The City of Lago Vista

To provide and maintain a healthy, safe, vibrant community, ensuring quality of life.

AMENDED AGENDA
CITY COUNCIL
SPECIAL CALLED MEETING
THURSDAY, MAY 5, 2016

NOTICE IS HEREBY GIVEN that the Lago Vista City Council will hold a Special Called Meeting on Thursday, May 5, 2016, at 6:30 p.m. in the City Council Chambers at City Hall, 5803 Thunderbird, Lago Vista, Texas, as prescribed by V.T.C.A., Government Code Section §551.041, to consider the following agenda items. Items do not have to be taken in the same order as shown in the meeting notice.

CALL TO ORDER, CALL OF ROLL, PLEDGE OF ALLEGIANCE

CITIZEN COMMENTS: In accordance with the Open Meetings Act, Council is prohibited from acting or discussing (other than factual responses to specific questions) any items not on the agenda.

PRESENTATIONS

1. Update on progress of Tessera from Darlene Louk, Director of Hines.

PUBLIC HEARING

2. Discussion and consideration of Ordinance No. 16-05-05-01; An Ordinance of the City Council of the City of Lago Vista, Texas adopting the updates to the Land Use Assumptions and Capital Improvements Plan and approving the imposition of changed Impact Fees through a Public Hearing concerning amending Ordinance No. O-29-14 and Table 1, set out in Appendix "A, " Sec. 6.100, Code of Ordinances of Lago Vista; providing Open Meeting and effective date provisions; and providing for related matters.

ACTION ITEMS

3. Discussion and consideration of Ordinance No. 16-05-05-02; An Ordinance of the City of Lago Vista, Texas repealing Ordinance No. 08-08-07-02 which adopted a Comprehensive Master Plan, providing for the amendment of the plan, and providing for related matters; findings determining that the meeting at which this Ordinance is passed is open to the public as required by law.

4. Discussion and consideration of Ordinance No. 16-05-05-03; An Ordinance of the City of Lago Vista, Texas, amending Chapter 14, Zoning, Exhibit A, Part III, Zoning Districts,

Section 6, Supplementary Requirements, Subsection 6.35, Livestock, Poultry and Pets, and Part IV, administration and enforcement, Section 18.20, applicability and uses and structures requiring a Special Use Permit (SUP), Item L, and Chapter 2, Animal Control, Article 2.200, Animal Control generally, all of the Lago Vista Code of Ordinances, and adding provisions relating to definitions, regulations concerning chickens as well as distances of chickens from private residences and public buildings in new Section 2.238; providing a savings clause, effective date, and open meetings clauses; and providing for related matters.

5. Consideration and action with respect to Resolution No. 16-1645 by the City Council of the City of Lago Vista, Texas Directing Publication of Notice of Intention to Issue Certificates of Obligation; Providing for a Public Hearing and Notice Thereof with Respect to the Issuance of Such Certificates of Obligation as Required by the City's Home Rule Charter; providing an effective date; and containing other matters relating to the subject.

6. Consider approval of Resolution No. 16-1649; Authorizing the City Manager to sign the LCRA Community Development Partnership Program Grant Agreement.

WORK SESSION

7. Discussion on notification program on City activities.

8. Discussion on Signage issues.

FUTURE MEETINGS

9. Consider schedule and items for future Council meetings.

EXECUTIVE SESSION

10. Convene into Executive Session pursuant to Sections 551.071 (Advice of Counsel), 551.072 (Real Property), 551,074 (Personnel), Texas Government Code and Section 1.05 Texas Disciplinary Rules of Professional Conduct regarding:

    1. Consultation with legal counsel regarding real property and possible issues and questions related to acquisition, sale or lease.

    2. Consultation with legal counsel regarding past and future contracts with vendor for Lago Vista Golf Course restaurant.

    3. Consultation with legal counsel regarding Highland Lakes PDD, Highland Lakes Golf Course and possible issues and questions related to acquisition, sale or lease of property thereunder.

4. Consultation with Legal Counsel regarding alternative economic development programs or incentives for new business concerns.

