021/2022 budget that supported a Roadway Impact Fee Study. Staff advertised a RFQ in June of 2021 and KHA was selected to prepare the Study.

KHA has been working with staff to launch the Roadway Impact Fee Study Process. The Planning & Zoning Commission will serve as the Capital Improvements Advisory Committee (CIAC). The CIAC serves as the advisory committee for this study and will need to provide recommendations to the City Council for action. This meeting is the initial CIAC meeting on land use assumptions and Roadway Impact Fee CIP.

COMPREHENSIVE PLAN GOAL

GOAL #9 – TRANSPORTATION: Outcome: Safe, connected, attractive streets as part of a balanced and diverse transportation network.

Action 9.2.1

Regularly re-evaluate the City's methods for studying traffic impacts and assessing mitigation costs. The City's traffic impact fees/traffic impact analysis process needs to be re-assessed to ensure that the system remains fair, equitable, and adequately funded to serve its purpose. The public and development community need to remain confident in the process and the results moving forward.

The Planning & Zoning Commission received a presentation by KHA during the January 27, 2022 meeting. During this presentation they discussed the draft land use assumptions and the services areas.

On February 24, 2022, KHA presented the Study assumptions for action at the March 17, 2022 public hearing at City Council. In addition, they have provided a memo that identifies the difference in the Land Use Assumptions and the comparison of pre-credit maximum fees.

HISTORY/TIMELINE:

04/01/2021 Comprehensive Plan Adopted

05/01/2021 Transportation Master Plan Adopted

08/19/2021 Task Order Awarded

10/12/2021 Joint Workshop to receive presentation regarding Roadway Impact Fee Study

01/27/2022 Presentation from Kimley-Horn & Associates (KHA) regarding the draft land use assumptions and capital improvements plan for the 2022 Roadway Impact Fee Study

02/24/2022 Presentation from KHA regarding draft land use assumption and capital improvements plan

03/17/2022 City Council held Public Hearing

APPLICANT/AGENT:

City of Leander

PRESENTER:

Robin M. Griffin, AICP, Executive Director of Development Services

Attachments

1. RIF Report Draft
2. CIAC Polling Policy Draft

CITY OF LEANDER, TEXAS

ROADWAY IMPACT FEE STUDY

DRAFT FINAL REPORT



March
2022

Prepared for the City of Leander

Prepared by:

Kimley-Horn and Associates, Inc.

Jake Gutekunst, P.E., AICP

10814 Jollyville Rd, Suite 200

Austin, TX 78759

Phone 512 418 1700

TBPE Firm Registration Number: F-928

Project Number: 064553106

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EXECUTIVE SUMMARY

Introduction

Impact Fees are a mechanism for funding the public infrastructure necessitated by new development. Across the country, they are used to fund police and fire facilities, parks, schools, roads and utilities. In Texas, the legislature has allowed their use for water, wastewater, roadway and drainage facilities. Since 1996, they have been used to fund public water and wastewater improvements in the City of Leander.

In the most basic terms, impact fees are meant to recover the incremental cost of the impact of each new unit of development creating new infrastructure needs. In the case of Roadway Impact Fees, the infrastructure need is the increased capacity on arterial and collector roadways that serve the overall transportation system. The purpose of the 2022 Roadway Impact Fee Study is to identify the fee per unit of new development necessary to fund these improvements in accordance with the enabling legislation, Chapter 395 of the Texas Local Government Code.

Impact Fees are a mathematical calculation that determines a maximum impact fee that would be equivalent for growth paying for growth. The Maximum Roadway Impact Fee per Service Unit for Roadway Facilities is considered an appropriate measure of the impacts generated by a new unit of development on the City's Roadway System. An impact fee program is anticipated to be designed so that it is **predictable** for both the development community and City. An impact fee program is **equitable** since similar developments pay a similar fee regardless if they are the first or last to develop. An impact fee program is **transparent**. This report describes in detail how the fee is calculated and how a Capital Improvement Advisory Committee (Planning & Zoning Commission) monitors the Impact Fee program. An impact fee program is **flexible** in that funds can be used on priority projects and not just on projects adjacent to a specific development (historical collections). An impact fee program is **consistent** with other City goals and objectives for growth. For example, the actual collection rate set by Council may be determined to be less than the Maximum Roadway Impact Fee to achieve and be in alignment with other City goals and objectives for growth. Collection rates may also differ by land use type or geographic area of the City to align with goals and objectives.



Impact Fee Basics

Roadway Impact Fees are determined by several key variables, each described below in greater detail.

Impact Fee Study

The 2022 Roadway Impact Fee Study is to determine the maximum impact fee per unit of new development chargeable as allowed by the state law. This determination is not a recommendation; the actual fee amount ultimately assessed is at the discretion of the Leander City Council, so long as it does not exceed the maximum assessable fee allowed by law. The study looks at a period of 10 years to project new growth and corresponding capacity needs, as required by state law. The study and corresponding maximum fees must be restudied at least every five years. However, the study can be updated at any time to accommodate significant changes in any of the key variables of the impact fee equation.

Service Areas

A Service Area is a geographic area within which a unique maximum impact fee is determined. All fees collected within the Service Area must be spent on eligible improvements within the same Service Area. For Roadway Impact Fees, the Service Area may not exceed 6 miles. In Leander, this restriction necessitated the creation of 5 separate Service Areas. A map of the Service Areas can be found on Page 14.

In defining the Service Area boundaries, the project team considered the corporate boundary, required size limit, adjacent land uses, highway facilities, and topography. Since each Service Area has a unique maximum impact fee, the per-unit maximum fee for an identical land use will vary from one Service Area to the next. For this reason, the team avoided drawing a Service Area boundary through uniform land uses where possible. Service Area options were presented and the map was selected jointly by the City Council and Planning and Zoning Commission on October 12, 2021.



Land Use Assumptions

The Impact Fee determination is required to be based on the projected growth and corresponding capacity needs in a 10-year window. This study considers the years 2021-2031. Acknowledging that the parameters of the study (the corporate boundaries, Transportation Plan, Comprehensive Plan, zoning maps, platting history, etc.) are changing constantly, this study is based on conditions as they were on December 15, 2021.

One of the key elements in the determination of the impact fee is the amount of new development anticipated over 10 years. The residential and non-residential growth projections were performed using the City of Leander's draft Comprehensive Plan growth projections and compared with the historical building permit data and development pipeline anticipated projects.

Roadway Impact Fee Capital Improvements Plan

The Roadway Impact Fee Capital Improvements Plan (RIF CIP) is distinct and separate from the City's traditional Capital Improvements Plan (CIP). The RIF CIP is a list of projects eligible for funding through impact fees. The City's Transportation Master Plan (TMP) is the plan for the infrastructure that is estimated to be necessary to accommodate the expected growth. Only those capacity improvements included in the City's TMP are included in the RIF CIP, as well as any previous bond projects that supplied excess capacity for future growth that the City is still paying debt on and CIP projects programmed separate from the TMP that increase capacity. Capacity improvements may include the addition of lanes, intersection improvements, or the extension of a new road. Resurfacing or other maintenance activities do not qualify as capacity improvements under impact fee law in Texas and cannot be funded with Roadway Impact Fees.

The cost of the RIF CIP is one of the fundamental factors in the calculation of the per-unit maximum impact fee. The RIF CIP's cost was calculated through systematic evaluation of each eligible project. The project team visited each project site to determine the project scope, the presence of any special conditions (such as the need for significant drainage improvements or railroad crossings) and whether various additional construction costs were applicable (such as costing for significant grades). In determining project limits, the team identified roadway segments with uniform need. For example, Hero Way was previously constructed from Lakeline Boulevard to US 183A as a 5-lane undivided



arterial using previous transportation bond dollars, while a portion of the roadway recommended for access management by adding a median with openings for left turns, and the remainder of Hero Way west of Lakeline Boulevard is shown as a widening to a 4-lane divided arterial from the existing 2-lane undivided section. These were split as two separate projects based on uniform need. Developing unit costs from recently City bid projects and TxDOT moving average bid prices, uniform costs were determined for the major items of work, additional construction items, and project delivery costs. Section III provides a listing of the 10-Year RIF CIP by service area in Tables 4.A – 4.E and maps of the RIF CIP by service area in Exhibits 2.A – 2.E. Finally, detailed cost projections by project can be found in Appendix A. It should be noted that these cost projections are based on conceptual level planning and are subject to refinement upon final design.

Only those projects listed in the RIF CIP are eligible to utilize impact fee funds. In order to optimize future flexibility, all capacity improvements included in the Transportation Master Plan within the City's corporate limits at the time of this study are included in the RIF CIP and will be eligible to utilize impact fee funds. In some cases, an interim project designation was used due to the ultimate build out not being needed in the 10-year window. An example of this is San Gabriel Parkway from Bagdad Road to US 183, which is shown as a 4-lane divided widened arterial in the RIF CIP, but ultimately will be built out to a 6-lane divided arterial based on the Transportation Master Plan.

Only the costs associated with providing the additional capacity necessitated by 10 years of growth can be used to calculate the maximum impact fee. To calculate the maximum impact fee, the total cost of the RIF CIP at build-out was reduced to account for (1) the portion of new capacity that will address existing needs, (2) the portion of new capacity that will not be necessitated until beyond the 10-year growth window, and (3) contributions already made by current developments. A ratio that compares 10 years' demand for capacity to the net supply of capacity (total new capacity in the RIF CIP minus existing needs) can be calculated. That ratio, which may not exceed 100%, is then applied to the cost of the net capacity supplied. The result is a determination of the costs attributable to the next 10 years' growth, which is then used to calculate the maximum impact fee in accordance with state law. The result is known as the recoverable cost of the RIF CIP.



Service Unit

The “service unit” is a measure of consumption or use of the capital facilities by new development. In other words, it is the unit of measure used in the 2022 Roadway Impact Fee Study to quantify the supply and demand for roads in the City. For transportation purposes, the service unit is defined as a vehicle-mile. A vehicle-mile is the capacity consumed in a single lane in the PM peak hour by a vehicle making a trip one mile in length. The PM Peak is used as the basis for transportation planning and the estimation of trips caused by new development.

Impact Fee Calculation

In simplest terms, the maximum impact fee allowable by law is calculated by dividing the recoverable cost of the RIF CIP by the number of new service units of development. In accordance with state law, both the cost of the RIF CIP and the number of new service units of development used in the equation are based on the growth and corresponding capacity needs projected to occur within a 10-year window. This calculation is performed for each service area individually; each service area has a stand-alone RIF CIP and 10-year growth projection.

In practice, there are many factors that complicate this calculation. The maximum impact fee allowable by law for each service area is calculated in **Table 8**. A detailed discussion of the calculation precedes Table 8, found on Page 53.

Collection and Use of Roadway Impact Fees

Roadway Impact Fees are assessed when a final plat is recorded. The assessment defines the impact of each unit at the time of platting, according to land use, and may not exceed the maximum impact fee allowed by law. An existing plat would be assessed at the adoption of the ordinance and would be exempt from impact fees for one year. Roadway Impact Fees are collected when a building permit is issued. Therefore, funds are not collected until development impacts are introduced to the transportation system. Funds collected within a service area can be used only within the same service area. Finally, fees must be utilized within 10 years of collection in the designated service area or must be refunded with interest. Fees should be utilized in a first in, first out basis.



Adoption Process

Chapter 395 of the Texas Local Government Code stipulates a specific process for the adoption of Roadway Impact Fees. A Capital Improvements Advisory Committee (CIAC) is required to review the Land Use Assumptions and RIF CIP used in calculating the maximum fee, and to provide the Committee's findings for consideration by the City Council. The CIAC also reviews the Roadway Impact Fee ordinance and provides its findings to the City Council. The composition of the CIAC is required to adequately represent the building and development communities. The City Council then conducts a public hearing on the Land Use Assumptions, RIF CIP, and Impact Fee Ordinance. Two public hearings are required for the 2022 Roadway Impact Fee study: one for Land Use Assumptions and RIF CIP, and another for the Impact Fee Calculation and Ordinance.

Following policy adoption, the CIAC is tasked with advising the City Council of the need to update the Land Use Assumptions or the RIF CIP at any time within five years of adoption. Finally, the CIAC oversees the proper administration of the Impact Fee, once in place, and advises the Council as necessary.

2022 Roadway Impact Fee Study Pre-Credit Results

Below is the listing of the 2022 Pre-Credit Maximum Assessable Impact Fee Per Service Unit (Vehicle-Mile):

Service Area	Maximum Fee Per Service Unit (per Vehicle-Mile)
A	\$2,179
B	\$842
C	\$929
D	\$1,229
E	\$287



I. INTRODUCTION

Chapter 395 of the Texas Local Government Code describes the procedure political subdivisions must follow to create and implement impact fees. Chapter 395 defines an Impact Fee as “a charge or assessment imposed by a political subdivision against new development to generate revenue for funding or recouping the costs of capital improvements or facility expansions necessitated by and attributable to the new development.”

The City of Leander has retained Kimley-Horn and Associates, Inc. to provide professional transportation engineering services for the 2022 Roadway Impact Fee Study. This report includes details of the Roadway Impact Fee calculation methodology in accordance with Chapter 395, the applicable Land Use Assumptions, development of the Roadway Impact Fee Capital Improvements Plan (RIF CIP), and the Land Use Vehicle-Mile Equivalency Table.

This report references two of the basic inputs to the Roadway Impact Fee:

- 1) **Land Use Assumptions** (Pg. 9)
- 2) **Roadway Impact Fee Capital Improvements Plan (RIF CIP)** (Pg. 16)

Information from these Land Use Assumptions and RIF CIP is used extensively throughout the remainder of the report.

There is a detailed discussion of the methodology for the computation of impact fees. This discussion is broken into three components:

- 1) **Methodology for Roadway Impact Fees** (Pg. 28)
- 2) **Roadway Impact Fee Calculation** (Pg. 46)
- 3) **Plan for Financing and the Ad Valorem Tax Credit** (Pg. 49)



The components of the **Computation Method for Roadway Impact Fee** include development of:

- Service Areas (Pg. 28)
- Service Units (Pg. 28)
- Cost Per Service Unit (Pg. 30)
- RIF CIP Costing Methodology (Pg. 30)
- Summary of RIF CIP Costs (Pg. 34)
- Service Unit Calculation (Pg. 40)

The Roadway Impact Fee is then calculated as:

- Maximum Assessable Impact Fee Per Service Unit (Pg. 46)
- Service Unit Demand Per Unit of Development (Pg. 54)

The report also includes a section concerning the **Plan for Financing and the Ad Valorem Tax Credit**. This involves the calculation of the applicable credit required by law to offset the City's use of ad valorem taxes to help fund the RIF CIP. This plan will be prepared by NewGen Strategies and included in the Final Report.

II. LAND USE ASSUMPTIONS

A. Purpose and Overview

In order to assess an impact fee, Land Use Assumptions must be developed to provide the basis for residential and employment growth projections within a municipality. As defined by Chapter 395 of the Texas Local Government Code, these assumptions include a description of changes in land uses, densities, and development in the service area. The land use assumptions are then used in determining the need and timing of transportation improvements to serve future development.

This report documents the process used to develop the Land Use Assumptions for the City of Leander's Roadway Impact Fee (RIF) study. In accordance with Chapter 395 of the Texas Local Government Code, roadway impact fees must be calculated based on reasonable expectations of residential and employment growth within the next ten years (2021 – 2031).

Information from the following sources was compiled to complete the Land Use Assumptions:

- Transportation Master Plan 2021
- Leander Comprehensive Plan Future Land Use Plan 2021
- City of Leander Historical Building Permit Data 2011-2021
- Williamson Central Appraisal District (WCAD) Parcel Data (current as of November 2021)
- Travis Central Appraisal District (TCAD) Parcel Data (current as of November 2021)
- City of Leander staff
- Water and Wastewater Impact Fee Studies
- City of Leander known Developments provided by Staff October 2021



This Land Use Assumptions Summary includes the following components:

- **Land Use Assumptions Methodology** – An overview of the general methodology used to generate the land use assumptions.
- **Roadway Impact Fee Service Areas** – Explanation of the division of Leander into service areas for roadway and infrastructure facilities.
- **Residential and Employment Growth** – Data on residential and employment growth within each service area over ten years (2021 – 2031).
- **Land Use Assumptions Summary Table** – A synopsis of the Land Use Assumptions.

The residential and employment estimates and projections were compiled in accordance with the following categories:

Units: Number of dwelling units, both single and multi-family.

Employment: Square feet of building area based on three (3) different classifications. Each classification has unique trip making characteristics.

Retail: Land use activities which provide for the retail sale of goods which primarily serve households and whose location choice is oriented toward the household sector, such as grocery stores and restaurants.

Service: Land use activities which provide personal and professional services, such as government and other professional offices. This also includes educational uses, a new category in the CAMPO 2045 Model that served as a basis for the Leander TMP Model.

Basic: Land use activities that produce goods and services such as those which are exported outside of the local economy, such as manufacturing, construction, transportation, wholesale, trade, warehousing, and other industrial uses.

The above categories in the Land Use Assumptions match those used to develop the travel demand model for the City of Leander. These broader categories are used in the development of the assumptions for impact fees; however, expanded classifications used in the assessment of impact fees are found in the Land Use / Vehicle-Mile Equivalency Table (Pg. 51).

B. Land Use Assumptions Methodology

The residential and non-residential growth projections formulated in this report were performed using reasonable and generally accepted planning principles. The following factors were considered in developing these projections:

- Character, type, density, and quantity of existing developments
- Emerging projects
- Historical growth trends

Determination of the ten-year growth within the Roadway Impact Fee study area was accomplished through two general steps:

- **Step 1: Determine Base Year (2021)**
- **Step 2: Determine 10-Year Growth Projections**

Step 1: Determine Base Year (2021)

Data was collected from WCAD and TCAD in November 2021, which included parcel data in GIS format, as well as land information, improvement information, and other property data in tabular format. Information collected in tabular format was associated to parcels based on a common parcel identification number and used to determine if a property was vacant, building square footage for occupied parcels, and land use based on state code. State codes were used to determine whether a property was single family residential, multifamily residential, retail, service or basic non-residential land use, and geographically assign the base year land use assumptions for each service area. A conversion of square footage per unit was utilized to determine the number of units for multifamily land uses based on average multifamily unit sizes.

Step 2: Determine 10-Year Growth Projections

The Future Land Use Plan in the 2021 Comprehensive Plan update was used to determine build-out conditions for the City of Leander. For the purposes of determining a 10-year window, it was assumed that *60% of the remaining growth to Build-Out in the current City Limits* will occur in the next 10 years, with growth for 2021 to 2031 being determined by linear interpolation. 60% was chosen based on Comprehensive Plan projections as well as the Water and Wastewater Impact Fee projections to be in alignment. Density of development used in the Comprehensive Plan and split of residential and non-residential land uses assumed for each Future Land Use were used to determine build out demographics. Build out residential units were broken out into a split of 20% multifamily units and 80% single family units based on historical data from 2007 to 2020 in the City of Leander.

The 2031 projections were compared to historical building permit data from 2007 to 2020 and emerging projects in the development pipeline tracked by the City to calibrate growth projections from the Comprehensive Plan and validate the 10-year growth assumptions.

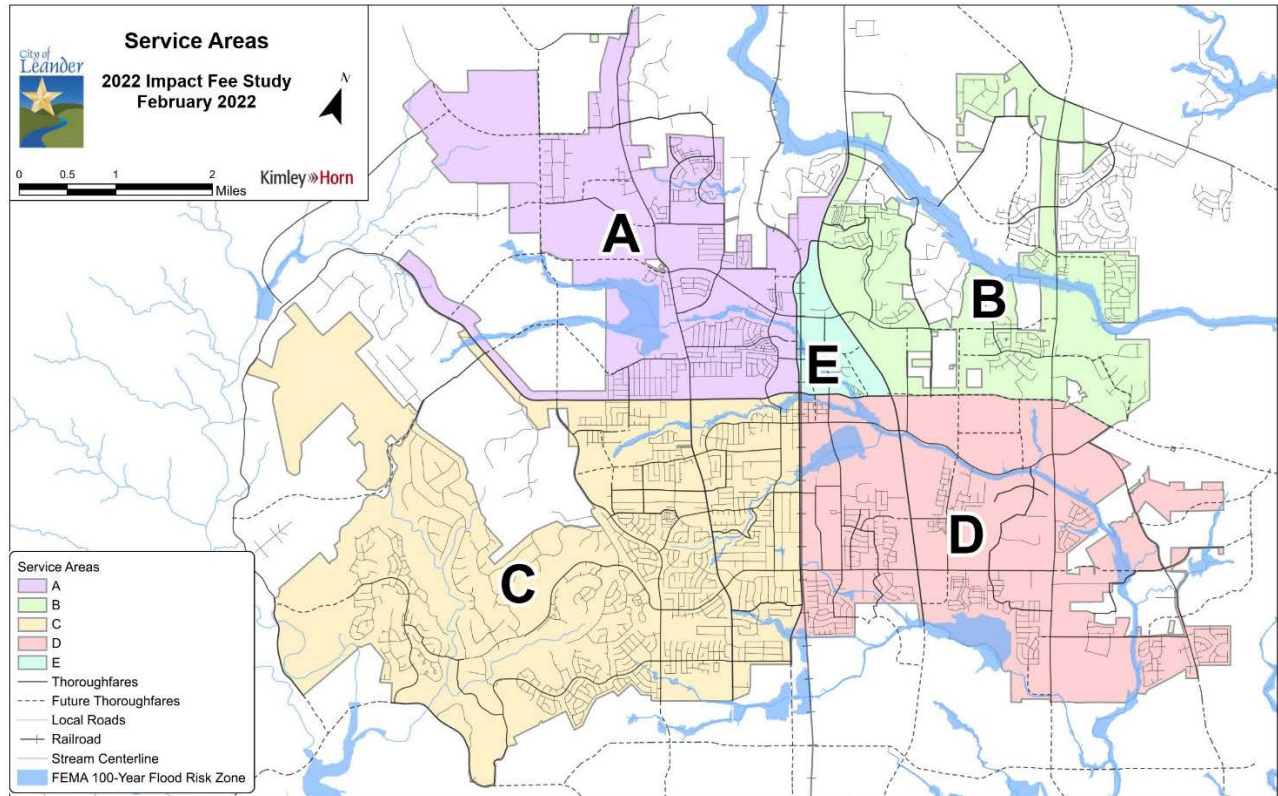
From 2016 – 2020, 8,459 single family residential dwelling units were constructed in the City of Leander. The average of the historical trends (assuming growth rate for historical years from 2016 to 2020 continues from 2021 to 2031), and the Comprehensive Plan were used to determine growth projections. Finally, planned large non-residential projects and multi-family residential projects were also added to the average of the Comprehensive Plan, and historical trends to further calibrate the Land Use Assumptions shown in **Table 1**.

C. Roadway Impact Fee Service Areas

The geographic boundary of the proposed impact fee service areas for transportation facilities is shown in **Exhibit 1**. The City of Leander is divided into five (5) service areas, each based upon the six (6) mile limit, as required in Chapter 395. For transportation facilities, the service areas as required by state law are limited to areas within the current corporate City limits. In defining the Service Area boundaries, the project team considered the corporate boundary, required six (6) mile size limit, adjacent land uses, highways and topography. Since each Service Area will have a unique maximum impact fee, the per-unit maximum fee for an identical land use will vary from one Service Area to the next. For this reason, the areas of uniform land use were contained within the same Service Area where possible.

It should be noted that at locations where Service Area boundaries align with a City roadway, the proposed boundary is intended to follow the centerline of the roadway, unless otherwise noted. In cases where a Service Area boundary follows the City Limits, only those portions of the transportation facility within the City Limits are included in the Service Area. For example, if a Service Area Boundary follows the City Limits, and one side of a transportation facility is in the City Limits and the other is not, only 50% of the facility may be included in the RIF CIP. Another example is where the Service Area boundary follows the edge right-of-way for a transportation facility, but the right-of-way and other side of the transportation facility is out of the City Limits. In this case, 50% of the transportation facility is included in the RIF CIP. For intersection projects along a Service Area boundary, only the corners of the intersection that fall within a Service Area boundary are considered for inclusion in the respective Service Area. For example, if one corner of an intersection is outside of the City Limits, one corner is in one service area, and the remaining two corners are in another service area, the first service area would include 25% of the intersection project, and the second would include 50% of the intersection project.

Exhibit 1 – Proposed Service Areas



D. Land Use Assumptions Summary

Table 1 summarizes the residential and employment 10-year growth projections.

Table 1. Residential and Employment 10-Year Projections

Service Area	Year	Residential (Units)		Employment (Sq. Ft.)			
		Single Family	Multi-Family	Basic	Service	Retail	Total
A	2021 - 2031	4,821	1,205	1,000,000	300,000	300,000	1,600,000
B		3,032	1,079	0	1,100,000	1,200,000	2,300,000
C		4,409	1,102	0	800,000	600,000	1,400,000
D		4,414	3,603	200,000	1,600,000	2,975,000	4,775,000
E		2,299	2,635	0	1,300,000	1,200,000	2,500,000
Total		18,974	9,624	1,200,000	5,100,000	6,275,000	12,575,000

III. ROADWAY IMPACT FEE CAPITAL IMPROVEMENTS PLAN

The City of Leander has identified the transportation projects needed to accommodate the projected growth within the City. The City's Transportation Master Plan (TMP) is the plan for the infrastructure that is estimated to be necessary to accommodate the expected growth. The Roadway Impact Fee Capital Improvements Plan (RIF CIP) consists of 4 categories of projects for roadway facilities as well as intersection projects described on Pg. 17 of this report. They are as follows:

- **New Roadway** - All future roadways needed to complete the Transportation Master Plan.
- **Roadway Widening** – Existing roadways not currently built to the ultimate class in the Transportation Master Plan and must be completely reconstructed.
- **Access Management** – Existing 5-lane undivided roadways identified for median construction in the existing center turn lane for access management purposes.
- **Previous Bond Project** – Identified corridors that were previously constructed and have excess capacity for future development to utilize.

The RIF CIP includes arterial class roadway facilities, collector facilities as well as major intersection improvements. Roadway facilities identified are included in the Transportation Master Plan except for some roadway alignment modifications due to city direction and some collector widenings identified through discussion with City Staff. Some collector facilities were identified as being built by others through development agreements or other agencies such as Travis County, Williamson County or TxDOT or being funded through other measures that would preclude inclusion in the RIF CIP. Through evaluation of the Transportation Master Plan with City staff, some facilities were identified that were upgraded or downgraded from their functional classification to reflect capacity need in a 10-year window.

In addition to roadway facilities, major intersection improvements were identified by determining capacity needs through either turn lanes or improved traffic control measures based on Transportation Master Plan functional classifications of intersecting roadways. Intersection improvements were categorized as follows:

- **Signal** – Either a new signal or modification to an existing signal due to construction of a new roadway approach to an existing signalized intersection.
- **Roundabout** – A new circular intersection on collector or local roads.
- **Other Capacity** – These could include the addition or extension of a turn lane consistent with TxDOT lane length recommendations based on roadway classification, innovative intersections, or other improvements to increase efficiency and safety.
- **ITS Upgrades** – This item was identified by City staff and was split evenly between the five (5) service areas for developing the Roadway Impact Fee.

All intersection improvement recommendations are recommended to undergo a design level evaluation before implementation to ensure the most appropriate improvements are made. In the case where a design level evaluation determines improvements contrary to the RIF CIP, such as turn lane improvements in place of a signal, the RIF CIP cost allocated to the intersection may still be applied to the alternate improvements.

The proposed RIF CIP is listed in **Tables 2.A – 2.E** and mapped in **Exhibits 2.A – 2.E**. The tables show the length of each project as well as the facility's typology. The RIF CIP was developed in conjunction with input from City of Leander staff and represents projects that will be needed to accommodate the growth projected in the Land Use Assumptions section of this report.



Table 2.A. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area A

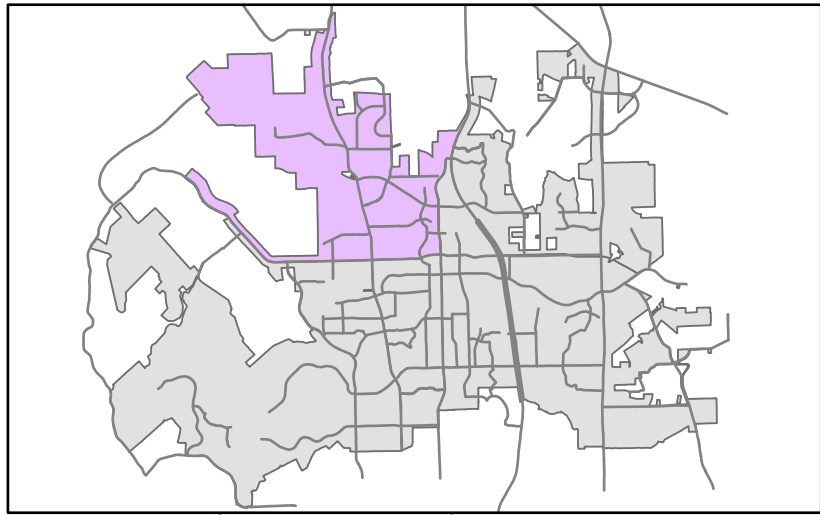
Street Improvements - Service Area A

Project #	Impact Fee Class	Street Name	Limits	Length (Miles)	Percent in Service Area
A-1	New 4-Lane Arterial	Lakeline Blvd	From 1,125' S OF CR 281 To 1,635' S OF CR 280	0.66	50%
A-2	New 4-Lane Arterial	Lakeline Blvd	From LIVE OAK RD To 1,635' S OF CR 280	1.03	100%
A-3	New 4-Lane Arterial	Lakeline Blvd	From 1,635' S OF CR 280 To 75' N OF BAGDAD RD	0.20	50%
A-4	New 4-Lane Arterial	Lakeline Blvd	From 480' N OF OLD 2243 WEST To OLD 2243 WEST	0.09	100%
A-5	Access Management	Bagdad Rd	From 1300' N OF CR 281 To CR 281	0.26	50%
A-6	Access Management	Bagdad Rd	From CR 281 To 930' NW OF W SAN GABRIEL PKWY	2.41	100%
A-7	Access Management	Bagdad Rd	From 930' NW OF W SAN GABRIEL PKWY To 380' NW OF W SAN GABRIEL PKWY	0.11	50%
A-8	Access Management	Bagdad Rd	From 380' NW OF W SAN GABRIEL PKWY To HERO WAY	1.41	100%
A-9, E-1	Access Management	US 183	From US 183A To HERO WAY	1.70	50%
A-10	New Collector	CR 280	From 1,725' W OF LAKELINE BLVD To 530' E OF LAKELINE BLVD	0.43	100%
A-11	New Collector	CR 280	From 1,965' W OF BAGDAD RD To BAGDAD RD	0.40	100%
A-12	Widen Collector	Heritage Grove Rd	From HALSEY DR To 1,295' W OF W BROADE ST	0.32	100%
A-13	Widen Collector	Heritage Grove Rd	From 1,295' W OF W BROADE ST To 480' E OF W BROADE ST	0.16	50%
A-14	Widen Collector	Heritage Grove Rd	From 480' W OF W BROADE ST To W BROADE ST	0.09	100%
A-15	New 6-Lane Arterial (1/3)	San Gabriel Pkwy	From LAKELINE BLVD To 1,760' E OF LAKELINE BLVD	0.34	50%
A-16	New 6-Lane Arterial (1/3)	San Gabriel Pkwy	From 1,760' W OF LAKELINE BLVD To 1,400' W OF BAGDAD RD	0.76	100%
A-17	New 6-Lane Arterial (1/3)	San Gabriel Pkwy	From 1,400' W OF BAGDAD RD To 165' W OF BAGDAD RD	0.24	50%
A-18	Widen 6-Lane Arterial (2/3)	San Gabriel Pkwy	From BAGDAD RD To N US 183	1.46	100%
A-19	Widen 4-Lane Arterial	Hero Way	From SAN GABRIEL PKWY To 1,100' E OF SAN GABRIEL PKWY	0.21	50%
A-20, C-13	Widen 4-Lane Arterial	Hero Way	From 1,100' E OF SAN GABRIEL PKWY To 900' W OF LAKELINE BLVD	1.08	50%
A-21, C-14	Access Management	Hero Way	From LAKELINE BLVD To US 183	2.51	50%
A-22	New Collector	Live Oak Rd	From LAKELINE BLVD To WESTERN CITY LIMITS	1.37	100%
A-23	New Collector	Live Oak Rd	From LAKELINE BLVD To 2240' E OF LAKELINE BLVD	0.42	50%
A-24	Widen Collector	Live Oak Rd	From BAGDAD RD To 1725' W OF BAGDAD RD	0.33	100%

Signal Installation and Intersection Improvements - Service Area A

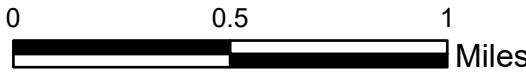
Project #	Project Type	Intersection	Project Source	Percent in Service Area
ACDEI-1	Other Capacity	US 183 and Hero Way	TMP - ICE	25%
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.



Service Area A

2022 Impact Fee Study
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Kimley **Horn**

- New Roadway Project
- Roadway Widening Project
- Access Management Project
- Previous Bond Project
- Intersection Projects
- Railroad
- Other Thoroughfares
- Other Thoroughfares (Future)
- Stream Centerline
- FEMA 100-Year Flood Risk Zone

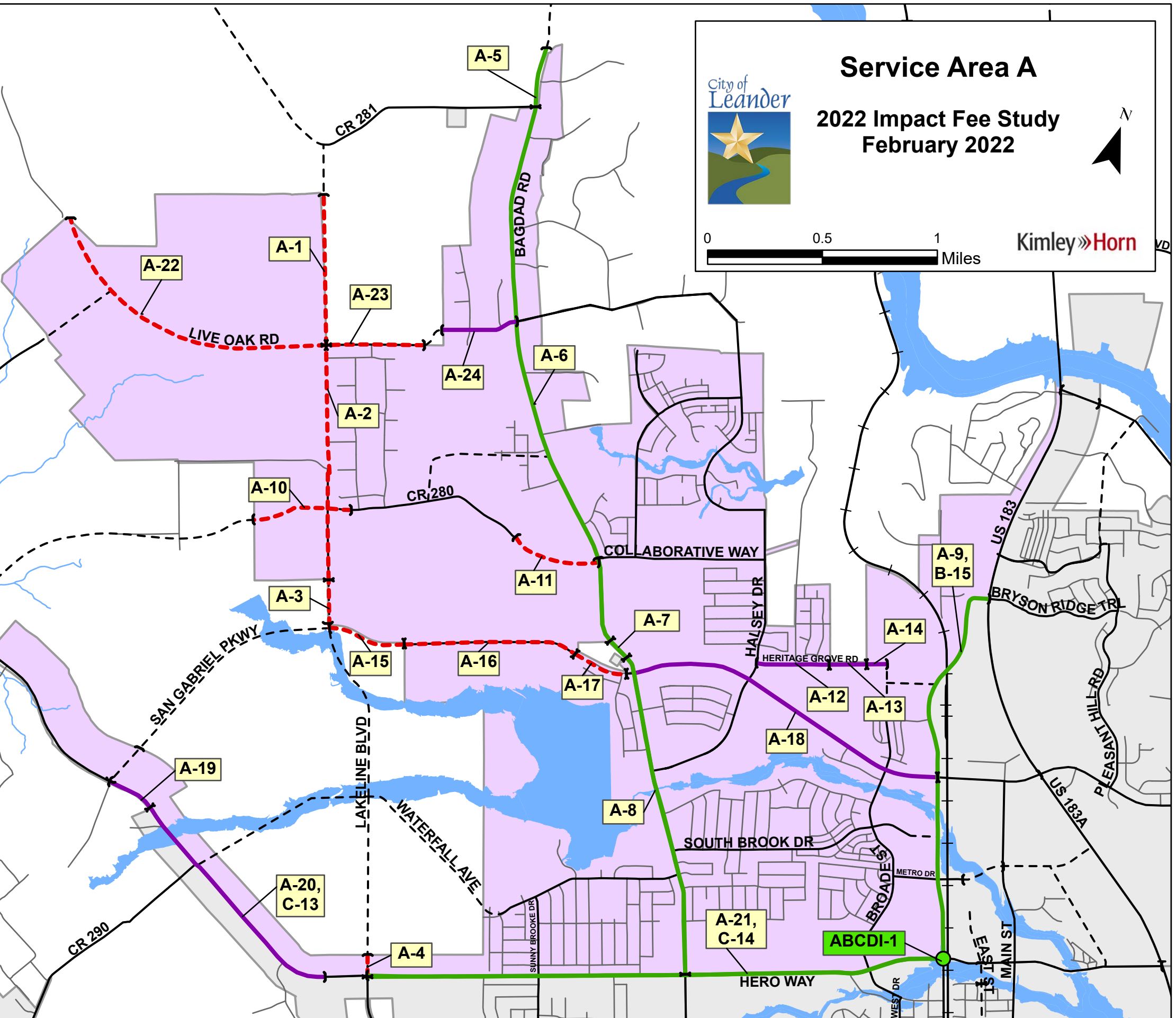




Table 2.B. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area B

Street Improvements - Service Area B

Project #	Impact Fee Class	Street Name	Limits	Length (Miles)	Percent in Service Area
B-1	New 4-Lane Arterial (1/2)	Kaufmann Loop	From SH 29 To 875' SW OF SH 29	0.17	100%
B-2	Widen Substandard	CR 270	From N US 183 To 965' E OF N US 183	0.20	100%
B-3	Widen Substandard	CR 270	From 825' S OF ORCHARD DR To PVT RD 918	0.65	50%
B-4	Widen Substandard	CR 270	From 300' S OF NORWOOD DR To 250' N OF SAN GABRIEL PKWY	0.29	50%
B-5	Widen Substandard	CR 270	From 250' N OF SAN GABRIEL PKWY To SAN GABRIEL PKWY	0.05	100%
B-6	Widen Substandard	CR 270	From 190' S OF SAN GABRIEL PKWY To 410' S OF SAN GABRIEL PKWY	0.04	50%
B-7	Widen Substandard	CR 270	From 410' S OF SAN GABRIEL PKWY To 680' S OF SAN GABRIEL PKWY	0.05	100%
B-8	Widen Substandard	CR 270	From 680' S OF SAN GABRIEL PKWY To 1,500' S OF SAN GABRIEL PKWY	0.15	50%
B-9	Widen Substandard	CR 270	From 2,400' N OF HERO WAY To 1,990' N OF HERO WAY	0.08	100%
B-10	Widen Substandard	CR 270	From 1,990' N OF HERO WAY To 1,550' N OF HERO WAY	0.08	50%
B-11	Widen Substandard	CR 270	From 1,550' N OF HERO WAY To 405' N OF HERO WAY	0.22	100%
B-12	Widen Substandard	CR 270	From 405' N OF HERO WAY To HERO WAY	0.08	100%
B-13	New Collector	Raider Way	From SAN GABRIEL PKWY To HERO WAY	0.68	100%
B-14	New 4-Lane Arterial (1/2)	San Gabriel Pkwy	From CR 270 To 1,415' E of CR 270	0.27	50%
B-15	New 4-Lane Arterial (1/2)	San Gabriel Pkwy	From 1,415' E of CR 270 To 375' W of Logan Del Way	0.31	100%
B-16	Widen 4-Lane Arterial	San Gabriel Pkwy	From 885' W of Ronald Reagan Blvd To Ronald Reagan Blvd	0.17	100%
B-17, D-30	New 3-Lane Frontage	Hero Way ROW	From US 183 To RM 2243	2.34	50%

Signal Installation and Intersection Improvements - Service Area B

Project #	Project Type	Intersection	Project Source	Percent in Service Area
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%
BI-1	Signal	San Gabriel Pkwy and Ronald Reagan Blvd	TMP	100%
BDI-2	Signal	Hero Way and Ronald Reagan Blvd	CIP	50%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.

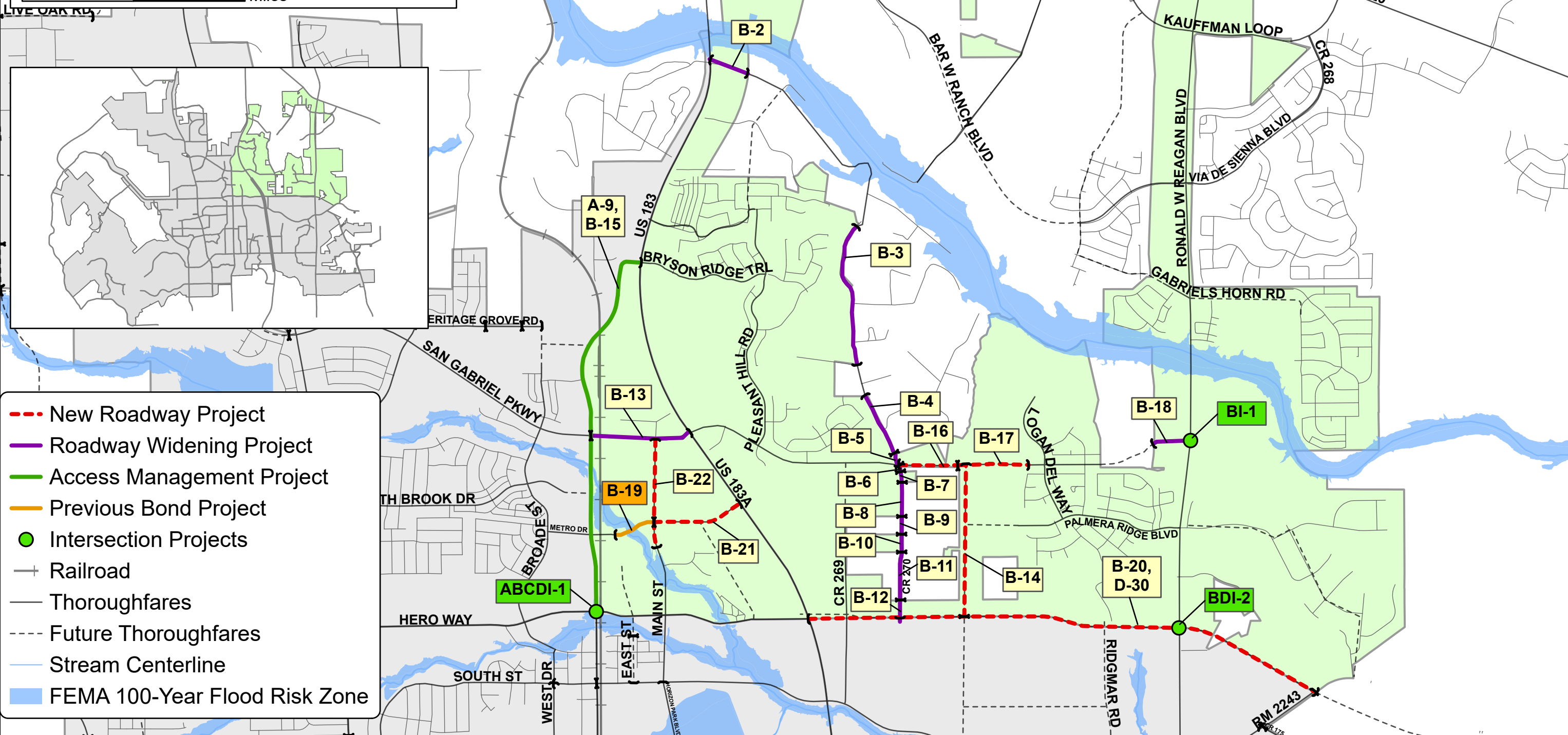




Table 2.C. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area C

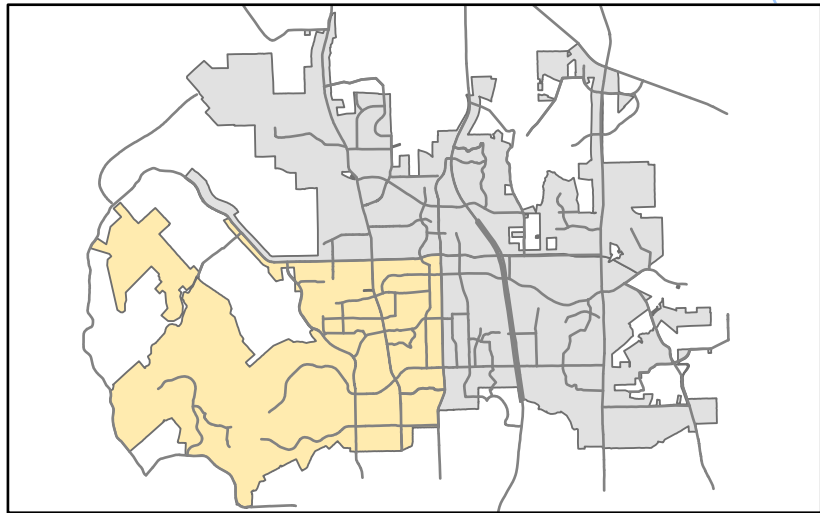
Street Improvements - Service Area C

Project #	Impact Fee Class	Street Name	Limits	Length (Miles)	Percent in Service Area
C-1	Widen 4-Lane Arterial	Nameless Rd	From TRAVISSE PKWY To 2,475' NW OF RM 1431	1.06	50%
C-2	Widen 4-Lane Arterial (1/2)	Lakeline Blvd	From HERO WAY To 2,815' SE OF HERO WAY	0.55	100%
C-3	Widen 4-Lane Arterial (1/2)	Lakeline Blvd	From 2,815' SE OF HERO WAY To 1,765' SE OF VISTA RIDGE	0.64	50%
C-4	Widen 4-Lane Arterial (1/2)	Lakeline Blvd	From 1,765' SE OF VISTA RIDGE To 550' NW OF STINNETT DR	0.15	100%
C-5	Access Management	Bagdad Rd	From HERO WAY To 2,595' S OF HERO WAY	0.49	100%
C-6	Access Management	Bagdad Rd	From 2,595' S OF HERO WAY To 475' N OF VISTA RIDGE DR	0.02	50%
C-7	Access Management	Bagdad Rd	From 475' N OF VISTA RIDGE DR To 2,065' S OF OSAGE DR	2.67	100%
C-8	Widen Collector	S West Dr	From W SOUTH ST To 870' N OF SONNY DR	0.53	100%
C-9, D-25	Access Management	US 183	From HERO WAY To 195' S OF OSAGE DR	2.84	50%
C-10	Widen Substandard	W South St	From WEST DR To US 183	0.19	100%
C-11	Access Management	Crystal Falls Pkwy	From CANTINA SKY To FIRST VIEW	0.37	100%
C-12	Access Management	Osage Dr	From 315' E OF PAINTED SKY BEND To BAGDAD RD	2.50	100%
A-20, C-13	Widen 4-Lane Arterial	Hero Way	From 1,100' E OF SAN GABRIEL PKWY To 900' W OF LAKELINE BLVD	1.08	50%
A-21, C-14	Access Management	Hero Way	From LAKELINE BLVD To US 183	2.51	50%
C-15	Widen Collector	Municipal Dr	From Nothern Hills To S West Dr	0.56	100%

Signal Installation and Intersection Improvements - Service Area C

Project #	Project Type	Intersection	Project Source	Percent in Service Area
ACDEI-1	Other Capacity	Hero Way and US 183	TMP - ICE	25%
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%
CDI-2	Other Capacity	Crystal Falls Pkwy and US 183	TMP - ICE	50%
CDI-3	Other Capacity	W South St and US 183	TMP - ICE	50%
CI-1	Other Capacity	Crystal Falls Pkwy and Lakeline Blvd	TMP - ICE	100%
CI-4	Roundabout	W South St and West Dr	2018-GO Bond	100%
CI-5	Signal	E Crystal Falls Pkwy and S West St	TMP	100%
CI-6	Signal	Sonny Dr and Lakeline Blvd	TMP	100%
CI-7	Signal	Sonny Dr and Bagdad Rd	TMP	100%
CI-8	Other Capacity	RM 1431 and Travisso Pkwy	TMP	20%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.

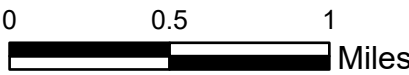




Service Area C

2022 Impact Fee Study

February 2022



- New Roadway Project
- Roadway Widening Project
- Access Management Project
- Previous Bond Project
- Intersection Projects
- Railroad
- Thoroughfares
- - - Future Thoroughfares
- Stream Centerline
- FEMA 100-Year Flood Risk Zone

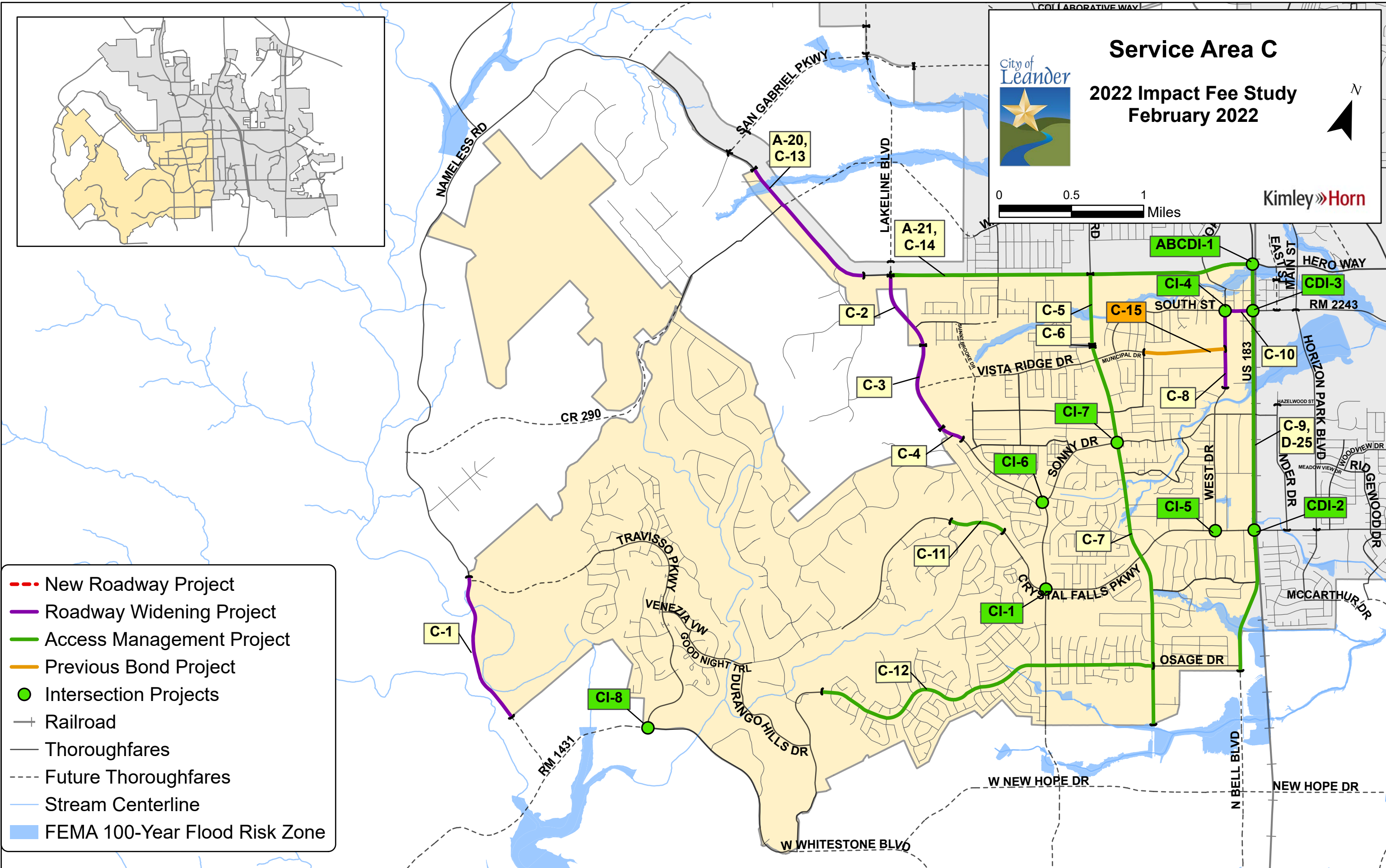




Table 2.D. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area D
Street Improvements - Service Area D

Project #	Impact Fee Class	Street Name	Limits	Length (Miles)	Percent in Service Area
D-1	Widen Substandard	Leander Dr	From HAZLEWOOD ST To CRYSTAL FALLS DR	0.88	100%
D-2	Widen Collector	Horizon Park Blvd	From RM 2243 To CRYSTAL FALLS PKWY	1.54	100%
D-3	New Collector	Raider Way	From HERO WAY To RM 2243	0.64	100%
D-4	New Collector	Raider Way	From RM 2243 To 1,235' S OF RM 2243	0.25	100%
D-5	Widen 4-Lane Arterial	CR 175	From RM 2243 To 1,265' SE OF RM 2243	0.24	50%
D-6	Widen 4-Lane Arterial	CR 175	From 1,265' SE OF RM 2243 To 2,315' SE OF RM 2243	0.23	100%
D-7	Widen 4-Lane Arterial	CR 175	From 2,315' SE OF RM 2243 To 3,040' SE OF RM 2243	0.14	50%
D-8	Widen 4-Lane Arterial	CR 175	From 1,855' NW OF WHISPER LN To 40' NW OF CRYSTAL FALLS PKWY	0.91	50%
D-9	Widen 4-Lane Arterial	CR 175	From 1,400' SE OF CRYSTAL FALLS PKWY To 500' SE OF PARKSIDE PKWY	0.38	100%
D-10	Widen 4-Lane Arterial	CR 175	From 615' NW OF JOURNEY PKWY To JOURNEY PKWY	0.12	50%
D-11	Widen 4-Lane Arterial	RM 2243	From N US 183 To CR 175	3.21	100%
D-12	Widen 4-Lane Arterial	RM 2243	From CR 175 To HERO WAY	0.28	50%
D-13	New Collector	Woodview Dr	From 980' W OF N US 183 To N US 183	0.18	100%
D-14	New 4-Lane Arterial	Crystal Falls Pkwy	From RONALD REAGAN BLVD To 725' E OF RONALD REAGAN BLVD	0.14	100%
D-15	New 4-Lane Arterial	Crystal Falls Pkwy	From 1,405' E OF RONALD REAGAN BLVD To 2,185' E OF RONALD REAGAN BLVD	0.15	100%
D-16	New 4-Lane Arterial	Crystal Falls Pkwy	From 2,190' E OF RONALD REAGAN BLVD To 1,615' W OF CR 175	0.44	100%
D-17	New 4-Lane Arterial	Crystal Falls Pkwy	From 1,615' W OF CR 175 To 590' W OF CR 175	0.19	50%
D-18	New 4-Lane Arterial	Crystal Falls Pkwy	From 1,615' W OF CR 175 To 115' W OF CR 175	0.08	100%
D-19	Widen 4-Lane Arterial	Journey Pkwy	From RONALD REAGAN BLVD To 4,025' E OF RONALD REAGAN BLVD	0.76	100%
D-20	Widen 4-Lane Arterial	Journey Pkwy	From 4,025' E OF RONALD REAGAN BLVD To 4,700' E OF RONALD REAGAN BLVD	0.13	50%
D-21	Widen 4-Lane Arterial	Journey Pkwy	From 4,700' E OF RONALD REAGAN BLVD To 5,000' E OF RONALD REAGAN BLVD	0.05	100%
D-22	Widen 4-Lane Arterial	Journey Pkwy	From 2,575' W OF CR 175 To 1,875' W OF CR 175	0.13	50%
D-23	Widen 4-Lane Arterial	Journey Pkwy	From 1,875' W OF CR 175 To CR 175	0.35	100%
D-24	Access Management	Ronald Reagan Blvd	From RM 2243 To Southern City Limits	2.56	100%
C-9, D-25	Access Management	US 183	From HERO WAY To 195' S OF OSAGE DR	2.84	50%
D-26	Widen Collector	N East St	From Hero Way To E South St	0.30	100%
D-27	Widen Collector	N East St	From E Evans St To E South St	0.21	100%
D-28	Widen Collector	Woodview Dr	From US 183A To Raider Way	0.38	100%
D-29	Widen Collector	Raider Way	From Woodview Dr To Crystal Falls Pkwy	0.53	100%
B-17, D-30	New 3-Lane Frontage	Hero Way ROW	From US 183 To RM 2243	2.34	50%

Signal Installation and Intersection Improvements - Service Area D

Project #	Project Type	Intersection	Project Source	Percent in Service Area
ACDEI-1	Other Capacity	Hero Way and US 183	TMP - ICE	25%
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%
BDI-2	Signal	Hero Way and Ronald Reagan Blvd	TMP	50%
CDI-2	Other Capacity	Crystal Falls Pkwy and US 183	TMP - ICE	50%
CDI-3	Other Capacity	W South St and US 183	TMP - ICE	50%
DI-1	Innovative Intersection	RM 2243 and Ronald Reagan Blvd	TMP - ICE	100%
DI-2	Roundabout	E Woodview Dr and Raider Way	CIP	100%
DI-3	Signal	E Crystal Falls Pkwy and Raider Way	CIP	100%
DI-4	Signal	Journey Pkwy and CR 175	TMP	100%
DI-5	Roundabout	Sonny Dr and Leander Dr	TMP	100%
DI-6	Roundabout	Hazelwood St and Horizon Park Blvd	TMP	100%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.

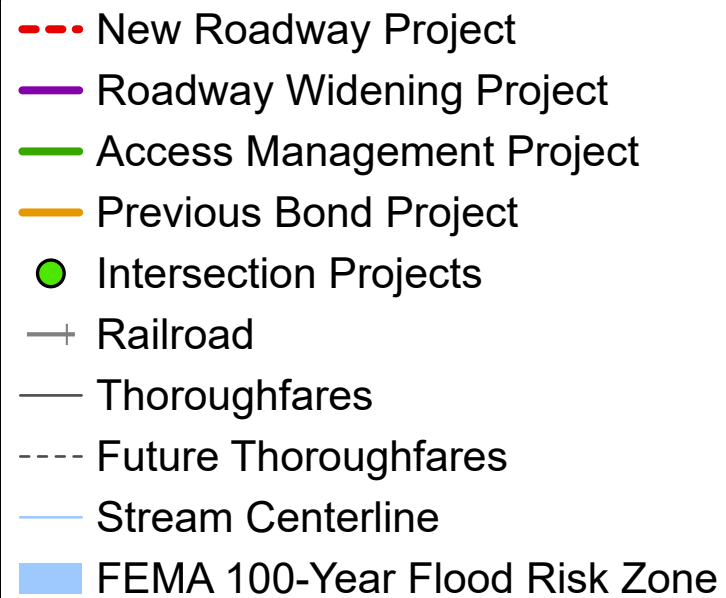




Table 2.E. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area E

Street Improvements - Service Area E

Project #	Impact Fee Class	Street Name	Limits	Length (Miles)	Percent in Service Area
A-9, E-1	Access Management	US 183	From 3,425' N OF S GABRIEL DR To HERO WAY	1.70	50%
E-2	Widen 6-Lane Arterial (2/3)	San Gabriel Pkwy	From N US 183 To 183A TOLL RD	0.45	100%
E-3	New Collector	Metro Dr	From Leander Dr To Mel Mathis Ave	0.18	100%
E-4	New Collector	College Way	From Main Street To US 183A	0.41	100%
E-5	New Collector	Main Street	From San Gabriel Pkwy To 1575' N of Hero Way	0.49	100%

Signal Installation and Intersection Improvements - Service Area E

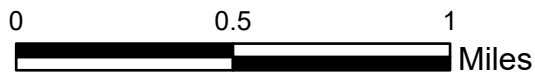
Project #	Project Type	Intersection	Project Source	Percent in Service Area
ACDEI-1	Other Capacity	Hero Way and US 183	TMP - ICE	25%
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.

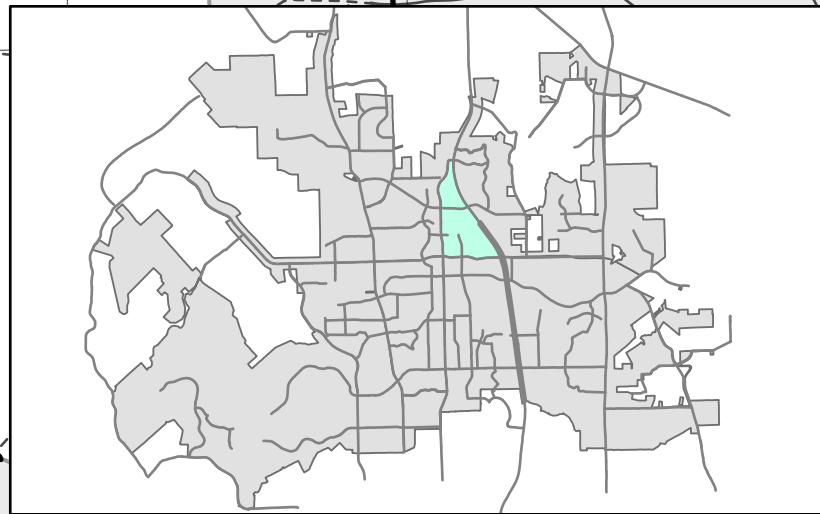


Service Area E

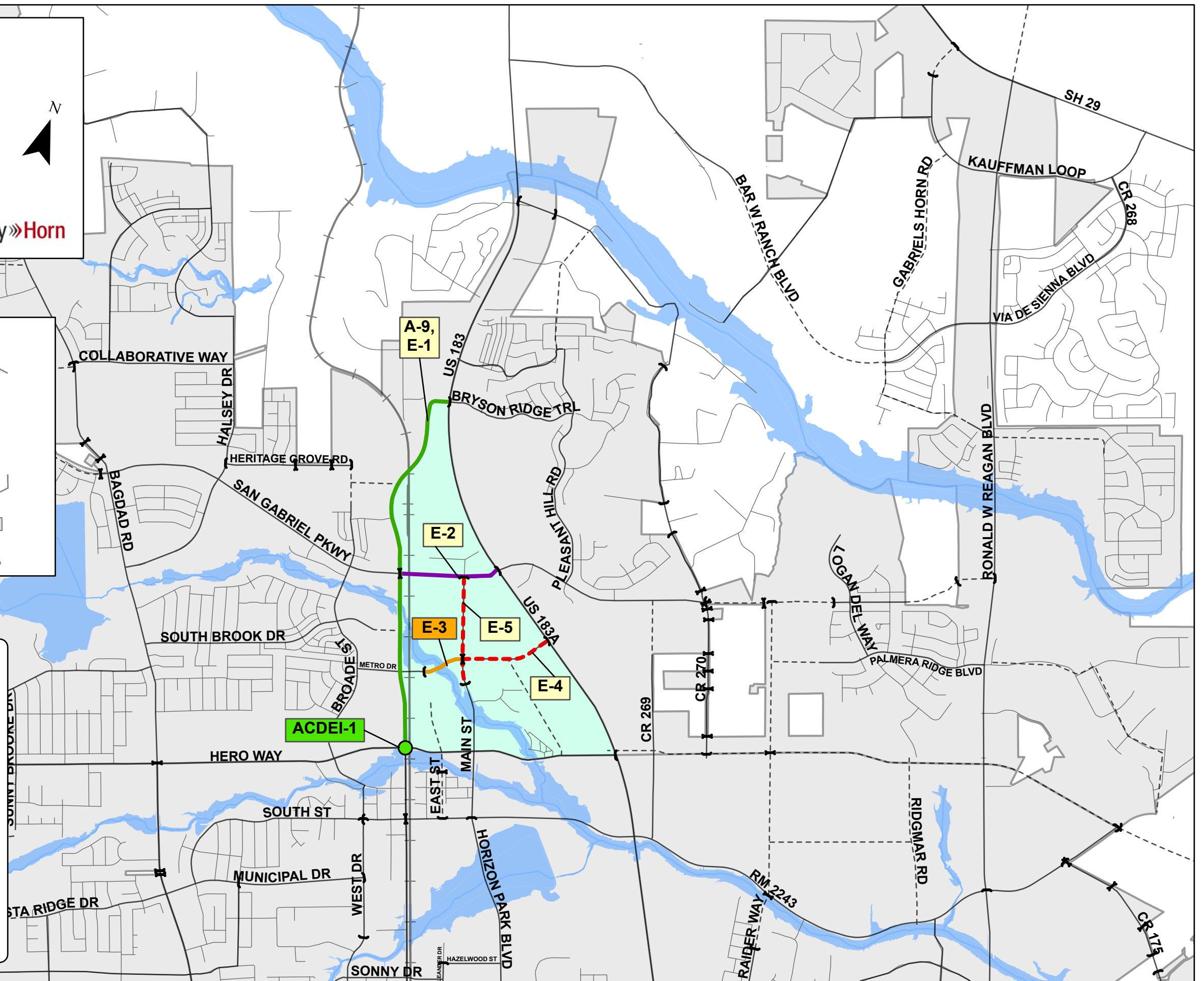
2022 Impact Fee Study
February 2022



KimleyHorn



- New Roadway Project
- Roadway Widening Project
- Access Management Project
- Previous Bond Project
- Intersection Projects
- Railroad
- Thoroughfares
- Future Thoroughfares
- Stream Centerline
- FEMA 100-Year Flood Risk Zone



IV. METHODOLOGY FOR ROADWAY IMPACT FEES

A. Service Areas

The five (5) service areas used in the 2022 Roadway Impact Fee Study are shown in the previously referenced **Exhibit 1**. These service areas cover the entire corporate area of the City of Leander. Chapter 395 of the Texas Local Government Code specifies that “the service area is limited to an area within the corporate boundaries of the political subdivision and shall not exceed six (6) miles.” The service areas in the 2022 Roadway Impact Fee Study are consistent with the specification of Chapter 395 of the Texas Local Government Code.

B. Service Units

The “service unit” is a measure of consumption or use of the capital facilities by new development. In other words, it is the unit of measure used in the 2022 Roadway Impact Fee Study to quantify the supply and demand for roads in the City. For transportation purposes, the service unit is defined as a vehicle-mile.

Vehicle-Mile: The capacity consumed in a single lane in the PM peak hour by a vehicle making a trip one mile in length. The PM Peak is used as the basis for transportation planning and the estimation of trips caused by new development.

Total Vehicle-Miles of Supply: Based on the total length (miles), number of lanes, and capacity (vehicles per hour) provided by the Transportation Master Plan (see **Appendix B**).

Total Vehicle-Miles of Demand: Based on the 10-year growth projections (Pg. 44). The demand is equal to PM Trip Rate (trips) * Trip Length (miles).



The capacity values used in the 2022 Roadway Impact Fee Study are based upon Capacity Criteria published by the Capital Area Metropolitan Planning Organization (CAMPO) and modified to reflect local context within the City of Leander corporate limits and match values used in the Transportation Master Plan. **Table 3A** and **3B** show the service volumes as a function of the facility classification and type for existing and proposed facilities.

Table 3A. Service Volumes for Proposed Facilities
(used in Appendix B – Roadway Impact Fee CIP Service Units of Supply)

Facility Classification	Lanes	Median Configuration	Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility
6-Lane Arterial	6	Divided	840
4-Lane Arterial	4	Divided	840
Collector	3	Undivided	760

Table 3B. Service Volumes for Existing Facilities

Roadway Type	Description	Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility
2U-G	Rural Cross-Section (i.e., gravel, dirt, etc.)	100
2U	Two-lane undivided – built-out	640
2U-S	Two-lane undivided with on-street parking	510
2D	Two-lane divided	640
3U	Three-lane undivided (two-way, left-turn lane)	760
4U	Four-lane undivided	660
4D	Four-lane divided	840
5U	Five-lane undivided	720

C. Cost Per Service Unit

A fundamental step in the impact fee process is to establish the cost for each service unit. In the case of the Roadway Impact Fee, this is the cost for each vehicle-mile of travel. Thus, it is the cost to construct a roadway (lane-mile) needed to accommodate a vehicle-mile of travel. The cost per service unit is calculated for each service area based on the roadway projects within that service area.

