

**CENTRAL METRO**  
LEANDER STATION BAY C  
CAP METRO PARK & RIDE

**H-E-B**

2243

**KOHL'S**

**LOWE'S**  
Home Improvement Warehouse

CRYSTAL FALLS PKWY

183

183-A  
TOLL

CEDAR PARK  
TOM HICKS ARENA

NEW HOPE RD

WAL\*MART

1431

**H-E-B**

SETON/TRIAD  
REGIONAL HOSPITAL  
**target city**  
**TARGET**  
**PETSMART**  
**CINEMARKS**

**THE HOME DEPOT** **H-E-B**

BRUSHY CREEK RD

183

183-A  
TOLL

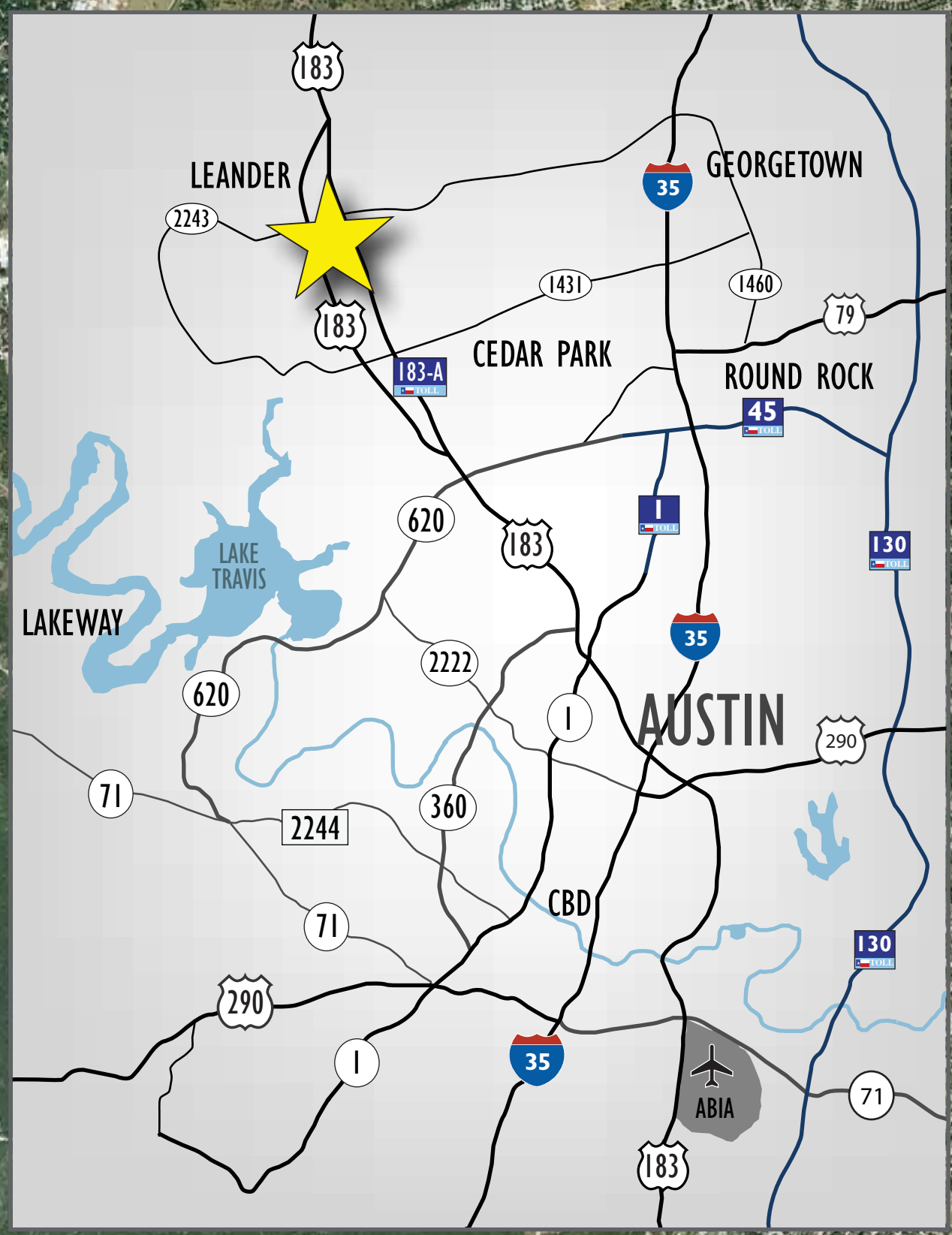
**KOHL'S**

**THE HOME DEPOT** **TARGET**

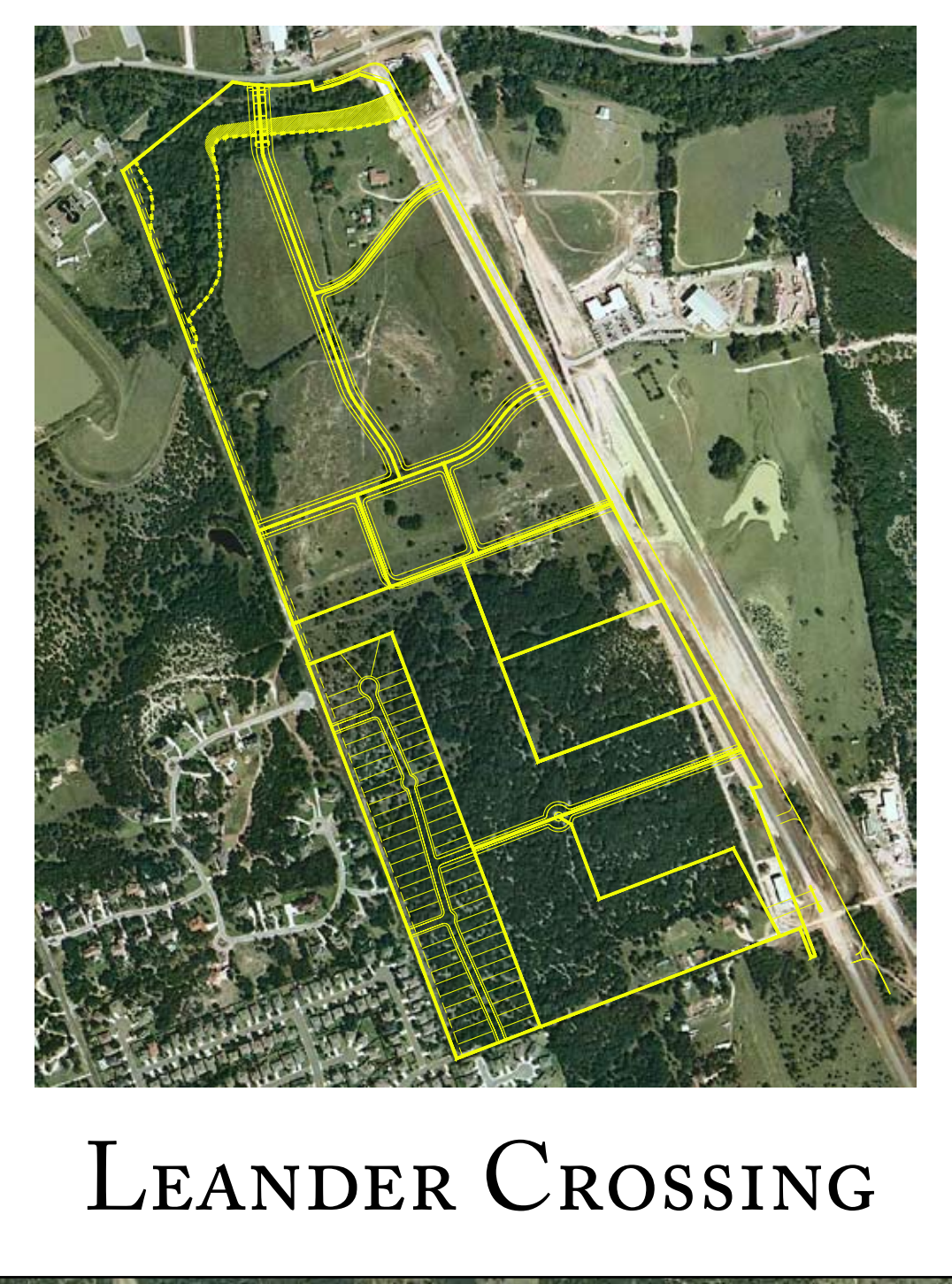
45  
TOLL

LAKELINE MALL

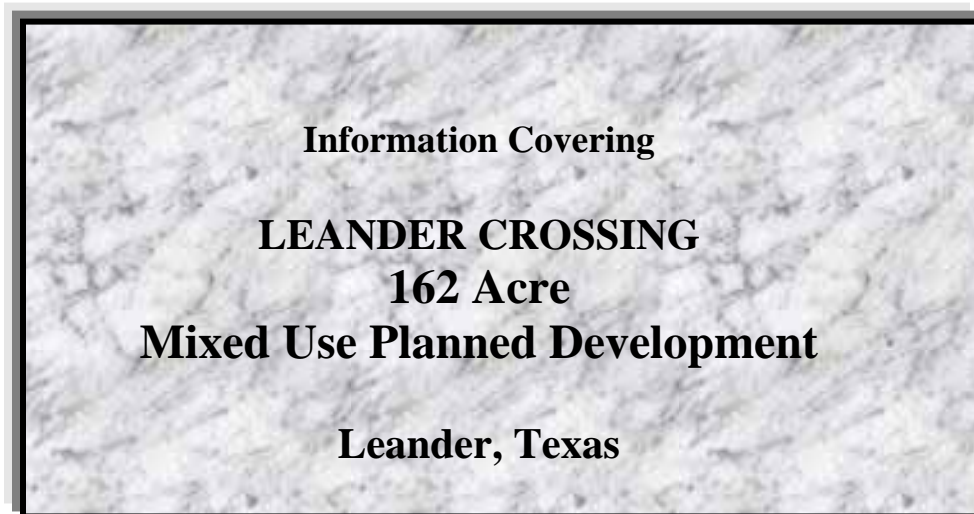
**LOWE'S** **WAL\*MART**  
*Office Depot*



**163 GROSS ACRES**      **RYAN BETZ**  
SOUTHWEST CORNER OF      469.682.2212  
NEW 183A TOLLWAY  
AND RM 2243  
**DON COLLINS**  
LEANDER, TX      214.802.8264



LEANDER CROSSING



**Information Covering**

**LEANDER CROSSING**

**162 Acre**

**Mixed Use Planned Development**

**Leander, Texas**

**Presented by:**

**Leander Crossing Joint Venture**

*This property statement, and the information it contains, is made subject to change, corrections, errors and omission, prior sale or withdrawal from the market without notice. The information, while not guaranteed, has been secured from sources we believe to be reliable., . Leander Crossing Joint Ventures makes no representations or warranties with respect to the physical condition of the property and any improvements located thereon. Any prospective or actual purchaser or tenant shall NOT be entitled to rely upon any information relating to the property supplied by Leander Crossing Joint Venture..*

## EXECUTIVE SUMMARY

- Property:** 162 gross acres
- Property Location:** Leander Crossing is located in the City of Leander at the southwest corner of new 183A Tollway and RM 2243 and is located in the northwest quadrant of the Greater Austin area being situated approximately 24 miles from Austin's Central Business District.
