AGENDA

PLANNING & ZONING COMMISSION WORK SESSION
CITY OF LEANDER, TEXAS
Pat Bryson Municipal Hall ~ 201 North Brushy Street
Leander, Texas

Thursday ~ July 28, 2016 at 6:00 pm

Place 1 Chris Schwendenmann
Place 2 Morgan Cotten
Place 3 Jason Anderson
Place 4 Sid Sokol - Chair
Place 5 Richard Allen – Vice Chair
Place 6 Angela Means
Place 7 Marshall Hines

This meeting is open to the Public but does not allow for public participation
No action will be taken by the Planning and Zoning Commissioners regarding City business before, during or after this meeting

1. Open Work Session

2. Roll Call

3. Transportation Plan Discussion
    a. Staff Presentation (10 minutes)
    b. Thoroughfare Map and Cross Sections (15 minutes)
    c. Pedestrian & Bicycle Facilities Plan and Map (15 minutes)
    d. General Discussion (10 minutes)

4. Adjourment

CERTIFICATION

This meeting will be conducted pursuant to the Texas Government Code Section 551.001 et seq. At any time during the meeting the P & Z Commission reserves the right to adjourn into executive session on any of the above posted agenda items in accordance with the sections 551.071 [litigation and certain consultation with attorney], 551.072 [acquisition of interest in real property], 551.073 [contract for gift to city], 551.074 [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 P & Z Commission of the City of Leander, Texas, was posted on the bulletin board at City Hall in Leander, Texas on the 22nd day of July, 2016 by 5:00 pm pursuant to Chapter 551 of the Texas Government Code.

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Tom Yantis – Assistant City Manager

EXECUTIVE SUMMARY

JULY 28, 2016

Agenda Subject: Ordinance Case 16-OR-003: Discussion of proposed amendments to the Transportation Plan.

Background: The Comprehensive Plan was adopted on October 15, 2015 and included goals related to the Transportation Plan. The purpose in this amendment is to incorporate the polices that were adopted as part of the Comprehensive Plan. These amendments include and update Transportation Plan, Thoroughfare Map, and Hike & Bike Map.

Origination: Applicant: City of Leander

Financial Consideration: None

Recommendation: None

Attachments:
1. Transportation Plan
2. Thoroughfare Map
3. Thoroughfare Table
4. Hike & Bike Map

Prepared By: Robin M. Griffin, AICP
Senior Planner 07/22/2016

DRAFT

APPENDIX E
TRANSPORTATION PLAN

CITY OF LEANDER

REVISED 07/21/2016

INTRODUCTION

TRANSPORTATION PLAN INTRODUCTION

The purpose of the Transportation Plan is to encourage the development of a high quality multimodal transportation network that complements the overall community character and provides local accessibility and livability to its residents and visitors. In order to develop a successful multimodal transportation network, the City must incorporate elements of the Comprehensive Plan such as land use designations and appropriate functional classifications when planning its roads and highways.

The Transportation Plan was originally adopted in 2003 and has been updated over the years. This update includes changes to the roadway design standards and an update to the inventory and plan maps. The Transportation Plan includes vehicular, bicycle, pedestrian, and mass transportation components. The improvement and establishment of multiple modes of transportation is important to the comprehensive development of the City's transportation system.

This plan is divided into three sections:

Thoroughfare Map

The Thoroughfare Map identifies and describes the collector and arterial roadways. These roadway types provide for a grid of roadways that effectively connect destinations and encourage an efficient flow of traffic.

Pedestrian and Bicycle Facility Plan and Hike & Bike Map

The Bicycle and Pedestrian Facility Plan identifies and describes the facilities designed for pedestrians and bicyclists. It also includes the Hike and Bike Map which identifies the location of the facilities that are proposed to be installed in order to provide for connectivity between different Centers and Corridors.

Transit Plan

The Transit Plan will be further developed in the future to connect the rail station to Centers throughout the city. This system is still in the early planning stages.

TRANSPORTATION POLICIES

- *Ensure that the roadway network is consistent with current and future growth.*
- *Land use and development should be taken into account when planning functional classifications and roadway design.*
- *During every new roadway project, ensure that the entire right-of-way is planned, designed, constructed, operated, and maintained to provide safe access for all users.*
- *Apply access management concepts along corridors to improve safety and mobility.*
- *Provide a safe and interconnected network of hike and bike trails throughout the community with connections to parks, neighborhoods, schools, the TOD and centers.*

The Thoroughfare Map focuses on motorized vehicles and roadways. It identifies a grid of collector and arterial roadways to provide a logical and practical roadway network. The Thoroughfare Map is also used to determine the Roadway Adequacy Fees related to Boundary Street Improvements and to recommend the cross sections for roadways within the City. The chart provided on the Thoroughfare Map shall be used during the development process to calculate the minimum required right-of-way (ROW) dedication and the width of pavement for Roadway Adequacy Fees. In addition to the recommended right-of-way listed in the cross sections, additional right-of-way will be needed at certain intersections to accommodate turn lanes.

The right-of-way width and cross section elements shall ultimately be determined at the time of design. The roadway should be based on the adjacent land uses and recommendations of this plan.

The following roadway classifications are used in this plan and map.

- Arterial Roadways
- Collector Roadways
- Local Roadways
- Alleys

ARTERIAL ROADWAYS

Arterials primarily provide for traffic movement, with a minor function of providing direct access to abutting property. Arterials typically serve as connections between major traffic generators and land use concentrations, and facilitate large volumes of through traffic traveling across a community. Because direct access to abutting property is a secondary function of arterial roadways, access should be carefully managed to avoid adverse impacts traffic flow on these facilities.

Cross section elements are defined in the table on the Thoroughfare Map.