The second component of the cost per service unit is the determination of the number of service units in each service area. This number is the measure of the growth in transportation demand that is projected to occur in the ten-year period.

D. Cost of the RIF CIP

All of the project costs for an arterial or collector facility which serves the overall transportation system are eligible to be included in the Roadway Impact Fee Capital Improvements Plan (RIF CIP). Chapter 395 of the Texas Local Government Code specifies that the allowable costs are "...including and limited to the:

1. Construction contract price;
2. Surveying and engineering fees;
3. Land acquisition costs, including land purchases, court awards and costs, attorney's fees, and expert witness fees; and
4. Fees actually paid or contracted to be paid to an independent qualified engineer or financial consultant preparing or updating the capital improvements plan who is not an employee of the political subdivision."

The engineer's opinion of the probable costs of the projects in the RIF CIP is based, in part, on the calculation of a unit cost of construction. This means that a cost per linear foot of roadway is calculated based on an average price for the various components of roadway construction. This allows the probable cost to be determined by the type of facility being constructed, the number of lanes, and the length of the project. The cost for location specific items such as bridges, highway ramps, drainage structures, and any other special components are added to each project, as appropriate. The following is a detailed description of the costing worksheet/methodology for the RIF CIP.

1. Overview of RIF CIP Costing Worksheets

For each project a specific costing worksheet was developed (see **Appendix A**). Each worksheet contained the following four (4) main components:

- Project Information,
- Construction Pay Items,
- Construction Component Allowances and
- Summary of Costs and Allowances

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City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Updated: 12/14/2021

Project Information

Project Information:

Name: Lakeline Blvd
Project Label: A-2
Service Area: A,
Limits: LIVE OAK RD to 1,635 S OF CR 280
Impact Fee Class: New 4-Lane Arterial
Cross-Section: 4D
Roadway Class: Arterial 4-Lane
Length (Feet): 5,438

Description:

This project consists of the construction of a new four-lane arterial.

Construction Pay Items

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	23,932	CY	\$ 15.00	\$ 359,000
205	6" Asphalt (Type C)	9,171	Ton	\$ 80.00	\$ 734,000
305	17" Base	17,689	CY	\$ 45.00	\$ 796,000
405	Geogrid	37,458	SY	\$ 2.00	\$ 75,000
505	10' Concrete Sidewalk	108,750	SF	\$ 10.00	\$ 1,088,000
605	Machine Laid Curb & Gutter	10,875	LF	\$ 18.00	\$ 196,000
705	Turn Lanes and Median Openings	3,982	SY	\$ 77.00	\$ 307,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	5,558	GAL	\$ 4.00	\$ 22,000
Paving Construction Cost Subtotal:					\$ 3,577,000

Major Construction Component Allowances*

Item Description	Notes	Allowance	Item Cost
✓ Traffic Control	None Anticipated	5%	\$ 179,000
✓ Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 72,000
✓ Roadway Drainage	Standard Internal System	35%	\$ 1,252,000
✓ Illumination		10%	\$ 358,000
✓ Special Drainage Structures	None Anticipated	0%	\$ -
✓ Water	Minor Adjustments	2%	\$ 72,000
✓ Sewer	Minor Adjustments	2%	\$ 72,000
✓ Turf and Erosion Control		3%	\$ 107,000
✓ Landscaping and Irrigation		2%	\$ 72,000
✓ Miscellaneous		0%	\$ -
Allowance Subtotal:			\$ 2,184,000

*Allowances are based on percent of paving construction cost subtotal

Paving Construction Cost and Allowance Subtotal:	\$ 5,761,000
Construction Contingency: 15%	\$ 864,000
Mobilization: 10%	\$ 576,000
Prep ROW: 4%	\$ 230,000
Construction Cost Total:	\$ 7,500,000

Construction Component Allowances

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 7,500,000
Engineering/Survey/Testing:		16%	\$ 1,200,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 1,631,258

Impact Fee Project Cost Total: \$ 10,300,000

Summary of Costs and Allowances

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

2. Project Information

In order to correctly estimate the cost of a roadway project, several attributes are first identified:

- Project Number – Identifies which Service Area the project is in with a corresponding number. The corresponding number does not represent any prioritizations and is used only to identify projects. For example, Project B-7 is in Service Area B and is the 7th project on the list.
- Name – A unique identifier for each project. In some cases, abbreviations are used for the project name.
- Limits – Represents the beginning and ending location for each project.
- Impact Fee Class – The costing class to be used in the analysis. The impact fee class provides the width for the various elements in the roadway. The construction costs are variable, based on the Transportation Master Plan classification of the roadway. Modifications to roadway element widths are utilized in cases where a portion of the facility currently exists and the road is only to be widened, or where the road is planned to be widened to an interim configuration. Examples of these are access management projects, which are designated in the summary sheets at the beginning of each service area's Conceptual Level Cost Projections in **Appendix A**. Other specialized cases are noted in the short description box located in this section, such as previously constructed projects with a known cost.
- Ultimate Class – The ultimate classification of the roadway, if different from the Impact Fee Class based on determination of need in the 10-year window.
- Length (ft) – The distance measured in feet that is used to cost out the project.
- Service Area(s) – Represents the service areas where the project is located. Multiple service areas will be listed if the project lies along a service area boundary, or if a different jurisdiction lies along the project, it will be noted.

3. Construction Pay Items

A typical roadway project consists of several costs, including the following: planning, survey, design engineering, permitting, right-of way acquisition, and construction and testing. While the construction cost component of a project may consist of approximately 100 various pay items, a simplified approach was used for developing the conceptual level project costs. The pay items used in the 2022 RIF CIP are as follows:

- Unclassified street excavation;
- HMAC Surface courses (asphalt, in depth);
- Flexible roadway base;
- Geogrid;
- Concrete sidewalks;
- Concrete curb and gutter;
- Turn lanes and median openings; and
- Surface treatment.

4. Construction Component Allowances

A percentage of the paving construction cost is allotted for various major construction component allowances, as appropriate. These allowances include traffic control, pavement markings, signs and posts, roadway drainage, illumination, water and sewer adjustments, turf and erosion control, landscaping and irrigation, mobilization, and preparation of right-of-way. These allowance percentages are also based on historical data.

In addition, lump sum dollar allowances are provided for special drainage structures (bridges and culverts) and railroad crossings. The paving and allowance subtotal is given a fifteen percent (15%) contingency.

5. Summary of Cost and Allowances

To determine the Impact Fee Project Cost Total, sixteen percent (16%) of the construction cost total is added for engineering, surveying, and testing. Right-of-way/easement acquisition is included in project costs at an approximate value of \$3 per square foot and is a recoverable cost per Chapter 395 of the Local Government Code. New roadways are assumed to require the TMP required Right-of-Way based on the latest adopted Thoroughfare Plan Map. Widening projects are assumed to require roughly 25% of the TMP required right-of-way on average, but were not evaluated for existing right-of-way individually due to lack of information and for planning level cost estimating purposes.

The Impact Fee Project Cost Total is then the Construction Cost Total plus engineering, surveying, and testing, plus contingency, and minus roadway escrow agreements. In situations where other agencies have jurisdiction over roadways within the corporate limits, it was assumed the City contribution toward such projects would amount to 80% of the Impact Fee Project Cost Total for County shared jurisdiction projects, and 20% of the Impact Fee Project Cost total for intersections with TxDOT jurisdiction, which aligns with historical contributions. Only the anticipated City contributions to roadway projects are recoverable per state law.

E. Summary of Roadway Impact Fee CIP Costs

Tables 4.A – 4.E are the 10-Year RIF CIP project lists for each service area with planning level project costs. Individual project cost worksheets can be seen in **Appendix A**, Conceptual Level Project Cost Projections. It should be noted that these tables reflect only conceptual-level opinions or assumptions regarding the portions of future project costs that are recoverable through impact fees. Actual project costs are likely to change with time and are dependent on market and economic conditions that cannot be predicted.

The RIF CIP establishes the list of projects for which Impact Fees may be utilized. Projects not included in the RIF CIP are not eligible to receive impact fee funding. The cost projections utilized in this study should not be utilized for the City's construction CIP.



**Table 4.A – 10-Year RIF CIP
with Conceptual Level Cost Projections – Service Area A**

Street Improvements - Service Area A

Project #	Impact Fee Class	Street Name	Limits	Length (Miles)	Percent in Service Area	Project Cost	Total Cost in Service Area
A-1	New 4-Lane Arterial	Lakeline Blvd	From 1,125' S OF CR 281 To 1,635' S OF CR 280	0.66	50%	\$ 6,600,000	\$ 3,300,000
A-2	New 4-Lane Arterial	Lakeline Blvd	From LIVE OAK RD To 1,635' S OF CR 280	1.03	100%	\$ 10,300,000	\$ 10,300,000
A-3	New 4-Lane Arterial	Lakeline Blvd	From 1,635' S OF CR 280 To 75' N OF BAGDAD RD	0.20	50%	\$ 2,100,000	\$ 1,050,000
A-4	New 4-Lane Arterial	Lakeline Blvd	From 480' N OF OLD 2243 WEST To OLD 2243 WEST	0.09	100%	\$ 1,000,000	\$ 1,000,000
A-5	Access Management	Bagdad Rd	From 1300' N OF CR 281 To CR 281	0.26	50%	\$ 500,000	\$ 250,000
A-6	Access Management	Bagdad Rd	From CR 281 To 930' NW OF W SAN GABRIEL PKWY	2.41	100%	\$ 9,364,238	\$ 9,364,238
A-7	Access Management	Bagdad Rd	From 930' NW OF W SAN GABRIEL PKWY To 380' NW OF W SAN GABRIEL PKWY	0.11	50%	\$ 274,724	\$ 137,362
A-8	Access Management	Bagdad Rd	From 380' NW OF W SAN GABRIEL PKWY To HERO WAY	1.41	100%	\$ 7,864,238	\$ 7,864,238
A-9, E-1	Access Management	US 183	From US 183A To HERO WAY	1.70	50%	\$ 3,400,000	\$ 1,700,000
A-10	New Collector	CR 280	From 1,725' W OF LAKELINE BLVD To 530' E OF LAKELINE BLVD	0.43	100%	\$ 2,700,000	\$ 2,700,000
A-11	New Collector	CR 280	From 1,965' W OF BAGDAD RD To BAGDAD RD	0.40	100%	\$ 2,500,000	\$ 2,500,000
A-12	Widen Collector	Heritage Grove Rd	From HALSEY DR To 1,295' W OF W BROAD ST	0.32	100%	\$ 2,000,000	\$ 2,000,000
A-13	Widen Collector	Heritage Grove Rd	From 1,295' W OF W BROAD ST To 460' E OF W BROAD ST	0.16	50%	\$ 1,000,000	\$ 500,000
A-14	Widen Collector	Heritage Grove Rd	From 460' W OF W BROAD ST To W BROAD ST	0.09	100%	\$ 600,000	\$ 600,000
A-15	New 6-Lane Arterial (1/3)	San Gabriel Pkwy	From LAKELINE BLVD To 1,760' E OF LAKELINE BLVD	0.34	50%	\$ 2,600,000	\$ 1,300,000
A-16	New 6-Lane Arterial (1/3)	San Gabriel Pkwy	From 1,760' W OF LAKELINE BLVD To 1,400' W OF BAGDAD RD	0.76	100%	\$ 5,800,000	\$ 5,800,000
A-17	New 6-Lane Arterial (1/3)	San Gabriel Pkwy	From 1,400' W OF BAGDAD RD To 165' W OF BAGDAD RD	0.24	50%	\$ 1,900,000	\$ 950,000
A-18	Widen 6-Lane Arterial (2/3)	San Gabriel Pkwy	From BAGDAD RD To N US 183	1.46	100%	\$ 9,500,000	\$ 9,500,000
A-19	Widen 4-Lane Arterial	Hero Way	From SAN GABRIEL PKWY To 1,100' E OF SAN GABRIEL PKWY	0.21	50%	\$ 1,900,000	\$ 950,000
A-20, C-13	Widen 4-Lane Arterial	Hero Way	From 1,100' E OF SAN GABRIEL PKWY To 900' W OF LAKELINE BLVD	1.08	50%	\$ 11,100,000	\$ 5,550,000
A-21, C-14	Access Management	Hero Way	From LAKELINE BLVD To US 183	2.51	50%	\$ 22,757,707	\$ 11,378,854
A-22	New Collector	Live Oak Rd	From LAKELINE BLVD To WESTERN CITY LIMITS	1.37	100%	\$ 9,900,000	\$ 9,900,000
A-23	New Collector	Live Oak Rd	From LAKELINE BLVD To 2240' E OF LAKELINE BLVD	0.42	50%	\$ 3,100,000	\$ 1,550,000
A-24	Widen Collector	Live Oak Rd	From BAGDAD RD To 1725' W OF BAGDAD RD	0.33	100%	\$ 2,000,000	\$ 2,000,000

Signal Installation and Intersection Improvements - Service Area A

Project #	Project Type	Intersection	Project Source	Percent in Service Area	Project Cost	Total Cost in Service Area
ACDEI-1	Other Capacity	US 183 and Hero Way	TMP - ICE	25%	\$ 298,750	\$ 74,688
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%	\$ 2,000,000	\$ 400,000

Service Area A Roadway Project Cost Total \$ 92,144,691
 Service Area A Intersection Project Cost Total \$ 474,688
 2022 Roadway Impact Fee Study Cost per Service Area \$ 23,000
Total Cost in Service Area A \$ 92,642,379

- These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Projects within the City of Leander.
- These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.



**Table 4.B – 10-Year RIF CIP
with Conceptual Level Cost Projections – Service Area B**

Street Improvements - Service Area B

Project #	Impact Fee Class	Street Name	Limits	Length (Miles)	Percent in Service Area	Project Cost	Total Cost in Service Area
B-1	New 4-Lane Arterial (1/2)	Kaufmann Loop	From SH 29 To 875' SW OF SH 29	0.17	100%	\$ 1,800,000	\$ 1,800,000
B-2	Widen Substandard	CR 270	From N US 183 To 965' E OF N US 183	0.20	100%	\$ 1,200,000	\$ 1,200,000
B-3	Widen Substandard	CR 270	From 825' S OF ORCHARD DR To PVT RD 918	0.65	50%	\$ 4,000,000	\$ 2,000,000
B-4	Widen Substandard	CR 270	From 300' S OF NORWOOD DR To 250' N OF SAN GABRIEL PKWY	0.29	50%	\$ 1,900,000	\$ 950,000
B-5	Widen Substandard	CR 270	From 250' N OF SAN GABRIEL PKWY To SAN GABRIEL PKWY	0.05	100%	\$ 400,000	\$ 400,000
B-6	Widen Substandard	CR 270	From 190' S OF SAN GABRIEL PKWY To 410' S OF SAN GABRIEL PKWY	0.04	50%	\$ 200,000	\$ 100,000
B-7	Widen Substandard	CR 270	From 410' S OF SAN GABRIEL PKWY To 680' S OF SAN GABRIEL PKWY	0.05	100%	\$ 400,000	\$ 400,000
B-8	Widen Substandard	CR 270	From 680' S OF SAN GABRIEL PKWY To 1,500' S OF SAN GABRIEL PKWY	0.15	50%	\$ 1,000,000	\$ 500,000
B-9	Widen Substandard	CR 270	From 2,400' N OF HERO WAY To 1,990' N OF HERO WAY	0.08	100%	\$ 500,000	\$ 500,000
B-10	Widen Substandard	CR 270	From 1,990' N OF HERO WAY To 1,550' N OF HERO WAY	0.08	50%	\$ 500,000	\$ 250,000
B-11	Widen Substandard	CR 270	From 1,550' N OF HERO WAY To 405' N OF HERO WAY	0.22	100%	\$ 1,400,000	\$ 1,400,000
B-12	Widen Substandard	CR 270	From 405' N OF HERO WAY To HERO WAY	0.08	100%	\$ 500,000	\$ 500,000
B-13	New Collector	Raider Way	From SAN GABRIEL PKWY To HERO WAY	0.68	100%	\$ 5,000,000	\$ 5,000,000
B-14	New 4-Lane Arterial (1/2)	San Gabriel Pkwy	From CR 270 To 1,415' E of CR 270	0.27	50%	\$ 2,700,000	\$ 1,350,000
B-15	New 4-Lane Arterial (1/2)	San Gabriel Pkwy	From 1,415' E of CR 270 To 375' W of Logan Del Way	0.31	100%	\$ 3,200,000	\$ 3,200,000
B-16	Widen 4-Lane Arterial	San Gabriel Pkwy	From 865' W of Ronald Reagan Blvd To Ronald Reagan Blvd	0.17	100%	\$ 1,500,000	\$ 1,500,000
B-17, D-30	New 3-Lane Frontage	Hero Way ROW	From US 183 To RM 2243	2.34	50%	\$ 13,900,000	\$ 6,950,000

Signal Installation and Intersection Improvements - Service Area B

Project #	Project Type	Intersection	Project Source	Percent in Service Area	Project Cost	Total Cost in Service Area
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%	\$ 2,000,000	\$ 400,000
B-I-1	Signal	San Gabriel Pkwy and Ronald Reagan Blvd	TMP	100%	\$ 400,000	\$ 400,000
BDI-2	Signal	Hero Way and Ronald Reagan Blvd	CIP	50%	\$ 400,000	\$ 200,000

Service Area B Roadway Project Cost Total \$ 28,000,000
 Service Area B Intersection Project Cost Total \$ 1,000,000
 2022 Roadway Impact Fee Study Cost per Service Area \$ 23,000
Total Cost in Service Area B \$ 29,023,000

- These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Projects within the City of Leander.
- These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.



**Table 4.C – 10-Year RIF CIP
with Conceptual Level Cost Projections – Service Area C**

Street Improvements - Service Area C

Project #	Impact Fee Class	Street Name	Limits	Length (Miles)	Percent in Service Area	Project Cost	Total Cost in Service Area
C-1	Widen 4-Lane Arterial	Nameless Rd	From TRAVISSE PKWY To 2,475' NW OF RM 1431	1.06	50%	\$ 9,400,000	\$ 4,700,000
C-2	Widen 4-Lane Arterial (1/2)	Lakeline Blvd	From HERO WAY To 2,815' SE OF HERO WAY	0.55	100%	\$ 5,000,000	\$ 5,000,000
C-3	Widen 4-Lane Arterial (1/2)	Lakeline Blvd	From 2,815' SE OF HERO WAY To 1,765' SE OF VISTA RIDGE	0.64	50%	\$ 5,700,000	\$ 2,850,000
C-4	Widen 4-Lane Arterial (1/2)	Lakeline Blvd	From 1,765' SE OF VISTA RIDGE To 550' NW OF STINNETT DR	0.15	100%	\$ 1,300,000	\$ 1,300,000
C-5	Access Management	Bagdad Rd	From HERO WAY To 2,595' S OF HERO WAY	0.49	100%	\$ 800,000	\$ 800,000
C-6	Access Management	Bagdad Rd	From 2,595' S OF HERO WAY To 475' N OF VISTA RIDGE DR	0.02	50%	\$ 100,000	\$ 50,000
C-7	Access Management	Bagdad Rd	From 475' N OF VISTA RIDGE DR To 2,065' S OF OSAGE DR	2.67	100%	\$ 3,900,000	\$ 3,900,000
C-8	Widen Collector	S West Dr	From W SOUTH ST To 870' N OF SONNY DR	0.53	100%	\$ 3,200,000	\$ 3,200,000
C-9, D-25	Access Management	US 183	From HERO WAY To 195' S OF OSAGE DR	2.84	50%	\$ 4,500,000	\$ 2,250,000
C-10	Widen Substandard	W South St	From WEST DR To US 183	0.19	100%	\$ 1,200,000	\$ 1,200,000
C-11	Access Management	Crystal Falls Pkwy	From CANTINA SKY To FIRST VIEW	0.37	100%	\$ 500,000	\$ 500,000
C-12	Access Management	Osage Dr	From 315' E OF PAINTED SKY BEND To BAGDAD RD	2.50	100%	\$ 500,000	\$ 500,000
A-20, C-13	Widen 4-Lane Arterial	Hero Way	From 1,100' E OF SAN GABRIEL PKWY To 900' W OF LAKELINE BLVD	1.08	50%	\$ 11,100,000	\$ 5,550,000
A-21, C-14	Access Management	Hero Way	From LAKELINE BLVD To US 183	2.51	50%	\$ 22,757,707	\$ 11,378,854
C-15	Widen Collector	Municipal Dr	From Nothern Hills To S West Dr	0.56	100%	\$ 2,494,024	\$ 2,494,024

Signal Installation and Intersection Improvements - Service Area C

Project #	Project Type	Intersection	Project Source	Percent in Service Area	Project Cost	Total Cost in Service Area
ACDEI-1	Other Capacity	Hero Way and US 183	TMP - ICE	25%	\$ 298,750	\$ 74,687.50
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%	\$ 2,000,000	\$ 400,000.00
CDI-2	Other Capacity	Crystal Falls Pkwy and US 183	TMP - ICE	50%	\$ 355,000	\$ 177,500.00
CDI-3	Other Capacity	W South St and US 183	TMP - ICE	50%	\$ 194,000	\$ 97,000.00
CI-1	Other Capacity	Crystal Falls Pkwy and Lakeline Blvd	TMP - ICE	100%	\$ 472,250	\$ 472,250.00
CI-4	Roundabout	W South St and West Dr	2018-GO Bond	100%	\$ 1,200,000	\$ 1,200,000.00
CI-5	Signal	E Crystal Falls Pkwy and S West St	TMP	100%	\$ 400,000	\$ 400,000.00
CI-6	Signal	Sonny Dr and Lakeline Blvd	TMP	100%	\$ 400,000	\$ 400,000.00
CI-7	Signal	Sonny Dr and Bagdad Rd	TMP	100%	\$ 400,000	\$ 400,000.00
CI-8	Other Capacity	RM 1431 and Travisso Pkwy	TMP	20%	\$ 400,000	\$ 80,000.00

Service Area C Roadway Project Cost Total \$ 45,672,878
 Service Area C Intersection Project Cost Total \$ 3,701,438
 2022 Roadway Impact Fee Study Cost per Service Area \$ 23,000
Total Cost in Service Area C \$ 49,397,315

- These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Projects within the City of Leander.
- These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.



**Table 4.D – 10-Year RIF CIP
with Conceptual Level Cost Projections – Service Area D**

Street Improvements - Service Area D

Project #	Impact Fee Class	Street Name	Limits	Length (Miles)	Percent in Service Area	Project Cost	Total Cost in Service Area
D-1	Widen Substandard	Leander Dr	From HAZLEWOOD ST TO CRYSTAL FALLS DR	0.88	100%	\$ 5,300,000	\$ 5,300,000
D-2	Widen Collector	Horizon Park Blvd	From RM 2243 To CRYSTAL FALLS PKWY	1.54	100%	\$ 14,300,000	\$ 14,300,000
D-3	New Collector	Raider Way	From HERO WAY To RM 2243	0.64	100%	\$ 4,700,000	\$ 4,700,000
D-4	New Collector	Raider Way	From RM 2243 To 1,235' S OF RM 2243	0.25	100%	\$ 3,200,000	\$ 3,200,000
D-5	Widen 4-Lane Arterial	CR 175	From RM 2243 To 1,265' SE OF RM 2243	0.24	50%	\$ 1,680,000	\$ 840,000
D-6	Widen 4-Lane Arterial	CR 175	From 1,265' SE OF RM 2243 To 2,315' SE OF RM 2243	0.23	100%	\$ 1,680,000	\$ 1,680,000
D-7	Widen 4-Lane Arterial	CR 175	From 2,315' SE OF RM 2243 To 3,040' SE OF RM 2243	0.14	50%	\$ 960,000	\$ 480,000
D-8	Widen 4-Lane Arterial	CR 175	From 1,855' NW OF WHISPER LN To 40' NW OF CRYSTAL FALLS PKWY	0.91	50%	\$ 6,720,000	\$ 3,360,000
D-9	Widen 4-Lane Arterial	CR 175	From 1,400' SE OF CRYSTAL FALLS PKWY To 500' SE OF PARKSIDE PKWY	0.38	100%	\$ 2,720,000	\$ 2,720,000
D-10	Widen 4-Lane Arterial	CR 175	From 615' NW OF JOURNEY PKWY To JOURNEY PKWY	0.12	50%	\$ 880,000	\$ 440,000
D-11	Widen 4-Lane Arterial	RM 2243	From N US 183 To CR 175	3.21	100%	\$ 45,100,000	\$ 45,100,000
D-12	Widen 4-Lane Arterial	RM 2243	From CR 175 To HERO WAY	0.28	50%	\$ 2,800,000	\$ 1,300,000
D-13	New Collector	Woodview Dr	From 980' W OF N US 183 To N US 183	0.18	100%	\$ 6,300,000	\$ 6,300,000
D-14	New 4-Lane Arterial	Crystal Falls Pkwy	From RONALD REAGAN BLVD To 725' E OF RONALD REAGAN BLVD	0.14	100%	\$ 1,400,000	\$ 1,400,000
D-15	New 4-Lane Arterial	Crystal Falls Pkwy	From 1,405' E OF RONALD REAGAN BLVD To 2,185' E OF RONALD REAGAN BLVD	0.15	100%	\$ 1,600,000	\$ 1,600,000
D-16	New 4-Lane Arterial	Crystal Falls Pkwy	From 2,190' E OF RONALD REAGAN BLVD To 1,615' W OF CR 175	0.44	100%	\$ 9,400,000	\$ 9,400,000
D-17	New 4-Lane Arterial	Crystal Falls Pkwy	From 1,615' W OF CR 175 To 590' W OF CR 175	0.19	50%	\$ 1,900,000	\$ 950,000
D-18	New 4-Lane Arterial	Crystal Falls Pkwy	From 1,615' W OF CR 175 To 115' W OF CR 175	0.08	100%	\$ 800,000	\$ 800,000
D-19	Widen 4-Lane Arterial	Journey Pkwy	From RONALD REAGAN BLVD To 4,025' E OF RONALD REAGAN BLVD	0.76	100%	\$ 6,700,000	\$ 6,700,000
D-20	Widen 4-Lane Arterial	Journey Pkwy	From 4,025' E OF RONALD REAGAN BLVD To 4,700' E OF RONALD REAGAN BLVD	0.13	50%	\$ 3,400,000	\$ 1,700,000
D-21	Widen 4-Lane Arterial	Journey Pkwy	From 4,700' E OF RONALD REAGAN BLVD To 5,000' E OF RONALD REAGAN BLVD	0.05	100%	\$ 1,200,000	\$ 1,200,000
D-22	Widen 4-Lane Arterial	Journey Pkwy	From 2,575' W OF CR 175 To 1,875' W OF CR 175	0.13	50%	\$ 500,000	\$ 250,000
D-23	Widen 4-Lane Arterial	Journey Pkwy	From 1,875' W OF CR 175 To CR 175	0.35	100%	\$ 3,200,000	\$ 3,200,000
D-24	Access Management	Ronald Reagan Blvd	From RM 2243 To Southern City Limits	2.56	100%	\$ 4,200,000	\$ 4,200,000
C-9, D-25	Access Management	US 183	From IICRO WAY To 195' S OF OSAGE DR	2.04	50%	\$ 4,500,000	\$ 2,250,000
D-26	Widen Collector	N East St	From Hero Way To E South St	0.30	100%	\$ 3,280,852	\$ 3,280,852
D-27	Widen Collector	N East St	From E Evans St To E South St	0.21	100%	\$ 1,100,000	\$ 1,100,000
D-28	Widen Collector	Woodview Dr	From US 183A To Raider Way	0.38	100%	\$ 4,909,533	\$ 4,909,533
D-29	Widen Collector	Raider Way	From Woodview Dr To Crystal Falls Pkwy	0.53	100%	\$ 4,909,533	\$ 4,909,533
B-17, D-30	New 3-Lane Frontage	Hero Way ROW	From US 183 To RM 2243	2.34	50%	\$ 13,900,000	\$ 6,950,000

Signal Installation and Intersection Improvements - Service Area D

Project #	Project Type	Intersection	Project Source	Percent in Service Area	Project Cost	Total Cost in Service Area
ACDEI-1	Other Capacity	Hero Way and US 183	TMP - ICE	25%	\$ 298,750	\$ 74,688
ABCDIEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%	\$ 2,000,000	\$ 400,000
BDEI-2	Signal	Hero Way and Ronald Reagan Blvd	TMP	50%	\$ 400,000	\$ 200,000
CDI-2	Other Capacity	Crystal Falls Pkwy and US 183	TMP - ICE	50%	\$ 355,000	\$ 177,500
CDI-3	Other Capacity	W South St and US 183	TMP - ICE	50%	\$ 194,000	\$ 97,000
DI-1	Innovative Intersection	RM 2243 and Ronald Reagan Blvd	TMP - ICE	100%	\$ 5,000,000	\$ 5,000,000
DI-2	Roundabout	E Woodview Dr and Raider Way	CIP	100%	\$ 1,200,000	\$ 1,200,000
DI-3	Signal	E Crystal Falls Pkwy and Raider Way	CIP	100%	\$ 1,200,000	\$ 1,200,000
DI-4	Signal	Journey Pkwy and CR 175	TMP	100%	\$ 400,000	\$ 400,000
DI-5	Roundabout	Sonny Dr and Leander Dr	TMP	100%	\$ 400,000	\$ 400,000
DI-6	Roundabout	Hazelwood St and Horizon Park Blvd	TMP	100%	\$ 1,200,000	\$ 1,200,000

Service Area D Roadway Project Cost Total \$ 144,419,917
 Service Area D Intersection Project Cost Total \$ 10,349,188
 2022 Roadway Impact Fee Study Cost per Service Area \$ 23,000
Total Cost in Service Area D \$ 154,792,105

- These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Projects within the City of Leander.
- These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.



**Table 4.E – 10-Year RIF CIP
with Conceptual Level Cost Projections – Service Area E**

Street Improvements - Service Area E

Project #	Impact Fee Class	Street Name	Limits	Length (Miles)	Percent in Service Area	Project Cost	Total Cost in Service Area
A-9, E-1	Access Management	US 183	From 3,425' N OF S GABRIEL DR To HERO WAY	1.70	50%	\$ 3,400,000	\$ 1,700,000
E-2	Widen 6-Lane Arterial (2/3)	San Gabriel Pkwy	From N US 183 To 183A TOLL RD	0.45	100%	\$ 3,000,000	\$ 3,000,000
E-3	New Collector	Metro Dr	From Leander Dr To Mel Mathis Ave	0.18	100%	\$ 4,661,885	\$ 4,661,885
E-4	New Collector	Collage Way	From Main Street To US 183A	0.41	100%	\$ 1,600,000	\$ 1,600,000
E-5	New Collector	Main Street	From San Gabriel Pkwy To 1575' N of Hero Way	0.49	100%	\$ 1,800,000	\$ 1,800,000

Signal Installation and Intersection Improvements - Service Area E

Project #	Project Type	Intersection	Project Source	Percent in Service Area	Project Cost	Total Cost in Service Area
ACDEI-1	Other Capacity	Hero Way and US 183	TMP - ICE	25%	\$ 298,750	\$ 74,688
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%	\$ 2,000,000	\$ 400,000

Service Area E Roadway Project Cost Total \$ 12,761,885
 Service Area E Intersection Project Cost Total \$ 474,688
 2022 Roadway Impact Fee Study Cost per Service Area \$ 23,000
Total Cost in Service Area E \$ 13,259,573

- a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Projects within the City of Leander.
- b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project

F. Service Unit Calculation

The basic service unit for the computation of Leander's Roadway Impact Fees is the vehicle-mile of travel during the afternoon peak-hour (as explained on Pg. 28). To determine the cost per service unit, it is necessary to project the growth in vehicle-miles of travel for the service area for the 10-year period.

The growth in vehicle-miles from 2021 to 2031 is based upon projected changes in residential units and employment for the period. To determine this growth, estimates of residential units, basic employment, service employment, and retail employment for 2021 were made, along with growth projections for each of these demographic statistics through 2031. The Land Use Assumptions section of this report details the growth estimates used for impact fee determination.

For the purposes of impact fees, all developed and developable land is categorized as either residential or non-residential. For residential land uses, the existing and projected number of dwelling units are estimated. The number of dwelling units in each service area is multiplied by a *transportation demand factor* (discussed in more detail below) to compute the vehicle-miles of travel that occur during the afternoon peak hour. This factor indicates the average amount of demand created by the residential land uses in the service area.

For non-residential land uses, the process is similar. The Land Use Assumptions section of this report provides existing and projected number of building square footages for three (3) categories of employment – basic, service, and retail. These categories correspond to an aggregation of other specific land use categories based on the North American Industrial Classification System (NAICS).

Building square footage is the most common independent variable for the estimation of non-residential trips in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*. This characteristic is more appropriate than the number of employees, because building square footage is tied more closely to trip generation and

is known at the time of application for any development that would require the assessment of an impact fee.

The existing and projected land use assumptions for the dwelling units and the square footage of basic, service, and retail land uses provide the basis for the projected increase in vehicle-miles of travel. As noted earlier, a *transportation demand factor* is applied to these values and then summed to calculate the total peak hour vehicle-miles of demand for each service area.

The *transportation demand factors* are aggregate rates derived from two sources – the *ITE Trip Generation Manual, 11th Edition* and the National Household Travel Survey performed by the Federal Highway Administration (FHWA). The *ITE Trip Generation Manual, 11th Edition* provides the number of trips that are produced or attracted to the land use for each dwelling unit, square foot of building, or other corresponding unit. For the retail category of land uses, the rate is adjusted to account for the fact that a percentage of retail trips are made by people who would otherwise be traveling past that particular establishment anyway, such as a trip between work and home. For example, a stop at a nearby supermarket on the way home from work does not create a new trip onto the roadway network. These trips are called pass-by trips, and since the travel demand is accounted for in the land use calculations relative to the primary trip, it is necessary to discount the retail trip generation rates to avoid double counting trips. The next component of the *transportation demand factor* accounts for the length of each trip. The average trip length for each category is based on the Capital Area Metropolitan Planning Organization (CAMPO) long-range transportation model and supplemented with the National Household Travel Survey conducted by the FHWA.

The computation of the *transportation demand factor* is based on the following equation:

Variables:

$$TDF = T * (1 - P_b) * L_{\max}$$

$$\text{where... } L_{\max} = \min(L * OD \text{ or } 6)$$

TDF = Transportation Demand Factor,
T = Trip Rate (peak hour trips / unit),
P_b = Pass-By Discount (% of trips),
L_{max} = Maximum Trip Length (miles),
L = Average Trip Length (miles), and
OD = Origin-Destination Reduction (50%)

The maximum trip length was limited to six (6) miles based on the maximum trip length within each service area. Chapter 395 of the Texas Local Government Code allows for a service area of six (6) miles, and the service areas within Leander are closely approximated with a six (6) mile distance.

The adjustment made to the average trip length statistic in the computation of the maximum trip length is the origin-destination reduction. This adjustment is made because the Roadway Impact Fee is charged to both the origin and destination end of the trip. For example, impact fee methodology will account for a trip from home to work within Leander to both residential and non-residential land uses. To avoid counting these trips twice as both residential and non-residential trips, a 50% origin-destination (OD) reduction factor is applied. Therefore, only half of the trip length is assessed to each land use, and the total trip is only counted once. This methodology is consistent with that used in the National Household Travel Survey. These lengths were developed based on the CAMPO long-range transportation model.

Table 5 shows the derivation of the *Transportation Demand Factor* for the residential land uses and the three (3) non-residential land use categories. The values utilized for all variables shown in the *transportation demand factor* equation are also shown in the table.

Table 5. Transportation Demand Factor Calculations

Variable	Residential, Single Family	Residential, Multifamily	Basic	Service	Retail
T	0.94	0.51	0.65	1.44	2.24
P_b	0%	0%	0%	0%	34%
L	8.59	8.59	12.89	6.76	6.35
L_{max}	4.30	4.30	6.00	3.38	3.18
TDF	4.04	2.19	3.90	4.87	7.12
* L _{max} is less than 6 miles for residential, service, and retail land uses; therefore this lower trip length is used for calculating the TDF for these land uses.					

Variables:

- TDF = Transportation Demand Factor,
- T = Trip Rate (peak hour trips / unit),
- P_b = Pass-By Discount (% of trips),
- L_{max} = Maximum Trip Length (miles),
- L = Average Trip Length (miles), and
- OD = Origin-Destination Reduction (50%)

The application of the demographic projections and the *transportation demand factors* are presented in the 10-Year Growth Projections in **Table 6**. This table shows the growth in total vehicle-miles by service area between the years 2021 – 2031.

Table 6. 10-Year Growth Projections

2021 - 2031 Conditions¹													
Service Area	Residential Vehicle-Miles				Non-Residential Square-Feet ³				Transportation Demand Factor ³			Non-Residential Vehicle-Miles ¹⁰	
	Single-Family Units	Trip Rate TDF ²	Multifamily Units	Trip Rate TDF ²	Vehicle Miles ⁴	Basic	Service	Retail	Basic ⁷	Service ⁸	Retail ⁹	Basic	Service
-		0.94		0.57					0.65	1.44	2.24		
A	4,821		1,205		22,115	1,000,000	300,000	300,000				3,900	1,461
B	3,032		1,079		14,612	0	1,100,000	1,200,000				0	5,357
C	4,409	4.04	1,102	2.19	20,226	0	800,000	600,000	3.90	4.87	7.12	0	3,896
D	4,414		3,603		25,723	200,000	1,800,000	2,975,000				780	7,792
E	2,299		2,635		15,057	0	1,300,000	1,200,000				0	6,331
Totals	18,974		9,624		97,732	1,200,000	5,100,000	6,275,000				4,690	24,337
												74,195	
													171,927

Notes:

- ¹ From City of Leander 2022 land use assumptions for roadway impact fees
- ² Transportation Demand Factor (from LUMMET) uses the single-family detached housing land use and trip generation rate
- ³ Transportation Demand Factor (from LUMMET) uses the multifamily housing (low-rise) land use and trip generation rate
- ⁴ Calculated by multiplying the TDF by the number of dwelling units
- ⁵ From City of Leander 2022 land use assumptions for roadway impact fees
- ⁶ Trip generation rate and transportation demand factors from LUMMET for each land use
- ⁷ 'Basic' corresponds to general light industrial land use and trip generation rate
- ⁸ 'Service' corresponds to general office land use and trip generation rate
- ⁹ 'Retail' corresponds to shopping center land use and trip generation rate
- ¹⁰ Calculated by multiplying transportation demand factor by the number of thousand square feet for each land use
- ¹¹ Residential plus non-residential vehicle-mile totals for each service area

**Table 6 (Continued). 10-Year Growth Projections
Vehicle Miles of Increase (2021-2031)**

Service Area	Vehicle-Miles
A	29,612
B	28,513
C	28,394
D	55,477
E	29,932

V. ROADWAY IMPACT FEE CALCULATION

A. Maximum Assessable Impact Fee Per Service Unit

This section presents the maximum assessable impact fee rate calculated for each service area. The maximum assessable impact fee is the sum of the eligible RIF CIP costs for the service area divided by the growth in travel attributable to new development projected to occur within the 10-year period. A majority of the components of this calculation have been described and presented in previous sections of this report. The purpose of this section is to document the computation for each service area and to demonstrate that the guidelines provided by Chapter 395 of the Texas Local Government Code have been addressed.

Table 7 illustrates the computation of the maximum assessable impact fee computed for each service area. Each row in the table is numbered to simplify explanation of the calculation. The calculation of the maximum assessable impact fee is shown in **Table 8**. The Roadway Impact Fee CIP consists of both roadway segment and intersection improvements. The roadway segment component is referred to as the “Roadway Impact Fee CIP,” while the intersection component is referred to as the “Intersection Impact Fee CIP.”

Table 7. Maximum Assessable Roadway Impact Fee Computation

Line	Title	Description
1	<i>Total Vehicle-Miles of Capacity Added by the Roadway Impact Fee CIP</i>	The total number of vehicle-miles added to the service area based on the capacity, length, and number of lanes in each project (from Appendix B – Roadway Impact Fee CIP Units of Supply)

Each project identified in the RIF CIP will add a certain amount of capacity to the City’s roadway network based on its length and classification. This line displays the total amount added within each service area.

2	<i>Total Vehicle-Miles of Existing Demand</i>	A measure of the amount of traffic currently using the roadway facilities upon which capacity is being added. (from Appendix B – Roadway Impact Fee CIP Units of Supply)
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A number of facilities identified in the RIF CIP have traffic currently utilizing a portion of their existing capacity. This line displays the total amount of capacity along these facilities currently being used by existing traffic.

3	<i>Total Vehicle-Miles of Existing Deficiencies</i>	Number of vehicle-miles of travel that are not accommodated by the existing roadway system (from Appendix C – Existing Roadway Facilities Inventory)
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In order to ensure that existing deficiencies on the City’s roadway network are not recoverable through impact fees, this line is based on the entire roadway network within the service area. Any roadway within the service area that is deficient – even those not identified on the Roadway Impact Fee CIP – will have these additional trips removed from the calculation.

4	<i>Net Amount of Vehicle-Miles of Capacity Added</i>	A measurement of the amount of vehicle-miles added by the RIF CIP that will not be utilized by existing demand (Line 1 – Line 2 – Line 3)
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This calculation identifies the portion of the RIF CIP (in vehicle-miles) that may be recoverable through the collection of impact fees.

5	<i>Total Cost of the Roadway Impact Fee CIP within the Service Area</i>	The total cost of the roadway projects within each service area (from Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections)
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This line simply identifies the total cost of all the roadway projects identified in each service area.

6	<i>Cost of Net Capacity Supplied</i>	The total Roadway Impact Fee CIP cost (Line 5) prorated by the ratio of Net Capacity Added (Line 4) to Total Capacity Added (Line 1). [(Line 4 / Line 1) * (Line 5)]
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Using the ratio of vehicle-miles added by the Roadway Impact Fee CIP available to serve future growth to the total vehicle-miles added, the total cost of the RIF CIP is reduced to the amount available for future growth (i.e. excluding existing usage and deficiencies).

7	<i>Cost to Meet Existing Needs and Usage</i>	The difference between the Total Cost of the Roadway Impact Fee CIP (Line 5) and the Cost of the Net Capacity supplied (Line 6). (Line 5 – Line 6)
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This line is provided for information purposes only – it is to present the portion of the total cost of the Roadway Impact Fee CIP that is required to meet existing demand.

8	<i>Total Vehicle-Miles of New Demand over Ten Years</i>	Based upon the growth projection provided in the Land Use Assumptions , an estimate of the number of new vehicle-miles within the service area over the next ten years. (from Table 6)
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This line presents the amount of growth (in vehicle-miles) projected to occur within each service area over the next ten years.

9	<i>Percent of Capacity Added Attributable to New Growth</i>	The result of dividing Total Vehicle-Miles of New Demand (Line 8) by the Net Amount of Capacity Added (Line 4), limited to 100% (Line 10). This calculation is required by Chapter 395 to ensure capacity added is attributable to new growth.
10	<i>Chapter 395 Check</i>	

In order to ensure that the vehicle-miles added by the Roadway Impact Fee CIP do not exceed the amount needed to accommodate growth beyond the ten-year window, a comparison of the two values is performed. If the amount of vehicle-miles added by the Roadway Impact Fee CIP exceeds the growth projected to occur in the next ten years, the Roadway Impact Fee CIP cost is reduced accordingly.

11	<i>Cost of Roadway Impact Fee CIP Attributable to New Growth</i>	The result of multiplying the Cost of Net Capacity Added (Line 6) by the Percent of Capacity Added Attributable to New Growth, limited to 100% (Line 10).
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This value is the total Roadway Impact Fee CIP project costs (excluding financial costs) that may be recovered through impact fees. This line is determined considering the limitations to impact fees required by the Texas legislature.

12	<i>Total Cost of the Intersection Impact Fee CIP within the Service Area</i>	The total cost of the intersection projects within each service area (from Table 4: 10-Year Roadway Impact Fee Capacity Improvements Plan with Conceptual Level Cost Projections)
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This line simply identifies the total cost of all the intersection projects identified in each service area.

13	<i>Percent of Intersection Capacity Added Attributable to New Growth</i>	The result of dividing Total Vehicle-Miles of New Demand (Line 8) by the vehicle-mile carrying capacity in each service area (Table 6).
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In order to ensure that the capacity added by the Intersection Impact Fee CIP does not exceed the amount needed to accommodate growth beyond the ten-year window, the anticipated vehicle mile growth in each service area is calculated as a percentage of the vehicle-mile carrying capacity.

14	<i>Cost of Intersection Impact Fee CIP Attributable to New Growth</i>	The result of multiplying the Cost of Net Capacity Added (Line 12) by the Percent of Capacity Added Attributable to New Growth (Line 13). (Line 12 * Line 13)
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This value is the total Intersection Impact Fee CIP project cost (excluding financial costs) that may be recovered through impact fees. This line is determined considering the limitations to impact fees required by the Texas legislature.

15	<i>Credit for Previous Contributions</i>	The total contributions by development toward the building of improvements in the Roadway Impact Fee CIP.
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This value is the total of all exactions upon development that resulted in a financial contribution towards future improvements in the Roadway Impact Fee CIP. This line is intended as a credit to development so as not to double charge for previous contributions for roadway capacity improvements.

16	<i>Cost of Total Roadway Impact Fee CIP Attributable to New Growth</i>	The result of adding the Cost of the Roadway Impact Fee CIP Attributable to new growth (Line 11) to the Cost of the Intersection Impact Fee CIP Attributable to new growth (Line 14) less credits for previous contributions (Line 11 + Line 14 – Line 15).
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This value is the Total Roadway Impact Fee CIP project cost (excluding financial costs) that may be recovered through impact fees. This line is determined considering the limitations to impact fees required by the Texas legislature.

B. Plan for Financing and the Ad Valorem Tax Credit

Chapter 395 of the Texas Local Government Code requires the Roadway Impact Fee Capital Improvements Plan for Roadway Impact Fees to contain specific enumeration of a plan for awarding the impact fee credit. Section 395.014 of the Code requires:

- (A) a credit for the portion of ad valorem tax and utility service revenues generated by new service units during the program period that is used for the payment of improvements, including the payment of debt, that are included in the transportation improvements plan; or
- (B) In the alternative, a credit equal to 50 percent of the total projected cost of implementing the transportation improvements plan...”

The plan is summarized, as prepared by NewGen Strategies in **Appendix D** and **Appendix E**, Plan for Awarding the Roadway Impact Fee Credit. The following table summarizes the portions of **Table 8** that utilize this credit calculation.

Line	Title	Description
17	<i>Pre-Credit Maximum Fee Per Service Unit</i>	Found by dividing the Cost of the CIP Attributable to New Growth (Line 16) by the Total Vehicle-Miles of New Demand Over Ten Years (Line 8). (Line 16 / Line 8)
18	<i>Financing Costs</i>	(from Appendix D – Plan for Awarding the Roadway Impact Fee Credit)
19	<i>Interest Earnings</i>	(from Appendix D – Plan for Awarding the Roadway Impact Fee Credit)
20	<i>Credit for Ad Valorem Taxes</i>	A credit for the portion of ad valorem taxes projected to be generated by the new service units, as per Section 395.014 of the Local Government Code. (from Appendix D – Plan for Awarding the Roadway Impact Fee Credit)
21	<i>Recoverable Cost of the Roadway Impact Fee CIP and Financing</i>	The Cost of the CIP Attributable to New Growth (Line 19) plus Financing Costs (Line 18), less Interesting Earnings (Line 19), less the Credit for Ad Valorem Taxes (Line 21). (Line 16 + Line 18 + Line 19 + Line 20)
22	<i>Maximum Assessable Fee Per Service Unit</i>	Found by dividing the Recoverable Cost of the CIP and Financing (Line 21) by the Total Vehicle-Miles of New Demand Over Ten Years (Line 8). (Line 21 / Line 8)

C. Maximum Assessable Impact Fee Determination

The impact fee determination method employed by NewGen Strategies and Solutions, LLC is developed through a financial based model, which fully recognizes the requirements of Chapter 395, including the recognition of cash and/or debt financing, interest earnings, fund balances, and applicable credits associated with the use of ad valorem taxes. In developing the components of the financial model several assumptions must be made, including the following:

- Financing
 - Method of financing (i.e. cash or debt financing)
 - The level of financing (e.g. 100% debt)
 - Cost of financing
 - Debt repayment structure
- Timing and Level of Expenditures and Revenues
- Interest Earnings
- Annual Vehicle Mile Growth
- Portion of Ad Valorem Tax Revenue Used to Fund Impact Fee Roadway Improvements

The assumptions employed in the maximum assessable impact fee determination provide a reasonable basis for forecasting; however, it must be emphasized that these assumptions may not necessarily reflect actual future conditions. To address this, Chapter 395 requires the monitoring of impact fees through the Impact Fee Advisory Committee and allows for the option to update or revise impact fees to reflect the actual implementation of the impact fee program.

Once the cost of capacity added that is attributable to growth (Max Fee Table - line 16) is determined, it must then be decided how the cost will be financed: cash and/or debt. For any previously funded projects, whether partially funded or in full, actual costs of capital have been included. Based on discussions with City staff, unless specified otherwise, it is assumed that the City will debt finance 100% of the future project costs. For debt financing, the cost of financing is based on the City staff estimates of future debt costs for bonds issued with 20-year terms, as shown in **Appendix E**. Debt service payments for each future debt issue are assumed to remain constant over the issue's term.

Currently, the exact timing and annual level of cash capital expenditures over the forecast period is indeterminate; therefore, it is assumed that cash capital expenditures will occur in equal amounts over the 10-year program period. It is also assumed that for debt-financed capital projects, the City will expend debt proceeds over a 3-year timeframe. For the calculation of the maximum assessable impact fee, debt is assumed to be issued in equal amounts for every 3 years. In order to recognize the full amount of debt to be issued for the cost of capacity added that is attributable to growth during the 10-year period, a portion of years 8, 9, and 10 are assumed to be spent in the final 3 years.

Because debt is issued over 20-year terms and impact fees developed herein are to be charged over a 10-year period, sufficient fund balance must be generated to meet the future debt service obligations. Because of the generation of the fund balance, excess monies will be available for interest earnings.

Chapter 395 states that interest earnings are funds of the impact fee account and are to be held to the same restrictions as impact fee revenues. Therefore, in order to recognize that interest earnings are used to fund only impact fee eligible improvements, interest earnings are credited against the costs recoverable through impact fees. It should be noted that Chapter 395 does not require the upfront recognition of interest earnings in the impact fee determination; however, in an effort to acknowledge the time value of the impact fee payers' monies, interest earnings have been credited. Interest is assumed to be earned at an annual rate of 1.00%, which is the average Texpool 5-year average rate per City Staff.

As with the timing and level of the capital expenditures over the 10-year forecast, the timing and annual level of vehicle mile growth over the 10-year program period is indeterminate at the present time. As such, it is assumed that vehicle mile growth will be consistent over the 10-year forecast.



Chapter 395 requires a plan for awarding either a credit for the portion of ad valorem tax and/or utility service revenues generated by new vehicle miles during the program period that are used for payment of improvements that are included in the Roadway Impact Fee CIP. As an alternative, a credit equal to 50% of the total cost of implementing the Roadway Impact Fee CIP may be used. The City has elected to pursue the determination of a credit for the portion of ad valorem tax revenues generated by new vehicle miles during the program period that are used for payment of improvements that are included in the Roadway Impact Fee CIP. It should be noted that the credit is not a determination to recognize the total ad valorem tax revenue generated by new vehicle miles, but is only a credit for the portion of ad valorem tax revenue that is used for payment of improvements that are included in the Roadway Impact Fee CIP. Theoretically, the credit determination could be zero (\$0) if the City does not utilize any of the new vehicle mile ad valorem tax revenue to fund improvements that are included in the Roadway Impact Fee CIP. However, to be conservative and recognize potential cash flow issues that can occur with the funding of major capital improvement projects, it is assumed that the debt-funded projects (100% of the improvement costs included in the Roadway Impact Fee CIP but not otherwise funded) could potentially be funded by ad valorem tax revenue.

Since payments made through ad valorem tax revenue will consist of not only the revenue generated by new vehicle miles in the defined service area, but also existing property owners throughout the City, the portion attributable to the new vehicle miles in the defined service area must be isolated, as illustrated in the credit calculation in **Appendix E**.



Table 8. Maximum Assessable Roadway Impact Fee

Line	Calculation	Service Area: A	Service Area: B	Service Area: C	Service Area: D	Service Area: E
1	Total Vehicle-Miles of Capacity Added by the Roadway Impact Fee CIP (From Roadway Impact Fee CIP Service Units of Supply - Appendix B)	39,489	7,241	36,562	46,538	6,012
2	Total Vehicle-Miles of Existing Demand (From Roadway Impact Fee CIP Service Units of Supply - Appendix B)	10,764	1,019	15,980	20,560	1,928
3	Total Vehicle-Miles of Existing Deficiencies (From Roadway Impact Fee Existing Conditions - Appendix C)	100	4	196	2,486	0
4	Net Amount of Vehicle-Miles of Capacity Added Line 1 - Line 2 - Line 3	28,625	6,218	20,386	23,492	4,084
5	Total Cost of the Roadway Impact Fee RCP within Service Area (From Tables 4A - 4E)	\$ 92,144,691	\$ 28,000,000	\$ 44,922,878	\$ 144,419,917	\$ 12,761,885
6	Cost of Net Capacity Supplied (Line 4 / Line 1) * Line 5	\$ 66,793,498	\$ 24,044,516	\$ 25,048,213	\$ 72,902,105	\$ 8,668,683
7	Cost to Meet Existing Needs & Usage Line 5 - Line 6	\$ 25,351,193	\$ 3,955,484	\$ 19,874,665	\$ 71,517,812	\$ 4,093,202
8	Total Vehicle-Miles of New Demand over 10 Years (From Table 6 and Land Use Assumptions)	29,612	28,513	28,394	55,477	29,932
9	Percent of Capacity Added Attributable to Growth Line 8 / Line 4	103.4%	458.5%	139.2%	236.1%	732.9%
10	Reduce Line 10 to 100% if Line 9 > Line 3 (Otherwise, No Change)	100.0%	100.0%	100.0%	100.0%	100.0%
11	Cost of Roadway Impact Fee CIP Attributable to Growth Line 6 * Line 10	\$ 66,793,498	\$ 24,044,516	\$ 25,048,213	\$ 72,902,105	\$ 8,668,683
12	Total Cost of the Intersection Impact Fee CIP within Service Area (From Tables 4A - 4E)	\$ 474,688	\$ 1,000,000	\$ 3,701,438	\$ 10,349,188	\$ 474,688
13	Percent of Intersection Capacity Added Attributable to Growth (New Demand over 10 Years / 2031 Demand)	66%	77%	40%	77%	96%
14	Cost of Intersection Impact Fee CIP Attributable to Growth Line 12 * Line 13	\$ 315,572	\$ 767,279	\$ 1,475,115	\$ 8,011,630	\$ 456,306
15	Credit for Previous Contributions	\$ 1,204,178	\$ 760,083	\$ 323,496	\$ 371,380	\$ 170,963
16	Cost of the Roadway Impact Fee CIP Attributable to Growth - Developer Contributions Line 11 + Line 14 - Line 15 + Study Cost per Service Area	\$ 65,927,892	\$ 24,074,712	\$ 26,222,832	\$ 80,565,355	\$ 8,977,026
17	Pre-Credit, Pre-Financing Maximum Fee per Service Unit Line 16 / Line 8	\$ 2,226	\$ 844	\$ 924	\$ 1,452	\$ 300
18	Financing Costs (From Appendix D)	THE FINAL MAXIMUM FEE WILL BE DETERMINED AFTER CREDIT CALCULATION.				
19	Interest Earnings (From Appendix D)					
20	Credit for Ad Valorem Taxes (From Appendix D)					
21	Recoverable Cost of Total Roadway Impact Fee CIP and Financing Line 16 + Line 18 + Line 19 + Line 20					
22	Maximum Assessable Fee per Service Unit Line 21 / Line 8					

D. Service Unit Demand Per Unit of Development

The Roadway Impact Fee is determined by multiplying the impact fee rate by the number of service units projected for the proposed development. For this purpose, the City will utilize the Land Use/Vehicle-Mile Equivalency Table (LUVMET), presented in **Table 9**. This table lists the predominant land uses that may occur within the City of Leander. For each land use, the development unit that defines the development's magnitude with respect to transportation demand is shown. Although every possible use cannot be anticipated, the majority of local uses are found in this table. The descriptions for each land use are presented in **Table 10**. If the exact use is not listed, one similar in trip-making characteristics can serve as a reasonable proxy. The individual land uses are grouped into categories, such as residential, office, commercial, industrial, and institutional.

The trip rates presented for each land use is a fundamental component of the LUVMET. The trip rate is the average number of trips generated during the afternoon peak hour by each land use per development unit. The next column in **Table 9**, if applicable to the land use, presents the percentage of trips to and from certain land uses reduced by pass-by trips, as previously discussed.

The definitive source of the trip generation and pass-by statistics is the *ITE Trip Generation Manual, 11th Edition*, the latest edition. This manual utilizes trip generation studies for a variety of land uses throughout the United States, and is the standard used by traffic engineers and transportation planners for traffic impact analysis, site design, and transportation planning. However, for land uses not contained within the 11th Edition of the *ITE Trip Generation Manual*, an alternative service unit demand could be calculated by completing a trip generation study based on the procedure identified in the *ITE Trip Generation Handbook*.

To convert vehicle trips to vehicle-miles, it is necessary to multiply trips by trip length. The trip length values are based on the CAMPO long range transportation model and supplemented by the *National Household Travel Survey* performed by the FHWA. The other adjustment to trip length is the 50% origin-destination reduction to avoid double counting of trips. At this stage, another important aspect of the state law is applied – the limit on transportation



service unit demand. If the adjusted trip length is above six (6) miles, the maximum trip length used for calculation is reduced to six (6) miles. This reduction, as discussed previously, limits the maximum trip length to the approximate size of the service areas.

The remaining column in the LUVMET shows the vehicle-miles per development unit. This number is the product of the trip rate and the maximum trip length. This number, previously referred to as the *Transportation Demand Factor*, is used in the impact fee to compute the number of service units attributed to each land use category. The number of service units is multiplied by the impact fee rate (established by City ordinance) in order to determine the impact fee for a development.

Table 9. Land Use / Vehicle-Mile Equivalency Table (LUVMET)

Land Use Category	ITE Land Use Code	Development Unit	PM Peak Hour Trip Generation Rate	Pass-by Rate	Adjusted PM Peak Hour Trip Generation Rate	Trip Length (Miles)	Adjustment for O-D	Adjusted Trip Length (Miles)	Maximum Trip Length (Miles)	Vehicle-Miles per Development-Unit
PORT AND TERMINAL										
Truck Terminal	030	1,000 SF GFA	1.87		1.87	10.70	50%	5.35	5.35	10.00
INDUSTRIAL										
General Light Industrial	110	1,000 SF GFA	0.65		0.65	12.89	50%	6.45	6.00	3.90
Industrial Park	130	1,000 SF GFA	0.34		0.34	12.89	50%	6.45	6.00	2.04
Warehousing	150	1,000 SF GFA	0.18		0.18	12.89	50%	6.45	6.00	1.08
Mini-Warehouse	151	1,000 SF GFA	0.15		0.15	12.89	50%	6.45	6.00	0.90
RESIDENTIAL										
Single-Family Detached Housing	210	Dwelling Unit	0.94		0.94	8.59	50%	4.30	4.30	4.04
Multifamily Housing (Low-Rise)	220	Dwelling Unit	0.51		0.51	8.59	50%	4.30	4.30	2.19
Multifamily Housing (Mid-Rise)	221	Dwelling Unit	0.39		0.39	8.59	50%	4.30	4.30	1.68
Multifamily Housing (High-Rise)	222	Dwelling Unit	0.32		0.32	8.59	50%	4.30	4.30	1.38
Senior Adult Housing - Detached	251	Dwelling Unit	0.30		0.30	8.59	50%	4.30	4.30	1.29
Senior Adult Housing - Attached	252	Dwelling Unit	0.25		0.25	8.59	50%	4.30	4.30	1.08
Assisted Living	254	Beds	0.24		0.24	8.59	50%	4.30	4.30	1.03
LODGING										
Hotel	310	Room	0.59		0.59	5.41	50%	2.71	2.71	1.60
Motel / Other Lodging Facilities	320	Room	0.36		0.36	5.41	50%	2.71	2.71	0.98
RECREATIONAL										
Golf Driving Range	432	Tee	1.25		1.25	6.35	50%	3.18	3.18	3.98
Golf Course	430	Acre	2.91		2.91	6.35	50%	3.18	3.18	9.25
Recreational Community Center	495	1,000 SF GFA	2.50		2.50	6.35	50%	3.18	3.18	7.95
Ice Skating Rink	465	1,000 SF GFA	1.33		1.33	6.35	50%	3.18	3.18	4.23
Miniature Golf Course	431	Hole	0.33		0.33	6.35	50%	3.18	3.18	1.05
Multiplex Movie Theater	445	Screens	13.96		13.96	6.35	50%	3.18	3.18	44.39
Racquet / Tennis Club	491	Court	3.82		3.82	6.35	50%	3.18	3.18	12.15
INSTITUTIONAL										
Religious Place of Worship	560	1,000 SF GFA	0.49		0.49	6.30	50%	3.15	3.15	1.54
Day Care Center	565	1,000 SF GFA	11.12		11.12	3.39	50%	1.70	1.70	18.90
Middle School / Junior High School	522	Students	0.15		0.15	3.39	50%	1.70	1.70	0.26
University / College	550	Students	0.15		0.15	3.39	50%	1.70	1.70	0.26
MEDICAL										
Clinic	630	1,000 SF GFA	3.69		3.69	6.76	50%	3.38	3.38	12.47
Hospital	610	1,000 SF GFA	0.86		0.86	6.76	50%	3.38	3.38	2.91
Nursing Home	620	Beds	0.14		0.14	6.76	50%	3.38	3.38	0.47
Animal Hospital / Veterinary Clinic	640	1,000 SF GFA	3.53		3.53	6.76	50%	3.38	3.38	11.93
OFFICE										
Corporate Headquarters Building	714	1,000 SF GFA	1.30		1.30	6.76	50%	3.38	3.38	4.39
General Office Building	710	1,000 SF GFA	1.44		1.44	6.76	50%	3.38	3.38	4.87
Medical-Dental Office Building	720	1,000 SF GFA	3.93		3.93	6.76	50%	3.38	3.38	13.28
Single Tenant Office Building	715	1,000 SF GFA	1.76		1.76	6.76	50%	3.38	3.38	5.95
Office Park	750	1,000 SF GFA	1.30		1.30	6.76	50%	3.38	3.38	4.39
COMMERCIAL										
Automobile Related										
Automobile Care Center	942	1,000 SF GFA	3.11		3.11	5.41	50%	2.71	2.71	8.43
Automobile Parts Sales	843	1,000 SF GFA	4.90		4.90	5.41	50%	2.71	2.71	13.28
Gasoline/Service Station	944	Vehicle Fueling Position	13.91	42%	8.07	1.20	50%	0.60	0.60	4.84
Gasoline/Service Station w/ Convenience Market	945	Vehicle Fueling Position	18.42	56%	8.10	1.20	50%	0.60	0.60	4.86
Automobile Sales (New)	840	1,000 SF GFA	2.42		2.42	5.41	50%	2.71	2.71	6.56
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85		4.85	5.41	50%	2.71	2.71	13.14
Self-Service Car Wash	947	Stall	5.54		5.54	1.20	50%	0.60	0.60	3.32
Tire Store	848	1,000 SF GFA	2.09	28%	1.50	5.41	50%	2.71	2.71	4.07
Dining										
Fast Food Restaurant with Drive-Thru Window	934	1,000 SF GFA	33.03	50%	16.52	3.39	50%	1.70	1.70	28.08
Fast Food Restaurant without Drive-Thru Window	933	1,000 SF GFA	33.21		33.21	3.39	50%	1.70	1.70	56.46
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.05	43%	5.16	5.41	50%	2.71	2.71	13.98
Quality Restaurant	931	1,000 SF GFA	7.80	67%	2.57	5.41	50%	2.71	2.71	6.96
Coffee/Donut Shop with Drive-Thru Window	937	1,000 SF GFA	38.99		38.99	1.20	50%	0.60	0.60	23.39
Other Retail										
Free-Standing Store	815	1,000 SF GFA	4.83	29%	3.43	6.35	50%	3.18	3.18	10.91
Nursery (Garden Center)	817	1,000 SF GFA	6.94		6.94	6.35	50%	3.18	3.18	22.07
Home Improvement Superstore	862	1,000 SF GFA	2.29	42%	1.33	6.35	50%	3.18	3.18	4.23
Pharmacy/Drugstore without Drive-Thru Window	880	1,000 SF GFA	8.51	53%	4.00	6.35	50%	3.18	3.18	12.72
Pharmacy/Drugstore with Drive-Thru Window	881	1,000 SF GFA	10.25	49%	5.23	6.35	50%	3.18	3.18	16.63
Shopping Center	820	1,000 SF GLA	3.40	34%	2.24	6.35	50%	3.18	3.18	7.12
Supermarket	850	1,000 SF GFA	8.95	36%	5.73	6.35	50%	3.18	3.18	18.22
Toy/Children's Superstore	864	1,000 SF GFA	5.00		5.00	6.35	50%	3.18	3.18	15.90
Department Store	875	1,000 SF GFA	1.95		1.95	6.35	50%	3.18	3.18	6.20
SERVICES										
Walk-In Bank	911	1,000 SF GFA	12.13		12.13	3.39	50%	1.70	1.70	20.62
Drive-In Bank	912	Drive-in Lanes	21.01	35%	13.66	3.39	50%	1.70	1.70	23.22
Hair Salon	918	1,000 SF GLA	1.45		1.45	3.39	50%	1.70	1.70	2.47

Table 10. Land Use Descriptions

Land Use Category	ITE Land Use Code	Land Use Description
PORT AND TERMINAL		
Truck Terminal	030	Point of good transfer between trucks, between trucks and rail, or between trucks and ports
INDUSTRIAL		
General Light Industrial	110	Emphasis on activities other than manufacturing in a free-standing facility devoted to a single use
Industrial Park	130	Contains a number of industrial or related facilities; characterized by a mix of highly diversified facilities
Manufacturing	140	Primary activity is conversion of raw materials or parts into finished products
Warehousing	150	Devoted to storage of materials but may include office and maintenance areas
Mini-Warehouse	151	Facilities with a number of units rented to others for the storage of goods
RESIDENTIAL		
Single-Family Detached Housing	210	Single-family detached homes on individual lots
Multifamily Housing (Low-Rise)	220	One or three levels (floor) per building such as duplexes or townhomes
Multifamily Housing (Mid-Rise)	221	Multi-family housing between four and ten levels (floors) per building
Multifamily Housing (High-Rise)	222	Multi-family housing more than ten levels (floors) per building
Mobile Home Park / Manufactured Home	240	Consists of manufactured homes that are sited and installed on permanent foundations
Senior Adult Housing-Detached	251	Consists of detached independent living developments that include amenities such as golf courses and swimming pools
Senior Adult Housing-Attached	252	Consists of attached independent living developments that include limited social or recreation services
Assisted Living	254	Residential settings that provide either routine general protective oversight or assistance with activities
LODGING		
Hotel	310	Lodging facilities that typically have on-site restaurants, lounges, meeting and/or banquet rooms, or other retail shops and services
Motel / Other Lodging Facilities	320	Lodging facilities that may have small on-site restaurant or buffet area but little or no meeting space
RECREATIONAL		
Golf Driving Range	432	Facilities with driving tees for practice; may provide individual or group lessons; may have pro shop and/or refreshment facilities
Golf Course	430	May include municipal courses and private country clubs; may have driving ranges, pro shops, and restaurant/banquet facilities
Recreational Community Center	495	Category includes stand-alone public facilities often including classes and clubs for adults and children including YMCAs.
Ice Skating Rink	465	Rinks for ice skating and related sports; may contain spectator areas and refreshment facilities
Miniature Golf Course	431	One or more individual putting courses; category should not be used when part of a larger entertainment center (with batting cages, video game centers, etc)
Multiplex Movie Theater	445	Movie theater with audience seating, minimum of ten screens, lobby, and refreshment area.
Racquet / Tennis Club	491	Indoor or outdoor facilities specifically designed for playing tennis
INSTITUTIONAL		
Religious Place of Worship	560	All places of worship
Day Care Center	565	Generally includes facilities for care of pre-school aged children, generally includes classrooms, offices, eating areas, and playgrounds
Elementary and Middle School (K-6)	5202	Serves students who have not yet entered high school
High School	530	Serves students who have completed middle or junior high school
Junior / Community College	540	Two-year junior, community, or technical colleges
University / College	550	Four-year universities or colleges that may or may not offer graduate programs
MEDICAL		
Clinic	630	Facilities with limited diagnostic and outpatient care
Hospital	610	Medical and surgical facilities with overnight accommodations
Nursing Home	620	Rest and convalescent homes with residents who do little or no driving
Animal Hospital/Veterinary Clinic	640	Facilities that specialize in the medical care and treatment of animals
OFFICE		
Corporate Headquarters Building	714	Office building housing corporate headquarters of a single company or organization
General Office Building	710	Office buildings which house multiple tenants
Medical-Dental Office Building	720	Multi-tenant building with offices for physicians and/or dentists
Single Tenant Office Building	715	Single tenant office buildings other than corporate headquarters
Office Park	750	Office buildings (typically low-rise) in a campus setting and served by a common roadway system
COMMERCIAL		
Automobile Related		
Automobile Care Center	942	Automobile repair and servicing including stereo installations and upholstery
Automobile Parts Sales	943	Retail sale of auto parts but no on-site vehicle repair
Gasoline/Service Station	944	Gasoline sales without convenience store or car wash; may include repair
Gasoline/Service Station w/ Conv Market and Car Wash	946	Gasoline sales with convenience store and car washes where the primary business is gasoline sales
New Car Sales	941	Automobile sales, typically with automobile servicing, part sales, and used car sales
Quick Lubrication Vehicle Shop	941	Primary business is to perform oil changes and fluid/filter changes with other repair services not provided
Car Wash	947	Has stalls for driver to park and wash the vehicle
Tire Store	948	Primary business is sales and installation of tires; usually do not have large storage or warehouse area
Dining		
Fast Food Restaurant with Drive-Thru Window	934	High-turnover fast food restaurant for carry-out and eat-in customers with a drive-thru window
Fast Food Restaurant without Drive-Thru Window	933	High-turnover fast food restaurant for carry-out and eat-in customers, but without a drive-thru window
High Turnover (Sit-Down) Restaurant	932	Restaurants with turnover rates less than one hour; typically includes moderately-priced chain restaurants
Quality Restaurant	931	Restaurants with turnover rates of one hour or longer; typically require reservations
Coffee/Donut Shop with Drive-Thru Window	937	Coffee and Donut restaurants with drive-through windows, hold long store hours and have limited indoor seating
Other Retail		
Free-Standing Discount Store	815	Category includes free-standing stores with off-street parking; typically offer a variety of products and services with long store hours
Nursery (Garden Center)	817	Building with a yard of planting or landscape stock; may have office, storage, shipping or greenhouse facilities
Home Improvement Superstore	862	Warehouse-type facilities offering a large variety of products and services including lumber, tool, paint, lighting, and fixtures, among other items
Pharmacy/Drugstore w/o Drive-Thru Window	880	Facilities that primarily sell prescription and non-prescription drugs without a drive-through window
Pharmacy/Drugstore w/ Drive-Thru Window	881	Facilities that primarily sell prescription and non-prescription drugs with a drive-through window
Shopping Center	820	Integrated group of commercial establishments; planning, owned, and managed as a unit
Supermarket	850	Primary business is sale of groceries, food, and household cleaning items; may include photo, pharmacy, video rental, and/or ATM
Toy/Children's Superstore	864	Businesses specializing in child-oriented merchandise
Department Store	875	Free-standing stores that specialize in the sale of apparel, footwear, bedding, home products, jewelry, etc.
SERVICES		
Walk-In Bank	911	Banks with their own parking lots, no drive-in lanes but contain non-drive-through ATMs
Drive-In Bank	912	Banking facilities to conduct financial transactions from the vehicle; also usually apart of walk-in bank
Hair Salon	918	Facilities that specialize in cosmetic and beauty services including hair cutting and styling

VI. SAMPLE CALCULATIONS

The following section details two (2) examples of maximum assessable Roadway Impact Fee calculations.