- The property has approximately 3600' of frontage on Hwy 183A and 800' on RM 2243. (*see location map*)
- Just south of Leander Crossing is a plan to build a \$55 million entertainment center and ice rink with Hicks Sports Marketing Group, owned by Tom Hicks, who also owns the Texas Rangers and Dallas Stars baseball and hockey teams.
- The facility would then be home to a Dallas Stars American Hockey League affiliate team.
- Zoning:** The City of Leander approved the zoning of the property on January 17, 2008 with Ordinance #05-018-53. The Zoning, along with the approved Concept Plan, has approximately 79 acres within the TOD, 32.9 acres of GC3A, 31.6 acres of MF2A, and 20 acres of SF2B.
- Utilities:** There is currently an 8" sewer line along the western edge of the tract that runs to the NW corner of the property. There is an 8" water line in RM 2243 and a 12" water line stub at the western edge of the northernmost street in the single family portion of the site.
- Development Agreement:** A development agreement was approved by the City of Leander to reimburse approximately \$2.4 million in roadway, bridge and waterline improvements. Additionally, this agreement sets

the requirements for park and open space improvements on the Property. (see development agreement summary)

**Property Features:**

The majority of the property is typical Hill Country with a mixture of Cedar and Oak and is currently being used as a cattle ranch. Brushy Creek runs along the northern edge of the property. (*see Fema map*)

**Access:**

The current access to the property is from newly constructed service roads that will service the future 183A tollway. The new 183A Tollway project with a cost of over \$238,000,000 is 11.6 miles long beginning at existing Hwy 183 & 620 in the Lakeline area. With the new 183A and old Hwy 183 merging back together just south of the San Gabriel River. Additional access will include service from RM 2243 with a bridge structure crossing the Brushy Creek.