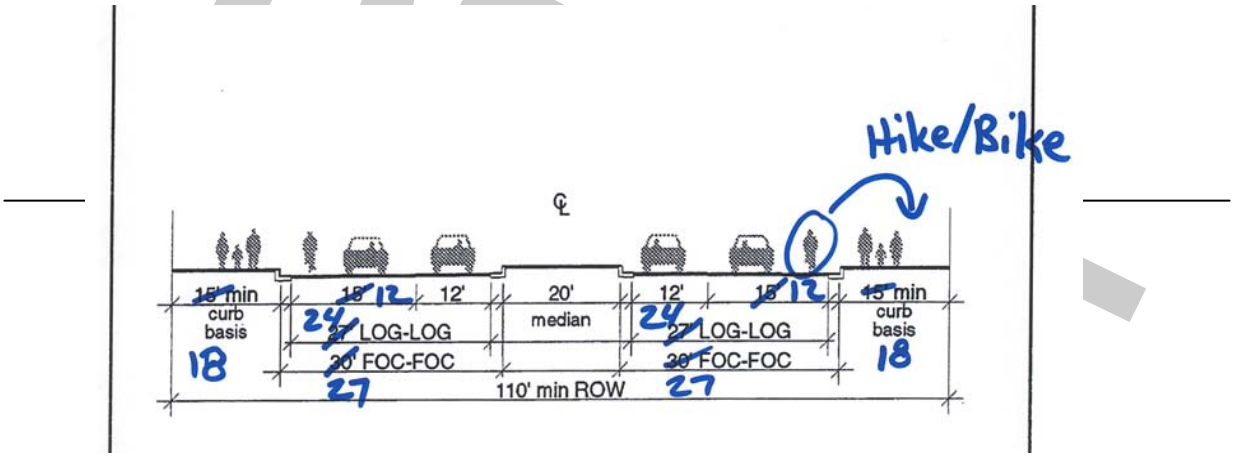
Roadway Features:

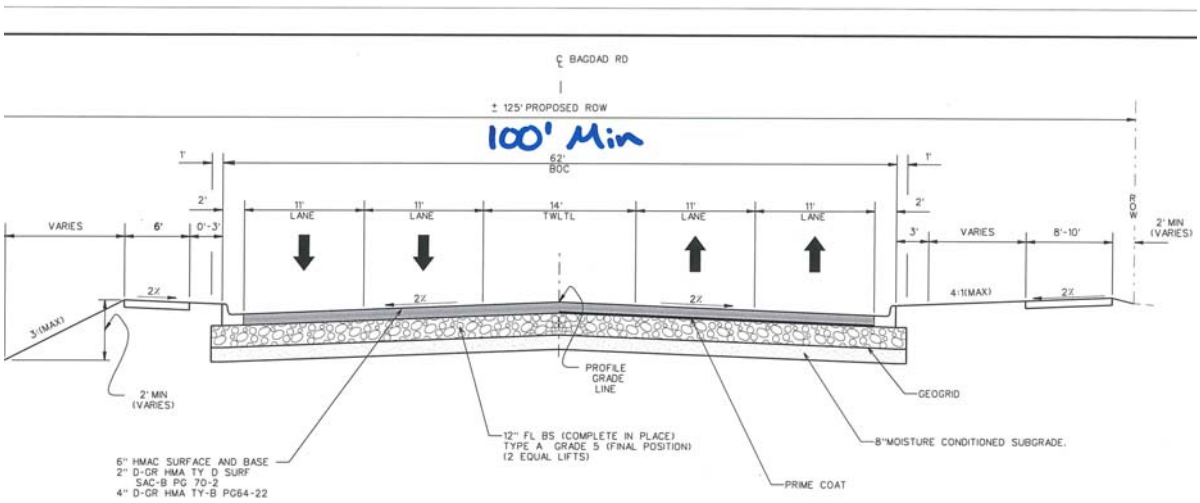
- Minimum Right-Of-Way: As defined in Thoroughfare Map Table
- A minimum of 20' of additional right-of-way shall be dedicated for a length of 200' prior to intersecting an arterial roadway to accommodate turn lanes.
- Minimum Number of Lanes: Typically 4 lanes with medians
- On-Street Parking: Not permitted
- Driveways: Most driveways are right in right out with median breaks and left turn lanes spaced in accordance with the Austin Transportation Criteria Manual
- Screening Wall: Required if residential homes side or back up to roadway – Masonry
- Pedestrian and Bicycle Facilities: Hike and Bike trails and sidewalks shall be provided
- Pedestrian Facilities: Bulb-outs/pedestrian refuges may be provided at some intersections to reduce the crossing distance
- Transit Facilities: Bus routes will be determined in the future

Typical Arterial Cross Sections:

DRAFT CROSS SECTIONS

————To be updated————-





COLLECTOR ROADWAYS

Collector roadways provide for a balance of traffic movement and property access functions. Traffic movement is often internal to localized areas, with collectors connecting residential neighborhoods, parks, churches, etc. with the arterial system and commercial areas. These roadways tend to carry a high volume of traffic over a much shorter distance while providing for land access. As compared to arterial roadways, collectors accommodate smaller traffic volumes over shorter distances.

The City has five typical collectors:

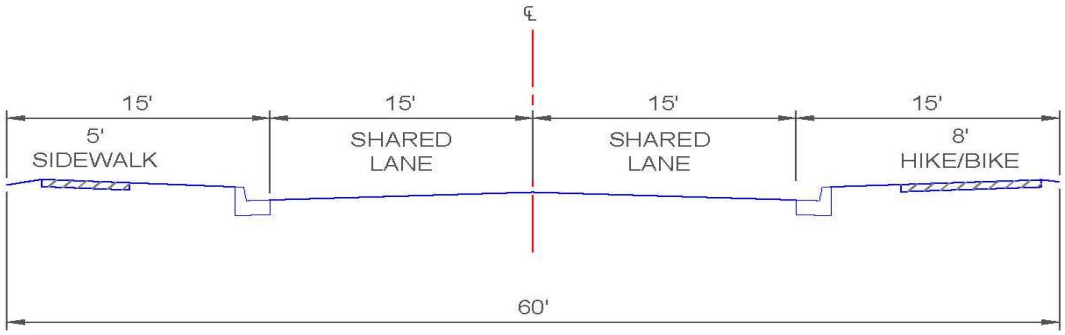
- Residential Collector 60'
- Residential Collector 64'
- Neighborhood Collector
- Primary Commercial Collector
- Secondary Commercial Collector

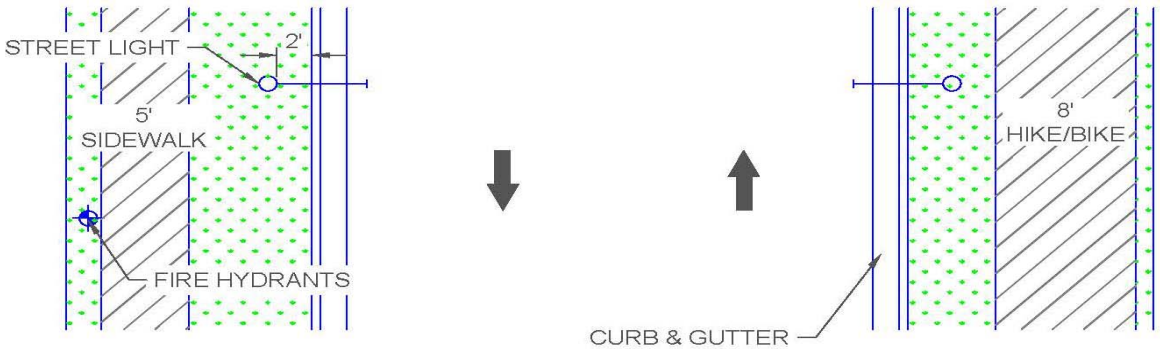
RESIDENTIAL COLLECTOR 60'

General Description: A residential collector is a low volume roadway that is typically internal to the subdivision or connecting the subdivision.