5. Consultation with attorney regarding claims or possible claims related to easements, public utility easement and/or public property existing between Lots 1CA, 1CB, 12M-A and 18M, Travis Plaza, Lago Vista, Texas.

11. Reconvene from Executive Session into open session to take action, as deemed appropriate in City Council's discretion, regarding:

    1. Consultation with legal counsel regarding real property and possible issues and questions related to acquisition, sale or lease.

    2. Consultation with legal counsel regarding past and future contracts with vendor for Lago Vista Golf Course restaurant.

    3. Consultation with legal counsel regarding Highland Lakes PDD, Highland Lakes Golf Course and possible issues and questions related to acquisition, sale or lease of property thereunder.

    4. Consultation with Legal Counsel regarding alternative economic development programs or incentives for new business concerns.

    5. Consultation with attorney regarding claims or possible claims related to easements, public utility easement and/or public property existing between Lots 1CA, 1CB, 12M-A and 18M, Travis Plaza, Lago Vista, Texas.

ADJOURNMENT

IT IS HEREBY CERTIFIED that the above Notice was posted on the Bulletin Board located at all times in City Hall in said City at _____ on the 2nd day of May, 2016.

_____
Sandra Barton, City Secretary

THIS MEETING SHALL BE CONDUCTED PURSUANT TO THE TEXAS GOVERNMENT CODE SECTION 551.001 ET SEQ. AT ANY TIME DURING THE MEETING THE COUNCIL RESERVES THE RIGHT TO ADJOURN INTO EXECUTIVE SESSION ON ANY OF THE ABOVE POSTED AGENDA ITEMS IN ACCORDANCE WITH THE SECTIONS 551.071, 551.072, 551.073, 551.074, 551.075 OR 551.076.

THE CITY OF LAGO VISTA IS COMMITTED TO COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT. REASONABLE MODIFICATIONS AND EQUAL ACCESS TO COMMUNICATIONS WILL BE PROVIDED UPON REQUEST.

MEETING DATE: May 5, 2016 **CALL TO ORDER:**

AGENDA ITEM: CALL OF ROLL, PLEDGE OF ALLEGIANCE

Comments:

ADJOURN:
TURN OFF RECORDER

Motion by: _____

Seconded by: _____

Content of Motion: _____

_____

Vote: Raley_____; Shoumaker _____; Tidwell_____; R. Smith _____;

Mitchell_____; S. Smith_____; Cox _____

Motion Carried: Yes_____; No _____

MEETING DATE: May 5, 2016

AGENDA ITEM: CITIZEN COMMENTS

Comments:

Motion by: _____

Seconded by: _____

Content of Motion: _____

_____

Vote: Raley_____; Shoumaker_____, Tidwell_____; R. Smith _____;

Mitchell_____; S. Smith _____; Cox _____

Motion Carried: Yes_____; No _____

MEETING DATE: May 5, 2016

AGENDA ITEM: Update on progress of Tessera from Darlene Louk, Director of Hines

Comments:

Motion by: _____

Seconded by: _____

Content of Motion: _____

_____

Vote: Raley_____; Shoumaker_____, Tidwell_____; R. Smith _____;

Mitchell_____; S. Smith _____; Cox _____

Motion Carried: Yes_____; No _____

AGENDA ITEM

City of Lago Vista

To:	**Mayor & City Council**	**Council Meeting:**	**May 5, 2016**
From:	**David Harrell, AICP, Director**		
Subject:	**ORDINANCE 16-05-05-01; AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS, ADOPTING THE UPDATES TO THE LAND USE ASSUMPTIONS AND CAPITAL IMPROVEMENTS PLAN AND APPROVING THE IMPOSITION OF CHANGED IMPACT FEES THROUGN A PUBLIC HEARING CONCERNING AMENDING ORDINANCE NO. O-29-14 AND TABLE 1, SET OUT IN APPENDIX "A," SEC. 6.100, CODE OF ORDINANCES OF LAGO VISTA; PROVIDING OPEN MEETING AND EFFECTIVE DATE PROVISIONS; AND PROVIDING FOR RELATED MATTERS.**		
Request:	**Public Hearing**	**Legal Document:**	**Ordinance**

Legal Review: ☒

EXECUTIVE SUMMARY:

Please see attached staff report.