**Leander TOD Area:**

Leander's "Transit Oriented Development" area is made up of over 2300 acres and is designed for high density mixed use development consisting of multi family housing adjacent to major retail and employment centers with over 30,000 new citizens. The plan is for a live, work and play environment serving the surrounding market.

**School District:**

Leander Independent School District has grown into the largest school district in Williamson County and is the second fastest growing district in the state of Texas and the eleventh fastest growing district in the country.

Over the past two years, Leander ISD has approved two bond packages totaling over \$845,000,000 for a growth plan that will consist of 30 elementary schools, 10 middle schools and 6 high schools to be developed over the next 10 years.

**General Information:**

**Leander is the fourth fastest growing city in Texas. Since 2001, Leander's population has grown from 7,600 to over 25,214 residents in May of 2007 and the City has increased in size by over 4000 acres with over 2500 new single family homes being built!**

*(see demographic profile)*

**Within the past two years Leander issued over 1200 residential building permits with investment for commercial, industrial and residential development exceeding \$255 million.**

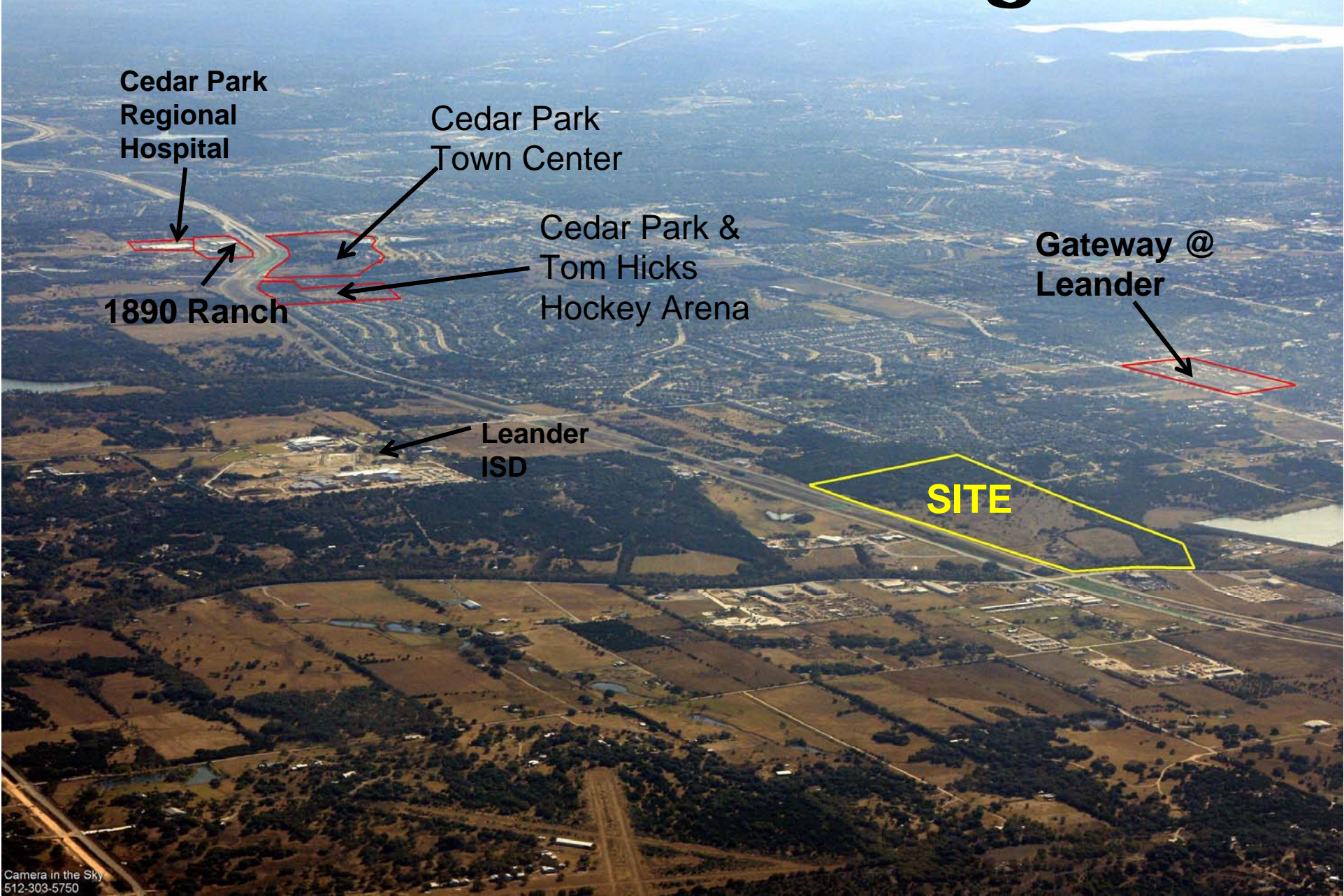
**For Information Contact:**

**Don W. Collins**

**PH#(214)-802-8264**

**Email: Don2705@Aol.com**

# Leander Crossing



Cedar Park  
Regional  
Hospital

Cedar Park  
Town Center

Cedar Park &  
Tom Hicks  
Hockey Arena

Gateway @  
Leander

1890 Ranch

Leander  
ISD

**SITE**



A  
STREET NETWORK EXHIBIT  
FOR THE

# LEANDER CROSSING

**BETZ COMPANY**

CONTACT: RYAN BETZ  
5707 WILLOW LANE  
DALLAS, TX 75230

PHONE: (469) 662-2212  
FAX: (817) 503-2122

**VORDENBAUM  
ENGINEERING, INC.**

CONTACT: KEVIN W. SPRAGGINS  
307-D E. HIGHWAY ST.  
FREDERICKSBURG, TX 78624

**ENGINEER**

(830) 997-4744  
FAX: (830) 997-6967

FILE NO: 07028

SHEET: ZE (1 OF 1)

