LEANDER

Connected. Vibrant. Leander.

Comprehensive Plan and Transportation Master Plan Update

Comprehensive Plan Advisory Committee (CPAC)

Meeting 4 | October 6, 2026 | San Gabriel Conf. Rm.

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egis

CD&P

Objectives

Engagement:

- Recent open house and survey

Comprehensive Plan:

- Potential areas of change on Future Land Use map

Transportation Master Plan:

- Alignment with Comprehensive Plan
- Open house feedback on transportation
- Subregions and potential corridors



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Agenda for Comprehensive Plan Advisory Committee (CPAC) Meeting 4
City of Leander Comprehensive Plan and Transportation Master Plan Update
Tuesday, October 6, 2026 | 6:00 pm | Pat Bryson Municipal Hall (201 N. Brushy St), San Gabriel Conference Room

1. **Welcome and Agenda Focus**
2. **Engagement Update**
   a. September 15 public open house.
   b. Community Survey that was active September 8-October 5.
3. **Comprehensive Plan**
   a. Potential areas of change on Future Land Use map.
4. **Transportation Master Plan**
   a. Aligning TMP goals and strategies to Comprehensive Plan.
   b. Open house feedback on transportation.
   c. Identification of subregions and potential corridors.
5. **Meeting Wrap-up**
   a. Meeting recap and preview of November meeting.
   b. Next meeting:
      - Tuesday, November 17, 6:00 pm

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Newest

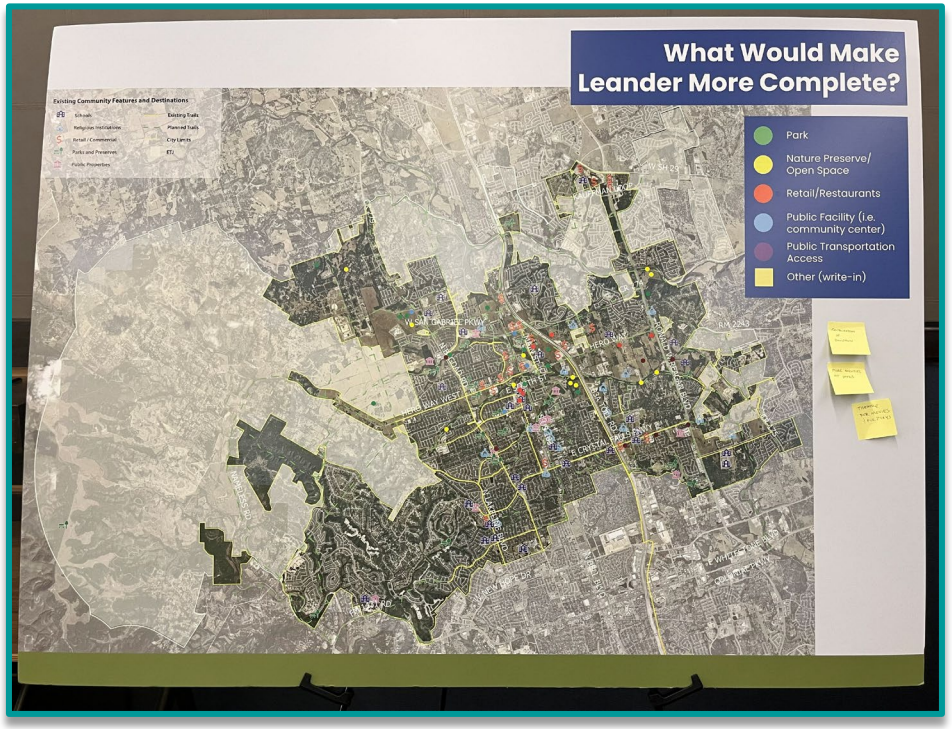
Community Input

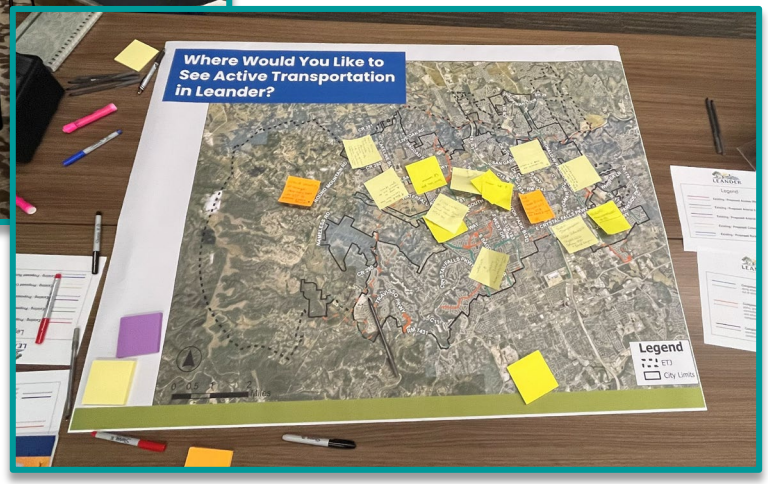


Open House











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Comprehensive Plan and Transportation Master Plan Update

1. Which community aspects or initiatives related to land use should the City prioritize over the next five years?

Please select the top three (3) community aspects or initiatives that are most important to you in the list below.

- [ ] Maintain open spaces and some of Leander's rural character as the city grows — **54%**
- [ ] Attract more commercial development, such as shopping and restaurant options, to encourage residents to spend locally — **27%**
- [ ] Continue to increase housing supply and housing options, such as: townhomes, duplexes, cottage houses, and similar scale residential. — **3%**
- [ ] Attract more employers and local businesses to bring jobs to Leander, reduce commuting, and reduce reliance on residential taxes — **34%**

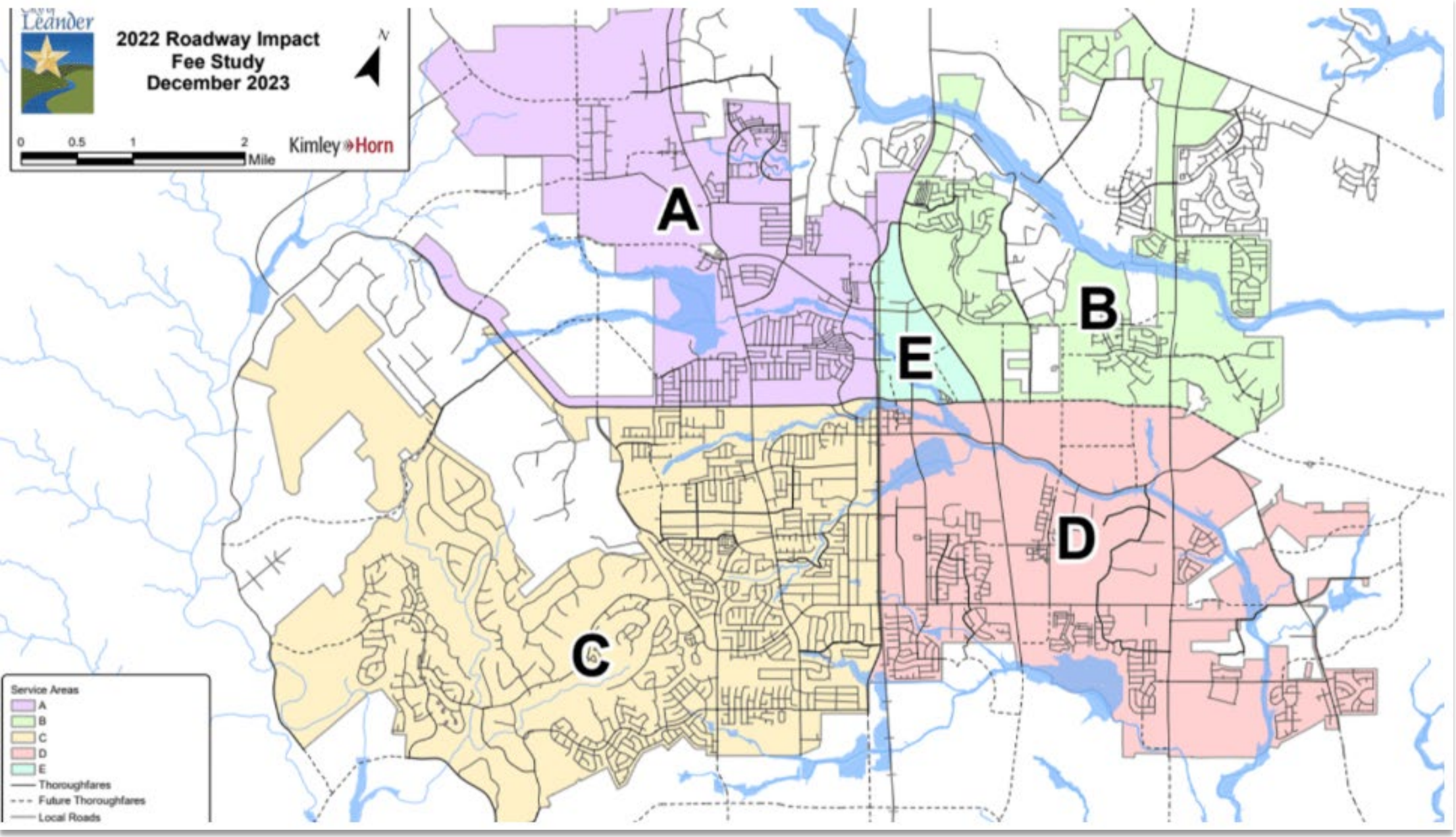
Continue progress toward developing a new downtown area in the Leander Station vicinity	31%
Maintain community connectedness, and provide more gathering places for residents, as Leander grows	23%
Encourage new destinations and activities in Leander that support a family-friendly community	34%
Continue to invest in the revitalization of Old Town Leander as a destination for the community and support economic development in the area	19%
Provide parks closer to growing residential areas	37%
Continue to invest in new public facilities, such as the Senior Activity Center	23%

8. For trips in Leander that take about 5 minutes by car, do you feel you have a safe and practical option to walk or bike instead?

~3% skipped question

Yes – I have a safe way to walk for those trips	**9.3%**
Yes – I have a safe way to bike for those trips	**2.8%**
Yes – I have both walking and biking options	**8.5%**
No – I do not have a safe or practical walking or biking option	**71.1%**
Not sure	**5.7%**

Area Where You Live (or Work if Non-Resident)