There are two reasons for this item being brought before the Council:

1) When the increases in the impact fees from $1,250 to $3,000 for water and $1,250 to $2,115 for wastewater where approved by Council in December, 2014 staff was directed to revisit in one (1) year to verify housing starts had not decreased due to the increase. The Impact Fee Advisory Committee, as well, recommended this action. The attached report indicates the amount of housing starts have actually increased since the modification in these fees.

2) Due to an error concerning placement of the LVHS water tower, the report has been revised to remove this item. The Council will need to approve the revised report. This reduced the maximum water fee from $4,331 to $4,206.

The Impact Fee Advisory Committee recommended keeping the water and wastewater fees at $3,000 and $2,115 with the condition of revisiting the fees in the next eighteen (18) months at their April 12, 2016 meeting.

At this meeting the Council will need to close the public hearing it opened at its April 21 meeting and consider the proposed Ordinance.

Impact if Approved:

The changed report will be legally approved and impact fees will be reset.

Impact if Denied:

The changed report will not be legally approved and may jeopardize collection of impact fees.

Is Funding Required? ◯ Yes ◉ No **If Yes, Is it Budgeted?** ◯ Yes ◯ No ◉ N/A

Indicate Funding Source:

None

Suggested Motion/Recommendation/Action

Motion to:	Enact Ordinance
Motion to:	Deny Ordinance
Motion to:	Table Ordinance

Known As:

The Land Use Assumptions and Capital Improvements Plan for Impact Fees.

Agenda Item Approved by City Manager

Development Services Department

STAFF REPORT

Written Comments concerning the Impact Fee Land Use Assumptions & Capital Improvement Projects

Date: April 4, 2016

Hearing Dates: Impact Fee Advisory Committee – April 12, 2016
City Council – April 21, 2016 and potentially May 5, 2016

FACTAL INFORMATION CONCERNING IMPACT FEES

Impact fees are accessed on new development in order to generate revenue for funding or recouping the costs of capital improvements or facility expansions necessitated by and attributable to the new development. Under Sec. 395.012 TLGC, impact fees can only pay the costs associated with constructing capital improvements or facility expansions, including and limited to construction contract price, surveying and engineering fees; land acquisition costs, including land purchases, court awards and costs, attorney's fees, and expert witness fees; and fees actually paid or contracted to be paid to an independent qualified engineer or financial consultant preparing or updating the capital improvements plan who is not an employee of the political subdivision. Impact fees cannot be used to maintain existing infrastructure.

ROLE OF THE PLANNING & ZONING COMMISSION

The Planning & Zoning Commission is allowed under State Law and City Code to act as the Impact Fee Advisory Committee. Under Sec. 395.056, TLGC the Committee must issue written comments on the proposed amendments to the land use assumptions, capital improvement plan, and impact fee. These comments can be any changes the Committee desires to the proposed plan.