Example 1:

Development Type - One (1) Unit of Single-Family Housing in Service Area D

Roadway Impact Fee Calculation Steps – Example 1	
Step 1	Determine Development Unit and Vehicle-Miles Per Development Unit
	<i>From Table 9 [Land Use – Vehicle-Mile Equivalency Table]</i> Development Type: 1 Dwelling Unit of Single-Family Detached Housing Number of Development Units: 1 Dwelling Unit Veh-Mi Per Development Unit: 4.04
Step 2	Determine Maximum Assessable Impact Fee Per Service Unit (Vehicle-Mile)
	<i>From Table 8, Line 17 [Maximum Assessable Fee Per Service Unit]</i> Service Area D: \$1,229
Step 3	Determine Maximum Assessable Impact Fee
	Impact Fee = # of Development Units * Veh-Mi Per Dev Unit * Max. Fee Per Service Unit Impact Fee = 1 * 4.04 * \$1,229 Maximum Assessable Impact Fee = \$4,965.16

Example 2:

Development Type – 50,000 square foot General Office in Service Area C

Roadway Impact Fee Calculation Steps – Example 2	
Step 1	Determine Development Unit and Vehicle-Miles Per Development Unit
	<i>From Table 9 [Land Use – Vehicle-Mile Equivalency Table]</i> Development Type: 50,000 square feet of General Office Development Unit: 1,000 square feet of Gross Floor Area Veh-Mi Per Development Unit: 4.87
Step 2	Determine Maximum Assessable Impact Fee Per Service Unit (Vehicle-Mile)
	<i>From Table 8, Line 17 [Maximum Assessable Fee Per Service Unit]</i> Service Area C: \$929
Step 3	Determine Maximum Assessable Impact Fee
	Impact Fee = # of Development Units * Veh-Mi Per Dev Unit * Max. Fee Per Service Unit Impact Fee = 50 * 4.87 * \$929 Maximum Assessable Impact Fee = \$226,211.50

VII. ADOPTION AND ADMINISTRATION OF ROADWAY IMPACT FEES

A. Adoption Process

Chapter 395 of the Texas Local Government Code stipulates a specific process for the adoption of Roadway Impact Fees. A Capital Improvements Advisory Committee (CIAC) is required to review the Land Use Assumptions and Roadway Impact Fees CIP used in calculating the maximum fee, and to provide the Committee's findings for consideration by the City Council. This CIAC also reviews the calculation and resulting maximum fees and provides its findings to the City Council. The composition of the CIAC is required to adequately represent the building and development communities. The City Council then conducts a first public hearing on the Roadway Impact Fee Assumptions (Land Use and Capital Improvements Plan) and a second public hearing on the Roadway Impact Fee Calculation and Roadway Impact Fee Ordinance.

Following policy adoption, the CIAC is tasked with advising the City Council of the need to update the Land Use Assumptions or the Roadway Impact Fees CIP at any time within five years of adoption. Finally, the CIAC oversees the proper administration of the Impact Fee, once in place, and advises the Council as necessary.

B. Collection and Use of Roadway Impact Fees

Roadway Impact Fees are assessed when a final plat is recorded. The assessment defines the impact of each unit at the time of platting, according to land use, and may not exceed the maximum impact fee allowed by law. Roadway Impact Fees are collected when a building permit is issued. Therefore, funds are not collected until development-impacts are introduced to the transportation system. Funds collected within a service area can be used only within the same service area. Finally, fees must be utilized within 10 years of collection, or must be refunded with interest.

VIII. CONCLUSIONS

The City of Leander has established a process to implement the assessment and collection of Roadway Impact Fees through the adoption of an impact fee ordinance that is consistent with Chapter 395 of the Texas Local Government Code.

This report establishes the 2022 Pre-Credit maximum allowable Roadway Impact Fee that could be assessed by the City of Leander, as shown in the previously referenced **Table 8**.

This document serves as a guide to the assessment of Roadway Impact Fees pertaining to future development, and the City's need for transportation improvements to accommodate that growth. Following the public hearing process, the City Council may establish an impact fee amount to be collected, up to the calculated maximum and establish the Roadway Impact Fee Ordinance accordingly.

In conclusion, it is our opinion that the data and methodology used in this analysis are appropriate and consistent with Chapter 395 of the Texas Local Government Code. Furthermore, the Land Use Assumptions and the proposed Roadway Impact Fee Capital Improvements Plan are appropriately incorporated into the development of the Pre-Credit maximum assessable Roadway Impact Fee.

Below is the listing of the 2022 Pre-Credit Roadway Impact Fee Study's Maximum Assessable Impact Fee Per Service Unit (Vehicle-Mile):

Service Area	Maximum Fee Per Service Unit (per Vehicle-Mile)
A	\$2,179
B	\$842
C	\$929
D	\$1,229
E	\$287



APPENDICES

A. Conceptual Level Project Cost Projections

SERVICE AREA A
SERVICE AREA B
SERVICE AREA C
SERVICE AREA D
SERVICE AREA E

B. Roadway Impact Fee CIP Service Units of Supply

C. Existing Roadway Facilities Inventory

D. Plan for Awarding the Roadway Impact Fee Credit Summary

E. Plan for Awarding the Roadway Impact Fee Credit Supporting Exhibits



Appendix A – Conceptual Level Project Cost Projections

City of Leander - 2022 Roadway Impact Fee Study
Capital Improvement Plan for Roadway Impact Fees
Summary of Conceptual Level Project Cost Projections

Last Modified: 3/14/2022

Street Improvements - Service Area A

Project #	Street Name	Project Limits	Ultimate Roadway Class	Impact Fee Class	Project Source	Percent in Service Area	Project Cost	Total Cost in Service Area
A-1	Lakeline Blvd	From 1,125' S OF CR 281 To 1,635' S OF CR 280	Arterial 4-Lane	New 4-Lane Arterial	TMP	50%	\$ 6,600,000	\$ 3,300,000
A-2	Lakeline Blvd	From LIVE OAK RD To 1,635' S OF CR 280	Arterial 4-Lane	New 4-Lane Arterial	TMP	100%	\$ 10,300,000	\$ 10,300,000
A-3	Lakeline Blvd	From 1,635' S OF CR 280 To 75' N OF BAGDAD RD	Arterial 4-Lane	New 4-Lane Arterial	TMP	50%	\$ 2,100,000	\$ 1,050,000
A-4	Lakeline Blvd	From 480' N OF OLD 2243 WEST To OLD 2243 WEST	Arterial 4-Lane	New 4-Lane Arterial	TMP	100%	\$ 1,000,000	\$ 1,000,000
A-5	Bagdad Rd	From 1300' N OF CR 281 To CR 281	Arterial 6-Lane	Access Management	TMP	50%	\$ 500,000	\$ 250,000
A-6	Bagdad Rd	From CR 281 To 930' NW OF W SAN GABRIEL PKWY	Arterial 6-Lane	Access Management	TMP; 2016-CO Bond; 2015-CO Bond	100%	\$ 9,364,238	\$ 9,364,238
A-7	Bagdad Rd	From 930' NW OF W SAN GABRIEL PKWY To 380' NW OF W SAN GABRIEL PKWY	Arterial 6-Lane	Access Management	TMP; 2016-CO Bond; 2015-CO Bond	50%	\$ 274,724	\$ 137,362
A-8	Bagdad Rd	From 380' NW OF W SAN GABRIEL PKWY To HERO WAY	Arterial 6-Lane	Access Management	TMP; 2016-CO Bond; 2015-CO Bond	100%	\$ 7,864,238	\$ 7,864,238
A-9, E-1	US 183	From US 183A To HERO WAY	Arterial 6-Lane	Access Management	TMP	50%	\$ 3,400,000	\$ 1,700,000
A-10	CR 280	From 1,725' W OF LAKELINE BLVD To 530' E OF LAKELINE BLVD	Residential Collector	New Collector	TMP	100%	\$ 2,700,000	\$ 2,700,000
A-11	CR 280	From 1,965' W OF BAGDAD RD To BAGDAD RD	Residential Collector	New Collector	TMP	100%	\$ 2,500,000	\$ 2,500,000
A-12	Heritage Grove Rd	From HALSEY DR To 1,295' W OF W BROADE ST	Non-Residential Collector	Widen Collector	TMP	100%	\$ 2,000,000	\$ 2,000,000
A-13	Heritage Grove Rd	From 1,295' W OF W BROADE ST To 460' E OF W BROADE ST	Non-Residential Collector	Widen Collector	TMP	50%	\$ 1,000,000	\$ 500,000
A-14	Heritage Grove Rd	From 460' W OF W BROADE ST To W BROADE ST	Non-Residential Collector	Widen Collector	TMP	100%	\$ 600,000	\$ 600,000
A-15	San Gabriel Pkwy	From LAKELINE BLVD To 1,760' E OF LAKELINE BLVD	Arterial 6-Lane	New 6-Lane Arterial (1/3)	TMP	50%	\$ 2,600,000	\$ 1,300,000
A-16	San Gabriel Pkwy	From 1,760' W OF LAKELINE BLVD To 1,400' W OF BAGDAD RD	Arterial 6-Lane	New 6-Lane Arterial (1/3)	TMP	100%	\$ 5,800,000	\$ 5,800,000
A-17	San Gabriel Pkwy	From 1,400' W OF BAGDAD RD To 165' W OF BAGDAD RD	Arterial 6-Lane	New 6-Lane Arterial (1/3)	TMP	50%	\$ 1,900,000	\$ 950,000
A-18	San Gabriel Pkwy	From BAGDAD RD To N US 183	Arterial 6-Lane	Widen 6-Lane Arterial (2/3)	TMP	100%	\$ 9,500,000	\$ 9,500,000
A-19	Hero Way	From SAN GABRIEL PKWY To 1,100' E OF SAN GABRIEL PKWY	Arterial 4-Lane	Widen 4-Lane Arterial	Roadway Newly Identified	50%	\$ 1,900,000	\$ 950,000
A-20, C-13	Hero Way	From 1,100' E OF SAN GABRIEL PKWY To 900' W OF LAKELINE BLVD	Arterial 4-Lane	Widen 4-Lane Arterial	Roadway Newly Identified	50%	\$ 11,100,000	\$ 5,550,000
A-21, C-14	Hero Way	From LAKELINE BLVD To US 183	Arterial 4-Lane	Access Management	Roadway Newly Identified; 2016-CO Bond; 2015-CO Bond	50%	\$ 22,757,707	\$ 11,378,854
A-22	Live Oak Rd	From LAKELINE BLVD To WESTERN CITY LIMITS	Non-Residential Collector	New Collector	Roadway Newly Identified	100%	\$ 9,900,000	\$ 9,900,000
A-23	Live Oak Rd	From LAKELINE BLVD To 2240' E OF LAKELINE BLVD	Non-Residential Collector	New Collector	Roadway Newly Identified	50%	\$ 3,100,000	\$ 1,550,000
A-24	Live Oak Rd	From BAGDAD RD To 1725' W OF BAGDAD RD	Non-Residential Collector	Widen Collector	Roadway Newly Identified	100%	\$ 2,000,000	\$ 2,000,000
Total							\$ 120,760,907	\$ 92,144,691

Signal Installation and Intersection Improvements - Service Area A

Project #	Project Source	Intersection	Project Type	Percent in Service Area	Project Cost	Total Cost in Service Area
ACDEI-1	TMP - ICE	US 183 and Hero Way	Other Capacity	25%	\$ 298,750	\$ 74,688
ABCDEI-2	TMP	City of Leander Signal Upgrades	ITS Upgrades	20%	\$ 2,000,000	\$ 400,000
Total					\$ 2,298,750	\$ 474,688

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

Project Source and Impact Fee Class Definitions

Project Source

Transportation Master Plan- Projects identified in the 2021 Transportation Master Plan

Bond Projects - Projects identified in the previous transportation bonds with auto capacity related improvements and outstanding debt

2021 Five-Year CIP - Projects identified in the five-year CIP, but not included in the Transportation Master Plan

Intersection Newly Identified- Intersection improvements identified during the development of the RIF CIP

Roadway Newly Identified- Roadway improvements identified during the development of the RIF CIP

Impact Fee Class

New - Either a new street connection or new intersection where a signal is recommended

Existing - Existing segments with capacity related improvements

Widening - Widening of an existing street to add pavement outside the existing curbs

Access Management - Converting a two-way left-turn lane to a median

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Lakeline Blvd	This project consists of the construction of a new four-lane arterial.
Project Label:	A-1	
Service Area:	A, ETJ/Other	
Limits:	1,125' S OF CR 281 to 1,635' S OF CR 280	
Impact Fee Class:	New 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	3,506	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	15,432	CY	\$ 15.00	\$ 231,000
205	6" Asphalt (Type C)	5,914	Ton	\$ 80.00	\$ 473,000
305	17" Base	11,406	CY	\$ 45.00	\$ 513,000
405	Geogrid	24,154	SY	\$ 2.00	\$ 48,000
505	10' Concrete Sidewalk	70,125	SF	\$ 10.00	\$ 701,000
605	Machine Laid Curb & Gutter	7,013	LF	\$ 18.00	\$ 126,000
705	Turn Lanes and Median Openings	2,568	SY	\$ 77.00	\$ 198,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	3,584	GAL	\$ 4.00	\$ 14,000

Paving Construction Cost Subtotal: \$ 2,304,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	None Anticipated	5%	\$ 115,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 46,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 806,000
✓	Illumination		10%	\$ 230,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 46,000
✓	Sewer	Minor Adjustments	2%	\$ 46,000
✓	Turf and Erosion Control		3%	\$ 69,000
✓	Landscaping and Irrigation		2%	\$ 46,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 1,404,000

Paving Construction Cost and Allowance Subtotal: \$ 3,708,000

Construction Contingency: 15% \$ 556,000

Mobilization: 10% \$ 371,000

Prep ROW: 4% \$ 148,000

Construction Cost Total: \$ 4,800,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 4,800,000
Engineering/Survey/Testing:		16%	\$ 768,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 1,051,876

Impact Fee Project Cost Total: \$ 6,600,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Lakeline Blvd	This project consists of the construction of a new four-lane arterial.
Project Label:	A-2	
Service Area:	A,	
Limits:	LIVE OAK RD to 1,635 S OF CR 280	
Impact Fee Class:	New 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	5,438	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	23,932	CY	\$ 15.00	\$ 359,000
205	6" Asphalt (Type C)	9,171	Ton	\$ 80.00	\$ 734,000
305	17" Base	17,689	CY	\$ 45.00	\$ 796,000
405	Geogrid	37,458	SY	\$ 2.00	\$ 75,000
505	10' Concrete Sidewalk	108,750	SF	\$ 10.00	\$ 1,088,000
605	Machine Laid Curb & Gutter	10,875	LF	\$ 18.00	\$ 196,000
705	Turn Lanes and Median Openings	3,982	SY	\$ 77.00	\$ 307,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	5,558	GAL	\$ 4.00	\$ 22,000

Paving Construction Cost Subtotal: \$ 3,577,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	None Anticipated	5%	\$ 179,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 72,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 1,252,000
✓	Illumination		10%	\$ 358,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 72,000
✓	Sewer	Minor Adjustments	2%	\$ 72,000
✓	Turf and Erosion Control		3%	\$ 107,000
✓	Landscaping and Irrigation		2%	\$ 72,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 2,184,000

Paving Construction Cost and Allowance Subtotal: \$ 5,761,000

Construction Contingency: 15% \$ 864,000

Mobilization: 10% \$ 576,000

Prep ROW: 4% \$ 230,000

Construction Cost Total: \$ 7,500,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 7,500,000
Engineering/Survey/Testing:		16%	\$ 1,200,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 1,631,256

Impact Fee Project Cost Total: \$ 10,300,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Lakeline Blvd	This project consists of the construction of a new four-lane arterial.
Project Label:	A-3	
Service Area:	A, ETJ/Other	
Limits:	1,635' S OF CR 280 to 75' N OF BAGDAD RI	
Impact Fee Class:	New 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	1,061	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	4,671	CY	\$ 15.00	\$ 70,000
205	6" Asphalt (Type C)	1,790	Ton	\$ 80.00	\$ 143,000
305	17" Base	3,453	CY	\$ 45.00	\$ 155,000
405	Geogrid	7,311	SY	\$ 2.00	\$ 15,000
505	10' Concrete Sidewalk	21,227	SF	\$ 10.00	\$ 212,000
605	Machine Laid Curb & Gutter	2,123	LF	\$ 18.00	\$ 38,000
705	Turn Lanes and Median Openings	777	SY	\$ 77.00	\$ 60,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	1,085	GAL	\$ 4.00	\$ 4,000

Paving Construction Cost Subtotal: \$ 697,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	None Anticipated	5%	\$ 35,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 14,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 244,000
✓	Illumination		10%	\$ 70,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 14,000
✓	Sewer	Minor Adjustments	2%	\$ 14,000
✓	Turf and Erosion Control		3%	\$ 21,000
✓	Landscaping and Irrigation		2%	\$ 14,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 426,000

Paving Construction Cost and Allowance Subtotal: \$ 1,123,000

Construction Contingency: 15% \$ 168,000

Mobilization: 10% \$ 112,000

Prep ROW: 4% \$ 45,000

Construction Cost Total: \$ 1,500,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 1,500,000
Engineering/Survey/Testing:		16%	\$ 240,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 318,400

Impact Fee Project Cost Total: \$ 2,100,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Lakeline Blvd	This project consists of the construction of a new four-lane arterial.
Project Label:	A-4	
Service Area:	A,	
Limits:	480' N OF OLD 2243 WEST to OLD 2243 WEST	
Impact Fee Class:	New 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	501	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	2,206	CY	\$ 15.00	\$ 33,000
205	6" Asphalt (Type C)	846	Ton	\$ 80.00	\$ 68,000
305	17" Base	1,631	CY	\$ 45.00	\$ 73,000
405	Geogrid	3,454	SY	\$ 2.00	\$ 7,000
505	10' Concrete Sidewalk	10,027	SF	\$ 10.00	\$ 100,000
605	Machine Laid Curb & Gutter	1,003	LF	\$ 18.00	\$ 18,000
705	Turn Lanes and Median Openings	367	SY	\$ 77.00	\$ 28,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	512	GAL	\$ 4.00	\$ 2,000

Paving Construction Cost Subtotal: \$ 329,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	None Anticipated	5%	\$ 16,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 7,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 115,000
✓	Illumination		10%	\$ 33,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 7,000
✓	Sewer	Minor Adjustments	2%	\$ 7,000
✓	Turf and Erosion Control		3%	\$ 10,000
✓	Landscaping and Irrigation		2%	\$ 7,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 202,000

Paving Construction Cost and Allowance Subtotal: \$ 531,000

Construction Contingency: 15% \$ 80,000

Mobilization: 10% \$ 53,000

Prep ROW: 4% \$ 21,000

Construction Cost Total: \$ 700,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 700,000
Engineering/Survey/Testing:		16%	\$ 112,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 150,400

Impact Fee Project Cost Total: \$ 1,000,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Bagdad Rd	This project consists of the reconstruction of the existing roadway to an access-managed six-lane arterial.
Project Label:	A-5	
Service Area:	A,	
Limits:	1300' N OF CR 281 to CR 281	
Impact Fee Class:	Access Management	
Cross-Section:	TBD	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	1,362	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	1,850	CY	\$ 15.00	\$ 28,000
208	Asphalt (Type C)	0	Ton	\$ 80.00	\$ -
308	Base	0	CY	\$ 45.00	\$ -
408	Geogrid	0	SY	\$ 2.00	\$ -
508	6' Concrete Sidewalk	0	SF	\$ 10.00	\$ -
608	Machine Laid Curb & Gutter	2,724	LF	\$ 18.00	\$ 49,000
708	Turn Lanes and Median Openings	997	SY	\$ 77.00	\$ 77,000
808	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	0	GAL	\$ 4.00	\$ -

Paving Construction Cost Subtotal: \$ 154,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 8,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 3,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 54,000
✓	Illumination		10%	\$ 15,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 3,000
✓	Sewer	Minor Adjustments	2%	\$ 3,000
✓	Turf and Erosion Control		3%	\$ 5,000
✓	Landscaping and Irrigation		2%	\$ 3,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 94,000

Paving Construction Cost and Allowance Subtotal: \$ 248,000

Construction Contingency: 15% \$ 37,000

Mobilization: 10% \$ 25,000

Prep ROW: 4% \$ 10,000

Construction Cost Total: \$ 400,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 400,000
Engineering/Survey/Testing:		16%	\$ 64,000
Previous City Contribution:			\$ -
Other:	Corridor Study		\$ 30,815
ROW/Easement Acquisition:			\$ -

Impact Fee Project Cost Total: \$ 500,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Bagdad Rd	This project consists of the reconstruction of the existing roadway to an access-managed six-lane arterial.
Project Label:	A-6	
Service Area:	A,	
Limits:	CR 281 to 930' NW OF W SAN GABRIEL PK	
Impact Fee Class:	Access Management	
Cross-Section:	TBD	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	12,729	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	17,286	CY	\$ 15.00	\$ 259,000
208	Asphalt (Type C)	0	Ton	\$ 80.00	\$ -
308	Base	0	CY	\$ 45.00	\$ -
408	Geogrid	0	SY	\$ 2.00	\$ -
508	6' Concrete Sidewalk	0	SF	\$ 10.00	\$ -
608	Machine Laid Curb & Gutter	25,457	LF	\$ 18.00	\$ 458,000
708	Turn Lanes and Median Openings	9,321	SY	\$ 77.00	\$ 718,000
808	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	0	GAL	\$ 4.00	\$ -

Paving Construction Cost Subtotal: \$ 1,435,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 72,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 29,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 502,000
✓	Illumination		10%	\$ 144,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 29,000
✓	Sewer	Minor Adjustments	2%	\$ 29,000
✓	Turf and Erosion Control		3%	\$ 43,000
✓	Landscaping and Irrigation		2%	\$ 29,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 877,000

Paving Construction Cost and Allowance Subtotal: \$ 2,312,000

Construction Contingency: 15% \$ 347,000

Mobilization: 10% \$ 231,000

Prep ROW: 4% \$ 92,000

Construction Cost Total: \$ 3,000,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 3,000,000
Engineering/Survey/Testing:		16%	\$ 480,000
Previous City Contribution:	2016-CO Bond; 2015-CO Bond		\$ 5,564,238
Other:	Corridor Study		\$ 287,986
ROW/Easement Acquisition:			\$ -

Impact Fee Project Cost Total: \$ 9,364,238

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Bagdad Rd	This project consists of the reconstruction of the existing roadway to an access-managed six-lane arterial.
Project Label:	A-7	
Service Area:	A, ETJ/Other	
Limits:	930' NW OF W SAN GABRIEL PKWY to 380	
Impact Fee Class:	Access Management	
Cross-Section:	TBD	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	557	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	756	CY	\$ 15.00	\$ 11,000
208	Asphalt (Type C)	0	Ton	\$ 80.00	\$ -
308	Base	0	CY	\$ 45.00	\$ -
408	Geogrid	0	SY	\$ 2.00	\$ -
508	6' Concrete Sidewalk	0	SF	\$ 10.00	\$ -
608	Machine Laid Curb & Gutter	1,114	LF	\$ 18.00	\$ 20,000
708	Turn Lanes and Median Openings	408	SY	\$ 77.00	\$ 31,000
808	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	0	GAL	\$ 4.00	\$ -

Paving Construction Cost Subtotal: \$ 62,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 3,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 1,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 22,000
✓	Illumination		10%	\$ 6,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 1,000
✓	Sewer	Minor Adjustments	2%	\$ 1,000
✓	Turf and Erosion Control		3%	\$ 2,000
✓	Landscaping and Irrigation		2%	\$ 1,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 37,000

Paving Construction Cost and Allowance Subtotal: \$ 99,000

Construction Contingency: 15% \$ 15,000

Mobilization: 10% \$ 10,000

Prep ROW: 4% \$ 4,000

Construction Cost Total: \$ 200,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 200,000
Engineering/Survey/Testing:		16%	\$ 32,000
Previous City Contribution:	2016-CO Bond; 2015-CO Bond		\$ 74,724
Other:	Corridor Study		\$ 12,602
ROW/Easement Acquisition:			\$ -

Impact Fee Project Cost Total: \$ 274,724

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Bagdad Rd	This project consists of the reconstruction of the existing roadway to an access-managed six-lane arterial.
Project Label:	A-8	
Service Area:	A,	
Limits:	380' NW OF W SAN GABRIEL PKWY to HEF	
Impact Fee Class:	Access Management	
Cross-Section:	TBD	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	7,452	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	10,120	CY	\$ 15.00	\$ 152,000
208	Asphalt (Type C)	0	Ton	\$ 80.00	\$ -
308	Base	0	CY	\$ 45.00	\$ -
408	Geogrid	0	SY	\$ 2.00	\$ -
508	6' Concrete Sidewalk	0	SF	\$ 10.00	\$ -
608	Machine Laid Curb & Gutter	14,903	LF	\$ 18.00	\$ 268,000
708	Turn Lanes and Median Openings	5,457	SY	\$ 77.00	\$ 420,000
808	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	0	GAL	\$ 4.00	\$ -

Paving Construction Cost Subtotal: \$ 840,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 42,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 17,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 294,000
✓	Illumination		10%	\$ 84,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 17,000
✓	Sewer	Minor Adjustments	2%	\$ 17,000
✓	Turf and Erosion Control		3%	\$ 25,000
✓	Landscaping and Irrigation		2%	\$ 17,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 513,000

Paving Construction Cost and Allowance Subtotal: \$ 1,353,000

Construction Contingency: 15% \$ 203,000

Mobilization: 10% \$ 135,000

Prep ROW: 4% \$ 54,000

Construction Cost Total: \$ 1,800,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 1,800,000
Engineering/Survey/Testing:		16%	\$ 288,000
Previous City Contribution:	2016-CO Bond; 2015-CO Bond		\$ 5,564,238
Other:	Corridor Study		\$ 168,597
ROW/Easement Acquisition:			\$ -

Impact Fee Project Cost Total: \$ 7,864,238

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection



Updated: 3/14/2022

Project Information:		Description:
Name:	US 183	This project consists of the reconstruction of the existing roadway to an access-managed six-lane arterial.
Project Label:	A-9, E-1	
Service Area:	A, E	
Limits:	US 183A to HERO WAY	
Impact Fee Class:	Access Management	
Cross-Section:	TBD	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	8,969	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	12,181	CY	\$ 15.00	\$ 183,000
208	Asphalt (Type C)	0	Ton	\$ 80.00	\$ -
308	Base	0	CY	\$ 45.00	\$ -
408	Geogrid	0	SY	\$ 2.00	\$ -
508	6' Concrete Sidewalk	0	SF	\$ 10.00	\$ -
608	Machine Laid Curb & Gutter	17,939	LF	\$ 18.00	\$ 323,000
708	Turn Lanes and Median Openings	6,568	SY	\$ 77.00	\$ 506,000
808	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	0	GAL	\$ 4.00	\$ -

Paving Construction Cost Subtotal: \$ 1,012,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 51,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 20,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 354,000
✓	Illumination		10%	\$ 101,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 20,000
✓	Sewer	Minor Adjustments	2%	\$ 20,000
✓	Turf and Erosion Control		3%	\$ 30,000
✓	Landscaping and Irrigation		2%	\$ 20,000
✓	Miscellaneous	Railroad Crossing		\$ 500,000

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 1,116,000

Paving Construction Cost and Allowance Subtotal: \$ 2,128,000

Construction Contingency: 15% \$ 319,000

Mobilization: 10% \$ 213,000

Prep ROW: 4% \$ 85,000

Construction Cost Total: \$ 2,800,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 2,800,000
Engineering/Survey/Testing:		16%	\$ 448,000
Previous City Contribution:			\$ -
Other:	Corridor Study		\$ 187,189
ROW/Easement Acquisition:			\$ -

Impact Fee Project Cost Total: \$ 3,400,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 280	This project consists of the construction of a new two-lane residential collector.
Project Label:	A-10	
Service Area:	A,	
Limits:	1,725' W OF LAKELINE BLVD to 530' E OF L	
Impact Fee Class:	New Collector	
Cross-Section:	2U	
Roadway Class:	Residential Collector	
Length (Feet):	2,271	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation	5,012	CY	\$ 15.00	\$ 75,000
201	3" Asphalt (Type C)	1,957	Ton	\$ 80.00	\$ 157,000
301	10" Base	3,855	CY	\$ 45.00	\$ 173,000
401	Geogrid	13,879	SY	\$ 2.00	\$ 28,000
501	6' Concrete Sidewalk	27,254	SF	\$ 10.00	\$ 273,000
601	Machine Laid Curb & Gutter	4,542	LF	\$ 18.00	\$ 82,000
701	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
801	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	2,372	GAL	\$ 4.00	\$ 9,000

Paving Construction Cost Subtotal: \$ 797,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	None Anticipated	5%	\$ 40,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 16,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 279,000
✓	Illumination		10%	\$ 80,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 16,000
✓	Sewer	Minor Adjustments	2%	\$ 16,000
✓	Turf and Erosion Control		3%	\$ 24,000
✓	Landscaping and Irrigation		2%	\$ 16,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 487,000

Paving Construction Cost and Allowance Subtotal: \$ 1,284,000

Construction Contingency: 15% \$ 193,000

Mobilization: 10% \$ 128,000

Prep ROW: 4% \$ 51,000

Construction Cost Total: \$ 1,700,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 1,700,000
Engineering/Survey/Testing:		16%	\$ 272,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 681,350

Impact Fee Project Cost Total: \$ 2,700,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 280	This project consists of the construction of a new two-lane residential collector.
Project Label:	A-11	
Service Area:	A,	
Limits:	1,965 W OF BAGDAD RD to BAGDAD RD	
Impact Fee Class:	New Collector	
Cross-Section:	2U	
Roadway Class:	Residential Collector	
Length (Feet):	2,086	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation	4,603	CY	\$ 15.00	\$ 69,000
201	3" Asphalt (Type C)	1,797	Ton	\$ 80.00	\$ 144,000
301	10" Base	3,540	CY	\$ 45.00	\$ 159,000
401	Geogrid	12,746	SY	\$ 2.00	\$ 25,000
501	6' Concrete Sidewalk	25,028	SF	\$ 10.00	\$ 250,000
601	Machine Laid Curb & Gutter	4,171	LF	\$ 18.00	\$ 75,000
701	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
801	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	2,178	GAL	\$ 4.00	\$ 9,000

Paving Construction Cost Subtotal: \$ 731,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	None Anticipated	5%	\$ 37,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 15,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 256,000
✓	Illumination		10%	\$ 73,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 15,000
✓	Sewer	Minor Adjustments	2%	\$ 15,000
✓	Turf and Erosion Control		3%	\$ 22,000
✓	Landscaping and Irrigation		2%	\$ 15,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 448,000

Paving Construction Cost and Allowance Subtotal: \$ 1,179,000

Construction Contingency: 15% \$ 177,000

Mobilization: 10% \$ 118,000

Prep ROW: 4% \$ 47,000

Construction Cost Total: \$ 1,600,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 1,600,000
Engineering/Survey/Testing:		16%	\$ 256,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 625,701

Impact Fee Project Cost Total: \$ 2,500,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Heritage Grove Rd	This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.
Project Label:	A-12	
Service Area:	A,	
Limits:	HALSEY DR to 1,295' W OF W BROADE ST	
Impact Fee Class:	Widen Collector	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	1,678	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	4,842	CY	\$ 15.00	\$ 73,000
202	4" Asphalt (Type C)	1,928	Ton	\$ 80.00	\$ 154,000
302	13" Base	3,703	CY	\$ 45.00	\$ 167,000
402	Geogrid	10,255	SY	\$ 2.00	\$ 21,000
502	6' Concrete Sidewalk	20,136	SF	\$ 10.00	\$ 201,000
602	Machine Laid Curb & Gutter	6,712	LF	\$ 18.00	\$ 121,000
702	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
802	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	1,753	GAL	\$ 4.00	\$ 7,000

Paving Construction Cost Subtotal: \$ 744,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 37,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 15,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 260,000
✓	Illumination		10%	\$ 74,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 15,000
✓	Sewer	Minor Adjustments	2%	\$ 15,000
✓	Turf and Erosion Control		3%	\$ 22,000
✓	Landscaping and Irrigation		2%	\$ 15,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 453,000

Paving Construction Cost and Allowance Subtotal: \$ 1,197,000

Construction Contingency: 15% \$ 180,000

Mobilization: 10% \$ 120,000

Prep ROW: 4% \$ 48,000

Construction Cost Total: \$ 1,600,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 1,600,000
Engineering/Survey/Testing:		16%	\$ 256,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 125,852

Impact Fee Project Cost Total: \$ 2,000,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Heritage Grove Rd	This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.
Project Label:	A-13	
Service Area:	A, ETJ/Other	
Limits:	1,295' W OF W BROADE ST to 460' E OF W	
Impact Fee Class:	Widen Collector	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	834	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	2,407	CY	\$ 15.00	\$ 36,000
202	4" Asphalt (Type C)	958	Ton	\$ 80.00	\$ 77,000
302	13" Base	1,841	CY	\$ 45.00	\$ 83,000
402	Geogrid	5,097	SY	\$ 2.00	\$ 10,000
502	6' Concrete Sidewalk	10,009	SF	\$ 10.00	\$ 100,000
602	Machine Laid Curb & Gutter	3,336	LF	\$ 18.00	\$ 60,000
702	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
802	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	871	GAL	\$ 4.00	\$ 3,000

Paving Construction Cost Subtotal: \$ 369,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 18,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 7,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 129,000
✓	Illumination		10%	\$ 37,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 7,000
✓	Sewer	Minor Adjustments	2%	\$ 7,000
✓	Turf and Erosion Control		3%	\$ 11,000
✓	Landscaping and Irrigation		2%	\$ 7,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 223,000

Paving Construction Cost and Allowance Subtotal: \$ 592,000

Construction Contingency: 15% \$ 89,000

Mobilization: 10% \$ 59,000

Prep ROW: 4% \$ 24,000

Construction Cost Total: \$ 800,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 800,000
Engineering/Survey/Testing:		16%	\$ 128,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 62,554

Impact Fee Project Cost Total: \$ 1,000,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Heritage Grove Rd	This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.
Project Label:	A-14	
Service Area:	A,	
Limits:	460' W OF W BROADE ST to W BROADE S	
Impact Fee Class:	Widen Collector	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	464	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	1,340	CY	\$ 15.00	\$ 20,000
202	4" Asphalt (Type C)	533	Ton	\$ 80.00	\$ 43,000
302	13" Base	1,025	CY	\$ 45.00	\$ 46,000
402	Geogrid	2,837	SY	\$ 2.00	\$ 6,000
502	6' Concrete Sidewalk	5,572	SF	\$ 10.00	\$ 56,000
602	Machine Laid Curb & Gutter	1,857	LF	\$ 18.00	\$ 33,000
702	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
802	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	485	GAL	\$ 4.00	\$ 2,000

Paving Construction Cost Subtotal: \$ 206,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 10,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 4,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 72,000
✓	Illumination		10%	\$ 21,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 4,000
✓	Sewer	Minor Adjustments	2%	\$ 4,000
✓	Turf and Erosion Control		3%	\$ 6,000
✓	Landscaping and Irrigation		2%	\$ 4,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 125,000

Paving Construction Cost and Allowance Subtotal: \$ 331,000

Construction Contingency: 15% \$ 50,000

Mobilization: 10% \$ 33,000

Prep ROW: 4% \$ 13,000

Construction Cost Total: \$ 500,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 500,000
Engineering/Survey/Testing:		16%	\$ 80,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 34,824

Impact Fee Project Cost Total: \$ 600,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	San Gabriel Pkwy	This project consists of the construction of one third of a new six-lane arterial.
Project Label:	A-15	
Service Area:	A, ETJ/Other	
Limits:	LAKELINE BLVD to 1,760' E OF LAKELINE E	
Impact Fee Class:	New 6-Lane Arterial (1/3)	
Cross-Section:	6D	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	1,803	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
107	Unclassified Street Excavation	3,967	CY	\$ 15.00	\$ 60,000
207	6" Asphalt (Type C)	1,520	Ton	\$ 80.00	\$ 122,000
307	21" Base	2,932	CY	\$ 45.00	\$ 132,000
407	Geogrid	6,210	SY	\$ 2.00	\$ 12,000
507	10' Concrete Sidewalk	36,057	SF	\$ 10.00	\$ 361,000
607	Machine Laid Curb & Gutter	3,606	LF	\$ 18.00	\$ 65,000
707	Turn Lanes and Median Openings	1,320	SY	\$ 77.00	\$ 102,000
807	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	921	GAL	\$ 4.00	\$ 4,000

Paving Construction Cost Subtotal: \$ 858,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	None Anticipated	5%	\$ 43,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 17,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 300,000
✓	Illumination		10%	\$ 86,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 17,000
✓	Sewer	Minor Adjustments	2%	\$ 17,000
✓	Turf and Erosion Control		3%	\$ 26,000
✓	Landscaping and Irrigation		2%	\$ 17,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 523,000

Paving Construction Cost and Allowance Subtotal: \$ 1,381,000

Construction Contingency: 15% \$ 207,000

Mobilization: 10% \$ 138,000

Prep ROW: 4% \$ 55,000

Construction Cost Total: \$ 1,800,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 1,800,000
Engineering/Survey/Testing:		16%	\$ 288,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 540,852

Impact Fee Project Cost Total: \$ 2,600,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	San Gabriel Pkwy	This project consists of the construction of one third of a new six-lane arterial.
Project Label:	A-16	
Service Area:	A,	
Limits:	1,760' W OF LAKELINE BLVD to 1,400' W OF	
Impact Fee Class:	New 6-Lane Arterial (1/3)	
Cross-Section:	6D	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	4,002	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
107	Unclassified Street Excavation	8,806	CY	\$ 15.00	\$ 132,000
207	6" Asphalt (Type C)	3,375	Ton	\$ 80.00	\$ 270,000
307	21" Base	6,509	CY	\$ 45.00	\$ 293,000
407	Geogrid	13,783	SY	\$ 2.00	\$ 28,000
507	10' Concrete Sidewalk	80,033	SF	\$ 10.00	\$ 800,000
607	Machine Laid Curb & Gutter	8,003	LF	\$ 18.00	\$ 144,000
707	Turn Lanes and Median Openings	2,931	SY	\$ 77.00	\$ 226,000
807	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	2,045	GAL	\$ 4.00	\$ 8,000

Paving Construction Cost Subtotal: \$ 1,901,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	None Anticipated	5%	\$ 95,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 38,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 665,000
✓	Illumination		10%	\$ 190,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 38,000
✓	Sewer	Minor Adjustments	2%	\$ 38,000
✓	Turf and Erosion Control		3%	\$ 57,000
✓	Landscaping and Irrigation		2%	\$ 38,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 1,159,000

Paving Construction Cost and Allowance Subtotal: \$ 3,060,000

Construction Contingency: 15% \$ 459,000

Mobilization: 10% \$ 306,000

Prep ROW: 4% \$ 122,000

Construction Cost Total: \$ 4,000,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 4,000,000
Engineering/Survey/Testing:		16%	\$ 640,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 1,200,497

Impact Fee Project Cost Total: \$ 5,800,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	San Gabriel Pkwy	This project consists of the construction of one third of a new six-lane arterial.
Project Label:	A-17	
Service Area:	A, ETJ/Other	
Limits:	1,400' W OF BAGDAD RD to 165' W OF BAC	
Impact Fee Class:	New 6-Lane Arterial (1/3)	
Cross-Section:	6D	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	1,273	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
107	Unclassified Street Excavation	2,801	CY	\$ 15.00	\$ 42,000
207	6" Asphalt (Type C)	1,073	Ton	\$ 80.00	\$ 86,000
307	21" Base	2,070	CY	\$ 45.00	\$ 93,000
407	Geogrid	4,384	SY	\$ 2.00	\$ 9,000
507	10' Concrete Sidewalk	25,458	SF	\$ 10.00	\$ 255,000
607	Machine Laid Curb & Gutter	2,546	LF	\$ 18.00	\$ 46,000
707	Turn Lanes and Median Openings	932	SY	\$ 77.00	\$ 72,000
807	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	651	GAL	\$ 4.00	\$ 3,000

Paving Construction Cost Subtotal: \$ 606,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	None Anticipated	5%	\$ 30,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 12,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 212,000
✓	Illumination		10%	\$ 61,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 12,000
✓	Sewer	Minor Adjustments	2%	\$ 12,000
✓	Turf and Erosion Control		3%	\$ 18,000
✓	Landscaping and Irrigation		2%	\$ 12,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 369,000

Paving Construction Cost and Allowance Subtotal: \$ 975,000

Construction Contingency: 15% \$ 146,000

Mobilization: 10% \$ 98,000

Prep ROW: 4% \$ 39,000

Construction Cost Total: \$ 1,300,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 1,300,000
Engineering/Survey/Testing:		16%	\$ 208,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 381,866

Impact Fee Project Cost Total: \$ 1,900,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	San Gabriel Pkwy	This project consists of the reconstruction of the existing pavement to a six-lane arterial.
Project Label:	A-18	
Service Area:	A,	
Limits:	BAGDAD RD to N US 183	
Impact Fee Class:	Widen 6-Lane Arterial (2/3)	
Cross-Section:	6D	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	7,717	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
107	Unclassified Street Excavation	16,983	CY	\$ 15.00	\$ 255,000
207	6" Asphalt (Type C)	6,508	Ton	\$ 80.00	\$ 521,000
307	21" Base	12,553	CY	\$ 45.00	\$ 565,000
407	Geogrid	26,582	SY	\$ 2.00	\$ 53,000
507	10' Concrete Sidewalk	154,350	SF	\$ 10.00	\$ 1,543,000
607	Machine Laid Curb & Gutter	15,435	LF	\$ 18.00	\$ 278,000
707	Turn Lanes and Median Openings	5,652	SY	\$ 77.00	\$ 435,000
807	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	3,944	GAL	\$ 4.00	\$ 16,000

Paving Construction Cost Subtotal: \$ 3,666,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 183,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 73,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 1,283,000
✓	Illumination		10%	\$ 367,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 73,000
✓	Sewer	Minor Adjustments	2%	\$ 73,000
✓	Turf and Erosion Control		3%	\$ 110,000
✓	Landscaping and Irrigation		2%	\$ 73,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 2,235,000

Paving Construction Cost and Allowance Subtotal: \$ 5,901,000

Construction Contingency: 15% \$ 885,000

Mobilization: 10% \$ 590,000

Prep ROW: 4% \$ 236,000

Construction Cost Total: \$ 7,700,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 7,700,000
Engineering/Survey/Testing:		16%	\$ 1,232,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 578,812

Impact Fee Project Cost Total: \$ 9,500,000

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City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Hero Way	This project consists of the reconstruction of the existing pavement to a four-lane arterial.
Project Label:	A-19	
Service Area:	A,	
Limits:	SAN GABRIEL PKWY to 1,100' E OF SAN G.	
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	1,107	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	4,872	CY	\$ 15.00	\$ 73,000
205	6" Asphalt (Type C)	1,867	Ton	\$ 80.00	\$ 149,000
305	17" Base	3,601	CY	\$ 45.00	\$ 162,000
405	Geogrid	7,626	SY	\$ 2.00	\$ 15,000
505	10' Concrete Sidewalk	22,141	SF	\$ 10.00	\$ 221,000
605	Machine Laid Curb & Gutter	2,214	LF	\$ 18.00	\$ 40,000
705	Turn Lanes and Median Openings	811	SY	\$ 77.00	\$ 62,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	1,132	GAL	\$ 4.00	\$ 5,000

Paving Construction Cost Subtotal: \$ 727,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 36,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 15,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 254,000
✓	Illumination		10%	\$ 73,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 15,000
✓	Sewer	Minor Adjustments	2%	\$ 15,000
✓	Turf and Erosion Control		3%	\$ 22,000
✓	Landscaping and Irrigation		2%	\$ 15,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 445,000

Paving Construction Cost and Allowance Subtotal: \$ 1,172,000

Construction Contingency: 15% \$ 176,000

Mobilization: 10% \$ 117,000

Prep ROW: 4% \$ 47,000

Construction Cost Total: \$ 1,600,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 1,600,000
Engineering/Survey/Testing:		16%	\$ 256,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 83,027

Impact Fee Project Cost Total: \$ 1,900,000

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City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Hero Way	This project consists of the reconstruction of the existing pavement to a four-lane arterial.
Project Label:	A-20, C-13	
Service Area:	A, C	
Limits:	1,100' E OF SAN GABRIEL PKWY to 900' W	
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	5,712	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	25,139	CY	\$ 15.00	\$ 377,000
205	6" Asphalt (Type C)	9,634	Ton	\$ 80.00	\$ 771,000
305	17" Base	18,581	CY	\$ 45.00	\$ 836,000
405	Geogrid	39,348	SY	\$ 2.00	\$ 79,000
505	10' Concrete Sidewalk	114,237	SF	\$ 10.00	\$ 1,142,000
605	Machine Laid Curb & Gutter	11,424	LF	\$ 18.00	\$ 206,000
705	Turn Lanes and Median Openings	4,183	SY	\$ 77.00	\$ 322,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	5,839	GAL	\$ 4.00	\$ 23,000

Paving Construction Cost Subtotal: \$ 3,756,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 188,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 75,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 1,315,000
✓	Illumination		10%	\$ 376,000
✓	Special Drainage Structures	Bridge Crossing	0%	\$ 1,080,000
✓	Water	Minor Adjustments	2%	\$ 75,000
✓	Sewer	Minor Adjustments	2%	\$ 75,000
✓	Turf and Erosion Control		3%	\$ 113,000
✓	Landscaping and Irrigation		2%	\$ 75,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 3,372,000

Paving Construction Cost and Allowance Subtotal: \$ 7,128,000

Construction Contingency: 15% \$ 1,069,000

Mobilization: 10% \$ 713,000

Prep ROW: 4% \$ 285,000

Construction Cost Total: \$ 9,200,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 9,200,000
Engineering/Survey/Testing:		16%	\$ 1,472,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 428,388

Impact Fee Project Cost Total: \$ 11,100,000

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City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Hero Way	This project consists of the reconstruction of the existing roadway to an access-managed four-lane arterial.
Project Label:	A-21, C-14	
Service Area:	A, C	
Limits:	LAKELINE BLVD to US 183	
Impact Fee Class:	Access Management	
Cross-Section:	6D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	13,271	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	18,022	CY	\$ 15.00	\$ 270,000
208	Asphalt (Type C)	0	Ton	\$ 80.00	\$ -
308	Base	0	CY	\$ 45.00	\$ -
408	Geogrid	0	SY	\$ 2.00	\$ -
508	6' Concrete Sidewalk	0	SF	\$ 10.00	\$ -
608	Machine Laid Curb & Gutter	26,542	LF	\$ 18.00	\$ 478,000
708	Turn Lanes and Median Openings	9,719	SY	\$ 77.00	\$ 748,000
808	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	0	GAL	\$ 4.00	\$ -

Paving Construction Cost Subtotal: \$ 1,496,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 75,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 30,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 524,000
✓	Illumination		10%	\$ 150,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 30,000
✓	Sewer	Minor Adjustments	2%	\$ 30,000
✓	Turf and Erosion Control		3%	\$ 45,000
✓	Landscaping and Irrigation		2%	\$ 30,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 914,000

Paving Construction Cost and Allowance Subtotal: \$ 2,410,000

Construction Contingency: 15% \$ 362,000

Mobilization: 10% \$ 241,000

Prep ROW: 4% \$ 96,000

Construction Cost Total: \$ 3,200,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 3,200,000
Engineering/Survey/Testing:		16%	\$ 512,000
Previous City Contribution:	2016-CO Bond; 2015-CO Bond		\$ 19,057,707
Other:			\$ -
ROW/Easement Acquisition:			\$ -

Impact Fee Project Cost Total: \$ 22,757,707

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Live Oak Rd	This project consists of the construction of a new three-lane non-residential collector.
Project Label:	A-22	
Service Area:	A,	
Limits:	LAKELINE BLVD to WESTERN CITY LIMITS	
Impact Fee Class:	New Collector	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	7,209	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	20,805	CY	\$ 15.00	\$ 312,000
202	4" Asphalt (Type C)	8,283	Ton	\$ 80.00	\$ 663,000
302	13" Base	15,909	CY	\$ 45.00	\$ 716,000
402	Geogrid	44,057	SY	\$ 2.00	\$ 88,000
502	6' Concrete Sidewalk	86,511	SF	\$ 10.00	\$ 865,000
602	Machine Laid Curb & Gutter	28,837	LF	\$ 18.00	\$ 519,000
702	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
802	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	7,530	GAL	\$ 4.00	\$ 30,000

Paving Construction Cost Subtotal: \$ 3,193,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	None Anticipated	5%	\$ 160,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 64,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 1,118,000
✓	Illumination		10%	\$ 319,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 64,000
✓	Sewer	Minor Adjustments	2%	\$ 64,000
✓	Turf and Erosion Control		3%	\$ 96,000
✓	Landscaping and Irrigation		2%	\$ 64,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 1,949,000

Paving Construction Cost and Allowance Subtotal: \$ 5,142,000

Construction Contingency: 15% \$ 771,000

Mobilization: 10% \$ 514,000

Prep ROW: 4% \$ 206,000

Construction Cost Total: \$ 6,700,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 6,700,000
Engineering/Survey/Testing:		16%	\$ 1,072,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 2,162,781

Impact Fee Project Cost Total: \$ 9,900,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Live Oak Rd	This project consists of the construction of a new three-lane non-residential collector.
Project Label:	A-23	
Service Area:	A, ETJ/Other	
Limits:	LAKELINE BLVD to 2240' E OF LAKELINE B	
Impact Fee Class:	New Collector	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	2,237	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	6,455	CY	\$ 15.00	\$ 97,000
202	4" Asphalt (Type C)	2,570	Ton	\$ 80.00	\$ 206,000
302	13" Base	4,936	CY	\$ 45.00	\$ 222,000
402	Geogrid	13,670	SY	\$ 2.00	\$ 27,000
502	6' Concrete Sidewalk	26,843	SF	\$ 10.00	\$ 268,000
602	Machine Laid Curb & Gutter	8,948	LF	\$ 18.00	\$ 161,000
702	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
802	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	2,336	GAL	\$ 4.00	\$ 9,000

Paving Construction Cost Subtotal: \$ 990,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	None Anticipated	5%	\$ 50,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 20,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 347,000
✓	Illumination		10%	\$ 99,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 20,000
✓	Sewer	Minor Adjustments	2%	\$ 20,000
✓	Turf and Erosion Control		3%	\$ 30,000
✓	Landscaping and Irrigation		2%	\$ 20,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 606,000

Paving Construction Cost and Allowance Subtotal: \$ 1,596,000

Construction Contingency: 15% \$ 239,000

Mobilization: 10% \$ 160,000

Prep ROW: 4% \$ 64,000

Construction Cost Total: \$ 2,100,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 2,100,000
Engineering/Survey/Testing:		16%	\$ 336,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 671,086

Impact Fee Project Cost Total: \$ 3,100,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Live Oak Rd	This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.
Project Label:	A-24	
Service Area:	A,	
Limits:	BAGDAD RD to 1725' W OF BAGDAD RD	
Impact Fee Class:	Widen Collector	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	1,722	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	4,969	CY	\$ 15.00	\$ 75,000
202	4" Asphalt (Type C)	1,978	Ton	\$ 80.00	\$ 158,000
302	13" Base	3,800	CY	\$ 45.00	\$ 171,000
402	Geogrid	10,523	SY	\$ 2.00	\$ 21,000
502	6' Concrete Sidewalk	20,663	SF	\$ 10.00	\$ 207,000
602	Machine Laid Curb & Gutter	6,888	LF	\$ 18.00	\$ 124,000
702	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
802	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	1,798	GAL	\$ 4.00	\$ 7,000

Paving Construction Cost Subtotal: \$ 763,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 38,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 15,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 267,000
✓	Illumination		10%	\$ 76,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 15,000
✓	Sewer	Minor Adjustments	2%	\$ 15,000
✓	Turf and Erosion Control		3%	\$ 23,000
✓	Landscaping and Irrigation		2%	\$ 15,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 464,000

Paving Construction Cost and Allowance Subtotal: \$ 1,227,000

Construction Contingency: 15% \$ 184,000

Mobilization: 10% \$ 123,000

Prep ROW: 4% \$ 49,000

Construction Cost Total: \$ 1,600,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 1,600,000
Engineering/Survey/Testing:		16%	\$ 256,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 129,144

Impact Fee Project Cost Total: \$ 2,000,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander - 2022 Roadway Impact Fee Study

Capital Improvement Plan for Roadway Impact Fees

Summary of Conceptual Level Project Cost Projections

Last Modified: 3/14/2022

Street Improvements - Service Area B

Project #	Street Name	Project Limits	Ultimate Roadway Class	Impact Fee Class	Project Source	Percent in Service Area	Project Cost	Total Cost in Service Area
B-1	Kaufmann Loop	From SH 29 To 875' SW OF SH 29	Arterial 4-Lane	New 4-Lane Arterial (1/2)	TMP	100%	\$ 1,800,000	\$ 1,800,000
B-2	CR 270	From N US 183 To 965' E OF N US 183	Non-Residential Collector	Widen Substandard	TMP	100%	\$ 1,200,000	\$ 1,200,000
B-3	CR 270	From 825' S OF ORCHARD DR To PVT RD 918	Non-Residential Collector	Widen Substandard	TMP	50%	\$ 4,000,000	\$ 2,000,000
B-4	CR 270	From 300' S OF NORWOOD DR To 250' N OF SAN GABRIEL PKWY	Non-Residential Collector	Widen Substandard	TMP	50%	\$ 1,900,000	\$ 950,000
B-5	CR 270	From 250' N OF SAN GABRIEL PKWY To SAN GABRIEL PKWY	Non-Residential Collector	Widen Substandard	TMP	100%	\$ 400,000	\$ 400,000
B-6	CR 270	From 190' S OF SAN GABRIEL PKWY To 410' S OF SAN GABRIEL PKWY	Non-Residential Collector	Widen Substandard	TMP	50%	\$ 200,000	\$ 100,000
B-7	CR 270	From 410' S OF SAN GABRIEL PKWY To 680' S OF SAN GABRIEL PKWY	Non-Residential Collector	Widen Substandard	TMP	100%	\$ 400,000	\$ 400,000
B-8	CR 270	From 680' S OF SAN GABRIEL PKWY To 1,500' S OF SAN GABRIEL PKWY	Non-Residential Collector	Widen Substandard	TMP	50%	\$ 1,000,000	\$ 500,000
B-9	CR 270	From 2,400' N OF HERO WAY To 1,990' N OF HERO WAY	Non-Residential Collector	Widen Substandard	TMP	100%	\$ 500,000	\$ 500,000
B-10	CR 270	From 1,990' N OF HERO WAY To 1,550' N OF HERO WAY	Non-Residential Collector	Widen Substandard	TMP	50%	\$ 500,000	\$ 250,000
B-11	CR 270	From 1,550' N OF HERO WAY To 405' N OF HERO WAY	Non-Residential Collector	Widen Substandard	TMP	100%	\$ 1,400,000	\$ 1,400,000
B-12	CR 270	From 405' N OF HERO WAY To HERO WAY	Non-Residential Collector	Widen Substandard	TMP	100%	\$ 500,000	\$ 500,000
B-13	Raider Way	From SAN GABRIEL PKWY To HERO WAY	Non-Residential Collector	New Collector	TMP	100%	\$ 5,000,000	\$ 5,000,000
B-14	San Gabriel Pkwy	From CR 270 To 1,415' E of CR 270	Arterial 4-Lane	New 4-Lane Arterial (1/2)	CIP	50%	\$ 2,700,000	\$ 1,350,000
B-15	San Gabriel Pkwy	From 1,415' E of CR 270 To 375' W of Logan Del Way	Arterial 4-Lane	New 4-Lane Arterial (1/2)	CIP	100%	\$ 3,200,000	\$ 3,200,000
B-16	San Gabriel Pkwy	From 865' W of Ronald Reagan Blvd To Ronald Reagan Blvd	Arterial 4-Lane	Widen 4-Lane Arterial	CIP	100%	\$ 1,500,000	\$ 1,500,000
B-17, D-30	Hero Way ROW	From US 183 To RM 2243	Access Controlled	New 3-Lane Frontage	CIP	50%	\$ 13,900,000	\$ 6,950,000
Total							\$ 40,100,000	\$ 28,000,000

Signal Installation and Intersection Improvements - Service Area B

Project #	Project Source	Intersection	Project Type	Percent in Service Area	Project Cost	Total Cost in Service Area
ABCDEI-2	TMP	City of Leander Signal Upgrades	ITS Upgrades	20%	\$ 2,000,000	\$ 400,000
BI-1	TMP	San Gabriel Pkwy and Ronald Reagan Blvd	Signal	100%	\$ 400,000	\$ 400,000
BDI-2	TMP	Hero Way and Ronald Reagan Blvd	Signal	50%	\$ 400,000	\$ 200,000
Total					\$ 2,800,000	\$ 1,000,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

Project Source and Impact Fee Class Definitions:

Project Source

Transportation Master Plan - Projects identified in the 2021 Transportation Master Plan

Bond Projects - Projects identified in the previous transportation bonds with auto capacity related improvements and outstanding debt

2021 Five-Year CIP - Projects identified in the five-year CIP, but not included in the Transportation Master Plan

Intersection Newly Identified - Intersection improvements identified during the development of the RIF CIP

Roadway Newly Identified - Roadway improvements identified during the development of the RIF CIP

Impact Fee Class

New - Either a new street connection or new intersection where a signal is recommended

Existing - Existing segments with capacity related improvements

Widening - Widening of an existing street to add pavement outside the existing curbs

Access Management - Converting a two-way left-turn lane to a median

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Kaufmann Loop	This project consists of the construction of a new four-lane arterial.
Project Label:	B-1	
Service Area:	B,	
Limits:	SH 29 to 875' SW OF SH 29	
Impact Fee Class:	New 4-Lane Arterial (1/2)	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	881	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	3,877	CY	\$ 15.00	\$ 58,000
205	6" Asphalt (Type C)	1,486	Ton	\$ 80.00	\$ 119,000
305	17" Base	2,866	CY	\$ 45.00	\$ 129,000
405	Geogrid	6,068	SY	\$ 2.00	\$ 12,000
505	10' Concrete Sidewalk	17,618	SF	\$ 10.00	\$ 176,000
605	Machine Laid Curb & Gutter	1,762	LF	\$ 18.00	\$ 32,000
705	Turn Lanes and Median Openings	645	SY	\$ 77.00	\$ 50,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	900	GAL	\$ 4.00	\$ 4,000

Paving Construction Cost Subtotal: \$ 580,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	None Anticipated	5%	\$ 29,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 12,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 203,000
✓	Illumination		10%	\$ 58,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 12,000
✓	Sewer	Minor Adjustments	2%	\$ 12,000
✓	Turf and Erosion Control		3%	\$ 17,000
✓	Landscaping and Irrigation		2%	\$ 12,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 355,000

Paving Construction Cost and Allowance Subtotal: \$ 935,000

Construction Contingency: 15% \$ 140,000

Mobilization: 10% \$ 94,000

Prep ROW: 4% \$ 37,000

Construction Cost Total: \$ 1,300,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 1,300,000
Engineering/Survey/Testing:		16%	\$ 208,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 264,265

Impact Fee Project Cost Total: \$ 1,800,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:

Name: CR 270
Project Label: B-2
Service Area: B,
Limits: N US 183 to 965' E OF N US 183
Impact Fee Class: Widen Substandard
Cross-Section: 3U
Roadway Class: Non-Residential Collector
Length (Feet): 1,074

Description:

This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	3,098	CY	\$ 15.00	\$ 46,000
202	4" Asphalt (Type C)	1,233	Ton	\$ 80.00	\$ 99,000
302	13" Base	2,369	CY	\$ 45.00	\$ 107,000
402	Geogrid	6,561	SY	\$ 2.00	\$ 13,000
502	6' Concrete Sidewalk	12,882	SF	\$ 10.00	\$ 129,000
602	Machine Laid Curb & Gutter	4,294	LF	\$ 18.00	\$ 77,000
702	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
802	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	1,121	GAL	\$ 4.00	\$ 4,000

Paving Construction Cost Subtotal: \$ 475,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 24,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 10,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 166,000
✓	Illumination		10%	\$ 48,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 10,000
✓	Sewer	Minor Adjustments	2%	\$ 10,000
✓	Turf and Erosion Control		3%	\$ 14,000
✓	Landscaping and Irrigation		2%	\$ 10,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 292,000

Paving Construction Cost and Allowance Subtotal: \$ 767,000

Construction Contingency: 15% \$ 115,000

Mobilization: 10% \$ 77,000

Prep ROW: 4% \$ 31,000

Construction Cost Total: \$ 1,000,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 1,000,000
Engineering/Survey/Testing:		16%	\$ 160,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 80,515

Impact Fee Project Cost Total: \$ 1,200,000

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City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 270	This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.
Project Label:	B-3	
Service Area:	B, ETJ/Other	
Limits:	825' S OF ORCHARD DR to PVT RD 918	
Impact Fee Class:	Widen Substandard	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	3,427	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	9,889	CY	\$ 15.00	\$ 148,000
202	4" Asphalt (Type C)	3,937	Ton	\$ 80.00	\$ 315,000
302	13" Base	7,562	CY	\$ 45.00	\$ 340,000
402	Geogrid	20,941	SY	\$ 2.00	\$ 42,000
502	6' Concrete Sidewalk	41,121	SF	\$ 10.00	\$ 411,000
602	Machine Laid Curb & Gutter	13,707	LF	\$ 18.00	\$ 247,000
702	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
802	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	3,579	GAL	\$ 4.00	\$ 14,000

Paving Construction Cost Subtotal: \$ 1,517,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 76,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 30,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 531,000
✓	Illumination		10%	\$ 152,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 30,000
✓	Sewer	Minor Adjustments	2%	\$ 30,000
✓	Turf and Erosion Control		3%	\$ 46,000
✓	Landscaping and Irrigation		2%	\$ 30,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 925,000

Paving Construction Cost and Allowance Subtotal: \$ 2,442,000

Construction Contingency: 15% \$ 366,000

Mobilization: 10% \$ 244,000

Prep ROW: 4% \$ 98,000

Construction Cost Total: \$ 3,200,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 3,200,000
Engineering/Survey/Testing:		16%	\$ 512,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 257,005