A
31%

B
18%

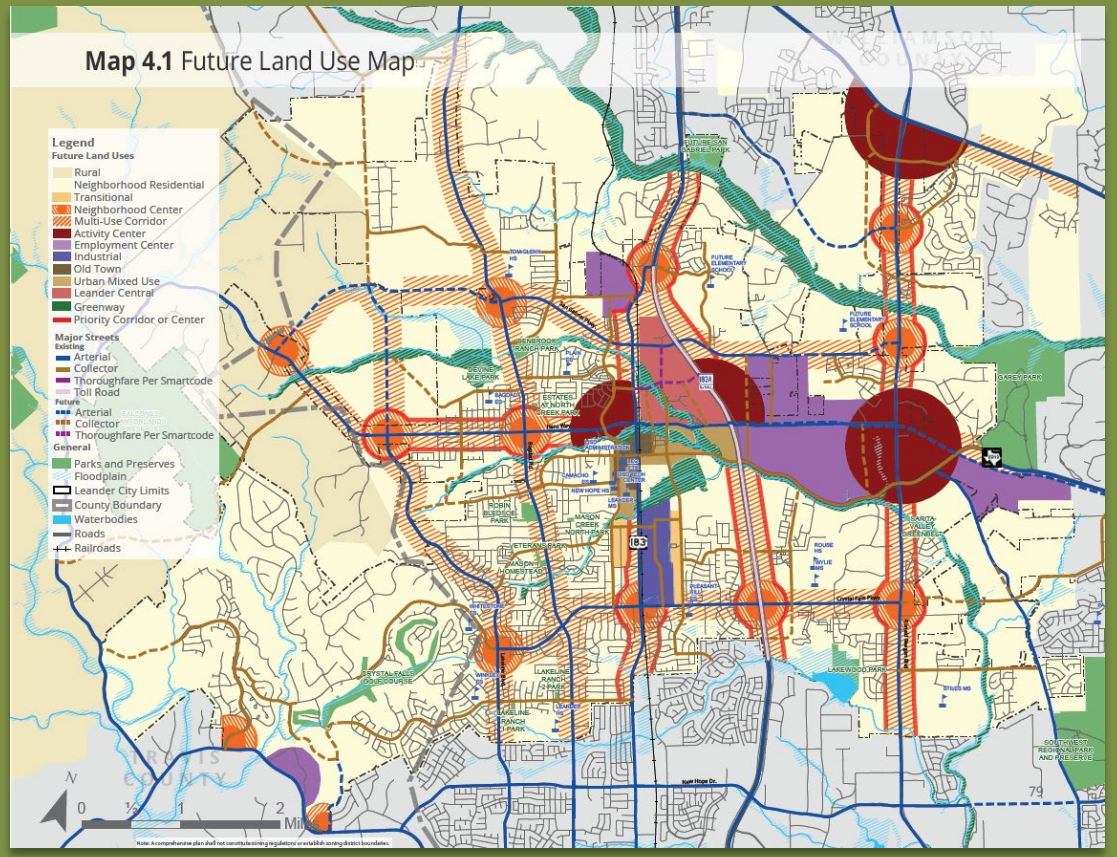
C
32%

D
16%

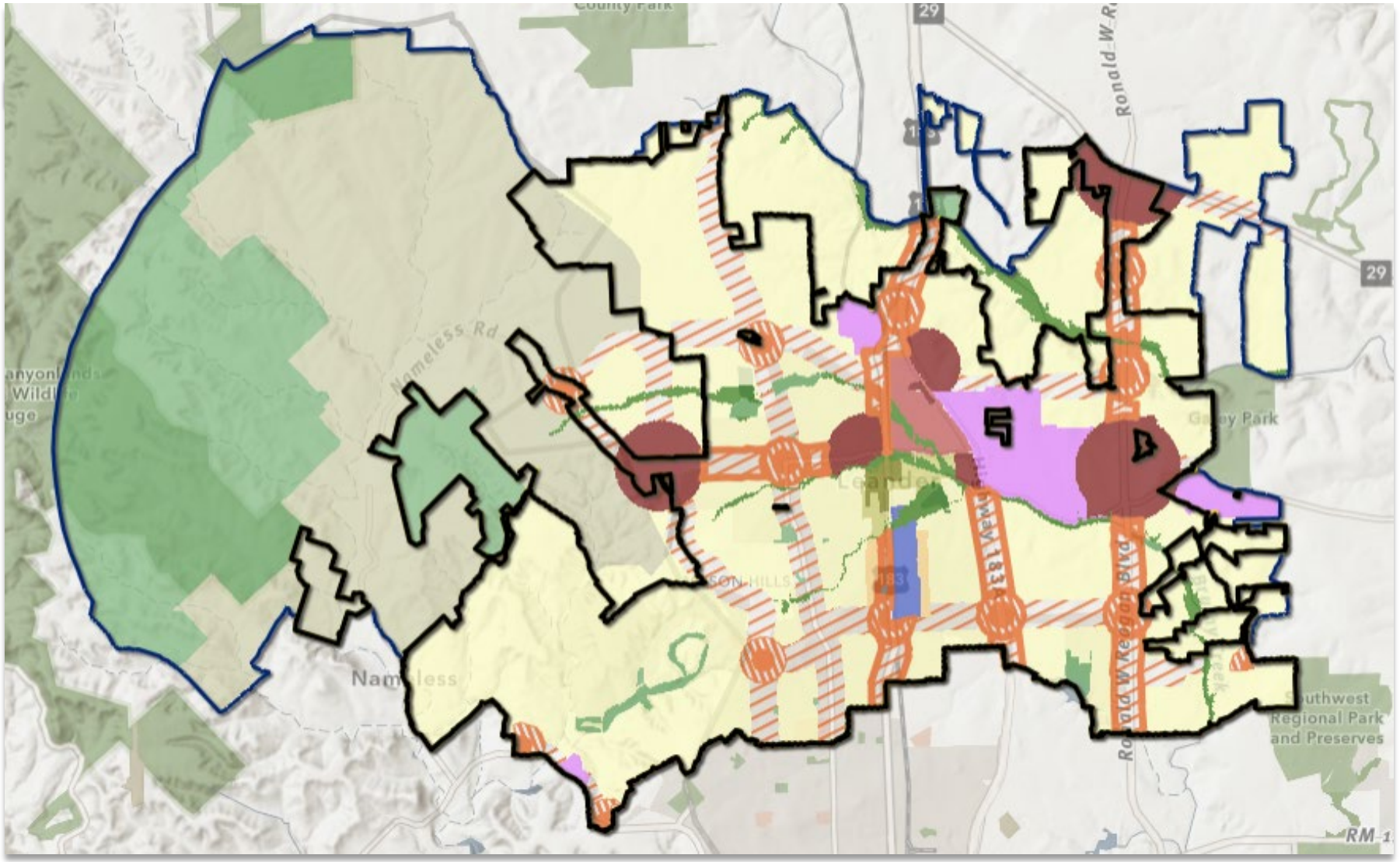
E
3%

Potential Updates

Future Land Use Map

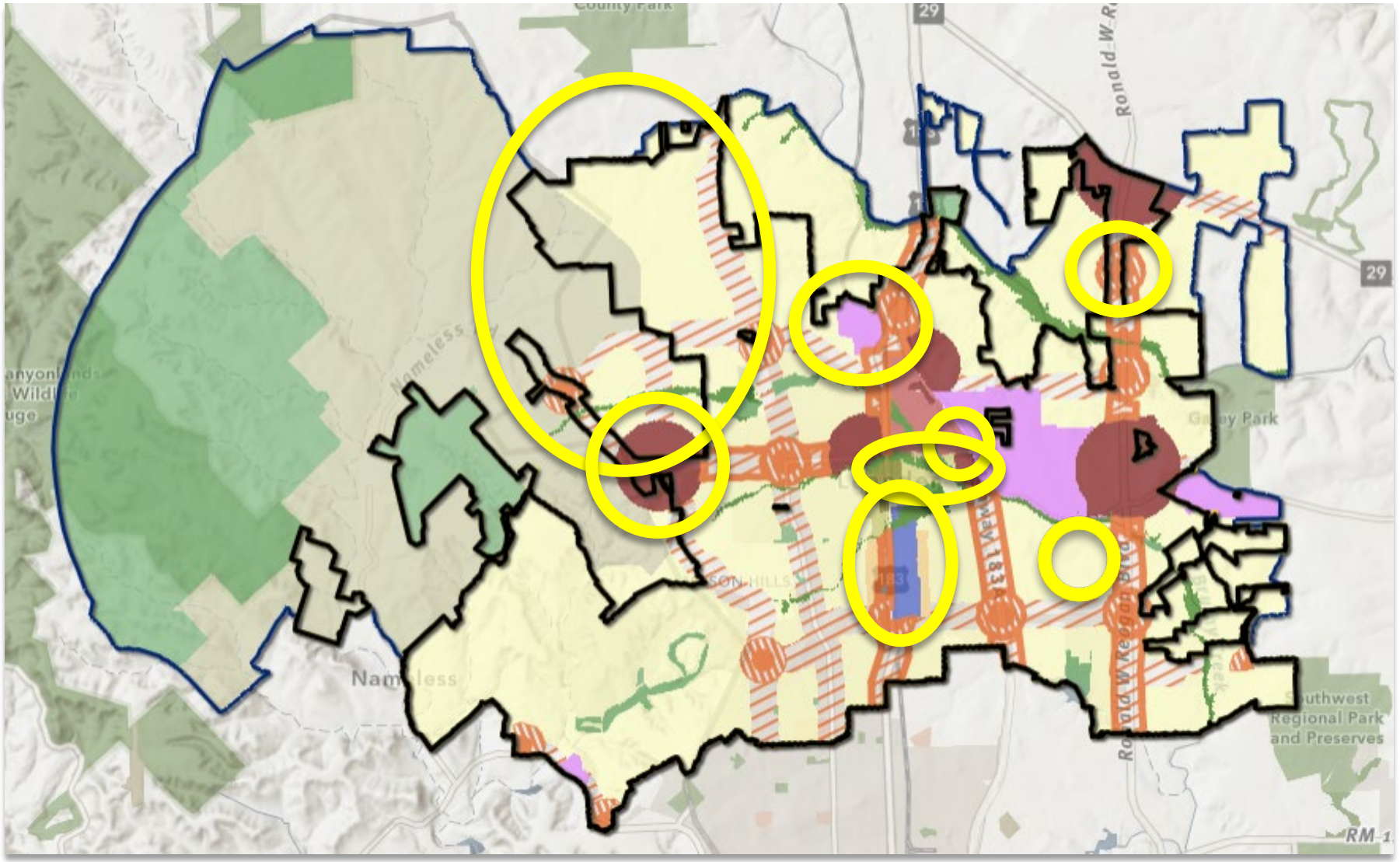


Future Land Use Map



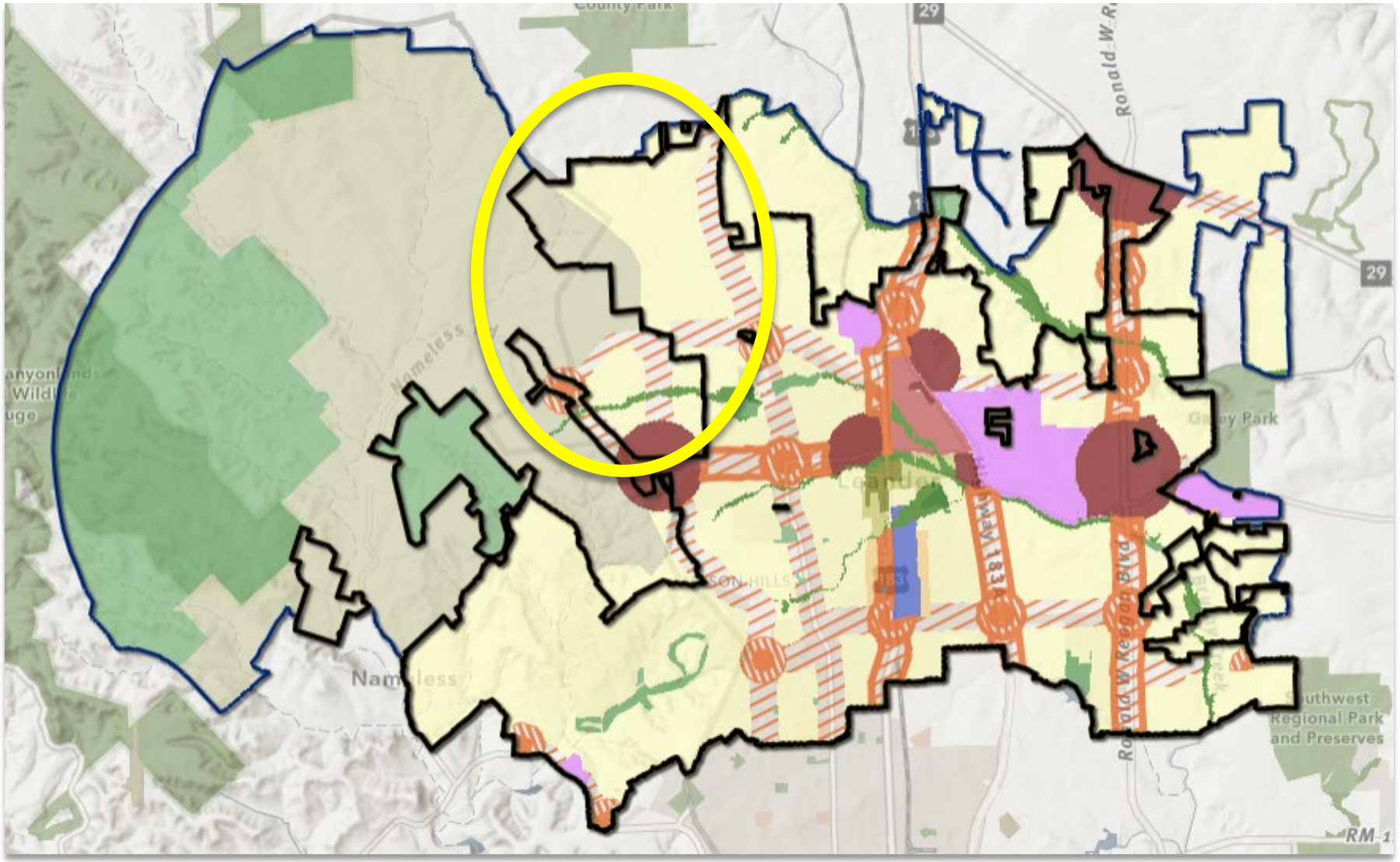
- Rural
- Neighborhood Residential
- Transitional Residential
- Neighborhood Center - Solid
- Neighborhood Center
- Multi-Use Corridor
- Multi-Use Corridor - Priority Corridor
- Neighborhood Center - Priority Corridor
- Activity Center
- Employment Center
- Industrial
- Old Town
- Urban Mixed Use
- Leander Central
- Greenway
- Parks and Preserves

Locations with Potential Changes



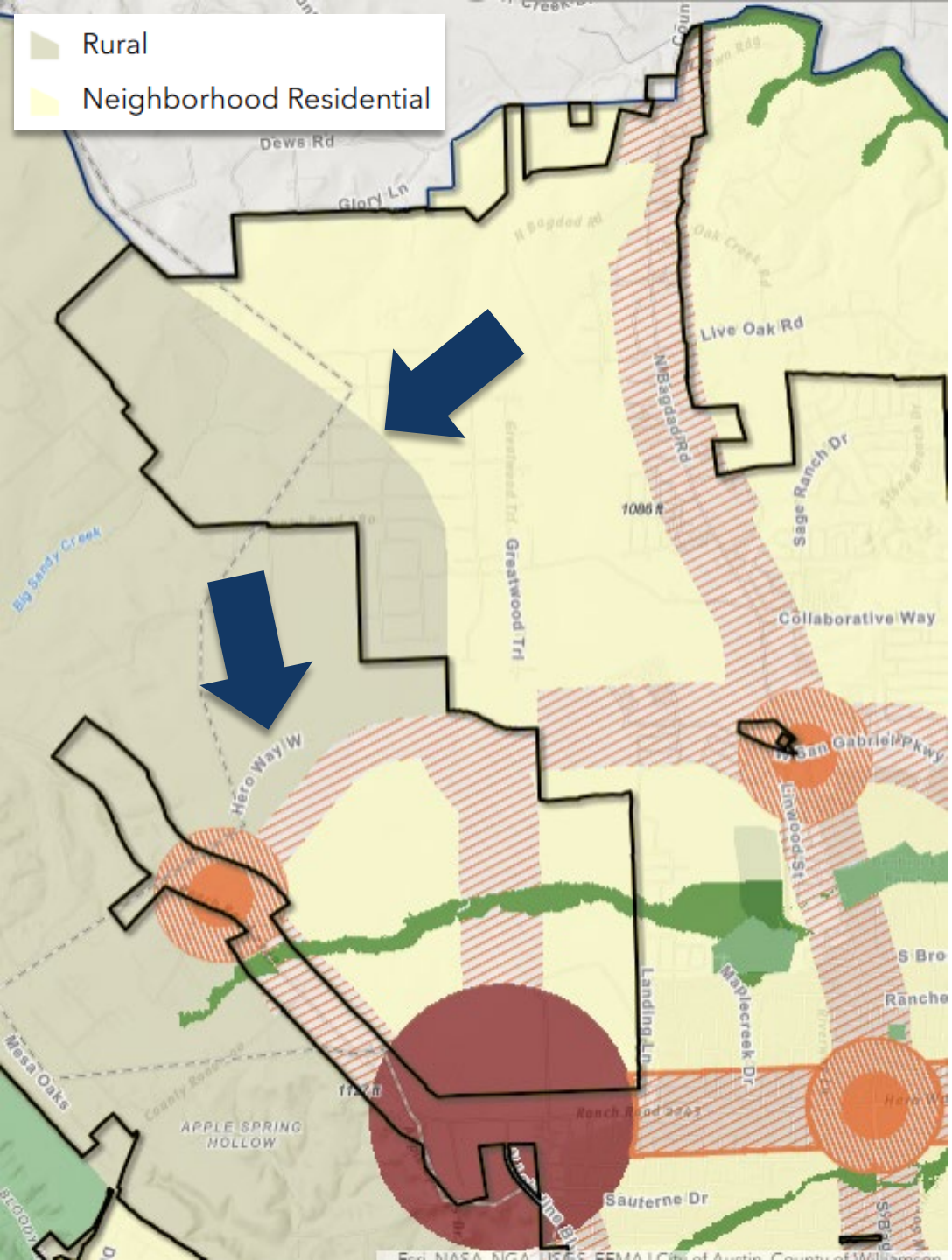
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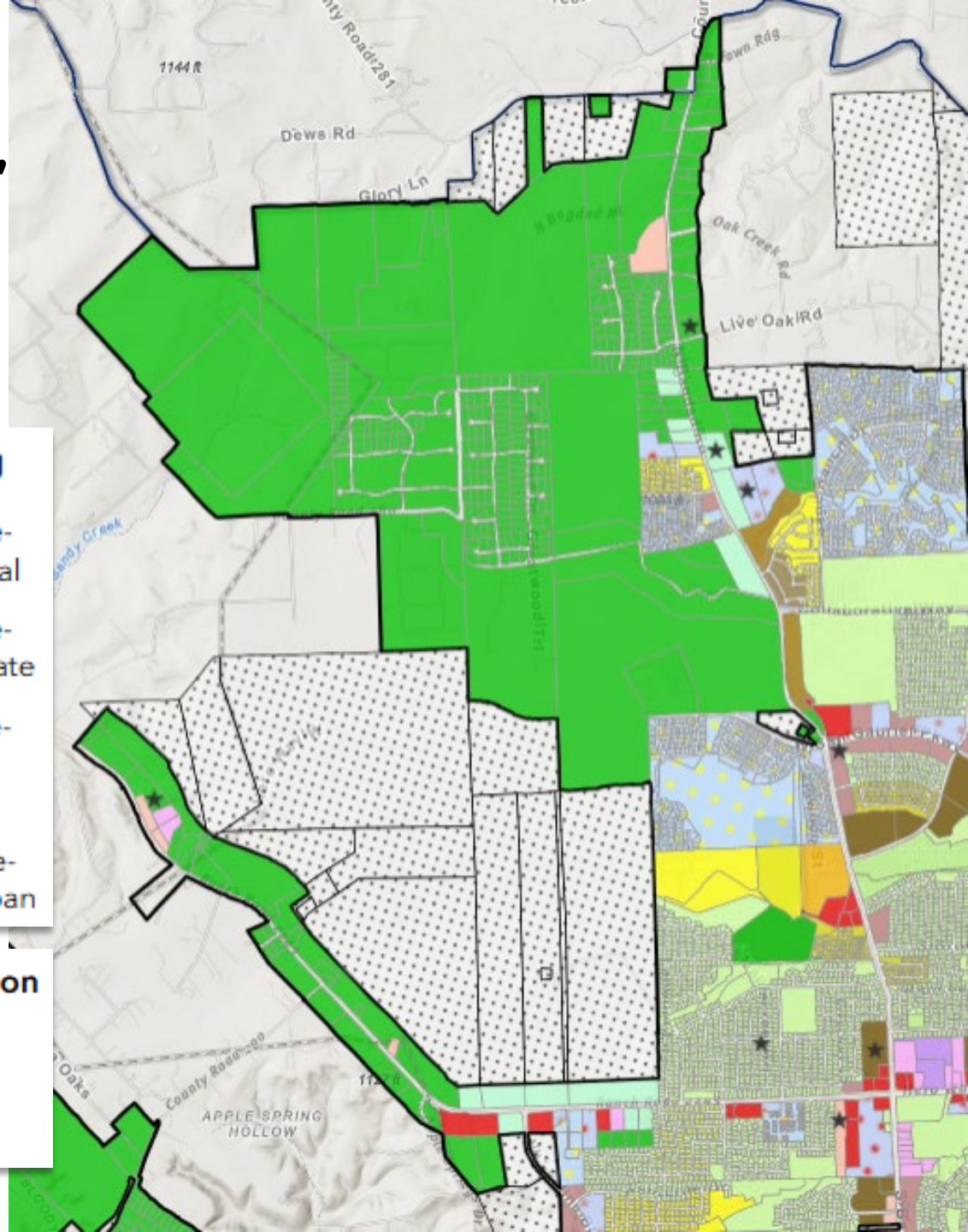
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Northwest area, north of Hero Way, west of Bagdad





Question …

Reduce Rural designation in this northwest area on Future Land Use map?

PROs?

- Development within city versus leapfrogging outward (to unzoned)
- ETJ portion in area planned for future annexation per agreements
- Already City zoning within incorporated strip along Nameless
- Development concepts show:
  > Lowest density near Nameless Rd
  > 20-year buildout is farthest west
- On relatively flat terrain

CONs?

- Desire heard to slow down growth
- Desire to maintain some rural legacy, protect Hill Country character
- City capacity to provide services?
- NW area already has public park need
- Long-term implications of MUDs in general, and if allowed within city
- Net fiscal impact to City?
- Long-term maintenance of streets and utilities?

Question …

Reduce Rural designation in this northwest area on Future Land Use map?

PROs?

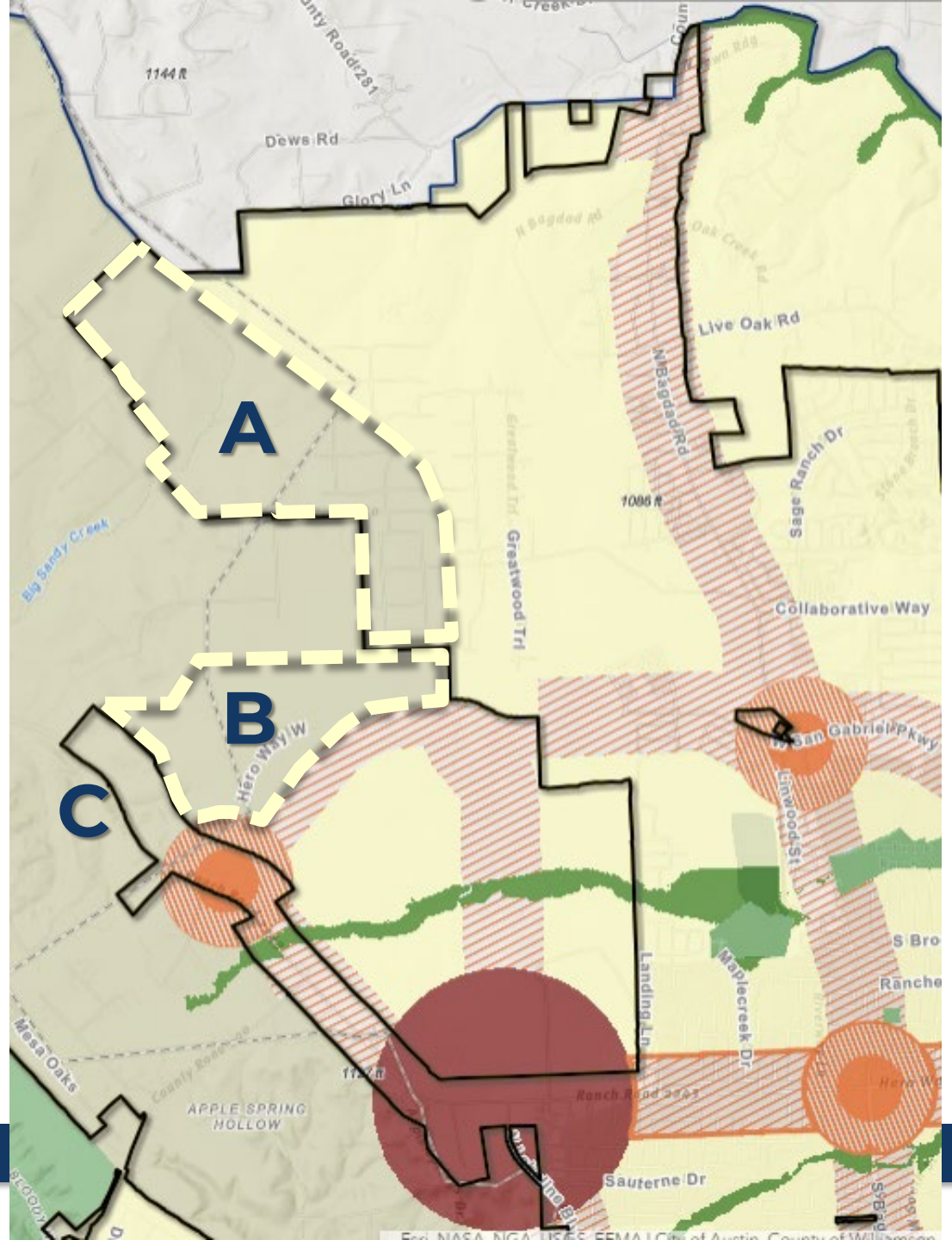
- Quality development proposed, (mix of housing types, open space)
- Working within Throughfare Map and with City trail planning
- Commercial development at Nameless/San Gabriel intersection
- Near LISD schools

CONs?

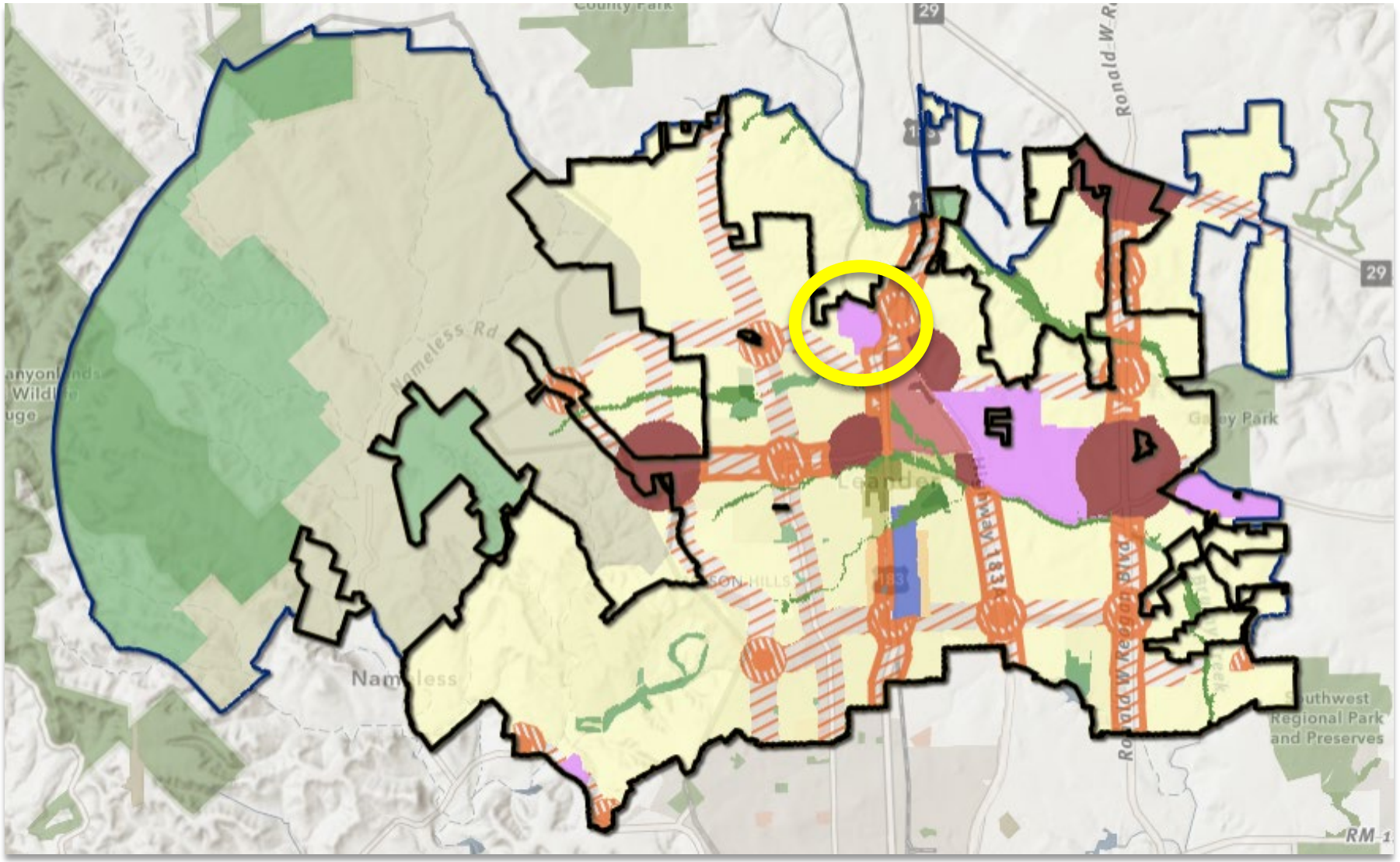
- Precedent for further development into ETJ and Hill Country landscape?