HISTORY

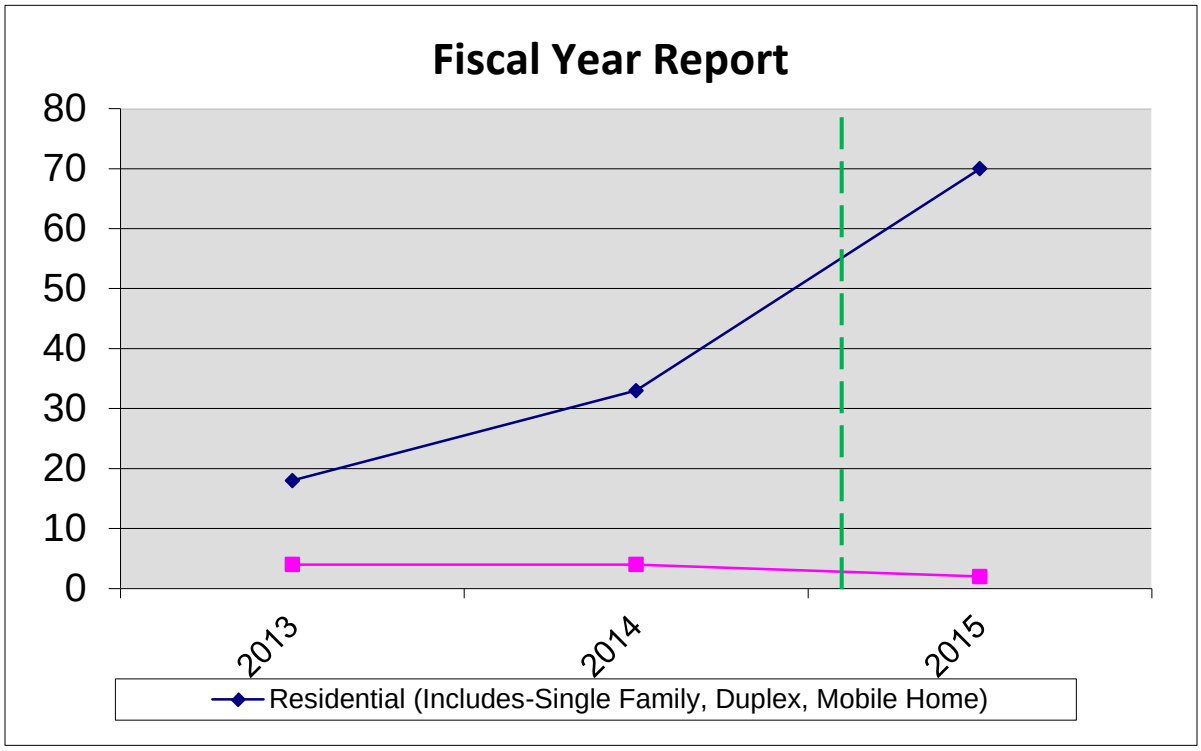
In accordance with Sec. 395.012 TLCG, municipalities must review their accessed impact fees every (5) years through a detailed analysis known as an "Impact Fee Land Use Assumptions & Capital Improvement Projects Report". This was completed in 2014 with a recommendation and written comments from the Impact Fee Advisory Committee on October 30, 2014. The Committee recommended an increase in impact fees from $1,250 for both water and sewer for a living unit, set in 2008, to $2,115 for sewer, which is the maximum fee as denoted in the Report, and $3,000 for water (with $4,331 being the maximum as denoted in the Report). The increase was deemed necessary due to a project 4.67% yearly growth rate over a ten (10) year period. They also wanted the fee revisited in one (1) year from the date of the recommendation to see if the increase would affect housing starts. The City Council, at their December 18, 2014 meeting, affirmed the recommendation of the Committee and passed the impact fee increases with the same condition that it be revisited in one (1) year from the date of the consideration to see if the increase would affect housing starts. The increased

impact fees took effect on February 15, 2015 due to a delay imposed by Council. Staff has included a 2016 Neighboring Jurisdiction Impact Fees to see neighboring communities' impact fees.