DATE: 07/13/07

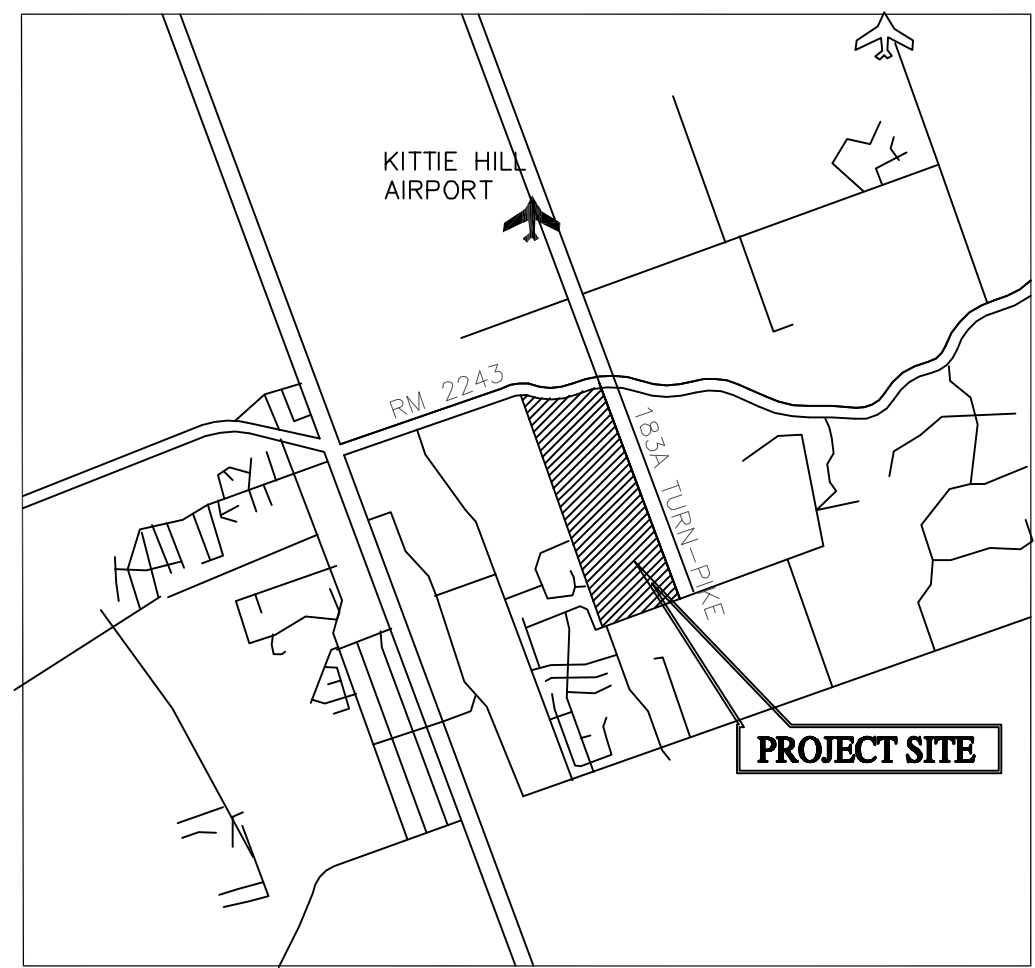
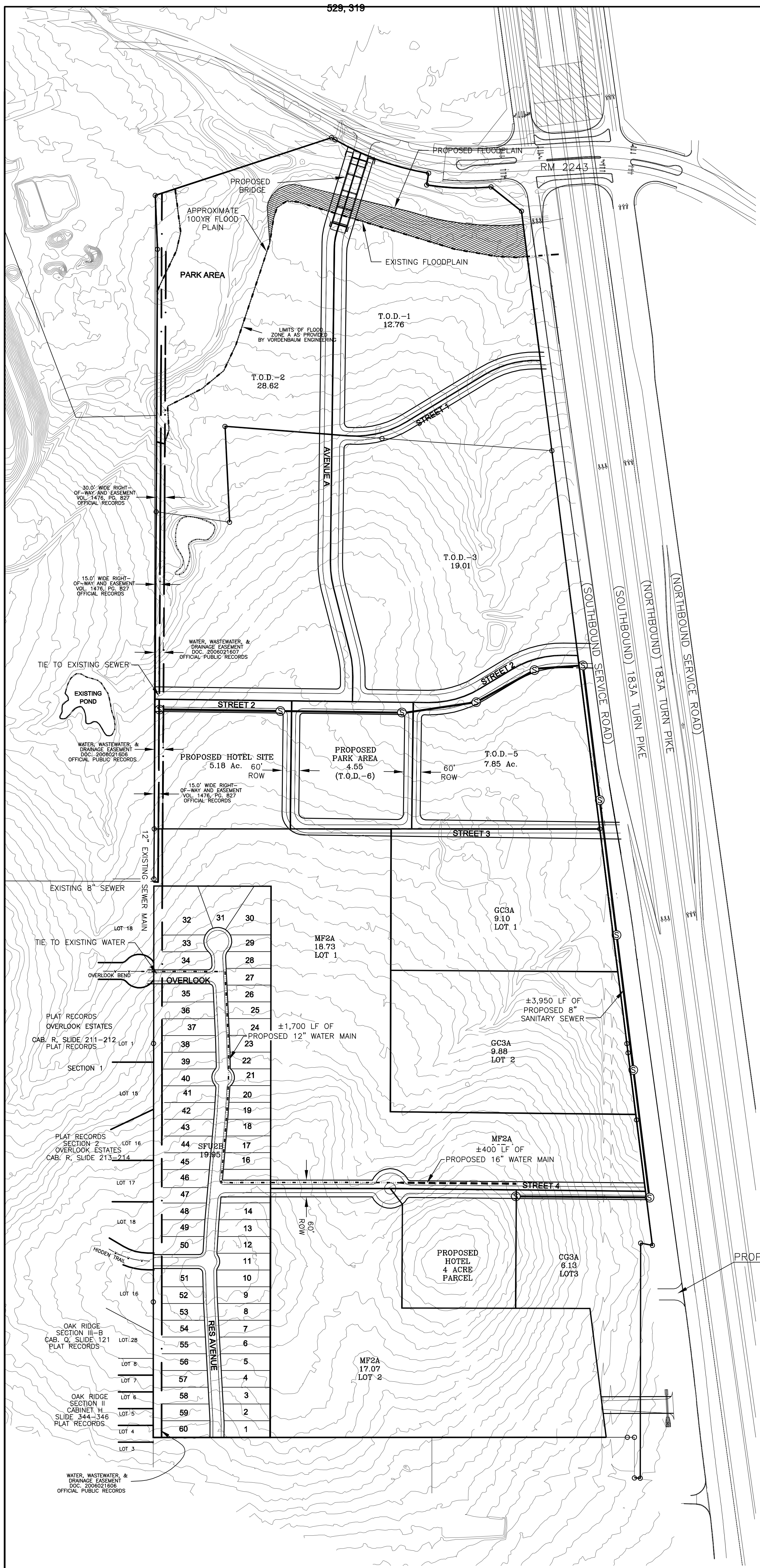
**SITE SUMMARY**

COMMERCIAL	31.91 Ac.
MULTI-FAMILY	32.29 Ac.
SINGLE FAMILY	19.36 Ac.
GREEN SPACE	5.79 Ac.
T.O.D.	78.56 Ac.
TOTAL	166.08 Ac.