Potential Map Change

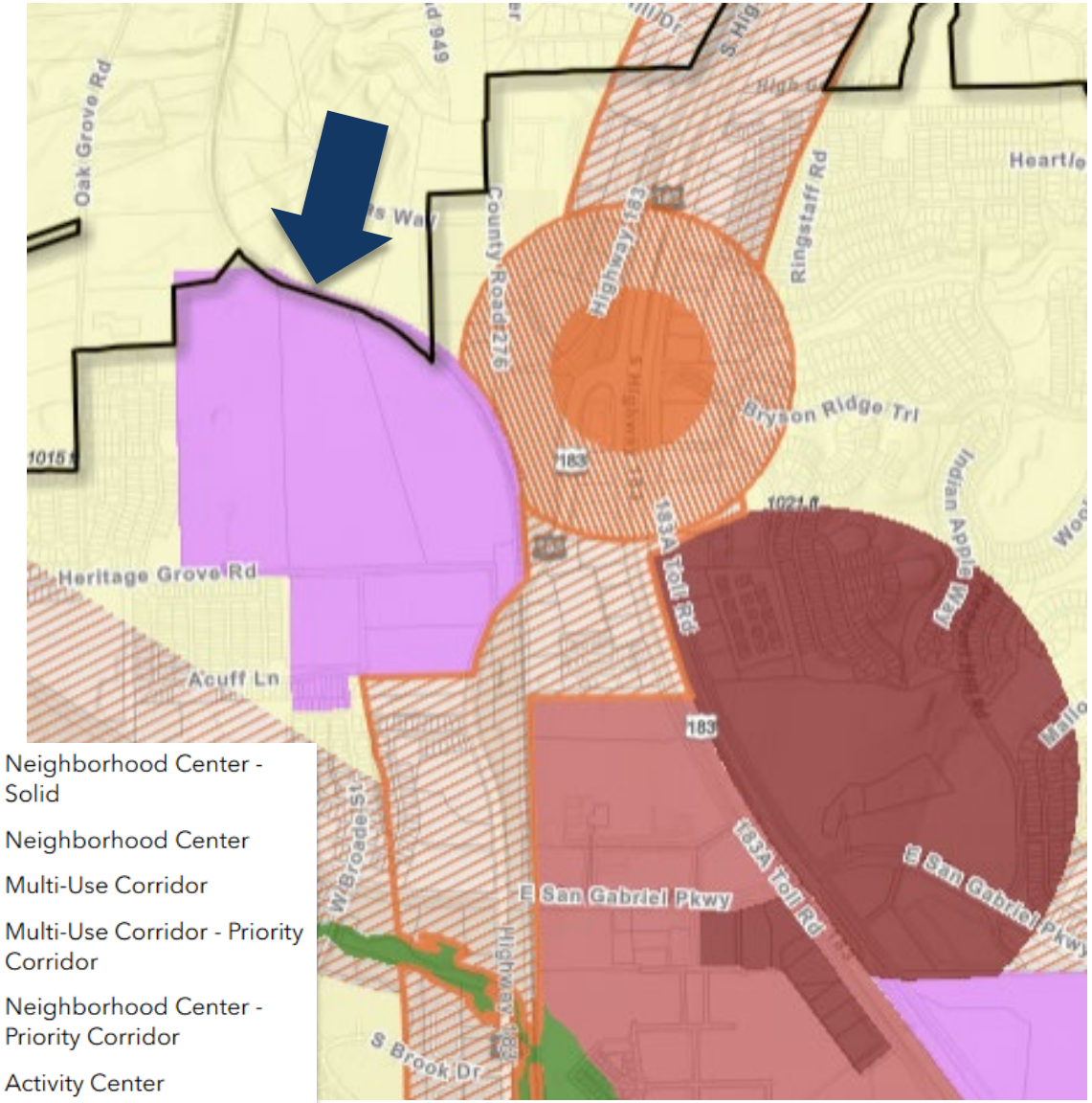
- Change areas A and B from Rural to Neighborhood Residential
- Keep incorporated Nameless Rd corridor (C) in Rural beyond the Neighborhood Center at San Gabriel Pkwy



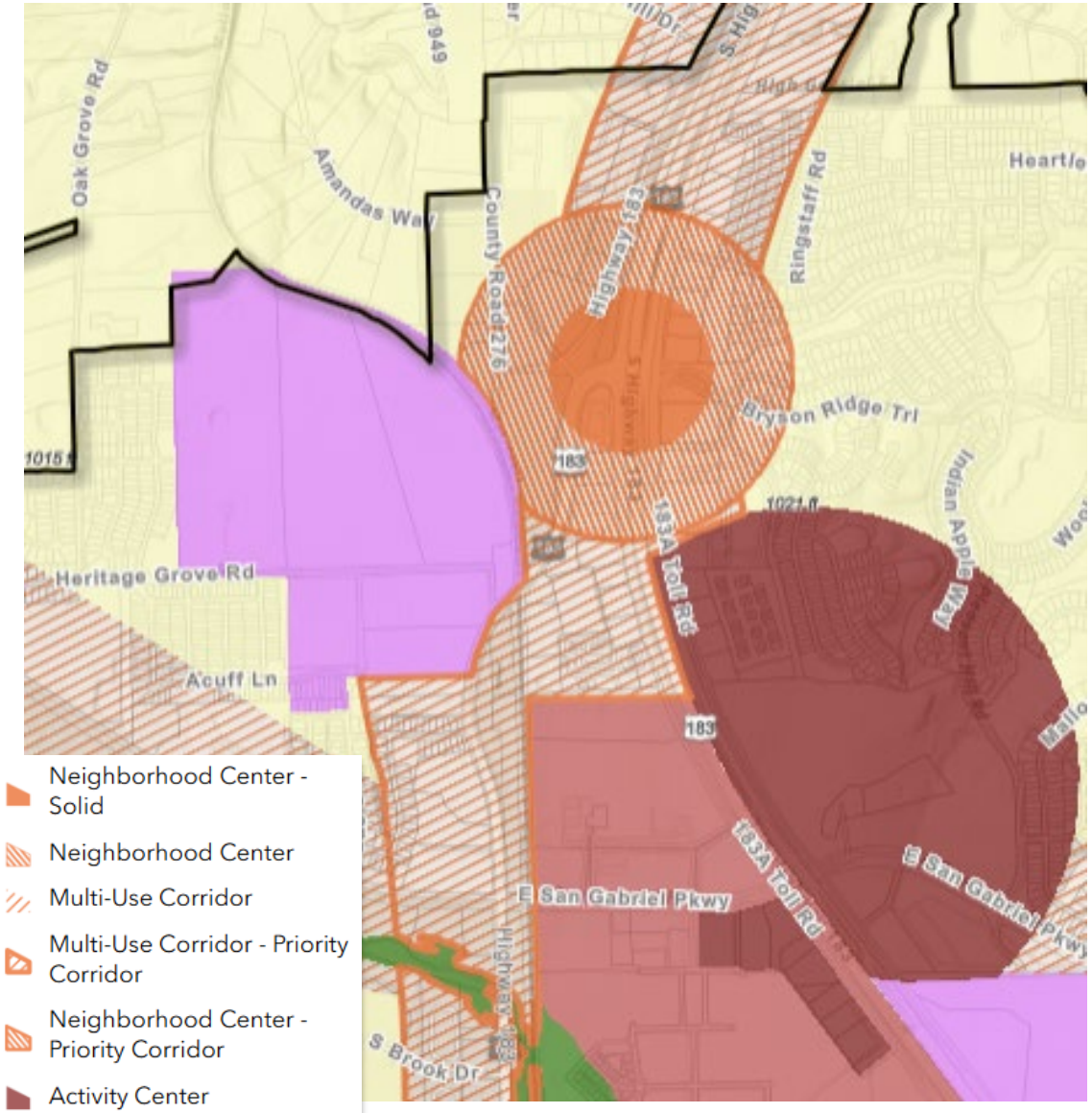
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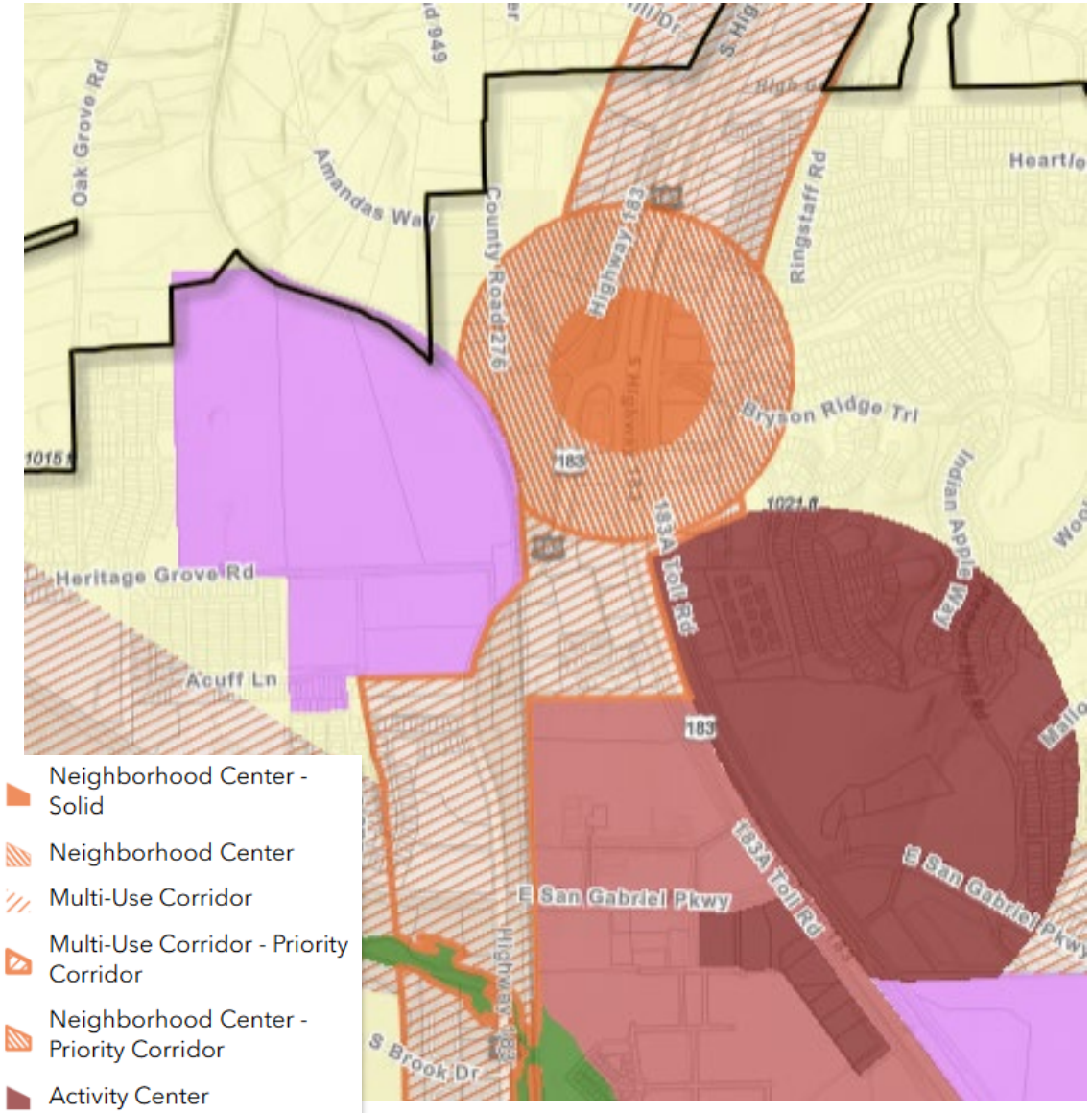

Oak Grove Rd
County Road 276
Highway 183
Ringstaff Rd
Bryson Ridge Trl
Heritage Grove Rd
Acuff Ln
183A Toll Rd
Indian Apple Way
E San Gabriel Pkwy
S San Gabriel Pkwy
W Brook St
S Brook Dr
Neighborhood Center - Solid
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HALSEY DR
CR 276
US 183
OAK GROVE RD
HERITAGE GROVE RD
W SAN GABRIEL PKWY
183A TOLL FR RD
CenTex Sports
CapMetro Property
Gold Depository

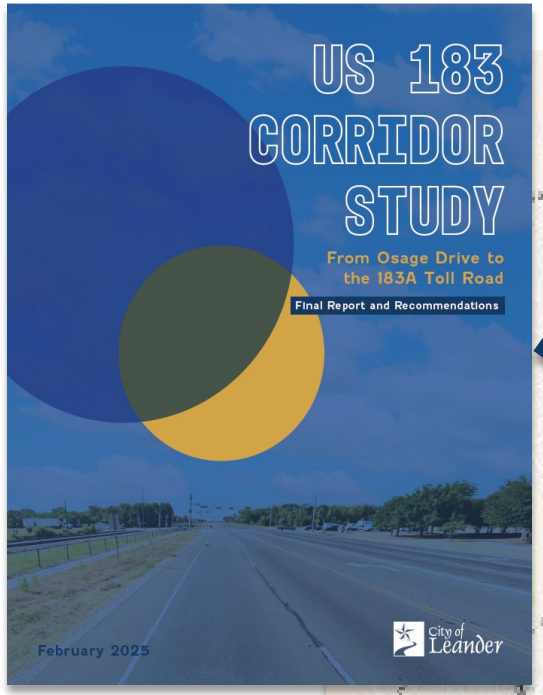


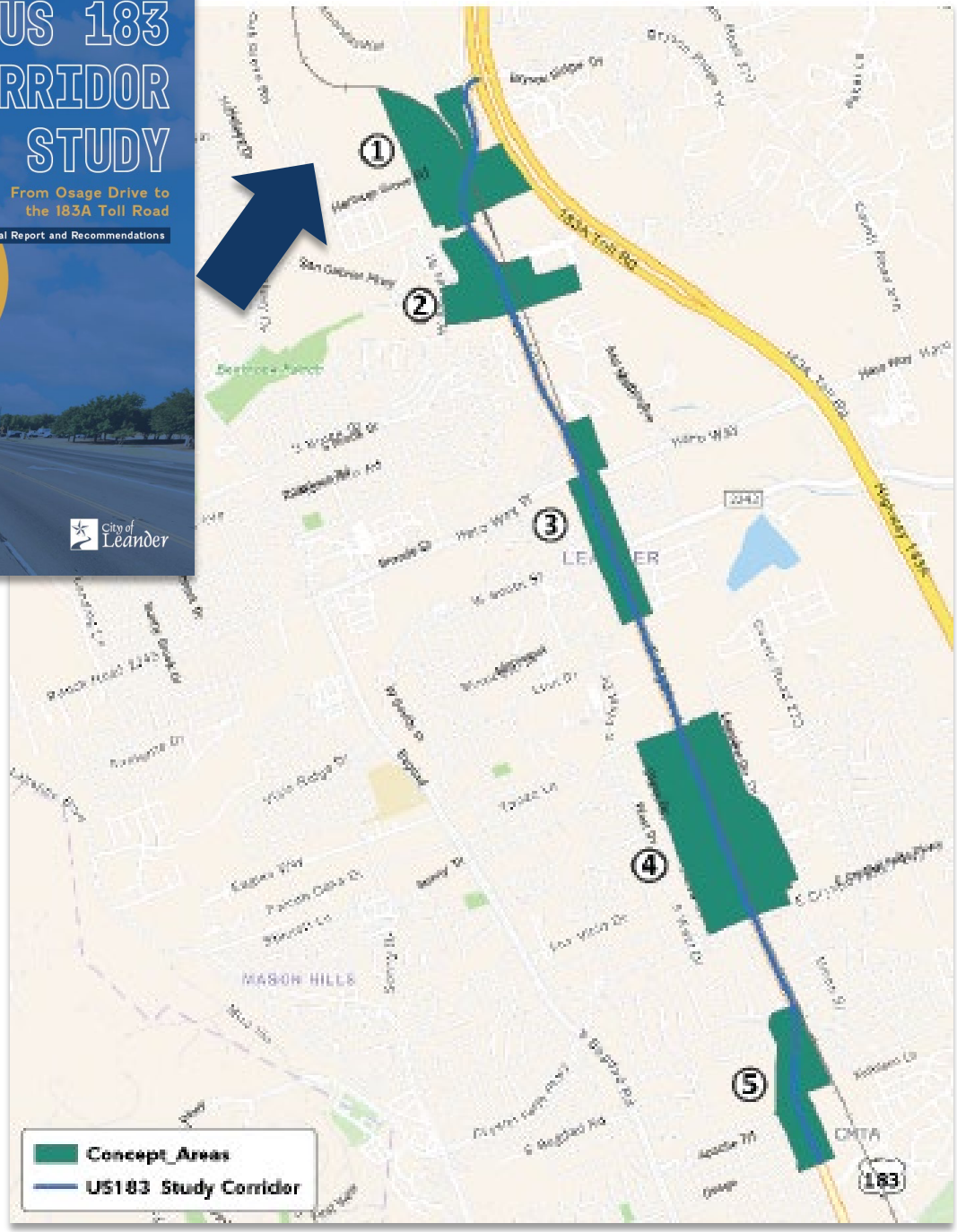


Future planned Arterial connection to US 183



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Question …

Remove Employment Center designation from this area on Future Land Use map?

PROs?

- Proximity to rail, US 183 and 183A Toll
- Proximity to Leander Central (future downtown)
- Most of area in a handful of larger parcels, on relatively flat terrain
- Employment Center intended for mixed use, including residential

CONs?

- Limited road access, via Collectors through residential areas from west and south
- CapMetro owns property along rail
- Proximity to residential areas
- Typical commercial uses emerging versus major employment

Potential Map Change

Example of a Neighborhood Center that could be away from a major intersection?

Intent and Character

The Neighborhood Center future land use category is intended for areas that will be developed mostly as nonresidential uses that are of an appropriate use, scale, and design that is compatible with abutting or adjacent residential uses. Site design should be neighborhood-focused, prioritizing walkability, screening, light shielding, street landscaping, compatible height, etc.