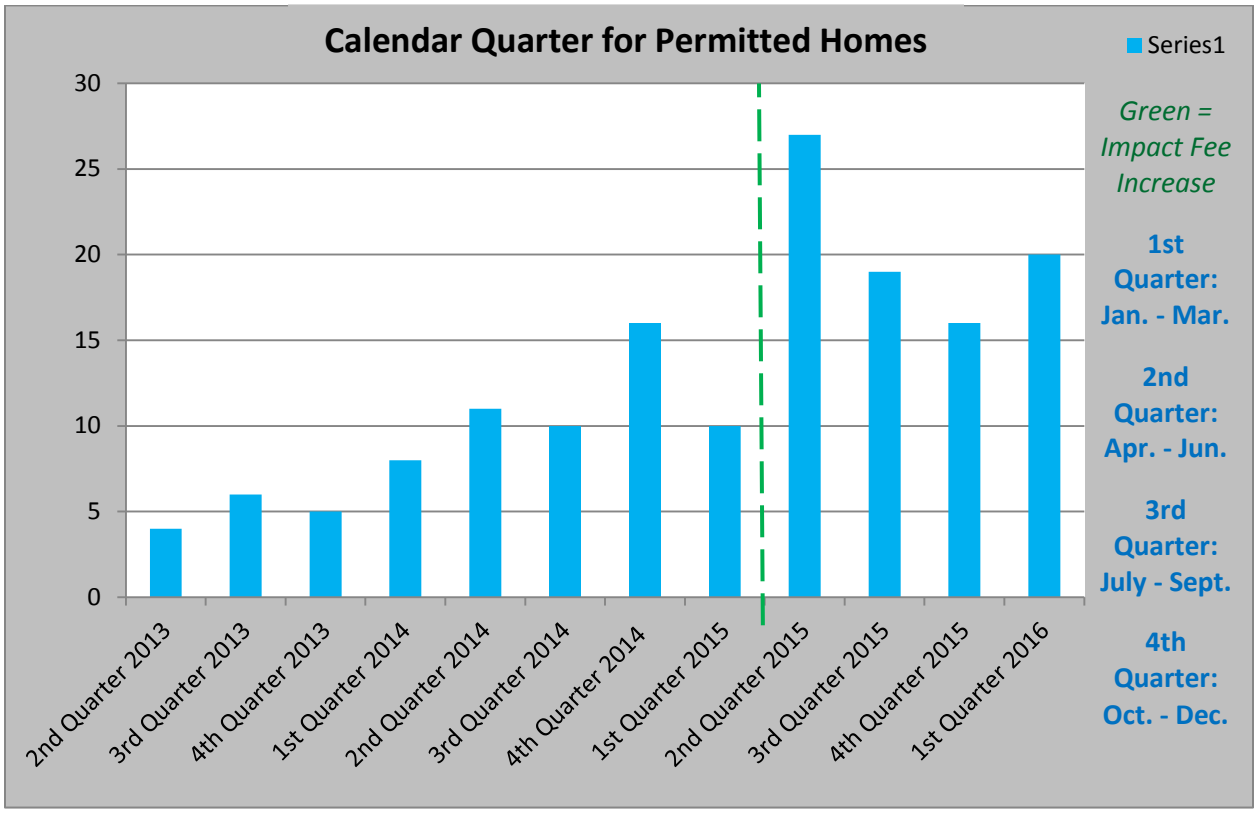
The Impact Fee Advisory Committee previously heard this item at a November, 2015 meeting and based on the information provided at that time recommended unanimously (4-0) raising the water impact fee from $3,000 to $4,331; however that meeting was more of a re-visitation based on the one (1) year condition versus the actual required hearing under State Law as prescribed in the Ordinance.

DEPARTMENT COMMENTS

The Department has continued to see significant increases in the amount of building permits issued for each fiscal year. This includes during the time of the impact fee increase as shown in the below charts. The charts are from information in the City's permitting system (MyPermitsNow) and have been presented in past City Council packets.



See Next Page



The Report is also being reviewed and reapproved due to an error in the calculation. In the original 2014 report some water related infrastructure was incorrectly calculated into the Plan. This has been removed and thereby has reduced the maximum water impact fee from $4,331 to $4,206 as stated within the revised report.

POTENTIAL ACTION

The Impact Fee Advisory Committee/City Council will need to review the attached information and decide the following:

1) Reduce the water and/or wastewater impact fee to a specified amount.

2) Retain the current water and wastewater impact fees of $3,000 and $2,115 respectively.

3) Increase the water impact from the current $3,000 up to the maximum amount of $4,206 and retain the maximum wastewater impact fee of $2,115.

During this review and recommendation/consideration the Committee/Council will make a motion to do a potential action and add the following findings:

1) That the Report was consistent with State Law and good engineering practices

2) That the underlying impact fee calculations were reasonable and useful for City purposes.

3) That the methodology used in the calculation of the water and wastewater fees were in good condition.