Impact Fee Project Cost Total: \$ 4,000,000

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City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 270	This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.
Project Label:	B-4	
Service Area:	B, ETJ/Other	
Limits:	300' S OF NORWOOD DR to 250' N OF SAN	
Impact Fee Class:	Widen Substandard	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	1,550	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	4,473	CY	\$ 15.00	\$ 67,000
202	4" Asphalt (Type C)	1,781	Ton	\$ 80.00	\$ 142,000
302	13" Base	3,421	CY	\$ 45.00	\$ 154,000
402	Geogrid	9,473	SY	\$ 2.00	\$ 19,000
502	6' Concrete Sidewalk	18,601	SF	\$ 10.00	\$ 186,000
602	Machine Laid Curb & Gutter	6,200	LF	\$ 18.00	\$ 112,000
702	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
802	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	1,619	GAL	\$ 4.00	\$ 6,000

Paving Construction Cost Subtotal: \$ 686,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 34,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 14,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 240,000
✓	Illumination		10%	\$ 69,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 14,000
✓	Sewer	Minor Adjustments	2%	\$ 14,000
✓	Turf and Erosion Control		3%	\$ 21,000
✓	Landscaping and Irrigation		2%	\$ 14,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 420,000

Paving Construction Cost and Allowance Subtotal: \$ 1,106,000

Construction Contingency: 15% \$ 166,000

Mobilization: 10% \$ 111,000

Prep ROW: 4% \$ 44,000

Construction Cost Total: \$ 1,500,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 1,500,000
Engineering/Survey/Testing:		16%	\$ 240,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 116,256

Impact Fee Project Cost Total: \$ 1,900,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 270	This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.
Project Label:	B-5	
Service Area:	B,	
Limits:	250' N OF SAN GABRIEL PKWY to SAN GAI	
Impact Fee Class:	Widen Substandard	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	260	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	749	CY	\$ 15.00	\$ 11,000
202	4" Asphalt (Type C)	298	Ton	\$ 80.00	\$ 24,000
302	13" Base	573	CY	\$ 45.00	\$ 26,000
402	Geogrid	1,587	SY	\$ 2.00	\$ 3,000
502	6' Concrete Sidewalk	3,117	SF	\$ 10.00	\$ 31,000
602	Machine Laid Curb & Gutter	1,039	LF	\$ 18.00	\$ 19,000
702	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
802	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	271	GAL	\$ 4.00	\$ 1,000

Paving Construction Cost Subtotal: \$ 115,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 6,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 2,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 40,000
✓	Illumination		10%	\$ 12,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 2,000
✓	Sewer	Minor Adjustments	2%	\$ 2,000
✓	Turf and Erosion Control		3%	\$ 3,000
✓	Landscaping and Irrigation		2%	\$ 2,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 69,000

Paving Construction Cost and Allowance Subtotal: \$ 184,000

Construction Contingency: 15% \$ 28,000

Mobilization: 10% \$ 18,000

Prep ROW: 4% \$ 7,000

Construction Cost Total: \$ 300,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 300,000
Engineering/Survey/Testing:		16%	\$ 48,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 19,479

Impact Fee Project Cost Total: \$ 400,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 270	This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.
Project Label:	B-6	
Service Area:	B, ETJ/Other	
Limits:	190' S OF SAN GABRIEL PKWY to 410' S OF	
Impact Fee Class:	Widen Substandard	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	208	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	600	CY	\$ 15.00	\$ 9,000
202	4" Asphalt (Type C)	239	Ton	\$ 80.00	\$ 19,000
302	13" Base	459	CY	\$ 45.00	\$ 21,000
402	Geogrid	1,271	SY	\$ 2.00	\$ 3,000
502	6' Concrete Sidewalk	2,496	SF	\$ 10.00	\$ 25,000
602	Machine Laid Curb & Gutter	832	LF	\$ 18.00	\$ 15,000
702	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
802	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	217	GAL	\$ 4.00	\$ 1,000

Paving Construction Cost Subtotal: \$ 93,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 5,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 2,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 33,000
✓	Illumination		10%	\$ 9,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 2,000
✓	Sewer	Minor Adjustments	2%	\$ 2,000
✓	Turf and Erosion Control		3%	\$ 3,000
✓	Landscaping and Irrigation		2%	\$ 2,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 58,000

Paving Construction Cost and Allowance Subtotal: \$ 151,000

Construction Contingency: 15% \$ 23,000

Mobilization: 10% \$ 15,000

Prep ROW: 4% \$ 6,000

Construction Cost Total: \$ 200,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 200,000
Engineering/Survey/Testing:		16%	\$ 32,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 15,602

Impact Fee Project Cost Total: \$ 200,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 270	This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.
Project Label:	B-7	
Service Area:	B,	
Limits:	410' S OF SAN GABRIEL PKWY to 680' S OF	
Impact Fee Class:	Widen Substandard	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	252	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	727	CY	\$ 15.00	\$ 11,000
202	4" Asphalt (Type C)	289	Ton	\$ 80.00	\$ 23,000
302	13" Base	556	CY	\$ 45.00	\$ 25,000
402	Geogrid	1,539	SY	\$ 2.00	\$ 3,000
502	6' Concrete Sidewalk	3,021	SF	\$ 10.00	\$ 30,000
602	Machine Laid Curb & Gutter	1,007	LF	\$ 18.00	\$ 18,000
702	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
802	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	263	GAL	\$ 4.00	\$ 1,000
Paving Construction Cost Subtotal:					\$ 111,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 6,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 2,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 39,000
✓	Illumination		10%	\$ 11,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 2,000
✓	Sewer	Minor Adjustments	2%	\$ 2,000
✓	Turf and Erosion Control		3%	\$ 3,000
✓	Landscaping and Irrigation		2%	\$ 2,000
	Miscellaneous		0%	\$ -
*Allowances are based on percent of paving construction cost subtotal			Allowance Subtotal:	\$ 67,000

Paving Construction Cost and Allowance Subtotal: \$ 178,000

Construction Contingency: 15% \$ 27,000

Mobilization: 10% \$ 18,000

Prep ROW: 4% \$ 7,000

Construction Cost Total: \$ 300,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 300,000
Engineering/Survey/Testing:		16%	\$ 48,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 18,883

Impact Fee Project Cost Total: \$ 400,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 270	This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.
Project Label:	B-8	
Service Area:	B, ETJ/Other	
Limits:	680' S OF SAN GABRIEL PKWY to 1,500' S	
Impact Fee Class:	Widen Substandard	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	809	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	2,334	CY	\$ 15.00	\$ 35,000
202	4" Asphalt (Type C)	929	Ton	\$ 80.00	\$ 74,000
302	13" Base	1,785	CY	\$ 45.00	\$ 80,000
402	Geogrid	4,944	SY	\$ 2.00	\$ 10,000
502	6' Concrete Sidewalk	9,707	SF	\$ 10.00	\$ 97,000
602	Machine Laid Curb & Gutter	3,236	LF	\$ 18.00	\$ 58,000
702	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
802	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	845	GAL	\$ 4.00	\$ 3,000

Paving Construction Cost Subtotal: \$ 357,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 18,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 7,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 125,000
✓	Illumination		10%	\$ 36,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 7,000
✓	Sewer	Minor Adjustments	2%	\$ 7,000
✓	Turf and Erosion Control		3%	\$ 11,000
✓	Landscaping and Irrigation		2%	\$ 7,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 218,000

Paving Construction Cost and Allowance Subtotal: \$ 575,000

Construction Contingency: 15% \$ 86,000

Mobilization: 10% \$ 58,000

Prep ROW: 4% \$ 23,000

Construction Cost Total: \$ 800,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 800,000
Engineering/Survey/Testing:		16%	\$ 128,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 60,671

Impact Fee Project Cost Total: \$ 1,000,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 270	This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.
Project Label:	B-9	
Service Area:	B,	
Limits:	2,400' N OF HERO WAY to 1,990' N OF HER	
Impact Fee Class:	Widen Substandard	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	422	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	1,217	CY	\$ 15.00	\$ 18,000
202	4" Asphalt (Type C)	485	Ton	\$ 80.00	\$ 39,000
302	13" Base	931	CY	\$ 45.00	\$ 42,000
402	Geogrid	2,578	SY	\$ 2.00	\$ 5,000
502	6' Concrete Sidewalk	5,062	SF	\$ 10.00	\$ 51,000
602	Machine Laid Curb & Gutter	1,687	LF	\$ 18.00	\$ 30,000
702	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
802	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	441	GAL	\$ 4.00	\$ 2,000

Paving Construction Cost Subtotal: \$ 187,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 9,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 4,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 65,000
✓	Illumination		10%	\$ 19,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 4,000
✓	Sewer	Minor Adjustments	2%	\$ 4,000
✓	Turf and Erosion Control		3%	\$ 6,000
✓	Landscaping and Irrigation		2%	\$ 4,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 115,000

Paving Construction Cost and Allowance Subtotal: \$ 302,000

Construction Contingency: 15% \$ 45,000

Mobilization: 10% \$ 30,000

Prep ROW: 4% \$ 12,000

Construction Cost Total: \$ 400,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 400,000
Engineering/Survey/Testing:		16%	\$ 64,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 31,634

Impact Fee Project Cost Total: \$ 500,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 270	This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.
Project Label:	B-10	
Service Area:	B, ETJ/Other	
Limits:	1,990 N' OF HERO WAY to 1,550' N OF HER	
Impact Fee Class:	Widen Substandard	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	423	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	1,220	CY	\$ 15.00	\$ 18,000
202	4" Asphalt (Type C)	486	Ton	\$ 80.00	\$ 39,000
302	13" Base	933	CY	\$ 45.00	\$ 42,000
402	Geogrid	2,583	SY	\$ 2.00	\$ 5,000
502	6' Concrete Sidewalk	5,073	SF	\$ 10.00	\$ 51,000
602	Machine Laid Curb & Gutter	1,691	LF	\$ 18.00	\$ 30,000
702	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
802	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	442	GAL	\$ 4.00	\$ 2,000

Paving Construction Cost Subtotal: \$ 187,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 9,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 4,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 65,000
✓	Illumination		10%	\$ 19,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 4,000
✓	Sewer	Minor Adjustments	2%	\$ 4,000
✓	Turf and Erosion Control		3%	\$ 6,000
✓	Landscaping and Irrigation		2%	\$ 4,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 115,000

Paving Construction Cost and Allowance Subtotal: \$ 302,000

Construction Contingency: 15% \$ 45,000

Mobilization: 10% \$ 30,000

Prep ROW: 4% \$ 12,000

Construction Cost Total: \$ 400,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 400,000
Engineering/Survey/Testing:		16%	\$ 64,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 31,706

Impact Fee Project Cost Total: \$ 500,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 270	This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.
Project Label:	B-11	
Service Area:	B,	
Limits:	1,550' N OF HERO WAY to 405' N OF HERO	
Impact Fee Class:	Widen Substandard	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	1,149	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	3,315	CY	\$ 15.00	\$ 50,000
202	4" Asphalt (Type C)	1,320	Ton	\$ 80.00	\$ 106,000
302	13" Base	2,535	CY	\$ 45.00	\$ 114,000
402	Geogrid	7,021	SY	\$ 2.00	\$ 14,000
502	6' Concrete Sidewalk	13,786	SF	\$ 10.00	\$ 138,000
602	Machine Laid Curb & Gutter	4,595	LF	\$ 18.00	\$ 83,000
702	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
802	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	1,200	GAL	\$ 4.00	\$ 5,000

Paving Construction Cost Subtotal: \$ 510,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 26,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 10,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 179,000
✓	Illumination		10%	\$ 51,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 10,000
✓	Sewer	Minor Adjustments	2%	\$ 10,000
✓	Turf and Erosion Control		3%	\$ 15,000
✓	Landscaping and Irrigation		2%	\$ 10,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 311,000

Paving Construction Cost and Allowance Subtotal: \$ 821,000

Construction Contingency: 15% \$ 123,000

Mobilization: 10% \$ 82,000

Prep ROW: 4% \$ 33,000

Construction Cost Total: \$ 1,100,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 1,100,000
Engineering/Survey/Testing:		16%	\$ 176,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 86,161

Impact Fee Project Cost Total: \$ 1,400,000

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City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 270	This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.
Project Label:	B-12	
Service Area:	B,	
Limits:	405' N OF HERO WAY to HERO WAY	
Impact Fee Class:	Widen Substandard	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	404	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	1,166	CY	\$ 15.00	\$ 17,000
202	4" Asphalt (Type C)	464	Ton	\$ 80.00	\$ 37,000
302	13" Base	892	CY	\$ 45.00	\$ 40,000
402	Geogrid	2,470	SY	\$ 2.00	\$ 5,000
502	6' Concrete Sidewalk	4,849	SF	\$ 10.00	\$ 48,000
602	Machine Laid Curb & Gutter	1,616	LF	\$ 18.00	\$ 29,000
702	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
802	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	422	GAL	\$ 4.00	\$ 2,000

Paving Construction Cost Subtotal: \$ 178,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 9,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 4,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 62,000
✓	Illumination		10%	\$ 18,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 4,000
✓	Sewer	Minor Adjustments	2%	\$ 4,000
✓	Turf and Erosion Control		3%	\$ 5,000
✓	Landscaping and Irrigation		2%	\$ 4,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 110,000

Paving Construction Cost and Allowance Subtotal: \$ 288,000

Construction Contingency: 15% \$ 43,000

Mobilization: 10% \$ 29,000

Prep ROW: 4% \$ 12,000

Construction Cost Total: \$ 400,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 400,000
Engineering/Survey/Testing:		16%	\$ 64,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 30,308

Impact Fee Project Cost Total: \$ 500,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Raider Way	This project consists of the reconstruction of the existing pavement to two thirds of a six-lane arterial.
Project Label:	B-13	
Service Area:	B,	
Limits:	SAN GABRIEL PKWY to HERO WAY	
Impact Fee Class:	New Collector	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	3,596	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	10,378	CY	\$ 15.00	\$ 156,000
202	4" Asphalt (Type C)	4,131	Ton	\$ 80.00	\$ 331,000
302	13" Base	7,936	CY	\$ 45.00	\$ 357,000
402	Geogrid	21,976	SY	\$ 2.00	\$ 44,000
502	6' Concrete Sidewalk	43,153	SF	\$ 10.00	\$ 432,000
602	Machine Laid Curb & Gutter	14,384	LF	\$ 18.00	\$ 259,000
702	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
802	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	3,756	GAL	\$ 4.00	\$ 15,000

Paving Construction Cost Subtotal: \$ 1,594,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	None Anticipated	5%	\$ 80,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 32,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 558,000
✓	Illumination		10%	\$ 159,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 32,000
✓	Sewer	Minor Adjustments	2%	\$ 32,000
✓	Turf and Erosion Control		3%	\$ 48,000
✓	Landscaping and Irrigation		2%	\$ 32,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 973,000

Paving Construction Cost and Allowance Subtotal: \$ 2,567,000

Construction Contingency: 15% \$ 385,000

Mobilization: 10% \$ 257,000

Prep ROW: 4% \$ 103,000

Construction Cost Total: \$ 3,400,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 3,400,000
Engineering/Survey/Testing:		16%	\$ 544,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 1,078,821

Impact Fee Project Cost Total: \$ 5,000,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	San Gabriel Pkwy	This project consists of the construction of a new four-lane arterial.
Project Label:	B-14	
Service Area:	B, ETJ/Other	
Limits:	CR 270 to 1,415' E of CR 270	
Impact Fee Class:	New 4-Lane Arterial (1/2)	
Cross-Section:	4U	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	1,414	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	6,223	CY	\$ 15.00	\$ 93,000
205	6" Asphalt (Type C)	2,385	Ton	\$ 80.00	\$ 191,000
305	17" Base	4,599	CY	\$ 45.00	\$ 207,000
405	Geogrid	9,740	SY	\$ 2.00	\$ 19,000
505	10' Concrete Sidewalk	28,277	SF	\$ 10.00	\$ 283,000
605	Machine Laid Curb & Gutter	2,828	LF	\$ 18.00	\$ 51,000
705	Turn Lanes and Median Openings	1,035	SY	\$ 77.00	\$ 80,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	1,445	GAL	\$ 4.00	\$ 6,000

Paving Construction Cost Subtotal: \$ 930,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	None Anticipated	5%	\$ 47,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 19,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 326,000
✓	Illumination		10%	\$ 93,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 19,000
✓	Sewer	Minor Adjustments	2%	\$ 19,000
✓	Turf and Erosion Control		3%	\$ 28,000
✓	Landscaping and Irrigation		2%	\$ 19,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 570,000

Paving Construction Cost and Allowance Subtotal: \$ 1,500,000

Construction Contingency: 15% \$ 225,000

Mobilization: 10% \$ 150,000

Prep ROW: 4% \$ 60,000

Construction Cost Total: \$ 2,000,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 2,000,000
Engineering/Survey/Testing:		16%	\$ 320,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 424,152

Impact Fee Project Cost Total: \$ 2,700,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	San Gabriel Pkwy	This project consists of the construction of a new four-lane arterial.
Project Label:	B-15	
Service Area:	B,	
Limits:	1,415' E of CR 270 to 375' W of Logan Del W	
Impact Fee Class:	New 4-Lane Arterial (1/2)	
Cross-Section:	4U	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	1,654	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	7,280	CY	\$ 15.00	\$ 109,000
205	6" Asphalt (Type C)	2,790	Ton	\$ 80.00	\$ 223,000
305	17" Base	5,381	CY	\$ 45.00	\$ 242,000
405	Geogrid	11,395	SY	\$ 2.00	\$ 23,000
505	10' Concrete Sidewalk	33,082	SF	\$ 10.00	\$ 331,000
605	Machine Laid Curb & Gutter	3,308	LF	\$ 18.00	\$ 60,000
705	Turn Lanes and Median Openings	1,211	SY	\$ 77.00	\$ 93,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	1,691	GAL	\$ 4.00	\$ 7,000

Paving Construction Cost Subtotal: \$ 1,088,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	None Anticipated	5%	\$ 54,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 22,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 381,000
✓	Illumination		10%	\$ 109,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 22,000
✓	Sewer	Minor Adjustments	2%	\$ 22,000
✓	Turf and Erosion Control		3%	\$ 33,000
✓	Landscaping and Irrigation		2%	\$ 22,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 665,000

Paving Construction Cost and Allowance Subtotal: \$ 1,753,000

Construction Contingency: 15% \$ 263,000

Mobilization: 10% \$ 175,000

Prep ROW: 4% \$ 70,000

Construction Cost Total: \$ 2,300,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 2,300,000
Engineering/Survey/Testing:		16%	\$ 368,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 496,234

Impact Fee Project Cost Total: \$ 3,200,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:

Description:

Name: San Gabriel Pkwy
Project Label: B-16
Service Area: B,
Limits: 865' W of Ronald Reagan Blvd to Ronald Re
Impact Fee Class: Widen 4-Lane Arterial
Cross-Section: 4U
Roadway Class: Arterial 4-Lane
Length (Feet): 875

This project consists of the reconstruction of the existing pavement to a four-lane arterial.

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	3,849	CY	\$ 15.00	\$ 58,000
205	6" Asphalt (Type C)	1,475	Ton	\$ 80.00	\$ 118,000
305	17" Base	2,845	CY	\$ 45.00	\$ 128,000
405	Geogrid	6,025	SY	\$ 2.00	\$ 12,000
505	10' Concrete Sidewalk	17,492	SF	\$ 10.00	\$ 175,000
605	Machine Laid Curb & Gutter	1,749	LF	\$ 18.00	\$ 31,000
705	Turn Lanes and Median Openings	640	SY	\$ 77.00	\$ 49,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	894	GAL	\$ 4.00	\$ 4,000

Paving Construction Cost Subtotal: \$ 575,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 29,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 12,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 201,000
✓	Illumination		10%	\$ 58,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 12,000
✓	Sewer	Minor Adjustments	2%	\$ 12,000
✓	Turf and Erosion Control		3%	\$ 17,000
✓	Landscaping and Irrigation		2%	\$ 12,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 353,000

Paving Construction Cost and Allowance Subtotal: \$ 928,000

Construction Contingency: 15% \$ 139,000

Mobilization: 10% \$ 93,000

Prep ROW: 4% \$ 37,000

Construction Cost Total: \$ 1,200,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 1,200,000
Engineering/Survey/Testing:		16%	\$ 192,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 65,595

Impact Fee Project Cost Total: \$ 1,500,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection



Updated: 3/14/2022

Project Information:

Name: Hero Way ROW
Project Label: B-17, D-30
Service Area: B, D
Limits: US 183 to RM 2243
Impact Fee Class: New 3-Lane Frontage
Cross-Section: 3U
Roadway Class: Access Controlled
Length (Feet): 12,372

Description:

This project includes the City of Leander's anticipated contribution towards ROW purchases for the Hero Way project led by Williamson County and TxDOT.

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			
Engineering/Survey/Testing:			
Previous City Contribution:			
Other:			
ROW/Easement Acquisition:			\$ 13,900,000

Impact Fee Project Cost Total: \$ 13,900,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander - 2022 Roadway Impact Fee Study
Capital Improvement Plan for Roadway Impact Fees
Summary of Conceptual Level Project Cost Projections

Last Modified: 3/14/2022

Street Improvements - Service Area C

Project #	Street Name	Project Limits	Ultimate Roadway Class	Impact Fee Class	Project Source	Percent in Service Area	Project Cost	Total Cost in Service Area
C-1	Nameless Rd	From TRAVISSE PKWY To 2,475' NW OF RM 1431	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	50%	\$ 9,400,000	\$ 4,700,000
C-2	Lakeline Blvd	From HERO WAY To 2,815' SE OF HERO WAY	Arterial 4-Lane	Widen 4-Lane Arterial (1/2)	TMP	100%	\$ 5,000,000	\$ 5,000,000
C-3	Lakeline Blvd	From 2,815' SE OF HERO WAY To 1,765' SE OF VISTA RIDGE	Arterial 4-Lane	Widen 4-Lane Arterial (1/2)	TMP	50%	\$ 5,700,000	\$ 2,850,000
C-4	Lakeline Blvd	From 1,765' SE OF VISTA RIDGE To 550' NW OF STINNETT DR	Arterial 4-Lane	Widen 4-Lane Arterial (1/2)	TMP	100%	\$ 1,300,000	\$ 1,300,000
C-5	Bagdad Rd	From HERO WAY To 2,595' S OF HERO WAY	Arterial 6-Lane	Access Management	TMP	100%	\$ 800,000	\$ 800,000
C-6	Bagdad Rd	From 2,595' S OF HERO WAY To 475' N OF VISTA RIDGE DR	Arterial 6-Lane	Access Management	TMP	50%	\$ 100,000	\$ 50,000
C-7	Bagdad Rd	From 475' N OF VISTA RIDGE DR To 2,065' S OF OSAGE DR	Arterial 6-Lane	Access Management	TMP	100%	\$ 3,900,000	\$ 3,900,000
C-8	S West Dr	From W SOUTH ST To 870' N OF SONNY DR	Non-Residential Collector	Widen Collector	TMP	100%	\$ 3,200,000	\$ 3,200,000
C-9, D-25	US 183	From HERO WAY To 195' S OF OSAGE DR	Arterial 6-Lane	Access Management	TMP	50%	\$ 4,500,000	\$ 2,250,000
C-10	W South St	From WEST DR To US 183	Non-Residential Collector	Widen Substandard	TMP	100%	\$ 1,200,000	\$ 1,200,000
C-11	Crystal Falls Pkwy	From CANTINA SKY To FIRST VIEW	Residential Collector	Access Management	TMP	100%	\$ 500,000	\$ 500,000
C-12	Osage Dr	From 315' E OF PAINTED SKY BEND To BAGDAD RD	Residential Collector	Access Management	TMP	100%	\$ 500,000	\$ 500,000
A-20, C-13	Hero Way	From 1,100' E OF SAN GABRIEL PKWY To 900' W OF LAKELINE BLVD	Arterial 4-Lane	Widen 4-Lane Arterial	Roadway Newly Identified	50%	\$ 11,100,000	\$ 5,550,000
A-21, C-14	Hero Way	From LAKELINE BLVD To US 183	Arterial 4-Lane	Access Management	Roadway Newly Identified; 2016-CO Bond; 2015-CO Bond	50%	\$ 22,757,707	\$ 11,378,854
C-15	Municipal Dr	From Nothern Hills To S West Dr	Non-Residential Collector	Widen Collector	2015-CO Bond	100%	\$ 2,494,024	\$ 2,494,024
Total							\$ 72,451,731	\$ 45,672,878

Signal Installation and Intersection Improvements - Service Area C

Project #	Project Source	Intersection	Project Type	Percent in Service Area	Project Cost	Total Cost in Service Area
ACDEI-1	TMP - ICE	Hero Way and US 183	Other Capacity	25%	\$ 298,750	\$ 74,688
ABCDEI-2	TMP	City of Leander Signal Upgrades	ITS Upgrades	20%	\$ 2,000,000	\$ 400,000
CDI-2	TMP - ICE	Crystal Falls Pkwy and US 183	Other Capacity	50%	\$ 355,000	\$ 177,500
CDI-3	TMP - ICE	W South St and US 183	Other Capacity	50%	\$ 194,000	\$ 97,000
CI-1	TMP - ICE	Crystal Falls Pkwy and Lakeline Blvd	Other Capacity	100%	\$ 472,250	\$ 472,250
CI-4	2018-GO Bond	W South St and West Dr	Roundabout	100%	\$ 1,200,000	\$ 1,200,000
CI-5	TMP	E Crystal Falls Pkwy and S West St	Signal	100%	\$ 400,000	\$ 400,000
CI-6	TMP	Sonny Dr and Lakeline Blvd	Signal	100%	\$ 400,000	\$ 400,000
CI-7	TMP	Sonny Dr and Bagdad Rd	Signal	100%	\$ 400,000	\$ 400,000
CI-8	TMP	RM 1431 and Travisso Pkwy	Other Capacity	20%	\$ 400,000	\$ 80,000
Total					\$ 6,120,000	\$ 3,701,438

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

Project Source and Impact Fee Class Definitions:

Project Source

Transportation Master Plan - Projects identified in the 2021 Transportation Master Plan

Bond Projects - Projects identified in the previous transportation bonds with auto capacity related improvements and outstanding d

2021 Five-Year CIP - Projects identified in the five-year CIP, but not included in the Transportation Master Plan

Intersection Newly Identified - Intersection improvements identified during the development of the RIF CIP

Roadway Newly Identified - Roadway improvements identified during the development of the RIF CIP

Impact Fee Class

New - Either a new street connection or new intersection where a signal is recommended

Existing - Existing segments with capacity related improvements

Widening - Widening of an existing street to add pavement outside the existing curbs

Access Management - Converting a two-way left-turn lane to a median

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Nameless Rd	This project consists of the reconstruction of the existing pavement to a four-lane arterial.
Project Label:	C-1	
Service Area:	C, ETJ/Other	
Limits:	TRAVISSO PKWY to 2,475' NW OF RM 143	
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	5,587	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	24,589	CY	\$ 15.00	\$ 369,000
205	6" Asphalt (Type C)	9,423	Ton	\$ 80.00	\$ 754,000
305	17" Base	18,174	CY	\$ 45.00	\$ 818,000
405	Geogrid	38,487	SY	\$ 2.00	\$ 77,000
505	10' Concrete Sidewalk	111,735	SF	\$ 10.00	\$ 1,117,000
605	Machine Laid Curb & Gutter	11,174	LF	\$ 18.00	\$ 201,000
705	Turn Lanes and Median Openings	4,091	SY	\$ 77.00	\$ 315,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	5,711	GAL	\$ 4.00	\$ 23,000

Paving Construction Cost Subtotal: \$ 3,674,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 184,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 73,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 1,286,000
✓	Illumination		10%	\$ 367,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 73,000
✓	Sewer	Minor Adjustments	2%	\$ 73,000
✓	Turf and Erosion Control		3%	\$ 110,000
✓	Landscaping and Irrigation		2%	\$ 73,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 2,239,000

Paving Construction Cost and Allowance Subtotal: \$ 5,913,000

Construction Contingency: 15% \$ 887,000

Mobilization: 10% \$ 591,000

Prep ROW: 4% \$ 237,000

Construction Cost Total: \$ 7,700,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 7,700,000
Engineering/Survey/Testing:		16%	\$ 1,232,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 419,008

Impact Fee Project Cost Total: \$ 9,400,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Lakeline Blvd	This project consists of the reconstruction of the existing pavement to a four-lane arterial.
Project Label:	C-2	
Service Area:	C,	
Limits:	HERO WAY to 2,815' SE OF HERO WAY	
Impact Fee Class:	Widen 4-Lane Arterial (1/2)	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	2,930	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	12,894	CY	\$ 15.00	\$ 193,000
205	6" Asphalt (Type C)	4,941	Ton	\$ 80.00	\$ 395,000
305	17" Base	9,530	CY	\$ 45.00	\$ 429,000
405	Geogrid	20,182	SY	\$ 2.00	\$ 40,000
505	10' Concrete Sidewalk	58,592	SF	\$ 10.00	\$ 586,000
605	Machine Laid Curb & Gutter	5,859	LF	\$ 18.00	\$ 105,000
705	Turn Lanes and Median Openings	2,145	SY	\$ 77.00	\$ 165,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	2,995	GAL	\$ 4.00	\$ 12,000

Paving Construction Cost Subtotal: \$ 1,925,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 96,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 39,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 674,000
✓	Illumination		10%	\$ 193,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 39,000
✓	Sewer	Minor Adjustments	2%	\$ 39,000
✓	Turf and Erosion Control		3%	\$ 58,000
✓	Landscaping and Irrigation		2%	\$ 39,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 1,177,000

Paving Construction Cost and Allowance Subtotal: \$ 3,102,000

Construction Contingency: 15% \$ 465,000

Mobilization: 10% \$ 310,000

Prep ROW: 4% \$ 124,000

Construction Cost Total: \$ 4,100,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 4,100,000
Engineering/Survey/Testing:		16%	\$ 656,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 219,720

Impact Fee Project Cost Total: \$ 5,000,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Lakeline Blvd	This project consists of the reconstruction of the existing pavement to a four-lane arterial.
Project Label:	C-3	
Service Area:	C, ETJ/Other	
Limits:	2,815' SE OF HERO WAY to 1,765' SE OF V	
Impact Fee Class:	Widen 4-Lane Arterial (1/2)	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	3,388	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	14,912	CY	\$ 15.00	\$ 224,000
205	6" Asphalt (Type C)	5,715	Ton	\$ 80.00	\$ 457,000
305	17" Base	11,022	CY	\$ 45.00	\$ 496,000
405	Geogrid	23,340	SY	\$ 2.00	\$ 47,000
505	10' Concrete Sidewalk	67,762	SF	\$ 10.00	\$ 678,000
605	Machine Laid Curb & Gutter	6,776	LF	\$ 18.00	\$ 122,000
705	Turn Lanes and Median Openings	2,481	SY	\$ 77.00	\$ 191,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	3,463	GAL	\$ 4.00	\$ 14,000

Paving Construction Cost Subtotal: \$ 2,229,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 111,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 45,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 780,000
✓	Illumination		10%	\$ 223,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 45,000
✓	Sewer	Minor Adjustments	2%	\$ 45,000
✓	Turf and Erosion Control		3%	\$ 67,000
✓	Landscaping and Irrigation		2%	\$ 45,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 1,361,000

Paving Construction Cost and Allowance Subtotal: \$ 3,590,000

Construction Contingency: 15% \$ 539,000

Mobilization: 10% \$ 359,000

Prep ROW: 4% \$ 144,000

Construction Cost Total: \$ 4,700,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 4,700,000
Engineering/Survey/Testing:		16%	\$ 752,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 254,108

Impact Fee Project Cost Total: \$ 5,700,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Lakeline Blvd	This project consists of the reconstruction of the existing pavement to a four-lane arterial.
Project Label:	C-4	
Service Area:	C,	
Limits:	1,765' SE OF VISTA RIDGE to 550' NW OF E	
Impact Fee Class:	Widen 4-Lane Arterial (1/2)	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	786	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	3,460	CY	\$ 15.00	\$ 52,000
205	6" Asphalt (Type C)	1,326	Ton	\$ 80.00	\$ 106,000
305	17" Base	2,558	CY	\$ 45.00	\$ 115,000
405	Geogrid	5,416	SY	\$ 2.00	\$ 11,000
505	10' Concrete Sidewalk	15,724	SF	\$ 10.00	\$ 157,000
605	Machine Laid Curb & Gutter	1,572	LF	\$ 18.00	\$ 28,000
705	Turn Lanes and Median Openings	576	SY	\$ 77.00	\$ 44,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	804	GAL	\$ 4.00	\$ 3,000

Paving Construction Cost Subtotal: \$ 516,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 26,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 10,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 181,000
✓	Illumination		10%	\$ 52,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 10,000
✓	Sewer	Minor Adjustments	2%	\$ 10,000
✓	Turf and Erosion Control		3%	\$ 15,000
✓	Landscaping and Irrigation		2%	\$ 10,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 314,000

Paving Construction Cost and Allowance Subtotal: \$ 830,000

Construction Contingency: 15% \$ 125,000

Mobilization: 10% \$ 83,000

Prep ROW: 4% \$ 33,000

Construction Cost Total: \$ 1,100,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 1,100,000
Engineering/Survey/Testing:		16%	\$ 176,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 58,967

Impact Fee Project Cost Total: \$ 1,300,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection



Updated: 3/14/2022

Project Information:		Description:
Name:	Bagdad Rd	This project consists of the reconstruction of the existing roadway to an access-managed six-lane arterial.
Project Label:	C-5	
Service Area:	C,	
Limits:	HERO WAY to 2,595' S OF HERO WAY	
Impact Fee Class:	Access Management	
Cross-Section:	TBD	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	2,561	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	3,478	CY	\$ 15.00	\$ 52,000
208	Asphalt (Type C)	0	Ton	\$ 80.00	\$ -
308	Base	0	CY	\$ 45.00	\$ -
408	Geogrid	0	SY	\$ 2.00	\$ -
508	6' Concrete Sidewalk	0	SF	\$ 10.00	\$ -
608	Machine Laid Curb & Gutter	5,123	LF	\$ 18.00	\$ 92,000
708	Turn Lanes and Median Openings	1,876	SY	\$ 77.00	\$ 144,000
808	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	0	GAL	\$ 4.00	\$ -

Paving Construction Cost Subtotal: \$ 288,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 14,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 6,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 101,000
✓	Illumination		10%	\$ 29,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 6,000
✓	Sewer	Minor Adjustments	2%	\$ 6,000
✓	Turf and Erosion Control		3%	\$ 9,000
✓	Landscaping and Irrigation		2%	\$ 6,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 177,000

Paving Construction Cost and Allowance Subtotal: \$ 465,000

Construction Contingency: 15% \$ 70,000

Mobilization: 10% \$ 47,000

Prep ROW: 4% \$ 19,000

Construction Cost Total: \$ 700,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 700,000
Engineering/Survey/Testing:		16%	\$ 112,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ -

Impact Fee Project Cost Total: \$ 800,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection



Updated: 3/14/2022

Project Information:		Description:
Name:	Bagdad Rd	This project consists of the reconstruction of the existing roadway to an access-managed six-lane arterial.
Project Label:	C-6	
Service Area:	C, ETJ/Other	
Limits:	2,595' S OF HERO WAY to 475' N OF VISTA	
Impact Fee Class:	Access Management	
Cross-Section:	TBD	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	95	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	129	CY	\$ 15.00	\$ 2,000
208	Asphalt (Type C)	0	Ton	\$ 80.00	\$ -
308	Base	0	CY	\$ 45.00	\$ -
408	Geogrid	0	SY	\$ 2.00	\$ -
508	6' Concrete Sidewalk	0	SF	\$ 10.00	\$ -
608	Machine Laid Curb & Gutter	189	LF	\$ 18.00	\$ 3,000
708	Turn Lanes and Median Openings	69	SY	\$ 77.00	\$ 5,000
808	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	0	GAL	\$ 4.00	\$ -

Paving Construction Cost Subtotal: \$ 10,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 1,000
	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ -
✓	Roadway Drainage	Standard Internal System	35%	\$ 4,000
✓	Illumination		10%	\$ 1,000
	Special Drainage Structures	None Anticipated	0%	\$ -
	Water	Minor Adjustments	2%	\$ -
	Sewer	Minor Adjustments	2%	\$ -
	Turf and Erosion Control		3%	\$ -
	Landscaping and Irrigation		2%	\$ -
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 6,000

Paving Construction Cost and Allowance Subtotal: \$ 16,000

Construction Contingency: 15% \$ 2,000

Mobilization: 10% \$ 2,000

Prep ROW: 4% \$ 1,000

Construction Cost Total: \$ 100,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 100,000
Engineering/Survey/Testing:		16%	\$ 16,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ -

Impact Fee Project Cost Total: \$ 100,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Bagdad Rd	This project consists of the reconstruction of the existing roadway to an access-managed six-lane arterial.
Project Label:	C-7	
Service Area:	C,	
Limits:	475' N OF VISTA RIDGE DR to 2,065' S OF (	
Impact Fee Class:	Access Management	
Cross-Section:	TBD	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	14,107	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	19,157	CY	\$ 15.00	\$ 287,000
208	Asphalt (Type C)	0	Ton	\$ 80.00	\$ -
308	Base	0	CY	\$ 45.00	\$ -
408	Geogrid	0	SY	\$ 2.00	\$ -
508	6' Concrete Sidewalk	0	SF	\$ 10.00	\$ -
608	Machine Laid Curb & Gutter	28,214	LF	\$ 18.00	\$ 508,000
708	Turn Lanes and Median Openings	10,331	SY	\$ 77.00	\$ 795,000
808	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	0	GAL	\$ 4.00	\$ -

Paving Construction Cost Subtotal: \$ 1,590,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 80,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 32,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 557,000
✓	Illumination		10%	\$ 159,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 32,000
✓	Sewer	Minor Adjustments	2%	\$ 32,000
✓	Turf and Erosion Control		3%	\$ 48,000
✓	Landscaping and Irrigation		2%	\$ 32,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 972,000

Paving Construction Cost and Allowance Subtotal: \$ 2,562,000

Construction Contingency: 15% \$ 384,000

Mobilization: 10% \$ 256,000

Prep ROW: 4% \$ 102,000

Construction Cost Total: \$ 3,400,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 3,400,000
Engineering/Survey/Testing:		16%	\$ 544,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ -

Impact Fee Project Cost Total: \$ 3,900,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:

Name: S West Dr
Project Label: C-8
Service Area: C,
Limits: W SOUTH ST to 870' N OF SONNY DR
Impact Fee Class: Widen Collector
Cross-Section: 3U
Roadway Class: Non-Residential Collector
Length (Feet): 2,822

Description:

This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	8,145	CY	\$ 15.00	\$ 122,000
202	4" Asphalt (Type C)	3,243	Ton	\$ 80.00	\$ 259,000
302	13" Base	6,228	CY	\$ 45.00	\$ 280,000
402	Geogrid	17,248	SY	\$ 2.00	\$ 34,000
502	6' Concrete Sidewalk	33,869	SF	\$ 10.00	\$ 339,000
602	Machine Laid Curb & Gutter	11,290	LF	\$ 18.00	\$ 203,000
702	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
802	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	2,948	GAL	\$ 4.00	\$ 12,000

Paving Construction Cost Subtotal: \$ 1,249,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 62,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 25,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 437,000
✓	Illumination		10%	\$ 125,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 25,000
✓	Sewer	Minor Adjustments	2%	\$ 25,000
✓	Turf and Erosion Control		3%	\$ 37,000
✓	Landscaping and Irrigation		2%	\$ 25,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 761,000

Paving Construction Cost and Allowance Subtotal: \$ 2,010,000

Construction Contingency: 15% \$ 302,000

Mobilization: 10% \$ 201,000

Prep ROW: 4% \$ 80,000

Construction Cost Total: \$ 2,600,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 2,600,000
Engineering/Survey/Testing:		16%	\$ 416,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 211,680

Impact Fee Project Cost Total: \$ 3,200,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	US 183	This project consists of the reconstruction of the existing roadway to an access-managed six-lane arterial.
Project Label:	C-9, D-25	
Service Area:	C, D	
Limits:	HERO WAY to 195' S OF OSAGE DR	
Impact Fee Class:	Access Management	
Cross-Section:	TBD	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	14,989	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	20,355	CY	\$ 15.00	\$ 305,000
208	Asphalt (Type C)	0	Ton	\$ 80.00	\$ -
308	Base	0	CY	\$ 45.00	\$ -
408	Geogrid	0	SY	\$ 2.00	\$ -
508	6' Concrete Sidewalk	0	SF	\$ 10.00	\$ -
608	Machine Laid Curb & Gutter	29,978	LF	\$ 18.00	\$ 540,000
708	Turn Lanes and Median Openings	10,977	SY	\$ 77.00	\$ 845,000
808	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	0	GAL	\$ 4.00	\$ -

Paving Construction Cost Subtotal: \$ 1,690,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 85,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 34,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 592,000
✓	Illumination		10%	\$ 169,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 34,000
✓	Sewer	Minor Adjustments	2%	\$ 34,000
✓	Turf and Erosion Control		3%	\$ 51,000
✓	Landscaping and Irrigation		2%	\$ 34,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 1,033,000

Paving Construction Cost and Allowance Subtotal: \$ 2,723,000

Construction Contingency: 15% \$ 408,000

Mobilization: 10% \$ 272,000

Prep ROW: 4% \$ 109,000

Construction Cost Total: \$ 3,600,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 3,600,000
Engineering/Survey/Testing:		16%	\$ 576,000
Previous City Contribution:			\$ -
Other:	Corridor Study		\$ 312,811
ROW/Easement Acquisition:			\$ -

Impact Fee Project Cost Total: \$ 4,500,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection



Updated: 3/14/2022

Project Information:		Description:
Name:	W South St	This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.
Project Label:	C-10	
Service Area:	C,	
Limits:	WEST DR to US 183	
Impact Fee Class:	Widen Substandard	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	1,012	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	2,922	CY	\$ 15.00	\$ 44,000
202	4" Asphalt (Type C)	1,163	Ton	\$ 80.00	\$ 93,000
302	13" Base	2,234	CY	\$ 45.00	\$ 101,000
402	Geogrid	6,187	SY	\$ 2.00	\$ 12,000
502	6' Concrete Sidewalk	12,149	SF	\$ 10.00	\$ 121,000
602	Machine Laid Curb & Gutter	4,050	LF	\$ 18.00	\$ 73,000
702	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
802	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	1,057	GAL	\$ 4.00	\$ 4,000

Paving Construction Cost Subtotal: \$ 448,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 22,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 9,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 157,000
✓	Illumination		10%	\$ 45,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 9,000
✓	Sewer	Minor Adjustments	2%	\$ 9,000
✓	Turf and Erosion Control		3%	\$ 13,000
✓	Landscaping and Irrigation		2%	\$ 9,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 273,000

Paving Construction Cost and Allowance Subtotal: \$ 721,000

Construction Contingency: 15% \$ 108,000

Mobilization: 10% \$ 72,000

Prep ROW: 4% \$ 29,000

Construction Cost Total: \$ 1,000,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 1,000,000
Engineering/Survey/Testing:		16%	\$ 160,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 75,932

Impact Fee Project Cost Total: \$ 1,200,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection



Updated: 3/14/2022

Project Information:		Description:
Name:	Crystal Falls Pkwy	This project consists of the reconstruction of the existing roadway to an access-managed two-lane residential collector.
Project Label:	C-11	
Service Area:	C,	
Limits:	CANTINA SKY to FIRST VIEW	
Impact Fee Class:	Access Management	
Cross-Section:	2D	
Roadway Class:	Residential Collector	
Length (Feet):	1,979	

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 500,000
Engineering/Survey/Testing:			
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ -

Impact Fee Project Cost Total: \$ 500,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection



Updated: 3/14/2022

Project Information:

Description:

Name: Osage Dr
Project Label: C-12
Service Area: C,
Limits: 315' E OF PAINTED SKY BEND to BAGDAD
Impact Fee Class: Access Management
Cross-Section: 2U
Roadway Class: Residential Collector
Length (Feet): 13,194

This project consists of the reconstruction of the existing roadway to an access-managed two-lane residential collector.

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 500,000
Engineering/Survey/Testing:			\$ -
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ -

Impact Fee Project Cost Total: \$ 500,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Hero Way	This project consists of the reconstruction of the existing pavement to a four-lane arterial.
Project Label:	A-20, C-13	
Service Area:	A, C	
Limits:	1,100' E OF SAN GABRIEL PKWY to 900' W	
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	5,712	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	25,139	CY	\$ 15.00	\$ 377,000
205	6" Asphalt (Type C)	9,634	Ton	\$ 80.00	\$ 771,000
305	17" Base	18,581	CY	\$ 45.00	\$ 836,000
405	Geogrid	39,348	SY	\$ 2.00	\$ 79,000
505	10' Concrete Sidewalk	114,237	SF	\$ 10.00	\$ 1,142,000
605	Machine Laid Curb & Gutter	11,424	LF	\$ 18.00	\$ 206,000
705	Turn Lanes and Median Openings	4,183	SY	\$ 77.00	\$ 322,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	5,839	GAL	\$ 4.00	\$ 23,000

Paving Construction Cost Subtotal: \$ 3,756,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 188,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 75,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 1,315,000
✓	Illumination		10%	\$ 376,000
✓	Special Drainage Structures	Bridge Crossing	0%	\$ 1,080,000
✓	Water	Minor Adjustments	2%	\$ 75,000
✓	Sewer	Minor Adjustments	2%	\$ 75,000
✓	Turf and Erosion Control		3%	\$ 113,000
✓	Landscaping and Irrigation		2%	\$ 75,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 3,372,000

Paving Construction Cost and Allowance Subtotal: \$ 7,128,000

Construction Contingency: 15% \$ 1,069,000

Mobilization: 10% \$ 713,000

Prep ROW: 4% \$ 285,000

Construction Cost Total: \$ 9,200,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 9,200,000
Engineering/Survey/Testing:		16%	\$ 1,472,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 428,388

Impact Fee Project Cost Total: \$ 11,100,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Hero Way	This project consists of the reconstruction of the existing roadway to an access-managed four-lane arterial.
Project Label:	A-21, C-14	
Service Area:	A, C	
Limits:	LAKELINE BLVD to US 183	
Impact Fee Class:	Access Management	
Cross-Section:	6D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	13,271	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	18,022	CY	\$ 15.00	\$ 270,000
208	Asphalt (Type C)	0	Ton	\$ 80.00	\$ -
308	Base	0	CY	\$ 45.00	\$ -
408	Geogrid	0	SY	\$ 2.00	\$ -
508	6' Concrete Sidewalk	0	SF	\$ 10.00	\$ -
608	Machine Laid Curb & Gutter	26,542	LF	\$ 18.00	\$ 478,000
708	Turn Lanes and Median Openings	9,719	SY	\$ 77.00	\$ 748,000
808	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	0	GAL	\$ 4.00	\$ -

Paving Construction Cost Subtotal: \$ 1,496,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 75,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 30,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 524,000
✓	Illumination		10%	\$ 150,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 30,000
✓	Sewer	Minor Adjustments	2%	\$ 30,000
✓	Turf and Erosion Control		3%	\$ 45,000
✓	Landscaping and Irrigation		2%	\$ 30,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 914,000

Paving Construction Cost and Allowance Subtotal: \$ 2,410,000

Construction Contingency: 15% \$ 362,000

Mobilization: 10% \$ 241,000

Prep ROW: 4% \$ 96,000

Construction Cost Total: \$ 3,200,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 3,200,000
Engineering/Survey/Testing:		16%	\$ 512,000
Previous City Contribution:	2016-CO Bond; 2015-CO Bond		\$ 19,057,707
Other:			\$ -
ROW/Easement Acquisition:			\$ -

Impact Fee Project Cost Total: \$ 22,757,707

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection



Updated: 3/14/2022

Project Information:

Name: Municipal Dr
Project Label: C-15
Service Area: C,
Limits: Nothern Hills to S West Dr
Impact Fee Class: Widen Collector
Cross-Section: 3U
Roadway Class: Non-Residential Collector
Length (Feet): 2,980

Description:

This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			
Engineering/Survey/Testing:			
Previous City Contribution:	2015-CO Bond		\$ 2,494,024
Other:			\$ -
ROW/Easement Acquisition:			

Impact Fee Project Cost Total: \$ 2,494,024

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander - 2022 Roadway Impact Fee Study
Capital Improvement Plan for Roadway Impact Fees
Summary of Conceptual Level Project Cost Projections

Last Modified: 3/14/2022

Street Improvements - Service Area D

Project #	Street Name	Project Limits	Ultimate Roadway Class	Impact Fee Class	Project Source	Percent in Service Area	Project Cost	Total Cost in Service Area
D-1	Leander Dr	From HAZLEWOOD ST To CRYSTAL FALLS DR	Non-Residential Collector	Widen Substandard	TMP	100%	\$ 5,300,000	\$ 5,300,000
D-2	Horizon Park Blvd	From RM 2243 To CRYSTAL FALLS PKWY	Residential Collector	Widen Collector	TMP	100%	\$ 14,300,000	\$ 14,300,000
D-3	Raider Way	From HERO WAY To RM 2243	Non-Residential Collector	New Collector	TMP	100%	\$ 4,700,000	\$ 4,700,000
D-4	Raider Way	From RM 2243 To 1,235' S OF RM 2243	Non-Residential Collector	New Collector	TMP	100%	\$ 3,200,000	\$ 3,200,000
D-5	CR 175	From RM 2243 To 1,265' SE OF RM 2243	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	50%	\$ 1,680,000	\$ 840,000
D-6	CR 175	From 1,265' SE OF RM 2243 To 2,315' SE OF RM 2243	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	100%	\$ 1,680,000	\$ 1,680,000
D-7	CR 175	From 2,315' SE OF RM 2243 To 3,040' SE OF RM 2243	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	50%	\$ 960,000	\$ 480,000
D-8	CR 175	From 1,855' NW OF WHISPER LN To 40' NW OF CRYSTAL FALLS PKWY	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	50%	\$ 6,720,000	\$ 3,360,000
D-9	CR 175	From 1,400' SE OF CRYSTAL FALLS PKWY To 500' SE OF PARKSIDE PKWY	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	100%	\$ 2,720,000	\$ 2,720,000
D-10	CR 175	From 615' NW OF JOURNEY PKWY To JOURNEY PKWY	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	50%	\$ 880,000	\$ 440,000
D-11	RM 2243	From N US 183 To CR 175	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	100%	\$ 45,100,000	\$ 45,100,000
D-12	RM 2243	From CR 175 To HERO WAY	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	50%	\$ 2,600,000	\$ 1,300,000
D-13	Woodview Dr	From 980' W OF N US 183 To N US 183	Residential Collector	New Collector	TMP	100%	\$ 6,300,000	\$ 6,300,000
D-14	Crystal Falls Pkwy	From RONALD REAGAN BLVD To 725' E OF RONALD REAGAN BLVD	Arterial 4-Lane	New 4-Lane Arterial	TMP	100%	\$ 1,400,000	\$ 1,400,000
D-15	Crystal Falls Pkwy	From 1,405' E OF RONALD REAGAN BLVD To 2,185' E OF RONALD REAGAN BLVD	Arterial 4-Lane	New 4-Lane Arterial	TMP	100%	\$ 1,500,000	\$ 1,500,000
D-16	Crystal Falls Pkwy	From 2,190' E OF RONALD REAGAN BLVD To 1,615' W OF CR 175	Arterial 4-Lane	New 4-Lane Arterial	TMP	100%	\$ 9,400,000	\$ 9,400,000
D-17	Crystal Falls Pkwy	From 1,615' W OF CR 175 To 590' W OF CR 175	Arterial 4-Lane	New 4-Lane Arterial	TMP	50%	\$ 1,900,000	\$ 950,000
D-18	Crystal Falls Pkwy	From 1,615' W OF CR 175 To 115' W OF CR 175	Arterial 4-Lane	New 4-Lane Arterial	TMP	100%	\$ 800,000	\$ 800,000
D-19	Journey Pkwy	From RONALD REAGAN BLVD To 4,025' E OF RONALD REAGAN BLVD	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	100%	\$ 6,700,000	\$ 6,700,000
D-20	Journey Pkwy	From 4,025' E OF RONALD REAGAN BLVD To 4,700' E OF RONALD REAGAN BLVD	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	50%	\$ 3,400,000	\$ 1,700,000
D-21	Journey Pkwy	From 4,700' E OF RONALD REAGAN BLVD To 5,000' E OF RONALD REAGAN BLVD	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	100%	\$ 1,200,000	\$ 1,200,000
D-22	Journey Pkwy	From 2,575' W OF CR 175 To 1,875' W OF CR 175	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	50%	\$ 500,000	\$ 250,000
D-23	Journey Pkwy	From 1,875' W OF CR 175 To CR 175	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	100%	\$ 3,200,000	\$ 3,200,000
D-24	Ronald Reagan Blvd	From RM 2243 To Southern City Limits	Access Controlled	Access Management	TMP	100%	\$ 4,200,000	\$ 4,200,000
C-9, D-25	US 183	From HERO WAY To 195' S OF OSAGE DR	Arterial 6-Lane	Access Management	TMP	50%	\$ 4,500,000	\$ 2,250,000
D-26	N East St	From Hero Way To E South St	Residential Collector	Widen Collector	2018-GO Bond; 2016-CO Bond; 2015-CO Bond	100%	\$ 3,280,852	\$ 3,280,852
D-27	N East St	From E Evans St To E South St	Residential Collector	Widen Collector	CIP	100%	\$ 1,100,000	\$ 1,100,000
D-28	Woodview Dr	From US 183A To Raider Way	Residential Collector	Widen Collector	CIP; 2018-GO Bond; 2016-GO & RF Bond	100%	\$ 4,909,533	\$ 4,909,533
D-29	Raider Way	From Woodview Dr To Crystal Falls Pkwy	Non-Residential Collector	Widen Collector	CIP; 2018-GO Bond; 2016-GO & RF Bond	100%	\$ 4,909,533	\$ 4,909,533
B-17, D-30	Hero Way ROW	From US 183 To RM 2243	Access Controlled	New 3-Lane Frontage	CIP	50%	\$ 13,900,000	\$ 6,950,000
Total							\$ 162,939,917	\$ 144,419,917

Signal Installation and Intersection Improvements - Service Area D

Project #	Project Source	Intersection	Project Type	Percent in Service Area	Project Cost	Total Cost in Service Area
ACDEI-1	TMP - ICE	Hero Way and US 183	Other Capacity	25%	\$ 298,750	\$ 74,688
ABCDEI-2	TMP	City of Leander Signal Upgrades	ITS Upgrades	20%	\$ 2,000,000	\$ 400,000
BDI-2	TMP	Hero Way and Ronald Reagan Blvd	Signal	50%	\$ 400,000	\$ 200,000
CDI-2	TMP - ICE	Crystal Falls Pkwy and US 183	Other Capacity	50%	\$ 355,000	\$ 177,500
CDI-3	TMP - ICE	W South St and US 183	Other Capacity	50%	\$ 194,000	\$ 97,000
DI-1	TMP - ICE	RM 2243 and Ronald Reagan Blvd	Innovative Intersection	100%	\$ 5,000,000	\$ 5,000,000
DI-2	CIP	E Woodview Dr and Raider Way	Roundabout	100%	\$ 1,200,000	\$ 1,200,000
DI-3	CIP	E Crystal Falls Pkwy and Raider Way	Signal	100%	\$ 1,200,000	\$ 1,200,000
DI-4	TMP	Journey Pkwy and CR 175	Signal	100%	\$ 400,000	\$ 400,000
DI-5	TMP	Sonny Dr and Leander Dr	Roundabout	100%	\$ 400,000	\$ 400,000
DI-6	TMP	Hazelwood St and Horizon Park Blvd	Roundabout	100%	\$ 1,200,000	\$ 1,200,000
Total					\$ 12,647,750	\$ 10,349,188

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

Project Source and Impact Fee Class Definitions

Project Source

Transportation Master Plan- Projects identified in the 2021 Transportation Master Plan

Bond Projects - Projects identified in the previous transportation bonds with auto capacity related improvements and outstanding debt

2021 Five-Year CIP - Projects identified in the five-year CIP, but not included in the Transportation Master Plan

Intersection Newly Identified- Intersection improvements identified during the development of the RIF CIP

Roadway Newly Identified- Roadway improvements identified during the development of the RIF CIP

Impact Fee Class

New - Either a new street connection or new intersection where a signal is recommended

Existing - Existing segments with capacity related improvements

Widening - Widening of an existing street to add pavement outside the existing curbs

Access Management - Converting a two-way left-turn lane to a median

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Leander Dr	This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.
Project Label:	D-1	
Service Area:	D,	
Limits:	HAZLEWOOD ST to CRYSTAL FALLS DR	
Impact Fee Class:	Widen Substandard	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	4,654	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	13,431	CY	\$ 15.00	\$ 201,000
202	4" Asphalt (Type C)	5,347	Ton	\$ 80.00	\$ 428,000
302	13" Base	10,271	CY	\$ 45.00	\$ 462,000
402	Geogrid	28,442	SY	\$ 2.00	\$ 57,000
502	6' Concrete Sidewalk	55,849	SF	\$ 10.00	\$ 558,000
602	Machine Laid Curb & Gutter	18,616	LF	\$ 18.00	\$ 335,000
702	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
802	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	4,861	GAL	\$ 4.00	\$ 19,000

Paving Construction Cost Subtotal: \$ 2,060,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 103,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 41,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 721,000
✓	Illumination		10%	\$ 206,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 41,000
✓	Sewer	Minor Adjustments	2%	\$ 41,000
✓	Turf and Erosion Control		3%	\$ 62,000
✓	Landscaping and Irrigation		2%	\$ 41,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 1,256,000

Paving Construction Cost and Allowance Subtotal: \$ 3,316,000

Construction Contingency: 15% \$ 497,000

Mobilization: 10% \$ 332,000

Prep ROW: 4% \$ 133,000

Construction Cost Total: \$ 4,300,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 4,300,000
Engineering/Survey/Testing:		16%	\$ 688,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 349,055

Impact Fee Project Cost Total: \$ 5,300,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:

Name: Horizon Park Blvd
Project Label: D-2
Service Area: D,
Limits: RM 2243 to CRYSTAL FALLS PKWY
Impact Fee Class: Widen Collector
Cross-Section: 2U
Roadway Class: Residential Collector
Length (Feet): 8,137

Description:

This project consists of the reconstruction of the existing pavement to a two-lane residential collector.