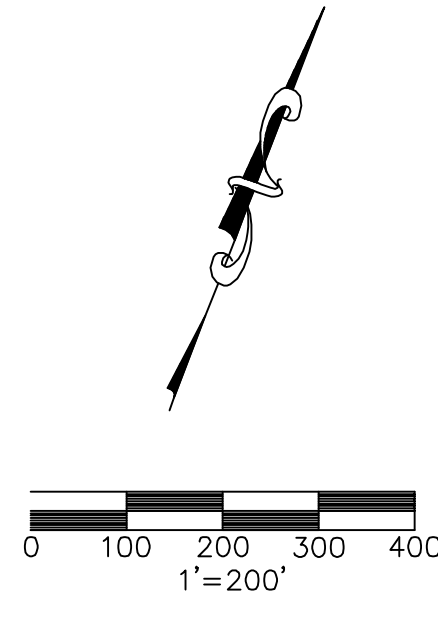


**LOCATION MAP**

NOT TO SCALE



LOCATION MAP



LEGEND

- v — EXISTING WATER MAIN
- ■ — PROPOSED 12" WATER MAIN
- ■ — PROPOSED 16" WATER MAIN
- — PROPOSED MANHOLE AND SEWER ROUTING

# LEANDER CROSSING

## PRELIMINARY PUBLIC UTILITY PLAN PROPOSED FOR SOUTHERN COMMERCIAL SITES

**BETZ COMPANY**

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 5707 WILLOW LANE FAX: (972) 503-2212  
 DALLAS, TX 75230

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ENGINEERING, INC.**

**ENGINEER**

CONTACT: KEVIN W. SPRAGGINS (830) 997-4744  
 507-D E. HIGHWAY ST. FAX: (830) 997-6967  
 FREDERICKSBURG, TX 78624

DATE: 04/07/08

FILE NO: 07082  
 SHEET: PUE (1 OF 1)





Central Texas Regional  
Mobility Authority

# NEWS RELEASE

For Immediate Release:  
October 5, 2007  
Contact: Steve Pustelnyk  
512-996-9778 (office)  
512-680-9997 (cell)

## **Study Shows 183A Toll Road Benefits All Drivers**

(Austin, Texas) – A study commissioned by the Central Texas Regional Mobility Authority has found the 183A toll road is creating significant time savings for all drivers, whether they use 183A or not. The study also found significant reductions in traffic on non-tolled roads, including US 183 and Parmer Lane.

In 2004, the average morning rush hour drive time on the non-tolled US 183 from the San Gabriel River to RM 620 near Lakeline Mall was 36 minutes. Today, this same trip takes just 19 minutes, a reduction of nearly 50%. Drivers using the 183A toll road save even more time, cutting the previously 36-minute trip to just 13 minutes, a time savings of more than 60% over 2004. These improvements come despite significant economic growth in the area. For example, the population of Leander has nearly doubled since 2003, rising from 13,846 residents to 26,000.

The study also examined how 183A has impacted actual traffic volumes. On US 183, traffic has been reduced by as much as 27% since 183A opened. On Parmer Lane/Ronald Reagan Boulevard, traffic has decreased by as much as 29%. More than 25,000 vehicles each day have switched from those previously traveled roadways to the 183A toll road, improving mobility for everyone in the region.

“This data proves that toll roads benefit everyone in the community,” says Mike Heiligenstein Executive Director of the Mobility Authority. “Travel times have been decreased for everyone in the 183A corridor - whether they choose to use the toll road or not.”

(more)

The Mobility Authority has also looked at where drivers on 183A come from. An analysis of TxTag customers who use 183A during morning rush hour found that roughly 60% live in Cedar Park, Leander or Liberty Hill. The remaining 40% of TxTag customers on 183A during morning rush hour come from areas throughout Central Texas and the rest of the state.

“While 183A is predominantly a commuter route, the widespread use of the road by residents all over the area is surprising,” says Heiligenstein. “Clearly, the benefits of 183A extend to drivers throughout our region.”

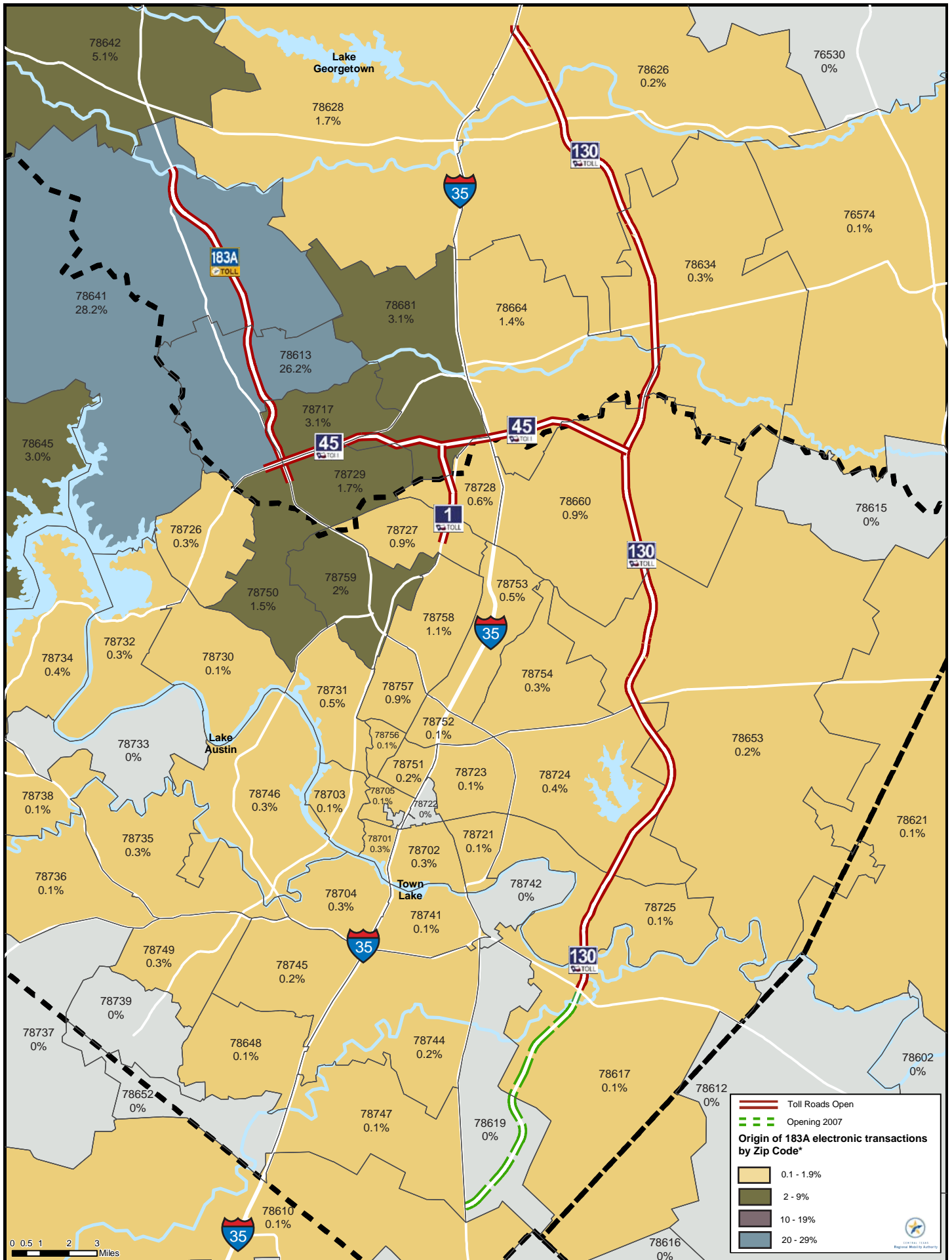
Use of 183A has been far greater than originally projected. Each day there are more than 55,000 toll transactions on 183A, double the 24,600 originally projected. TxTag usage has also been much higher than predicted. Approximately 80% of drivers are paying their tolls with TxTag.