Potential Map Change

" … a [Neighborhood Center] located at a collector intersection with established residential in close proximity would be more appropriately designated Local Commercial" (versus General Commercial zoning)

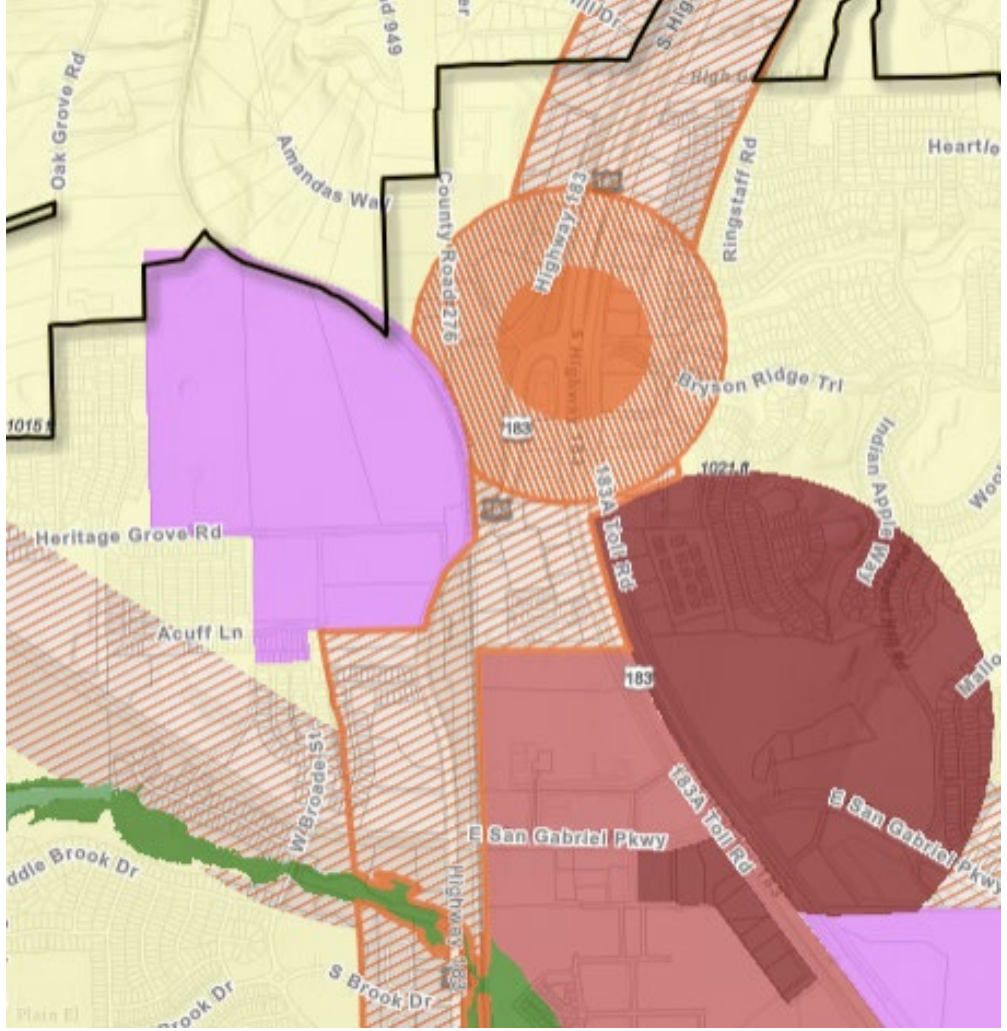
Appropriate Land Use Types

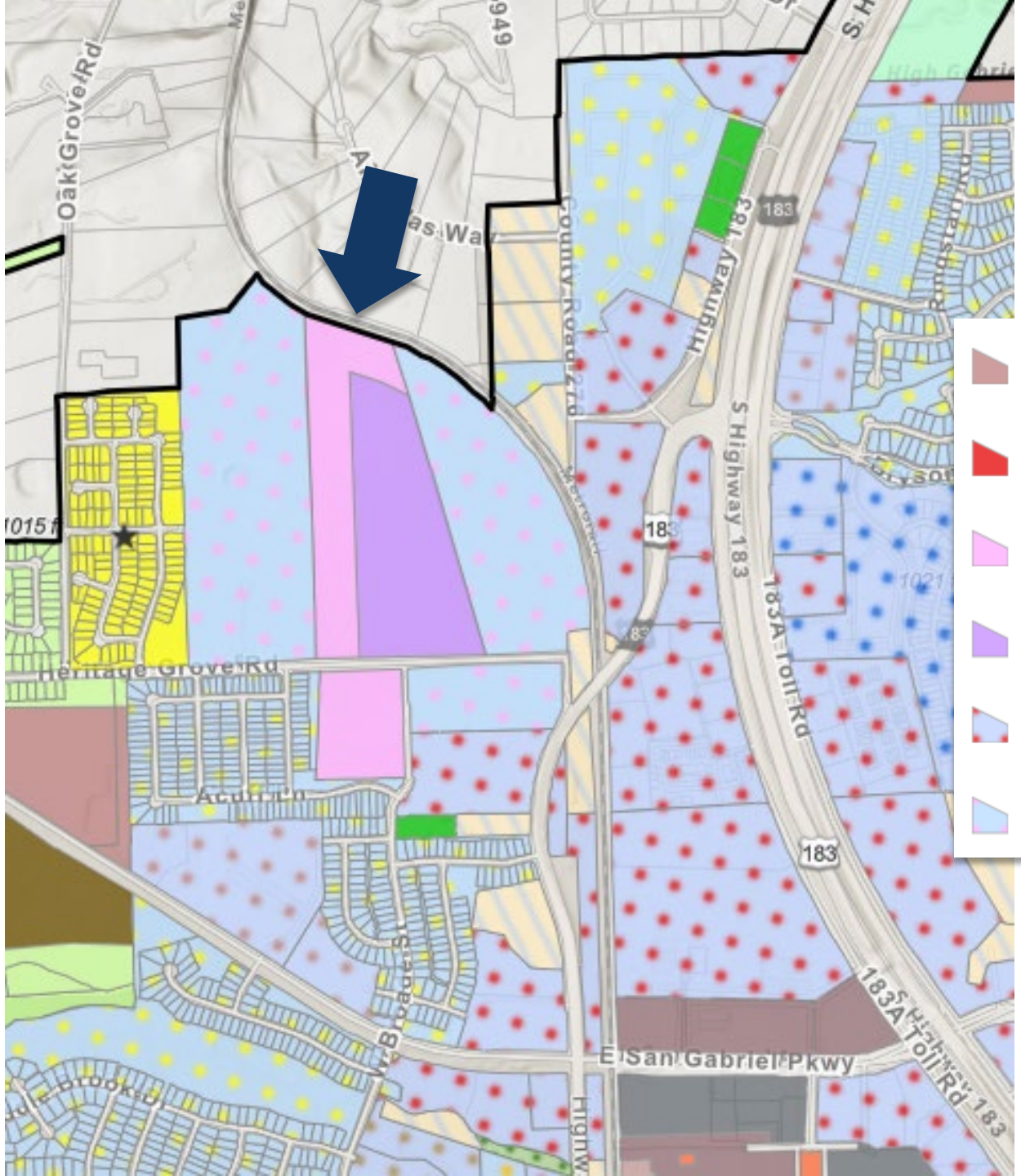
Use	Appropriate Uses
Agricultural	Not appropriate
Residential	Secondary uses within Neighborhood Centers should be medium density attached residential (townhouses), and upper-story residential use with living units at no more than three stories.
Commercial	Neighborhood-serving retail, personal service, office, and restaurant uses. At highway intersections, hotels, grocery stores and similar regional uses are appropriate.
Industrial	Not appropriate
Institutional	Places of public assembly (e.g., churches); public recreational uses (e.g., parks and playgrounds); and utility and service uses (e.g., electrical substations, fire stations, etc.).
Other	Other uses could be permitted as limited or conditional basis.

Desired Mix (Land distribution)

70-100% Non-Residential

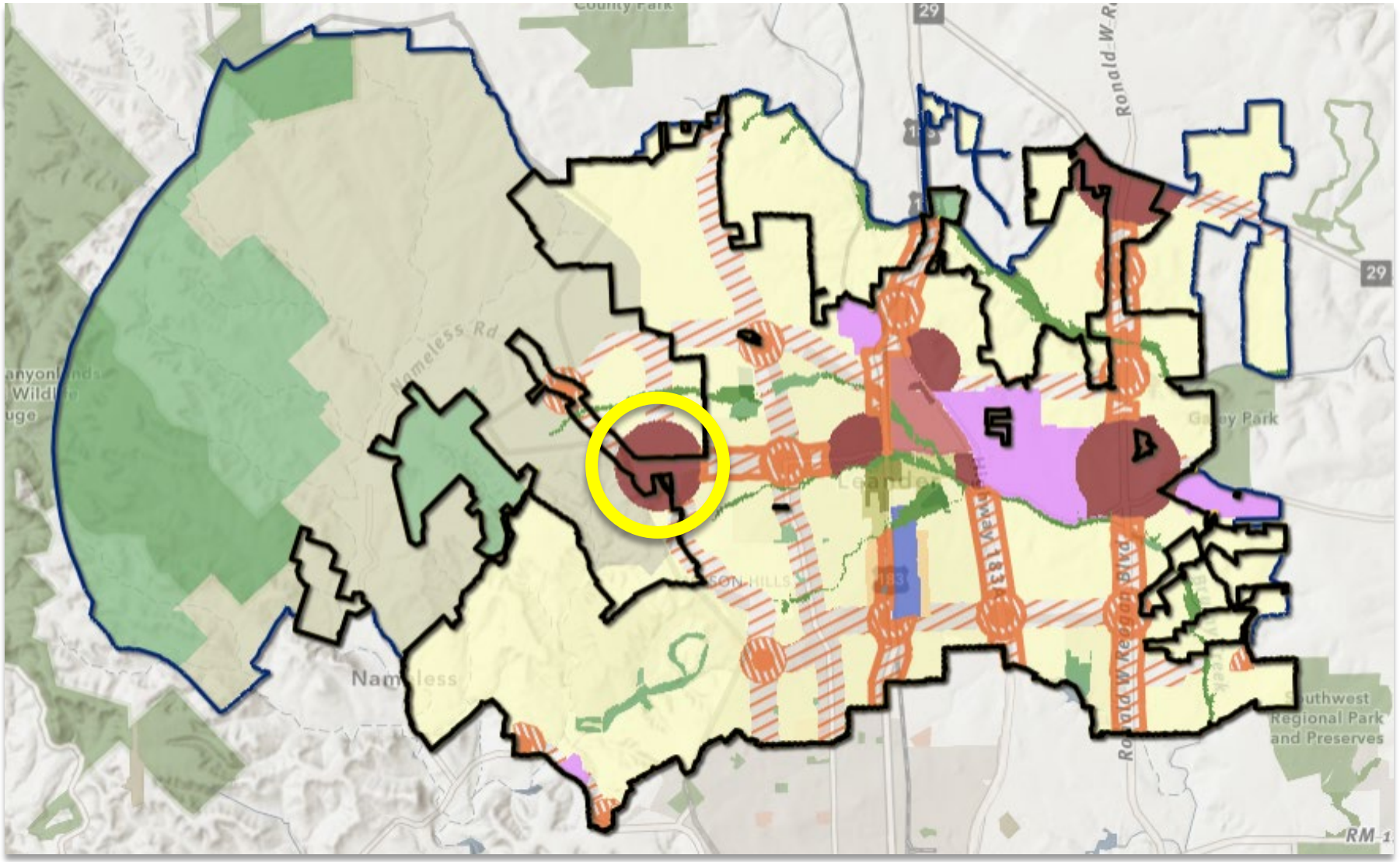
0-30% Residential



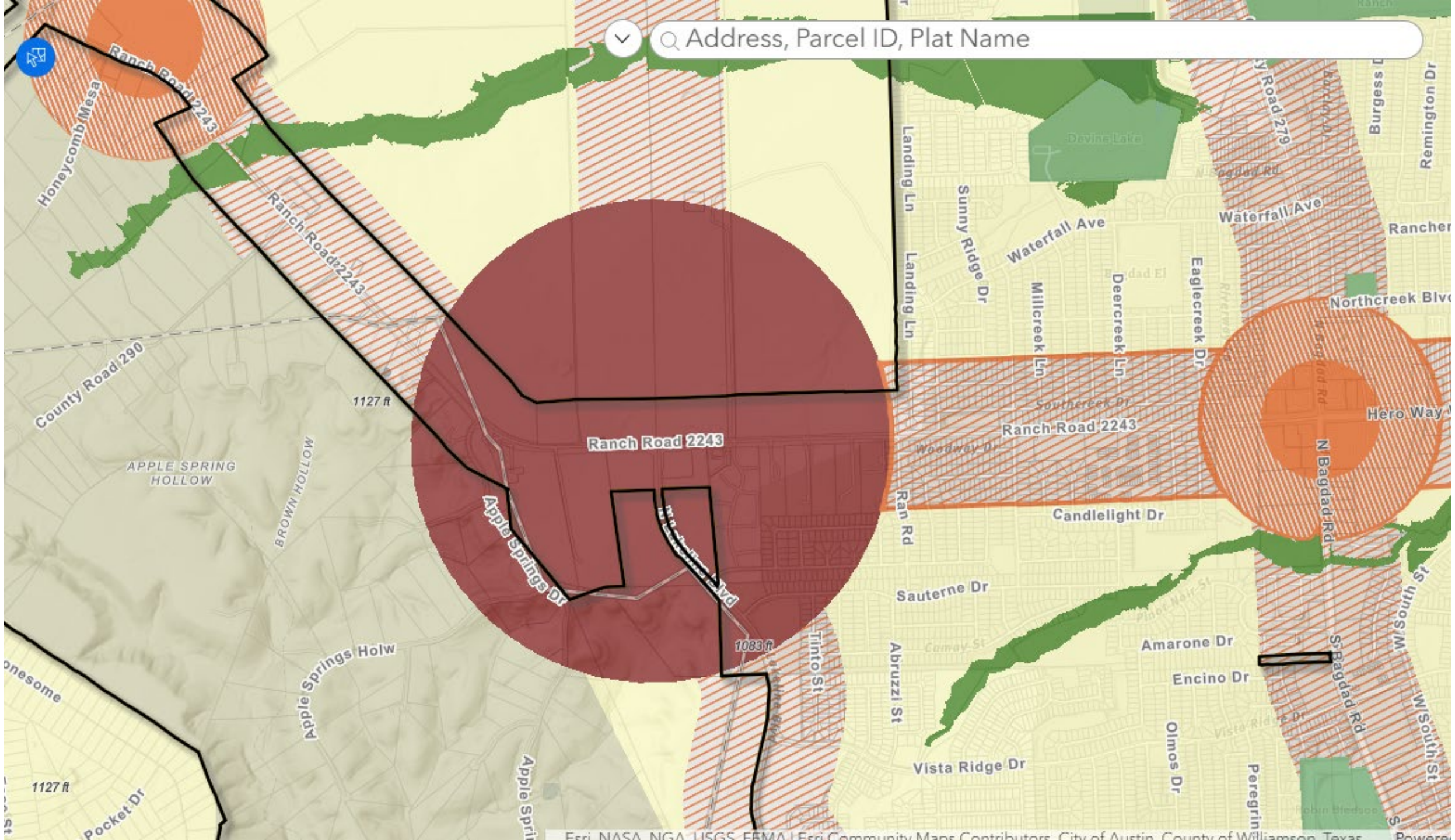


Existing zoning in area for Heavy Commercial, Heavy Industrial, and approved Planned Unit Developments (PUDs)

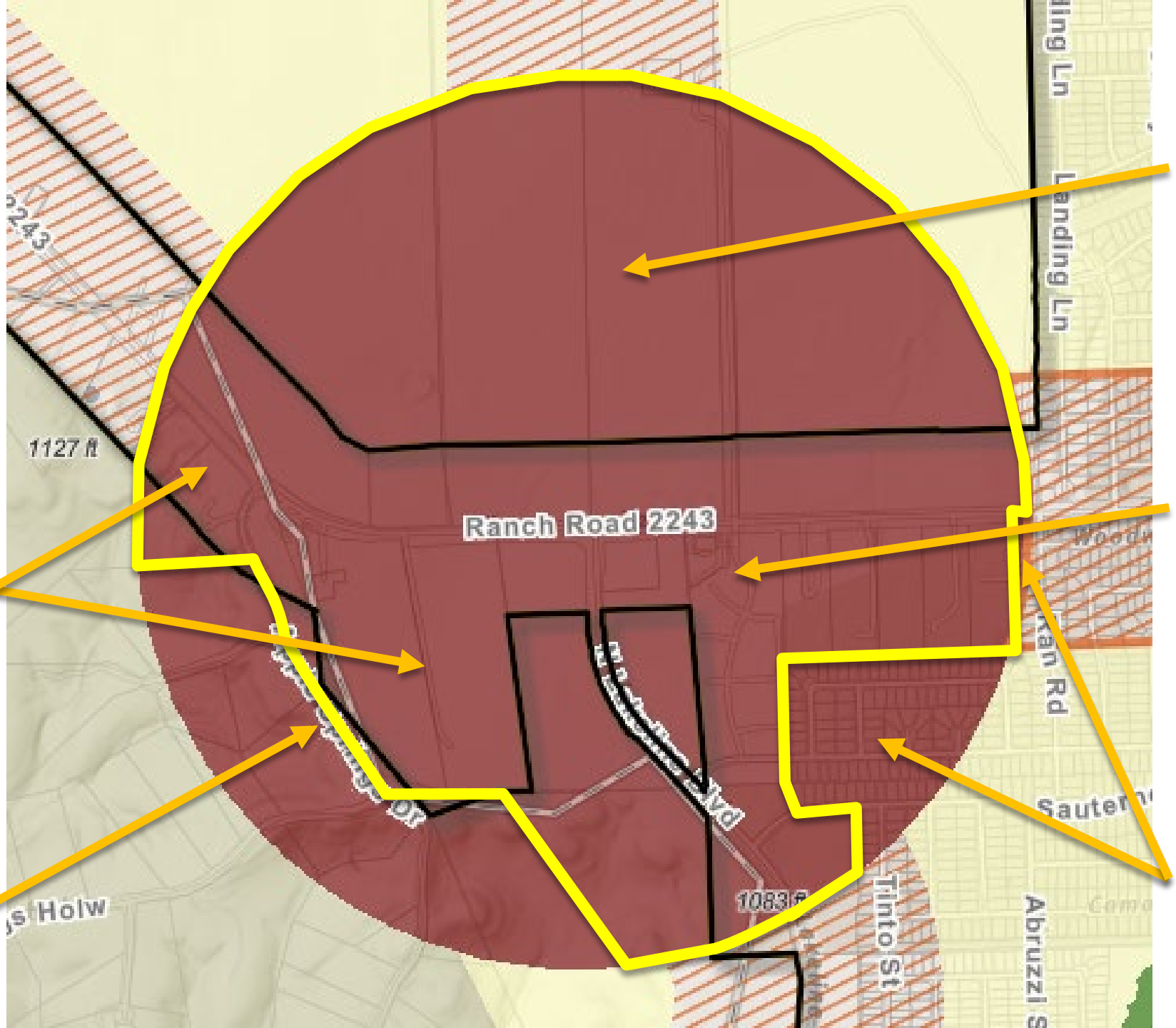
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Address, Parcel ID, Plat Name
Ranch Road 2243
Honeycomb Mesa
Ranch Road 2243
Ranch Road 2243
County Road 290
1127 ft
APPLE SPRING HOLLOW
BROWN HOLLOW
Apple Springs Dr
Apple Springs Holw
1083 ft
1127 ft
Pocket Dr
Landing Ln
Landing Ln
Sunny Ridge Dr
Waterfall Ave
Waterfall Ave
Millcreek Ln
Deercreek Ln
Eaglecreek Dr
Southercreek Dr
Ranch Road 2243
Woodway Dr
Ran Rd
Candlelight Dr
Sauterne Dr
Tinto St
Abruzzi St
Amarone Dr
Encino Dr
Olmos Dr
Vista Ridge Dr
Peregrin
N Bagdad Rd
S Bagdad Rd
W South St
Northcreek Blvd
Hero Way
Remington Dr
Burgess D
Devine Lake
Esri, NASA, NGA, USGS, FEMA | Esri Community Maps Contributors, City of Austin, County of Williamson, Texas

QUESTION: Not use abstract circles for Activity Centers?