Roadway Features:

- Minimum Right-Of-Way: 60'
- Maximum Number of Lanes: 2 lanes
- Minimum Lane Width: 15'
- Sidewalks: 8' Hike and Bike and a 5' Sidewalks
- On-Street Parking: Limited
- Driveways: Residential driveways are not permitted.
- Screening Wall: Required if residential homes side or back up to roadway – Masonry or concrete panel
- Bicycle Facilities: Shared lanes due to low volume of traffic
- Intersections: Pavement and ROW may widen to provide left turn lanes at intersections with other collectors or entrances to subdivisions, schools, amenity centers, etc. A minimum of 10' of additional right-of-way shall be dedicated for a length of 200' prior to intersecting an arterial roadway to accommodate left turn lanes. This assumes the right lane is a right turn/through lane.



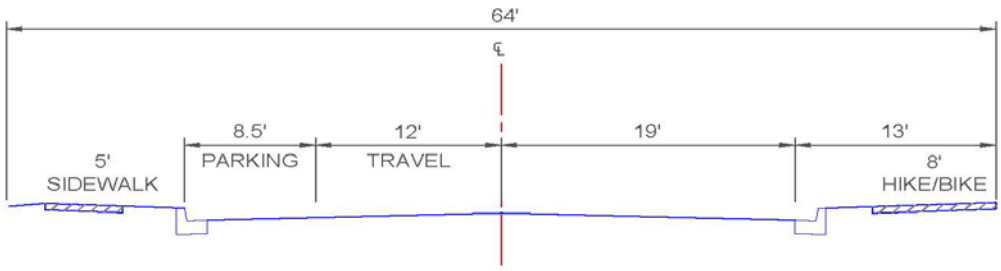


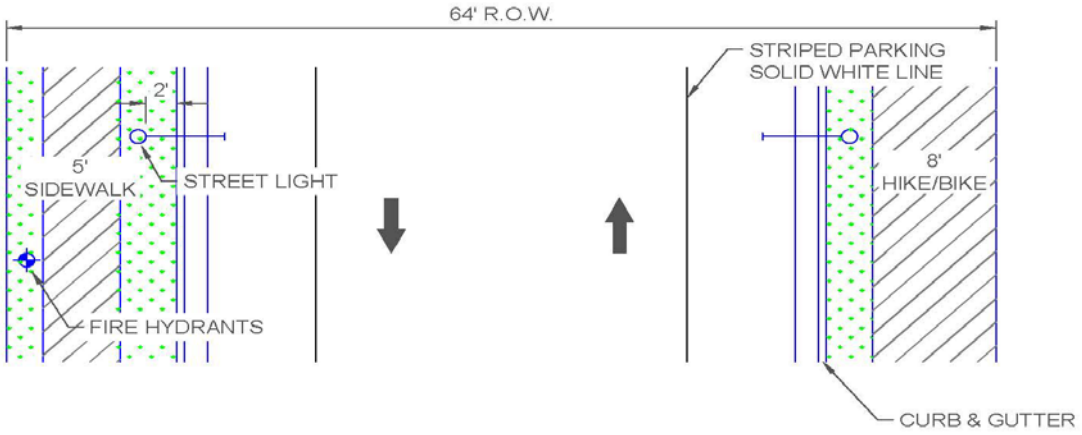
RESIDENTIAL COLLECTOR 64'

General Description: A residential collector is a low volume roadway that is typically internal to the subdivision or connecting the subdivision. This type of collector is for use when on street parking is necessary such as when adjacent to alley loaded homes, schools, or amenity centers fronting the collector.

Roadway Features:

- Minimum Right-Of-Way: 64'
- Maximum Number of Lanes: 2 lanes
- Minimum Lane Width: see cross section
- On-Street Parking: Permitted. On street parking shall end to accommodate left turn lanes at intersections with other collectors or entrances to subdivisions, schools, amenity centers, etc.
- Bulb-outs: Used to break up the on-street parking and to prevent parking near intersections
- Screening Wall: Not typical as cross section is intended to be used when facilities are fronting the roadway
- Sidewalks: 8' Hike and Bike and a 5' Sidewalks
- Bicycle Facilities: Bicycle boxes may be provided adjacent to on street parking
- Intersections: Pavement and ROW may widen to provide left turn lanes at intersections with other collectors or entrances to subdivisions, schools, amenity centers, etc. A minimum of 10' of additional right-of-way shall be dedicated for a length of 200' prior to intersecting an arterial roadway to accommodate left turn lanes.