Because the number of people using 183A has so greatly exceeded projections, the Mobility Authority is accelerating development of the northern extension of 183A. “The majority of our customers are coming from the north and by extending the roadway, we will be able to shorten their travel time even more,” says Heiligenstein. The Mobility Authority hopes to have the 183A extension under construction within two years.

### **About the 183A Project**

183A is an 11.6 mile, \$238 million toll road constructed by the Central Texas Regional Mobility Authority, a government agency serving Travis and Williamson counties. The project was funded primarily through the sale of toll revenue bonds. The road, which runs from RM 620 at US 183 to US 183 at the South San Gabriel River, features highway speed all-electronic tolling, which allows drivers with a TxTag sticker to pay tolls without slowing down or stopping. A portion of 183A near Lakeline Mall Drive only accepts electronic payments, meaning customers are required to have a TxTag, Dallas TollTag or Houston EZ-Tag to use it.

- end -



Source: Central Texas Regional Mobility Authority, Texas Department of Transportation, Texas Turnpike Authority Division

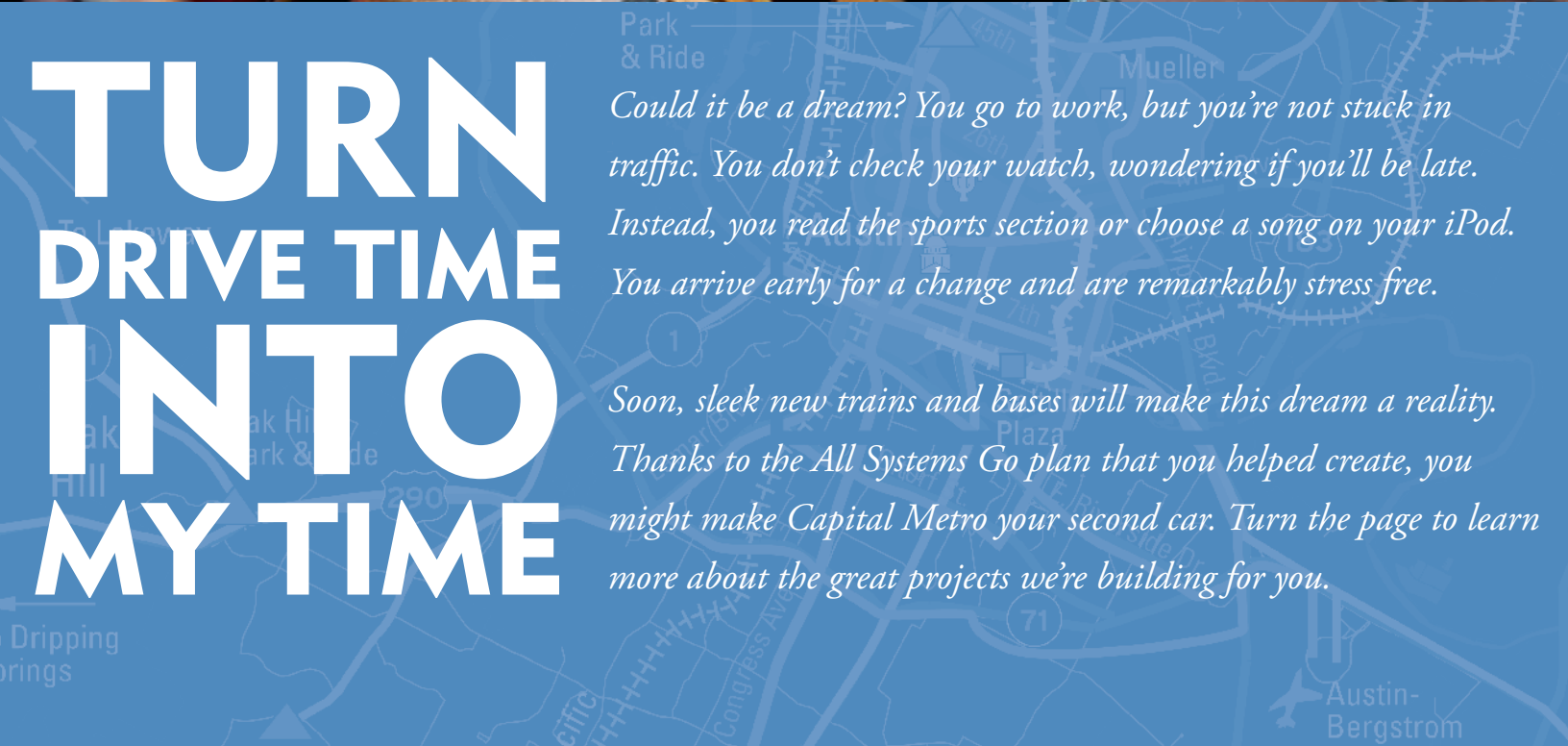
\*Data collected between 6:00 am and 9:00 am September 26, 2007



# TURN DRIVE TIME INTO MY TIME

*Could it be a dream? You go to work, but you're not stuck in traffic. You don't check your watch, wondering if you'll be late. Instead, you read the sports section or choose a song on your iPod. You arrive early for a change and are remarkably stress free.*

*Soon, sleek new trains and buses will make this dream a reality. Thanks to the All Systems Go plan that you helped create, you might make Capital Metro your second car. Turn the page to learn more about the great projects we're building for you.*



# Legend

# All Systems Go Long-Range Transit Plan — 2025

## Capital MetroRail

The Red Line will run on 32-miles of existing freight tracks between Leander and Downtown Austin. It will provide convenient service for suburban and central Austin residents in 2008.