Attachment 1

Ordinance

ORDINANCE NO. 16-05-05-01

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS, ADOPTING THE UPDATES TO THE LAND USE ASSUMPTIONS AND CAPITAL IMPROVEMENTS PLAN AND APPROVING THE IMPOSITION OF CHANGED IMPACT FEES THROUGN A PUBLIC HEARING CONCERNING AMENDING ORDINANCE NO. O-29-14 AND TABLE 1, SET OUT IN APPENDIX "A," SEC. 6.100, CODE OF ORDINANCES OF LAGO VISTA; PROVIDING OPEN MEETING AND EFFECTIVE DATE PROVISIONS; AND PROVIDING FOR RELATED MATTERS.

Whereas, pursuant to *Chapt.* 395, *TEX. LOC. GOV'T. CODE,* the City Council (the "Council") of the City of Lago Vista, Texas (the "City") adopted Ordinance No. O-29-14, which approved the Capital Improvement Plan and Land Use Assumptions, set out as Exhibit "A" to the Ordinance, and established water and wastewater impact fees for connection to the City's water and wastewater system, set out presently in Article 13.200, Water and Wastewater Impact Fees, Chapter 13, Utilities;

Whereas, the City has undertaken to update the Capital Improvement Plan and the Land Use Assumptions to determine whether any amendments are advisable and determine whether the impact fees should be amended pursuant to Sec. *395.052, TEX. LOC. GOV'T. CODE;*

Whereas, pursuant to Sec. 9.1702, Code of Ordinances of the City of Lago Vista, the City's Planning and Zoning Commission is to serve as the Advisory Committee.

Whereas, the Advisory Committee met on April 12, 2016 in order to issue written comments in accordance with *Secs. 395.056 TEX. LOC. GOV'T CODE,* set out as Exhibit "B" to the Ordinance; and

Whereas, pursuant to *Secs. 395.050 TEX. LOC. GOV'T CODE,* the Advisory Committee has filed its written comments on the proposed impact fees before the fifth (5th) business day before the date of the public hearing on the imposition of the fees; and

Whereas, pursuant to *Secs. 395.054 TEX. LOC. GOV'T CODE,* the City Council held a public hearing on April 21, 2016 to discuss the proposed Ordinance amending land use assumptions, the capital improvements plan, and the impact fee.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS, THAT:

Section 1. Findings. The findings and recitations set out hereinabove are found to be true and correct and are hereby adopted by the City Council, and made a part hereof for all purposes as findings of fact.

Section 2. Public Hearing. The City Council of the City of Lago Vista held a public hearing to discuss and review the updates to the Capital Improvement Plan and the Land Use Assumptions and determine whether to amend the plan and if so, what amendments to the Capital Improvement Plan, Land Use Assumptions and/or Impact Fee.

Section 3. Advisory Committee. The City Council of the City of Lago Vista confirms that the Advisory Committee reviewed and filed its written comments on the proposed amendments to the Land Use Assumptions, Capital Improvements Plan, and Impact Fees before the fifth (5th) business day before the date of the public hearing on the amendments.

Section 4. Effective Date. This Ordinance shall take effect on May 6, 2016.

Section 5. Open Meetings. It is hereby officially found and determined that the meeting at which this Ordinance was passed was open to the public as required and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings Act, *Chapter 551, Texas Government Code.*

PASSED AND APPROVED on this the **5th** day of **May**, 2016.

THE CITY OF LAGO VISTA

Attest:

_____
Dale Mitchell, Mayor

_____
Sandra Barton, City Secretary

Exhibit “A”

Capital Improvement Plan & Land Use Assumptions

IMPACT FEE REPORT UPDATE
FOR
IMPACT FEE LAND USE ASSUMPTIONS
AND
CAPITAL IMPROVEMENT PROJECTS

City of Lago Vista, Texas
Water and Wastewater Utility

Year 2014 Update

Adopted _____

Report Submitted: October 27, 2014

Prepared by:

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27-OCT-2014

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Haynie Consulting, Inc., Texas Registered Engineering Firm # F-2411