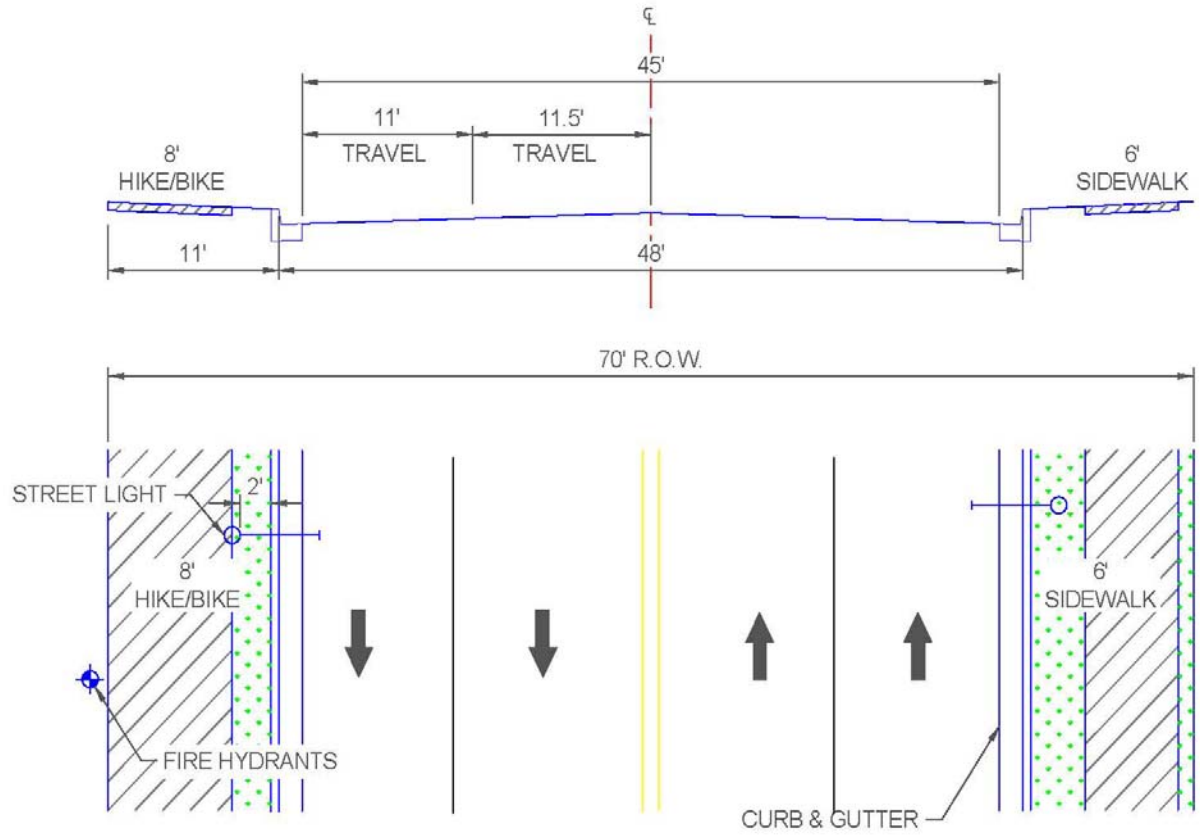


NEIGHBORHOOD COLLECTOR

General Description: A neighborhood collector is a low volume roadway that typically connects multiple subdivisions and compatible uses such as churches, schools and local commercial. This is a four lane undivided roadway. The additional lanes accommodate cars turning from the through lanes while allowing traffic to continue.

Roadway Features:

- Minimum Right-Of-Way: 70'
- Maximum Number of Lanes: 4 lanes
- Minimum Lane Width: see cross section
- On-Street Parking: Not permitted.
- Screening Wall: Required if residential homes side or back up to roadway – Masonry or concrete panel
- Sidewalks: 8' Hike and Bike and a 5' or 6' Sidewalks
- Bicycle Facilities: Hike and Bike trails shall be provided to accommodate bicyclists
- Intersections: Pavement and ROW may widen to provide left turn lanes at intersections with other collectors or entrances to subdivisions, schools, amenity centers, etc. A minimum of 10' of additional right-of-way shall be dedicated for a length of 200' prior to intersecting an arterial roadway to accommodate left turn lanes.

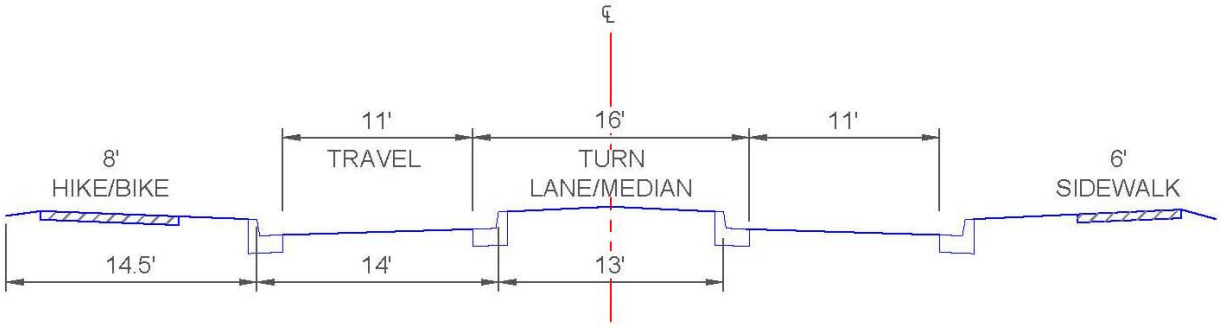


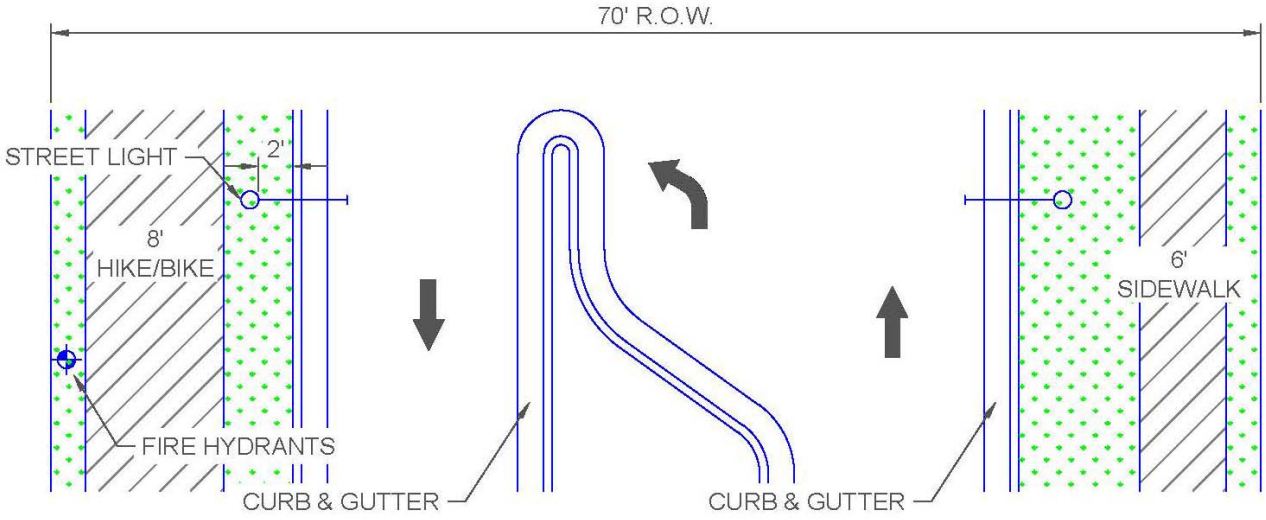
PRIMARY COMMERCIAL COLLECTOR

General Description: A primary commercial/industrial collector is a long commercial or industrial roadway. This type of collector provides connectivity between commercial/ industrial uses as well as connecting neighborhoods with commercial uses.