## Capital MetroRail Potential Future Service\*

Future extensions are being studied along existing Capital Metro freight tracks from Downtown to Manor and beyond. Future extensions along TxDOT's abandoned MoKan corridor also are possible.

## Circulators

When Capital MetroRail service begins, Local and special shuttle bus service will connect customers to and from key destinations.

## Future Connections Study Area

Capital Metro is reviewing transit circulator alternatives, such as a modern streetcar,\* to serve the University of Texas, the Capitol Complex, Mueller Community and Downtown Austin.

## Capital MetroRapid

Sleek new high-tech buses "talk" to traffic signals, shortening bus travel times by as much as 20 percent. Capital MetroRapid stops feature "real time" next bus signs, giving customers the exact arrival time of their next bus.

## Express & Local Bus

Both services will be expanded as part of the Long-Range Transportation Plan.

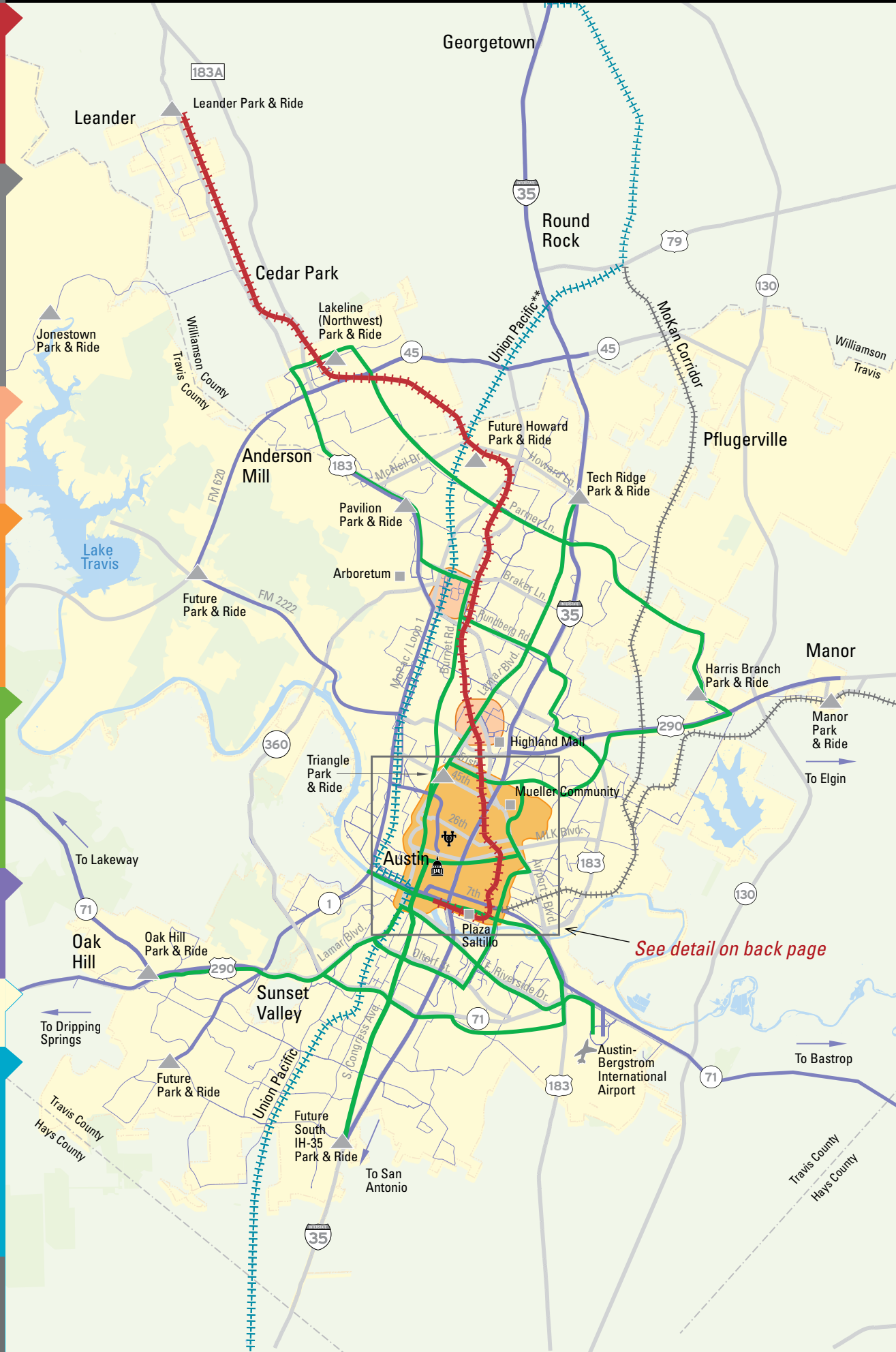
## Capital Metro Service Area

## Regional Commuter Rail\*\*

A proposal by the Austin-San Antonio Intermunicipal Commuter Rail District would use existing tracks along MoPac Expressway to serve north and south Austin, and also would connect to Georgetown, San Marcos and San Antonio.

\*Any potential future rail service would require a referendum.

\*\*Being planned by the Austin-San Antonio Intermunicipal Commuter Rail District.



*See detail on back page*

## Capital MetroRapid: Fast, High-Tech Buses

Capital MetroRapid will turn heads — you might even mistake it for a train.

- Sleek new high-tech buses “talk” to traffic signals, shortening bus travel times by as much as 20 percent.
- Service is expected to begin on North Lamar, Guadalupe and South Congress in 2008.

## Capital MetroRail: On Time and On Budget

Capital MetroRail is on track for service to begin in 2008 between Leander and Downtown Austin. And, it is a revolutionary event that will change the way you look at transportation throughout the Austin area.

- Construction continues, including track work, design work for nine stations and signal system installation.
- Initial train service includes morning and afternoon rush hours. Midday service is planned, as well. In many locations, special shuttle buses will connect the train station to major, nearby destinations.

## Park, Ride and Dump the Pump

Gas prices are still on the rise. Our new Park & Ride facilities and Transit Centers let you “dump the pump,” save money and ease your commute.

- The Tech Ridge Park & Ride along IH-35 in north Austin — debuted in January 2006 — is the first major All Systems Go project to open.
- The Leander Park & Ride, scheduled to open in 2007, will offer you Express bus service to Downtown Austin.
- Plans are in the works to bring you additional transit facilities. Next steps include a Park & Ride in Oak Hill and another in South Austin, along IH-35. A Transit Center also is planned in south central Austin.