General circle better on yet-to-develop areas

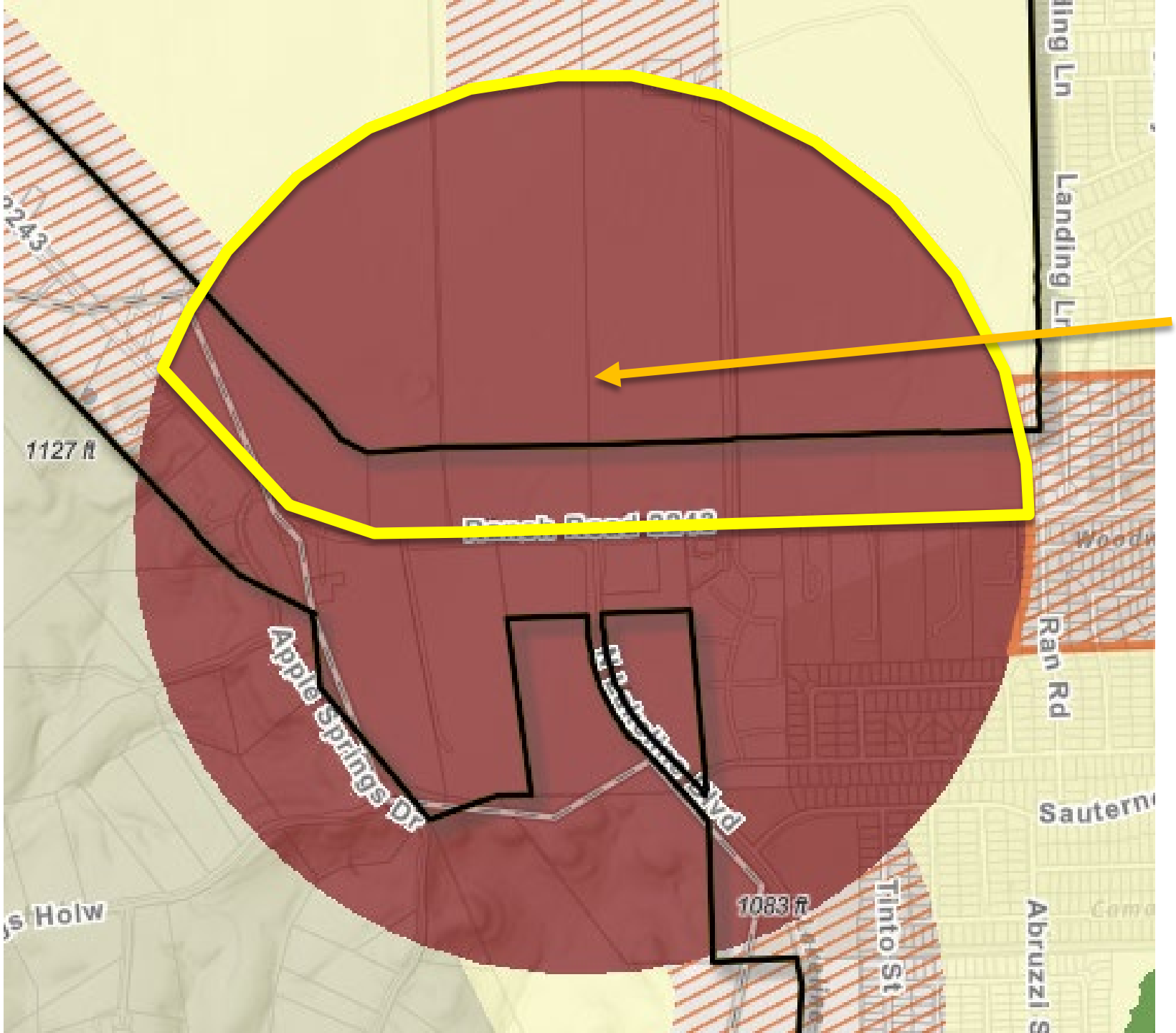
Denser multi-unit residential included

Single-family detached residential not included

Include parcels oriented toward main roads

Boundary on existing roads

Potential Map Change

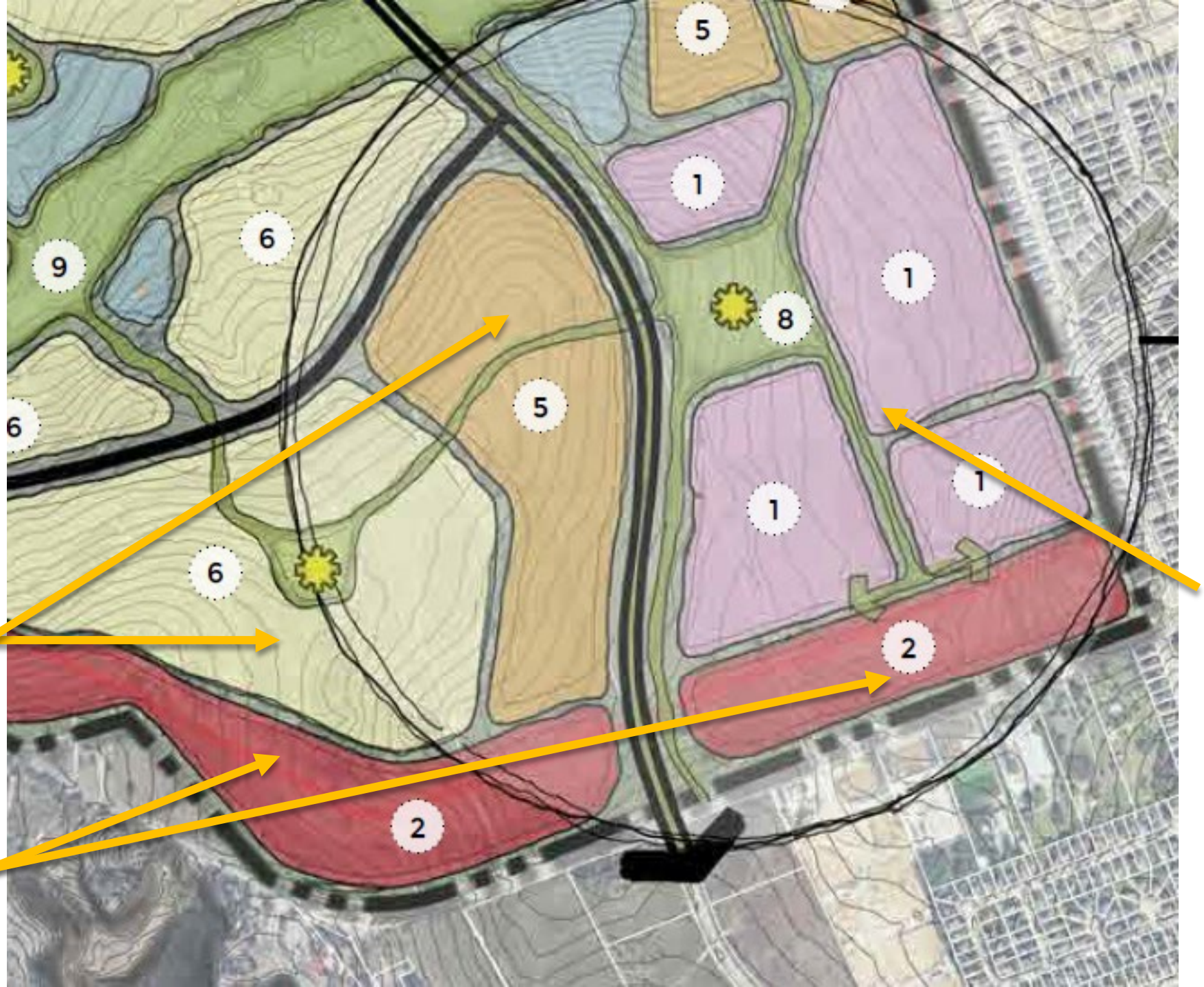


Show Activity Center only north of Hero Way / Lakeline intersection given outcomes already happening south

Actual activity node might be focused in one quadrant near major intersection

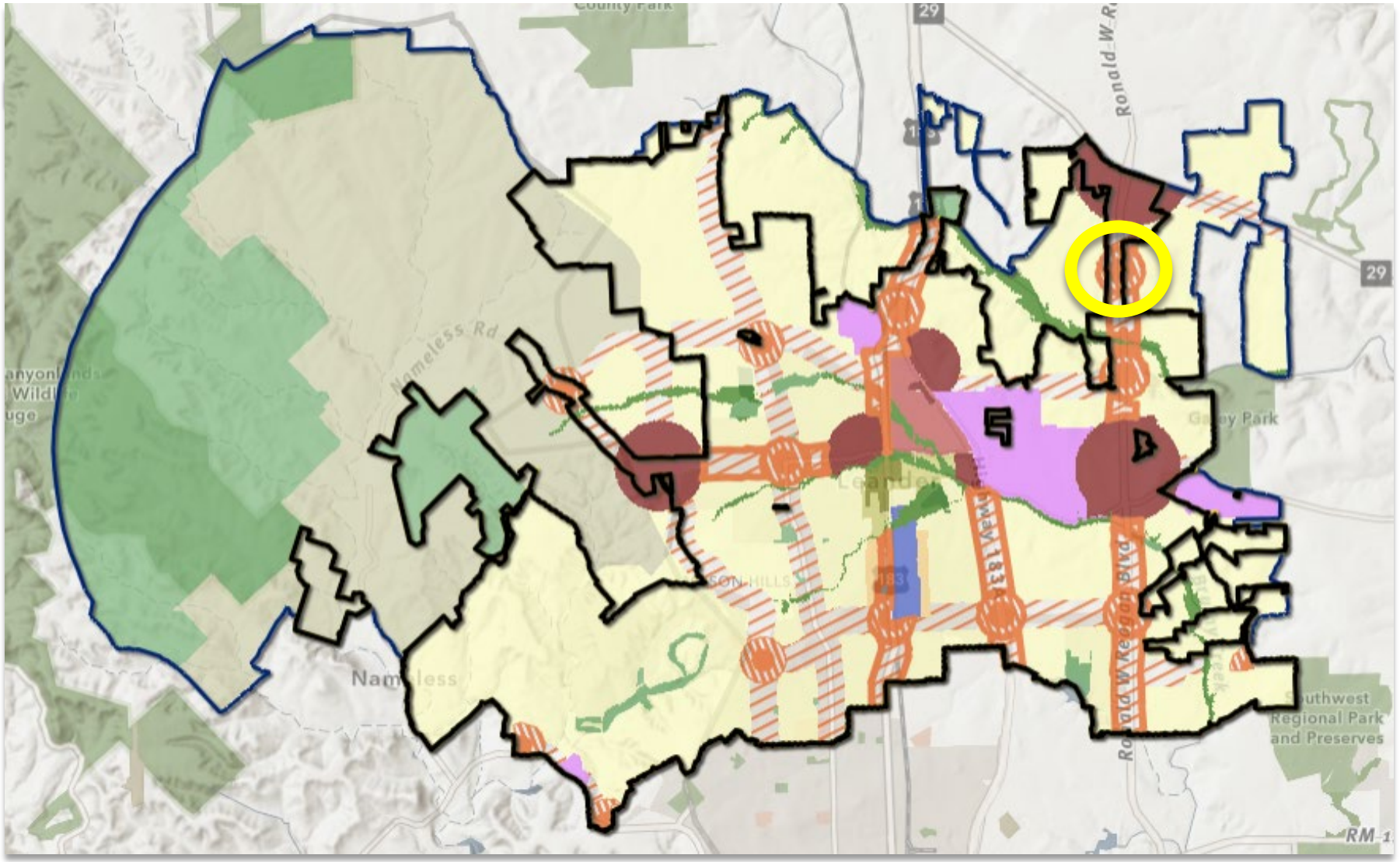
Low/medium density residential in NW quadrant

Commercial along Hero Way

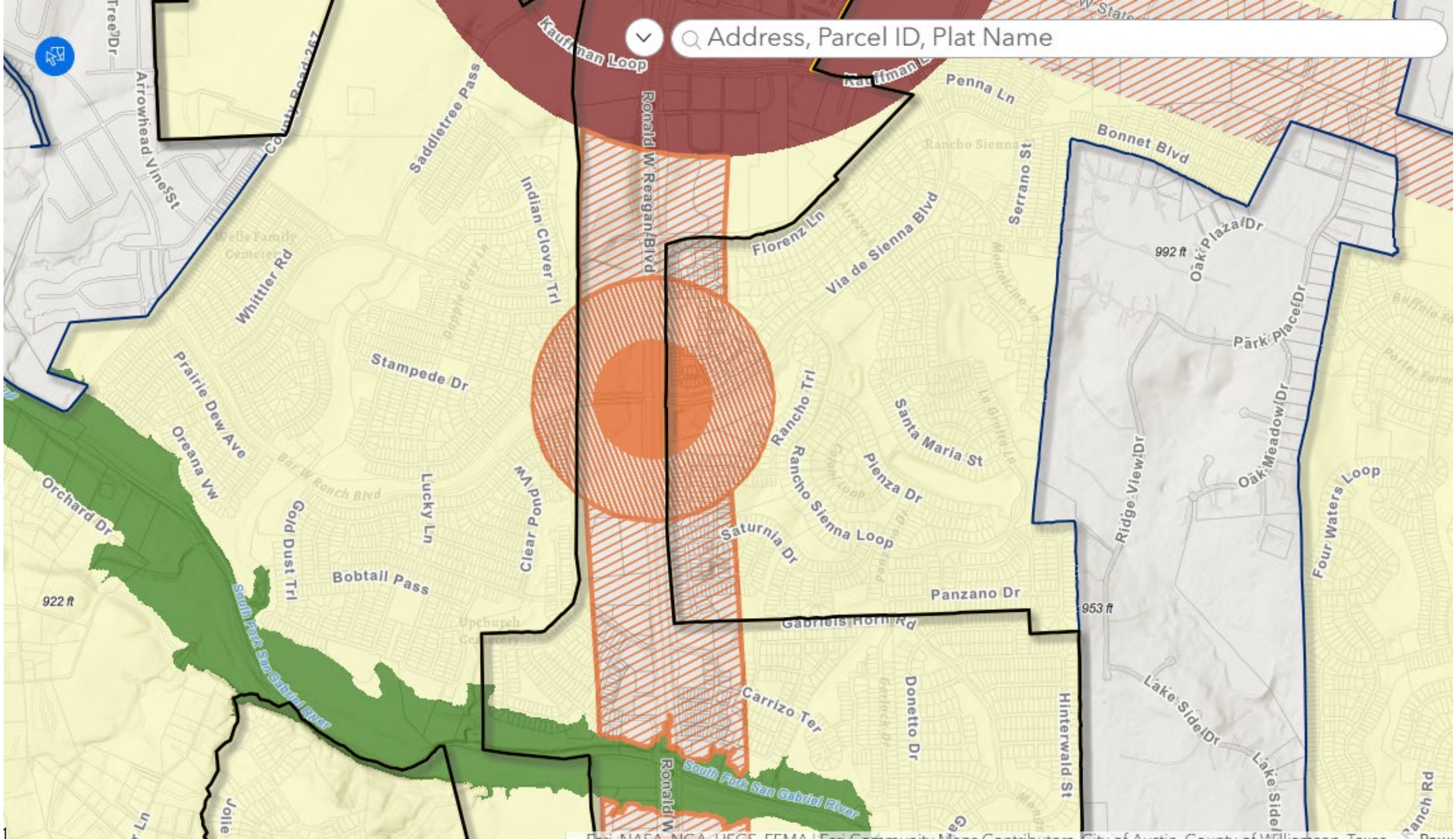


Mixed use focused NE of Hero Way and Lakeline

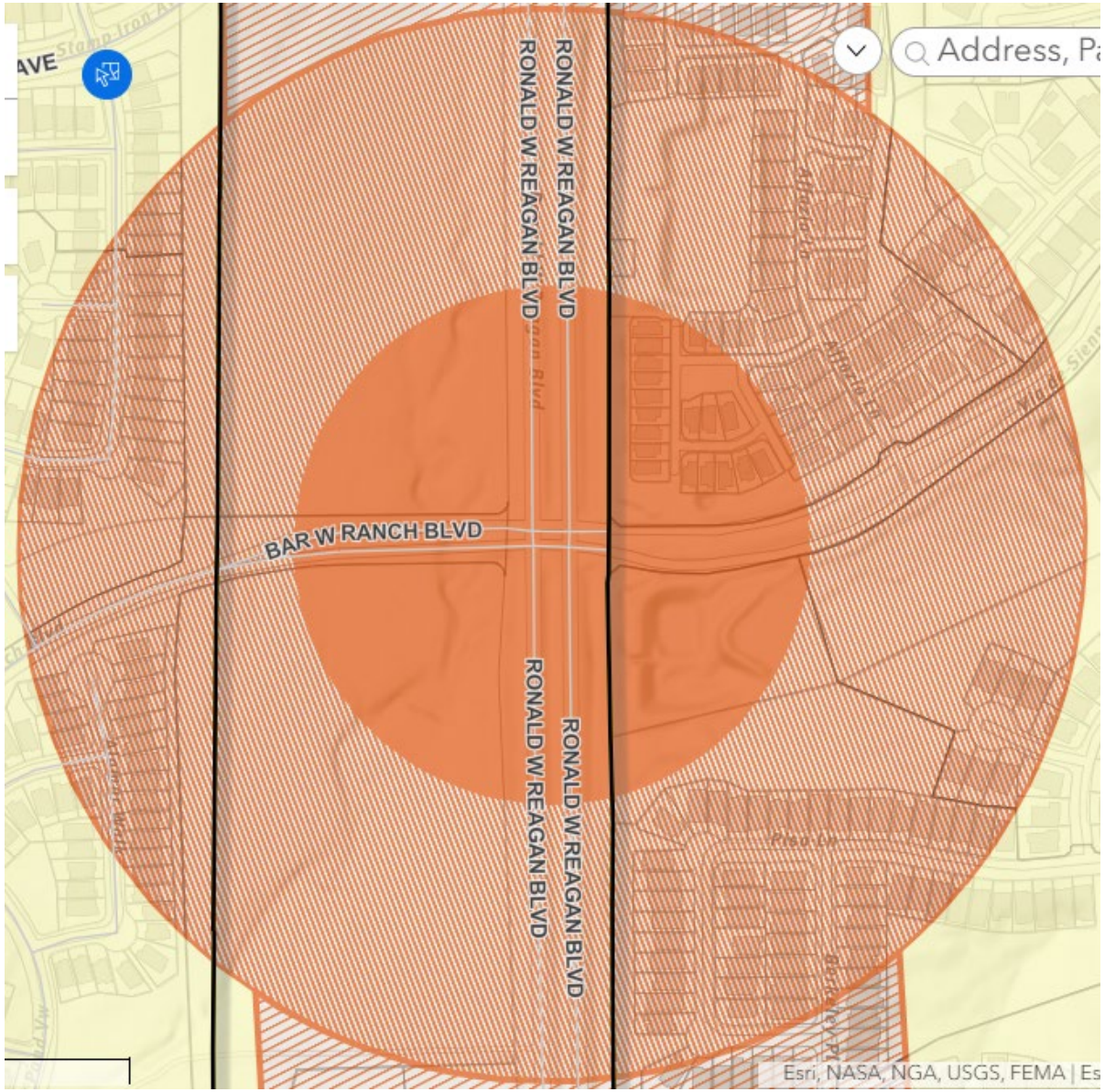
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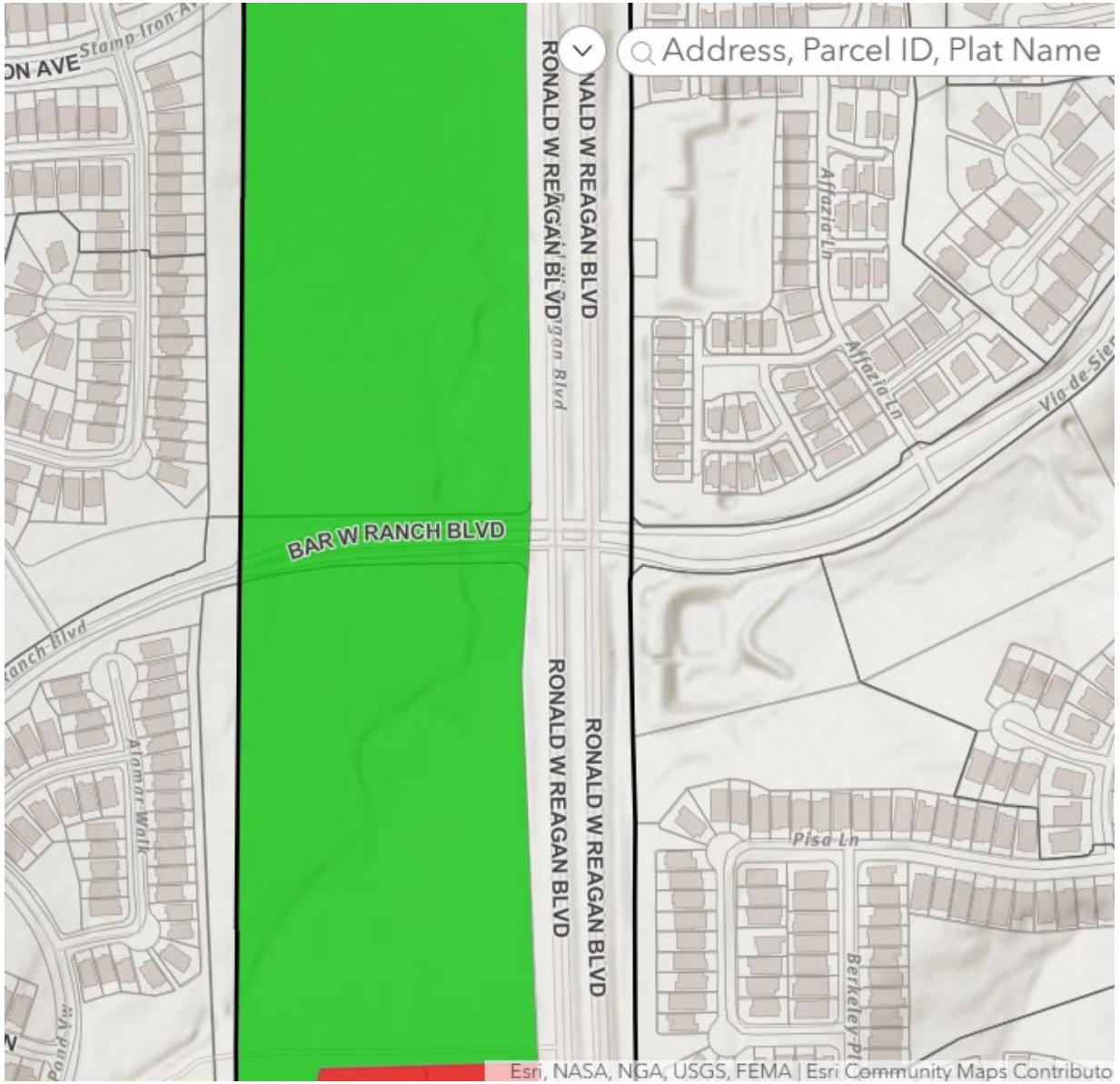