Roadway Features:

- Minimum Right-Of-Way: 70 feet
- Maximum Number of Lanes: 2 lanes and a left turn lane with a median
- Minimum Lane Width: 11 feet
- On-Street Parking: Not permitted
- Driveways: Most driveways are right in right out with median breaks and left turn lanes spaced in accordance with the Austin Transportation Criteria Manual
- Screening Wall: Required if residential homes side or back up to roadway – Masonry or concrete panel
- Sidewalks: 8' Hike and Bike and a 6' Sidewalk
- Bicycle Facilities: Hike and Bike trails shall be provided to accommodate bicyclists
- Intersections: A minimum of 10' of additional right-of-way shall be dedicated for a length of 200' prior to intersecting an arterial roadway to accommodate right turn lanes.



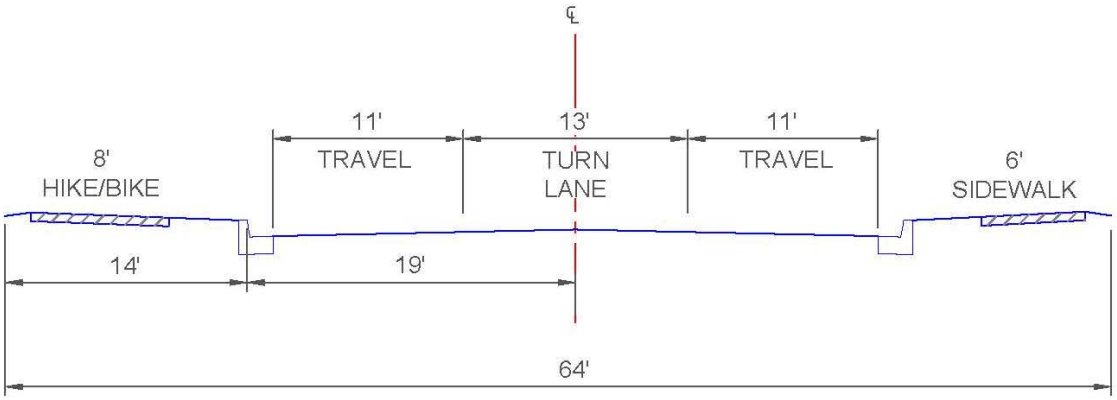


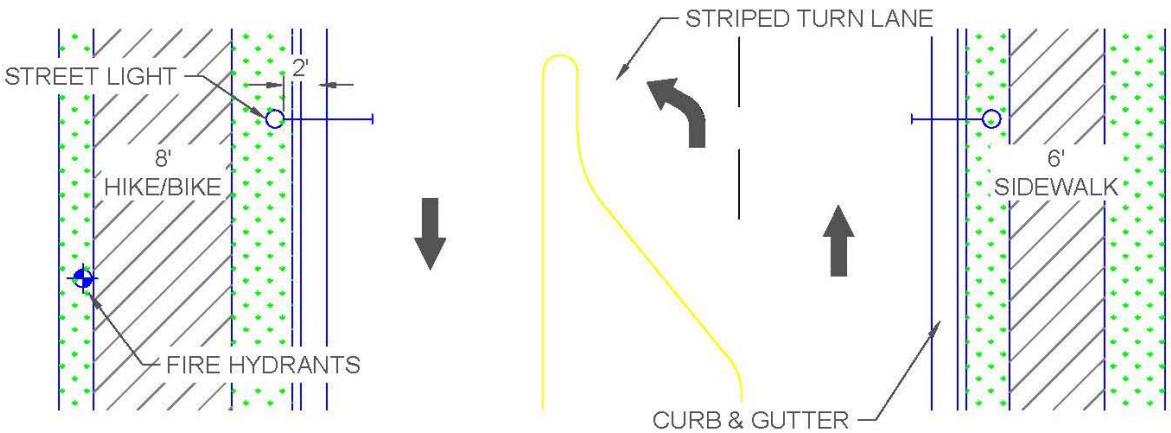
SECONDARY COMMERCIAL COLLECTOR

General Description: A secondary commercial/industrial collector is a short commercial or industrial roadway. This type of collector provides connectivity between commercial/ industrial uses as well as connecting neighborhoods with commercial uses.

Roadway Features:

- Minimum Right-Of-Way: 64'
- Maximum Number of Lanes: 2 lanes and a continuous two way left turn lane
- Minimum Lane Width: 11 feet
- On-Street Parking: Not permitted
- Screening Wall: Required if residential homes side or back up to roadway – Masonry or concrete panel
- Sidewalks: 8' Hike and Bike and a 6' Sidewalk
- Bicycle Facilities: Hike and Bike trails shall be provided to accommodate bicyclists
- Intersections: A minimum of 10' of additional right-of-way shall be dedicated for a length of 200' prior to intersecting an arterial roadway to accommodate right turn lanes.





LOCAL ROADWAYS

Local roadways provide access to adjoining residential land uses and distribute traffic to the surrounding roadway network. Most of the other roadways within the City of Leander that are not listed in any of the other descriptions are local roadways. The character of residential roadways can change from neighborhood to neighborhood. It should be noted that the roadways are not entirely for vehicular movement and are intended to accommodate pedestrians and bicyclists.

Not every typical local roadway cross section has been identified in the Plan. The cross sections will vary based on the character of the surrounding area and land uses. An example of a typical residential local road section is provided.

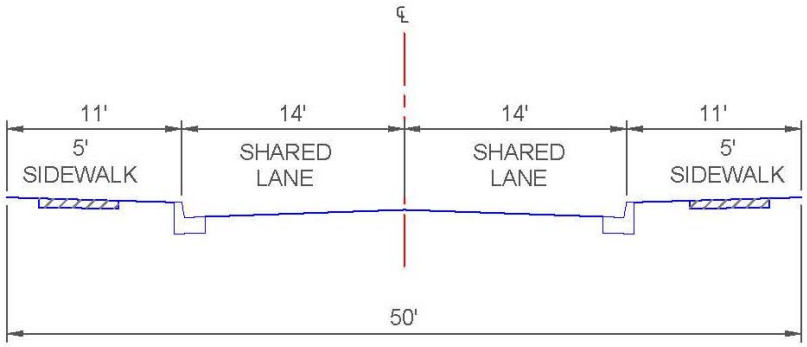
Developments subject to the *SmartCode* should follow standards set in Chapter 3 of the *SmartCode*.