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation	17,957	CY	\$ 15.00	\$ 269,000
201	3" Asphalt (Type C)	7,012	Ton	\$ 80.00	\$ 561,000
301	10" Base	13,813	CY	\$ 45.00	\$ 622,000
401	Geogrid	49,728	SY	\$ 2.00	\$ 99,000
501	6' Concrete Sidewalk	97,648	SF	\$ 10.00	\$ 976,000
601	Machine Laid Curb & Gutter	16,275	LF	\$ 18.00	\$ 293,000
701	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
801	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	8,499	GAL	\$ 4.00	\$ 34,000

Paving Construction Cost Subtotal: \$ 2,854,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 143,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 57,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 999,000
✓	Illumination		10%	\$ 285,000
✓	Special Drainage Structures	Bridge Crossing	0%	\$ 4,519,800
✓	Water	Minor Adjustments	2%	\$ 57,000
✓	Sewer	Minor Adjustments	2%	\$ 57,000
✓	Turf and Erosion Control		3%	\$ 86,000
✓	Landscaping and Irrigation		2%	\$ 57,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 6,260,800

Paving Construction Cost and Allowance Subtotal: \$ 9,114,800

Construction Contingency: 15% \$ 1,367,000

Mobilization: 10% \$ 911,000

Prep ROW: 4% \$ 365,000

Construction Cost Total: \$ 11,800,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 11,800,000
Engineering/Survey/Testing:		16%	\$ 1,888,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 610,300

Impact Fee Project Cost Total: \$ 14,300,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Raider Way	This project consists of the construction of a new three-lane non-residential collector.
Project Label:	D-3	
Service Area:	D,	
Limits:	HERO WAY to RM 2243	
Impact Fee Class:	New Collector	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	3,392	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	9,790	CY	\$ 15.00	\$ 147,000
202	4" Asphalt (Type C)	3,898	Ton	\$ 80.00	\$ 312,000
302	13" Base	7,486	CY	\$ 45.00	\$ 337,000
402	Geogrid	20,732	SY	\$ 2.00	\$ 41,000
502	6' Concrete Sidewalk	40,710	SF	\$ 10.00	\$ 407,000
602	Machine Laid Curb & Gutter	13,570	LF	\$ 18.00	\$ 244,000
702	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
802	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	3,543	GAL	\$ 4.00	\$ 14,000

Paving Construction Cost Subtotal: \$ 1,502,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	None Anticipated	5%	\$ 75,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 30,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 526,000
✓	Illumination		10%	\$ 150,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 30,000
✓	Sewer	Minor Adjustments	2%	\$ 30,000
✓	Turf and Erosion Control		3%	\$ 45,000
✓	Landscaping and Irrigation		2%	\$ 30,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 916,000

Paving Construction Cost and Allowance Subtotal: \$ 2,418,000

Construction Contingency: 15% \$ 363,000

Mobilization: 10% \$ 242,000

Prep ROW: 4% \$ 97,000

Construction Cost Total: \$ 3,200,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 3,200,000
Engineering/Survey/Testing:		16%	\$ 512,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 1,017,741

Impact Fee Project Cost Total: \$ 4,700,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Raider Way	This project consists of the construction of a new three-lane non-residential collector.
Project Label:	D-4	
Service Area:	D,	
Limits:	RM 2243 to 1,235' S OF RM 2243	
Impact Fee Class:	New Collector	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	1,324	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	3,821	CY	\$ 15.00	\$ 57,000
202	4" Asphalt (Type C)	1,521	Ton	\$ 80.00	\$ 122,000
302	13" Base	2,922	CY	\$ 45.00	\$ 131,000
402	Geogrid	8,091	SY	\$ 2.00	\$ 16,000
502	6' Concrete Sidewalk	15,888	SF	\$ 10.00	\$ 159,000
602	Machine Laid Curb & Gutter	5,296	LF	\$ 18.00	\$ 95,000
702	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
802	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	1,383	GAL	\$ 4.00	\$ 6,000

Paving Construction Cost Subtotal: \$ 586,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	None Anticipated	5%	\$ 29,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 12,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 205,000
✓	Illumination		10%	\$ 59,000
✓	Special Drainage Structures	Bridge Crossing	0%	\$ 886,600
✓	Water	Minor Adjustments	2%	\$ 12,000
✓	Sewer	Minor Adjustments	2%	\$ 12,000
✓	Turf and Erosion Control		3%	\$ 18,000
✓	Landscaping and Irrigation		2%	\$ 12,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 1,245,600

Paving Construction Cost and Allowance Subtotal: \$ 1,831,600

Construction Contingency: 15% \$ 275,000

Mobilization: 10% \$ 183,000

Prep ROW: 4% \$ 73,000

Construction Cost Total: \$ 2,400,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 2,400,000
Engineering/Survey/Testing:		16%	\$ 384,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 397,194

Impact Fee Project Cost Total: \$ 3,200,000

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City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 175	This project consists of the reconstruction of the existing pavement to a four-lane arterial.
Project Label:	D-5	
Service Area:	D, ETJ/Other	
Limits:	RM 2243 to 1,265' SE OF RM 2243	
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	1,241	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	5,464	CY	\$ 15.00	\$ 82,000
205	6" Asphalt (Type C)	2,094	Ton	\$ 80.00	\$ 168,000
305	17" Base	4,038	CY	\$ 45.00	\$ 182,000
405	Geogrid	8,552	SY	\$ 2.00	\$ 17,000
505	10' Concrete Sidewalk	24,828	SF	\$ 10.00	\$ 248,000
605	Machine Laid Curb & Gutter	2,483	LF	\$ 18.00	\$ 45,000
705	Turn Lanes and Median Openings	909	SY	\$ 77.00	\$ 70,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	1,269	GAL	\$ 4.00	\$ 5,000

Paving Construction Cost Subtotal: \$ 817,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 41,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 16,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 286,000
✓	Illumination		10%	\$ 82,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 16,000
✓	Sewer	Minor Adjustments	2%	\$ 16,000
✓	Turf and Erosion Control		3%	\$ 25,000
✓	Landscaping and Irrigation		2%	\$ 16,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 498,000

Paving Construction Cost and Allowance Subtotal: \$ 1,315,000

Construction Contingency: 15% \$ 197,000

Mobilization: 10% \$ 132,000

Prep ROW: 4% \$ 53,000

Construction Cost Total: \$ 1,700,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 1,700,000
Engineering/Survey/Testing:		16%	\$ 272,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 93,105

Impact Fee Project Cost Total 80% City Contribution \$ 1,680,000

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City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 175	This project consists of the reconstruction of the existing pavement to a four-lane arterial.
Project Label:	D-6	
Service Area:	D,	
Limits:	1,265' SE OF RM 2243 to 2,315' SE OF RM 2	
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	1,202	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	5,291	CY	\$ 15.00	\$ 79,000
205	6" Asphalt (Type C)	2,028	Ton	\$ 80.00	\$ 162,000
305	17" Base	3,911	CY	\$ 45.00	\$ 176,000
405	Geogrid	8,281	SY	\$ 2.00	\$ 17,000
505	10' Concrete Sidewalk	24,042	SF	\$ 10.00	\$ 240,000
605	Machine Laid Curb & Gutter	2,404	LF	\$ 18.00	\$ 43,000
705	Turn Lanes and Median Openings	880	SY	\$ 77.00	\$ 68,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	1,229	GAL	\$ 4.00	\$ 5,000

Paving Construction Cost Subtotal: \$ 790,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 40,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 16,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 277,000
✓	Illumination		10%	\$ 79,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 16,000
✓	Sewer	Minor Adjustments	2%	\$ 16,000
✓	Turf and Erosion Control		3%	\$ 24,000
✓	Landscaping and Irrigation		2%	\$ 16,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 484,000

Paving Construction Cost and Allowance Subtotal: \$ 1,274,000

Construction Contingency: 15% \$ 191,000

Mobilization: 10% \$ 127,000

Prep ROW: 4% \$ 51,000

Construction Cost Total: \$ 1,700,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 1,700,000
Engineering/Survey/Testing:		16%	\$ 272,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 90,158

Impact Fee Project Cost Total 80% City Contribution \$ 1,680,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 175	This project consists of the reconstruction of the existing pavement to a four-lane arterial.
Project Label:	D-7	
Service Area:	D, ETJ/Other	
Limits:	2,315' SE OF RM 2243 to 3,040' SE OF RM 2	
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	730	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	3,212	CY	\$ 15.00	\$ 48,000
205	6" Asphalt (Type C)	1,231	Ton	\$ 80.00	\$ 98,000
305	17" Base	2,374	CY	\$ 45.00	\$ 107,000
405	Geogrid	5,028	SY	\$ 2.00	\$ 10,000
505	10' Concrete Sidewalk	14,598	SF	\$ 10.00	\$ 146,000
605	Machine Laid Curb & Gutter	1,460	LF	\$ 18.00	\$ 26,000
705	Turn Lanes and Median Openings	535	SY	\$ 77.00	\$ 41,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	746	GAL	\$ 4.00	\$ 3,000

Paving Construction Cost Subtotal: \$ 479,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 24,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 10,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 168,000
✓	Illumination		10%	\$ 48,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 10,000
✓	Sewer	Minor Adjustments	2%	\$ 10,000
✓	Turf and Erosion Control		3%	\$ 14,000
✓	Landscaping and Irrigation		2%	\$ 10,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 294,000

Paving Construction Cost and Allowance Subtotal: \$ 773,000

Construction Contingency: 15% \$ 116,000

Mobilization: 10% \$ 77,000

Prep ROW: 4% \$ 31,000

Construction Cost Total: \$ 1,000,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 1,000,000
Engineering/Survey/Testing:		16%	\$ 160,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 54,742

Impact Fee Project Cost Total 80% City Contribution \$ 960,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 175	This project consists of the reconstruction of the existing pavement to a four-lane arterial.
Project Label:	D-8	
Service Area:	D, ETJ/Other	
Limits:	1,855' NW OF WHISPER LN to 40' NW OF C	
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	4,796	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	21,110	CY	\$ 15.00	\$ 317,000
205	6" Asphalt (Type C)	8,090	Ton	\$ 80.00	\$ 647,000
305	17" Base	15,603	CY	\$ 45.00	\$ 702,000
405	Geogrid	33,041	SY	\$ 2.00	\$ 66,000
505	10' Concrete Sidewalk	95,926	SF	\$ 10.00	\$ 959,000
605	Machine Laid Curb & Gutter	9,593	LF	\$ 18.00	\$ 173,000
705	Turn Lanes and Median Openings	3,512	SY	\$ 77.00	\$ 270,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	4,903	GAL	\$ 4.00	\$ 20,000

Paving Construction Cost Subtotal: \$ 3,154,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 158,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 63,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 1,104,000
✓	Illumination		10%	\$ 315,000
✓	Special Drainage Structures	Minor Stream Crossing	0%	\$ 250,000
✓	Water	Minor Adjustments	2%	\$ 63,000
✓	Sewer	Minor Adjustments	2%	\$ 63,000
✓	Turf and Erosion Control		3%	\$ 95,000
✓	Landscaping and Irrigation		2%	\$ 63,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 2,174,000

Paving Construction Cost and Allowance Subtotal: \$ 5,328,000

Construction Contingency: 15% \$ 799,000

Mobilization: 10% \$ 533,000

Prep ROW: 4% \$ 213,000

Construction Cost Total: \$ 6,900,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 6,900,000
Engineering/Survey/Testing:		16%	\$ 1,104,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 359,722

Impact Fee Project Cost Total 80% City Contribution \$ 6,720,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 175	This project consists of the reconstruction of the existing pavement to a four-lane arterial.
Project Label:	D-9	
Service Area:	D,	
Limits:	1,400' SE OF CRYSTAL FALLS PKWY to 50'	
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	2,022	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	8,901	CY	\$ 15.00	\$ 134,000
205	6" Asphalt (Type C)	3,411	Ton	\$ 80.00	\$ 273,000
305	17" Base	6,579	CY	\$ 45.00	\$ 296,000
405	Geogrid	13,931	SY	\$ 2.00	\$ 28,000
505	10' Concrete Sidewalk	40,446	SF	\$ 10.00	\$ 404,000
605	Machine Laid Curb & Gutter	4,045	LF	\$ 18.00	\$ 73,000
705	Turn Lanes and Median Openings	1,481	SY	\$ 77.00	\$ 114,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	2,067	GAL	\$ 4.00	\$ 8,000

Paving Construction Cost Subtotal: \$ 1,330,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 67,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 27,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 466,000
✓	Illumination		10%	\$ 133,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 27,000
✓	Sewer	Minor Adjustments	2%	\$ 27,000
✓	Turf and Erosion Control		3%	\$ 40,000
✓	Landscaping and Irrigation		2%	\$ 27,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 814,000

Paving Construction Cost and Allowance Subtotal: \$ 2,144,000

Construction Contingency: 15% \$ 322,000

Mobilization: 10% \$ 214,000

Prep ROW: 4% \$ 86,000

Construction Cost Total: \$ 2,800,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 2,800,000
Engineering/Survey/Testing:		16%	\$ 448,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 151,672

Impact Fee Project Cost Total 80% City Contribution \$ 2,720,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 175	This project consists of the reconstruction of the existing pavement to a four-lane arterial.
Project Label:	D-10	
Service Area:	D, ETJ/Other	
Limits:	615' NW OF JOURNEY PKWY to JOURNEY	
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	617	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	2,716	CY	\$ 15.00	\$ 41,000
205	6" Asphalt (Type C)	1,041	Ton	\$ 80.00	\$ 83,000
305	17" Base	2,008	CY	\$ 45.00	\$ 90,000
405	Geogrid	4,251	SY	\$ 2.00	\$ 9,000
505	10' Concrete Sidewalk	12,343	SF	\$ 10.00	\$ 123,000
605	Machine Laid Curb & Gutter	1,234	LF	\$ 18.00	\$ 22,000
705	Turn Lanes and Median Openings	452	SY	\$ 77.00	\$ 35,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	631	GAL	\$ 4.00	\$ 3,000

Paving Construction Cost Subtotal: \$ 406,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 20,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 8,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 142,000
✓	Illumination		10%	\$ 41,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 8,000
✓	Sewer	Minor Adjustments	2%	\$ 8,000
✓	Turf and Erosion Control		3%	\$ 12,000
✓	Landscaping and Irrigation		2%	\$ 8,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 247,000

Paving Construction Cost and Allowance Subtotal: \$ 653,000

Construction Contingency: 15% \$ 98,000

Mobilization: 10% \$ 65,000

Prep ROW: 4% \$ 26,000

Construction Cost Total: \$ 900,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 900,000
Engineering/Survey/Testing:		16%	\$ 144,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 46,285

Impact Fee Project Cost Total 80% City Contribution \$ 880,000

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City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	RM 2243	This project consists of the reconstruction of the existing pavement to a four-lane arterial.
Project Label:	D-11	
Service Area:	D,	
Limits:	N US 183 to CR 175	
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	TBD	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	16,953	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	74,615	CY	\$ 15.00	\$ 1,119,000
205	6" Asphalt (Type C)	28,594	Ton	\$ 80.00	\$ 2,288,000
305	17" Base	55,150	CY	\$ 45.00	\$ 2,482,000
405	Geogrid	116,789	SY	\$ 2.00	\$ 234,000
505	10' Concrete Sidewalk	339,065	SF	\$ 10.00	\$ 3,391,000
605	Machine Laid Curb & Gutter	33,907	LF	\$ 18.00	\$ 610,000
705	Turn Lanes and Median Openings	12,415	SY	\$ 77.00	\$ 956,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	17,330	GAL	\$ 4.00	\$ 69,000

Paving Construction Cost Subtotal: \$ 11,149,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 557,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 223,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 3,902,000
✓	Illumination		10%	\$ 1,115,000
✓	Special Drainage Structures	Bridge Crossing	0%	\$ 11,021,200
✓	Water	Minor Adjustments	2%	\$ 223,000
✓	Sewer	Minor Adjustments	2%	\$ 223,000
✓	Turf and Erosion Control		3%	\$ 334,000
✓	Landscaping and Irrigation		2%	\$ 223,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 17,821,200

Paving Construction Cost and Allowance Subtotal: \$ 28,970,200

Construction Contingency: 15% \$ 4,346,000

Mobilization: 10% \$ 2,897,000

Prep ROW: 4% \$ 1,159,000

Construction Cost Total: \$ 37,400,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 37,400,000
Engineering/Survey/Testing:		16%	\$ 5,984,000
Previous City Contribution:			\$ -
Other:	Corridor Study		\$ 459,299
ROW/Easement Acquisition:			\$ 1,271,494

Impact Fee Project Cost Total: \$ 45,100,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	RM 2243	This project consists of the reconstruction of the existing pavement to a four-lane arterial.
Project Label:	D-12	
Service Area:	D, ETJ/Other	
Limits:	CR 175 to HERO WAY	
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	TBD	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	1,502	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	6,612	CY	\$ 15.00	\$ 99,000
205	6" Asphalt (Type C)	2,534	Ton	\$ 80.00	\$ 203,000
305	17" Base	4,887	CY	\$ 45.00	\$ 220,000
405	Geogrid	10,349	SY	\$ 2.00	\$ 21,000
505	10' Concrete Sidewalk	30,046	SF	\$ 10.00	\$ 300,000
605	Machine Laid Curb & Gutter	3,005	LF	\$ 18.00	\$ 54,000
705	Turn Lanes and Median Openings	1,100	SY	\$ 77.00	\$ 85,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	1,536	GAL	\$ 4.00	\$ 6,000

Paving Construction Cost Subtotal: \$ 988,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 49,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 20,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 346,000
✓	Illumination		10%	\$ 99,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 20,000
✓	Sewer	Minor Adjustments	2%	\$ 20,000
✓	Turf and Erosion Control		3%	\$ 30,000
✓	Landscaping and Irrigation		2%	\$ 20,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 604,000

Paving Construction Cost and Allowance Subtotal: \$ 1,592,000

Construction Contingency: 15% \$ 239,000

Mobilization: 10% \$ 159,000

Prep ROW: 4% \$ 64,000

Construction Cost Total: \$ 2,100,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 2,100,000
Engineering/Survey/Testing:		16%	\$ 336,000
Previous City Contribution:			\$ -
Other:	Corridor Study		\$ 40,701
ROW/Easement Acquisition:			\$ 112,674

Impact Fee Project Cost Total: \$ 2,600,000

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City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Woodview Dr	This project consists of the construction of a new two-lane residential collector.
Project Label:	D-13	
Service Area:	D,	
Limits:	980' W OF N US 183 to N US 183	
Impact Fee Class:	New Collector	
Cross-Section:	2U	
Roadway Class:	Residential Collector	
Length (Feet):	976	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation	2,153	CY	\$ 15.00	\$ 32,000
201	3" Asphalt (Type C)	841	Ton	\$ 80.00	\$ 67,000
301	10" Base	1,656	CY	\$ 45.00	\$ 75,000
401	Geogrid	5,963	SY	\$ 2.00	\$ 12,000
501	6' Concrete Sidewalk	11,709	SF	\$ 10.00	\$ 117,000
601	Machine Laid Curb & Gutter	1,951	LF	\$ 18.00	\$ 35,000
701	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
801	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	1,019	GAL	\$ 4.00	\$ 4,000

Paving Construction Cost Subtotal: \$ 342,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	None Anticipated	5%	\$ 17,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 7,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 120,000
✓	Illumination		10%	\$ 34,000
✓	Special Drainage Structures	Bridge Crossing	0%	\$ 3,450,300
✓	Water	Minor Adjustments	2%	\$ 7,000
✓	Sewer	Minor Adjustments	2%	\$ 7,000
✓	Turf and Erosion Control		3%	\$ 10,000
✓	Landscaping and Irrigation		2%	\$ 7,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 3,659,300

Paving Construction Cost and Allowance Subtotal: \$ 4,001,300

Construction Contingency: 15% \$ 600,000

Mobilization: 10% \$ 400,000

Prep ROW: 4% \$ 160,000

Construction Cost Total: \$ 5,200,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 5,200,000
Engineering/Survey/Testing:		16%	\$ 832,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 292,725

Impact Fee Project Cost Total: \$ 6,300,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Crystal Falls Pkwy	
Project Label:	D-14	
Service Area:	D,	
Limits:	RONALD REAGAN BLVD to 725' E OF RON.	This project consists of the construction of a new four-lane arterial.
Impact Fee Class:	New 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	726	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	3,194	CY	\$ 15.00	\$ 48,000
205	6" Asphalt (Type C)	1,224	Ton	\$ 80.00	\$ 98,000
305	17" Base	2,360	CY	\$ 45.00	\$ 106,000
405	Geogrid	4,999	SY	\$ 2.00	\$ 10,000
505	10' Concrete Sidewalk	14,512	SF	\$ 10.00	\$ 145,000
605	Machine Laid Curb & Gutter	1,451	LF	\$ 18.00	\$ 26,000
705	Turn Lanes and Median Openings	531	SY	\$ 77.00	\$ 41,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	742	GAL	\$ 4.00	\$ 3,000

Paving Construction Cost Subtotal: \$ 477,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	None Anticipated	5%	\$ 24,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 10,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 167,000
✓	Illumination		10%	\$ 48,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 10,000
✓	Sewer	Minor Adjustments	2%	\$ 10,000
✓	Turf and Erosion Control		3%	\$ 14,000
✓	Landscaping and Irrigation		2%	\$ 10,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 293,000

Paving Construction Cost and Allowance Subtotal: \$ 770,000

Construction Contingency: 15% \$ 116,000

Mobilization: 10% \$ 77,000

Prep ROW: 4% \$ 31,000

Construction Cost Total: \$ 1,000,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 1,000,000
Engineering/Survey/Testing:		16%	\$ 160,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 217,681

Impact Fee Project Cost Total: \$ 1,400,000

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City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Crystal Falls Pkwy	This project consists of the construction of a new four-lane arterial.
Project Label:	D-15	
Service Area:	D, ETJ/Other	
Limits:	1,405' E OF RONALD REAGAN BLVD to 2,111' W OF	
Impact Fee Class:	New 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	780	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	3,433	CY	\$ 15.00	\$ 52,000
205	6" Asphalt (Type C)	1,316	Ton	\$ 80.00	\$ 105,000
305	17" Base	2,538	CY	\$ 45.00	\$ 114,000
405	Geogrid	5,374	SY	\$ 2.00	\$ 11,000
505	10' Concrete Sidewalk	15,602	SF	\$ 10.00	\$ 156,000
605	Machine Laid Curb & Gutter	1,560	LF	\$ 18.00	\$ 28,000
705	Turn Lanes and Median Openings	571	SY	\$ 77.00	\$ 44,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	797	GAL	\$ 4.00	\$ 3,000

Paving Construction Cost Subtotal: \$ 513,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	None Anticipated	5%	\$ 26,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 10,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 180,000
✓	Illumination		10%	\$ 51,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 10,000
✓	Sewer	Minor Adjustments	2%	\$ 10,000
✓	Turf and Erosion Control		3%	\$ 15,000
✓	Landscaping and Irrigation		2%	\$ 10,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 312,000

Paving Construction Cost and Allowance Subtotal: \$ 825,000

Construction Contingency: 15% \$ 124,000

Mobilization: 10% \$ 83,000

Prep ROW: 4% \$ 33,000

Construction Cost Total: \$ 1,100,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 1,100,000
Engineering/Survey/Testing:		16%	\$ 176,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 234,027

Impact Fee Project Cost Total: \$ 1,500,000

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City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Crystal Falls Pkwy	This project consists of the construction of a new four-lane arterial.
Project Label:	D-16	
Service Area:	D,	
Limits:	2,190' E OF RONALD REAGAN BLVD to 1,6	
Impact Fee Class:	New 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	2,299	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	10,118	CY	\$ 15.00	\$ 152,000
205	6" Asphalt (Type C)	3,877	Ton	\$ 80.00	\$ 310,000
305	17" Base	7,478	CY	\$ 45.00	\$ 337,000
405	Geogrid	15,837	SY	\$ 2.00	\$ 32,000
505	10' Concrete Sidewalk	45,977	SF	\$ 10.00	\$ 460,000
605	Machine Laid Curb & Gutter	4,598	LF	\$ 18.00	\$ 83,000
705	Turn Lanes and Median Openings	1,684	SY	\$ 77.00	\$ 130,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	2,350	GAL	\$ 4.00	\$ 9,000

Paving Construction Cost Subtotal: \$ 1,513,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	None Anticipated	5%	\$ 76,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 30,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 530,000
✓	Illumination		10%	\$ 151,000
✓	Special Drainage Structures	Bridge Crossing	0%	\$ 3,328,000
✓	Water	Minor Adjustments	2%	\$ 30,000
✓	Sewer	Minor Adjustments	2%	\$ 30,000
✓	Turf and Erosion Control		3%	\$ 45,000
✓	Landscaping and Irrigation		2%	\$ 30,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 4,250,000

Paving Construction Cost and Allowance Subtotal: \$ 5,763,000

Construction Contingency: 15% \$ 864,000

Mobilization: 10% \$ 576,000

Prep ROW: 4% \$ 231,000

Construction Cost Total: \$ 7,500,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 7,500,000
Engineering/Survey/Testing:		16%	\$ 1,200,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 689,658

Impact Fee Project Cost Total: \$ 9,400,000

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City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Crystal Falls Pkwy	This project consists of the construction of a new four-lane arterial.
Project Label:	D-17	
Service Area:	D, ETJ/Other	
Limits:	1,615' W OF CR 175 to 590' W OF CR 175	
Impact Fee Class:	New 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	1,004	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	4,421	CY	\$ 15.00	\$ 66,000
205	6" Asphalt (Type C)	1,694	Ton	\$ 80.00	\$ 136,000
305	17" Base	3,267	CY	\$ 45.00	\$ 147,000
405	Geogrid	6,919	SY	\$ 2.00	\$ 14,000
505	10' Concrete Sidewalk	20,088	SF	\$ 10.00	\$ 201,000
605	Machine Laid Curb & Gutter	2,009	LF	\$ 18.00	\$ 36,000
705	Turn Lanes and Median Openings	736	SY	\$ 77.00	\$ 57,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	1,027	GAL	\$ 4.00	\$ 4,000

Paving Construction Cost Subtotal: \$ 661,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	None Anticipated	5%	\$ 33,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 13,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 231,000
✓	Illumination		10%	\$ 66,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 13,000
✓	Sewer	Minor Adjustments	2%	\$ 13,000
✓	Turf and Erosion Control		3%	\$ 20,000
✓	Landscaping and Irrigation		2%	\$ 13,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 402,000

Paving Construction Cost and Allowance Subtotal: \$ 1,063,000

Construction Contingency: 15% \$ 159,000

Mobilization: 10% \$ 106,000

Prep ROW: 4% \$ 43,000

Construction Cost Total: \$ 1,400,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 1,400,000
Engineering/Survey/Testing:		16%	\$ 224,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 301,324

Impact Fee Project Cost Total: \$ 1,900,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Crystal Falls Pkwy	This project consists of the construction of a new four-lane arterial.
Project Label:	D-18	
Service Area:	D,	
Limits:	1,615' W OF CR 175 to 115' W OF CR 175	
Impact Fee Class:	New 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	426	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	1,873	CY	\$ 15.00	\$ 28,000
205	6" Asphalt (Type C)	718	Ton	\$ 80.00	\$ 57,000
305	17" Base	1,384	CY	\$ 45.00	\$ 62,000
405	Geogrid	2,932	SY	\$ 2.00	\$ 6,000
505	10' Concrete Sidewalk	8,512	SF	\$ 10.00	\$ 85,000
605	Machine Laid Curb & Gutter	851	LF	\$ 18.00	\$ 15,000
705	Turn Lanes and Median Openings	312	SY	\$ 77.00	\$ 24,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	435	GAL	\$ 4.00	\$ 2,000

Paving Construction Cost Subtotal: \$ 279,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	None Anticipated	5%	\$ 14,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 6,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 98,000
✓	Illumination		10%	\$ 28,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 6,000
✓	Sewer	Minor Adjustments	2%	\$ 6,000
✓	Turf and Erosion Control		3%	\$ 8,000
✓	Landscaping and Irrigation		2%	\$ 6,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 172,000

Paving Construction Cost and Allowance Subtotal: \$ 451,000

Construction Contingency: 15% \$ 68,000

Mobilization: 10% \$ 45,000

Prep ROW: 4% \$ 18,000

Construction Cost Total: \$ 600,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 600,000
Engineering/Survey/Testing:		16%	\$ 96,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 127,677

Impact Fee Project Cost Total: \$ 800,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Journey Pkwy	This project consists of the reconstruction of the existing pavement to a four-lane arterial.
Project Label:	D-19	
Service Area:	D,	
Limits:	RONALD REAGAN BLVD to 4,025' E OF RO	
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	4,022	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	17,703	CY	\$ 15.00	\$ 266,000
205	6" Asphalt (Type C)	6,784	Ton	\$ 80.00	\$ 543,000
305	17" Base	13,085	CY	\$ 45.00	\$ 589,000
405	Geogrid	27,709	SY	\$ 2.00	\$ 55,000
505	10' Concrete Sidewalk	80,445	SF	\$ 10.00	\$ 804,000
605	Machine Laid Curb & Gutter	8,044	LF	\$ 18.00	\$ 145,000
705	Turn Lanes and Median Openings	2,946	SY	\$ 77.00	\$ 227,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	4,112	GAL	\$ 4.00	\$ 16,000

Paving Construction Cost Subtotal: \$ 2,645,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 132,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 53,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 926,000
✓	Illumination		10%	\$ 265,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 53,000
✓	Sewer	Minor Adjustments	2%	\$ 53,000
✓	Turf and Erosion Control		3%	\$ 79,000
✓	Landscaping and Irrigation		2%	\$ 53,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 1,614,000

Paving Construction Cost and Allowance Subtotal: \$ 4,259,000

Construction Contingency: 15% \$ 639,000

Mobilization: 10% \$ 426,000

Prep ROW: 4% \$ 170,000

Construction Cost Total: \$ 5,500,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 5,500,000
Engineering/Survey/Testing:		16%	\$ 880,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 301,668

Impact Fee Project Cost Total: \$ 6,700,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Journey Pkwy	This project consists of the reconstruction of the existing pavement to a four-lane arterial.
Project Label:	D-20	
Service Area:	D, ETJ/Other	
Limits:	4,025' E OF RONALD REAGAN BLVD to 4,71	
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	661	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	2,908	CY	\$ 15.00	\$ 44,000
205	6" Asphalt (Type C)	1,115	Ton	\$ 80.00	\$ 89,000
305	17" Base	2,150	CY	\$ 45.00	\$ 97,000
405	Geogrid	4,552	SY	\$ 2.00	\$ 9,000
505	10' Concrete Sidewalk	13,216	SF	\$ 10.00	\$ 132,000
605	Machine Laid Curb & Gutter	1,322	LF	\$ 18.00	\$ 24,000
705	Turn Lanes and Median Openings	484	SY	\$ 77.00	\$ 37,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	675	GAL	\$ 4.00	\$ 3,000

Paving Construction Cost Subtotal: \$ 435,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 22,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 9,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 152,000
✓	Illumination		10%	\$ 44,000
✓	Special Drainage Structures	Bridge Crossing	0%	\$ 1,526,400
✓	Water	Minor Adjustments	2%	\$ 9,000
✓	Sewer	Minor Adjustments	2%	\$ 9,000
✓	Turf and Erosion Control		3%	\$ 13,000
✓	Landscaping and Irrigation		2%	\$ 9,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 1,793,400

Paving Construction Cost and Allowance Subtotal: \$ 2,228,400

Construction Contingency: 15% \$ 334,000

Mobilization: 10% \$ 223,000

Prep ROW: 4% \$ 89,000

Construction Cost Total: \$ 2,900,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 2,900,000
Engineering/Survey/Testing:		16%	\$ 464,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 49,561

Impact Fee Project Cost Total: \$ 3,400,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Journey Pkwy	This project consists of the reconstruction of the existing pavement to a four-lane arterial.
Project Label:	D-20	
Service Area:	D, ETJ/Other	
Limits:	4,025' E OF RONALD REAGAN BLVD to 4,71	
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	661	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	2,908	CY	\$ 15.00	\$ 44,000
205	6" Asphalt (Type C)	1,115	Ton	\$ 80.00	\$ 89,000
305	17" Base	2,150	CY	\$ 45.00	\$ 97,000
405	Geogrid	4,552	SY	\$ 2.00	\$ 9,000
505	10' Concrete Sidewalk	13,216	SF	\$ 10.00	\$ 132,000
605	Machine Laid Curb & Gutter	1,322	LF	\$ 18.00	\$ 24,000
705	Turn Lanes and Median Openings	484	SY	\$ 77.00	\$ 37,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	675	GAL	\$ 4.00	\$ 3,000

Paving Construction Cost Subtotal: \$ 435,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 22,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 9,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 152,000
✓	Illumination		10%	\$ 44,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 9,000
✓	Sewer	Minor Adjustments	2%	\$ 9,000
✓	Turf and Erosion Control		3%	\$ 13,000
✓	Landscaping and Irrigation		2%	\$ 9,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 267,000

Paving Construction Cost and Allowance Subtotal: \$ 702,000

Construction Contingency: 15% \$ 105,000

Mobilization: 10% \$ 70,000

Prep ROW: 4% \$ 28,000

Construction Cost Total: \$ 1,000,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 1,000,000
Engineering/Survey/Testing:		16%	\$ 160,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 49,561

Impact Fee Project Cost Total: \$ 1,200,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Journey Pkwy	This project consists of the reconstruction of the existing pavement to a four-lane arterial.
Project Label:	D-21	
Service Area:	D,	
Limits:	4,700' E OF RONALD REAGAN BLVD to 5,01	
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	279	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	1,228	CY	\$ 15.00	\$ 18,000
205	6" Asphalt (Type C)	470	Ton	\$ 80.00	\$ 38,000
305	17" Base	907	CY	\$ 45.00	\$ 41,000
405	Geogrid	1,922	SY	\$ 2.00	\$ 4,000
505	10' Concrete Sidewalk	5,579	SF	\$ 10.00	\$ 56,000
605	Machine Laid Curb & Gutter	558	LF	\$ 18.00	\$ 10,000
705	Turn Lanes and Median Openings	204	SY	\$ 77.00	\$ 16,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	285	GAL	\$ 4.00	\$ 1,000

Paving Construction Cost Subtotal: \$ 184,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 9,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 4,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 64,000
✓	Illumination		10%	\$ 18,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 4,000
✓	Sewer	Minor Adjustments	2%	\$ 4,000
✓	Turf and Erosion Control		3%	\$ 6,000
✓	Landscaping and Irrigation		2%	\$ 4,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 113,000

Paving Construction Cost and Allowance Subtotal: \$ 297,000

Construction Contingency: 15% \$ 45,000

Mobilization: 10% \$ 30,000

Prep ROW: 4% \$ 12,000

Construction Cost Total: \$ 400,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 400,000
Engineering/Survey/Testing:		16%	\$ 64,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 20,921

Impact Fee Project Cost Total: \$ 500,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Journey Pkwy	This project consists of the reconstruction of the existing pavement to a four-lane arterial.
Project Label:	D-23	
Service Area:	D,	
Limits:	1,875' W OF CR 175 to CR 175	
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	1,860	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	8,187	CY	\$ 15.00	\$ 123,000
205	6" Asphalt (Type C)	3,138	Ton	\$ 80.00	\$ 251,000
305	17" Base	6,051	CY	\$ 45.00	\$ 272,000
405	Geogrid	12,815	SY	\$ 2.00	\$ 26,000
505	10' Concrete Sidewalk	37,205	SF	\$ 10.00	\$ 372,000
605	Machine Laid Curb & Gutter	3,720	LF	\$ 18.00	\$ 67,000
705	Turn Lanes and Median Openings	1,362	SY	\$ 77.00	\$ 105,000
805	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	1,902	GAL	\$ 4.00	\$ 8,000

Paving Construction Cost Subtotal: \$ 1,224,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 61,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 24,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 428,000
✓	Illumination		10%	\$ 122,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 24,000
✓	Sewer	Minor Adjustments	2%	\$ 24,000
✓	Turf and Erosion Control		3%	\$ 37,000
✓	Landscaping and Irrigation		2%	\$ 24,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 744,000

Paving Construction Cost and Allowance Subtotal: \$ 1,968,000

Construction Contingency: 15% \$ 295,000

Mobilization: 10% \$ 197,000

Prep ROW: 4% \$ 79,000

Construction Cost Total: \$ 2,600,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 2,600,000
Engineering/Survey/Testing:		16%	\$ 416,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 139,517

Impact Fee Project Cost Total: \$ 3,200,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Ronald Reagan Blvd	This project consists of the reconstruction of the existing pavement to an access-managed facility.
Project Label:	D-24	
Service Area:	D,	
Limits:	RM 2243 to Southern City Limits	
Impact Fee Class:	Access Management	
Cross-Section:	6D	
Roadway Class:	Access Controlled	
Length (Feet):	13,495	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	18,326	CY	\$ 15.00	\$ 275,000
208	Asphalt (Type C)	0	Ton	\$ 80.00	\$ -
308	Base	0	CY	\$ 45.00	\$ -
408	Geogrid	0	SY	\$ 2.00	\$ -
508	6' Concrete Sidewalk	0	SF	\$ 10.00	\$ -
608	Machine Laid Curb & Gutter	26,990	LF	\$ 18.00	\$ 486,000
708	Turn Lanes and Median Openings	9,883	SY	\$ 77.00	\$ 761,000
808	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	0	GAL	\$ 4.00	\$ -

Paving Construction Cost Subtotal: \$ 1,522,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 76,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 30,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 533,000
✓	Illumination		10%	\$ 152,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 30,000
✓	Sewer	Minor Adjustments	2%	\$ 30,000
✓	Turf and Erosion Control		3%	\$ 46,000
✓	Landscaping and Irrigation		2%	\$ 30,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 927,000

Paving Construction Cost and Allowance Subtotal: \$ 2,449,000

Construction Contingency: 15% \$ 367,000

Mobilization: 10% \$ 245,000

Prep ROW: 4% \$ 98,000

Construction Cost Total: \$ 3,200,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 3,200,000
Engineering/Survey/Testing:		16%	\$ 512,000
Previous City Contribution:			\$ -
Other:	Corridor Study		\$ 500,000
ROW/Easement Acquisition:			\$ -

Impact Fee Project Cost Total: \$ 4,200,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection



Updated: 3/14/2022

Project Information:		Description:
Name:	US 183	This project consists of the reconstruction of the existing roadway to an access-managed six-lane arterial.
Project Label:	C-9, D-25	
Service Area:	C, D	
Limits:	HERO WAY to 195' S OF OSAGE DR	
Impact Fee Class:	Access Management	
Cross-Section:	TBD	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	14,989	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	20,355	CY	\$ 15.00	\$ 305,000
208	Asphalt (Type C)	0	Ton	\$ 80.00	\$ -
308	Base	0	CY	\$ 45.00	\$ -
408	Geogrid	0	SY	\$ 2.00	\$ -
508	6' Concrete Sidewalk	0	SF	\$ 10.00	\$ -
608	Machine Laid Curb & Gutter	29,978	LF	\$ 18.00	\$ 540,000
708	Turn Lanes and Median Openings	10,977	SY	\$ 77.00	\$ 845,000
808	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	0	GAL	\$ 4.00	\$ -

Paving Construction Cost Subtotal: \$ 1,690,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 85,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 34,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 592,000
✓	Illumination		10%	\$ 169,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 34,000
✓	Sewer	Minor Adjustments	2%	\$ 34,000
✓	Turf and Erosion Control		3%	\$ 51,000
✓	Landscaping and Irrigation		2%	\$ 34,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 1,033,000

Paving Construction Cost and Allowance Subtotal: \$ 2,723,000

Construction Contingency: 15% \$ 408,000

Mobilization: 10% \$ 272,000

Prep ROW: 4% \$ 109,000

Construction Cost Total: \$ 3,600,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 3,600,000
Engineering/Survey/Testing:		16%	\$ 576,000
Previous City Contribution:			\$ -
Other:	Corridor Study		\$ 312,811
ROW/Easement Acquisition:			\$ -

Impact Fee Project Cost Total: \$ 4,500,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	N East St	This project consists of the reconstruction of the existing pavement to a two-lane residential collector.
Project Label:	D-26	
Service Area:	D,	
Limits:	Hero Way to E South St	
Impact Fee Class:	Widen Collector	
Cross-Section:	2U	
Roadway Class:	Residential Collector	
Length (Feet):	1,583	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation	3,494	CY	\$ 15.00	\$ 52,000
201	3" Asphalt (Type C)	1,364	Ton	\$ 80.00	\$ 109,000
301	10" Base	2,687	CY	\$ 45.00	\$ 121,000
401	Geogrid	9,675	SY	\$ 2.00	\$ 19,000
501	6' Concrete Sidewalk	18,998	SF	\$ 10.00	\$ 190,000
601	Machine Laid Curb & Gutter	3,166	LF	\$ 18.00	\$ 57,000
701	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
801	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	1,653	GAL	\$ 4.00	\$ 7,000

Paving Construction Cost Subtotal: \$ 555,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 28,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 11,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 194,000
✓	Illumination		10%	\$ 56,000
✓	Special Drainage Structures	Bridge Crossing	0%	\$ 775,000
✓	Water	Minor Adjustments	2%	\$ 11,000
✓	Sewer	Minor Adjustments	2%	\$ 11,000
✓	Turf and Erosion Control		3%	\$ 17,000
✓	Landscaping and Irrigation		2%	\$ 11,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 1,114,000

Paving Construction Cost and Allowance Subtotal: \$ 1,669,000

Construction Contingency: 15% \$ 250,000

Mobilization: 10% \$ 167,000

Prep ROW: 4% \$ 67,000

Construction Cost Total: \$ 2,200,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 2,200,000
Engineering/Survey/Testing:		16%	\$ 352,000
Previous City Contribution:	2018-GO Bond; 2016-CO Bond; 2015-CO Bond		\$ 580,852
Other:			\$ -
ROW/Easement Acquisition:			\$ 118,735

Impact Fee Project Cost Total: \$ 3,280,852

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	N East St	This project consists of the reconstruction of the existing pavement to a two-lane residential collector.
Project Label:	D-27	
Service Area:	D,	
Limits:	E Evans St to E South St	
Impact Fee Class:	Widen Collector	
Cross-Section:	2U	
Roadway Class:	Residential Collector	
Length (Feet):	1,111	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation	2,451	CY	\$ 15.00	\$ 37,000
201	3" Asphalt (Type C)	957	Ton	\$ 80.00	\$ 77,000
301	10" Base	1,885	CY	\$ 45.00	\$ 85,000
401	Geogrid	6,788	SY	\$ 2.00	\$ 14,000
501	6' Concrete Sidewalk	13,329	SF	\$ 10.00	\$ 133,000
601	Machine Laid Curb & Gutter	2,221	LF	\$ 18.00	\$ 40,000
701	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
801	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	1,160	GAL	\$ 4.00	\$ 5,000

Paving Construction Cost Subtotal: \$ 391,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 20,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 8,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 137,000
✓	Illumination		10%	\$ 39,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 8,000
✓	Sewer	Minor Adjustments	2%	\$ 8,000
✓	Turf and Erosion Control		3%	\$ 12,000
✓	Landscaping and Irrigation		2%	\$ 8,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 240,000

Paving Construction Cost and Allowance Subtotal: \$ 631,000

Construction Contingency: 15% \$ 95,000

Mobilization: 10% \$ 63,000

Prep ROW: 4% \$ 25,000

Construction Cost Total: \$ 900,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 900,000
Engineering/Survey/Testing:		16%	\$ 144,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 83,304

Impact Fee Project Cost Total: \$ 1,100,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection



Updated: 3/14/2022

Project Information:

Description:

Name: Woodview Dr
Project Label: D-28
Service Area: D,
Limits: US 183A to Raider Way
Impact Fee Class: Widen Collector
Cross-Section: 4U
Roadway Class: Residential Collector
Length (Feet): 1,996

This project consists of the reconstruction of the existing pavement to a two-lane residential collector.

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ -
Engineering/Survey/Testing:			\$ -
Previous City Contribution:	2018-GO Bond; 2016-GO & RF Bond		\$ 4,909,533
Other:			\$ -
ROW/Easement Acquisition:			

Impact Fee Project Cost Total: \$ 4,909,533

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection



Updated: 3/14/2022

Project Information:

Description:

Name: Raider Way
Project Label: D-29
Service Area: D,
Limits: Woodview Dr to Crystal Falls Pkwy
Impact Fee Class: Widen Collector
Cross-Section: 4U
Roadway Class: Non-Residential Collector
Length (Feet): 2,809

This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ -
Engineering/Survey/Testing:			\$ -
Previous City Contribution:	2018-GO Bond; 2016-GO & RF Bond		\$ 4,909,533
Other:			\$ -
ROW/Easement Acquisition:			

Impact Fee Project Cost Total: \$ 4,909,533

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection



Updated: 3/14/2022

Project Information:

Name: Hero Way ROW
Project Label: B-17, D-30
Service Area: B, D
Limits: US 183 to RM 2243
Impact Fee Class: New 3-Lane Frontage
Cross-Section: 3U
Roadway Class: Access Controlled
Length (Feet): 12,372

Description:

This project includes the City of Leander's anticipated contribution towards ROW purchases for the Hero Way project led by Williamson County and TxDOT.

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			
Engineering/Survey/Testing:			
Previous City Contribution:			
Other:			
ROW/Easement Acquisition:			\$ 13,900,000

Impact Fee Project Cost Total: \$ 13,900,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander - 2022 Roadway Impact Fee Study
Capital Improvement Plan for Roadway Impact Fees
Summary of Conceptual Level Project Cost Projections

Last Modified: 3/14/2022

Street Improvements - Service Area E

Project #	Street Name	Project Limits	Ultimate Roadway Class	Impact Fee Class	Project Source	Percent in Service Area	Project Cost	Total Cost in Service Area
A-9, E-1	US 183	From 3.425' N OF S GABRIEL DR To HERO WAY	Arterial 6-Lane	Access Management	TMP	50%	\$ 3,400,000	\$ 1,700,000
E-2	San Gabriel Pkwy	From N US 183 To 183A TOLL RD	Arterial 6-Lane	Widen 6-Lane Arterial (2/3)	TMP	100%	\$ 3,000,000	\$ 3,000,000
E-3	Metro Dr	From Leander Dr To Mel Mathis Ave	Non-Residential Collector	New Collector	2018-GO & RF Bond	100%	\$ 4,661,885	\$ 4,661,885
E-4	College Way	From Main Street To US 183A	Non-Residential Collector	New Collector	CIP	100%	\$ 1,600,000	\$ 1,600,000
E-5	Main Street	From San Gabriel Pkwy To 1575' N of Hero Way	Non-Residential Collector	New Collector	CIP	100%	\$ 1,800,000	\$ 1,800,000
Total							\$ 14,461,885	\$ 12,761,885

Signal Installation and Intersection Improvements - Service Area E

Project #	Project Source	Intersection	Project Type	Percent in Service Area	Project Cost	Total Cost in Service Area
ACDEI-1	TMP - ICE	Hero Way and US 183	Other Capacity	25%	\$ 298,750	\$ 74,688
ABCDEI-2	TMP	City of Leander Signal Upgrades	ITS Upgrades	20%	\$ 2,000,000	\$ 400,000
Total					\$ 2,298,750	\$ 474,688

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

Project Source and Impact Fee Class Definitions

Project Source

Transportation Master Plan- Projects identified in the 2021 Transportation Master Plan

Bond Projects - Projects identified in the previous transportation bonds with auto capacity related improvements and outstanding debt

2021 Five-Year CIP - Projects identified in the five-year CIP, but not included in the Transportation Master Plan

Intersection Newly Identified- Intersection improvements identified during the development of the RIF CIP

Roadway Newly Identified- Roadway improvements identified during the development of the RIF CIP

Impact Fee Class

New - Either a new street connection or new intersection where a signal is recommended

Existing - Existing segments with capacity related improvements

Widening - Widening of an existing street to add pavement outside the existing curbs

Access Management- Converting a two-way left-turn lane to a median

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	US 183	This project consists of the reconstruction of the existing roadway to an access-managed six-lane arterial.
Project Label:	A-9, E-1	
Service Area:	A, E	
Limits:	3,425' N OF S GABRIEL DR to HERO WAY	
Impact Fee Class:	Access Management	
Cross-Section:	TBD	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	8,969	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	12,181	CY	\$ 15.00	\$ 183,000
208	Asphalt (Type C)	0	Ton	\$ 80.00	\$ -
308	Base	0	CY	\$ 45.00	\$ -
408	Geogrid	0	SY	\$ 2.00	\$ -
508	6' Concrete Sidewalk	0	SF	\$ 10.00	\$ -
608	Machine Laid Curb & Gutter	17,939	LF	\$ 18.00	\$ 323,000
708	Turn Lanes and Median Openings	6,568	SY	\$ 77.00	\$ 506,000
808	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	0	GAL	\$ 4.00	\$ -

Paving Construction Cost Subtotal: \$ 1,012,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 51,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 20,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 354,000
✓	Illumination		10%	\$ 101,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 20,000
✓	Sewer	Minor Adjustments	2%	\$ 20,000
✓	Turf and Erosion Control		3%	\$ 30,000
✓	Landscaping and Irrigation		2%	\$ 20,000
✓	Miscellaneous	Railroad Crossing		\$ 500,000

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 1,116,000

Paving Construction Cost and Allowance Subtotal: \$ 2,128,000

Construction Contingency: 15% \$ 319,000

Mobilization: 10% \$ 213,000

Prep ROW: 4% \$ 85,000

Construction Cost Total: \$ 2,800,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 2,800,000
Engineering/Survey/Testing:		16%	\$ 448,000
Previous City Contribution:			\$ -
Other:	Corridor Study		\$ 187,189
ROW/Easement Acquisition:			\$ -

Impact Fee Project Cost Total: \$ 3,400,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	San Gabriel Pkwy	This project consists of the reconstruction of the existing pavement to two thirds of a six-lane arterial.
Project Label:	E-2	
Service Area:	E,	
Limits:	N US 183 to 183A TOLL RD	
Impact Fee Class:	Widen 6-Lane Arterial (2/3)	
Cross-Section:	6D	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	2,384	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
107	Unclassified Street Excavation	5,247	CY	\$ 15.00	\$ 79,000
207	6" Asphalt (Type C)	2,011	Ton	\$ 80.00	\$ 161,000
307	21" Base	3,878	CY	\$ 45.00	\$ 175,000
407	Geogrid	8,213	SY	\$ 2.00	\$ 16,000
507	10' Concrete Sidewalk	47,690	SF	\$ 10.00	\$ 477,000
607	Machine Laid Curb & Gutter	4,769	LF	\$ 18.00	\$ 86,000
707	Turn Lanes and Median Openings	1,746	SY	\$ 77.00	\$ 134,000
807	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	1,219	GAL	\$ 4.00	\$ 5,000

Paving Construction Cost Subtotal: \$ 1,133,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	Construction Phase Traffic Control	5%	\$ 57,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 23,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 397,000
✓	Illumination		10%	\$ 113,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 23,000
✓	Sewer	Minor Adjustments	2%	\$ 23,000
✓	Turf and Erosion Control		3%	\$ 34,000
✓	Landscaping and Irrigation		2%	\$ 23,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 693,000

Paving Construction Cost and Allowance Subtotal: \$ 1,826,000

Construction Contingency: 15% \$ 274,000

Mobilization: 10% \$ 183,000

Prep ROW: 4% \$ 73,000

Construction Cost Total: \$ 2,400,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 2,400,000
Engineering/Survey/Testing:		16%	\$ 384,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 178,837

Impact Fee Project Cost Total: \$ 3,000,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection



Updated: 3/14/2022

Project Information:		Description:
Name:	Metro Dr	This project consists of the construction of a new three-lane non-residential collector.
Project Label:	E-3	
Service Area:	E,	
Limits:	Leander Dr to Mel Mathis Ave	
Impact Fee Class:	New Collector	
Cross-Section:	2U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	974	

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			
Engineering/Survey/Testing:			
Previous City Contribution:	2016-GO & RF Bond		\$ 4,661,885
Other:			\$ -
ROW/Easement Acquisition:			

Impact Fee Project Cost Total: \$ 4,661,885

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	College Way	This project consists of the construction of a new three-lane non-residential collector.
Project Label:	E-4	
Service Area:	E,	
Limits:	Main Street to US 183A	
Impact Fee Class:	New Collector	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	2,164	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	3,954	CY	\$ 15.00	\$ 59,000
202	4" Asphalt (Type C)	1,516	Ton	\$ 80.00	\$ 121,000
302	13" Base	3,206	CY	\$ 45.00	\$ 144,000
402	Geogrid	7,814	SY	\$ 2.00	\$ 16,000
502	6" Concrete Sidewalk	0	SF	\$ 10.00	\$ -
602	Machine Laid Curb & Gutter	0	LF	\$ 18.00	\$ -
702	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
802	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	1,346	GAL	\$ 4.00	\$ 5,000

Paving Construction Cost Subtotal: \$ 345,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	None Anticipated	5%	\$ 17,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 7,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 121,000
✓	Illumination		10%	\$ 35,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 7,000
✓	Sewer	Minor Adjustments	2%	\$ 7,000
✓	Turf and Erosion Control		3%	\$ 10,000
✓	Landscaping and Irrigation		2%	\$ 7,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 211,000

Paving Construction Cost and Allowance Subtotal: \$ 556,000

Construction Contingency: 15% \$ 83,000

Mobilization: 10% \$ 56,000

Prep ROW: 4% \$ 22,000

Construction Cost Total: \$ 800,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 800,000
Engineering/Survey/Testing:		16%	\$ 128,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 649,129

Impact Fee Project Cost Total: \$ 1,600,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Main Street	This project consists of the construction of a new three-lane non-residential collector.
Project Label:	E-5	
Service Area:	E,	
Limits:	San Gabriel Pkwy to 1575' N of Hero Way	
Impact Fee Class:	New Collector	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	2,563	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	4,683	CY	\$ 15.00	\$ 70,000
202	4" Asphalt (Type C)	1,796	Ton	\$ 80.00	\$ 144,000
302	13" Base	3,797	CY	\$ 45.00	\$ 171,000
402	Geogrid	9,255	SY	\$ 2.00	\$ 19,000
502	6' Concrete Sidewalk	0	SF	\$ 10.00	\$ -
602	Machine Laid Curb & Gutter	0	LF	\$ 18.00	\$ -
702	Turn Lanes and Median Openings	0	SY	\$ 75.00	\$ -
802	Surface Treatment (0.2 gal/sy, Prime Coat AE-P)	1,595	GAL	\$ 4.00	\$ 6,000

Paving Construction Cost Subtotal: \$ 410,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
✓	Traffic Control	None Anticipated	5%	\$ 21,000
✓	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	\$ 8,000
✓	Roadway Drainage	Standard Internal System	35%	\$ 144,000
✓	Illumination		10%	\$ 41,000
	Special Drainage Structures	None Anticipated	0%	\$ -
✓	Water	Minor Adjustments	2%	\$ 8,000
✓	Sewer	Minor Adjustments	2%	\$ 8,000
✓	Turf and Erosion Control		3%	\$ 12,000
✓	Landscaping and Irrigation		2%	\$ 8,000
	Miscellaneous		0%	\$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: \$ 250,000

Paving Construction Cost and Allowance Subtotal: \$ 660,000

Construction Contingency: 15% \$ 99,000

Mobilization: 10% \$ 66,000

Prep ROW: 4% \$ 26,000

Construction Cost Total: \$ 900,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			\$ 900,000
Engineering/Survey/Testing:		16%	\$ 144,000
Previous City Contribution:			\$ -
Other:			\$ -
ROW/Easement Acquisition:			\$ 768,843

Impact Fee Project Cost Total: \$ 1,800,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.



Appendix B – Roadway Impact Fee CIP Service Units of Supply

City of Leander - 2022 Roadway Impact Fee Study
CIP Service Units of Supply
Service Area A

Roadway Projects

Last Modified: 3/14/2022

Project #	Street Name	Project Limits	Length (Miles)	Future Lanes	Impact Fee Class	Peak Hour Volume	Percent in Service Area	Veh-Mi Capacity Pk-Hr Per Ln	Veh-Mi Supply Pk-Hr Total ¹	Veh-Mi Total Demand Pk-Hr ²	Excess Capacity Pk-Hr Veh-Mi ³	Total Project Cost	Total Project Cost in Service Area
A-1	Lakeline Blvd	From 1,125' S OF CR 281 To 1,635' S OF CR 280	0.66	4	New 4-Lane Arterial	New	50%	840	1,116	0	1,116	\$ 6,600,000	\$ 3,300,000
A-2	Lakeline Blvd	From LIVE OAK RD To 1,635' S OF CR 280	1.03	4	New 4-Lane Arterial	New	100%	840	3460	0	3,460	\$ 10,300,000	\$ 10,300,000
A-3	Lakeline Blvd	From 1,635' S OF CR 280 To 75' N OF BAGDAD RD	0.20	4	New 4-Lane Arterial	New	50%	840	338	0	338	\$ 2,100,000	\$ 1,050,000
A-4	Lakeline Blvd	From 480' N OF OLD 2243 WEST To OLD 2243 WEST	0.09	4	New 4-Lane Arterial	New	100%	840	319	0	319	\$ 1,000,000	\$ 1,000,000
A-5	Bagdad Rd	From 1300' N OF CR 281 To CR 281	0.26	4	Access Management	916	50%	840	433	118	315	\$ 500,000	\$ 250,000
A-6	Bagdad Rd	From CR 281 To 930' NW OF W SAN GABRIEL PKWY	2.41	4	Access Management	916	100%	840	8100	2208	5,892	\$ 9,364,238	\$ 9,364,238
A-7	Bagdad Rd	From 930' NW OF W SAN GABRIEL PKWY To 380' NW OF W SAN GABRIEL PKWY	0.11	4	Access Management	824	50%	840	177	43	134	\$ 274,724	\$ 137,362
A-8	Bagdad Rd	From 380' NW OF W SAN GABRIEL PKWY To HERO WAY	1.41	4	Access Management	1268	100%	840	4742	1790	2,952	\$ 7,864,238	\$ 7,864,238
A-9, E-1	US 183	From US 183A To HERO WAY	1.70	4	Access Management	1780	50%	840	2854	1512	1,342	\$ 3,400,000	\$ 1,700,000
A-10	CR 280	From 1,725' W OF LAKELINE BLVD To 530' E OF LAKELINE BLVD	0.43	2	New Collector	New	100%	760	654	0	654	\$ 2,700,000	\$ 2,700,000
A-11	CR 280	From 1,965 W OF BAGDAD RD To BAGDAD RD	0.40	2	New Collector	New	100%	760	600	0	600	\$ 2,500,000	\$ 2,500,000
A-12	Heritage Grove Rd	From HALSEY DR To 1,295' W OF W BROADE ST	0.32	2	Widen Collector	106	100%	760	483	34	449	\$ 2,000,000	\$ 2,000,000
A-13	Heritage Grove Rd	From 1,295' W OF W BROADE ST To 460' E OF W BROADE ST	0.16	2	Widen Collector	106	50%	760	120	8	112	\$ 1,000,000	\$ 500,000
A-14	Heritage Grove Rd	From 460' W OF W BROADE ST To W BROADE ST	0.09	2	Widen Collector	106	100%	760	134	9	125	\$ 600,000	\$ 600,000
A-15	San Gabriel Pkwy	From LAKELINE BLVD To 1,760' E OF LAKELINE BLVD	0.34	2	New 6-Lane Arterial (1/3)	New	50%	840	287	0	287	\$ 2,600,000	\$ 1,300,000
A-16	San Gabriel Pkwy	From 1,760' W OF LAKELINE BLVD To 1,400' W OF BAGDAD RD	0.76	2	New 6-Lane Arterial (1/3)	New	100%	840	1273	0	1,273	\$ 5,800,000	\$ 5,800,000
A-17	San Gabriel Pkwy	From 1,400' W OF BAGDAD RD To 165' W OF BAGDAD RD	0.24	2	New 6-Lane Arterial (1/3)	New	50%	840	203	0	203	\$ 1,900,000	\$ 950,000
A-18	San Gabriel Pkwy	From BAGDAD RD To N US 183	1.46	4	Widen 6-Lane Arterial (2/3)	1348	100%	840	4911	1970	2,941	\$ 9,500,000	\$ 9,500,000
A-19	Hero Way	From SAN GABRIEL PKWY To 1,100' E OF SAN GABRIEL PKWY	0.21	4	Widen 4-Lane Arterial	420	50%	840	352	44	308	\$ 1,900,000	\$ 950,000
A-20, C-13	Hero Way	From 1,100' E OF SAN GABRIEL PKWY To 900' W OF LAKELINE BLVD	1.08	4	Widen 4-Lane Arterial	338	50%	840	1817	183	1,634	\$ 11,100,000	\$ 5,550,000
A-21, C-14	Hero Way	From LAKELINE BLVD To US 183	2.51	4	Access Management	2250	50%	840	4223	2828	1,395	\$ 22,757,707	\$ 11,378,854
A-22	Live Oak Rd	From LAKELINE BLVD To WESTERN CITY LIMITS	1.37	2	New Collector	New	100%	760	2075	0	2,075	\$ 9,900,000	\$ 9,900,000
A-23	Live Oak Rd	From LAKELINE BLVD To 2240' E OF LAKELINE BLVD	0.42	2	New Collector	New	50%	760	322	0	322	\$ 3,100,000	\$ 1,550,000
A-24	Live Oak Rd	From BAGDAD RD To 1725' W OF BAGDAD RD	0.33	2	Widen Collector	52	100%	760	496	17	479	\$ 2,000,000	\$ 2,000,000
Total								19,520	39,489	10,764	28,725	\$ 120,760,907	\$ 92,144,691

Intersection Projects

Project #	Project Type	Intersection	Project Source	Percent in Service Area	Total Project Cost	Total Project Cost in Service Area
ACDEI-1	Other Capacity	US 183 and Hero Way	TMP - ICE	25%	\$ 298,750	\$ 74,688
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%	\$ 2,000,000	\$ 400,000
Total					\$ 2,298,750	\$ 474,688

2022 Roadway Impact Fee Study Cost per Service Area: \$ 23,000
Total Cost in Service Area A: \$ 92,642,379

Notes:

1. Total Peak Hour Supply = (Length in Miles)(Number of Existing Lanes)(Peak Hour Capacity per Lane)(Percent in Service Area) [Vehicle-Miles]
2. Total Peak Hour Demand = (Length in Miles)(PM Peak Hour Volume)(Percent In Service Area) [Vehicle-Miles]
3. Excess Peak Hour Capacity = (Total Peak Hour Supply) - (Total Peak Hour Demand) [Vehicle-Miles]
4. Existing Peak Hour Deficiencies = (Total Peak Hour Demand) - (Total Peak Hour Supply) [Vehicle-Miles]
5. "Length (Miles)" are displayed as rounded lengths to the nearest 0.01 miles. Calculations were performed using exact mileage length (Length in Feet / 5,280 Feet per Mile).
6. These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander - 2022 Roadway Impact Fee Study
CIP Service Units of Supply
Service Area B

Roadway Projects

Last Modified: 3/14/2022

Project #	Street Name	Project Limits	Length (Miles)	Future Lanes	Impact Fee Class	Peak Hour Volume	Percent in Service Area	Veh-Mi Capacity Pk-Hr Per Ln	Veh-Mi Supply Pk-Hr Total ¹	Veh-Mi Total Demand Pk-Hr ²	Excess Capacity Pk-Hr Veh-Mi ³	Total Project Cost	Total Project Cost in Service Area
B-1	Kaufmann Loop	From SH 29 To 875' SW OF SH 29	0.17	2	New 4-Lane Arterial (1/2)	New	100%	840	280	0	280	\$ 1,800,000	\$ 1,800,000
B-2	CR 270	From N US 183 To 965' E OF N US 183	0.20	2	Widen Substandard	458	100%	760	309	93	216	\$ 1,200,000	\$ 1,200,000
B-3	CR 270	From 825' S OF ORCHARD DR To PVT RD 918	0.65	2	Widen Substandard	458	50%	760	493	149	344	\$ 4,000,000	\$ 2,000,000
B-4	CR 270	From 300' S OF NORWOOD DR To 250' N OF SAN GABRIEL PKWY	0.29	2	Widen Substandard	458	50%	760	223	67	156	\$ 1,900,000	\$ 950,000
B-5	CR 270	From 250' N OF SAN GABRIEL PKWY To SAN GABRIEL PKWY	0.05	2	Widen Substandard	458	100%	760	75	23	52	\$ 400,000	\$ 400,000
B-6	CR 270	From 190' S OF SAN GABRIEL PKWY To 410' S OF SAN GABRIEL PKWY	0.04	2	Widen Substandard	396	50%	760	30	8	22	\$ 200,000	\$ 100,000
B-7	CR 270	From 410' S OF SAN GABRIEL PKWY To 680' S OF SAN GABRIEL PKWY	0.05	2	Widen Substandard	396	100%	760	72	19	53	\$ 400,000	\$ 400,000
B-8	CR 270	From 680' S OF SAN GABRIEL PKWY To 1,500' S OF SAN GABRIEL PKWY	0.15	2	Widen Substandard	396	50%	760	116	30	86	\$ 1,000,000	\$ 500,000
B-9	CR 270	From 2,400' N OF HERO WAY To 1,990' N OF HERO WAY	0.08	2	Widen Substandard	396	100%	760	121	32	89	\$ 500,000	\$ 500,000
B-10	CR 270	From 1,990' N OF HERO WAY To 1,550' N OF HERO WAY	0.08	2	Widen Substandard	396	50%	760	61	16	45	\$ 500,000	\$ 250,000
B-11	CR 270	From 1,550' N OF HERO WAY To 405' N OF HERO WAY	0.22	2	Widen Substandard	396	100%	760	331	86	245	\$ 1,400,000	\$ 1,400,000
B-12	CR 270	From 405' N OF HERO WAY To HERO WAY	0.08	2	Widen Substandard	396	100%	760	116	30	86	\$ 500,000	\$ 500,000
B-13	Raider Way	From SAN GABRIEL PKWY To HERO WAY	0.68	2	New Collector	New	100%	760	1035	0	1,035	\$ 5,000,000	\$ 5,000,000
B-14	San Gabriel Pkwy	From CR 270 To 1,415' E of CR 270	0.27	2	New 4-Lane Arterial (1/2)	36	50%	840	225	5	220	\$ 2,700,000	\$ 1,350,000
B-15	San Gabriel Pkwy	From 1,415' E of CR 270 To 375' W of Logan Del Way	0.31	2	New 4-Lane Arterial (1/2)	New	100%	840	526	0	526	\$ 3,200,000	\$ 3,200,000
B-16	San Gabriel Pkwy	From 865' W of Ronald Reagan Blvd To Ronald Reagan Blvd	0.17	4	Widen 4-Lane Arterial	New	100%	840	557	0	557	\$ 1,500,000	\$ 1,500,000
B-17, D-30	Hero Way ROW	From US 183 To RM 2243	2.34	3	New 3-Lane Frontage	394	50%	760	2671	462	2,209	\$ 13,900,000	\$ 6,950,000
Total								13,240	7,241	1,019	6,222	\$ 40,100,000	\$ 28,000,000

Intersection Projects

Project #	Project Type	Intersection	Project Source	Percent in Service Area	Total Project Cost	Total Project Cost in Service Area
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%	\$ 2,000,000	\$ 400,000
BI-1	Signal	San Gabriel Pkwy and Ronald Reagan Blvd	TMP	100%	\$ 400,000	\$ 400,000
BDI-2	Signal	Hero Way and Ronald Reagan Blvd	CIP	50%	\$ 400,000	\$ 200,000
Total					\$ 2,800,000	\$ 1,000,000

2022 Roadway Impact Fee Study Cost per Service Area: \$ 23,000
Total Cost in Service Area B: \$ 29,023,000

Notes:

1. Total Peak Hour Supply = (Length in Miles)(Number of Existing Lanes)(Peak Hour Capacity per Lane)(Percent in Service Area) [Vehicle-Miles]
2. Total Peak Hour Demand = (Length in Miles)(PM Peak Hour Volume)(Percent In Service Area) [Vehicle-Miles]
3. Excess Peak Hour Capacity = (Total Peak Hour Supply) - (Total Peak Hour Demand) [Vehicle-Miles]
4. Existing Peak Hour Deficiencies = (Total Peak Hour Demand) - (Total Peak Hour Supply) [Vehicle-Miles]
5. "Length (Miles)" are displayed as rounded lengths to the nearest 0.01 miles. Calculations were performed using exact mileage length (Length in Feet / 5,280 Feet per Mile).
6. These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander - 2022 Roadway Impact Fee Study
CIP Service Units of Supply
Service Area C

Roadway Projects

Last Modified: 3/14/2022

Project #	Street Name	Project Limits	Length (Miles)	Future Lanes	Impact Fee Class	Peak Hour Volume	Percent in Service Area	Veh-Mi Capacity Pk-Hr Per Ln	Veh-Mi Supply Pk-Hr Total ¹	Veh-Mi Total Demand Pk-Hr ²	Excess Capacity Pk-Hr Veh-Mi ³	Total Project Cost	Total Project Cost in Service Area
C-1	Nameless Rd	From TRAVISSE PKWY To 2,475' NW OF RM 1431	1.06	4	Widen 4-Lane Arterial	418	50%	840	1,778	221	1,557	\$ 9,400,000	\$ 4,700,000
C-2	Lakeline Blvd	From HERO WAY To 2,815' SE OF HERO WAY	0.55	2	Widen 4-Lane Arterial (1/2)	766	100%	840	932	425	507	\$ 5,000,000	\$ 5,000,000
C-3	Lakeline Blvd	From 2,815' SE OF HERO WAY To 1,765' SE OF VISTA RIDGE	0.64	2	Widen 4-Lane Arterial (1/2)	776	50%	840	539	249	290	\$ 5,700,000	\$ 2,850,000
C-4	Lakeline Blvd	From 1,765' SE OF VISTA RIDGE To 550' NW OF STINNETT DR	0.15	2	Widen 4-Lane Arterial (1/2)	776	100%	840	250	116	134	\$ 1,300,000	\$ 1,300,000
C-5	Bagdad Rd	From HERO WAY To 2,595' S OF HERO WAY	0.49	4	Access Management	1436	100%	840	1630	697	933	\$ 800,000	\$ 800,000
C-6	Bagdad Rd	From 2,595' S OF HERO WAY To 475' N OF VISTA RIDGE DR	0.02	4	Access Management	1436	50%	840	30	13	17	\$ 100,000	\$ 50,000
C-7	Bagdad Rd	From 475' N OF VISTA RIDGE DR To 2,065' S OF OSAGE DR	2.67	4	Access Management	1848	100%	840	8977	4937	4,040	\$ 3,900,000	\$ 3,900,000
C-8	S West Dr	From W SOUTH ST To 870' N OF SONNY DR	0.53	2	Widen Collector	664	100%	760	813	355	458	\$ 3,200,000	\$ 3,200,000
C-9, D-25	US 183	From HERO WAY To 195' S OF OSAGE DR	2.84	4	Access Management	2940	50%	840	4769	4173	596	\$ 4,500,000	\$ 2,250,000
C-10	W South St	From WEST DR To US 183	0.19	2	Widen Substandard	460	100%	760	291	88	203	\$ 1,200,000	\$ 1,200,000
C-11	Crystal Falls Pkwy	From CANTINA SKY To FIRST VIEW	0.37	4	Access Management	1576	100%	840	1259	591	668	\$ 500,000	\$ 500,000
C-12	Osage Dr	From 315' E OF PAINTED SKY BEND To BAGDAD RD	2.50	4	Access Management	434	100%	840	8396	1085	7,311	\$ 500,000	\$ 500,000
A-20, C-13	Hero Way	From 1,100' E OF SAN GABRIEL PKWY To 900' W OF LAKELINE BLVD	1.08	4	Widen 4-Lane Arterial	338	50%	840	1817	183	1,634	\$ 11,100,000	\$ 5,550,000
A-21, C-14	Hero Way	From LAKELINE BLVD To US 183	2.51	4	Access Management	2250	50%	840	4223	2828	1,395	\$ 22,757,707	\$ 11,378,854
C-15	Municipal Dr	From Nothern Hills To S West Dr	0.56	2	Widen Collector	36	100%	760	858	20	838	\$ 2,494,024	\$ 2,494,024
Total								12,360	36,562	15,980	20,582	\$ 72,451,731	\$ 45,672,878

Intersection Projects

Project #	Project Type	Intersection	Project Source	Percent in Service Area	Total Project Cost	Total Project Cost in Service Area
ACDEI-1	Other Capacity	Hero Way and US 183	TMP - ICE	25%	\$ 298,750	\$ 74,688
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%	\$ 2,000,000	\$ 400,000
CDI-2	Other Capacity	Crystal Falls Pkwy and US 183	TMP - ICE	50%	\$ 355,000	\$ 177,500
CDI-3	Other Capacity	W South St and US 183	TMP - ICE	50%	\$ 194,000	\$ 97,000
CI-1	Other Capacity	Crystal Falls Pkwy and Lakeline Blvd	TMP - ICE	100%	\$ 472,250	\$ 472,250
CI-4	Roundabout	W South St and West Dr	2018-GO Bond	100%	\$ 1,200,000	\$ 1,200,000
CI-5	Signal	E Crystal Falls Pkwy and S West St	TMP	100%	\$ 400,000	\$ 400,000
CI-6	Signal	Sonny Dr and Lakeline Blvd	TMP	100%	\$ 400,000	\$ 400,000
CI-7	Signal	Sonny Dr and Bagdad Rd	TMP	100%	\$ 400,000	\$ 400,000
CI-8	Other Capacity	RM 1431 and Travisso Pkwy	TMP	20%	\$ 400,000	\$ 80,000
Total					\$ 6,120,000	\$ 3,701,438

2022 Roadway Impact Fee Study Cost per Service Area: \$ 23,000
Total Cost in Service Area C: \$ 49,397,316

Notes:

1. Total Peak Hour Supply = (Length in Miles)(Number of Existing Lanes)(Peak Hour Capacity per Lane)(Percent in Service Area) [Vehicle-Miles]
2. Total Peak Hour Demand = (Length in Miles)(PM Peak Hour Volume)(Percent In Service Area) [Vehicle-Miles]
3. Excess Peak Hour Capacity = (Total Peak Hour Supply) - (Total Peak Hour Demand) [Vehicle-Miles]
4. Existing Peak Hour Deficiencies = (Total Peak Hour Demand) - (Total Peak Hour Supply) [Vehicle-Miles]
5. "Length (Miles)" are displayed as rounded lengths to the nearest 0.01 miles. Calculations were performed using exact mileage length (Length in Feet / 5,280 Feet per Mile).
6. These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander - 2022 Roadway Impact Fee Study
CIP Service Units of Supply
Service Area D

Roadway Projects

Last Modified: 3/14/2022

Project #	Street Name	Project Limits	Length (Miles)	Future Lanes	Impact Fee Class	Peak Hour Volume	Percent in Service Area	Veh-Mi Capacity Pk-Hr Per Ln	Veh-Mi Supply Pk-Hr Total ¹	Veh-Mi Total Demand Pk-Hr ²	Excess Capacity Pk-Hr Veh-Mi ³	Total Project Cost	Total Project Cost in Service Area
D-1	Leander Dr	From HAZLEWOOD ST To CRYSTAL FALLS DR	0.88	2	Widen Substandard	92	100%	760	1,340	81	1,259	\$ 5,300,000	\$ 5,300,000
D-2	Horizon Park Blvd	From RM 2243 To CRYSTAL FALLS PKWY	1.54	2	Widen Collector	372	100%	760	2343	573	1,770	\$ 14,300,000	\$ 14,300,000
D-3	Raider Way	From HERO WAY To RM 2243	0.64	2	New Collector	New	100%	760	977	0	977	\$ 4,700,000	\$ 4,700,000
D-4	Raider Way	From RM 2243 To 1,235' S OF RM 2243	0.25	2	New Collector	New	100%	760	381	0	381	\$ 3,200,000	\$ 3,200,000
D-5	CR 175	From RM 2243 To 1,265' SE OF RM 2243	0.24	4	Widen 4-Lane Arterial	250	50%	840	395	29	366	\$ 1,680,000	\$ 840,000
D-6	CR 175	From 1,265' SE OF RM 2243 To 2,315' SE OF RM 2243	0.23	4	Widen 4-Lane Arterial	250	100%	840	765	57	708	\$ 1,680,000	\$ 1,680,000
D-7	CR 175	From 2,315' SE OF RM 2243 To 3,040' SE OF RM 2243	0.14	4	Widen 4-Lane Arterial	250	50%	840	232	17	215	\$ 960,000	\$ 480,000
D-8	CR 175	From 1,855' NW OF WHISPER LN To 40' NW OF CRYSTAL FALLS PKWY	0.91	4	Widen 4-Lane Arterial	250	50%	840	1526	114	1,412	\$ 6,720,000	\$ 3,360,000
D-9	CR 175	From 1,400' SE OF CRYSTAL FALLS PKWY To 500' SE OF PARKSIDE PKWY	0.38	4	Widen 4-Lane Arterial	372	100%	840	1287	142	1,145	\$ 2,720,000	\$ 2,720,000
D-10	CR 175	From 615' NW OF JOURNEY PKWY To JOURNEY PKWY	0.12	4	Widen 4-Lane Arterial	372	50%	840	196	22	174	\$ 880,000	\$ 440,000
D-11	RM 2243	From N US 183 To CR 175	3.21	4	Widen 4-Lane Arterial	1748	100%	840	10788	5613	5,175	\$ 45,100,000	\$ 45,100,000
D-12	RM 2243	From CR 175 To HERO WAY	0.28	4	Widen 4-Lane Arterial	1462	50%	840	478	208	270	\$ 2,600,000	\$ 1,300,000
D-13	Woodview Dr	From 980' W OF N US 183 To N US 183	0.18	2	New Collector	New	100%	760	281	0	281	\$ 6,300,000	\$ 6,300,000
D-14	Crystal Falls Pkwy	From RONALD REAGAN BLVD To 725' E OF RONALD REAGAN BLVD	0.14	4	New 4-Lane Arterial	New	100%	840	462	0	462	\$ 1,400,000	\$ 1,400,000
D-15	Crystal Falls Pkwy	From 1,405' E OF RONALD REAGAN BLVD To 2,185' E OF RONALD REAGAN BLVD	0.15	4	New 4-Lane Arterial	New	100%	840	496	0	496	\$ 1,500,000	\$ 1,500,000
D-16	Crystal Falls Pkwy	From 2,190' E OF RONALD REAGAN BLVD To 1,615' W OF CR 175	0.44	4	New 4-Lane Arterial	New	100%	840	1463	0	1,463	\$ 9,400,000	\$ 9,400,000
D-17	Crystal Falls Pkwy	From 1,615' W OF CR 175 To 590' W OF CR 175	0.19	4	New 4-Lane Arterial	New	50%	840	320	0	320	\$ 1,900,000	\$ 950,000
D-18	Crystal Falls Pkwy	From 1,615' W OF CR 175 To 115' W OF CR 175	0.08	4	New 4-Lane Arterial	New	100%	840	271	0	271	\$ 800,000	\$ 800,000
D-19	Journey Pkwy	From RONALD REAGAN BLVD To 4,025' E OF RONALD REAGAN BLVD	0.76	4	Widen 4-Lane Arterial	1436	100%	840	2560	1094	1,466	\$ 6,700,000	\$ 6,700,000
D-20	Journey Pkwy	From 4,025' E OF RONALD REAGAN BLVD To 4,700' E OF RONALD REAGAN BLVD	0.13	4	Widen 4-Lane Arterial	1436	50%	840	210	90	120	\$ 3,400,000	\$ 1,700,000
D-21	Journey Pkwy	From 4,700' E OF RONALD REAGAN BLVD To 5,000' E OF RONALD REAGAN BLVD	0.05	4	Widen 4-Lane Arterial	1436	100%	840	178	76	102	\$ 1,200,000	\$ 1,200,000
D-22	Journey Pkwy	From 2,575' W OF CR 175 To 1,875' W OF CR 175	0.13	4	Widen 4-Lane Arterial	1436	50%	840	218	93	125	\$ 500,000	\$ 250,000
D-23	Journey Pkwy	From 1,875' W OF CR 175 To CR 175	0.35	4	Widen 4-Lane Arterial	1436	100%	840	1184	506	678	\$ 3,200,000	\$ 3,200,000
D-24	Ronald Reagan Blvd	From RM 2243 To Southern City Limits	2.56	4	Access Management	2714	100%	840	8588	6937	1,651	\$ 4,200,000	\$ 4,200,000
C-9, D-25	US 183	From HERO WAY To 195' S OF OSAGE DR	2.84	4	Access Management	2940	50%	840	4769	4173	596	\$ 4,500,000	\$ 2,250,000
D-26	N East St	From Hero Way To E South St	0.30	2	Widen Collector	New	100%	760	458	0	456	\$ 3,280,852	\$ 3,280,852
D-27	N East St	From E Evans St To E South St	0.21	2	Widen Collector	New	100%	760	320	0	320	\$ 1,100,000	\$ 1,100,000
D-28	Woodview Dr	From US 183A To Raider Way	0.38	2	Widen Collector	302	100%	760	574	114	460	\$ 4,909,533	\$ 4,909,533
D-29	Raider Way	From Woodview Dr To Crystal Falls Pkwy	0.53	2	Widen Collector	300	100%	760	809	160	649	\$ 4,909,533	\$ 4,909,533
B-17, D-30	Hero Way ROW	From US 183 To RM 2243	2.34	3	New 3-Lane Frontage	394	50%	760	2671	462	2,209	\$ 13,900,000	\$ 6,950,000
Total								24,400	46,538	20,560	25,978	\$ 162,939,917	\$ 144,419,917

Intersection Projects

Project #	Project Type	Intersection	Project Source	Percent in Service Area	Total Project Cost	Total Project Cost in Service Area
ACDEI-1	Other Capacity	Hero Way and US 183	TMP - ICE	25%	\$ 298,750	\$ 74,688
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%	\$ 2,000,000	\$ 400,000
BDI-2	Signal	Hero Way and Ronald Reagan Blvd	TMP	50%	\$ 400,000	\$ 200,000
CDI-2	Other Capacity	Crystal Falls Pkwy and US 183	TMP - ICE	50%	\$ 355,000	\$ 177,500
CDI-3	Other Capacity	W South St and US 183	TMP - ICE	50%	\$ 194,000	\$ 97,000
DI-1	Innovative Intersection	RM 2243 and Ronald Reagan Blvd	TMP - ICE	100%	\$ 5,000,000	\$ 5,000,000
DI-2	Roundabout	E Woodview Dr and Raider Way	CIP	100%	\$ 1,200,000	\$ 1,200,000
DI-3	Signal	E Crystal Falls Pkwy and Raider Way	CIP	100%	\$ 1,200,000	\$ 1,200,000
DI-4	Signal	Journey Pkwy and CR 175	TMP	100%	\$ 400,000	\$ 400,000
DI-5	Roundabout	Sonny Dr and Leander Dr	TMP	100%	\$ 400,000	\$ 400,000
DI-6	Roundabout	Hazelwood St and Horizon Park Blvd	TMP	100%	\$ 1,200,000	\$ 1,200,000
Total					\$ 12,647,750	\$ 10,349,188

2022 Roadway Impact Fee Study Cost per Service Area: \$ 23,000
Total Cost in Service Area D: \$ 154,792,105

City of Leander - 2022 Roadway Impact Fee Study
CIP Service Units of Supply
Service Area E

Roadway Projects

Last Modified: 3/14/2022

Project #	Street Name	Project Limits	Length (Miles)	Future Lanes	Impact Fee Class	Peak Hour Volume	Percent in Service Area	Veh-Mi Capacity Pk-Hr Per Ln	Veh-Mi Supply Pk-Hr Total ¹	Veh-Mi Total Demand Pk-Hr ²	Excess Capacity Pk-Hr Veh-Mi ³	Total Project Cost	Total Project Cost in Service Area
A-9, E-1	US 183	From 3,425' N OF S GABRIEL DR To HERO WAY	1.70	4	Access Management	1,780	50%	840	2,854	1512	1,342	\$ 3,400,000	\$ 1,700,000
E-2	San Gabriel Pkwy	From N US 183 To 183A TOLL RD	0.45	4	Widen 6-Lane Arterial (2/3)	922	100%	840	1517	416	1,101	\$ 3,000,000	\$ 3,000,000
E-3	Metro Dr	From Leander Dr To Mel Mathis Ave	0.18	2	New Collector	New	100%	760	280	0	280	\$ 4,661,885	\$ 4,661,885
E-4	College Way	From Main Street To US 183A	0.41	2	New Collector	New	100%	760	623	0	623	\$ 1,600,000	\$ 1,600,000
E-5	Main Street	From San Gabriel Pkwy To 1575' N of Hero Way	0.49	2	New Collector	New	100%	760	738	0	738	\$ 1,800,000	\$ 1,800,000
Total								3,960	6,012	1,928	4,084	\$ 14,461,885	\$ 12,761,885

Intersection Projects

Project #	Project Type	Intersection	Project Source	Percent in Service Area	Total Project Cost	Total Project Cost in Service Area
ACDEI-1	Other Capacity	Hero Way and US 183	TMP - ICE	25%	\$ 298,750	\$ 74,688
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%	\$ 2,000,000	\$ 400,000
Total					\$ 2,298,750	\$ 474,688

2022 Roadway Impact Fee Study Cost per Service Area: \$ 23,000
Total Cost in Service Area E: \$ 13,259,573

Notes:

1. Total Peak Hour Supply = (Length in Miles)(Number of Existing Lanes)(Peak Hour Capacity per Lane)(Percent in Service Area) [Vehicle-Miles]

2. Total Peak Hour Demand = (Length in Miles)(PM Peak Hour Volume)(Percent In Service Area) [Vehicle-Miles]

3. Excess Peak Hour Capacity = (Total Peak Hour Supply) - (Total Peak Hour Demand) [Vehicle-Miles]

4. Existing Peak Hour Deficiencies = (Total Peak Hour Demand) - (Total Peak Hour Supply) [Vehicle-Miles]

5. "Length (Miles)" are displayed as rounded lengths to the nearest 0.01 miles. Calculations were performed using exact mileage length (Length in Feet / 5,280 Feet per Mile).