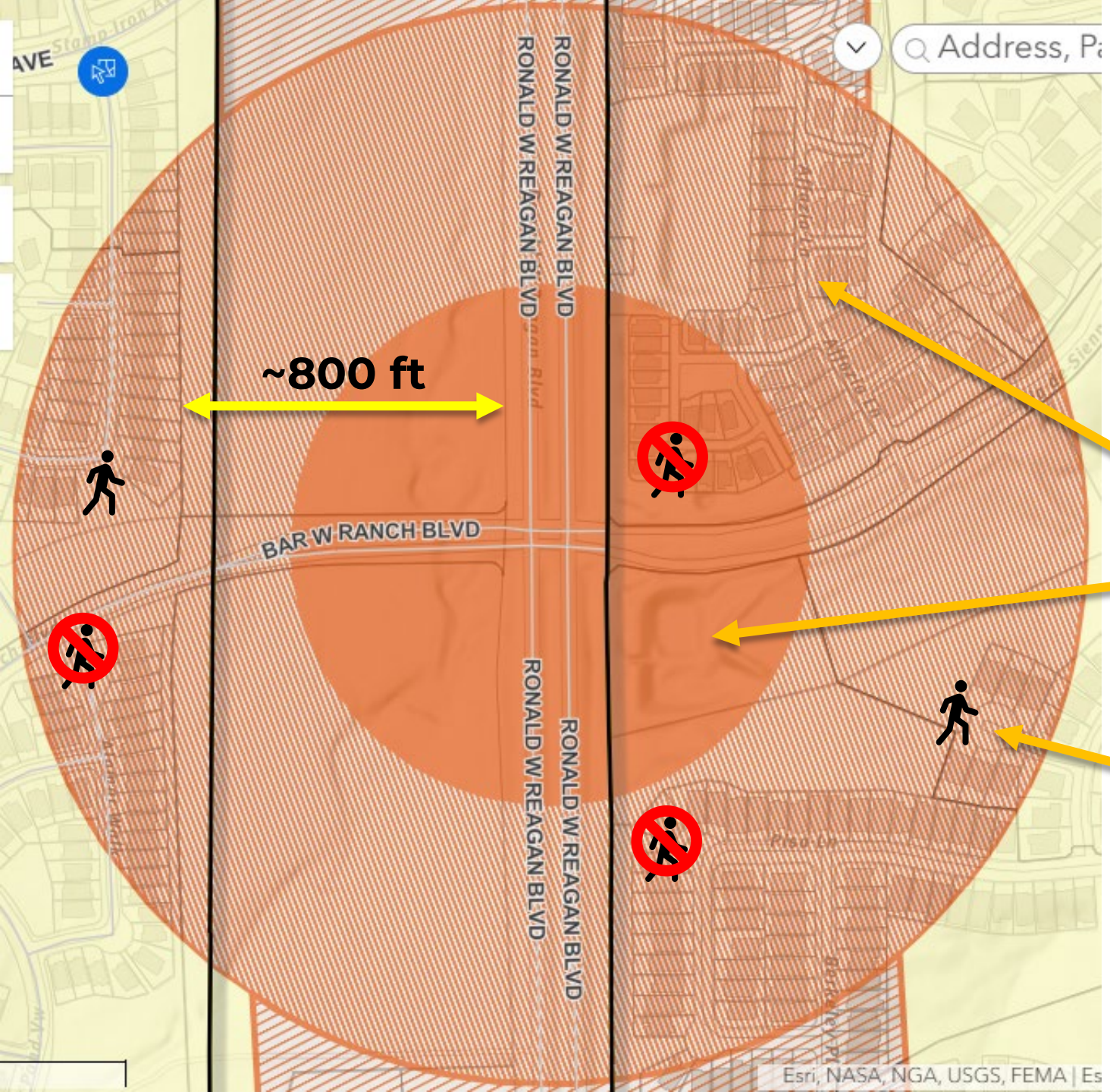
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Address, Parcel ID, Plat Name
Kauffman Loop
Ronald W Reagan Blvd
Penna Ln
Bonnet Blvd
Rancho Sienna
Serrano St
Florenz Ln
Via de Sienna Blvd
Saddletree Pass
Indian Clover Trl
Whittler Rd
Arrowhead Vine St
County Road 267
Wells Family Cemetery
Prairie Dew Ave
Stampede Dr
Oreana Vw
Orchard Dr
Bar W Ranch Blvd
Lucky Ln
Gold Dust Trl
Clear Pond Vw
Bobtail Pass
922 ft
South Fork San Gabriel River
Upchurch Cemetery
Rancho Trl
Rancho Sienna Loop
Santa Maria St
Pienza Dr
Saturnia Dr
Panzano Dr
Gabriels Horn Rd
Carrizo Ter
Donetto Dr
Hinterwald St
Ronald W
992 ft
Oak Plaza Dr
Park Place Dr
Oak Meadow Dr
Ridge View Dr
Four Waters Loop
953 ft
Lake Side Dr
Ranch Rd

SFR Single-Family Rural Zoning on area within city limits for now (west side of Ronald Reagan Blvd







Potential Map Change:

Shift Neighborhood Center to west side of major intersection versus centered on it?

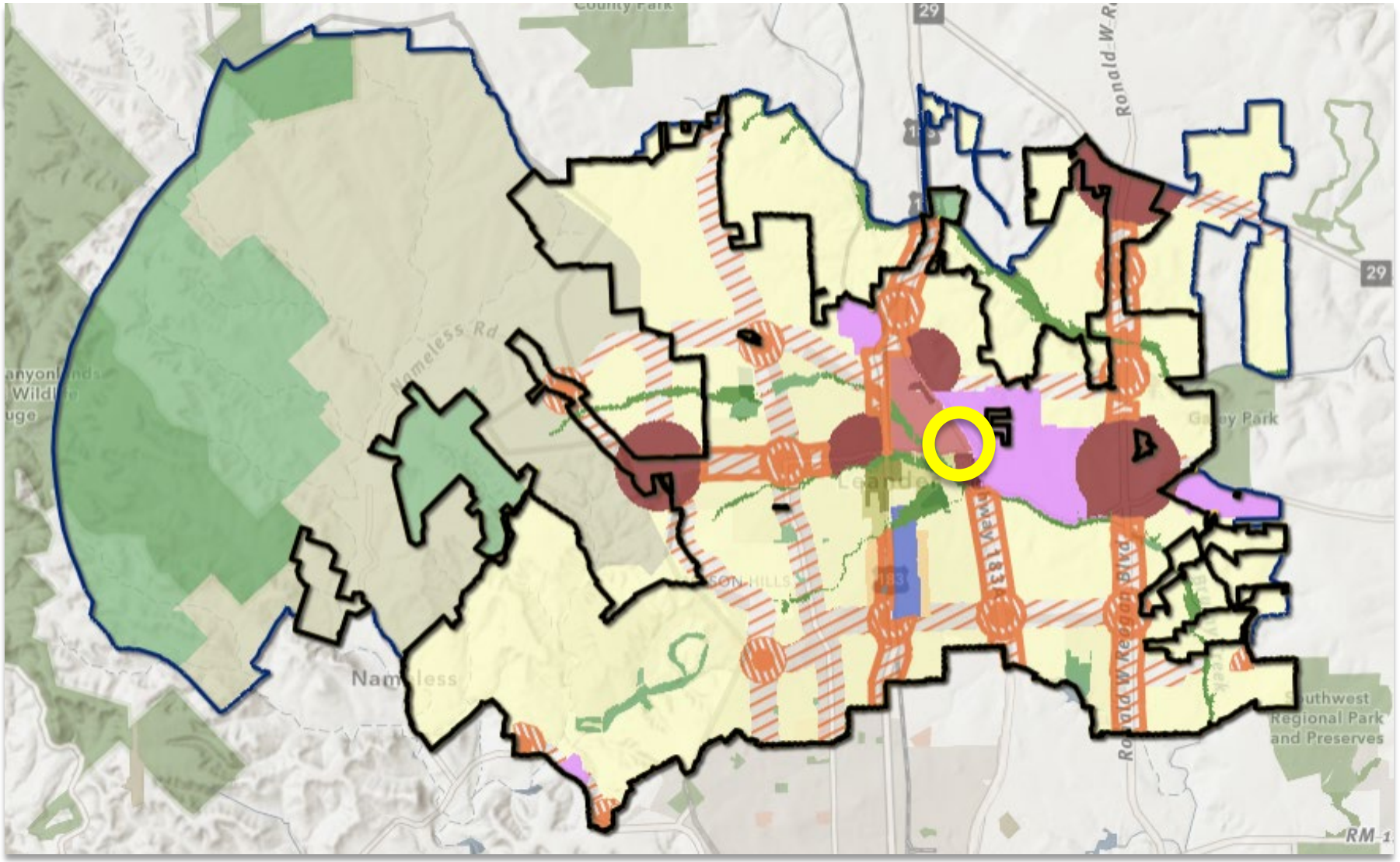
NE quadrant already developed in single-family detached homes

Same in SE quadrant, with greenway at Reagan intersection

Few direct pedestrian links to SW and NW corners, but expected to be regional draw

~800-foot depth for commercial or mixed-use development (Lowe's on US 183 ~900 ft deep)

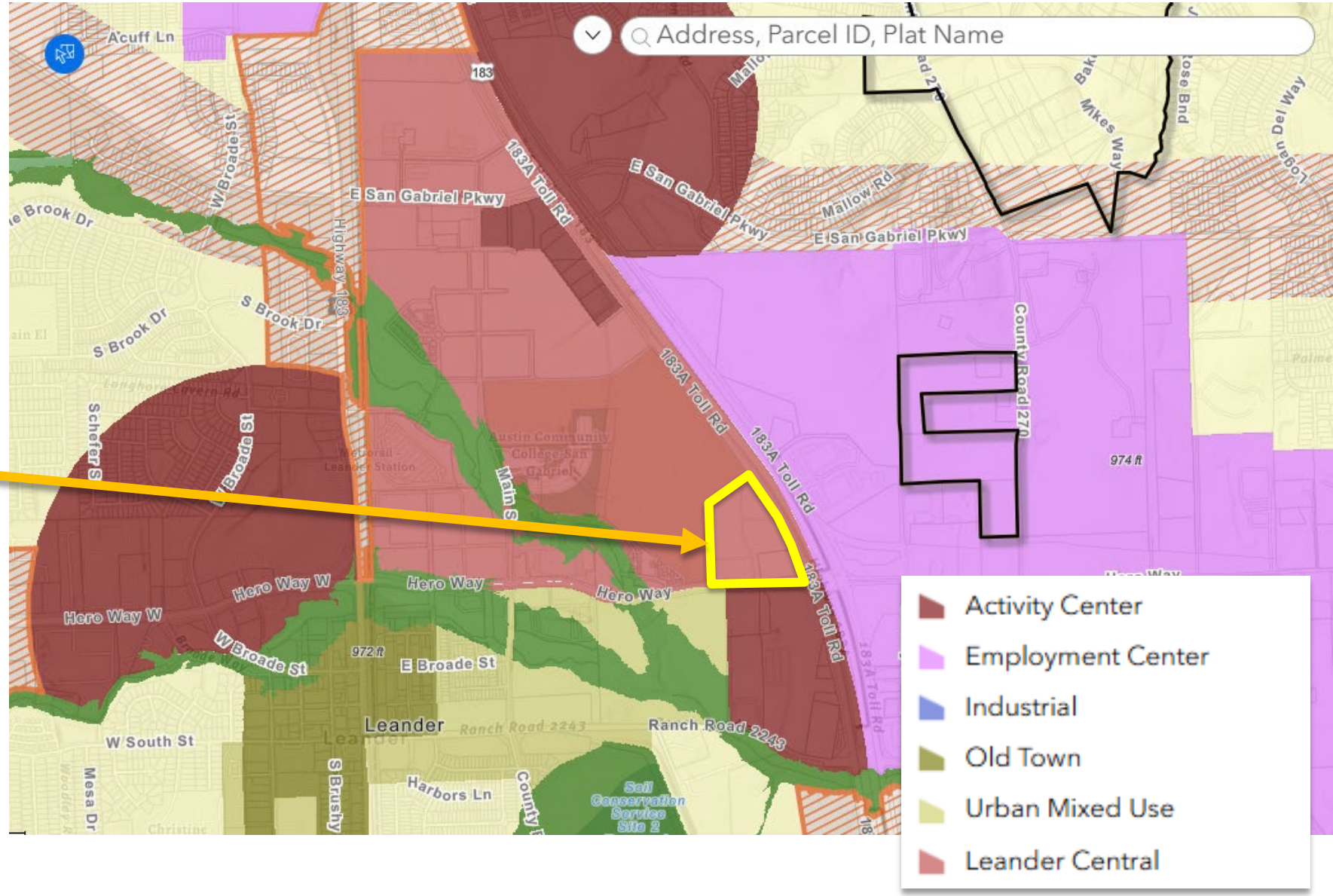
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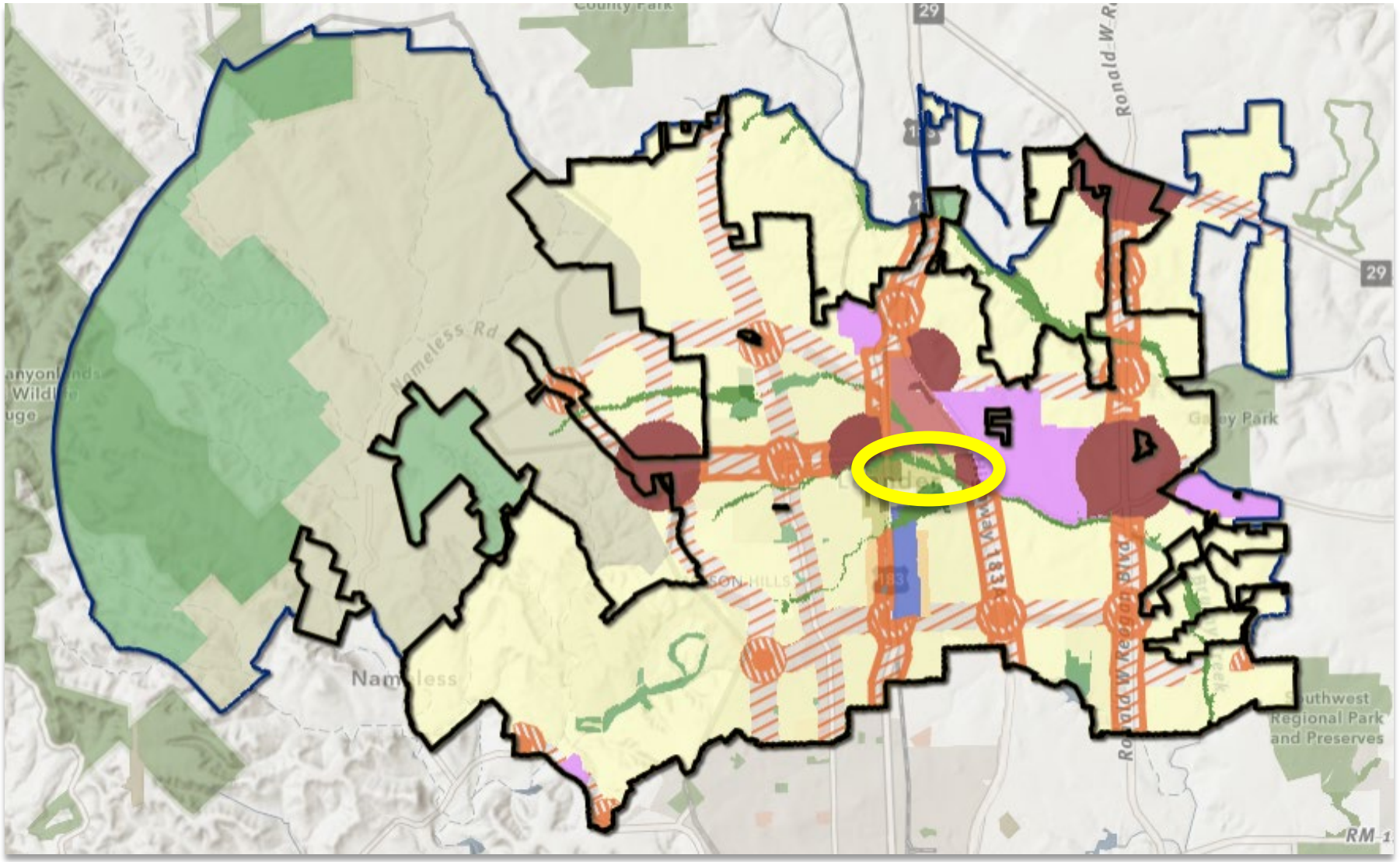
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Potential Map Change

Change Home Depot corner from Leander Central to Activity Center at Hero Way and 183A Toll?