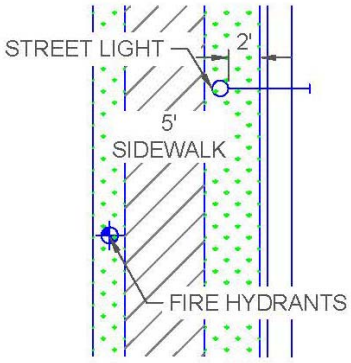
RESIDENTIAL SUBURBAN LOCAL ROADWAY:

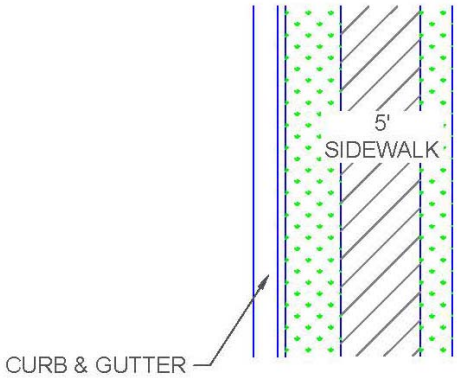
General Description: Residential local roadways provide access to single family residential homes. These roadways serve pedestrians, bicyclists, and vehicles.

Residential Suburban Local Roadway Features:

- Minimum Right-Of-Way: 50'
- Maximum Number of Lanes: 2 lanes
- Minimum Lane Width: 14' including the gutter
- Sidewalks: 4' minimum and 5' recommended
- On-Street Parking: Permitted; through traffic can have a yield condition
- Bicycle Facilities: On street







ALLEYS

Alleys run parallel to roadways and provide rear access to residential lots with rear entry garages or commercial buildings.

Old Town has several existing alleys. As per the *Smart Code*, new developments may utilize these existing alleys without improving or paving the alley.

Alleys must be designed to accommodate trash trucks. Attention should be given to curb returns for alley to alley intersections.

Two types of alleys are often proposed: Residential Alleys and Commercial Alleys.

Residential Alley Features:

- Minimum Right-Of-Way: 20'
- Intended to provide access to rear entry garages
- Minimum Pavement Width: 14' of pavement and 3 feet of decomposed granite on each side
- Paving Materials: Public alleys are required to be concrete and private alleys may be concrete or asphalt. Asphalt alleys must include concrete ribbon curbs in the 14'.

Commercial Alley Features:

- Intended to provide access to commercial buildings in an urban area for fire protection, deliveries, unloading, etc.
- Minimum Right-Of-Way: 20'
- Minimum Pavement Width: 20' of pavement
- Paving Materials: Alleys are required to be concrete if directly adjacent to a building.

PEDESTRIAN & BICYCLE FACILITIES PLAN

The Pedestrian and Bicycle Facility Plan provides a plan for non-motorized transportation within the City. This plan will provide for alternatives to vehicular transportation and promote connectivity throughout the City. In addition, these facilities will provide opportunities for people that cannot or do not wish to drive vehicles to travel safely to their destination.

Pedestrians

- All new roadways, except rural local roads, shall have sidewalks and/or hike and bike trails.
- Sidewalks on local residential roadways will be five feet wide.
- Sidewalks in commercial areas will be six feet wide.

Bicyclists

- The Transportation Plan strives to provide alternatives to riding in the roadway.
- All arterial roadways include 10' hike and bike trails.
- Most collectors include a minimum of 8' hike and bike trails.
- Bicyclists share the road with cars in residential areas and on local roadways.

Hike and Bike Trails are usually along roadways and creeks. These facilities are typically constructed as the adjacent area is developed, though some are capital improvement projects through the Parks Department.

Most hike and bike trails in Leander will be shared by pedestrians and bicyclists. Sidewalks are intended for pedestrians. Major paths, such as those connecting the rail station to ACC, have parallel hike and bike trails which will reduce the traffic volume per trail. In the future shared facilities can be striped to divide pedestrians and bicyclist if the volume of traffic warrants it.

The Hike & Bike Map visually identifies the desired network of pedestrian and bicycle facilities.

THOROUGHFARE MAP

The Thoroughfare Map on the next page provides roadway classifications for the roadways located with the City of Leander jurisdiction. The map also identifies the locations of the existing and proposed roadways throughout the City.

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.

THOROUGHFARE PLAN ROW, SIDEWALKS, TRAILS & CROSS SECTIONS[2]