6. These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.



Appendix C – Existing Facilities Inventory

City of Leander - 2022 Roadway Impact Fee Study
Existing Street Facilities Inventory

Service Area A

Street Name	Project Limits	Length (Feet)	Length (Miles)	Existing Thru Lanes		Existing Cross- Section	Percent in Service Area	PM Peak Hour Volumes (Vehicles per Hour)		Peak Hour Capacity (Vehicle-Miles per Lane)		Total Peak Hour Supply (Vehicle-Miles) ¹		Total Peak Hour Demand (Vehicle-Miles) ²		Excess Peak Hour Capacity (Vehicle-Miles) ³		Existing Peak Hour Deficiencies (Vehicle- Miles) ⁴	
				NB / EB	SB / WB			NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
Lakeline Blvd	From 1,125' S OF CR 281 To 1,635' S OF CR 280	3,506	0.66	0	0	N/A	50%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Lakeline Blvd	From LIVE OAK RD To 1,635 S OF CR 280	5,438	1.03	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Lakeline Blvd	From 1,635' S OF CR 280 To 75' N OF BAGDAD RD	1,061	0.20	0	0	N/A	50%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Lakeline Blvd	From 480' N OF OLD 2243 WEST To OLD 2243 WEST	501	0.09	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Bagdad Rd	From 1300' N OF CR 281 To CR 281	1,362	0.26	1	1	2U	50%	458	458	640	640	83	83	59	59	23	23		
Bagdad Rd	From CR 281 To 930' NW OF W SAN GABRIEL PKWY	12,729	2.41	1	1	2U	100%	458	458	640	640	1,543	1,543	1,104	1,104	439	439		
Bagdad Rd	From 930' NW OF W SAN GABRIEL PKWY To 380' NW OF W SAN GABRIEL PKWY	557	0.11	2	2	5U	50%	412	412	720	720	76	76	22	22	54	54		
Bagdad Rd	From 380' NW OF W SAN GABRIEL PKWY To HERO WAY	7,452	1.41	2	2	5U	100%	634	634	720	720	2,032	2,032	895	895	1,138	1,138		
US 183	From US 183A To HERO WAY	8,969	1.70	2	2	4U	50%	890	890	660	660	1,121	1,121	756	756	365	365		
CR 280	From 1,725' W OF LAKELINE BLVD To 530' E OF LAKELINE BLVD	2,271	0.43	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
CR 280	From 1,965 W OF BAGDAD RD To BAGDAD RD	2,086	0.40	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Heritage Grove Rd	From HALSEY DR To 1,295' W OF W BROADE ST	1,678	0.32	1	1	2U	100%	53	53	640	640	203	203	17	17	187	187		
Heritage Grove Rd	From 1,295' W OF W BROADE ST To 460' E OF W BROADE ST	834	0.16	1	1	2U	50%	53	53	640	640	51	51	4	4	46	46		
Heritage Grove Rd	From 460' W OF W BROADE ST To W BROADE ST	464	0.09	1	1	2U	100%	53	53	640	640	56	56	5	5	52	52		
San Gabriel Pkwy	From LAKELINE BLVD To 1,760' E OF LAKELINE BLVD	1,803	0.34	0	0	N/A	50%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
San Gabriel Pkwy	From 1,760' W OF LAKELINE BLVD To 1,400' W OF BAGDAD RD	4,002	0.76	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
San Gabriel Pkwy	From 1,400' W OF BAGDAD RD To 165' W OF BAGDAD RD	1,273	0.24	0	0	N/A	50%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
San Gabriel Pkwy	From BAGDAD RD To N US 183	7,717	1.46	1	1	2U	100%	674	674	640	640	935	935	985	985	-50	-50	50	50
Hero Way	From SAN GABRIEL PKWY To 1,100' E OF SAN GABRIEL PKWY	1,107	0.21	1	1	2U	50%	210	210	640	640	67	67	22	22	45	45		
Hero Way	From 1,100' E OF SAN GABRIEL PKWY To 900' W OF LAKELINE BLVD	5,712	1.08	1	1	2U	50%	169	169	640	640	346	346	91	91	255	255		
Hero Way	From LAKELINE BLVD To US 183	13,271	2.51	2	2	5U	50%	1,125	1,125	720	720	1,810	1,810	1,414	1,414	396	396		
Live Oak Rd	From LAKELINE BLVD To WESTERN CITY LIMITS	7,209	1.37	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Live Oak Rd	From LAKELINE BLVD To 2240' E OF LAKELINE BLVD	2,237	0.42	0	0	N/A	50%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Live Oak Rd	From BAGDAD RD To 1725' W OF BAGDAD RD	1,722	0.33	1	1	2U	100%	26	26	640	640	209	209	8	8	200	200		
Subtotal		94,961	17.99	-	-	-	-	-	-	-	-	8,532	8,532	5,382	5,382	3,150	3,150	50	50
Total		94,961	17.99	-	-	-	-	-	-	-	-	17,064		10,764		6,300		100	

Notes:

1. Total Peak Hour Supply = (Length in Miles)(Number of Existing Lanes)(Peak Hour Capacity per Lane)(Percent in Service Area) [Vehicle-Miles]

2. Total Peak Hour Demand = (Length in Miles)(PM Peak Hour Volume)(Percent In Service Area) [Vehicle-Miles]

3. Excess Peak Hour Capacity = (Total Peak Hour Supply) - (Total Peak Hour Demand) [Vehicle-Miles]

4. Existing Peak Hour Deficiencies = (Total Peak Hour Demand) - (Total Peak Hour Supply) [Vehicle-Miles]

Note: "Length (Miles)" are displayed as rounded lengths to the nearest 0.01 miles. Calculations were performed using exact mileage length (Length in Feet / 5,280 Feet per Mile).

City of Leander - 2022 Roadway Impact Fee Study
Existing Street Facilities Inventory

Service Area B

Street Name	Project Limits	Length (Feet)	Length (Miles)	Existing Thru Lanes		Existing Cross- Section	Percent in Service Area	PM Peak Hour Volumes (Vehicles per Hour)		Peak Hour Capacity (Vehicle-Miles per Lane)		Total Peak Hour Supply (Vehicle-Miles) ¹		Total Peak Hour Demand (Vehicle-Miles) ²		Excess Peak Hour Capacity (Vehicle-Miles) ³		Existing Peak Hour Deficiencies (Vehicle- Miles) ⁴	
				NB / EB	SB / WB			NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
Kaufmann Loop	From SH 29 To 875' SW OF SH 29	881	0.17	1	1	3U	100%	0	0	760	760	127	127	N/A	N/A	N/A	N/A		
CR 270	From N US 183 To 965' E OF N US 183	1,074	0.20	1	1	2U-S	100%	229	229	510	510	104	104	47	47	57	57		
CR 270	From 825' S OF ORCHARD DR To PVT RD 918	3,427	0.65	1	1	2U-S	50%	229	229	510	510	165	165	74	74	91	91		
CR 270	From 300' S OF NORWOOD DR To 250' N OF SAN GABRIEL PKWY	1,560	0.29	1	1	2U-S	50%	229	229	510	510	75	75	34	34	41	41		
CR 270	From 250' N OF SAN GABRIEL PKWY To SAN GABRIEL PKWY	260	0.05	1	1	2U-S	100%	229	229	510	510	25	25	11	11	14	14		
CR 270	From 190' S OF SAN GABRIEL PKWY To 410' S OF SAN GABRIEL PKWY	208	0.04	1	1	2U-S	50%	198	198	510	510	10	10	4	4	6	6		
CR 270	From 410' S OF SAN GABRIEL PKWY To 680' S OF SAN GABRIEL PKWY	252	0.05	1	1	2U-S	100%	198	198	510	510	24	24	9	9	15	15		
CR 270	From 680' S OF SAN GABRIEL PKWY To 1,500' S OF SAN GABRIEL PKWY	809	0.15	1	1	2U-S	50%	198	198	510	510	39	39	15	15	24	24		
CR 270	From 2,400' N OF HERO WAY To 1,990' N OF HERO WAY	422	0.08	1	1	2U-S	100%	198	198	510	510	41	41	16	16	25	25		
CR 270	From 1,990' N OF HERO WAY To 1,550' N OF HERO WAY	423	0.08	1	1	2U-S	50%	198	198	510	510	20	20	8	8	12	12		
CR 270	From 1,550' N OF HERO WAY To 405' N OF HERO WAY	1,149	0.22	1	1	2U-S	100%	198	198	510	510	111	111	43	43	68	68		
CR 270	From 405' N OF HERO WAY To HERO WAY	404	0.08	1	1	2U-S	100%	198	198	510	510	39	39	15	15	24	24		
Raider Way	From SAN GABRIEL PKWY To HERO WAY	3,596	0.68	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
San Gabriel Pkwy	From CR 270 To 1,415' E of CR 270	1,414	0.27	0	0	N/A	50%	18	18	0	0	0	0	2	2	-2	-2	2	2
San Gabriel Pkwy	From 1,415' E of CR 270 To 375' W of Logan Del Way	1,654	0.31	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
San Gabriel Pkwy	From 865' W of Ronald Reagan Blvd To Ronald Reagan Blvd	875	0.17	1	1	2U	100%	0	0	640	640	106	106	N/A	N/A	N/A	N/A		
Hero Way ROW	From US 183 To RM 2243	12,372	2.34	1	1	2U	50%	197	197	640	640	750	750	231	231	519	519		
Subtotal		30,768	5.83	-	-	-	-	-	-	-	-	1,636	1,636	509	509	894	894	2	2
Total		30,768	5.83	-	-	-	-	-	-	-	-	3,273	3,273	1,019	1,019	1,788	1,788	4	4

Notes:

1. Total Peak Hour Supply = (Length in Miles)(Number of Existing Lanes)(Peak Hour Capacity per Lane)(Percent in Service Area) [Vehicle-Miles]

2. Total Peak Hour Demand = (Length in Miles)(PM Peak Hour Volume)(Percent In Service Area) [Vehicle-Miles]

3. Excess Peak Hour Capacity = (Total Peak Hour Supply) - (Total Peak Hour Demand) [Vehicle-Miles]

4. Existing Peak Hour Deficiencies = (Total Peak Hour Demand) - (Total Peak Hour Supply) [Vehicle-Miles]

Note: "Length (Miles)" are displayed as rounded lengths to the nearest 0.01 miles. Calculations were performed using exact mileage length (Length in Feet / 5,280 Feet per Mile).

City of Leander - 2022 Roadway Impact Fee Study
Existing Street Facilities Inventory

Service Area C

Street Name	Project Limits	Length (Feet)	Length (Miles)	Existing Thru Lanes		Existing Cross- Section	Percent in Service Area	PM Peak Hour Volumes (Vehicles per Hour)		Peak Hour Capacity (Vehicle-Miles per Lane)		Total Peak Hour Supply (Vehicle-Miles) ¹		Total Peak Hour Demand (Vehicle-Miles) ²		Excess Peak Hour Capacity (Vehicle-Miles) ³		Existing Peak Hour Deficiencies (Vehicle- Miles) ⁴	
				NB / EB	SB / WB			NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
Nameless Rd	From TRAVISSE PKWY To 2,475' NW OF RM 1431	5,587	1.06	1	1	2U-S	50%	209	209	510	510	270	270	111	111	159	159		
Lakeline Blvd	From HERO WAY To 2,815' SE OF HERO WAY	2,930	0.55	1	1	2U	100%	383	383	640	640	355	355	213	213	143	143		
Lakeline Blvd	From 2,815' SE OF HERO WAY To 1,765' SE OF VISTA RIDGE	3,388	0.64	1	1	2U	50%	388	388	640	640	205	205	124	124	81	81		
Lakeline Blvd	From 1,765' SE OF VISTA RIDGE To 550' NW OF STINNETT DR	786	0.15	1	1	2U	100%	388	388	640	640	95	95	58	58	38	38		
Bagdad Rd	From HERO WAY To 2,595' S OF HERO WAY	2,561	0.49	2	2	5U	100%	718	718	720	720	699	699	348	348	350	350		
Bagdad Rd	From 2,595' S OF HERO WAY To 475' N OF VISTA RIDGE DR	95	0.02	2	2	5U	50%	718	718	720	720	13	13	6	6	6	6		
Bagdad Rd	From 475' N OF VISTA RIDGE DR To 2,065' S OF OSAGE DR	14,107	2.67	2	2	5U	100%	924	924	720	720	3,847	3,847	2,469	2,469	1,379	1,379		
S West Dr	From W SOUTH ST To 870' N OF SONNY DR	2,822	0.53	1	1	2U-S	100%	332	332	510	510	273	273	177	177	95	95		
US 183	From HERO WAY To 195' S OF OSAGE DR	14,989	2.84	2	2	5U	50%	1,470	1,470	720	720	2,044	2,044	2,087	2,087	-43	-43	43	43
W South St	From WEST DR To US 183	1,012	0.19	1	1	2U-S	100%	230	230	510	510	98	98	44	44	54	54		
Crystal Falls Pkwy	From CANTINA SKY To FIRST VIEW	1,979	0.37	1	1	2D	100%	788	788	640	640	240	240	295	295	-55	-55	55	55
Osage Dr	From 315' E OF PAINTED SKY BEND To BAGDAD RD	13,194	2.50	1	1	2U	100%	217	217	640	640	1,599	1,599	542	542	1,057	1,057		
Hero Way	From 1,100' E OF SAN GABRIEL PKWY To 900' W OF LAKELINE BLVD	5,712	1.08	1	1	2U	50%	169	169	640	640	346	346	91	91	255	255		
Hero Way	From LAKELINE BLVD To US 183	13,271	2.51	2	2	5U	50%	1,125	1,125	720	720	1,810	1,810	1,414	1,414	396	396		
Municipal Dr	From Nothern Hills To S West Dr	2,980	0.56	1	1	2U-S	100%	18	18	510	510	288	288	10	10	278	278		
Subtotal		85,413	16.18	-	-	-	-	-	-	-	-	12,182	12,182	7,990	7,990	4,192	4,192	98	98
Total		85,413	16.18	-	-	-	-	-	-	-	-	24,363	15,980	8,383				196	

Notes:

1. Total Peak Hour Supply = (Length in Miles)(Number of Existing Lanes)(Peak Hour Capacity per Lane)(Percent in Service Area) [Vehicle-Miles]

2. Total Peak Hour Demand = (Length in Miles)(PM Peak Hour Volume)(Percent In Service Area) [Vehicle-Miles]

3. Excess Peak Hour Capacity = (Total Peak Hour Supply) - (Total Peak Hour Demand) [Vehicle-Miles]

4. Existing Peak Hour Deficiencies = (Total Peak Hour Demand) - (Total Peak Hour Supply) [Vehicle-Miles]

Note: "Length (Miles)" are displayed as rounded lengths to the nearest 0.01 miles. Calculations were performed using exact mileage length (Length in Feet / 5,280 Feet per Mile).

City of Leander - 2022 Roadway Impact Fee Study
Existing Street Facilities Inventory

Service Area D

Street Name	Project Limits	Length (Feet)	Length (Miles)	Existing Thru Lanes		Existing Cross- Section	Percent in Service Area	PM Peak Hour Volumes (Vehicles per Hour)		Peak Hour Capacity (Vehicle-Miles per Lane)		Total Peak Hour Supply (Vehicle-Miles) ¹		Total Peak Hour Demand (Vehicle-Miles) ²		Excess Peak Hour Capacity (Vehicle-Miles) ³		Existing Peak Hour Deficiencies (Vehicle- Miles) ⁴	
				NB / EB	SB / WB			NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
Leander Dr	From HAZLEWOOD ST To CRYSTAL FALLS DR	4,654	0.88	1	1	2U-S	100%	46	46	510	510	450	450	41	41	409	409		
Horizon Park Blvd	From RM 2243 To CRYSTAL FALLS PKWY	8,137	1.54	1	1	2U-S	100%	186	186	510	510	786	786	287	287	499	499		
Raider Way	From HERO WAY To RM 2243	3,392	0.64	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Raider Way	From RM 2243 To 1,235' S OF RM 2243	1,324	0.25	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
CR 175	From RM 2243 To 1,265' SE OF RM 2243	1,241	0.24	1	1	2U-S	50%	125	125	510	510	60	60	15	15	45	45		
CR 175	From 1,265' SE OF RM 2243 To 2,315' SE OF RM 2243	1,202	0.23	1	1	2U-S	100%	125	125	510	510	116	116	28	28	88	88		
CR 175	From 2,315' SE OF RM 2243 To 3,040' SE OF RM 2243	730	0.14	1	1	2U-S	50%	125	125	510	510	35	35	9	9	27	27		
CR 175	From 1,855' NW OF WHISPER LN To 40' NW OF CRYSTAL FALLS PKWY	4,796	0.91	1	1	2U-S	50%	125	125	510	510	232	232	57	57	175	175		
CR 175	From 1,400' SE OF CRYSTAL FALLS PKWY To 500' SE OF PARKSIDE PKWY	2,022	0.38	1	1	2U-S	100%	186	186	510	510	195	195	71	71	124	124		
CR 175	From 615' NW OF JOURNEY PKWY To JOURNEY PKWY	617	0.12	1	1	2U-S	50%	186	186	510	510	30	30	11	11	19	19		
RM 2243	From N US 183 To CR 175	16,953	3.21	1	1	2U-S	100%	874	874	510	510	1,638	1,638	2,806	2,806	-1,169	-1,169	1,169	1,169
RM 2243	From CR 175 To HERO WAY	1,502	0.28	1	1	2U-S	50%	731	731	510	510	73	73	104	104	-31	-31	31	31
Woodview Dr	From 980' W OF N US 183 To N US 183	976	0.18	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Crystal Falls Pkwy	From RONALD REAGAN BLVD To 725' E OF RONALD REAGAN BLVD	726	0.14	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Crystal Falls Pkwy	From 1,405' E OF RONALD REAGAN BLVD To 2,185' E OF RONALD REAGAN BLVD	780	0.15	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Crystal Falls Pkwy	From 2,190' E OF RONALD REAGAN BLVD To 1,615' W OF CR 175	2,299	0.44	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Crystal Falls Pkwy	From 1,615' W OF CR 175 To 590' W OF CR 175	1,004	0.19	0	0	N/A	50%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Crystal Falls Pkwy	From 1,615' W OF CR 175 To 115' W OF CR 175	426	0.08	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Journey Pkwy	From RONALD REAGAN BLVD To 4,025' E OF RONALD REAGAN BLVD	4,022	0.76	1	1	3U	100%	718	718	760	760	579	579	547	547	32	32		
Journey Pkwy	From 4,025' E OF RONALD REAGAN BLVD To 4,700' E OF RONALD REAGAN BLVD	661	0.13	1	1	3U	50%	718	718	760	760	48	48	45	45	3	3		
Journey Pkwy	From 4,700' E OF RONALD REAGAN BLVD To 5,000' E OF RONALD REAGAN BLVD	279	0.05	1	1	3U	100%	718	718	760	760	40	40	38	38	2	2		
Journey Pkwy	From 2,575' W OF CR 175 To 1,875' W OF CR 175	685	0.13	1	1	3U	50%	718	718	760	760	49	49	47	47	3	3		
Journey Pkwy	From 1,875' W OF CR 175 To CR 175	1,860	0.35	1	1	3U	100%	718	718	760	760	268	268	253	253	15	15		
Ronald Reagan Blvd	From RM 2243 To Southern City Limits	13,495	2.56	2	2	4D	100%	1,357	1,357	840	840	4,294	4,294	3,468	3,468	826	826		
US 183	From HERO WAY To 195' S OF OSAGE DR	14,989	2.84	2	2	5U	50%	1,470	1,470	720	720	2,044	2,044	2,087	2,087	-43	-43	43	43
N East St	From Hero Way To E South St	1,583	0.30	1	1	2U-G	100%	0	0	100	100	30	30	N/A	N/A	N/A	N/A		
N East St	From E Evans St To E South St	1,111	0.21	1	1	2U-G	100%	0	0	100	100	21	21	N/A	N/A	N/A	N/A		
Woodview Dr	From US 183A To Raider Way	1,996	0.38	1	1	2U	100%	151	151	640	640	242	242	57	57	185	185		
Raider Way	From Woodview Dr To Crystal Falls Pkwy	2,809	0.53	1	1	2U	100%	150	150	640	640	341	341	80	80	261	261		
Hero Way ROW	From US 183 To RM 2243	12,372	2.34	1	1	2U	50%	197	197	640	640	750	750	231	231	519	519		
Subtotal		108,644	20.58	-	-	-	-	-	-	-	-	12,318	12,318	10,280	10,280	1,987	1,987	1,243	1,243
Total		108,644	20.58	-	-	-	-	-	-	-	-	24,637	24,637	20,560	20,560	3,975	3,975	2,486	2,486

Notes:

1. Total Peak Hour Supply = (Length in Miles)(Number of Existing Lanes)(Peak Hour Capacity per Lane)(Percent in Service Area) [Vehicle-Miles]
 2. Total Peak Hour Demand = (Length in Miles)(PM Peak Hour Volume)(Percent In Service Area) [Vehicle-Miles]
 3. Excess Peak Hour Capacity = (Total Peak Hour Supply) - (Total Peak Hour Demand) [Vehicle-Miles]
 4. Existing Peak Hour Deficiencies = (Total Peak Hour Demand) - (Total Peak Hour Supply) [Vehicle-Miles]
- Note: "Length (Miles)" are displayed as rounded lengths to the nearest 0.01 miles. Calculations were performed using exact mileage length (Length in Feet / 5,280 Feet per Mile).

City of Leander - 2022 Roadway Impact Fee Study
Existing Street Facilities Inventory

Service Area E

Street Name	Project Limits	Length (Feet)	Length (Miles)	Existing Thru Lanes		Existing Cross- Section	Percent in Service Area	PM Peak Hour Volumes (Vehicles per Hour)		Peak Hour Capacity (Vehicle-Miles per Lane)		Total Peak Hour Supply (Vehicle-Miles) ¹		Total Peak Hour Demand (Vehicle-Miles) ²		Excess Peak Hour Capacity (Vehicle-Miles) ³		Existing Peak Hour Deficiencies (Vehicle- Miles) ⁴	
				NB / EB	SB / WB			NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
US 183	From 3,425' N OF S GABRIEL DR To HERO WAY	8,969	1.70	2	2	4U	50%	890	890	660	660	1,121	1,121	756	756	365	365		
San Gabriel Pkwy	From N US 183 To 183A TOLL RD	2,384	0.45	1	1	2U	100%	461	461	640	640	289	289	208	208	81	81		
Metro Dr	From Leander Dr To Mel Mathis Ave	974	0.18	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
College Way	From Main Street To US 183A	2,164	0.41	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Main Street	From San Gabriel Pkwy To 1575' N of Hero Way	2,563	0.49	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Subtotal		17,054	3.23	-	-	-	-	-	-	-	-	1,410	1,410	964	964	446	446	0	0
Total		17,054	3.23	-	-	-	-	-	-	-	-	2,820		1,928		892		0	

Notes:

1. Total Peak Hour Supply = (Length in Miles)(Number of Existing Lanes)(Peak Hour Capacity per Lance)(Percent in Service Area) [Vehicle-Miles]

2. Total Peak Hour Demand = (Length in Miles)(PM Peak Hour Volume)(Percent In Service Area) [Vehicle-Miles]

3. Excess Peak Hour Capacity = (Total Peak Hour Supply) - (Total Peak Hour Demand) [Vehicle-Miles]

4. Existing Peak Hour Deficiencies = (Total Peak Hour Demand) - (Total Peak Hour Supply) [Vehicle-Miles]

Note: "Length (Miles)" are displayed as rounded lengths to the nearest 0.01 miles. Calculations were performed using exact mileage length (Length in Feet / 5,280 Feet per Mile).



Appendix D – Plan for Awarding the Roadway Impact Fee Credit Summary

SUMMARY OF ROADWAY IMPACT FEE DETERMINATION

Service Area A

Recoverable Impact Fee CIP Costs	\$ 65,927,891	Table 8
Financing Cost	22,348,150	See Detail Below
Interest Earnings	(6,550,644)	Roadway Appendices - page 4
Pre Credit Recoverable Cost for Impact Fee	\$ 81,725,396	Sum of Above
Credit for Ad Valorem Revenues	(17,192,671)	Roadway Appendices - page 7
Maximum Recoverable Cost for Impact Fee	\$ 64,532,725	

Recoverable Impact Fee CIP Costs:

Represents the portion of capital improvement costs that are eligible for funding through Impact fees. Reference is Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections.

Financing Costs:

Represents the interest costs associated with debt financing the new Impact fee project costs. Interest costs are derived from existing debt issues and forecasted debt issues.

New Annual Debt Service	\$ 74,157,168	Roadway Appendices - page 2
Existing Annual Debt Service	14,095,873	Roadway Appendices - page 3
Principal Component (New and Existing Debt)	(65,904,891)	Roadway Appendices - page 1
Financing Costs	<u>\$ 22,348,150</u>	

Interest Earnings:

Represents the interest earned on cash flows and assumes a 1.00% annual interest rate.

The Impact Fee Statute states that interest earnings are funds of the Impact fee account and are held to the same restrictions as Impact fee revenues. Therefore in order to recognize that interest earnings are used to fund capital improvements, interest earnings are credited against the recoverable costs.

Reference is the sum of Accumulated Interest on page 4 of Roadway Appendices.

Pre Credit Recoverable Cost for Impact Fee:

Represents Recoverable Impact Fee CIP Costs plus Financing Costs less Existing Fund Balance and Interest Earnings.

Credit for Ad Valorem Revenues:

In 2001, the LGC Chapter 395 was amended to include a credit for ad valorem and utility revenues generated by new service units during the ten-year timeframe that are used to fund Impact fee eligible projects for which the new service units were charged an Impact fee. The intent of this amendment is to avoid double-charging the new service units for Impact fee capital improvements. The credit recognizes ad valorem revenues used to fund the debt service of debt financed Impact fee eligible projects and assumes that all non-debt funded impact fee eligible project costs will be funded solely through impact fee revenues or non-ad valorem revenue sources. Reference is page 7 of Roadway Appendices.

Maximum Recoverable Cost for Impact Fee:

Represents Pre Credit Recoverable Cost for Impact Fee less Credit for Ad Valorem Revenues.

This is the maximum cost that can be recovered through Impact fees.

SUMMARY OF ROADWAY IMPACT FEE DETERMINATION

Service Area B

Recoverable Impact Fee CIP Costs	\$ 24,074,712	Table 8
Financing Cost	9,318,032	See Detail Below
Interest Earnings	(2,854,197)	Roadway Appendices - page 4
Pre Credit Recoverable Cost for Impact Fee	\$ 30,538,547	Sum of Above
Credit for Ad Valorem Revenues	(6,532,301)	Roadway Appendices - page 7
Maximum Recoverable Cost for Impact Fee	\$ 24,006,246	

Recoverable Impact Fee CIP Costs:

Represents the portion of capital improvement costs that are eligible for funding through Impact fees. Reference is Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections.

Financing Costs:

Represents the interest costs associated with debt financing the new Impact fee project costs. Interest costs are derived from existing debt issues and forecasted debt issues.

New Annual Debt Service	\$ 33,369,744	Roadway Appendices - page 2
Existing Annual Debt Service	-	Roadway Appendices - page 3
Principal Component (New and Existing Debt)	(24,051,712)	Roadway Appendices - page 1
Financing Costs	<u>\$ 9,318,032</u>	

Interest Earnings:

Represents the interest earned on cash flows and assumes a 1.00% annual interest rate.

The Impact Fee Statute states that interest earnings are funds of the Impact fee account and are held to the same restrictions as Impact fee revenues. Therefore in order to recognize that interest earnings are used to fund capital improvements, interest earnings are credited against the recoverable costs.

Reference is the sum of Accumulated Interest on page 4 of Roadway Appendices.

Pre Credit Recoverable Cost for Impact Fee:

Represents Recoverable Impact Fee CIP Costs plus Financing Costs less Existing Fund Balance and Interest Earnings.

Credit for Ad Valorem Revenues:

In 2001, the LGC Chapter 395 was amended to include a credit for ad valorem and utility revenues generated by new service units during the ten-year timeframe that are used to fund Impact fee eligible projects for which the new service units were charged an Impact fee. The intent of this amendment is to avoid double-charging the new service units for Impact fee capital improvements. The credit recognizes ad valorem revenues used to fund the debt service of debt financed Impact fee eligible projects and assumes that all non-debt funded impact fee eligible project costs will be funded solely through impact fee revenues or non-ad valorem revenue sources. Reference is page 7 of Roadway Appendices.

Maximum Recoverable Cost for Impact Fee:

Represents Pre Credit Recoverable Cost for Impact Fee less Credit for Ad Valorem Revenues.

This is the maximum cost that can be recovered through Impact fees.

SUMMARY OF ROADWAY IMPACT FEE DETERMINATION

Service Area C

Recoverable Impact Fee CIP Costs	\$ 26,641,019	Table 8
Financing Cost	9,119,348	See Detail Below
Interest Earnings	(2,664,480)	Roadway Appendices - page 4
Pre Credit Recoverable Cost for Impact Fee	\$ 33,095,886	Sum of Above
Credit for Ad Valorem Revenues	(6,718,697)	Roadway Appendices - page 7
Maximum Recoverable Cost for Impact Fee	\$ 26,377,189	

Recoverable Impact Fee CIP Costs:

Represents the portion of capital improvement costs that are eligible for funding through Impact fees. Reference is Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections.

Financing Costs:

Represents the interest costs associated with debt financing the new Impact fee project costs. Interest costs are derived from existing debt issues and forecasted debt issues.

New Annual Debt Service	\$ 30,217,775	Roadway Appendices - page 2
Existing Annual Debt Service	5,519,592	Roadway Appendices - page 3
Principal Component (New and Existing Debt)	(26,618,019)	Roadway Appendices - page 1
Financing Costs	<u>\$ 9,119,348</u>	

Interest Earnings:

Represents the interest earned on cash flows and assumes a 1.00% annual interest rate.

The Impact Fee Statute states that interest earnings are funds of the Impact fee account and are held to the same restrictions as Impact fee revenues. Therefore in order to recognize that interest earnings are used to fund capital improvements, interest earnings are credited against the recoverable costs.

Reference is the sum of Accumulated Interest on page 4 of Roadway Appendices.

Pre Credit Recoverable Cost for Impact Fee:

Represents Recoverable Impact Fee CIP Costs plus Financing Costs less Existing Fund Balance and Interest Earnings.

Credit for Ad Valorem Revenues:

In 2001, the LGC Chapter 395 was amended to include a credit for ad valorem and utility revenues generated by new service units during the ten-year timeframe that are used to fund Impact fee eligible projects for which the new service units were charged an Impact fee. The intent of this amendment is to avoid double-charging the new service units for Impact fee capital improvements. The credit recognizes ad valorem revenues used to fund the debt service of debt financed Impact fee eligible projects and assumes that all non-debt funded impact fee eligible project costs will be funded solely through impact fee revenues or non-ad valorem revenue sources. Reference is page 7 of Roadway Appendices.

Maximum Recoverable Cost for Impact Fee:

Represents Pre Credit Recoverable Cost for Impact Fee less Credit for Ad Valorem Revenues.

This is the maximum cost that can be recovered through Impact fees.

SUMMARY OF ROADWAY IMPACT FEE DETERMINATION

Service Area D

Recoverable Impact Fee CIP Costs	\$ 80,565,356	Table 8
Financing Cost	30,606,044	See Detail Below
Interest Earnings	(7,812,465)	Roadway Appendices - page 4
Pre Credit Recoverable Cost for Impact Fee	\$ 103,358,935	Sum of Above
Credit for Ad Valorem Revenues	(35,163,954)	Roadway Appendices - page 7
Maximum Recoverable Cost for Impact Fee	\$ 68,194,981	

Recoverable Impact Fee CIP Costs:

Represents the portion of capital improvement costs that are eligible for funding through Impact fees. Reference is Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections.

Financing Costs:

Represents the interest costs associated with debt financing the new Impact fee project costs. Interest costs are derived from existing debt issues and forecasted debt issues.

New Annual Debt Service	\$ 104,499,242	Roadway Appendices - page 2
Existing Annual Debt Service	6,649,158	Roadway Appendices - page 3
Principal Component (New and Existing Debt)	(80,542,356)	Roadway Appendices - page 1
Financing Costs	<u>\$ 30,606,044</u>	

Interest Earnings:

Represents the interest earned on cash flows and assumes a 1.00% annual interest rate.

The Impact Fee Statute states that interest earnings are funds of the Impact fee account and are held to the same restrictions as Impact fee revenues. Therefore in order to recognize that interest earnings are used to fund capital improvements, interest earnings are credited against the recoverable costs.

Reference is the sum of Accumulated Interest on page 4 of Roadway Appendices.

Pre Credit Recoverable Cost for Impact Fee:

Represents Recoverable Impact Fee CIP Costs plus Financing Costs less Existing Fund Balance and Interest Earnings.

Credit for Ad Valorem Revenues:

In 2001, the LGC Chapter 395 was amended to include a credit for ad valorem and utility revenues generated by new service units during the ten-year timeframe that are used to fund Impact fee eligible projects for which the new service units were charged an Impact fee. The intent of this amendment is to avoid double-charging the new service units for Impact fee capital improvements. The credit recognizes ad valorem revenues used to fund the debt service of debt financed Impact fee eligible projects and assumes that all non-debt funded impact fee eligible project costs will be funded solely through impact fee revenues or non-ad valorem revenue sources. Reference is page 7 of Roadway Appendices.

Maximum Recoverable Cost for Impact Fee:

Represents Pre Credit Recoverable Cost for Impact Fee less Credit for Ad Valorem Revenues.

This is the maximum cost that can be recovered through Impact fees.

SUMMARY OF ROADWAY IMPACT FEE DETERMINATION

Service Area E

Recoverable Impact Fee CIP Costs	\$ 8,977,025	Table 8
Financing Cost	2,926,768	See Detail Below
Interest Earnings	(934,700)	Roadway Appendices - page 4
Pre Credit Recoverable Cost for Impact Fee	\$ 10,969,093	Sum of Above
Credit for Ad Valorem Revenues	(2,370,097)	Roadway Appendices - page 7
Maximum Recoverable Cost for Impact Fee	\$ 8,598,996	

Recoverable Impact Fee CIP Costs:

Represents the portion of capital improvement costs that are eligible for funding through Impact fees. Reference is Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections.

Financing Costs:

Represents the interest costs associated with debt financing the new Impact fee project costs. Interest costs are derived from existing debt issues and forecasted debt issues.

New Annual Debt Service	\$ 10,760,060	Roadway Appendices - page 2
Existing Annual Debt Service	1,120,733	Roadway Appendices - page 3
Principal Component (New and Existing Debt)	(8,954,025)	Roadway Appendices - page 1
Financing Costs	<u>\$ 2,926,768</u>	

Interest Earnings:

Represents the interest earned on cash flows and assumes a 1.00% annual interest rate.

The Impact Fee Statute states that interest earnings are funds of the Impact fee account and are held to the same restrictions as Impact fee revenues. Therefore in order to recognize that interest earnings are used to fund capital improvements, interest earnings are credited against the recoverable costs.

Reference is the sum of Accumulated Interest on page 4 of Roadway Appendices.

Pre Credit Recoverable Cost for Impact Fee:

Represents Recoverable Impact Fee CIP Costs plus Financing Costs less Existing Fund Balance and Interest Earnings.

Credit for Ad Valorem Revenues:

In 2001, the LGC Chapter 395 was amended to include a credit for ad valorem and utility revenues generated by new service units during the ten-year timeframe that are used to fund Impact fee eligible projects for which the new service units were charged an Impact fee. The intent of this amendment is to avoid double-charging the new service units for Impact fee capital improvements. The credit recognizes ad valorem revenues used to fund the debt service of debt financed Impact fee eligible projects and assumes that all non-debt funded impact fee eligible project costs will be funded solely through impact fee revenues or non-ad valorem revenue sources. Reference is page 7 of Roadway Appendices.

Maximum Recoverable Cost for Impact Fee:

Represents Pre Credit Recoverable Cost for Impact Fee less Credit for Ad Valorem Revenues.

This is the maximum cost that can be recovered through Impact fees.



Appendix E – Plan for Awarding the Roadway Impact Fee Credit Supporting Exhibits

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Calculation Assumptions

Appendix E - Impact Fee Calculation Assumptions

Service Area A

I. General Assumptions

Annual Interest Rate on Deposits ⁽¹⁾	1.00%
Annual Vehicle Mile Growth ⁽²⁾	2,961
Portion of Projects Funded by Existing Debt ⁽³⁾	\$ 12,455,070
Non-debt Funded Project Cost ⁽⁴⁾	23,000
New Project Cost Funded Through New Debt ⁽⁵⁾	53,449,822
Total Recoverable Project Cost ⁽⁶⁾	\$ 65,927,891

II. New Debt Issues Assumptions

<u>Year</u>	<u>Principal ⁽⁷⁾</u>	<u>Interest ⁽⁸⁾</u>	<u>Term</u>
1	\$ 13,362,455	2.34%	20
2	-	2.53%	20
3	-	2.73%	20
4	13,362,455	2.92%	20
5	-	3.16%	20
6	-	3.41%	20
7	13,362,455	3.66%	20
8	-	3.90%	20
9	-	4.15%	20
10	13,362,455	4.40%	20
Total	\$ 53,449,822		

III. Capital Expenditure Assumptions

<u>Year</u>	<u>Annual Capital Expenditures ⁽⁹⁾</u>
1	\$ 2,300
2	4,456,452
3	4,456,452
4	4,456,452
5	4,456,452
6	4,456,452
7	4,456,452
8	4,456,452
9	4,456,452
10	4,456,452
11	4,454,152
12	4,454,152
13	4,454,152
Total	53,472,822

- (1) Texpool 5-year average per City Staff
- (2) Derived from Table 1: Residential and Employment 10-Year Growth Projections
- (3) Per Kimley-Horn discussions with City Staff and City files
- (4) This assumes 0% of new project costs funded through sources other than debt, unless specified otherwise
- (5) This assumes 100% of new project costs funded through new debt issues, unless specified otherwise
- (6) Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections
- (7) Assumes new debt issued in equal amounts every 3 years, per City Staff
- (8) Estimated interest on future debt from City's Financial Advisor December 2021
- (9) Assumes new debt proceeds expended over a 3-year timeframe
Non-debt funded capital expenditures allocated per discussions with City Staff

City of Leander - 2022 Roadway Impact Fee Study

Appendix E - Impact Fee Calculation Assumptions

Debt Service and Expense Summary

Service Area A

I. New Debt Service Detail

<u>Year</u>	<u>Series 1</u>	<u>Series 2</u>	<u>Series 3</u>	<u>Series 4</u>	<u>Series 5</u>	<u>Series 6</u>	<u>Series 7</u>	<u>Series 8</u>	<u>Series 9</u>	<u>Series 10</u>	<u>Total Annual New Debt Service</u>
1	\$ 844,181	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 844,181
2	844,181	-	-	-	-	-	-	-	-	-	844,181
3	844,181	-	-	-	-	-	-	-	-	-	844,181
4	844,181	-	-	891,785	-	-	-	-	-	-	1,735,966
5	844,181	-	-	891,785	-	-	-	-	-	-	1,735,966
6	844,181	-	-	891,785	-	-	-	-	-	-	1,735,966
7	844,181	-	-	891,785	-	-	953,431	-	-	-	2,689,398
8	844,181	-	-	891,785	-	-	953,431	-	-	-	2,689,398
9	844,181	-	-	891,785	-	-	953,431	-	-	-	2,689,398
10	844,181	-	-	891,785	-	-	953,431	-	-	1,018,461	3,707,858
11	844,181	-	-	891,785	-	-	953,431	-	-	1,018,461	3,707,858
12	844,181	-	-	891,785	-	-	953,431	-	-	1,018,461	3,707,858
13	844,181	-	-	891,785	-	-	953,431	-	-	1,018,461	3,707,858
14	844,181	-	-	891,785	-	-	953,431	-	-	1,018,461	3,707,858
15	844,181	-	-	891,785	-	-	953,431	-	-	1,018,461	3,707,858
16	844,181	-	-	891,785	-	-	953,431	-	-	1,018,461	3,707,858
17	844,181	-	-	891,785	-	-	953,431	-	-	1,018,461	3,707,858
18	844,181	-	-	891,785	-	-	953,431	-	-	1,018,461	3,707,858
19	844,181	-	-	891,785	-	-	953,431	-	-	1,018,461	3,707,858
20	844,181	-	-	891,785	-	-	953,431	-	-	1,018,461	3,707,858
21	-	-	-	891,785	-	-	953,431	-	-	1,018,461	2,863,677
22	-	-	-	891,785	-	-	953,431	-	-	1,018,461	2,863,677
23	-	-	-	891,785	-	-	953,431	-	-	1,018,461	2,863,677
24	-	-	-	-	-	-	953,431	-	-	1,018,461	1,971,892
25	-	-	-	-	-	-	953,431	-	-	1,018,461	1,971,892
26	-	-	-	-	-	-	953,431	-	-	1,018,461	1,971,892
27	-	-	-	-	-	-	-	-	-	1,018,461	1,018,461
28	-	-	-	-	-	-	-	-	-	1,018,461	1,018,461
29	-	-	-	-	-	-	-	-	-	1,018,461	1,018,461
	\$ 16,883,628	\$ -	\$ -	\$ 17,835,700	\$ -	\$ -	\$ 19,068,626	\$ -	\$ -	\$ 20,369,214	\$ 74,157,168

City of Leander - 2022 Roadway Impact Fee Study

Appendix E - Impact Fee Calculation Assumptions

Debt Service and Expense Summary

Service Area A

II. Summary of Annual Expenses

<u>Year</u>	<u>New Annual Debt Service⁽¹⁾</u>	<u>Annual Capital Expenditures⁽²⁾</u>	<u>Annual Bond Proceeds⁽²⁾</u>	<u>Existing Annual Debt Service⁽³⁾</u>	<u>Annual Credit⁽⁴⁾</u>	<u>Total Expense</u>
1	\$ 844,181	\$ 2,300	\$ (13,362,455)	\$ 941,370	\$ (48,436)	\$ (11,623,040)
2	844,181	4,456,452	-	939,888	(94,236)	6,146,285
3	844,181	4,456,452	-	941,408	(137,834)	6,104,207
4	1,735,966	4,456,452	(13,362,455)	940,580	(268,569)	(6,498,026)
5	1,735,966	4,456,452	-	941,133	(327,564)	6,805,988
6	1,735,966	4,456,452	-	940,486	(383,594)	6,749,310
7	2,689,398	4,456,452	(13,362,455)	941,796	(593,003)	(5,867,812)
8	2,689,398	4,456,452	-	941,767	(662,261)	7,425,355
9	2,689,398	4,456,452	-	941,395	(728,363)	7,358,882
10	3,707,858	4,456,452	(13,362,455)	940,942	(1,013,609)	(5,270,813)
11	3,707,858	4,454,152	-	942,435	(1,013,935)	8,090,510
12	3,707,858	4,454,152	-	941,484	(1,013,728)	8,089,767
13	3,707,858	4,454,152	-	942,682	(1,013,989)	8,090,704
14	3,707,858	-	-	940,108	(1,013,427)	3,634,539
15	3,707,858	-	-	458,474	(908,414)	3,257,919
16	3,707,858	-	-	459,925	(908,730)	3,259,053
17	3,707,858	-	-	-	(808,449)	2,899,409
18	3,707,858	-	-	-	(808,449)	2,899,409
19	3,707,858	-	-	-	(808,449)	2,899,409
20	3,707,858	-	-	-	(808,449)	2,899,409
21	2,863,677	-	-	-	(624,387)	2,239,290
22	2,863,677	-	-	-	(624,387)	2,239,290
23	2,863,677	-	-	-	(624,387)	2,239,290
24	1,971,892	-	-	-	(429,945)	1,541,947
25	1,971,892	-	-	-	(429,945)	1,541,947
26	1,971,892	-	-	-	(429,945)	1,541,947
27	1,018,461	-	-	-	(222,062)	796,399
28	1,018,461	-	-	-	(222,062)	796,399
29	1,018,461	-	-	-	(222,062)	796,399
	\$ 74,157,168	\$ 53,472,822	\$ (53,449,822)	\$ 14,095,873	\$ (17,192,671)	\$ 71,083,371

(1) Appendix E - Service Area A, Page 2

(2) Appendix E - Service Area A, Page 1

(3) Eligible outstanding debt funded projects as a percent of total principal times original annual debt service

(4) Appendix E - Service Area A, Page 7

City of Leander - 2022 Roadway Impact Fee Study

Revenue Test

Appendix E - Impact Fee Calculation Assumptions

Service Area A

<u>Year</u>	<u>Impact Fee</u>	<u>Vehicle Miles</u>	<u>Impact Fee Revenue</u>	<u>Annual Expenses</u>	<u>Sub-Total</u>	<u>Accumulated Interest</u>	<u>Estimated Fund Balance</u>
Initial							\$ -
1	\$ 2,179	2,961	\$ 6,453,273	\$ (11,623,040)	\$ 18,076,313	\$ 90,382	18,166,694
2	2,179	2,961	6,453,273	6,146,285	306,988	183,202	18,656,884
3	2,179	2,961	6,453,273	6,104,207	349,066	188,314	19,194,264
4	2,179	2,961	6,453,273	(6,498,026)	12,951,299	256,699	32,402,262
5	2,179	2,961	6,453,273	6,805,988	(352,715)	322,259	32,371,806
6	2,179	2,961	6,453,273	6,749,310	(296,037)	322,238	32,398,006
7	2,179	2,961	6,453,273	(5,867,812)	12,321,085	385,585	45,104,676
8	2,179	2,961	6,453,273	7,425,355	(972,083)	446,186	44,578,780
9	2,179	2,961	6,453,273	7,358,882	(905,609)	441,260	44,114,431
10	2,179	2,961	6,453,273	(5,270,813)	11,724,085	499,765	56,338,281
11	-	-	-	8,090,510	(8,090,510)	522,930	48,770,701
12	-	-	-	8,089,767	(8,089,767)	447,258	41,128,192
13	-	-	-	8,090,704	(8,090,704)	370,828	33,408,317
14	-	-	-	3,634,539	(3,634,539)	315,910	30,089,689
15	-	-	-	3,257,919	(3,257,919)	284,607	27,116,378
16	-	-	-	3,259,053	(3,259,053)	254,869	24,112,193
17	-	-	-	2,899,409	(2,899,409)	226,625	21,439,408
18	-	-	-	2,899,409	(2,899,409)	199,897	18,739,897
19	-	-	-	2,899,409	(2,899,409)	172,902	16,013,390
20	-	-	-	2,899,409	(2,899,409)	145,637	13,259,617
21	-	-	-	2,239,290	(2,239,290)	121,400	11,141,727
22	-	-	-	2,239,290	(2,239,290)	100,221	9,002,658
23	-	-	-	2,239,290	(2,239,290)	78,830	6,842,198
24	-	-	-	1,541,947	(1,541,947)	60,712	5,360,963
25	-	-	-	1,541,947	(1,541,947)	45,900	3,864,916
26	-	-	-	1,541,947	(1,541,947)	30,939	2,353,908
27	-	-	-	796,399	(796,399)	19,557	1,577,066
28	-	-	-	796,399	(796,399)	11,789	792,456
29	-	-	-	796,399	(796,399)	3,943	-
			\$ 64,532,726	\$ 71,083,371		\$ 6,550,644	

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Calculation

Appendix E - Impact Fee Calculation Assumptions

Service Area A

<u>Year</u>	<u>Number of Years to End of Period</u>	<u>Future Value Escalation</u>		<u>Annual Vehicle Miles</u>		<u>Annual Expense</u>	
		<u>Interest Rate Factor</u>	<u>Recovery Fee Factor</u>				
1	29	1.3279	1.0000	2,961	3,932	\$ (11,623,040)	\$ (15,434,205)
2	28	1.3147	1.0000	2,961	3,893	6,146,285	8,080,828
3	27	1.3017	1.0000	2,961	3,855	6,104,207	7,946,045
4	26	1.2888	1.0000	2,961	3,817	(6,498,026)	(8,374,943)
5	25	1.2761	1.0000	2,961	3,779	6,805,988	8,685,008
6	24	1.2634	1.0000	2,961	3,741	6,749,310	8,527,408
7	23	1.2509	1.0000	2,961	3,704	(5,867,812)	(7,340,278)
8	22	1.2386	1.0000	2,961	3,668	7,425,355	9,196,703
9	21	1.2263	1.0000	2,961	3,631	7,358,882	9,024,130
10	20	1.2141	1.0000	2,961	3,595	(5,270,813)	(6,399,555)
11	19	1.2021	1.0000	-	-	8,090,510	9,725,831
12	18	1.1902	1.0000	-	-	8,089,767	9,628,650
13	17	1.1784	1.0000	-	-	8,090,704	9,534,421
14	16	1.1668	1.0000	-	-	3,634,539	4,240,684
15	15	1.1552	1.0000	-	-	3,257,919	3,763,618
16	14	1.1438	1.0000	-	-	3,259,053	3,727,652
17	13	1.1325	1.0000	-	-	2,899,409	3,283,462
18	12	1.1212	1.0000	-	-	2,899,409	3,250,953
19	11	1.1101	1.0000	-	-	2,899,409	3,218,765
20	10	1.0992	1.0000	-	-	2,899,409	3,186,896
21	9	1.0883	1.0000	-	-	2,239,290	2,436,954
22	8	1.0775	1.0000	-	-	2,239,290	2,412,826
23	7	1.0668	1.0000	-	-	2,239,290	2,388,937
24	6	1.0563	1.0000	-	-	1,541,947	1,628,705
25	5	1.0458	1.0000	-	-	1,541,947	1,612,579
26	4	1.0355	1.0000	-	-	1,541,947	1,596,613
27	3	1.0252	1.0000	-	-	796,399	816,468
28	2	1.0151	1.0000	-	-	796,399	808,385
29	1	1.0050	1.0000	-	-	796,399	800,381
				<u>37,616</u>			<u>\$ 81,973,922</u>

Annual Interest Rate: 1.00%

Total Escalated Expense for Entire Period \$ 81,973,922

Total Escalated Vehicle Miles 37,616

Maximum Assessable Impact Fee for Roadway Service Area A \$ 2,179

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Project Funding

Appendix E - Impact Fee Calculation Assumptions

Service Area A

Impact Fee Project Name ⁽¹⁾	Cost In		Impact Fee		Debt Funded ⁽²⁾		Non-Debt		Impact Fee	
	Project Cost	Service Area ⁽¹⁾	Recoverable Cost ⁽¹⁾		Existing	Proposed	Funded ⁽²⁾		Recoverable Cost	
From 1,125' S OF CR 281 To 1,635' S OF CR 280	\$ 6,600,000	\$ 3,300,000	\$ 2,348,966	\$ -	\$ 2,348,966	\$ -	\$ 2,348,966	\$ -	\$ 2,348,966	
From LIVE OAK RD To 1,635 S OF CR 280	10,300,000	10,300,000	7,331,621	-	7,331,621	-	7,331,621	-	7,331,621	
From 1,635' S OF CR 280 To 75' N OF BAGDAD RD	2,100,000	1,050,000	747,398	-	747,398	-	747,398	-	747,398	
From 480' N OF OLD 2243 WEST To OLD 2243 WEST	1,000,000	1,000,000	711,808	-	711,808	-	711,808	-	711,808	
From 1300' N OF CR 281 To CR 281	500,000	250,000	177,952	-	177,952	-	177,952	-	177,952	
From CR 281 To 930' NW OF W SAN GABRIEL PKWY	9,364,238	9,364,238	6,665,538	3,960,668	2,704,870	-	6,665,538	-	6,665,538	
From 930' NW OF W SAN GABRIEL PKWY To 380' NW OF W SAN GABRIEL PKWY	274,724	137,362	97,775	53,189	44,586	-	97,775	-	97,775	
From 380' NW OF W SAN GABRIEL PKWY To HERO WAY	7,864,238	7,864,238	5,597,827	3,960,668	1,637,158	-	5,597,827	-	5,597,827	
From US 183A To HERO WAY	3,400,000	1,700,000	1,210,073	-	1,210,073	-	1,210,073	-	1,210,073	
From 1,725' W OF LAKELINE BLVD To 530' E OF LAKELINE BLVD	2,700,000	2,700,000	1,921,881	-	1,921,881	-	1,921,881	-	1,921,881	
From 1,965 W OF BAGDAD RD To BAGDAD RD	2,500,000	2,500,000	1,779,520	-	1,779,520	-	1,779,520	-	1,779,520	
From HALSEY DR To 1,295' W OF W BROADE ST	2,000,000	2,000,000	1,423,616	-	1,423,616	-	1,423,616	-	1,423,616	
From 1,295' W OF W BROADE ST To 460' E OF W BROADE ST	1,000,000	500,000	355,904	-	355,904	-	355,904	-	355,904	
From 460' W OF W BROADE ST To W BROADE ST	600,000	600,000	427,085	-	427,085	-	427,085	-	427,085	
From LAKELINE BLVD To 1,760' E OF LAKELINE BLVD	2,600,000	1,300,000	925,350	-	925,350	-	925,350	-	925,350	
From 1,760' W OF LAKELINE BLVD To 1,400' W OF BAGDAD RD	5,800,000	5,800,000	4,128,486	-	4,128,486	-	4,128,486	-	4,128,486	
From 1,400' W OF BAGDAD RD To 165' W OF BAGDAD RD	1,900,000	950,000	676,218	-	676,218	-	676,218	-	676,218	
From BAGDAD RD To N US 183	9,500,000	9,500,000	6,762,175	-	6,762,175	-	6,762,175	-	6,762,175	
From SAN GABRIEL PKWY To 1,100' E OF SAN GABRIEL PKWY	1,900,000	950,000	676,218	-	676,218	-	676,218	-	676,218	
From 1,100' E OF SAN GABRIEL PKWY To 900' W OF LAKELINE BLVD	11,100,000	5,550,000	3,950,534	-	3,950,534	-	3,950,534	-	3,950,534	
From LAKELINE BLVD To US 183	22,757,707	11,378,854	8,099,558	4,480,544	3,619,014	-	8,099,558	-	8,099,558	
From LAKELINE BLVD To WESTERN CITY LIMITS	9,900,000	9,900,000	7,046,898	-	7,046,898	-	7,046,898	-	7,046,898	
From LAKELINE BLVD To 2240' E OF LAKELINE BLVD	3,100,000	1,550,000	1,103,302	-	1,103,302	-	1,103,302	-	1,103,302	
From BAGDAD RD To 1725' W OF BAGDAD RD	2,000,000	2,000,000	1,423,616	-	1,423,616	-	1,423,616	-	1,423,616	
US 183 and Hero Way	298,750	74,688	49,652	-	49,652	-	49,652	-	49,652	
City of Leander Signal Upgrades	2,000,000	400,000	265,920	-	265,920	-	265,920	-	265,920	
Roadway Impact Fee Study	92,000	23,000	23,000	-	-	-	23,000	-	23,000	
Total	\$ 123,151,657	\$ 92,642,379	\$ 65,927,891	\$ 12,455,070	\$ 53,449,822	\$ 23,000	\$ 65,927,891			

(1) Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections

(2) Per discussions with City staff and City files

City of Leander - 2022 Roadway Impact Fee Study

Credit Determination

Appendix E - Impact Fee Calculation Assumptions

Service Area A

<u>Year</u>	<u>Eligible Debt Service⁽¹⁾</u>	<u>Annual Vehicle Miles</u>	<u>Eligible Debt Service per Vehicle Mile</u>	<u>Annual Growth in Vehicle Miles (Cumulative)</u>	<u>Credit for Annual Ad Valorem Rate Revenues</u>
1	\$ 1,785,552	109,162	\$ 16.36	2,961	\$ 48,436
2	1,784,069	112,123	15.91	5,922	94,236
3	1,785,590	115,085	15.52	8,884	137,834
4	2,676,546	118,046	22.67	11,845	268,569
5	2,677,100	121,007	22.12	14,806	327,564
6	2,676,452	123,968	21.59	17,767	383,594
7	3,631,194	126,930	28.61	20,729	593,003
8	3,631,165	129,891	27.96	23,690	662,261
9	3,630,792	132,852	27.33	26,651	728,363
10	4,648,800	135,813	34.23	29,612	1,013,609
11	4,650,294	135,813	34.24	29,612	1,013,935
12	4,649,342	135,813	34.23	29,612	1,013,728
13	4,650,541	135,813	34.24	29,612	1,013,989
14	4,647,966	135,813	34.22	29,612	1,013,427
15	4,166,332	135,813	30.68	29,612	908,414
16	4,167,784	135,813	30.69	29,612	908,730
17	3,707,858	135,813	27.30	29,612	808,449
18	3,707,858	135,813	27.30	29,612	808,449
19	3,707,858	135,813	27.30	29,612	808,449
20	3,707,858	135,813	27.30	29,612	808,449
21	2,863,677	135,813	21.09	29,612	624,387
22	2,863,677	135,813	21.09	29,612	624,387
23	2,863,677	135,813	21.09	29,612	624,387
24	1,971,892	135,813	14.52	29,612	429,945
25	1,971,892	135,813	14.52	29,612	429,945
26	1,971,892	135,813	14.52	29,612	429,945
27	1,018,461	135,813	7.50	29,612	222,062
28	1,018,461	135,813	7.50	29,612	222,062
29	1,018,461	135,813	7.50	29,612	222,062
Total	\$ 88,253,041				\$ 17,192,671

2021 Vehicle Miles (All Service Areas) ⁽²⁾ 106,201

Ten Year Growth in Vehicle Miles (Service Area A) ⁽³⁾ 29,612

Annual Growth in Vehicle Miles 10 years
2,961

Credit Amount \$ 17,192,671

(1) Appendix E - Service Area A, Page 3

(2) Per Kimley-Horn Impact Fee Study

(3) Derived from Table 1: Residential and Employment 10-Year Growth Projections

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Calculation Assumptions

Appendix E - Impact Fee Calculation Assumptions

Service Area B

I. General Assumptions

Annual Interest Rate on Deposits ⁽¹⁾	1.00%
Annual Vehicle Mile Growth ⁽²⁾	2,851
Portion of Projects Funded by Existing Debt ⁽³⁾	\$ -
Non-debt Funded Project Cost ⁽⁴⁾	23,000
New Project Cost Funded Through New Debt ⁽⁵⁾	24,051,712
Total Recoverable Project Cost ⁽⁶⁾	\$ 24,074,712