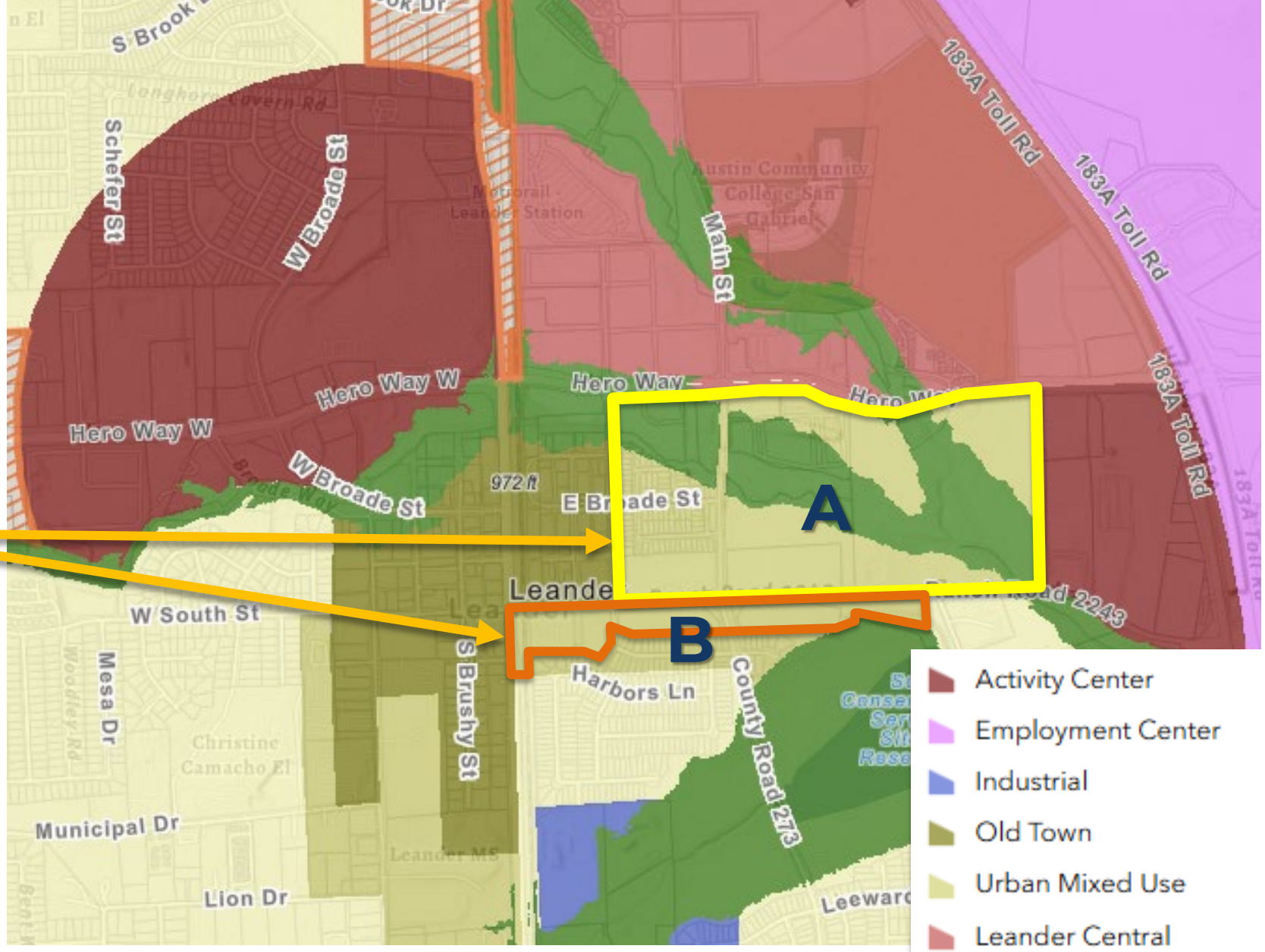
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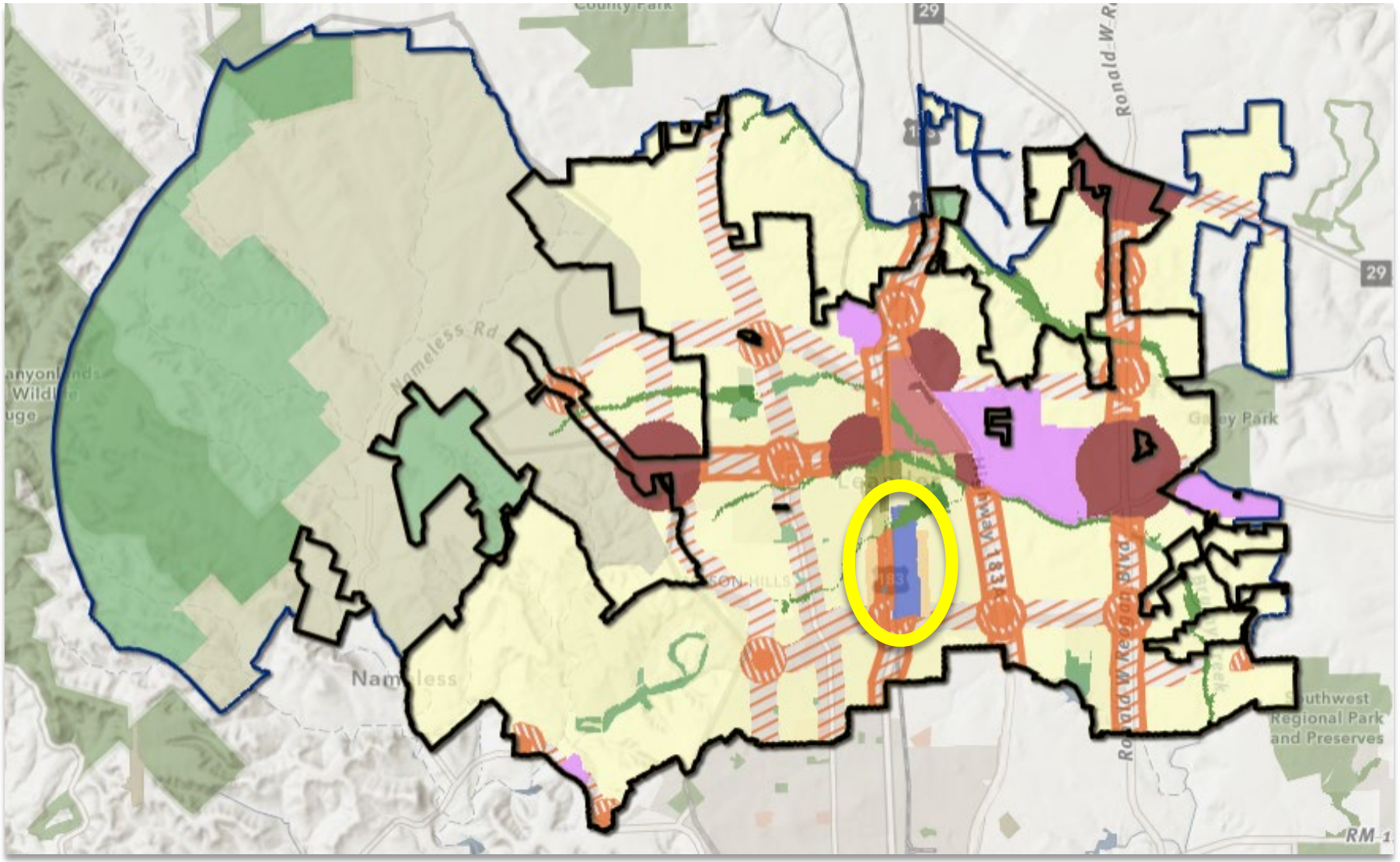
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Potential Map Change

Change Urban Mixed Use to only north side of RM 2243 (A), and put Multi-Use Corridor on south side frontage (B)?



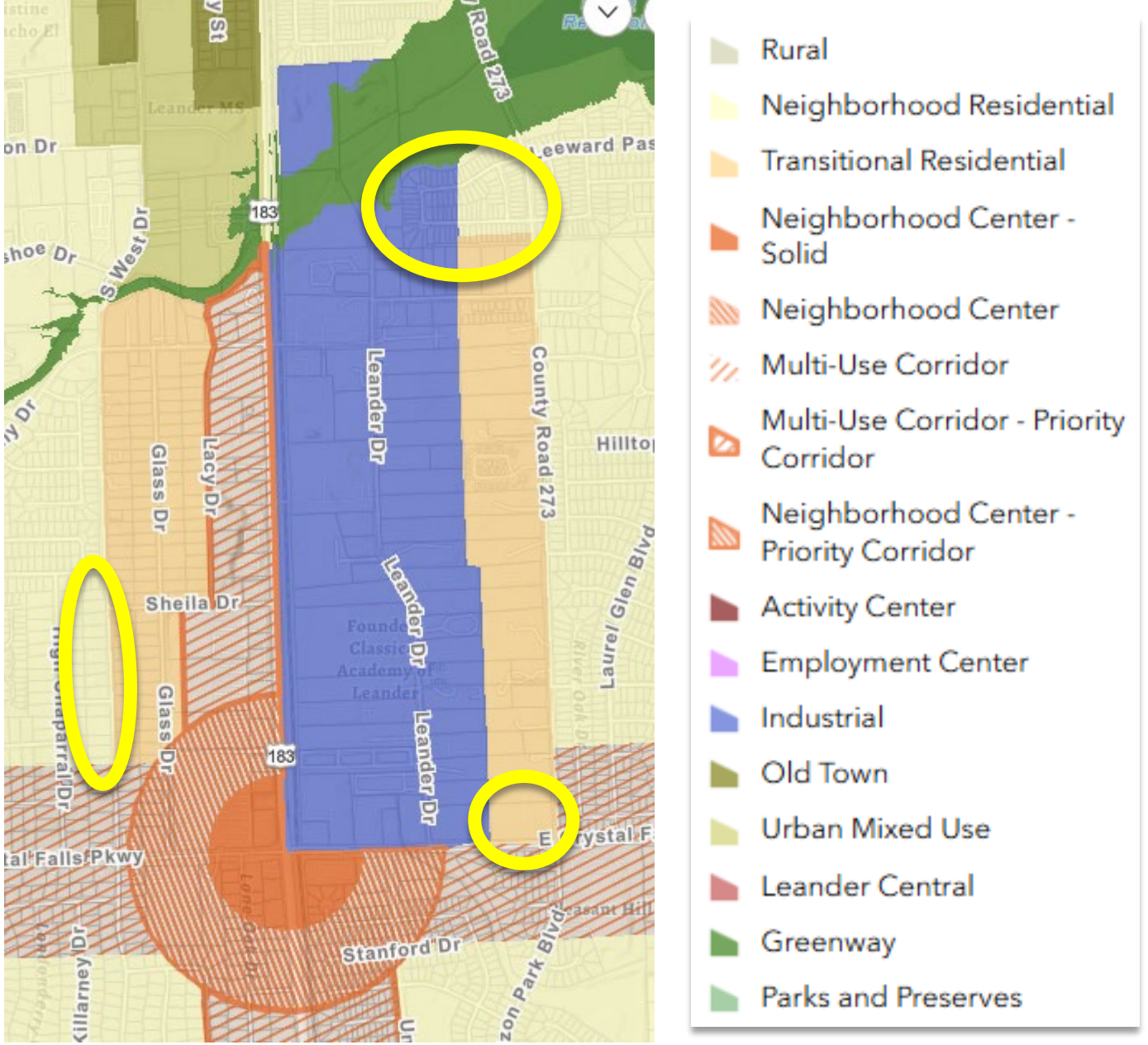
Locations with Potential Changes



- Rural
- Neighborhood Residential
- Transitional Residential
- Neighborhood Center - Solid
- Neighborhood Center
- Multi-Use Corridor
- Multi-Use Corridor - Priority Corridor
- Neighborhood Center - Priority Corridor
- Activity Center
- Employment Center
- Industrial
- Old Town
- Urban Mixed Use
- Leander Central
- Greenway
- Parks and Preserves

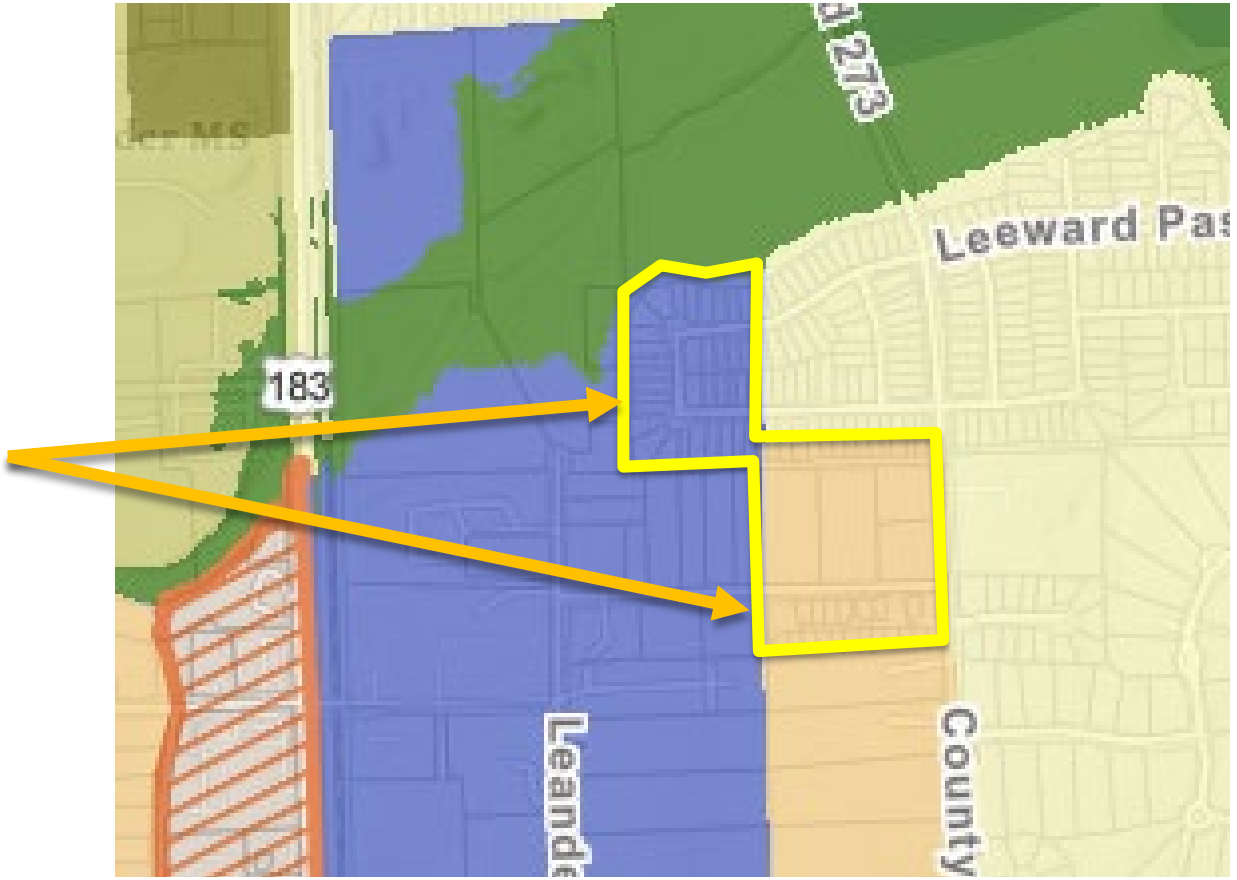
Potential Map Changes

Potential tweaks to edges of Industrial and Transitional Residential areas?



Potential Map Changes

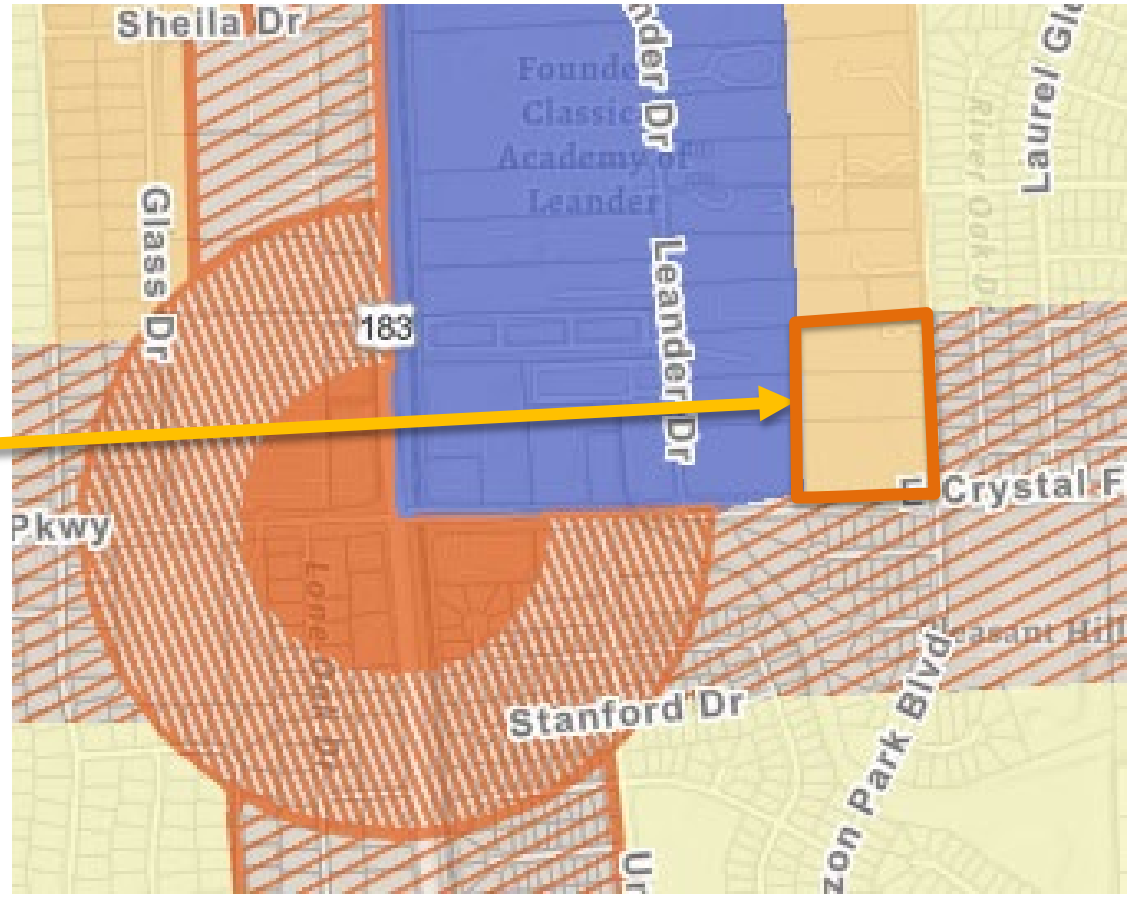
Along Hazelwood St and Horizon Park Blvd, change properties already developing as single-family residential to Neighborhood Residential?



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Potential Map Changes

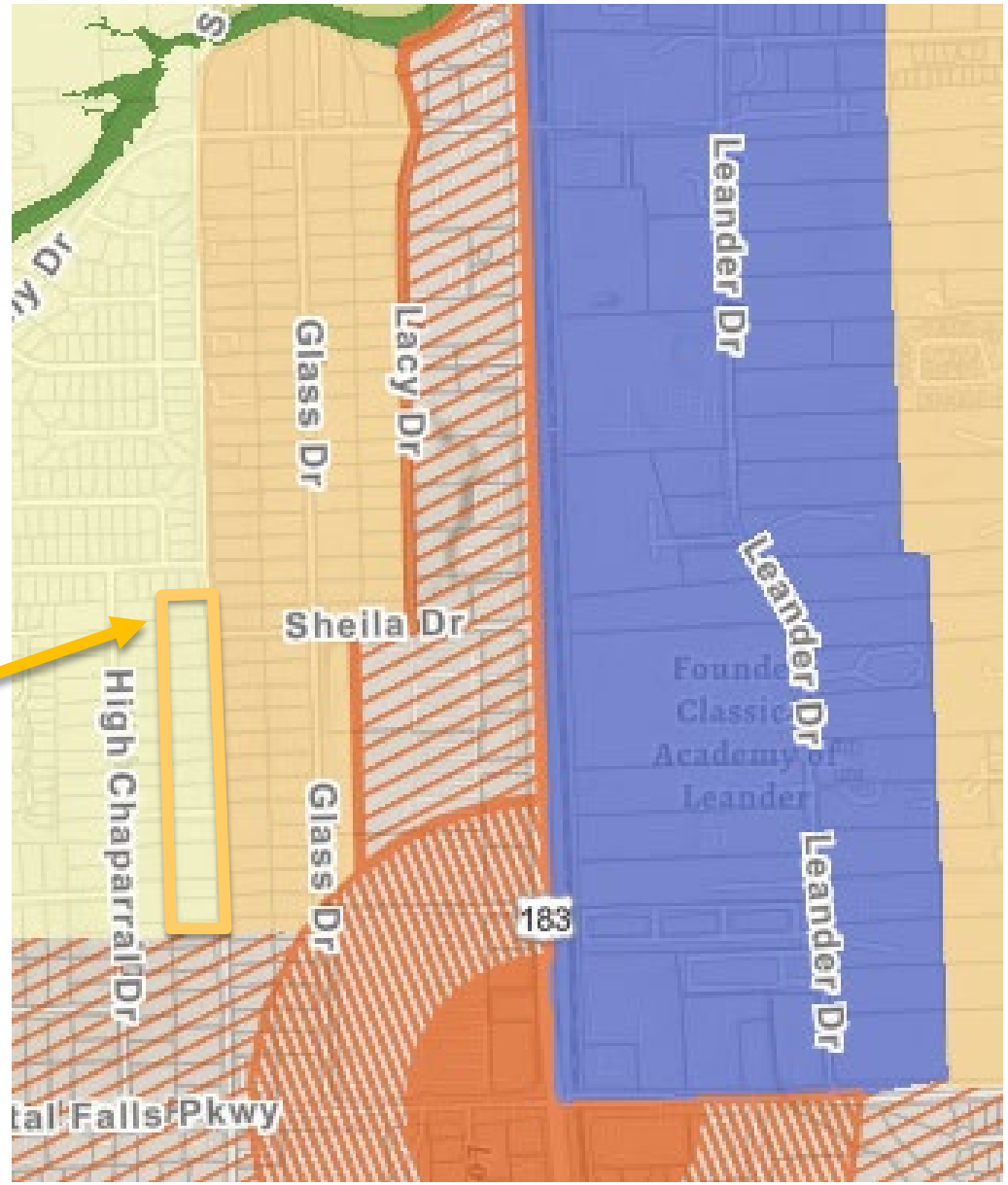
Along Crystal Falls Parkway, change south end of Transitional Residential to continuation of Multi-Use Corridor?