ROADWAY	SEGMENT	PROPOSED ROW (Min)[3]	PROP. PAVEMENT CROSS SECTION[4]	PROPOSED TRAILS & SIDEWALKS N	S	E	W
TOLLWAY							
183A	All	Existing	Tollway & Frontage			10'	10'
MAJOR ARTERIAL							
A1	All	82'	54'	10'	6'		
A2	All	110'	2 @ 27'	6'	6'		
Bagdad Rd	S City Limits to Old 2243 W	Existing	Existing			6'	6'
Bagdad Rd / CR 279	Old 2243 W to CR 280	100'	66'			10'	6'
Bagdad Rd / CR 279	CR 280 to E/TJ Limits	100'	66'			8'	6'
CR 175	All	90'	2 @ 24'			8'	6'
Crystal Falls Pkwy	Lakeline Blvd to US 183	Existing	Existing	8'	6'		
E Crystal Falls Pkwy	US 183 to CR 175	110'	2 @ 27'	8'	6'		
Hero Way	Inside TOD	TOD	TOD	10'	6'		
Hero Way	TOD boundary to RM 2243	110'	2 @ 27'	8'	6'		
Old 2243 W / Nameless Rd	1,000' W of Lakeline Blvd to US 183	100'	66'	10'	6'		
	RM 1431 to 1,000' W of Lakeline Blvd	82'	54'	6'	10'	10'	6'
Lakeline Blvd	S City Limits to Crystal Falls Pkwy	Existing	Existing			6'	6'
	Crystal Falls Pkwy to Old 2243 W	90'	2 @ 24'			10'	6'
	Old 2243 W to W San Gabriel Pkwy	90'	2 @ 24'			10'	6'
Mel Mathis Ave	RM 2243 to San Gabriel Pkwy	TOD	TOD			22'	22'
Ronald W Reagan Blvd	All	Existing	Existing			10'	10'
RM 2243	Hero Way to E ETJ	110'	2 @ 27'	6'	10'		
San Gabriel Pkwy	Nameless Rd to Ronald W Reagan Blvd	110'	2 @ 27'	6'	10'		
SH 29	All	Existing		6'	10'		
US 183	All	Existing / TOD	Existing / TOD			10'	6'
Osage Dr	Durango Hills Dr to FM 1431	90	2 @ 24'	5'	5'		
COLLECTOR[5]							
Bryson Ridge Trl	All	Varies Mn of 70'	Varies Mn 2 @ 18'	8'	-		
Broade St	Commercial Portion	70'	45'			8'	6'
	Residential Portion	60'	37'			8'	6'
C1	All	60'	37'	8'	6'		
C7	All	70'	45'			8'	6'
C11/Durango Hills Dr	All	60'	37'	5'	5'		
C13	All	TOD	TOD	TOD	TOD	TOD	TOD
Collaborative Way	All	64'	Existing	8'	6'		
CR 176	All	60'	37'			8'	5'
CR 269	All	64'	41'			8'	6'
CR 270	All	70'	58'			8'	6'
CR 280	All	64'	41'	8'	6'		
CR 281	All	60'	37'	6'	8'		
Crystal Falls Pkwy	Lakeline Blvd to Crystal Falls Golf Club	Existing	Existing				
E Crystal Falls Pkwy/CR 177	Ronald W Reagan Blvd to E City Limits	64'	41'	8'	6'		
East St	All	TOD	TOD	TOD	TOD	TOD	TOD
Gabriels Horn Rd	All	60'	37'	5'	5'	5'	5'
Good Night Trl	All	Existing	Existing	5'	5'		
Halsey Dr	South of Collaborative Way	70'	Existing			6'	6'
	North of Collaborative Way	60'	37'			6'	6'
Hazelwood St	All	64'	41'	6'	6'		
Heritage Grove Rd	All	60'	37'	8'	6'		
Horizon Park Blvd	E Crystal Falls Pkwy to RM2243	64'	41'			6'	8'
Horizon Park Blvd	McCarthur Dr to E Crystal Falls Pkwy	Existing	Existing			5'	5'
Journey Pkwy	Ronald W Reagan Blvd to Sam Bass Rd	70'	Existing	6'	8'		
Kauffman Loop	All	70'	45'	8'	6'		
Lakeline Blvd	San Gabriel Pkwy to CR 281	90'	2 @ 18'			10'	6'
Leander Dr	All	64'	41'			6'	6'
Logan Del Way	All	60'	37'			4'	4'
Mel Mathis Ave	San Gabriel Pkwy to US 183	70'	45'			8'	8'
McCarthur Dr	All	Existing	Existing	4'	4'		
Metro Dr	All	70'	45'	6'	6'		
Municipal Dr	Bagdad Rd to Northern Trl	Existing	Existing	6'	6'		
	Northern Trl to West St	Existing	Existing	6'	6'		
Osage Dr	Outlook Ridge Lp to US 183	Existing	Existing	5'	5'		
	Outlook Ridge Lp to Durango Hills Dr	70'	37'	5'	5'		
Palmera Ridge Blvd	All	64'	41'	4'	4'		
Pleasant Rd	All	60'	37'			5'	5'
Raider Way	E Woodview Dr to RM 2243	64	41'			6'	8'
	183A to E Woodview Dr	70'	45'			6'	8'
RM2243	N East St to Hero Way	70'	45'	8'	6'		
Sonny Dr	West Dr to Leander Dr	Existing	Existing	6'	6'		
	Lakeline Blvd to West Dr	64'	41'	6'	6'		
South St (East & West)	All	Existing	Existing	6'	6'		
South Brook Dr	All	60'	37'	6'	6'		
Sunny Brooke Dr	All	60'	37'			6'	6'
Travisso Pkwy	All	Varies Mn of 100'	Varies Mn of 2 @ 24'	8'	8'	8'	8'
Via De Sienna Blvd	All	60'	37'	8'	6'		
Vista Ridge Dr	Lakeline Blvd to Bagdad Rd	64'	41'	6'	6'		
Waterfall Ave	All	60'	37'	6'	6'	6'	6'
West Dr	All	64'	41'	6'	6'		
E Woodview Dr	All	70'	45'	6'	6'		

1 - Table reflects ultimate road section. Existing roads may or may not conform to ultimate section.

2 - Streets, sidewalks and trails in TOD to follow Transect Plan and Smart Code. Street alignments subject to adjustment.

3 - Increase ROW width within 300' of intersection of arterials by 15' with appropriate transition translation to provide for right turn lane. Additional ROW and pavement shall be provided as necessary to match section of opposite streets at intersections. ROW width may be altered to accommodate drainage or as determined appropriate by the City Engineer.

4 - Measurements are to lip of gutter. Pavement sections subject to modification by City Engineer.

5 - Additional collector streets required as necessary in accordance with the Transportation Criteria Manual for projected traffic and land use.

6 - Width and location of sidewalks and trails to comply with requirements of Parks, Recreation & Open Space Master Plan & Composite Zoning Ordinance

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CITY OF LEANDER, TEXAS

THOROUGHFARE MAP
DRAFT JULY 21, 2016

THOROUGHFARE CLASSIFICATION

Existing	Proposed
Toll Road	Arterial
Arterial	Collector
Collector	

FUTURE LAND USE

- Mixed Use Corridor
- Commercial Corridor
- Neighborhood Center
- Community Center
- Activity Center
- Transit Supportive Mixed Use
- Station Area Mixed Use
- Old Town Mixed Use
- Employment Mixed Use
- Industrial District
- Open Space
- Neighborhood Residential

0 625 1,250 2,500
Feet

THOROUGHFARE PLAN ROW, SIDEWALKS, TRAILS & CROSS SECTIONS[2]

