N.T.S.
Adopted:
9/22/05

Special District 1
(expires 9-17-2019)

CAPITAL METRO
RAIL STATION

N/A

Special District 2
(expires 1-7-2010)

Transect Zones

- T3
- T4
- T5
- T6
- Civic
- District
- Conventional
- CIP Roads
- Major Street Network
- Channelized Floodplain
- Planning Area Boundary & Proposed TIRZ Boundary
- 5-10 Minute Walking Scale - Pedestrian Sheds (1/4 to 1/2 Mile Radius)

1st Amendment 2-19-2009
2nd Amendment 3-19-2009
3rd Amendment 9-17-2009 (Sd1)
4th Amendment 1-7-2010 (Sd2)

NOTES:

1. Parks and Civic spaces shall be regulated by a performance standard in the TOD ordinance.
2. The CIP Roads and Major Street Network are required in addition to the Connectivity Standards in the TOD ordinance. The Code will set the standards for blocks; the block layout only illustrates the intent.
3. The esplanade (Grand Blvd.) will remain as shown if the CTRMA agrees to lower the main lanes and construct the crossing. If this is not the case or funding is unavailable, then it will become a boulevard with major median and landscaping and will be mimicked on the other side of 183a.
4. CONVENTIONAL designation of parcels as shown shall comply with current Leander Residential Zoning (including current PUD provisions) and General Development and Subdivision Ordinances. Application of those regulations in CONVENTIONAL shall provide for safe and appropriate transportation connections to the required roadways as adopted on the Transect Plan. It may participate in master water, wastewater, transportation, drainage and water quality development and receive funding incentives that may be adopted over time for the overall planning area as shown on the Transect Plan. A separate set of Architectural Standards shall apply to the CONVENTIONAL designation as a separate Article 8 to the Uniform Development Code and those separate Standards shall only apply to the CONVENTIONAL designated parcels.
5. For the purpose of planning initial development along San Gabriel Parkway (CR 274), it is understood that this County roadway is initially planned to be a 2 lanes of a county-planned, 4-lane divided roadway with 120 of ROW. This 4-lane roadway will be required for development. At such point in time as a funding district is in place and necessary financing to convert this roadway section into compliance with the section designated in Table 10C, BV-152-120, of the Leander SmartCode is available, it shall be funded through the funding district as adopted and set forth in the funding district plan. The 120 of ROW will define the back of curbs for the outer curbs of the outer parallel roadways in the above section.

City of Leander

LEANDER TOD

Transect Map & Pedestrian Sheds