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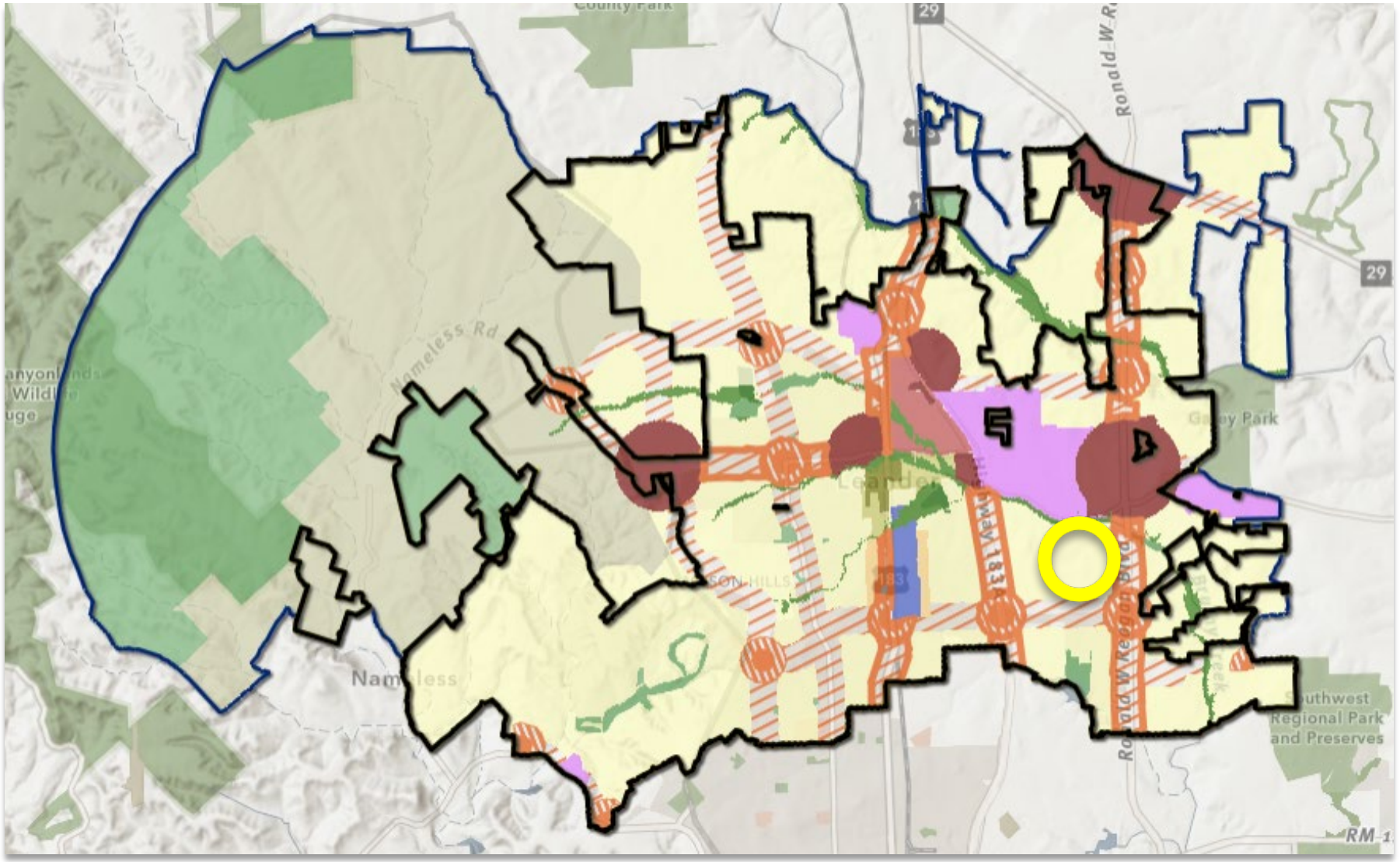
Potential Map Changes

Along S. West Dr, extend Transitional Residential to both sides of street, south of Tula Trail (both sides of West Dr there already zoned General Commercial)?



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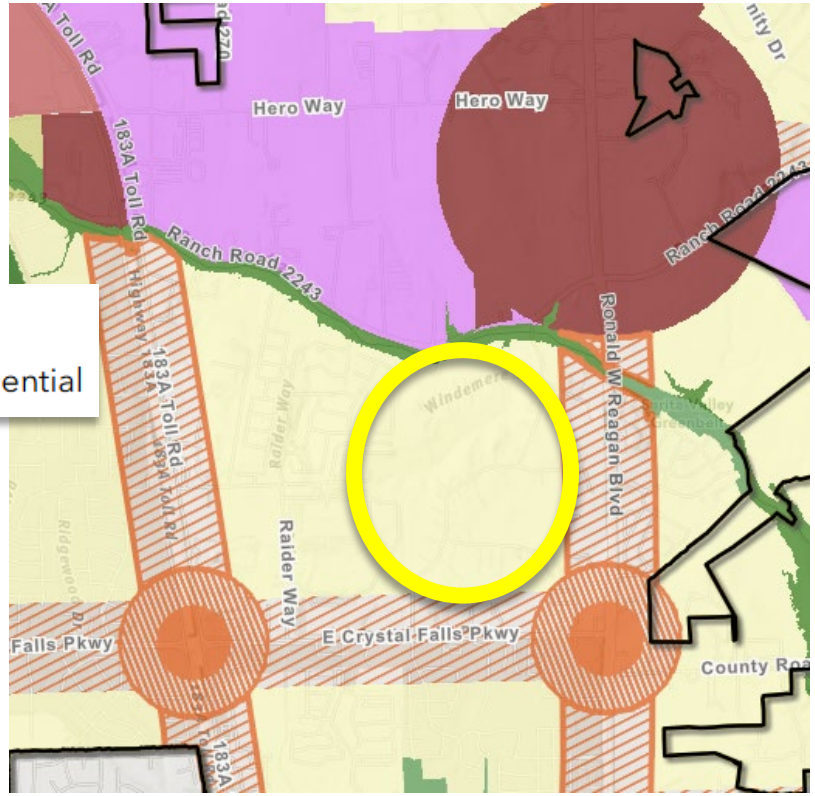
Locations with Potential Changes

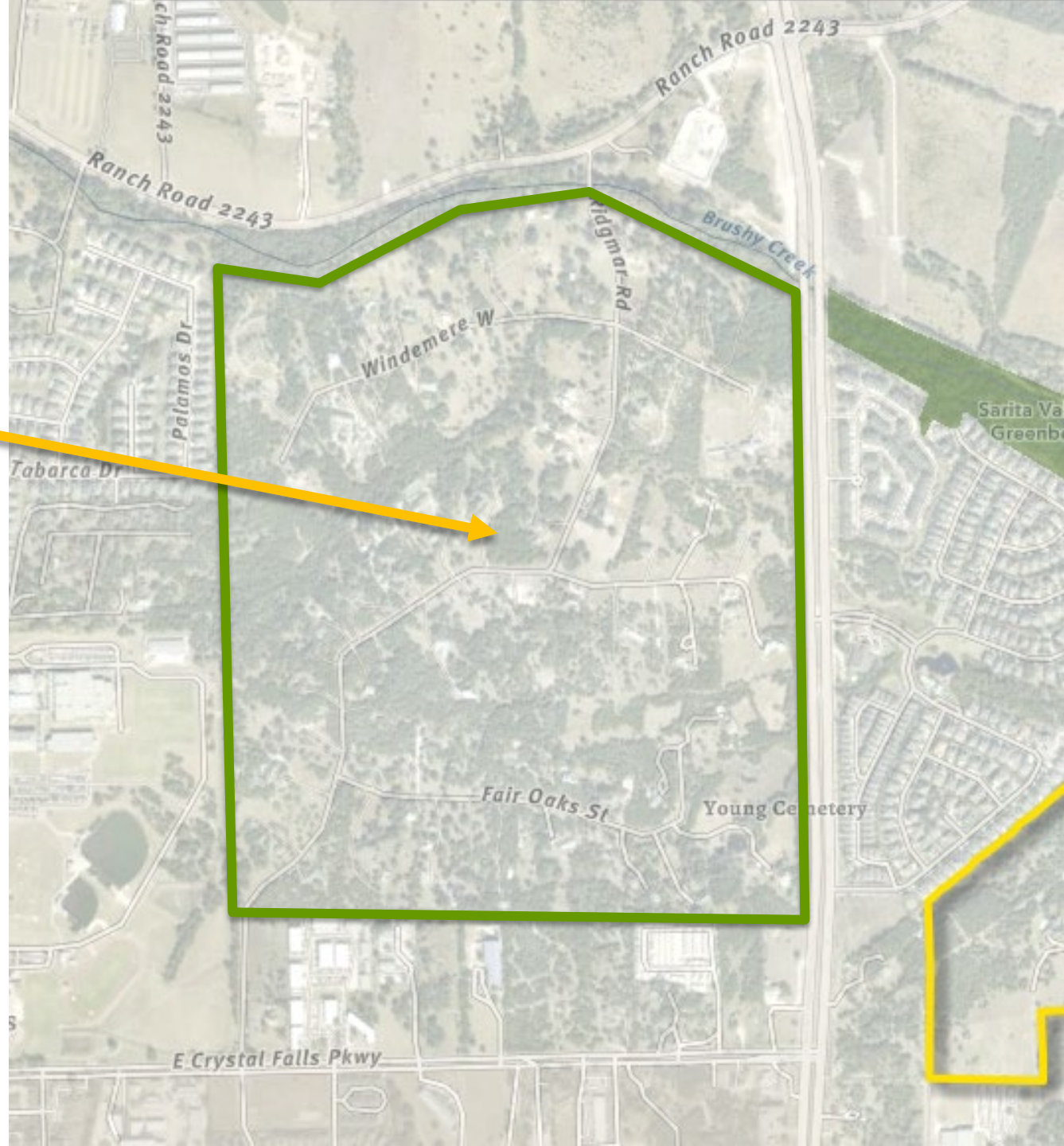


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Potential Map Change

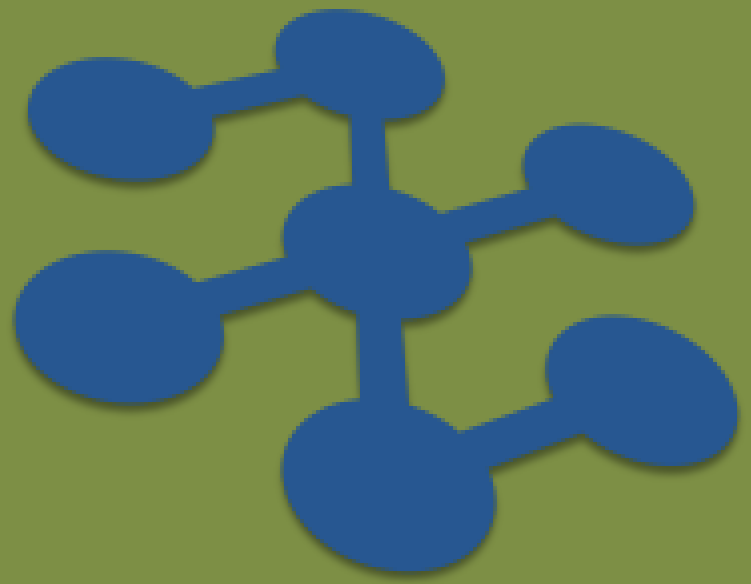
Rural versus Neighborhood Residential on Ridgmar/Windemere area with ~2.5 to 5+ acre lots?





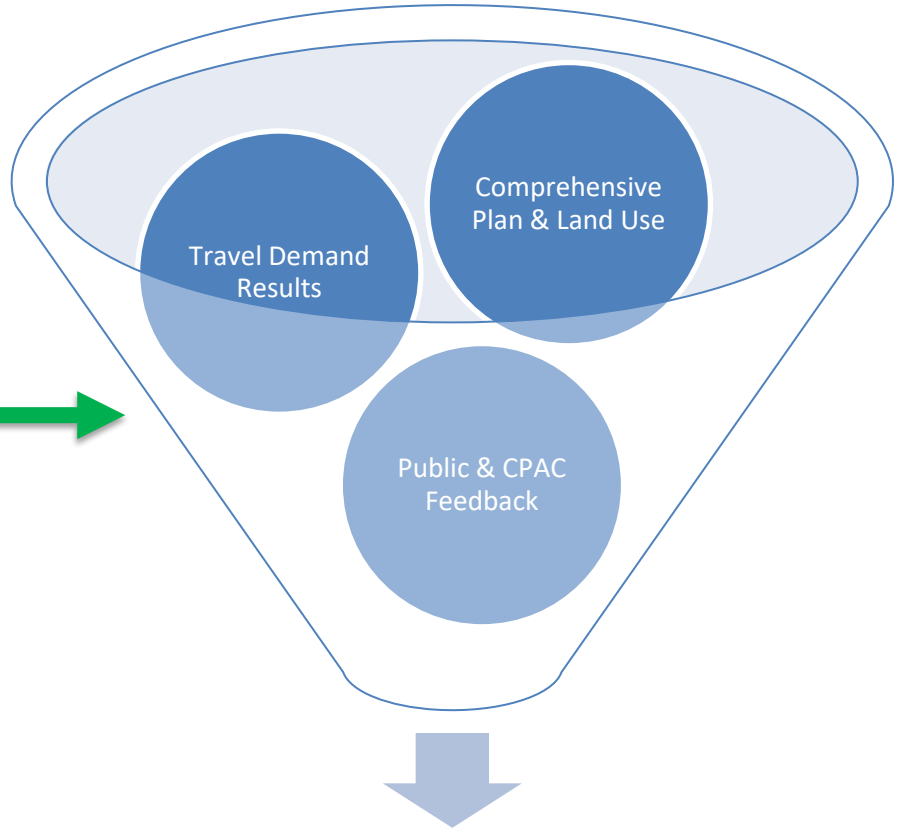
Transportation Master Plan

Input and Discussion Items



Aligning to the Comprehensive Plan

Data Collection Complete



Developing Existing & Future Needs for the Transportation Plan

Where we are

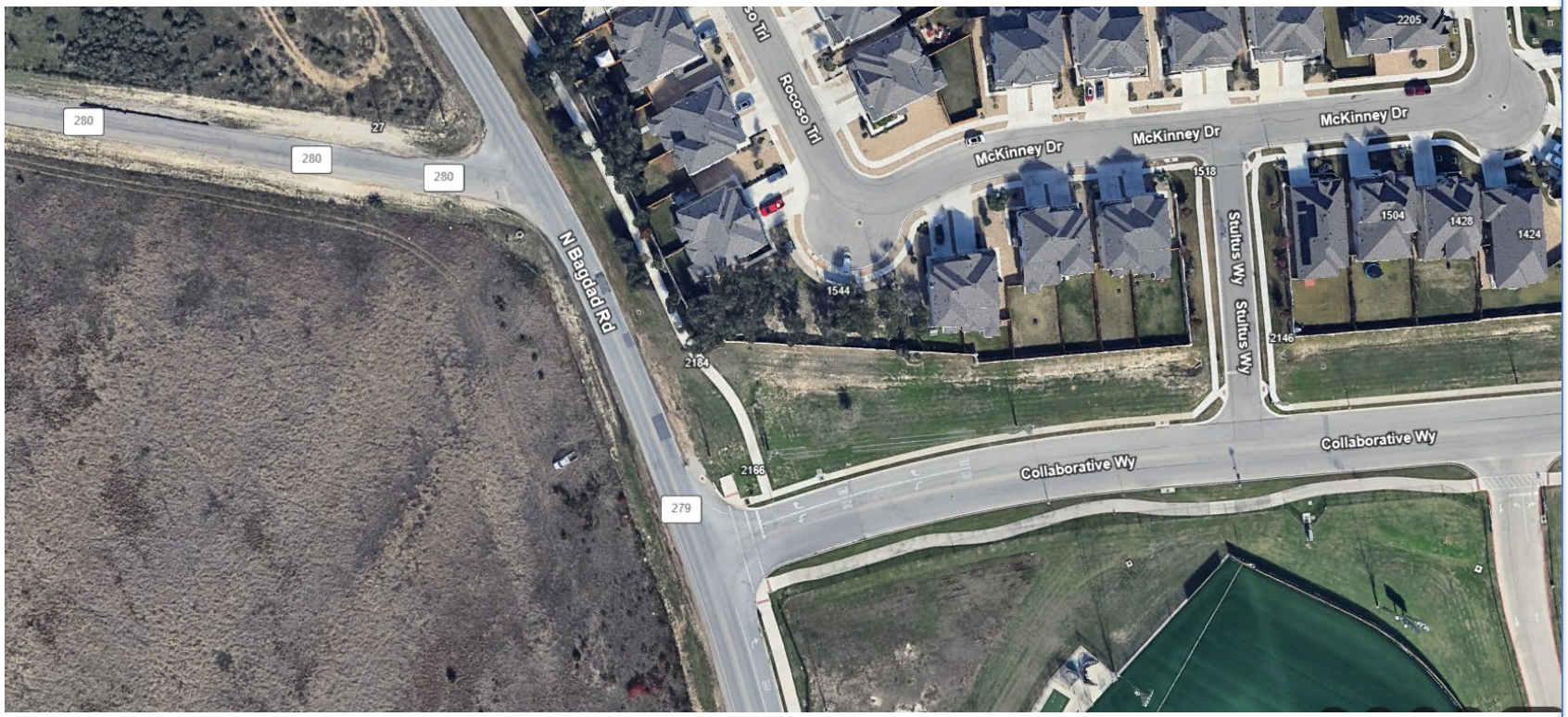
Aligning to the Comprehensive Plan

- Transportation Goals of plan
  - Safety, Connectivity, Congestion Relief
- Land use
  - Neighborhood centers, activity centers, and multi use corridors, rural versus urban
  - Existing roadway classifications (Arterial 6, Collector 6, Rural from 2021 MTP)
  - Revisions to classifications no longer relevant
  - Cross section development for classifications
- Travel Demand Model outputs (level of service)
  - Look at how congested roadways will be over the next few decades ultimate 2050
- Aligning with surrounding jurisdiction plans
  - Williamson County, Travis County, Liberty Hill, Georgetown

Open House Feedback

Theme: Safety

- Unsafe conditions for pedestrians particularly at school crossing below (Glenn High School)
- “Remove right turn lane”

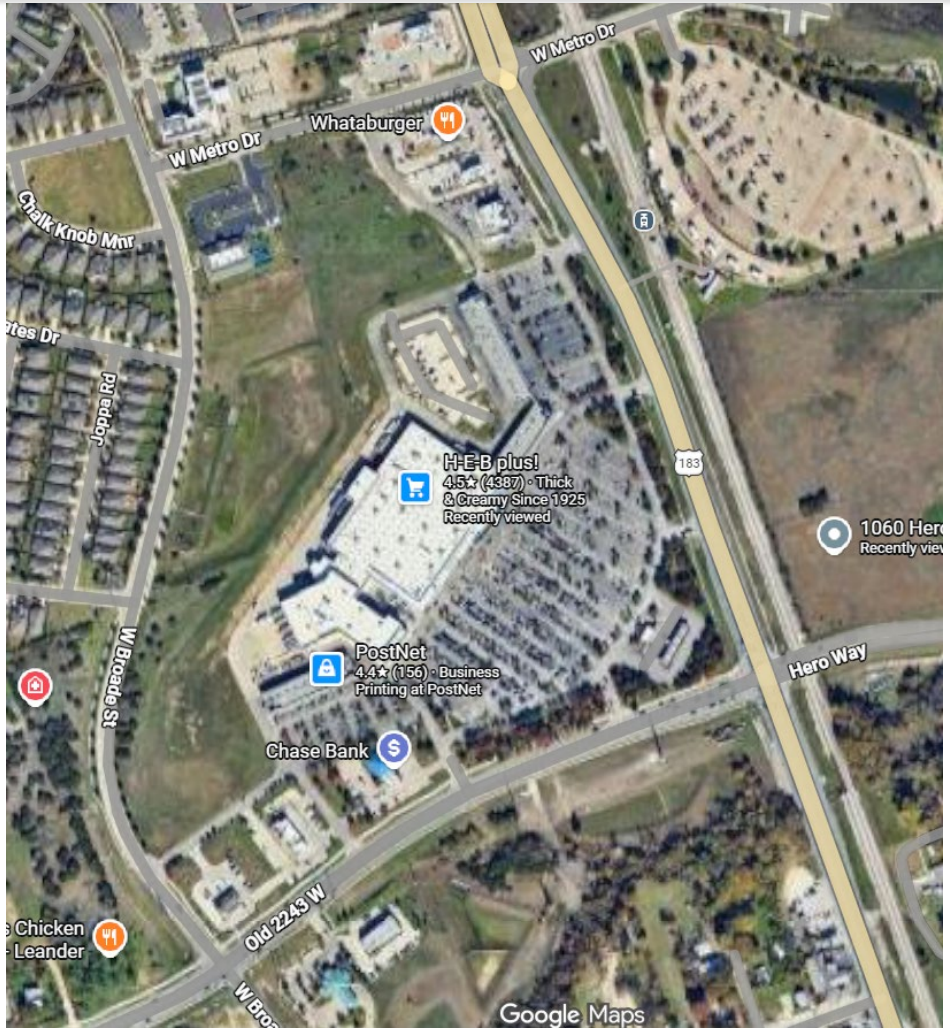


Open House Feedback

Theme: Congestion/Access

- 183 & Hero Way/Old 2243
- Right turns into HEB cause traffic/congestion

  >> “No right turns into HEB”
- Other locations recommended to “Add turning lanes”



Next Steps

- Review traffic count data and travel demand model outputs to assess what roadways will be functioning well above their current capacity by 2050
- Review corridors identified by the Comprehensive Plan and determine high level needs along those corridors
- Continue updating 2022 Master Thoroughfare Plan to reflect current and future plans throughout Leander

Wrap-Up

- Recap
- Next Meeting (location TBD):

  Tuesday, November 17, 6:00