ROADWAY	SEGMENT	PROPOSED ROW (Min) [3]	PROP. PAVEMENT CROSS SECTION [4]	PROPOSED TRAILS & SIDEWALKS			
				N	S	E	W
TOLLWAY							
183A	All	Existing	Tollway & Frontage			10'	10'
MAJOR ARTERIAL							
A1	All	82'	54'	10'	6'		
A2	All	110'	2 @ 27'	8'	6'		
Bagdad Rd	S City Limits to Old 2243 W	Existing	Existing			6'	8'
Bagdad Rd / CR 279	Old 2243 W to CR 280	100'	66'			10'	6'
Bagdad Rd / CR 279	CR 280 to N ETJ Limits	100'	66'			8'	6'
CR 175	All	90'	2 @ 24'			8'	6'
Crystal Falls Pkwy	Lakeline Blvd to US 183	Existing	Existing	8'	6'		
E Crystal Falls Pkwy	US 183 to CR 175	110'	2 @ 27'	8'	6'		
Hero Way	Inside TOD	TOD	TOD	10'	6'		
Hero Way	TOD boundary to RM 2243	110'	2 @ 27'	8'	6'		
Old 2243 W / Nameless Rd	1,000' W of Lakeline Blvd to US 183	100'	66'	10'	6'		
	RM 1431 to 1,000' W of Lakeline Blvd	82'	54'	6'	10'	10'	6'
Lakeline Blvd	S City Limits to Crystal Falls Pkwy	Existing	Existing			6'	6'
	Crystal Falls Pkwy to Old 2243 W	90'	2 @ 24'			10'	6'
	Old 2243 W to W San Gabriel Pkwy	90'	2 @ 24'			10'	6'
Mel Mathis Ave	RM 2243 to San Gabriel Pkwy	TOD	TOD			22'	22'
Ronald W Reagan Blvd	All	Existing	Existing			10'	10'
RM 2243	Hero Way to E ETJ	110'	2 @ 27'	6'	10'		
San Gabriel Pkwy	Nameless Rd to Ronald W Reagan Blvd	110'	2 @ 27'	6'	10'		
SH 29	All	Existing		6'	10'		
US 183	All	Existing / TOD	Existing / TOD			10'	6'
Osage Dr	Durango Hills Dr to FM 1431	90	2 @ 24'	5'	5'		
COLLECTOR [5]							
Bryson Ridge Trl	All	Varies Min of 70'	Varies Min 2 @ 18'	8'	-		
Broade St	Commercial Portion	70'	45'			8'	6'
	Residential Portion	60'	37'			8'	6'
C1	All	60'	37'	8'	6'		
C7	All	70'	45'			8'	6'
C11/Durango Hills Dr	All	60'	37'	5'	5'		
C13	All	TOD	TOD	TOD	TOD	TOD	TOD
Collaborative Way	All	64'	Existing	8'	6'		
CR 176	All	60'	37'			8'	5'
CR 269	All	64'	41'			8'	6'
CR 270	All	70'	38'			8'	6'
CR 280	All	64'	41'	8'	6'		
CR 281	All	60'	37'	6'	8'		
Crystal Falls Pkwy	Lakeline Blvd to Crystal Falls Golf Club	Existing	Existing				
E Crystal Falls Pkwy/CR 177	Ronald W Reagan Blvd to E City Limits	64'	41'	8'	6'		
East St	All	TOD	TOD	TOD	TOD	TOD	TOD
Gabriels Horn Rd	All	60'	37'	5'	5'	5'	5'
Good Night Trl	All	Existing	Existing	5'	5'		
Halsey Dr	South of Collaborative Way	70'	Existing			6'	6'
	North of Collaborative Way	60'	37'			6'	6'
Hazelwood St	All	64'	41'	6'	6'		
Heritage Grove Rd	All	60'	37'	8'	6'		
Horizon Park Blvd	E Crystal Falls Pkwy to RM 2243	64'	41'			6'	8'
Horizon Park Blvd	McCarthur Dr to E Crystal Falls Pkwy	Existing	Existing			5'	5'
Journey Pkwy	Ronald W Reagan Blvd to Sam Bass Rd	70'	Existing	6'	8'		
Kauffman Loop	All	70'	45'	8'	6'		
Lakeline Blvd	San Gabriel Pkwy to CR 281	90'	2 @ 18'			10'	6'
Leander Dr	All	64'	41'			6'	6'
Logan Del Way	All	60'	37'			4'	4'
Mel Mathis Ave	San Gabriel Pkwy to US 183	70'	45'			8'	8'
McCarthur Dr	All	Existing	Existing	4'	4'		
Metro Dr	All	70'	45'	8'	6'		
Municipal Dr	Bagdad Rd to Northern Trl	Existing	Existing	6'	6'		
	Northern Trl to West St	Existing	Existing	6'	6'		
Osage Dr	Outlook Ridge Lp to US 183	Existing	Existing	5'	5'		
	Outlook Ridge Lp to Durango Hills Dr	70'	37'	5'	5'		
Palmera Ridge Blvd	All	64'	41'	4'	4'		
Pleasant Hill Rd	All	60'	37'			5'	5'
Raider Way	E Woodview Dr to RM 2243	64	41'			6'	8'
	183A to E Woodview Dr	70'	45'			6'	8'
RM 2243	N East St to Hero Way	70'	45'	8'	6'		
Sonny Dr	West Dr to Leander Dr	Existing	Existing	6'	6'		
	Lakeline Blvd to West Dr	64'	41'	6'	6'		
South St (East & West)	All	Existing	Existing	6'	6'		
South Brook Dr	All	60'	37'	6'	6'		
Sunny Brooke Dr	All	60'	37'			6'	6'
Travisso Pkwy	All	Varies Min of 100'	Varies Min of 2 @ 24'	8'	8'	8'	8'
Via De Sienna Blvd	All	60'	37'	8'	6'		
Vista Ridge Dr	Lakeline Blvd to Bagdad Rd	64'	41'	6'	6'		
Waterfall Ave	All	60'	37'	6'	6'	6'	6'
West Dr	All	64'	41'	6'	6'		
E Woodview Dr	All	70'	45'	8'	6'		

1 - Table reflects ultimate road section. Existing roads may or may not conform to ultimate section.

2 - Streets, sidewalks and trails in TOD to follow Transect Plan and Smart Code. Street alignments subject to adjustment.

3 - Increase ROW width within 300' of intersection of arterials by 15' with appropriate transition transitation to provide for right turn lane. Additional ROW and pavement shall be provided as necessary to match section of opposite streets at intersections. ROW width may be altered to accommodate drainage or as determined appropriate by the City Engineer.

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CITY OF LEANDER, TEXAS

HIKE & BIKE MAP
DRAFT JULY 21, 2016

HIKE & BIKE

- 8 — Secondary Trail
- 10 — Secondary Trail
- 22

FUTURE LAND USE

- Open Space
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