## THE ALL SYSTEMS GO PLAN IS CREATING EXCITEMENT

There will be two great new ways for you to get around the Austin area. Capital MetroRapid will change the way you look at buses. And, you'll arrive in comfort and style on the Capital MetroRail train.



Draft artist's concept of train-like Capital MetroRapid bus design.



High-back chairs, Wi-Fi and more await you on Capital MetroRail.

# All Systems Go Timeline

- NOVEMBER 2004  
Urban Commuter Rail referendum passes
- FEBRUARY 2005  
Commuter Rail Project Team formed
- DECEMBER 2005  
Contract for six passenger railcars awarded
- MAY 2005  
Engineering design of railroad infrastructure/train stations begins
- JANUARY 2006
  - Tech Ridge Park & Ride opens
  - Environmental Assessment completed
- MARCH 2006  
Railroad track construction begins
- SUMMER 2006
  - Train stations' design and construction begins
  - Circulator Locally Preferred Alternative presented to Board
- FALL 2006
  - Railroad crossings signal system construction begins
  - Union Pacific Railroad overpass construction begins
  - 4th Street track relocation begins
- WINTER 2006-2007
  - Leander Park & Ride opens
  - Railcar maintenance facility construction begins
- WINTER 2007  
First railcar arrives
- WINTER 2007-2008  
South Central Transit Center opens
- SPRING 2008  
Last railcar arrives
- 2008
  - Capital MetroRail service begins
  - Capital MetroRapid opens on North Lamar/South Congress
  - South IH-35 Park & Ride opens

# Connecting to the Future

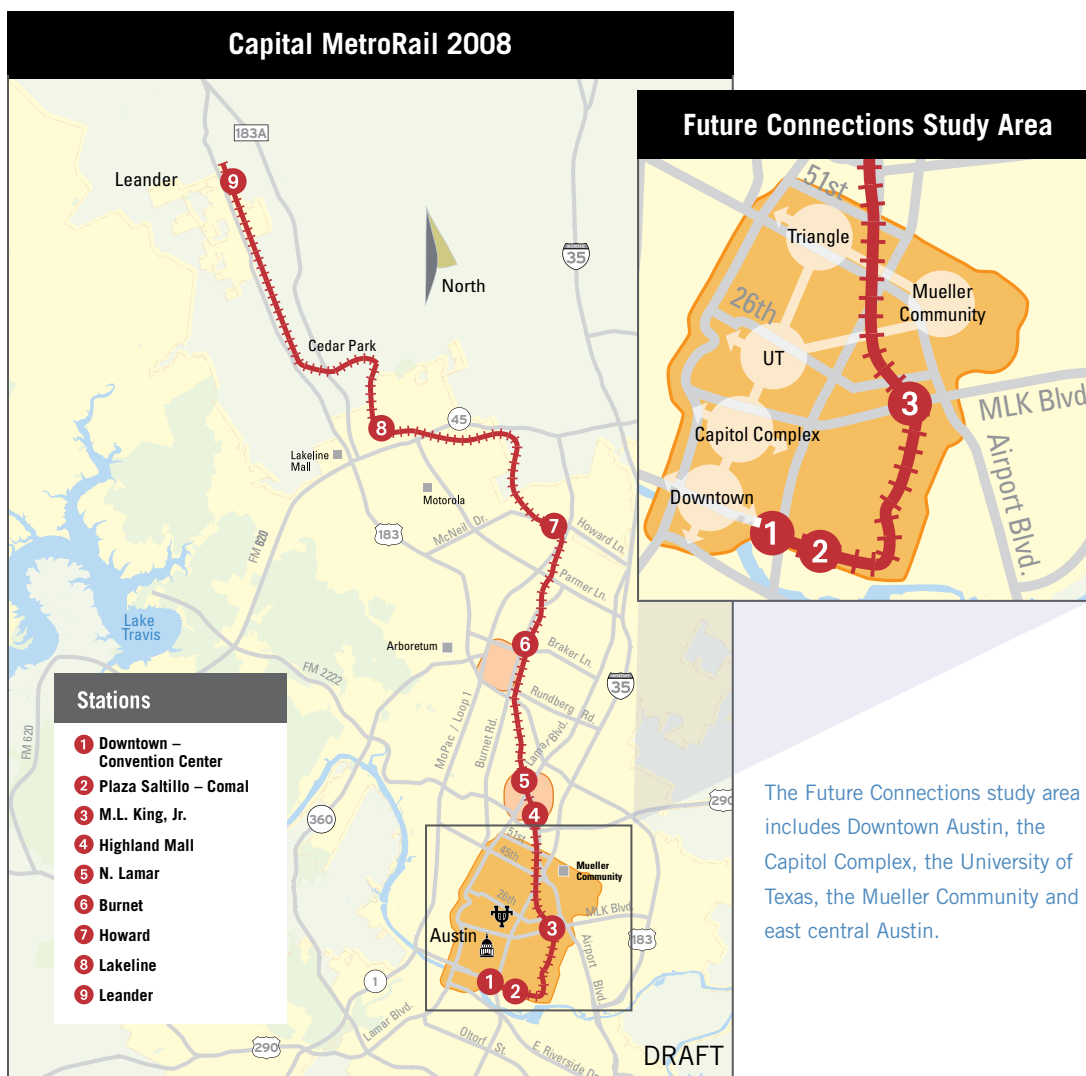
As the community helped shape All Systems Go and its plans for Urban Commuter Rail, you told us to think big. You asked, "How can we connect key destinations to this new rail system?" So, the All Systems Go Future Connections Study was born. Since the project began in 2005, hundreds of citizens have provided input on how best to connect Downtown Austin, UT, the Capitol Complex and the Mueller Community.



As a result, streetcars, a once common sight in Austin, are emerging as the preferred technology. The proposed 6.5 mile streetcar system\* would provide easy access to the heart of the city, whether you are going to work, school or play. The draft streetcar alignment demonstrates how core destinations could connect to each other and to Capital MetroRail and Capital MetroRapid.

Your ongoing input will be essential in determining how Capital Metro moves forward. We'll be coming back to you to discuss the project's alignment, economic impact and potential ridership. We will look at opportunities for federal funding, as well as private and local partnerships to pay for it. Capital Metro also will conduct a feasibility study to create a major downtown Transit Center.

\* Any potential future rail service would require a referendum.



## Tell Us What You Think

We welcome your questions and comments. After all, Austin wouldn't be such a great place to live, work and play without you. Visit [capmetro.org](http://capmetro.org) for the most recent information on our All Systems Go plan.