

**PROPOSED STANDARDS FOR THE CONVENTIONAL DEVELOPMENT  
SECTOR (CD) - (IN ADDITION TO THE STANDARDS IN THE COMPOSITE  
ZONING ORDINANCE)**

**1. INSTRUCTIONS**

- 1.1 The following standards apply to the land areas marked Conventional Development Sector (“CD Sector”) on the Leander Sector Map.** The provisions of the Composite Zoning Ordinance and these CD Sector Standards shall apply to the CD Sector. When in conflict, the CD Sector Standards shall prevail.
- 1.2 The Conventional Development Sector allows conventional single-use and mixed-use development with some basic design standards to provide a transition to adjacent neighborhoods and pedestrian-oriented communities, and for the possibility of future retrofit of the area to a more pedestrian-oriented pattern.
- 1.3 As an option to replace the Composite Zoning Ordinance in the CD Sector, developers may use the Leander SmartCode to design communities in the pattern of Clustered Land Development (CLD) or Traditional Neighborhood Development (TND) as provided in Article 4 of the SmartCode. If the SmartCode is elected, it shall be applied in its entirety for the CLD or TND, and not mixed with another code.

**2. STREETS**

**2.1 STREET TYPES**

Streets in the CD Sector are designated as A-Streets, B-Streets or C-Streets. A-Streets provide the highest level of pedestrian amenities and are intended to provide a walkable connection between commercial and residential uses. B-Streets are more automobile-oriented, but still provide pedestrian amenities and limit the amount of surface parking between buildings and the street. C-Streets are the most automobile-oriented and provide for significant amounts of surface parking between buildings and the public right-of-way.

**2.2 ALLOCATION OF A-STREET, B-STREETS AND C-STREETS IN COMMERCIAL ZONING DISTRICTS**

Each quadrant of Town Center, Community Center or Neighborhood Center nodes as designated in the Comprehensive Plan shall include at least one A-Street which shall provide a pedestrian-oriented streetscape and shall be designed to provide connectivity through the entire quadrant and connect to adjacent residential neighborhoods. Commercial and multi-family projects within each quadrant of Town

Center, Community Center and Neighborhood Center nodes shall have frontage on or connect to the A-Street. All other Arterial and Collector Streets identified on the Transportation Plan within the CD Sector and not designated as an A-Street are designated B-Streets. The frontage roads of 183A Toll Road are designated C-Streets.

### **2.3 SPECIFIC TO A-STREETS IN COMMERCIAL ZONING DISTRICTS**

- a. Parking is not allowed between the building and the right-of-way.
- b. Parallel or head-in, on-street parking spaces shall be provided.
- c. Sidewalks at least 12 feet wide shall be provided adjacent to all building frontages.
- d. Street trees are required every 30 feet.

### **2.4 SPECIFIC TO B-STREETS IN COMMERCIAL ZONING DISTRICTS**

- a. Surface parking consisting of no more than one drive aisle with head-in parking spaces on each side of the drive aisle are permitted between the building and the right-of-way. A landscape screen or wall no taller than 4 feet in height shall be constructed and maintained to screen the view of the parking from the adjacent ROW.
- b. All drive aisles shall be designed and easements conveyed to connect to existing or future drive aisles on adjacent properties.
- c. Sidewalks and street trees in compliance with the Composite Zoning Ordinance shall be required between the parking lot and the right-of-way.
- d. Sidewalks at least 12 feet wide shall be provided between the building facade and the parking lot, with trees in grates or planter boxes every 30 feet.

### **2.5 SPECIFIC TO C-STREETS IN COMMERCIAL ZONING DISTRICTS**

- a. Surface parking lots between buildings and the right-of-way shall be no deeper than 300 feet nor wider than 600 feet.
- b. Surface parking lots between buildings and the right-of-way shall be designed as a pattern of internal streets and parking blocks. The parking blocks may have standard parking spaces and aisles. The internal streets shall have travel lanes, curbs, street trees, sidewalks and utility easements and may have parallel parking. The parking blocks shall be left free of easements with the exception of those for drainage and parking lot lighting in order to accommodate future construction of buildings.

## **3. LOTS & BUILDINGS**

- 3.1 Lots and buildings are subject to the following standards in addition to the standards of the Composite Zoning Ordinance.

**3.2 SPECIFIC TO LOTS & BUILDINGS ON A- AND B-STREETS IN COMMERCIAL ZONING DISTRICTS**

- a. Buildings fronting on A- and B-Streets shall meet the Type A Architectural Component of the Composite Zoning Ordinance.
- b. Buildings fronting on A- and B-Streets shall provide a primary entrance facing the street accessing the required sidewalk.

**3.3 SPECIFIC TO LOTS & BUILDINGS ON C-STREETS IN COMMERCIAL ZONING DISTRICTS**

- a. Buildings fronting on C-Streets shall meet the Type A or Type B Architectural Component of the Composite Zoning Ordinance.

**3.4 SPECIFIC TO LOTS AND BUILDINGS IN RESIDENTIAL ZONING DISTRICTS**

- a. All residential buildings shall meet the Type A Architectural Component of the Composite Zoning Ordinance.
- b. A minimum overall density of 4 units per acre shall be required.
- c. Any residential lot narrower than 50 feet shall not have driveway access from the front of the lot and must provide parking access from a rear alley.