II. New Debt Issues Assumptions

<u>Year</u>	<u>Principal ⁽⁷⁾</u>	<u>Interest ⁽⁸⁾</u>	<u>Term</u>
1	\$ 6,012,928	2.34%	20
2	-	2.53%	20
3	-	2.73%	20
4	6,012,928	2.92%	20
5	-	3.16%	20
6	-	3.41%	20
7	6,012,928	3.66%	20
8	-	3.90%	20
9	-	4.15%	20
10	6,012,928	4.40%	20
Total	\$ 24,051,712		

III. Capital Expenditure Assumptions

<u>Year</u>	<u>Annual Capital Expenditures ⁽⁹⁾</u>
1	\$ 2,300
2	2,006,609
3	2,006,609
4	2,006,609
5	2,006,609
6	2,006,609
7	2,006,609
8	2,006,609
9	2,006,609
10	2,006,609
11	2,004,309
12	2,004,309
13	2,004,309
Total	24,074,712

- (1) Texpool 5-year average per City Staff
- (2) Derived from Table 1: Residential and Employment 10-Year Growth Projections
- (3) Per Kimley-Horn discussions with City Staff and City files
- (4) This assumes 0% of new project costs funded through sources other than debt, unless specified otherwise
- (5) This assumes 100% of new project costs funded through new debt issues, unless specified otherwise
- (6) Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections
- (7) Assumes new debt issued in equal amounts every 3 years, per City Staff
- (8) Estimated interest on future debt from City's Financial Advisor December 2021
- (9) Assumes new debt proceeds expended over a 3-year timeframe
Non-debt funded capital expenditures allocated per discussions with City Staff

City of Leander - 2022 Roadway Impact Fee Study

Appendix E - Impact Fee Calculation Assumptions

Debt Service and Expense Summary

Service Area B

I. New Debt Service Detail

<u>Year</u>	<u>Series 1</u>	<u>Series 2</u>	<u>Series 3</u>	<u>Series 4</u>	<u>Series 5</u>	<u>Series 6</u>	<u>Series 7</u>	<u>Series 8</u>	<u>Series 9</u>	<u>Series 10</u>	<u>Total Annual New Debt Service</u>
1	\$ 379,870	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 379,870
2	379,870	-	-	-	-	-	-	-	-	-	379,870
3	379,870	-	-	-	-	-	-	-	-	-	379,870
4	379,870	-	-	401,291	-	-	-	-	-	-	781,162
5	379,870	-	-	401,291	-	-	-	-	-	-	781,162
6	379,870	-	-	401,291	-	-	-	-	-	-	781,162
7	379,870	-	-	401,291	-	-	429,031	-	-	-	1,210,193
8	379,870	-	-	401,291	-	-	429,031	-	-	-	1,210,193
9	379,870	-	-	401,291	-	-	429,031	-	-	-	1,210,193
10	379,870	-	-	401,291	-	-	429,031	-	-	458,294	1,668,487
11	379,870	-	-	401,291	-	-	429,031	-	-	458,294	1,668,487
12	379,870	-	-	401,291	-	-	429,031	-	-	458,294	1,668,487
13	379,870	-	-	401,291	-	-	429,031	-	-	458,294	1,668,487
14	379,870	-	-	401,291	-	-	429,031	-	-	458,294	1,668,487
15	379,870	-	-	401,291	-	-	429,031	-	-	458,294	1,668,487
16	379,870	-	-	401,291	-	-	429,031	-	-	458,294	1,668,487
17	379,870	-	-	401,291	-	-	429,031	-	-	458,294	1,668,487
18	379,870	-	-	401,291	-	-	429,031	-	-	458,294	1,668,487
19	379,870	-	-	401,291	-	-	429,031	-	-	458,294	1,668,487
20	379,870	-	-	401,291	-	-	429,031	-	-	458,294	1,668,487
21	-	-	-	401,291	-	-	429,031	-	-	458,294	1,288,617
22	-	-	-	401,291	-	-	429,031	-	-	458,294	1,288,617
23	-	-	-	401,291	-	-	429,031	-	-	458,294	1,288,617
24	-	-	-	-	-	-	429,031	-	-	458,294	887,325
25	-	-	-	-	-	-	429,031	-	-	458,294	887,325
26	-	-	-	-	-	-	429,031	-	-	458,294	887,325
27	-	-	-	-	-	-	-	-	-	458,294	458,294
28	-	-	-	-	-	-	-	-	-	458,294	458,294
29	-	-	-	-	-	-	-	-	-	458,294	458,294
	\$ 7,597,409	\$ -	\$ -	\$ 8,025,829	\$ -	\$ -	\$ 8,580,629	\$ -	\$ -	\$ 9,165,877	\$ 33,369,744

City of Leander - 2022 Roadway Impact Fee Study

Appendix E - Impact Fee Calculation Assumptions

Debt Service and Expense Summary

Service Area B

II. Summary of Annual Expenses

<u>Year</u>	<u>New Annual Debt Service⁽¹⁾</u>	<u>Annual Capital Expenditures⁽²⁾</u>	<u>Annual Bond Proceeds⁽²⁾</u>	<u>Existing Annual Debt Service⁽³⁾</u>	<u>Annual Credit⁽⁴⁾</u>	<u>Total Expense</u>
1	\$ 379,870	\$ 2,300	\$ (6,012,928)	\$ -	\$ (9,932)	\$ (5,640,690)
2	379,870	2,006,609	-	-	(19,358)	2,367,122
3	379,870	2,006,609	-	-	(28,315)	2,358,164
4	781,162	2,006,609	(6,012,928)	-	(75,754)	(3,300,911)
5	781,162	2,006,609	-	-	(92,451)	2,695,320
6	781,162	2,006,609	-	-	(108,376)	2,679,395
7	1,210,193	2,006,609	(6,012,928)	-	(191,455)	(2,987,581)
8	1,210,193	2,006,609	-	-	(213,970)	3,002,832
9	1,210,193	2,006,609	-	-	(235,512)	2,981,291
10	1,668,487	2,006,609	(6,012,928)	-	(353,140)	(2,690,972)
11	1,668,487	2,004,309	-	-	(353,140)	3,319,656
12	1,668,487	2,004,309	-	-	(353,140)	3,319,656
13	1,668,487	2,004,309	-	-	(353,140)	3,319,656
14	1,668,487	-	-	-	(353,140)	1,315,347
15	1,668,487	-	-	-	(353,140)	1,315,347
16	1,668,487	-	-	-	(353,140)	1,315,347
17	1,668,487	-	-	-	(353,140)	1,315,347
18	1,668,487	-	-	-	(353,140)	1,315,347
19	1,668,487	-	-	-	(353,140)	1,315,347
20	1,668,487	-	-	-	(353,140)	1,315,347
21	1,288,617	-	-	-	(272,740)	1,015,877
22	1,288,617	-	-	-	(272,740)	1,015,877
23	1,288,617	-	-	-	(272,740)	1,015,877
24	887,325	-	-	-	(187,805)	699,520
25	887,325	-	-	-	(187,805)	699,520
26	887,325	-	-	-	(187,805)	699,520
27	458,294	-	-	-	(96,999)	361,295
28	458,294	-	-	-	(96,999)	361,295
29	458,294	-	-	-	(96,999)	361,295
	\$ 33,369,744	\$ 24,074,712	\$ (24,051,712)	\$ -	\$ (6,532,301)	\$ 26,860,443

(1) Appendix E - Service Area A, Page 2

(2) Appendix E - Service Area A, Page 1

(3) Eligible outstanding debt funded projects as a percent of total principal times original annual debt service

(4) Appendix E - Service Area A, Page 7

City of Leander - 2022 Roadway Impact Fee Study

Revenue Test

Appendix E - Impact Fee Calculation Assumptions

Service Area B

<u>Year</u>	<u>Impact Fee</u>	<u>Vehicle Miles</u>	<u>Impact Fee Revenue</u>	<u>Annual Expenses</u>	<u>Sub-Total</u>	<u>Accumulated Interest</u>	<u>Estimated Fund Balance</u>
Initial							\$ -
1	\$ 842	2,851	\$ 2,400,625	\$ (5,640,690)	\$ 8,041,314	\$ 40,207	8,081,521
2	842	2,851	2,400,625	2,367,122	33,503	80,983	8,196,006
3	842	2,851	2,400,625	2,358,164	42,460	82,172	8,320,638
4	842	2,851	2,400,625	(3,300,911)	5,701,536	111,714	14,133,888
5	842	2,851	2,400,625	2,695,320	(294,695)	139,865	13,979,058
6	842	2,851	2,400,625	2,679,395	(278,770)	138,397	13,838,685
7	842	2,851	2,400,625	(2,987,581)	5,388,205	165,328	19,392,218
8	842	2,851	2,400,625	3,002,832	(602,208)	190,911	18,980,921
9	842	2,851	2,400,625	2,981,291	(580,666)	186,906	18,587,161
10	842	2,851	2,400,625	(2,690,972)	5,091,596	211,330	23,890,087
11	-	-	-	3,319,656	(3,319,656)	222,303	20,792,733
12	-	-	-	3,319,656	(3,319,656)	191,329	17,664,406
13	-	-	-	3,319,656	(3,319,656)	160,046	14,504,796
14	-	-	-	1,315,347	(1,315,347)	138,471	13,327,920
15	-	-	-	1,315,347	(1,315,347)	126,702	12,139,276
16	-	-	-	1,315,347	(1,315,347)	114,816	10,938,745
17	-	-	-	1,315,347	(1,315,347)	102,811	9,726,209
18	-	-	-	1,315,347	(1,315,347)	90,685	8,501,548
19	-	-	-	1,315,347	(1,315,347)	78,439	7,264,639
20	-	-	-	1,315,347	(1,315,347)	66,070	6,015,362
21	-	-	-	1,015,877	(1,015,877)	55,074	5,054,559
22	-	-	-	1,015,877	(1,015,877)	45,466	4,084,149
23	-	-	-	1,015,877	(1,015,877)	35,762	3,104,034
24	-	-	-	699,520	(699,520)	27,543	2,432,056
25	-	-	-	699,520	(699,520)	20,823	1,753,359
26	-	-	-	699,520	(699,520)	14,036	1,067,875
27	-	-	-	361,295	(361,295)	8,872	715,452
28	-	-	-	361,295	(361,295)	5,348	359,506
29	-	-	-	361,295	(361,295)	1,789	-
			\$ 24,006,246	\$ 26,860,443		\$ 2,854,197	

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Calculation

Appendix E - Impact Fee Calculation Assumptions

Service Area B

<u>Year</u>	<u>Number of Years to End of Period</u>	<u>Future Value Escalation</u>		<u>Annual Vehicle Miles</u>		<u>Annual Expense</u>	
		<u>Interest Rate Factor</u>	<u>Recovery Fee Factor</u>				
1	29	1.3279	1.0000	2,851	3,786	\$ (5,640,690)	\$ (7,490,257)
2	28	1.3147	1.0000	2,851	3,749	2,367,122	3,112,173
3	27	1.3017	1.0000	2,851	3,712	2,358,164	3,069,700
4	26	1.2888	1.0000	2,851	3,675	(3,300,911)	(4,254,360)
5	25	1.2761	1.0000	2,851	3,638	2,695,320	3,439,453
6	24	1.2634	1.0000	2,851	3,602	2,679,395	3,385,278
7	23	1.2509	1.0000	2,851	3,567	(2,987,581)	(3,737,283)
8	22	1.2386	1.0000	2,851	3,531	3,002,832	3,719,170
9	21	1.2263	1.0000	2,851	3,496	2,981,291	3,655,930
10	20	1.2141	1.0000	2,851	3,462	(2,690,972)	(3,267,242)
11	19	1.2021	1.0000	-	-	3,319,656	3,990,652
12	18	1.1902	1.0000	-	-	3,319,656	3,951,141
13	17	1.1784	1.0000	-	-	3,319,656	3,912,021
14	16	1.1668	1.0000	-	-	1,315,347	1,534,712
15	15	1.1552	1.0000	-	-	1,315,347	1,519,517
16	14	1.1438	1.0000	-	-	1,315,347	1,504,472
17	13	1.1325	1.0000	-	-	1,315,347	1,489,577
18	12	1.1212	1.0000	-	-	1,315,347	1,474,828
19	11	1.1101	1.0000	-	-	1,315,347	1,460,226
20	10	1.0992	1.0000	-	-	1,315,347	1,445,768
21	9	1.0883	1.0000	-	-	1,015,877	1,105,550
22	8	1.0775	1.0000	-	-	1,015,877	1,094,604
23	7	1.0668	1.0000	-	-	1,015,877	1,083,766
24	6	1.0563	1.0000	-	-	699,520	738,879
25	5	1.0458	1.0000	-	-	699,520	731,563
26	4	1.0355	1.0000	-	-	699,520	724,320
27	3	1.0252	1.0000	-	-	361,295	370,399
28	2	1.0151	1.0000	-	-	361,295	366,732
29	1	1.0050	1.0000	-	-	361,295	363,101
				<u>36,219</u>			<u>\$ 30,494,390</u>

Annual Interest Rate: 1.00%

Total Escalated Expense for Entire Period \$ 30,494,390

Total Escalated Vehicle Miles 36,219

Maximum Assessable Impact Fee for Roadway Service Area B \$ 842

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Project Funding

Appendix E - Impact Fee Calculation Assumptions

Service Area B

Impact Fee Project Name ⁽¹⁾	Cost In		Impact Fee		Debt Funded ⁽²⁾		Non-Debt		Impact Fee	
	Project Cost	Service Area ⁽¹⁾	Recoverable Cost ⁽¹⁾		Existing	Proposed	Funded ⁽²⁾		Recoverable Cost	
From SH 29 To 875' SW OF SH 29	\$ 1,800,000	\$ 1,800,000	\$ 1,496,856	\$ -	\$ 1,496,856	\$ -	\$ 1,496,856	\$ -	\$ 1,496,856	
From N US 183 To 965' E OF N US 183	1,200,000	1,200,000	997,904	-	997,904	-	997,904	-	997,904	
From 825' S OF ORCHARD DR To PVT RD 918	4,000,000	2,000,000	1,663,174	-	1,663,174	-	1,663,174	-	1,663,174	
From 300' S OF NORWOOD DR To 250' N OF SAN GABRIEL PKWY	1,900,000	950,000	790,008	-	790,008	-	790,008	-	790,008	
From 250' N OF SAN GABRIEL PKWY To SAN GABRIEL PKWY	400,000	400,000	332,635	-	332,635	-	332,635	-	332,635	
From 190' S OF SAN GABRIEL PKWY To 410' S OF SAN GABRIEL PKWY	200,000	100,000	83,159	-	83,159	-	83,159	-	83,159	
From 410' S OF SAN GABRIEL PKWY To 680' S OF SAN GABRIEL PKWY	400,000	400,000	332,635	-	332,635	-	332,635	-	332,635	
From 680' S OF SAN GABRIEL PKWY To 1,500' S OF SAN GABRIEL PKWY	1,000,000	500,000	415,793	-	415,793	-	415,793	-	415,793	
From 2,400' N OF HERO WAY To 1,990' N OF HERO WAY	500,000	500,000	415,793	-	415,793	-	415,793	-	415,793	
From 1,990' N OF HERO WAY To 1,550' N OF HERO WAY	500,000	250,000	207,897	-	207,897	-	207,897	-	207,897	
From 1,550' N OF HERO WAY To 405' N OF HERO WAY	1,400,000	1,400,000	1,164,222	-	1,164,222	-	1,164,222	-	1,164,222	
From 405' N OF HERO WAY To HERO WAY	500,000	500,000	415,793	-	415,793	-	415,793	-	415,793	
From SAN GABRIEL PKWY To HERO WAY	5,000,000	5,000,000	4,157,935	-	4,157,935	-	4,157,935	-	4,157,935	
From CR 270 To 1,415' E of CR 270	2,700,000	1,350,000	1,122,642	-	1,122,642	-	1,122,642	-	1,122,642	
From 1,415' E of CR 270 To 375' W of Logan Del Way	3,200,000	3,200,000	2,661,078	-	2,661,078	-	2,661,078	-	2,661,078	
From 865' W of Ronald Reagan Blvd To Ronald Reagan Blvd	1,500,000	1,500,000	1,247,380	-	1,247,380	-	1,247,380	-	1,247,380	
From US 183 To RM 2243	13,900,000	6,950,000	5,779,529	-	5,779,529	-	5,779,529	-	5,779,529	
City of Leander Signal Upgrades	2,000,000	400,000	306,911	-	306,911	-	306,911	-	306,911	
San Gabriel Pkwy and Ronald Reagan Blvd	400,000	400,000	306,911	-	306,911	-	306,911	-	306,911	
Hero Way and Ronald Reagan Blvd	400,000	200,000	153,456	-	153,456	-	153,456	-	153,456	
Roadway Impact Fee Study	92,000	23,000	23,000	-	-	-	23,000	-	23,000	
Total	\$ 42,992,000	\$ 29,023,000	\$ 24,074,712	\$ -	\$ 24,051,712	\$ 23,000	\$ 24,074,712			

(1) Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections

(2) Per discussions with City staff and City files

City of Leander - 2022 Roadway Impact Fee Study

Credit Determination

Appendix E - Impact Fee Calculation Assumptions

Service Area B

<u>Year</u>	<u>Eligible Debt Service⁽¹⁾</u>	<u>Annual Vehicle Miles</u>	<u>Eligible Debt Service per Vehicle Mile</u>	<u>Annual Growth in Vehicle Miles (Cumulative)</u>	<u>Credit for Annual Ad Valorem Rate Revenues</u>
1	\$ 379,870	109,052	\$ 3.48	2,851	\$ 9,932
2	379,870	111,904	3.39	5,703	19,358
3	379,870	114,755	3.31	8,554	28,315
4	781,162	117,606	6.64	11,405	75,754
5	781,162	120,457	6.48	14,256	92,451
6	781,162	123,309	6.34	17,108	108,376
7	1,210,193	126,160	9.59	19,959	191,455
8	1,210,193	129,011	9.38	22,810	213,970
9	1,210,193	131,862	9.18	25,661	235,512
10	1,668,487	134,714	12.39	28,513	353,140
11	1,668,487	134,714	12.39	28,513	353,140
12	1,668,487	134,714	12.39	28,513	353,140
13	1,668,487	134,714	12.39	28,513	353,140
14	1,668,487	134,714	12.39	28,513	353,140
15	1,668,487	134,714	12.39	28,513	353,140
16	1,668,487	134,714	12.39	28,513	353,140
17	1,668,487	134,714	12.39	28,513	353,140
18	1,668,487	134,714	12.39	28,513	353,140
19	1,668,487	134,714	12.39	28,513	353,140
20	1,668,487	134,714	12.39	28,513	353,140
21	1,288,617	134,714	9.57	28,513	272,740
22	1,288,617	134,714	9.57	28,513	272,740
23	1,288,617	134,714	9.57	28,513	272,740
24	887,325	134,714	6.59	28,513	187,805
25	887,325	134,714	6.59	28,513	187,805
26	887,325	134,714	6.59	28,513	187,805
27	458,294	134,714	3.40	28,513	96,999
28	458,294	134,714	3.40	28,513	96,999
29	458,294	134,714	3.40	28,513	96,999
Total	\$ 33,369,744				\$ 6,532,301

2021 Vehicle Miles (All Service Areas) ⁽²⁾ 106,201

Ten Year Growth in Vehicle Miles (Service Area B) ⁽³⁾ 28,513

Annual Growth in Vehicle Miles 10 years
2,851

Credit Amount \$ **6,532,301**

(1) Appendix E - Service Area A, Page 3

(2) Per Kimley-Horn Impact Fee Study

(3) Derived from Table 1: Residential and Employment 10-Year Growth Projections

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Calculation Assumptions

Appendix E - Impact Fee Calculation Assumptions

Service Area C

I. General Assumptions

Annual Interest Rate on Deposits ⁽¹⁾	1.00%
Annual Vehicle Mile Growth ⁽²⁾	2,839
Portion of Projects Funded by Existing Debt ⁽³⁾	\$ 4,838,133
Non-debt Funded Project Cost ⁽⁴⁾	23,000
New Project Cost Funded Through New Debt ⁽⁵⁾	21,779,886
Total Recoverable Project Cost ⁽⁶⁾	\$ 26,641,019

II. New Debt Issues Assumptions

<u>Year</u>	<u>Principal ⁽⁷⁾</u>	<u>Interest ⁽⁸⁾</u>	<u>Term</u>
1	\$ 5,444,972	2.34%	20
2	-	2.53%	20
3	-	2.73%	20
4	5,444,972	2.92%	20
5	-	3.16%	20
6	-	3.41%	20
7	5,444,972	3.66%	20
8	-	3.90%	20
9	-	4.15%	20
10	5,444,972	4.40%	20
Total	\$ 21,779,886		

III. Capital Expenditure Assumptions

<u>Year</u>	<u>Annual Capital Expenditures ⁽⁹⁾</u>
1	\$ 2,300
2	1,817,291
3	1,817,291
4	1,817,291
5	1,817,291
6	1,817,291
7	1,817,291
8	1,817,291
9	1,817,291
10	1,817,291
11	1,814,991
12	1,814,991
13	1,814,991
Total	21,802,886

- (1) Texpool 5-year average per City Staff
- (2) Derived from Table 1: Residential and Employment 10-Year Growth Projections
- (3) Per Kimley-Horn discussions with City Staff and City files
- (4) This assumes 0% of new project costs funded through sources other than debt, unless specified otherwise
- (5) This assumes 100% of new project costs funded through new debt issues, unless specified otherwise
- (6) Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections
- (7) Assumes new debt issued in equal amounts every 3 years, per City Staff
- (8) Estimated interest on future debt from City's Financial Advisor December 2021
- (9) Assumes new debt proceeds expended over a 3-year timeframe
Non-debt funded capital expenditures allocated per discussions with City Staff

City of Leander - 2022 Roadway Impact Fee Study

Appendix E - Impact Fee Calculation Assumptions

Debt Service and Expense Summary

Service Area C

I. New Debt Service Detail

<u>Year</u>	<u>Series 1</u>	<u>Series 2</u>	<u>Series 3</u>	<u>Series 4</u>	<u>Series 5</u>	<u>Series 6</u>	<u>Series 7</u>	<u>Series 8</u>	<u>Series 9</u>	<u>Series 10</u>	<u>Total Annual New Debt Service</u>
1	\$ 343,989	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 343,989
2	343,989	-	-	-	-	-	-	-	-	-	343,989
3	343,989	-	-	-	-	-	-	-	-	-	343,989
4	343,989	-	-	363,387	-	-	-	-	-	-	707,377
5	343,989	-	-	363,387	-	-	-	-	-	-	707,377
6	343,989	-	-	363,387	-	-	-	-	-	-	707,377
7	343,989	-	-	363,387	-	-	388,507	-	-	-	1,095,883
8	343,989	-	-	363,387	-	-	388,507	-	-	-	1,095,883
9	343,989	-	-	363,387	-	-	388,507	-	-	-	1,095,883
10	343,989	-	-	363,387	-	-	388,507	-	-	415,005	1,510,889
11	343,989	-	-	363,387	-	-	388,507	-	-	415,005	1,510,889
12	343,989	-	-	363,387	-	-	388,507	-	-	415,005	1,510,889
13	343,989	-	-	363,387	-	-	388,507	-	-	415,005	1,510,889
14	343,989	-	-	363,387	-	-	388,507	-	-	415,005	1,510,889
15	343,989	-	-	363,387	-	-	388,507	-	-	415,005	1,510,889
16	343,989	-	-	363,387	-	-	388,507	-	-	415,005	1,510,889
17	343,989	-	-	363,387	-	-	388,507	-	-	415,005	1,510,889
18	343,989	-	-	363,387	-	-	388,507	-	-	415,005	1,510,889
19	343,989	-	-	363,387	-	-	388,507	-	-	415,005	1,510,889
20	343,989	-	-	363,387	-	-	388,507	-	-	415,005	1,510,889
21	-	-	-	363,387	-	-	388,507	-	-	415,005	1,166,899
22	-	-	-	363,387	-	-	388,507	-	-	415,005	1,166,899
23	-	-	-	363,387	-	-	388,507	-	-	415,005	1,166,899
24	-	-	-	-	-	-	388,507	-	-	415,005	803,512
25	-	-	-	-	-	-	388,507	-	-	415,005	803,512
26	-	-	-	-	-	-	388,507	-	-	415,005	803,512
27	-	-	-	-	-	-	-	-	-	415,005	415,005
28	-	-	-	-	-	-	-	-	-	415,005	415,005
29	-	-	-	-	-	-	-	-	-	415,005	415,005
	\$ 6,879,789	\$ -	\$ -	\$ 7,267,742	\$ -	\$ -	\$ 7,770,138	\$ -	\$ -	\$ 8,300,106	\$ 30,217,775

City of Leander - 2022 Roadway Impact Fee Study

Appendix E - Impact Fee Calculation Assumptions

Debt Service and Expense Summary

Service Area C

II. Summary of Annual Expenses

<u>Year</u>	<u>New Annual Debt Service⁽¹⁾</u>	<u>Annual Capital Expenditures⁽²⁾</u>	<u>Annual Bond Proceeds⁽²⁾</u>	<u>Existing Annual Debt Service⁽³⁾</u>	<u>Annual Credit⁽⁴⁾</u>	<u>Total Expense</u>
1	\$ 343,989	\$ 2,300	\$ (5,444,972)	\$ 393,973	\$ (19,216)	\$ (4,723,925)
2	343,989	1,817,291	-	392,897	(37,403)	2,516,775
3	343,989	1,817,291	-	394,437	(54,830)	2,500,887
4	707,377	1,817,291	(5,444,972)	393,395	(106,347)	(2,633,256)
5	707,377	1,817,291	-	393,843	(129,852)	2,788,659
6	707,377	1,817,291	-	393,690	(152,211)	2,766,146
7	1,095,883	1,817,291	(5,444,972)	393,947	(234,868)	(2,372,718)
8	1,095,883	1,817,291	-	393,553	(262,439)	3,044,288
9	1,095,883	1,817,291	-	393,313	(288,835)	3,017,653
10	1,510,889	1,817,291	(5,444,972)	393,704	(401,788)	(2,124,877)
11	1,510,889	1,814,991	-	394,356	(401,926)	3,318,310
12	1,510,889	1,814,991	-	393,216	(401,685)	3,317,410
13	1,510,889	1,814,991	-	394,309	(401,916)	3,318,273
14	1,510,889	-	-	393,500	(401,745)	1,502,644
15	1,510,889	-	-	3,723	(319,519)	1,195,093
16	1,510,889	-	-	3,734	(319,521)	1,195,102
17	1,510,889	-	-	-	(318,733)	1,192,155
18	1,510,889	-	-	-	(318,733)	1,192,155
19	1,510,889	-	-	-	(318,733)	1,192,155
20	1,510,889	-	-	-	(318,733)	1,192,155
21	1,166,899	-	-	-	(246,166)	920,733
22	1,166,899	-	-	-	(246,166)	920,733
23	1,166,899	-	-	-	(246,166)	920,733
24	803,512	-	-	-	(169,507)	634,005
25	803,512	-	-	-	(169,507)	634,005
26	803,512	-	-	-	(169,507)	634,005
27	415,005	-	-	-	(87,548)	327,457
28	415,005	-	-	-	(87,548)	327,457
29	415,005	-	-	-	(87,548)	327,457
	\$ 30,217,775	\$ 21,802,886	\$ (21,779,886)	\$ 5,519,592	\$ (6,718,697)	\$ 29,041,670

(1) Appendix E - Service Area A, Page 2

(2) Appendix E - Service Area A, Page 1

(3) Eligible outstanding debt funded projects as a percent of total principal times original annual debt service

(4) Appendix E - Service Area A, Page 7

City of Leander - 2022 Roadway Impact Fee Study

Revenue Test

Appendix E - Impact Fee Calculation Assumptions

Service Area C

<u>Year</u>	<u>Impact Fee</u>	<u>Vehicle Miles</u>	<u>Impact Fee Revenue</u>	<u>Annual Expenses</u>	<u>Sub-Total</u>	<u>Accumulated Interest</u>	<u>Estimated Fund Balance</u>
Initial							\$ -
1	\$ 929	2,839	\$ 2,637,719	\$ (4,723,925)	\$ 7,361,644	\$ 36,808	7,398,452
2	929	2,839	2,637,719	2,516,775	120,944	74,589	7,593,986
3	929	2,839	2,637,719	2,500,887	136,832	76,624	7,807,442
4	929	2,839	2,637,719	(2,633,256)	5,270,975	104,429	13,182,847
5	929	2,839	2,637,719	2,788,659	(150,940)	131,074	13,162,981
6	929	2,839	2,637,719	2,766,146	(128,427)	130,988	13,165,541
7	929	2,839	2,637,719	(2,372,718)	5,010,437	156,708	18,332,686
8	929	2,839	2,637,719	3,044,288	(406,569)	181,294	18,107,411
9	929	2,839	2,637,719	3,017,653	(379,934)	179,174	17,906,651
10	929	2,839	2,637,719	(2,124,877)	4,762,595	202,879	22,872,126
11	-	-	-	3,318,310	(3,318,310)	212,130	19,765,946
12	-	-	-	3,317,410	(3,317,410)	181,072	16,629,609
13	-	-	-	3,318,273	(3,318,273)	149,705	13,461,041
14	-	-	-	1,502,644	(1,502,644)	127,097	12,085,494
15	-	-	-	1,195,093	(1,195,093)	114,879	11,005,281
16	-	-	-	1,195,102	(1,195,102)	104,077	9,914,256
17	-	-	-	1,192,155	(1,192,155)	93,182	8,815,282
18	-	-	-	1,192,155	(1,192,155)	82,192	7,705,319
19	-	-	-	1,192,155	(1,192,155)	71,092	6,584,256
20	-	-	-	1,192,155	(1,192,155)	59,882	5,451,982
21	-	-	-	920,733	(920,733)	49,916	4,581,165
22	-	-	-	920,733	(920,733)	41,208	3,701,640
23	-	-	-	920,733	(920,733)	32,413	2,813,319
24	-	-	-	634,005	(634,005)	24,963	2,204,277
25	-	-	-	634,005	(634,005)	18,873	1,589,145
26	-	-	-	634,005	(634,005)	12,721	967,861
27	-	-	-	327,457	(327,457)	8,041	648,445
28	-	-	-	327,457	(327,457)	4,847	325,836
29	-	-	-	327,457	(327,457)	1,621	-
			\$ 26,377,190	\$ 29,041,670		\$ 2,664,480	

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Calculation

Appendix E - Impact Fee Calculation Assumptions

Service Area C

<u>Year</u>	<u>Number of Years to End of Period</u>	<u>Future Value Escalation</u>		<u>Annual Vehicle Miles</u>		<u>Annual Expense</u>	
		<u>Interest Rate Factor</u>	<u>Recovery Fee Factor</u>				
1	29	1.3279	1.0000	2,839	3,770	\$ (4,723,925)	\$ (6,272,888)
2	28	1.3147	1.0000	2,839	3,733	2,516,775	3,308,929
3	27	1.3017	1.0000	2,839	3,696	2,500,887	3,255,486
4	26	1.2888	1.0000	2,839	3,660	(2,633,256)	(3,393,857)
5	25	1.2761	1.0000	2,839	3,623	2,788,659	3,558,561
6	24	1.2634	1.0000	2,839	3,587	2,766,146	3,494,884
7	23	1.2509	1.0000	2,839	3,552	(2,372,718)	(2,968,127)
8	22	1.2386	1.0000	2,839	3,517	3,044,288	3,770,515
9	21	1.2263	1.0000	2,839	3,482	3,017,653	3,700,520
10	20	1.2141	1.0000	2,839	3,447	(2,124,877)	(2,579,918)
11	19	1.2021	1.0000	-	-	3,318,310	3,989,034
12	18	1.1902	1.0000	-	-	3,317,410	3,948,467
13	17	1.1784	1.0000	-	-	3,318,273	3,910,390
14	16	1.1668	1.0000	-	-	1,502,644	1,753,245
15	15	1.1552	1.0000	-	-	1,195,093	1,380,597
16	14	1.1438	1.0000	-	-	1,195,102	1,366,938
17	13	1.1325	1.0000	-	-	1,192,155	1,350,067
18	12	1.1212	1.0000	-	-	1,192,155	1,336,700
19	11	1.1101	1.0000	-	-	1,192,155	1,323,466
20	10	1.0992	1.0000	-	-	1,192,155	1,310,362
21	9	1.0883	1.0000	-	-	920,733	1,002,007
22	8	1.0775	1.0000	-	-	920,733	992,086
23	7	1.0668	1.0000	-	-	920,733	982,264
24	6	1.0563	1.0000	-	-	634,005	669,678
25	5	1.0458	1.0000	-	-	634,005	663,047
26	4	1.0355	1.0000	-	-	634,005	656,482
27	3	1.0252	1.0000	-	-	327,457	335,709
28	2	1.0151	1.0000	-	-	327,457	332,385
29	1	1.0050	1.0000	-	-	327,457	329,094
				<u>36,068</u>			<u>\$ 33,506,127</u>

Annual Interest Rate: 1.00%

Total Escalated Expense for Entire Period \$ 33,506,127

Total Escalated Vehicle Miles 36,068

Maximum Assessable Impact Fee for Roadway Service Area C \$ 929

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Project Funding

Appendix E - Impact Fee Calculation Assumptions

Service Area C

Impact Fee Project Name ⁽¹⁾	Project Cost	Cost In Service Area ⁽¹⁾	Impact Fee Recoverable Cost ⁽¹⁾	Debt Funded ⁽²⁾		Non-Debt Funded ⁽²⁾	Impact Fee Recoverable Cost
				Existing	Proposed		
From TRAVISSO PKWY To 2,475' NW OF RM 1431	\$ 9,400,000	\$ 4,700,000	\$ 2,587,348	\$ -	\$ 2,587,348	\$ -	\$ 2,587,348
From HERO WAY To 2,815' SE OF HERO WAY	5,000,000	5,000,000	2,752,498	-	2,752,498	-	2,752,498
From 2,815' SE OF HERO WAY To 1,765' SE OF VISTA RIDGE	5,700,000	2,850,000	1,568,924	-	1,568,924	-	1,568,924
From 1,765' SE OF VISTA RIDGE To 550' NW OF STINNETT DR	1,300,000	1,300,000	715,650	-	715,650	-	715,650
From HERO WAY To 2,595' S OF HERO WAY	800,000	800,000	440,400	-	440,400	-	440,400
From 2,595' S OF HERO WAY To 475' N OF VISTA RIDGE DR	100,000	50,000	27,525	-	27,525	-	27,525
From 475' N OF VISTA RIDGE DR To 2,065' S OF OSAGE DR	3,900,000	3,900,000	2,146,949	-	2,146,949	-	2,146,949
From W SOUTH ST To 870' N OF SONNY DR	3,200,000	3,200,000	1,761,599	-	1,761,599	-	1,761,599
From HERO WAY To 195' S OF OSAGE DR	4,500,000	2,250,000	1,238,624	-	1,238,624	-	1,238,624
From WEST DR To US 183	1,200,000	1,200,000	660,600	-	660,600	-	660,600
From CANTINA SKY To FIRST VIEW	500,000	500,000	275,250	-	275,250	-	275,250
From 315' E OF PAINTED SKY BEND To BAGDAD RD	500,000	500,000	275,250	-	275,250	-	275,250
From 1,100' E OF SAN GABRIEL PKWY To 900' W OF LAKELINE BLVD	11,100,000	5,550,000	3,055,273	-	3,055,273	-	3,055,273
From LAKELINE BLVD To US 183	22,757,707	11,378,854	6,264,055	3,465,173	2,798,882	-	6,264,055
From Nothern Hills To S West Dr	2,494,024	2,494,024	1,372,959	1,372,959	-	-	1,372,959
Hero Way and US 183	298,750	74,688	29,765	-	29,765	-	29,765
City of Leander Signal Upgrades	2,000,000	400,000	159,410	-	159,410	-	159,410
Crystal Falls Pkwy and US 183	355,000	177,500	70,738	-	70,738	-	70,738
W South St and US 183	194,000	97,000	38,657	-	38,657	-	38,657
Crystal Falls Pkwy and Lakeline Blvd	472,250	472,250	188,203	-	188,203	-	188,203
W South St and West Dr	1,200,000	1,200,000	478,230	-	478,230	-	478,230
E Crystal Falls Pkwy and S West St	400,000	400,000	159,410	-	159,410	-	159,410
Sonny Dr and Lakeline Blvd	400,000	400,000	159,410	-	159,410	-	159,410
Sonny Dr and Bagdad Rd	400,000	400,000	159,410	-	159,410	-	159,410
RM 1431 and Travisso Pkwy	400,000	80,000	31,882	-	31,882	-	31,882
Roadway Impact Fee Study	92,000	23,000	23,000	-	-	23,000	23,000
Total	\$ 78,663,731	\$ 49,397,315	\$ 26,641,019	\$ 4,838,133	\$ 21,779,886	\$ 23,000	\$ 26,641,019

(1) Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections

(2) Per discussions with City staff and City files

City of Leander - 2022 Roadway Impact Fee Study

Credit Determination

Appendix E - Impact Fee Calculation Assumptions

Service Area C

<u>Year</u>	<u>Eligible Debt Service⁽¹⁾</u>	<u>Annual Vehicle Miles</u>	<u>Eligible Debt Service per Vehicle Mile</u>	<u>Annual Growth in Vehicle Miles (Cumulative)</u>	<u>Credit for Annual Ad Valorem Rate Revenues</u>
1	\$ 737,963	109,040	\$ 6.77	2,839	\$ 19,216
2	736,887	111,880	6.59	5,679	37,403
3	738,426	114,719	6.44	8,518	54,830
4	1,100,772	117,559	9.36	11,358	106,347
5	1,101,220	120,398	9.15	14,197	129,852
6	1,101,067	123,237	8.93	17,036	152,211
7	1,489,831	126,077	11.82	19,876	234,868
8	1,489,436	128,916	11.55	22,715	262,439
9	1,489,197	131,755	11.30	25,554	288,835
10	1,904,593	134,595	14.15	28,394	401,788
11	1,905,245	134,595	14.16	28,394	401,926
12	1,904,104	134,595	14.15	28,394	401,685
13	1,905,198	134,595	14.16	28,394	401,916
14	1,904,389	134,595	14.15	28,394	401,745
15	1,514,611	134,595	11.25	28,394	319,519
16	1,514,623	134,595	11.25	28,394	319,521
17	1,510,889	134,595	11.23	28,394	318,733
18	1,510,889	134,595	11.23	28,394	318,733
19	1,510,889	134,595	11.23	28,394	318,733
20	1,510,889	134,595	11.23	28,394	318,733
21	1,166,899	134,595	8.67	28,394	246,166
22	1,166,899	134,595	8.67	28,394	246,166
23	1,166,899	134,595	8.67	28,394	246,166
24	803,512	134,595	5.97	28,394	169,507
25	803,512	134,595	5.97	28,394	169,507
26	803,512	134,595	5.97	28,394	169,507
27	415,005	134,595	3.08	28,394	87,548
28	415,005	134,595	3.08	28,394	87,548
29	415,005	134,595	3.08	28,394	87,548
Total	\$ 35,737,367				\$ 6,718,697

2021 Vehicle Miles (All Service Areas) ⁽²⁾ 106,201

Ten Year Growth in Vehicle Miles (Service Area C) ⁽³⁾ 28,394

Annual Growth in Vehicle Miles 10 years
2,839

Credit Amount \$ **6,718,697**

(1) Appendix E - Service Area A, Page 3

(2) Per Kimley-Horn Impact Fee Study

(3) Derived from Table 1: Residential and Employment 10-Year Growth Projections

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Calculation Assumptions

Appendix E - Impact Fee Calculation Assumptions

Service Area D

I. General Assumptions

Annual Interest Rate on Deposits ⁽¹⁾	1.00%
Annual Vehicle Mile Growth ⁽²⁾	5,548
Portion of Projects Funded by Existing Debt ⁽³⁾	\$ 5,223,058
Non-debt Funded Project Cost ⁽⁴⁾	23,000
New Project Cost Funded Through New Debt ⁽⁵⁾	75,319,298
Total Recoverable Project Cost ⁽⁶⁾	\$ 80,565,356

II. New Debt Issues Assumptions

<u>Year</u>	<u>Principal ⁽⁷⁾</u>	<u>Interest ⁽⁸⁾</u>	<u>Term</u>
1	\$ 18,829,825	2.34%	20
2	-	2.53%	20
3	-	2.73%	20
4	18,829,825	2.92%	20
5	-	3.16%	20
6	-	3.41%	20
7	18,829,825	3.66%	20
8	-	3.90%	20
9	-	4.15%	20
10	18,829,825	4.40%	20
Total	\$ 75,319,298		

III. Capital Expenditure Assumptions

<u>Year</u>	<u>Annual Capital Expenditures ⁽⁹⁾</u>
1	\$ 2,300
2	6,278,908
3	6,278,908
4	6,278,908
5	6,278,908
6	6,278,908
7	6,278,908
8	6,278,908
9	6,278,908
10	6,278,908
11	6,276,608
12	6,276,608
13	6,276,608
Total	75,342,298

- (1) Texpool 5-year average per City Staff
- (2) Derived from Table 1: Residential and Employment 10-Year Growth Projections
- (3) Per Kimley-Horn discussions with City Staff and City files
- (4) This assumes 0% of new project costs funded through sources other than debt, unless specified otherwise
- (5) This assumes 100% of new project costs funded through new debt issues, unless specified otherwise
- (6) Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections
- (7) Assumes new debt issued in equal amounts every 3 years, per City Staff
- (8) Estimated interest on future debt from City's Financial Advisor December 2021
- (9) Assumes new debt proceeds expended over a 3-year timeframe
Non-debt funded capital expenditures allocated per discussions with City Staff

City of Leander - 2022 Roadway Impact Fee Study

Appendix E - Impact Fee Calculation Assumptions

Debt Service and Expense Summary

Service Area D

I. New Debt Service Detail

<u>Year</u>	<u>Series 1</u>	<u>Series 2</u>	<u>Series 3</u>	<u>Series 4</u>	<u>Series 5</u>	<u>Series 6</u>	<u>Series 7</u>	<u>Series 8</u>	<u>Series 9</u>	<u>Series 10</u>	<u>Total Annual New Debt Service</u>
1	\$ 1,189,586	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,189,586
2	1,189,586	-	-	-	-	-	-	-	-	-	1,189,586
3	1,189,586	-	-	-	-	-	-	-	-	-	1,189,586
4	1,189,586	-	-	1,256,667	-	-	-	-	-	-	2,446,253
5	1,189,586	-	-	1,256,667	-	-	-	-	-	-	2,446,253
6	1,189,586	-	-	1,256,667	-	-	-	-	-	-	2,446,253
7	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	-	3,789,789
8	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	-	3,789,789
9	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	-	3,789,789
10	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	5,224,962
11	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	5,224,962
12	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	5,224,962
13	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	5,224,962
14	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	5,224,962
15	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	5,224,962
16	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	5,224,962
17	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	5,224,962
18	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	5,224,962
19	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	5,224,962
20	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	5,224,962
21	-	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	4,035,376
22	-	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	4,035,376
23	-	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	4,035,376
24	-	-	-	-	-	-	1,343,536	-	-	1,435,173	2,778,709
25	-	-	-	-	-	-	1,343,536	-	-	1,435,173	2,778,709
26	-	-	-	-	-	-	1,343,536	-	-	1,435,173	2,778,709
27	-	-	-	-	-	-	-	-	-	1,435,173	1,435,173
28	-	-	-	-	-	-	-	-	-	1,435,173	1,435,173
29	-	-	-	-	-	-	-	-	-	1,435,173	1,435,173
	\$ 23,791,717	\$ -	\$ -	\$ 25,133,337	\$ -	\$ -	\$ 26,870,726	\$ -	\$ -	\$ 28,703,461	\$104,499,242

City of Leander - 2022 Roadway Impact Fee Study

Appendix E - Impact Fee Calculation Assumptions

Debt Service and Expense Summary

Service Area D

II. Summary of Annual Expenses

<u>Year</u>	<u>New Annual Debt Service⁽¹⁾</u>	<u>Annual Capital Expenditures⁽²⁾</u>	<u>Annual Bond Proceeds⁽²⁾</u>	<u>Existing Annual Debt Service⁽³⁾</u>	<u>Annual Credit⁽⁴⁾</u>	<u>Total Expense</u>
1	\$ 1,189,586	\$ 2,300	\$ (18,829,825)	\$ 397,890	\$ (78,809)	\$ (17,318,858)
2	1,189,586	6,278,908	-	397,507	(150,127)	7,715,874
3	1,189,586	6,278,908	-	397,844	(215,066)	7,651,272
4	2,446,253	6,278,908	(18,829,825)	397,872	(491,566)	(10,198,358)
5	2,446,253	6,278,908	-	397,892	(589,012)	8,534,041
6	2,446,253	6,278,908	-	397,613	(678,636)	8,444,138
7	3,789,789	6,278,908	(18,829,825)	398,256	(1,121,367)	(9,484,239)
8	3,789,789	6,278,908	-	398,148	(1,234,316)	9,232,529
9	3,789,789	6,278,908	-	397,938	(1,339,198)	9,127,437
10	5,224,962	6,278,908	(18,829,825)	393,743	(1,927,953)	(8,860,165)
11	5,224,962	6,276,608	-	393,848	(1,927,989)	9,967,429
12	5,224,962	6,276,608	-	393,879	(1,928,000)	9,967,450
13	5,224,962	6,276,608	-	393,293	(1,927,799)	9,967,064
14	5,224,962	-	-	393,248	(1,927,783)	3,690,426
15	5,224,962	-	-	383,876	(1,924,568)	3,684,271
16	5,224,962	-	-	383,599	(1,924,473)	3,684,089
17	5,224,962	-	-	332,713	(1,907,012)	3,650,663
18	5,224,962	-	-	-	(1,792,848)	3,432,114
19	5,224,962	-	-	-	(1,792,848)	3,432,114
20	5,224,962	-	-	-	(1,792,848)	3,432,114
21	4,035,376	-	-	-	(1,384,664)	2,650,712
22	4,035,376	-	-	-	(1,384,664)	2,650,712
23	4,035,376	-	-	-	(1,384,664)	2,650,712
24	2,778,709	-	-	-	(953,462)	1,825,247
25	2,778,709	-	-	-	(953,462)	1,825,247
26	2,778,709	-	-	-	(953,462)	1,825,247
27	1,435,173	-	-	-	(492,453)	942,720
28	1,435,173	-	-	-	(492,453)	942,720
29	1,435,173	-	-	-	(492,453)	942,720
	\$104,499,242	\$ 75,342,298	\$ (75,319,298)	\$ 6,649,158	\$ (35,163,954)	\$ 76,007,446

(1) Appendix E - Service Area A, Page 2

(2) Appendix E - Service Area A, Page 1

(3) Eligible outstanding debt funded projects as a percent of total principal times original annual debt service

(4) Appendix E - Service Area A, Page 7

City of Leander - 2022 Roadway Impact Fee Study

Revenue Test

Appendix E - Impact Fee Calculation Assumptions

Service Area D

<u>Year</u>	<u>Impact Fee</u>	<u>Vehicle Miles</u>	<u>Impact Fee Revenue</u>	<u>Annual Expenses</u>	<u>Sub-Total</u>	<u>Accumulated Interest</u>	<u>Estimated Fund Balance</u>
Initial							\$ -
1	\$ 1,229	5,548	\$ 6,819,498	\$ (17,318,858)	\$ 24,138,356	\$ 120,692	24,259,048
2	1,229	5,548	6,819,498	7,715,874	(896,376)	238,109	23,600,780
3	1,229	5,548	6,819,498	7,651,272	(831,774)	231,849	23,000,855
4	1,229	5,548	6,819,498	(10,198,358)	17,017,856	315,098	40,333,809
5	1,229	5,548	6,819,498	8,534,041	(1,714,543)	394,765	39,014,031
6	1,229	5,548	6,819,498	8,444,138	(1,624,640)	382,017	37,771,408
7	1,229	5,548	6,819,498	(9,484,239)	16,303,737	459,233	54,534,378
8	1,229	5,548	6,819,498	9,232,529	(2,413,031)	533,279	52,654,625
9	1,229	5,548	6,819,498	9,127,437	(2,307,939)	515,007	50,861,693
10	1,229	5,548	6,819,498	(8,860,165)	15,679,663	587,015	67,128,371
11	-	-	-	9,967,429	(9,967,429)	621,447	57,782,389
12	-	-	-	9,967,450	(9,967,450)	527,987	48,342,926
13	-	-	-	9,967,064	(9,967,064)	433,594	38,809,456
14	-	-	-	3,690,426	(3,690,426)	369,642	35,488,672
15	-	-	-	3,684,271	(3,684,271)	336,465	32,140,867
16	-	-	-	3,684,089	(3,684,089)	302,988	28,759,766
17	-	-	-	3,650,663	(3,650,663)	269,344	25,378,448
18	-	-	-	3,432,114	(3,432,114)	236,624	22,182,958
19	-	-	-	3,432,114	(3,432,114)	204,669	18,955,512
20	-	-	-	3,432,114	(3,432,114)	172,395	15,695,793
21	-	-	-	2,650,712	(2,650,712)	143,704	13,188,785
22	-	-	-	2,650,712	(2,650,712)	118,634	10,656,706
23	-	-	-	2,650,712	(2,650,712)	93,314	8,099,307
24	-	-	-	1,825,247	(1,825,247)	71,867	6,345,927
25	-	-	-	1,825,247	(1,825,247)	54,333	4,575,013
26	-	-	-	1,825,247	(1,825,247)	36,624	2,786,389
27	-	-	-	942,720	(942,720)	23,150	1,866,819
28	-	-	-	942,720	(942,720)	13,955	938,053
29	-	-	-	942,720	(942,720)	4,667	-
			\$ 68,194,980	\$ 76,007,446		\$ 7,812,465	

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Calculation

Appendix E - Impact Fee Calculation Assumptions

Service Area D

<u>Year</u>	<u>Number of Years to End of Period</u>	<u>Future Value Escalation</u>		<u>Annual Vehicle Miles</u>		<u>Annual Expense</u>	
		<u>Interest Rate Factor</u>	<u>Recovery Fee Factor</u>				
1	29	1.3279	1.0000	5,548	7,367	\$ (17,318,858)	\$ (22,997,667)
2	28	1.3147	1.0000	5,548	7,294	7,715,874	10,144,445
3	27	1.3017	1.0000	5,548	7,222	7,651,272	9,959,910
4	26	1.2888	1.0000	5,548	7,150	(10,198,358)	(13,144,094)
5	25	1.2761	1.0000	5,548	7,079	8,534,041	10,890,148
6	24	1.2634	1.0000	5,548	7,009	8,444,138	10,668,736
7	23	1.2509	1.0000	5,548	6,940	(9,484,239)	(11,864,208)
8	22	1.2386	1.0000	5,548	6,871	9,232,529	11,434,985
9	21	1.2263	1.0000	5,548	6,803	9,127,437	11,192,894
10	20	1.2141	1.0000	5,548	6,736	(8,860,165)	(10,757,565)
11	19	1.2021	1.0000	-	-	9,967,429	11,982,128
12	18	1.1902	1.0000	-	-	9,967,450	11,863,517
13	17	1.1784	1.0000	-	-	9,967,064	11,745,602
14	16	1.1668	1.0000	-	-	3,690,426	4,305,893
15	15	1.1552	1.0000	-	-	3,684,271	4,256,149
16	14	1.1438	1.0000	-	-	3,684,089	4,213,801
17	13	1.1325	1.0000	-	-	3,650,663	4,134,226
18	12	1.1212	1.0000	-	-	3,432,114	3,848,247
19	11	1.1101	1.0000	-	-	3,432,114	3,810,145
20	10	1.0992	1.0000	-	-	3,432,114	3,772,421
21	9	1.0883	1.0000	-	-	2,650,712	2,884,694
22	8	1.0775	1.0000	-	-	2,650,712	2,856,132
23	7	1.0668	1.0000	-	-	2,650,712	2,827,854
24	6	1.0563	1.0000	-	-	1,825,247	1,927,945
25	5	1.0458	1.0000	-	-	1,825,247	1,908,856
26	4	1.0355	1.0000	-	-	1,825,247	1,889,957
27	3	1.0252	1.0000	-	-	942,720	966,477
28	2	1.0151	1.0000	-	-	942,720	956,908
29	1	1.0050	1.0000	-	-	942,720	947,434
				<u>70,470</u>			<u>\$ 86,625,970</u>

Annual Interest Rate: 1.00%

Total Escalated Expense for Entire Period \$ 86,625,970

Total Escalated Vehicle Miles 70,470

Maximum Assessable Impact Fee for Roadway Service Area D \$ 1,229

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Project Funding

Appendix E - Impact Fee Calculation Assumptions

Service Area D

Impact Fee Project Name ⁽¹⁾	Cost In		Impact Fee		Debt Funded ⁽²⁾		Non-Debt		Impact Fee	
	Project Cost	Service Area ⁽¹⁾	Recoverable Cost ⁽¹⁾		Existing	Proposed	Funded ⁽²⁾		Recoverable Cost	
From HAZLEWOOD ST To CRYSTAL FALLS DR	\$ 5,300,000	\$ 5,300,000	\$ 2,661,772	\$ -	\$ 2,661,772	\$ -	\$ 2,661,772	\$ -	\$ 2,661,772	
From RM 2243 To CRYSTAL FALLS PKWY	14,300,000	14,300,000	7,181,761	-	7,181,761	-	7,181,761	-	7,181,761	
From HERO WAY To RM 2243	4,700,000	4,700,000	2,360,439	-	2,360,439	-	2,360,439	-	2,360,439	
From RM 2243 To 1,235' S OF RM 2243	3,200,000	3,200,000	1,607,107	-	1,607,107	-	1,607,107	-	1,607,107	
From RM 2243 To 1,265' SE OF RM 2243	1,680,000	840,000	421,866	-	421,866	-	421,866	-	421,866	
From 1,265' SE OF RM 2243 To 2,315' SE OF RM 2243	1,680,000	1,680,000	843,731	-	843,731	-	843,731	-	843,731	
From 2,315' SE OF RM 2243 To 3,040' SE OF RM 2243	960,000	480,000	241,066	-	241,066	-	241,066	-	241,066	
From 1,855' NW OF WHISPER LN To 40' NW OF CRYSTAL FALLS PKWY	6,720,000	3,360,000	1,687,463	-	1,687,463	-	1,687,463	-	1,687,463	
From 1,400' SE OF CRYSTAL FALLS PKWY To 500' SE OF PARKSIDE PKWY	2,720,000	2,720,000	1,366,041	-	1,366,041	-	1,366,041	-	1,366,041	
From 615' NW OF JOURNEY PKWY To JOURNEY PKWY	880,000	440,000	220,977	-	220,977	-	220,977	-	220,977	
From N US 183 To CR 175	45,100,000	45,100,000	22,650,170	-	22,650,170	-	22,650,170	-	22,650,170	
From CR 175 To HERO WAY	2,600,000	1,300,000	652,887	-	652,887	-	652,887	-	652,887	
From 980' W OF N US 183 To N US 183	6,300,000	6,300,000	3,163,993	-	3,163,993	-	3,163,993	-	3,163,993	
From RONALD REAGAN BLVD To 725' E OF RONALD REAGAN BLVD	1,400,000	1,400,000	703,109	-	703,109	-	703,109	-	703,109	
From 1,405' E OF RONALD REAGAN BLVD To 2,185' E OF RONALD REAGAN BLVD	1,500,000	1,500,000	753,332	-	753,332	-	753,332	-	753,332	
From 2,190' E OF RONALD REAGAN BLVD To 1,615' W OF CR 175	9,400,000	9,400,000	4,720,878	-	4,720,878	-	4,720,878	-	4,720,878	
From 1,615' W OF CR 175 To 590' W OF CR 175	1,900,000	950,000	477,110	-	477,110	-	477,110	-	477,110	
From 1,615' W OF CR 175 To 115' W OF CR 175	800,000	800,000	401,777	-	401,777	-	401,777	-	401,777	
From RONALD REAGAN BLVD To 4,025' E OF RONALD REAGAN BLVD	6,700,000	6,700,000	3,364,881	-	3,364,881	-	3,364,881	-	3,364,881	
From 4,025' E OF RONALD REAGAN BLVD To 4,700' E OF RONALD REAGAN BLVD	3,400,000	1,700,000	853,776	-	853,776	-	853,776	-	853,776	
From 4,700' E OF RONALD REAGAN BLVD To 5,000' E OF RONALD REAGAN BLVD	1,200,000	1,200,000	602,665	-	602,665	-	602,665	-	602,665	
From 2,575' W OF CR 175 To 1,875' W OF CR 175	500,000	250,000	125,555	-	125,555	-	125,555	-	125,555	
From 1,875' W OF CR 175 To CR 175	3,200,000	3,200,000	1,607,107	-	1,607,107	-	1,607,107	-	1,607,107	
From RM 2243 To Southern City Limits	4,200,000	4,200,000	2,109,328	-	2,109,328	-	2,109,328	-	2,109,328	
From HERO WAY To 195' S OF OSAGE DR	4,500,000	2,250,000	1,129,997	-	1,129,997	-	1,129,997	-	1,129,997	
From Hero Way To E South St	3,280,852	3,280,852	1,647,713	291,716	1,355,997	-	1,355,997	-	1,647,713	
From E Evans St To E South St	1,100,000	1,100,000	552,443	-	552,443	-	552,443	-	552,443	
From US 183A To Raider Way	4,909,533	4,909,533	2,465,671	2,465,671	-	-	-	-	2,465,671	
From Woodview Dr To Crystal Falls Pkwy	4,909,533	4,909,533	2,465,671	2,465,671	-	-	-	-	2,465,671	
From US 183 To RM 2243	13,900,000	6,950,000	3,490,436	-	3,490,436	-	3,490,436	-	3,490,436	
Hero Way and US 183	298,750	74,688	57,818	-	57,818	-	57,818	-	57,818	
City of Leander Signal Upgrades	2,000,000	400,000	309,653	-	309,653	-	309,653	-	309,653	
Hero Way and Ronald Reagan Blvd	400,000	200,000	154,826	-	154,826	-	154,826	-	154,826	
Crystal Falls Pkwy and US 183	355,000	177,500	137,408	-	137,408	-	137,408	-	137,408	
W South St and US 183	194,000	97,000	75,091	-	75,091	-	75,091	-	75,091	
RM 2243 and Ronald Reagan Blvd	5,000,000	5,000,000	3,870,657	-	3,870,657	-	3,870,657	-	3,870,657	
E Woodview Dr and Raider Way	1,200,000	1,200,000	928,958	-	928,958	-	928,958	-	928,958	
E Crystal Falls Pkwy and Raider Way	1,200,000	1,200,000	928,958	-	928,958	-	928,958	-	928,958	
Journey Pkwy and CR 175	400,000	400,000	309,653	-	309,653	-	309,653	-	309,653	
Sonny Dr and Leander Dr	400,000	400,000	309,653	-	309,653	-	309,653	-	309,653	
Hazelwood St and Horizon Park Blvd	1,200,000	1,200,000	928,958	-	928,958	-	928,958	-	928,958	
Roadway Impact Fee Study	92,000	23,000	23,000	-	-	23,000	23,000	23,000	23,000	
Total	\$ 175,679,667	\$ 154,792,105	\$ 80,565,356	\$ 5,223,058	\$ 75,319,298	\$ 23,000	\$ 80,565,356			

(1) Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections

(2) Per discussions with City staff and City files

City of Leander - 2022 Roadway Impact Fee Study

Credit Determination

Appendix E - Impact Fee Calculation Assumptions

Service Area D

<u>Year</u>	<u>Eligible Debt Service⁽¹⁾</u>	<u>Annual Vehicle Miles</u>	<u>Eligible Debt Service per Vehicle Mile</u>	<u>Annual Growth in Vehicle Miles (Cumulative)</u>	<u>Credit for Annual Ad Valorem Rate Revenues</u>
1	\$ 1,587,475	111,749	\$ 14.21	5,548	\$ 78,809
2	1,587,093	117,296	13.53	11,095	150,127
3	1,587,430	122,844	12.92	16,643	215,066
4	2,844,125	128,392	22.15	22,191	491,566
5	2,844,145	133,939	21.23	27,738	589,012
6	2,843,866	139,487	20.39	33,286	678,636
7	4,188,045	145,035	28.88	38,834	1,121,367
8	4,187,937	150,582	27.81	44,381	1,234,316
9	4,187,727	156,130	26.82	49,929	1,339,198
10	5,618,705	161,678	34.75	55,477	1,927,953
11	5,618,810	161,678	34.75	55,477	1,927,989
12	5,618,842	161,678	34.75	55,477	1,928,000
13	5,618,255	161,678	34.75	55,477	1,927,799
14	5,618,210	161,678	34.75	55,477	1,927,783
15	5,608,838	161,678	34.69	55,477	1,924,568
16	5,608,561	161,678	34.69	55,477	1,924,473
17	5,557,675	161,678	34.38	55,477	1,907,012
18	5,224,962	161,678	32.32	55,477	1,792,848
19	5,224,962	161,678	32.32	55,477	1,792,848
20	5,224,962	161,678	32.32	55,477	1,792,848
21	4,035,376	161,678	24.96	55,477	1,384,664
22	4,035,376	161,678	24.96	55,477	1,384,664
23	4,035,376	161,678	24.96	55,477	1,384,664
24	2,778,709	161,678	17.19	55,477	953,462
25	2,778,709	161,678	17.19	55,477	953,462
26	2,778,709	161,678	17.19	55,477	953,462
27	1,435,173	161,678	8.88	55,477	492,453
28	1,435,173	161,678	8.88	55,477	492,453
29	1,435,173	161,678	8.88	55,477	492,453
Total	\$ 111,148,400				\$ 35,163,954

2021 Vehicle Miles (All Service Areas) ⁽²⁾ 106,201

Ten Year Growth in Vehicle Miles (Service Area D) ⁽³⁾ 55,477

Annual Growth in Vehicle Miles 10 years
5,548

Credit Amount \$ **35,163,954**

(1) Appendix E - Service Area A, Page 3

(2) Per Kimley-Horn Impact Fee Study

(3) Derived from Table 1: Residential and Employment 10-Year Growth Projections

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Calculation Assumptions

Appendix E - Impact Fee Calculation Assumptions

Service Area E

I. General Assumptions

Annual Interest Rate on Deposits ⁽¹⁾	1.00%
Annual Vehicle Mile Growth ⁽²⁾	2,993
Portion of Projects Funded by Existing Debt ⁽³⁾	\$ 1,198,561
Non-debt Funded Project Cost ⁽⁴⁾	23,000
New Project Cost Funded Through New Debt ⁽⁵⁾	7,755,465
Total Recoverable Project Cost ⁽⁶⁾	\$ 8,977,025

II. New Debt Issues Assumptions

<u>Year</u>	<u>Principal ⁽⁷⁾</u>	<u>Interest ⁽⁸⁾</u>	<u>Term</u>
1	\$ 1,938,866	2.34%	20
2	-	2.53%	20
3	-	2.73%	20
4	1,938,866	2.92%	20
5	-	3.16%	20
6	-	3.41%	20
7	1,938,866	3.66%	20
8	-	3.90%	20
9	-	4.15%	20
10	1,938,866	4.40%	20
Total	\$ 7,755,465		

III. Capital Expenditure Assumptions

<u>Year</u>	<u>Annual Capital Expenditures ⁽⁹⁾</u>
1	\$ 2,300
2	648,589
3	648,589
4	648,589
5	648,589
6	648,589
7	648,589
8	648,589
9	648,589
10	648,589
11	646,289
12	646,289
13	646,289
Total	7,778,465

- (1) Texpool 5-year average per City Staff
- (2) Derived from Table 1: Residential and Employment 10-Year Growth Projections
- (3) Per Kimley-Horn discussions with City Staff and City files
- (4) This assumes 0% of new project costs funded through sources other than debt, unless specified otherwise
- (5) This assumes 100% of new project costs funded through new debt issues, unless specified otherwise
- (6) Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections
- (7) Assumes new debt issued in equal amounts every 3 years, per City Staff
- (8) Estimated interest on future debt from City's Financial Advisor December 2021
- (9) Assumes new debt proceeds expended over a 3-year timeframe
- Non-debt funded capital expenditures allocated per discussions with City Staff

City of Leander - 2022 Roadway Impact Fee Study

Appendix E - Impact Fee Calculation Assumptions

Debt Service and Expense Summary

Service Area E

I. New Debt Service Detail

<u>Year</u>	<u>Series 1</u>	<u>Series 2</u>	<u>Series 3</u>	<u>Series 4</u>	<u>Series 5</u>	<u>Series 6</u>	<u>Series 7</u>	<u>Series 8</u>	<u>Series 9</u>	<u>Series 10</u>	<u>Total Annual New Debt Service</u>
1	\$ 122,489	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 122,489
2	122,489	-	-	-	-	-	-	-	-	-	122,489
3	122,489	-	-	-	-	-	-	-	-	-	122,489
4	122,489	-	-	129,396	-	-	-	-	-	-	251,885
5	122,489	-	-	129,396	-	-	-	-	-	-	251,885
6	122,489	-	-	129,396	-	-	-	-	-	-	251,885
7	122,489	-	-	129,396	-	-	138,341	-	-	-	390,226
8	122,489	-	-	129,396	-	-	138,341	-	-	-	390,226
9	122,489	-	-	129,396	-	-	138,341	-	-	-	390,226
10	122,489	-	-	129,396	-	-	138,341	-	-	147,777	538,003
11	122,489	-	-	129,396	-	-	138,341	-	-	147,777	538,003
12	122,489	-	-	129,396	-	-	138,341	-	-	147,777	538,003
13	122,489	-	-	129,396	-	-	138,341	-	-	147,777	538,003
14	122,489	-	-	129,396	-	-	138,341	-	-	147,777	538,003
15	122,489	-	-	129,396	-	-	138,341	-	-	147,777	538,003
16	122,489	-	-	129,396	-	-	138,341	-	-	147,777	538,003
17	122,489	-	-	129,396	-	-	138,341	-	-	147,777	538,003
18	122,489	-	-	129,396	-	-	138,341	-	-	147,777	538,003
19	122,489	-	-	129,396	-	-	138,341	-	-	147,777	538,003
20	122,489	-	-	129,396	-	-	138,341	-	-	147,777	538,003
21	-	-	-	129,396	-	-	138,341	-	-	147,777	415,514
22	-	-	-	129,396	-	-	138,341	-	-	147,777	415,514
23	-	-	-	129,396	-	-	138,341	-	-	147,777	415,514
24	-	-	-	-	-	-	138,341	-	-	147,777	286,118
25	-	-	-	-	-	-	138,341	-	-	147,777	286,118
26	-	-	-	-	-	-	138,341	-	-	147,777	286,118
27	-	-	-	-	-	-	-	-	-	147,777	147,777
28	-	-	-	-	-	-	-	-	-	147,777	147,777
29	-	-	-	-	-	-	-	-	-	147,777	147,777
	\$ 2,449,781	\$ -	\$ -	\$ 2,587,925	\$ -	\$ -	\$ 2,766,820	\$ -	\$ -	\$ 2,955,533	\$ 10,760,060

City of Leander - 2022 Roadway Impact Fee Study

Appendix E - Impact Fee Calculation Assumptions

Debt Service and Expense Summary

Service Area E

II. Summary of Annual Expenses

<u>Year</u>	<u>New Annual Debt Service⁽¹⁾</u>	<u>Annual Capital Expenditures⁽²⁾</u>	<u>Annual Bond Proceeds⁽²⁾</u>	<u>Existing Annual Debt Service⁽³⁾</u>	<u>Annual Credit⁽⁴⁾</u>	<u>Total Expense</u>
1	\$ 122,489	\$ 2,300	\$ (1,938,866)	\$ 72,630	\$ (5,349)	\$ (1,746,796)
2	122,489	648,589	-	72,704	(10,416)	833,366
3	122,489	648,589	-	73,070	(15,246)	828,901
4	251,885	648,589	(1,938,866)	72,512	(32,867)	(998,746)
5	251,885	648,589	-	72,525	(40,070)	932,929
6	251,885	648,589	-	72,772	(46,960)	926,286
7	390,226	648,589	(1,938,866)	72,624	(76,269)	(903,696)
8	390,226	648,589	-	72,711	(85,176)	1,026,350
9	390,226	648,589	-	72,711	(93,669)	1,017,857
10	538,003	648,589	(1,938,866)	66,744	(132,968)	(818,499)
11	538,003	646,289	-	66,496	(132,914)	1,117,874
12	538,003	646,289	-	66,756	(132,971)	1,118,077
13	538,003	646,289	-	66,631	(132,943)	1,117,979
14	538,003	-	-	66,750	(132,970)	471,784
15	538,003	-	-	66,636	(132,944)	471,694
16	538,003	-	-	66,461	(132,906)	471,558
17	538,003	-	-	-	(118,293)	419,710
18	538,003	-	-	-	(118,293)	419,710
19	538,003	-	-	-	(118,293)	419,710
20	538,003	-	-	-	(118,293)	419,710
21	415,514	-	-	-	(91,361)	324,153
22	415,514	-	-	-	(91,361)	324,153
23	415,514	-	-	-	(91,361)	324,153
24	286,118	-	-	-	(62,910)	223,208
25	286,118	-	-	-	(62,910)	223,208
26	286,118	-	-	-	(62,910)	223,208
27	147,777	-	-	-	(32,492)	115,284
28	147,777	-	-	-	(32,492)	115,284
29	147,777	-	-	-	(32,492)	115,284
	\$ 10,760,060	\$ 7,778,465	\$ (7,755,465)	\$ 1,120,733	\$ (2,370,097)	\$ 9,533,697

(1) Appendix E - Service Area A, Page 2

(2) Appendix E - Service Area A, Page 1

(3) Eligible outstanding debt funded projects as a percent of total principal times original annual debt service

(4) Appendix E - Service Area A, Page 7

City of Leander - 2022 Roadway Impact Fee Study

Revenue Test

Appendix E - Impact Fee Calculation Assumptions

Service Area E

<u>Year</u>	<u>Impact Fee</u>	<u>Vehicle Miles</u>	<u>Impact Fee Revenue</u>	<u>Annual Expenses</u>	<u>Sub-Total</u>	<u>Accumulated Interest</u>	<u>Estimated Fund Balance</u>
Initial							\$ -
1	\$ 287	2,993	\$ 859,900	\$ (1,746,796)	\$ 2,606,695	\$ 13,033	2,619,729
2	287	2,993	859,900	833,366	26,533	26,330	2,672,592
3	287	2,993	859,900	828,901	30,998	26,881	2,730,471
4	287	2,993	859,900	(998,746)	1,858,646	36,598	4,625,715
5	287	2,993	859,900	932,929	(73,029)	45,892	4,598,578
6	287	2,993	859,900	926,286	(66,386)	45,654	4,577,845
7	287	2,993	859,900	(903,696)	1,763,596	54,596	6,396,038
8	287	2,993	859,900	1,026,350	(166,450)	63,128	6,292,716
9	287	2,993	859,900	1,017,857	(157,957)	62,137	6,196,896
10	287	2,993	859,900	(818,499)	1,678,398	70,361	7,945,655
11	-	-	-	1,117,874	(1,117,874)	73,867	6,901,648
12	-	-	-	1,118,077	(1,118,077)	63,426	5,846,997
13	-	-	-	1,117,979	(1,117,979)	52,880	4,781,897
14	-	-	-	471,784	(471,784)	45,460	4,355,574
15	-	-	-	471,694	(471,694)	41,197	3,925,077
16	-	-	-	471,558	(471,558)	36,893	3,490,412
17	-	-	-	419,710	(419,710)	32,806	3,103,507
18	-	-	-	419,710	(419,710)	28,937	2,712,734
19	-	-	-	419,710	(419,710)	25,029	2,318,052
20	-	-	-	419,710	(419,710)	21,082	1,919,424
21	-	-	-	324,153	(324,153)	17,573	1,612,844
22	-	-	-	324,153	(324,153)	14,508	1,303,199
23	-	-	-	324,153	(324,153)	11,411	990,457
24	-	-	-	223,208	(223,208)	8,789	776,038
25	-	-	-	223,208	(223,208)	6,644	559,474
26	-	-	-	223,208	(223,208)	4,479	340,745
27	-	-	-	115,284	(115,284)	2,831	228,292
28	-	-	-	115,284	(115,284)	1,706	114,714
29	-	-	-	115,284	(115,284)	571	-
			\$ 8,598,997	\$ 9,533,697		\$ 934,700	

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Calculation

Appendix E - Impact Fee Calculation Assumptions

Service Area E

<u>Year</u>	<u>Number of Years to End of Period</u>	<u>Future Value Escalation</u>		<u>Annual Vehicle Miles</u>		<u>Annual Expense</u>	
		<u>Interest Rate Factor</u>	<u>Recovery Fee Factor</u>	<u>Actual</u>	<u>Escalated</u>	<u>Actual</u>	<u>Escalated</u>
1	29	1.3279	1.0000	2,993	3,975	\$ (1,746,796)	\$ (2,319,565)
2	28	1.3147	1.0000	2,993	3,935	833,366	1,095,668
3	27	1.3017	1.0000	2,993	3,896	828,901	1,079,008
4	26	1.2888	1.0000	2,993	3,858	(998,746)	(1,287,228)
5	25	1.2761	1.0000	2,993	3,820	932,929	1,190,495
6	24	1.2634	1.0000	2,993	3,782	926,286	1,170,315
7	23	1.2509	1.0000	2,993	3,744	(903,696)	(1,130,469)
8	22	1.2386	1.0000	2,993	3,707	1,026,350	1,271,189
9	21	1.2263	1.0000	2,993	3,671	1,017,857	1,248,189
10	20	1.2141	1.0000	2,993	3,634	(818,499)	(993,780)
11	19	1.2021	1.0000	-	-	1,117,874	1,343,828
12	18	1.1902	1.0000	-	-	1,118,077	1,330,765
13	17	1.1784	1.0000	-	-	1,117,979	1,317,473
14	16	1.1668	1.0000	-	-	471,784	550,465
15	15	1.1552	1.0000	-	-	471,694	544,912
16	14	1.1438	1.0000	-	-	471,558	539,360
17	13	1.1325	1.0000	-	-	419,710	475,305
18	12	1.1212	1.0000	-	-	419,710	470,599
19	11	1.1101	1.0000	-	-	419,710	465,939
20	10	1.0992	1.0000	-	-	419,710	461,326
21	9	1.0883	1.0000	-	-	324,153	352,767
22	8	1.0775	1.0000	-	-	324,153	349,274
23	7	1.0668	1.0000	-	-	324,153	345,816
24	6	1.0563	1.0000	-	-	223,208	235,767
25	5	1.0458	1.0000	-	-	223,208	233,432
26	4	1.0355	1.0000	-	-	223,208	231,121
27	3	1.0252	1.0000	-	-	115,284	118,190
28	2	1.0151	1.0000	-	-	115,284	117,019
29	1	1.0050	1.0000	-	-	115,284	115,861
					<u>38,022</u>		<u>\$ 10,923,040</u>

Annual Interest Rate: 1.00%

Total Escalated Expense for Entire Period \$ 10,923,040

Total Escalated Vehicle Miles 38,022

Maximum Assessable Impact Fee for Roadway Service Area E \$ 287

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Project Funding

Appendix E - Impact Fee Calculation Assumptions

Service Area E

<u>Impact Fee Project Name⁽¹⁾</u>	<u>Cost In</u>		<u>Impact Fee</u>		<u>Debt Funded⁽²⁾</u>		<u>Non-Debt</u>		<u>Impact Fee</u>	
	<u>Project Cost</u>	<u>Service Area ⁽¹⁾</u>	<u>Recoverable Cost⁽¹⁾</u>		<u>Existing</u>	<u>Proposed</u>	<u>Funded⁽²⁾</u>		<u>Recoverable Cost</u>	
From 3,425' N OF S GABRIEL DR To HERO WAY	\$ 3,400,000	\$ 1,700,000	\$ 1,131,974	\$ -	\$ 1,131,974	\$ -	\$ -	\$ 1,131,974		
From N US 183 To 183A TOLL RD	3,000,000	3,000,000	1,997,601	-	1,997,601	-	-	1,997,601		
From Leander Dr To Mel Mathis Ave	4,661,885	4,661,885	3,104,196	-	3,104,196	-	-	3,104,196		
From Main Street To US 183A	1,600,000	1,600,000	1,065,387	-	1,065,387	-	-	1,065,387		
From San Gabriel Pkwy To 1575' N of Hero Way	1,800,000	1,800,000	1,198,561	1,198,561	-	-	-	1,198,561		
Hero Way and US 183	298,750	74,688	71,795	-	71,795	-	-	71,795		
City of Leander Signal Upgrades	2,000,000	400,000	384,510	-	384,510	-	-	384,510		
Roadway Impact Fee Study	92,000	23,000	23,000	-	-	23,000	-	23,000		
Total	\$ 16,852,635	\$ 13,259,573	\$ 8,977,025	\$ 1,198,561	\$ 7,755,465	\$ 23,000	\$ 8,977,025			

(1) Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections

(2) Per discussions with City staff and City files

City of Leander - 2022 Roadway Impact Fee Study

Credit Determination

Appendix E - Impact Fee Calculation Assumptions

Service Area E

<u>Year</u>	<u>Eligible Debt Service⁽¹⁾</u>	<u>Annual Vehicle Miles</u>	<u>Eligible Debt Service per Vehicle Mile</u>	<u>Annual Growth in Vehicle Miles (Cumulative)</u>	<u>Credit for Annual Ad Valorem Rate Revenues</u>
1	\$ 195,119	109,194	\$ 1.79	2,993	\$ 5,349
2	195,193	112,187	1.74	5,986	10,416
3	195,559	115,181	1.70	8,980	15,246
4	324,398	118,174	2.75	11,973	32,867
5	324,410	121,167	2.68	14,966	40,070
6	324,658	124,160	2.61	17,959	46,960
7	462,850	127,154	3.64	20,953	76,269
8	462,937	130,147	3.56	23,946	85,176
9	462,937	133,140	3.48	26,939	93,669
10	604,747	136,133	4.44	29,932	132,968
11	604,499	136,133	4.44	29,932	132,914
12	604,759	136,133	4.44	29,932	132,971
13	604,634	136,133	4.44	29,932	132,943
14	604,753	136,133	4.44	29,932	132,970
15	604,639	136,133	4.44	29,932	132,944
16	604,464	136,133	4.44	29,932	132,906
17	538,003	136,133	3.95	29,932	118,293
18	538,003	136,133	3.95	29,932	118,293
19	538,003	136,133	3.95	29,932	118,293
20	538,003	136,133	3.95	29,932	118,293
21	415,514	136,133	3.05	29,932	91,361
22	415,514	136,133	3.05	29,932	91,361
23	415,514	136,133	3.05	29,932	91,361
24	286,118	136,133	2.10	29,932	62,910
25	286,118	136,133	2.10	29,932	62,910
26	286,118	136,133	2.10	29,932	62,910
27	147,777	136,133	1.09	29,932	32,492
28	147,777	136,133	1.09	29,932	32,492
29	147,777	136,133	1.09	29,932	32,492
Total	\$ 11,880,793				\$ 2,370,097

2021 Vehicle Miles (All Service Areas) ⁽²⁾ 106,201

Ten Year Growth in Vehicle Miles (Service Area E) ⁽³⁾ 29,932

Annual Growth in Vehicle Miles 10 years
2,993

Credit Amount \$ **2,370,097**

(1) Appendix E - Service Area A, Page 3

(2) Per Kimley-Horn Impact Fee Study

(3) Derived from Table 1: Residential and Employment 10-Year Growth Projections



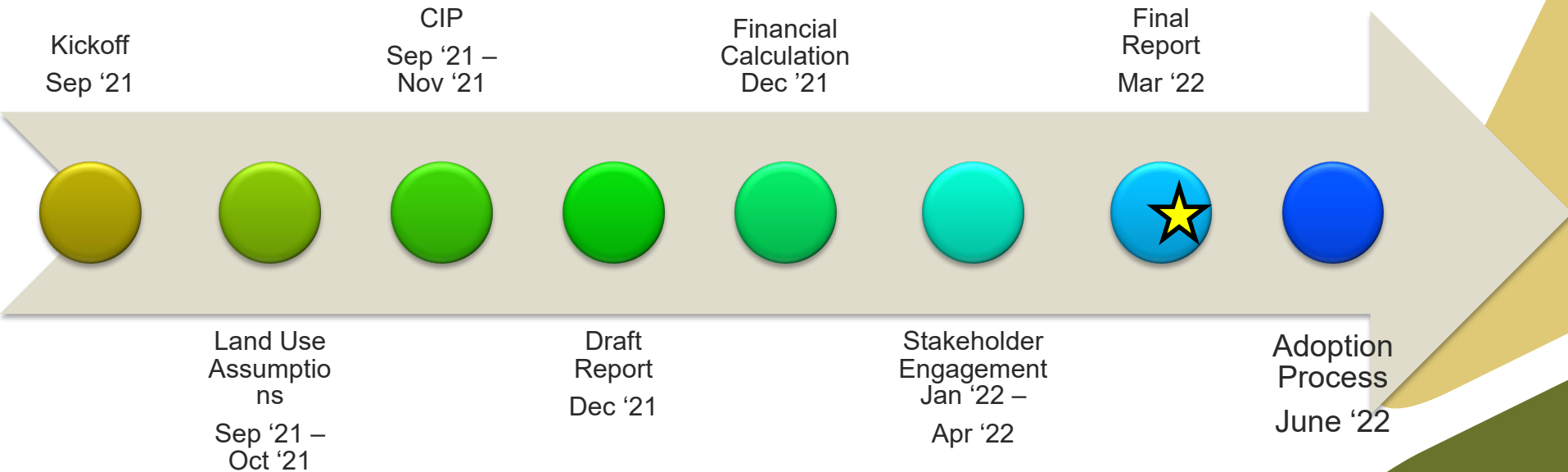
CIAC Meeting
Roadway Impact Fee Study
Kimley»Horn

March 24, 2022

Meeting Purpose

- Overview of nearby cities with roadway impact fees
- Discussion on policy & feedback from stakeholders on decision points:
 - Collection Rate (amount, flat, %)
 - Grandfathering
 - Reductions

Project Timeline



Engagement has begun, final report attached to agenda. In policy development phase to then work towards draft ordinance

Current Schedule

Event	Date
CIAC #1	January 27th
Council Set Public Hearing #1	February 3rd
CIAC #2 (Study & Maximum Fee)	February 24th
Stakeholder Meeting	March 9th
Council Public Hearing #1	March 17th
CIAC #3	March 24th
Council Set PH #2	April 21 st
CIAC #4	April 28 th
Council PH #2, Ordinance #1	June 2 nd
Council Ordinance #2	June 16 th

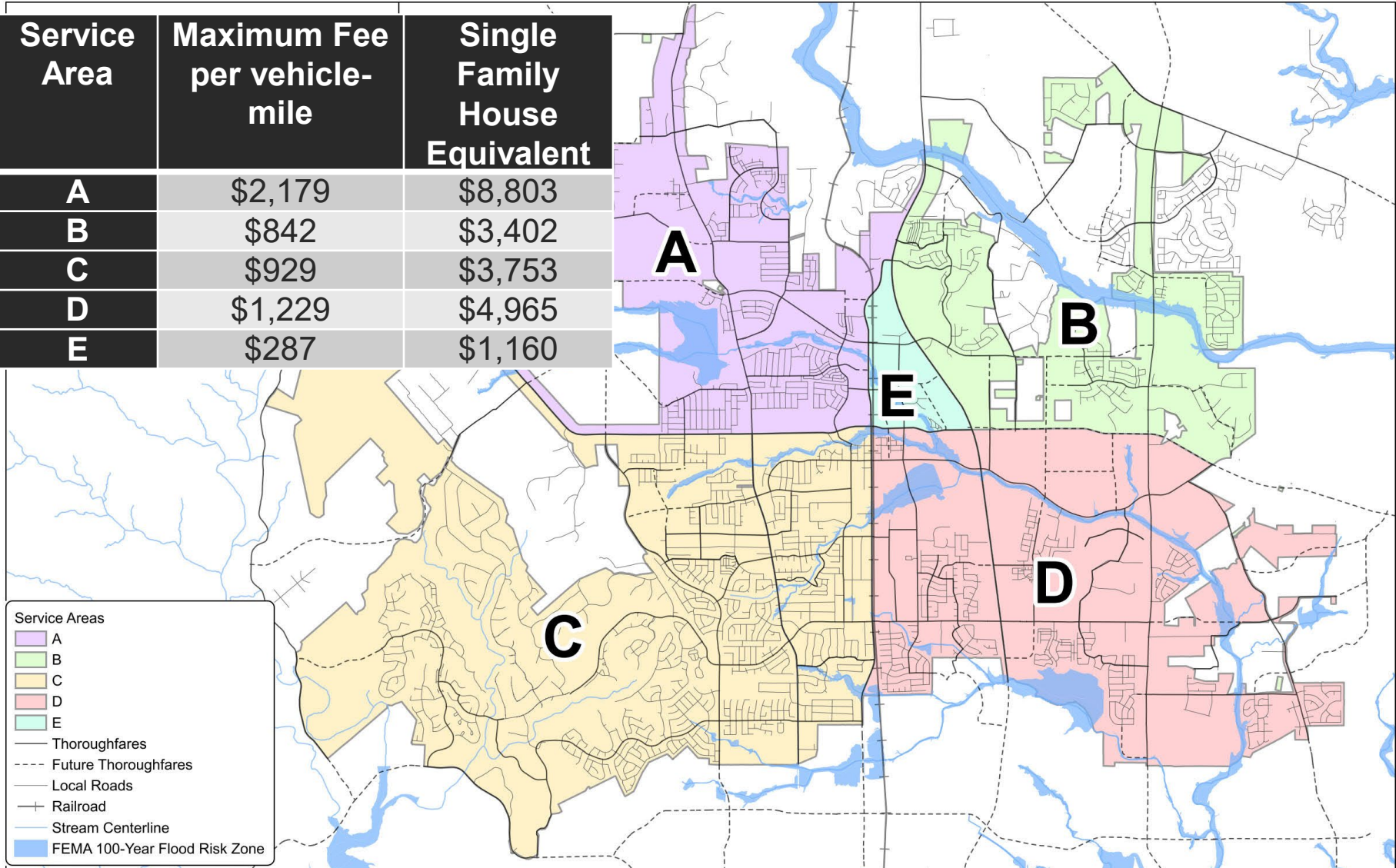
Impact Fee Components

- Service Areas
 - Land Use Assumptions
 - Service Units
 - Capital Improvements Plan
 - Maximum Fee
 - Collection Rate
 - Ordinance (Policy)
- Kimley-Horn Study*
- Ordinance / Policy Decision (P&Z and City Council)

*Kimley-Horn Study is complete as of today,
purely discussing Policy & Ordinance now

Final Maximum Fees (with Credit Calculation Included)

Service Area	Maximum Fee per vehicle-mile	Single Family House Equivalent
A	\$2,179	\$8,803
B	\$842	\$3,402
C	\$929	\$3,753
D	\$1,229	\$4,965
E	\$287	\$1,160





POLICY DISCUSSION (WITH PEER CITIES)

Effective Date

- State law requires minimum 1 year grace period from Ordinance effective date for previously platted properties

OTHER CONSIDERATIONS

- Effective date could be any date after adoption of an ordinance
- Could extend grace period length and coverage (to properties not yet platted at effective date)
- Phased-In Approach – rate varies by length of time after adoption (ramps up fees)

Other Cities' Implementation Schedules

City	Adoption	Effective Date	Grandfathering (if any)
Round Rock	March 2019	January 1, 2021 (Phased Rates)	Grace period for all properties 21 months
Pflugerville	November 2020	March 1, 2021 (Phased Rates)	Grace period for previously platted 3 month
Austin	December 2020	June 20, 2022 (No Phasing)	Grace period for all properties 18 months, if TIA approved prior to Dec '20, 3 years grace period
Georgetown	March 2021	March 1, 2023 (Phased Rates)	Exempt if prelim plat submitted prior to Mar '23, or if existing approved TIA or development agreement also exempt

Should the state law grace period be Expanded?

Yes, make it longer for properties
who plat before effective date

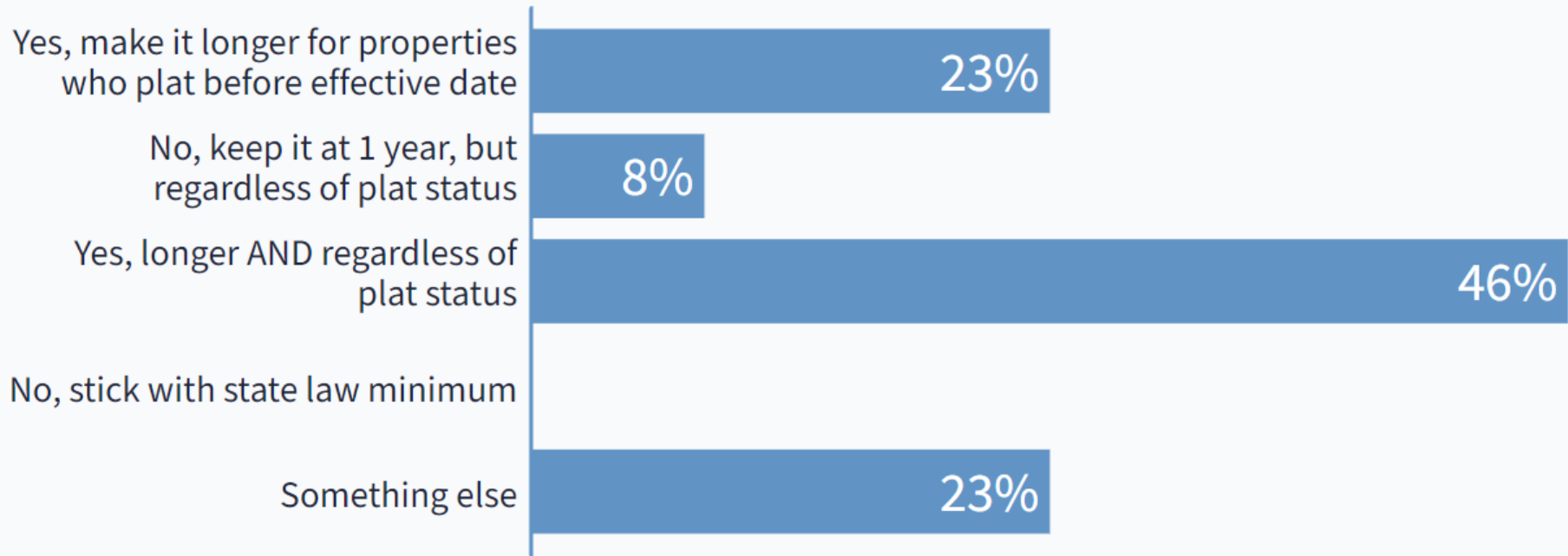
No, keep it at 1 year, but
regardless of plat status

Yes, longer AND regardless of
plat status

No, stick with state law
minimum

Something else

Should the state law grace period be Expanded?



Results shown are from Stakeholder Meeting on March 9th

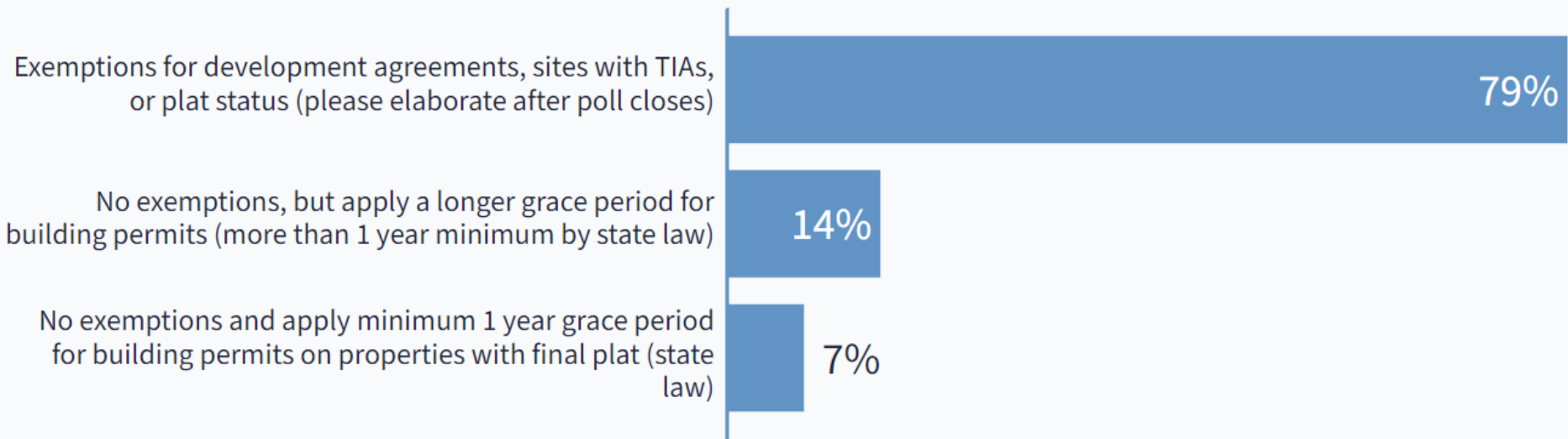
If adopted, how should impact fees be applied to existing entitled properties (plat of some kind)?

Exemptions for development agreements, sites with TIAs, or plat status (please elaborate after poll closes)

No exemptions, but apply a longer grace period for building permits (more than 1 year minimum by state law)

No exemptions and apply minimum 1 year grace period for building permits on properties with final plat (state law)

If adopted, how should impact fees be applied to existing entitled properties (plat of some kind)?



Results shown are from Stakeholder Meeting on March 9th

Collection Rate

- Limited by maximum fee in each service area

OTHER CONSIDERATIONS

- Flat option – all the same, limited by lowest maximum fee
- Percent (%) option – rate varies by area, but can be flat percentage of maximum
- Vary by Land Use or Land Use Category (Residential, Non-Residential, or more specific)

Other Cities Collection Rates

Sample Development	Leander Maximum (Low – High)	Georgetown ⁺ (2023 Rates - % of Max)	Round Rock ⁺ (2021 Rate)	Round Rock ⁺ (2024 Rate)	Austin ¹⁺ (Low – High)	Pflugerville ²⁺ (Low – High % of Max)	Prosper ⁺ 3 (Low – High)	New Braunfels ⁺ 3 (Low – High)
1 Single Family House (ITE 210)	\$1,212 - \$8,993	\$2,655 - \$4,583	\$3,208	\$6,420	\$2,440 - \$3,621	\$5,080 - \$6,773	\$4,589 - \$6,053	\$735 - \$5,415
1 Apartment (ITE 220)	\$723 - \$5,365	\$2,254 - \$3,889	\$1,825	\$3,632	\$1,377 - \$2,049	\$2,874 - \$3,832	\$3,556 - \$4,690	\$417 - \$3,066
3,000 ft ² Restaurant (ITE 932)	\$12,771 – \$94,761	\$11,289 - \$19,482	\$22,726	\$34,088	\$54,821 - \$55,003	\$35,990 - \$71,436	\$16,677 - \$21,999	\$4,558 - \$33,562
10,000 ft ² Retail (ITE 820)	\$23,940 - \$177,635	\$19,899 - \$34,342	\$40,060	\$60,089	\$88,695 - \$96,957	\$63,440 - \$125,925	\$37,620 - \$49,620	\$6,404 - \$47,157
50,000 ft ² Office (ITE 710)	\$58,530 - \$432,957	\$48,501 - \$83,704	\$97,639	\$146,459	\$236,318 - \$259,403	\$154,625 - \$306,925	\$194,550 – \$256,600	\$22,929 - \$168,835

1 Note: Low & High differ due to different trip lengths in/out of “loop”

2 Note: Low is 1st phase (2022), High is 2nd Phase (2023 onward)

3 Note: Includes Right-of-Way in Fee Calculation

+ Note: Comparison cities are collection rate, whereas Service Area Drafts are maximum fee allowable from pre-credit report. Does not include any potential reductions.

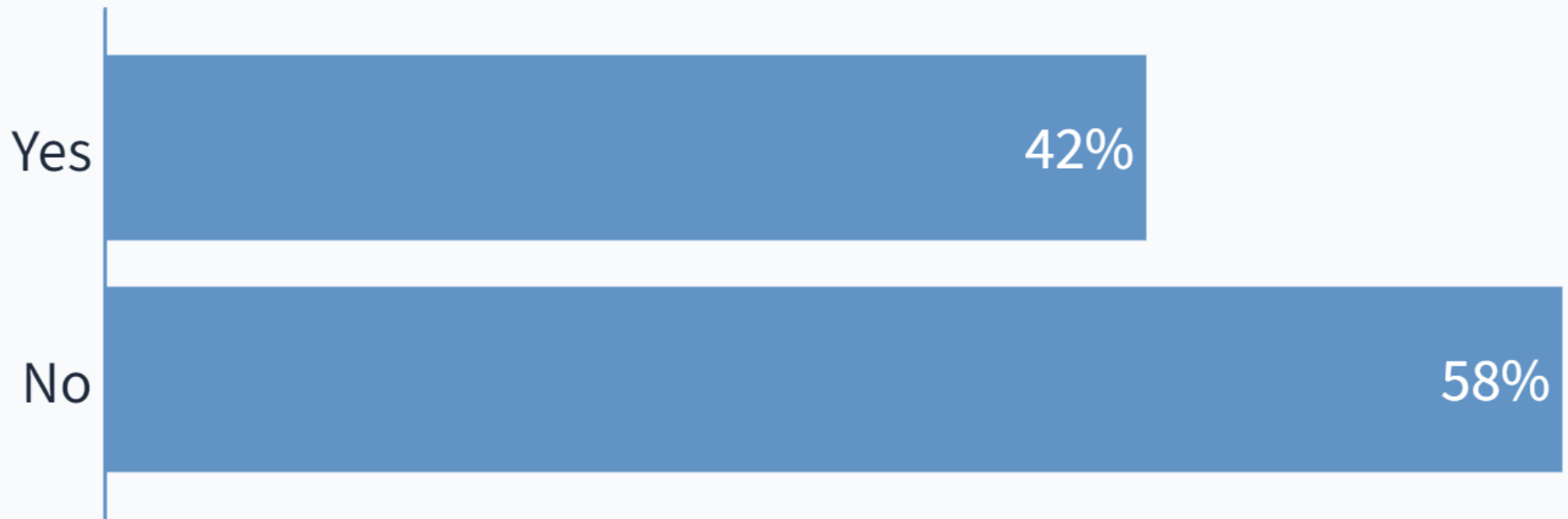
Should rates vary by service area in the City?

Yes

No



Should rates vary by service area in the City?



Results shown are from Stakeholder
Meeting on March 9th

Should rates vary by land use?

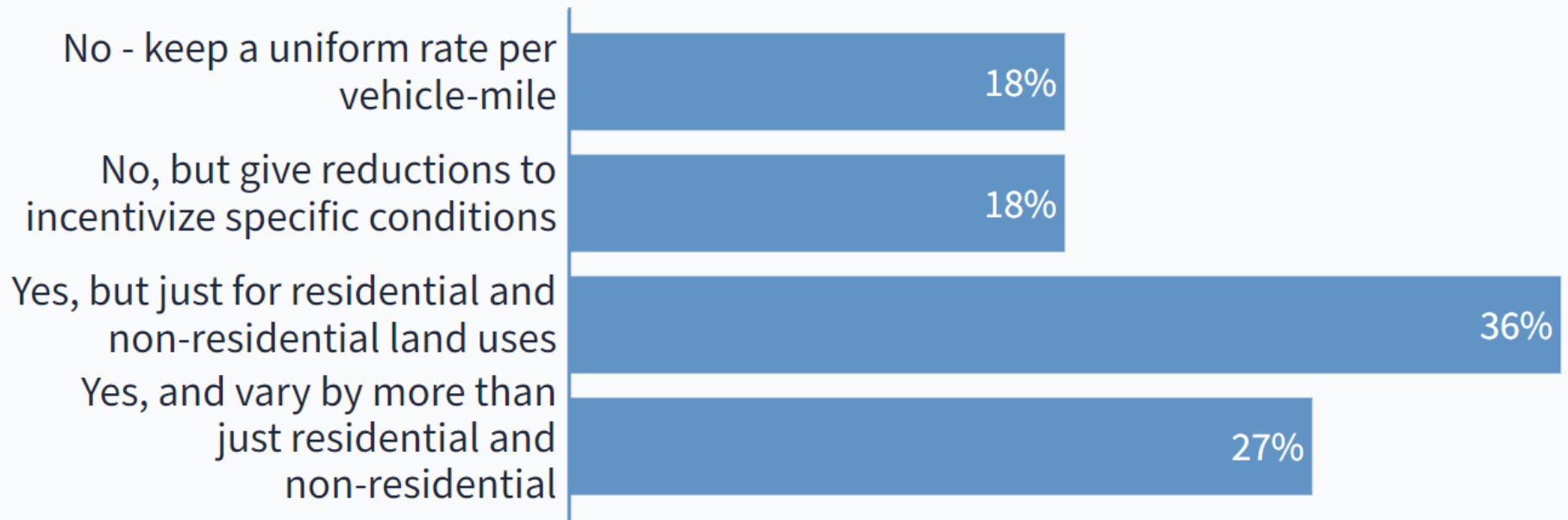
No - keep a uniform rate per vehicle-mile

No, but give reductions to incentivize specific conditions

Yes, but just for residential and non-residential land uses

Yes, and vary by more than just residential and non-residential

Should rates vary by land use?



Results shown are from Stakeholder Meeting on March 9th

What should the rate for a single family house be (dollar amount)? (Note - Maximums range from \$1,212 (SA E) - \$8,993 (SA A) OR enter % of maximum if not a flat rate)

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Sample Development	Leander Maximum (Low – High)	Georgetown ⁺ (2023 Rates - % of Max)	Round Rock ⁺ (2021 Rate)	Round Rock ⁺ (2024 Rate)	Austin ¹⁺ (Low – High)	Pflugerville ²⁺ (Low – High % of Max)	Prosper ⁺³ (Low – High)	New Braunfels ⁺³ (Low – High)
1 Single Family House (ITE 210)	\$1,212 - \$8,993	\$2,655 - \$4,583	\$3,208	\$6,420	\$2,440 - \$3,621	\$5,080 - \$6,773	\$4,589 - \$6,053	\$735 - \$5,415

+ Note: Comparison cities are collection rate, whereas Service Area Drafts are maximum fee allowable from pre-credit report. Does not include any potential reductions.

What should the rate for a single family house be (dollar amount)? (Note - Maximums range from \$1,212 (SA E) - \$8,993 (SA A) OR enter % of maximum if not a flat rate)

“ 0 ”

“ 2,000 ”

“ - - - ”

Results shown are from Stakeholder Meeting on March 9th:

- \$250
- \$0
- \$2,000
- \$1,000
- “Given the lower transportation needs relative to other communities, plus the ongoing housing crunch, Leander should strive to be the lowest in the area
- Rate: dollar rate based on size of lot. Flat rate per!

**What should the rate be for non-residential?
(Answer either a \$ amount per vehicle-mile
(maximum range is \$300 - \$2,226) or a
percentage % of the maximum)**

What should the rate be for non-residential? (Answer either a \$ amount per vehicle-mile (maximum range is \$300 - \$2,226) or a percentage % of the maximum)

“ 0 ”

“ 0 ”

Results shown are from Stakeholder Meeting on March 9th:

- \$0
- \$0
- 20%
- Scratch the rate per vehicle-mile



POLICY DISCUSSION



EXECUTIVE SUMMARY
03/24/2022

AGENDA SUBJECT:

Discuss and consider action on recommendations from the Planning & Zoning Commission for the FY 2022/2023 City Budget and CIP Plan.

BACKGROUND:

The City Charter calls for the Commission to submit a list of recommended capital improvements that are desired to implement the adopted Comprehensive Plan. The Comprehensive Plan was updated on April 1, 2021. The Commission has the opportunity to make recommendations based on the current goal statements listed in the adopted Plan.

Section 10.05 Planning Commission Powers and Duties

- e. Submit annually to the city manager, not less than one hundred fifty days prior to the beginning of the budget year, a list of any capital improvements recommended by the planning commission as necessary or desirable to implement the adopted comprehensive plan or element or portion thereof during the forthcoming five-year period;

Examples of previously proposed capital improvements include:

- 1. Sidewalk gaps project – Approved & Completed
- 2. Old Town Master Plan – Approved, RFQ is in process
- 3. Architectural Pattern Book – Approved & Not Adopted
- 4. Landscape & Beautification along corridors – No Action
- 5. Strong Towns Community Presentation – No Action
- 6. Improving Heritage Grove Road – Approved & Scheduled for this year
- 7. Complete Sidewalk Network – HEB to Old Town
- 8. Improve Entrance Old Town including Signage
- 9. Build Dinosaur Park in Old Town – Approved, RFQ completed
- 10. Resolve High Speed Internet Inequality
- 11. Bus Connectivity, Involve Public Arts Commission with Bus Stops
- 12. Access to businesses, infrastructure, and bus service

APPLICANT/AGENT:

City of Leander

RECOMMENDATION:

The Planning Analysis provides the list of proposed items and the associated Comprehensive Plan goals.

ORDER OF EVENTS:

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

PRESENTER:

Robin M. Griffin, AICP, Executive Director of Development Services

Attachments

1. Planning Analysis
2. Implementation Schedule



PLANNING ANALYSIS

FY 2022/2023
CITY BUDGET & CIP PLAN

BACKGROUND

The City Charter calls for the Commission to submit a list of recommended capital improvements that are desired to implement the adopted Comprehensive Plan. The Comprehensive Plan was updated on April 1, 2021. The Commission has the opportunity to make recommendations based on the current goal statements listed in the adopted Plan.

Section 10.05 Planning Commission Powers and Duties

- (e) Submit annually to the city manager, not less than one hundred fifty days prior to the beginning of the budget year, a list of any capital improvements recommended by the planning commission as necessary or desirable to implement the adopted comprehensive plan or element or portion thereof during the forthcoming five-year period;

PREVIOUSLY PROPOSED CAPITAL IMPROVEMENTS INCLUDE

The following projects were previously proposed by the Commission for consideration.

PROJECT NAME	STATUS
Sidewalk gaps project	Approved & Completed
Old Town Master Plan	Approved, RFQ is in process
Architectural Pattern Book	Approved & Not Adopted
Landscape & Beautification along corridors	No Action
Strong Towns Community Presentation	No Action
Improving Heritage Grove Road	Approved & Scheduled for 2022
Complete Sidewalk Network	HEB to Old Town
Improve Entrance Old Town including Signage	
Build Dinosaur Park in Old Town	Approved, RFQ completed
Resolve High Speed Internet Inequality	
Bus Connectivity, Involve Public Arts Commission with Bus Stops	
Access to businesses, infrastructure, and bus service	

PLANNING & ZONING COMMISSION RECOMMENDATIONS FROM 03/10

The Planning & Zoning Commission created the following list of items during the March 10, 2022 meeting. Staff researched the Goals and Strategies from the Comprehensive Plan to support this list. The list is in order of goal number from the Comprehensive Plan, not importance identified by the Commission.

1. Branding and identity of the city – marketing
 - a. **Comprehensive Plan Goal #5** – Community Branding – Establishment of a community brand that showcases Leander’s uniqueness.
 - i. Strategy 5.1 Create a brand for Leander that captures Leander’s identity.

2. Beautification Committee – Keep America Beautiful certified program.
 - a. **Comprehensive Plan Goal #5** – Community Branding – Establishment of a community brand that showcases Leander’s uniqueness.
 - i. Strategy 5.2 Develop gateway features and wayfinding that delineate the boundaries of the City and guide visitors and residents to key destinations.
 - 5.2.5 Consider the creation of a “Leander Beautification” committee to identify improvements citywide.
3. Infrastructure updates to Old Town
 - a. **Comprehensive Plan Goal #6** – Old Town – A destination focused on the arts, shopping, and entertainment honoring Leander’s heritage.
 - i. Strategy 6.2 Encourage development and activity in Old Town with locally owned and unique shopping, dining, and entertainment opportunities.
 - 6.2.5 Explore funding opportunities for public improvements.
4. Benbrook Ranch Park – increase in parking for the park. LISD owns land next to park, consider a purchase.
 - a. **Comprehensive Plan Goal #7** – Outdoor Spaces – Activated, connected, and destination-based outdoor spaces.
 - i. Strategy 7.2 Expand the parks system and recreation offerings to keep pace with community growth.
5. Sidewalk gap projects. Continue to budget for these types of projects.
 - a. **Comprehensive Plan Goal #9** – Safe, connected, attractive streets as part of a balanced and diverse transportation network
 - i. Strategy 9.1 Continue to support well-designed and maintained streets to ensure safety and durability
 - 9.1.3 Support and expand pedestrian and bicycle connectivity
6. Ronald W Reagan Blvd Study for traffic lights. Leander should consider traffic signals along the corridor.
 - a. **Comprehensive Plan Goal #9** – Safe, connected, attractive streets as part of a balanced and diverse transportation network
 - i. Strategy 9.2 Ensure a connected, balanced network of streets and prioritize timely improvements through managed planning systems.
 - 9.2.2 Account for growth-based traffic congestion through managed planning and study.
7. Establish bus stops within half a mile of every citizen. Leander should partner with a regional partner to provide bus stops. Connects to City Hall, utilities, HEB, major areas throughout the city. Work with a Transportation Authority.
 - a. **Comprehensive Plan Goal #9** – Safe, connected, attractive streets as part of a balanced and diverse transportation network
 - i. Strategy 9.3 Foster strong relations with regional mobility partners to expand Leander’s influence on regional transportation decisions.
 - 9.3.3 Seek to expand enhanced transit service with CapMetro.
8. Establish a purple pipe program. Neighborhoods should be added to plan including any commercial uses.
 - a. **Comprehensive Plan Goal #11** – Integrated and well-planned utility infrastructure to serve desired growth.
 - i. Strategy 11.2 Prioritize the long-term strategic planning and system health of the water and utilities.
 - 11.2.6 Pursue and implement updates to the ordinances to promote water conservation
9. High speed internet – resolve high speed internet inequality.
 - a. **Comprehensive Plan Goal #11** – Integrated and well-planned utility infrastructure to serve desired growth.

- i. Strategy 11.1 Continue to plan ahead of growth through integrated utility infrastructure planning.
 - 11.1.4 Work with telecommunication providers to facilitate enhanced broadband and 5G wireless service.
- 10. Staffing of City of Leander
 - a. **Comprehensive Plan Goal #12** –Municipal Service – Cost-effective, exceptional municipal services commensurate with growth.
 - i. Strategy 12.2 Ensure that the Leander community receives outstanding general municipal services
This strategy includes maintaining the expected high-level of customer service that starts with public facilities, staffing levels, skills and training, equipment, and technology.
- 11. Facilities Master Plan
 - a. **Comprehensive Plan Goal #12** –Municipal Service – Cost-effective, exceptional municipal services commensurate with growth.
 - i. Strategy 12.2 Ensure that the Leander community receives outstanding general municipal services
 - 12.2.1 Create a new Facility Master Plan to account for community needs.

PRIORITIZATION OF RECOMMENDATION

During this meeting, the Commission will rank the list for submission to the City Manager for consideration in the budget.

PROJECT NAME	RANK
Branding and identity of the city	
Beautification Committee	
Infrastructure Updates in Old Town	
Sidewalk Gap Projects	
Ronald W Reagan Traffic Light Study	
Bus Stops	
Purple Pipe Program	
High Speed Internet	
Staffing of the City	
Facilities Master Plan	
Parking in Benbrook Park	

FIGURE 6.2, GOALS, STRATEGIES, AND ACTIONS

ECONOMIC PROSPERITY ACTIONS		ACTION TYPE	TIMEFRAME (YEARS)				INVOLVED DEPARTMENTS (AND PARTNERING ENTITIES)
			0-2	3-5	6-10	Ongoing	
Goal 1: Economic Growth - Quality growth and development to generate a diverse tax base.							
Strategy 1.1: Guide future growth and development following the comprehensive plan to achieve a more balanced, diverse economy.							
1.1.1	Follow the Future Land Use Map guidance for zoning and development decisions.	Policy				X	Development Services
1.1.2	Implement the comprehensive plan’s design character framework to ensure appropriate design characteristics.	Regulation				X	Planning
1.1.3	Maintain and implement fiscal, administrative and regulatory policies and processes designed to stimulate increased economic activity and investment in the City.	Policy				X	Planning, Economic Development
1.1.4	Prioritize value-intense development within the boundaries of the Tax Increment Reinvestment Zone (TIRZ) financing district.	Policy				X	Planning, Economic Development
Strategy 1.2: Maintain development codes that achieve the community’s desired character and quality.							
1.2.1	Encourage and promote quality development through predictable and flexible development codes.	Policy				X	Planning
1.2.2	Pursue a near-term, comprehensive assessment of the development codes.	Study				X	Planning
1.2.3	Prepare amendments to the development codes to address changing market demands and development patterns.	Regulation	X			X	Planning
1.2.4	Prepare amendments to the development codes and investment strategies for development along greenways. In year 1	Regulation	X				Planning, Parks and Recreation, Economic Development
1.2.5	Review the lighting ordinance to ensure appropriate and compatible site and building lighting for new development. In year 1	Regulation	X				Planning, Code Enforcement

ECONOMIC PROSPERITY ACTIONS		ACTION TYPE	TIMEFRAME (YEARS)				INVOLVED DEPARTMENTS (AND PARTNERING ENTITIES)
			0-2	3-5	6-10	Ongoing	
Goal 2: Commercial Development - A dynamic commercial marketplace welcoming business opportunity.							
Strategy 2.1: Expand commercial tax base through strategic investment, support for local businesses, and partnerships with regional economic entities.							
2.1.1	Support the success of existing businesses and cultivate a robust entrepreneurship and innovation eco-system.	Policy				X	Economic Development, Public Information Office
2.1.2	Devise a unique Leander “shop local” strategy.	Program				X	Economic Development, Public Information Office
2.1.3	Evaluate opportunities to utilize public investment tools and programs to grow the local economy.	Policy				X	Economic Development
2.1.4	Develop and utilize an economic impact analysis tool such as a cost-to-serve model to examine the tax base and service implications of new developments.	Study	X				Economic Development
2.1.5	Monitor Leander’s tax and fee structure to maintain competitive rates in the region.	Policy				X	Economic Development
Strategy 2.2: Facilitate quality commercial development through targeted marketing and a commitment by the City to help businesses grow and expand							
2.2.1	Identify and prioritize recruiting through a targeted industry analysis.	Regulation	X			X	Planning, Economic Development (With The Chamber of Commerce)
2.2.2	Prioritize commercial growth through the use of zoning, the Future Land Use Map, and prioritized investments and incentives.	Study	X			X	Economic Development
2.2.3	Consider the impacts of economic development in all aspects of City decision-making and operations.	Program	X			X	Economic Development, Public Information Office

ECONOMIC PROSPERITY ACTIONS		ACTION TYPE	TIMEFRAME (YEARS)				INVOLVED DEPARTMENTS (AND PARTNERING ENTITIES)
			0-2	3-5	6-10	Ongoing	
2.2.4	Promote Leander's positive outlook through story feeds and experiences as part of a cohesive digital communications strategy that aligns with the Leander brand.	Program				X	Public Information Office
2.2.5	Conduct an annual regulatory review meeting.	Coordination				X	Development Services
2.2.6	Convene a task force of local and area commercial real estate developers to examine challenges and opportunities for Leander to succeed with commercial development.	Coordination	X			X	Economic Development, (With The Chamber of Commerce)
2.2.7	Streamline the development process through identification of process improvements.	Study	X			X	Development Services
Goal 3: Employment - Leander is well-positioned as an attractive place for employers.							
Strategy 3.1: Expand promotional and recruitment efforts to proactively position Leander to attract top-level talent and primary jobs.							
3.1.1	Identify and prioritize the recruitment of primary jobs through a targeted industry analysis.	Study	X	X			Economic Development
3.1.2	Aggressively market and cultivate both large, high-wage employers and smaller, locally-owned entrepreneurial businesses and startup firms.	Policy Coordination	X			X	Economic Development, Public Information Office
3.1.3	Prioritize the recruitment of destination-oriented concepts, including entertainment, restaurants, and retail venues identified in the Retail Leakage Study.	Policy	X			X	Economic Development
3.1.4	Promote Leander's community amenities, quality of life elements, and award-winning schools as a recruitment strategy.	Program				X	Economic Development, Public Information Office, (With The Chamber of Commerce)
3.1.5	Strengthen cooperation and partner with the Leander Chamber of Commerce to ensure regional partnerships.	Coordination				X	Economic Development, (With The Chamber of Commerce)
3.1.6	Pursue state and national recognition certifications to promote Leander.	Coordination				X	Public Information Office

ECONOMIC PROSPERITY ACTIONS		ACTION TYPE	TIMEFRAME (YEARS)				INVOLVED DEPARTMENTS (AND PARTNERING ENTITIES)
			0-2	3-5	6-10	Ongoing	
Strategy 3.2: Utilize partnerships to assist in the effort to prepare economic development sites for employment.							
3.2.1	Engage with landowners to encourage quality desired development in Employment Center and Activity Center areas.	Coordination				X	Planning, Engineering, Economic Development
3.2.2	Develop marketing and branding material that responds to key information needs of site selectors, brokers, developers, and targeted prospects. Website Update	Program	X				Public Information Office
3.2.3	Consider methods of public-private partnerships and cost- sharing.	Coordination				X	Economic Development
Goal 4: City Center - A new urban city center to capitalize on the Leander Station.							
Strategy 4.1: Continue efforts regarding the construction of projects within the Leander Central/Transit-Oriented Development District as a mixed-use urban environment.							
4.1.1	Study moving City Hall to the Leander Central area.	Study	X				Administration
4.1.2	Begin to treat the Leander Central area as the city center in future decision-making to distinguish it from Old Town.	Policy				X	Development Services
4.1.3	Continue the regulatory and financial design framework for the Leander Central and Urban Mixed-Use areas.	Regulation				X	Planning, Economic Development
4.1.4	Create a targeted marketing campaign for the Leander Station activity center as a premier regional destination.	Program	X	X			Economic Development, Public Information Office (With The Chamber of Commerce)
COMMUNITY CHARACTER ACTIONS		ACTION TYPE	TIMEFRAME (YEARS)				INVOLVED DEPARTMENTS (AND PARTNERING ENTITIES)
			0-2	3-5	6-10	Ongoing	
Goal 5: Community Branding - Establishment of a community brand that showcases Leander’s uniqueness.							
Strategy 5.1: Create a brand for Leander that captures Leander’s identity.							
5.1.1	Begin a branding conversation to elevate Leander’s identity. Provide a scope.	Study	X				Public Information Office
5.1.2	Promote community history and points of interest in the branding plan.	Study				X	Public Information Office

COMMUNITY CHARACTER ACTIONS		ACTION TYPE	TIMEFRAME (YEARS)				INVOLVED DEPARTMENTS (AND PARTNERING ENTITIES)
			0-2	3-5	6-10	Ongoing	
5.1.3	Prepare marketing and promotional materials as part of the new brand.	Program		X			Planning Public Information Office
Strategy 5.2: Develop gateway features and wayfinding that delineate the boundaries of the City and guide visitors and residents to key destinations.							
5.2.1	Create a gateway and signage plan to showcase the new brand and identity elements.	Study		X			Public Information Office
5.2.2	Study regional corridors for gateway enhancements.	Study		X	X		Planning, Public Information Office
5.2.3	Prepare a corridor study for US 183 to create a “main street” arrival adjacent to Old Town.	Study			X	X	Planning, Public Information Office
5.2.4	Explore landscaping enhancements on major highway corridors.	Study		X	X		Planning, Parks and Recreation
5.2.5	Consider the creation of a “Leander Beautification” committee to identify improvements citywide.	Coordination		X			Planning, Public Information Office, Parks and Recreation
Goal 6: Old Town - A destination focused on the arts, shopping, and entertainment honoring Leander’s heritage.							
Strategy 6.1: Develop a cohesive plan to make Old Town Leander a unique place with a distinct identity.							
6.1.1	Develop a detailed master plan for Old Town Leander.	Study	X				Planning, Engineering
Strategy 6.2: Encourage development and activity in Old Town with locally-owned and unique shopping, dining, and entertainment opportunities.							
6.2.1	Consider amendments to the development codes to encourage desired uses in Old Town.	Regulation				X	Planning
6.2.2	Develop annual work plans for Old Town development initiatives.	Program		X			Planning, Parks and Recreation, Economic Development

COMMUNITY CHARACTER ACTIONS		ACTION TYPE	TIMEFRAME (YEARS)				INVOLVED DEPARTMENTS (AND PARTNERING ENTITIES)
			0-2	3-5	6-10	Ongoing	
6.2.3	Conduct a parking assessment in Old Town.	Study	X	X			Planning, Engineering
6.2.4	Continue the Old Town Revitalization Program.	Program				X	Economic Development
6.2.5	Explore funding opportunities for public improvements.	Capital Investment	X	X			Administration, Finance
6.2.6	Carefully consider the transitional compatibility with existing residential as Old Town evolves into an all-day activity area.	Study		X		X	Planning

Strategy 6.3: Promote the desired Old Town development character by incorporating and preserving elements of Leander’s heritage and history into Old Town Leander.

6.3.1	Create a Leander heritage promotion program that educates and celebrates Leander’s rich history.	Program	X				Economic Development, Public Information Office
6.3.2	Explore opportunities to qualify for state and federal resources related to historic preservation and public art.	Program				X	Economic Development
6.3.3	Encourage the preservation and rehab of contributing historic structures.	Policy				X	Economic Development
6.3.4	Allocate funds for the construction of an Old Town park.	Capital Investment	X				Parks and Recreation
6.3.5	Consider moving City Hall and civic center facilities partially or entirely to another location in the city.	Study	X				Administration

COMMUNITY CHARACTER ACTIONS		ACTION TYPE	TIMEFRAME (YEARS)				INVOLVED DEPARTMENTS (AND PARTNERING ENTITIES)
			0-2	3-5	6-10	Ongoing	

Goal 7: Outdoor Spaces - Activated, connected, and destination-based outdoor spaces.

Strategy 7.1: Build and connect a community-wide system of linear greenway parks and trails.

7.1.1	Establish a greenways network through partnerships and regulations.	Coordination/ Regulation				X	Parks and Recreation
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COMMUNITY CHARACTER ACTIONS		ACTION TYPE	TIMEFRAME (YEARS)				INVOLVED DEPARTMENTS (AND PARTNERING ENTITIES)
			0-2	3-5	6-10	Ongoing	
7.1.3	Conduct a detailed feasibility study for the future San Gabriel River Regional Trail.	Study		X			Parks and Recreation
7.1.4	Pursue a trail access corridor to the Balcones Canyonlands Preserve.	Capital Investment			X		Parks and Recreation
7.1.5	Partner with Cedar Park to connect Lakewood Park to the Williamson County Southwest Regional Park and Brushy Creek trail extension.	Coordination		X			Parks and Recreation
7.1.6	Partner with public and private organizations to expand regional trail connectivity that support transportation and recreation.	Coordination				X	Parks and Recreation
Strategy 7.2: Expand the parks system and recreation offerings to keep pace with community growth.							
7.2.1	Implement the 2019 Parks Master Plan.	Coordination				X	Parks and Recreation
7.2.2	Increase recreation opportunities and programming throughout the community to serve a diverse, multi-generational population.	Program				X	Parks and Recreation
7.2.3	Develop a phasing plan to replace and/or upgrade playscapes.	Program	X				Parks and Recreation
7.2.4	Acquire property for a signature community park in northwest Leander.	Capital Investment	X				Parks and Recreation
7.2.5	Review the parkland dedication ordinance to ensure desired neighborhood park outcomes.	Study				X	Parks and Recreation
Strategy 7.3: Pursue signature destinations for events and regional attractions.							
7.3.1	Encourage and invest in event spaces for entertainment and activities for local and regional attraction. Hotel legislation	Capital Investment				X	Economic Development, (With The Chamber of Commerce)

COMMUNITY CHARACTER ACTIONS		ACTION TYPE	TIMEFRAME (YEARS)				INVOLVED DEPARTMENTS (AND PARTNERING ENTITIES)
			0-2	3-5	6-10	Ongoing	
7.3.2	Identify opportunities to use parks for tourism and events.	Coordination				X	Parks and Recreation, Public Information Office, (With The Chamber of Commerce)
7.3.3	Expand opportunities for public art in outdoor spaces throughout Leander	Program				X	Parks and Recreation
7.3.4	Increase the number of community events (festivals, concerts, farmer's markets, etc.).	Coordination				X	Parks and Recreation, Public Information Office, (With The Chamber of Commerce)
7.3.5	Develop the future San Gabriel Park property and consider additional expansion acreage, if possible.	Capital Investment		X			Parks and Recreation

Goal 8: Education and Community Partnerships - Strong partnerships with education providers and community groups to achieve community goals and foster civic pride.

Strategy 8.1: Support education providers to promote quality education for the next generation in Leander.

8.1.1	Establish centers of excellence through engagements with Leander ISD, higher education institutions and local businesses.	Coordination				X	Planning, Engineering
8.1.2	Support and expand safe and connected routes to school.	Program				X	Planning, Engineering, Parks and Recreation
8.1.3	Support efforts to integrate elementary schools within neighborhoods.	Coordination				X	Planning, Engineering
8.1.4	Consider shared-use facilities with schools.	Coordination				X	Parks and Recreation

COMMUNITY CHARACTER ACTIONS		ACTION TYPE	TIMEFRAME (YEARS)				INVOLVED DEPARTMENTS (AND PARTNERING ENTITIES)
			0-2	3-5	6-10	Ongoing	

Strategy 8.2: Support institutions of higher learning to expand educational opportunity.

8.2.1	Leverage ACC's San Gabriel campus to cater the corporate training solutions programs to the needs of Leander such as developing strong technology and manufacturing fields.	Coordination				X	Administration
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COMMUNITY CHARACTER ACTIONS		ACTION TYPE	TIMEFRAME (YEARS)				INVOLVED DEPARTMENTS (AND PARTNERING ENTITIES)
			0-2	3-5	6-10	Ongoing	
8.2.2	Partner with ACC San Gabriel campus on expansion of their campus, including a potential four-year university.	Coordination				X	Administration
Strategy 8.3: Continue to support community service groups, non-profits, and volunteers.							
8.3.1	Identify opportunities to partner with local groups for community action steps.	Coordination				X	Fire, Code Enforcement, Police, Public Information Office
8.3.2	Partner with medical institutions to promote health and activity.	Coordination				X	Human Resources
8.3.3	Encourage volunteer assistance to generate civic pride and enthusiasm.	Program				X	Public Information Office, (With The Chamber of Commerce)
8.3.4	Consider partnership opportunities for a new community space.	Coordination				X	Parks and Recreation
GROWTH AND MOBILITY ACTIONS		ACTION TYPE	TIMEFRAME (YEARS)				INVOLVED DEPARTMENTS (AND PARTNERING ENTITIES)
			0-2	3-5	6-10	Ongoing	
Goal 9: Transportation - Safe, connected, attractive streets as part of a balanced and diverse transportation network.							
Strategy 9.1: Continue to support well-designed and maintained streets to ensure safety and durability.							
9.1.1	Prioritize street safety elements in upcoming CIP projects.	Policy	X			X	Engineering
9.1.2	Update the City's street cross-sections to ensure a balance of safety and people-centered streetscape elements. TMP	Regulation	X				Engineering
9.1.3	Support and expand pedestrian and bicycle connectivity. TMP	Program				X	Engineering, Parks and Recreation
9.1.4	Continue to assess pavement condition on City streets.	Study				X	Public Works
9.1.5	Assess on-street parking situations where existing narrow streets challenge emergency response.	Study		X			Engineering, Fire, Police

GROWTH AND MOBILITY ACTIONS		ACTION TYPE	TIMEFRAME (YEARS)				INVOLVED DEPARTMENTS (AND PARTNERING ENTITIES)
			0-2	3-5	6-10	Ongoing	
9.1.6	Consider grant opportunities for residential screening walls and compatibility elements that coincide with major street expansion.	Coordination		X			Planning
Strategy 9.2: Ensure a connected, balanced network of streets and prioritize timely improvements through managed planning systems.							
9.2.1	Regularly re-evaluate the City's methods for studying traffic impacts and assessing mitigation costs. Traffic Impact Fees	Study	X			X	Engineering
9.2.2	Account for growth-based traffic congestion through managed planning and study.	Policy				X	Planning, Engineering
9.2.3	Continue to monitor emerging modes of transportation.	Study				X	Engineering, Public Works
9.2.4	Evaluate opportunities to consider transportation demand management and smart city technologies.	Study				X	Engineering, Public Works
9.2.4	Evaluate opportunities to consider transportation demand management and smart city technologies.	Study				X	Engineering, Public Works
9.2.5	Develop a formal signalized intersection review and approval process.	Program		X			Engineering, Public Works, (With TxDOT)
Strategy 9.3: Foster strong relationships with regional mobility partners to expand Leander's influence on regional transportation decisions.							
9.3.1	Engage with TxDOT to evaluate a future US 183 turnback	Coordination			X		Public Works
9.3.2	Partner with regional transportation organizations to plan for priority transportation projects in Leander.	Coordination				X	Administration, Engineering
9.3.3	Seek to expand enhanced transit service with CapMetro.	Coordination			X	X	Administration
9.3.4	Partner with smaller cities in the CapMetro program to ensure equitable participation rates and service offerings.	Coordination				X	Administration

GROWTH AND MOBILITY ACTIONS		ACTION TYPE	TIMEFRAME (YEARS)				INVOLVED DEPARTMENTS (AND PARTNERING ENTITIES)
			0-2	3-5	6-10	Ongoing	
9.3.5	Conduct a study to examine potential grade-separated railroad crossings.	Study		X	X		Engineering
9.3.6	Seek to integrate trail crossings and park signage on the 183A Toll extension.	Coordination	X				Parks and Recreation
Goal 10: Housing - Long-term neighborhood integrity and a balanced, diverse mix of housing.							
Strategy 10.1: Maintain and/or improve affordability and diversity in the housing market.							
10.1.1	Encourage a variety of market-driven housing types.	Policy				X	Planning
10.1.2	Support senior living communities near neighborhoods and infill locations.	Regulation				X	Planning
10.1.3	Prepare amendments to the development codes to address Transitional development options.	Regulation	X				Planning
10.1.4	Support emerging, flexible residential types in appropriate areas.	Regulation	X				Planning
Strategy 10.2: Support housing that has well-defined design character, compatibility with adjacent uses, and balanced density.							
10.2.1	Prepare amendments to the development codes that limit high- density multi-family in mixed-use activity centers.	Regulation	X				Planning
10.2.2	Review and assess compatibility standards between residential and non-residential uses.	Regulation	X			X	Planning
10.2.3	Prepare amendments to the development codes to improve the design quality and compatibility of attached residential products.	Regulation	X				Planning
10.2.4	Prepare amendments to the development codes to preserve the aesthetic in the Rural land use area depicted on the Future Land Use Map.	Regulation	X				Planning

GROWTH AND MOBILITY ACTIONS		ACTION TYPE	TIMEFRAME (YEARS)				INVOLVED DEPARTMENTS (AND PARTNERING ENTITIES)
			0-2	3-5	6-10	Ongoing	
10.2.5	Prepare amendments to the development codes to create a mid- density zoning district.	Regulation	X				Planning
Goal 11: Utilities - Integrated and well-planned utility infrastructure to serve desired growth.							
Strategy 11.1: Continue to plan ahead of growth through integrated utility infrastructure planning.							
11.1.1	Align the Leander Capital Improvement Plan (CIP) with the comprehensive plan.	Coordination				X	Planning, Engineering
11.1.2	Continue to partner with franchise utility providers to plan ahead for critical infrastructure.	Coordination				X	Planning, Engineering
11.1.3	Design and manage the City's stormwater system to mitigate against flooding.	Capital Investment		X			Engineering, Public Works
11.1.4	Work with telecommunication providers to facilitate enhanced broadband and 5G wireless service.	Coordination	X				Administration, IT, Engineering
11.1.5	Periodically review the City's Standard Details construction document.	Study				X	Engineering
Strategy 11.2: Prioritize the long-term strategic planning and system health of the water and utilities.							
11.2.1	Consider options to solidify Leander's water system to ensure consistent service delivery.	Study	X				Engineering
11.2.2	Pursue and implement an update to the Water Master Plan.	Study	X				Engineering
11.2.3	Pursue and implement an update to the Wastewater Master Plan.	Study	X				Engineering
11.2.4	Conduct the five-year update of the Water and Wastewater Impact Fees.	Study		X			Engineering
11.2.5	Pursue an update to the City's 2019 Water Conservation ordinance.	Study	X				Engineering, Public Works, Public Information Office

GROWTH AND MOBILITY ACTIONS		ACTION TYPE	TIMEFRAME (YEARS)				INVOLVED DEPARTMENTS (AND PARTNERING ENTITIES)
			0-2	3-5	6-10	Ongoing	
Goal 12: Municipal Services - Cost-effective, exceptional municipal services commensurate with growth.							
Strategy 12.1: Maintain the public’s expectations and confidence in an effective public safety system.							
12.1.1	Regularly evaluate Police and Fire Department resource needs.	Study				X	Fire, Police
12.1.2	Support Police and Fire Department use of contemporary service methods and technology.	Capital Investment				X	Administration, Fire, Police
12.1.3	Partner with Williamson County on potential expansion of the City’s communication center and future need for a County Medical Examiner.	Coordination		X			Administration, Fire, Police, (With Williamson County)
12.1.4	Evaluate the need for a combined Fire and Police training center.	Study	X				Fire, Police
12.1.5	Maintain support for community involvement programs for the Police and Fire Department.	Policy				X	Fire, Police
12.1.6	Regularly evaluate response time for Fire and EMS to determine station needs.	Study				X	Fire, Police
Strategy 12.2: Ensure that the Leander community receives outstanding general municipal services.							
12.2.1	Create a new Facility Master Plan to account for community needs.	Study	X				Administration
12.2.2	Provide educational and training opportunities for policymakers, staff and citizen volunteers.	Coordination/ Programs				X	Public Information Office
12.2.3	Conduct an update to the Library Strategic Master Plan.	Study	X				Parks and Recreation
12.2.4	Conduct an update of the 2015 Multi-Hazard Mitigation Plan.	Study	X				Fire

GROWTH AND MOBILITY ACTIONS		ACTION TYPE	TIMEFRAME (YEARS)				INVOLVED DEPARTMENTS (AND PARTNERING ENTITIES)
			0-2	3-5	6-10	Ongoing	
12.2.5	Proactively plan for anticipated service needs in future annexation areas.	Program				X	Development Services, (With Williamson County), (With Travis County)
12.2.6	Develop digital tools to provide information and education to the public.	Program	X				Public Information Office