IMPACT FEE REPORTS

TABLE OF CONTENTS

IMPACT FEE LAND USE ASSUMPTIONS		PAGE
LIST OF MAPS, TABLES, FIGURES AND ATTACHMENTS		3
I.	INTRODUCTION	4
II.	SERVICE AREA	5
III.	GROWTH PROJECTIONS	6
IV.	LIVING UNIT EQUIVALENT (LUE)	8
IMPACT FEE CAPITAL IMPROVEMENTS PLAN		
I.	INTRODUCTION	9
II.	FACILITY PLANNING - CAPACITY NEEDS	10
III.	IMPACT FEE FACILITIES AND FEE CALCULATION METHODOLOGY	12
IV.	SERVICE UNIT DEMAND AND CAPACITY RELATIONSHIPS	14
V.	LUE DEMAND PROJECTIONS	18
VI.	CAPACITY AND COST ATTRIBUTABLE TO NEW GROWTH	19
VII.	CALCULATION OF MAXIMUM ALLOWABLE IMPACT FEE	20
VIII.	IMPACT FEE ASSESSMENT	21
IX.	COLLECTED FEES	22
X	LIST OF MAPS, TABLES, FIGURES AND ATTACHMENTS	23

IMPACT FEE REPORTS

LIST OF TABLES, FIGURES AND ATTACHMENTS

IMPACT FEE CAPITAL IMPROVEMENTS PLAN

	PAGE
MAP 1 – City of Lago Vista, TX, City Limits and ETJ	24
TABLE 1 – LUEs Associated With Meter Size and Type	15
TABLE 2 - Water System Costs	25
TABLE 3 - Wastewater System Costs	29
TABLE 4 - Water System Model	31
TABLE 5 - Wastewater System Model	37
TABLE 6 – Population Estimates / Projections Data	43
FIGURE 1 – Water Flow Diagram	44
FIGURE 2 – Wastewater Flow Diagram	46
ATTACHMENT 1 – The Community Impact Fee Ordinance	48

CITY OF LAGO VISTA, TEXAS
Water and Wastewater Utilities

Year 2014 Update

IMPACT FEE LAND USE ASSUMPTIONS

I. INTRODUCTION

On December 14, 2000, the City of Lago Vista (City) adopted Ordinance No. 00-12-14-07 "Establishing Water and Wastewater Impact Fees" in accordance with chapter 395 of the Local Government Code. The ordinance and associated impact fees were established and based on the Service Area Land Use Assumptions and Capital Improvements Plan. The current maximum calculation fee and current imposed fees are summarized below:

	Fee Per Service Unit	
	Maximum Fee 2014	**Fees Imposed (Ordinance 00-12-14-07)**
Water	$ 4,331.00	$ 1,250.00
Wastewater	$ 2,115.00	$ 1,250.00

Texas law, specifically Texas Local Government Code, Chapter 395, enacted by the State Legislature in 1987 (Senate Bill 336) and amended in 1989, empowers cities to impose and collect "impact fees" and establishes the guidelines cities must follow to do so. The term "impact fee" includes the "capital recovery fees" that the City of Lago Vista charges for facility expansion of its water and wastewater systems.

Among the several requirement imposed on cities by Chapter 395 is the development and approval of a report called "land use assumptions." Section 395.001 (5) of the Local Government Code defines the term succinctly: "'land use assumptions' includes a description of the service area and projections of changes in land uses, densities, intensities, and population therein over at least a 10-year period."

This report has been prepared for the purpose of complying with the requirements of Chapter 395 of the Texas Local Government Code with respect to "land use assumptions." It is an amendment to the City's impact fee land use assumptions approved by the City Council on December 14, 2000. State law requires that the land use assumptions be updated at least every five years.

II. SERVICE AREA

The "service area", for the purposes of these land use assumptions, is the entire area within the corporate boundary of the City and its existing extraterritorial jurisdiction (ETJ) that is anticipated to be served within the next ten years by the existing and to be expanded City water and wastewater systems and the facilities listed in this update of the revised Impact Fee Capital Improvements Plan. The boundary encompassing this area is illustrated on the official "Land Use Assumption Map", located herein, page 24.

The Impact Fee "service area" defines the area to be used to calculate projected "living unit equivalent (LUE)" and the impact fee.

The service area for this 2014 update includes the land within the boundary of the City's Limits and the ETJ as of June 2014.

These land use assumptions anticipate that the impact fees to be calculated will be imposed uniformly over the entire service area and will be calculated in a manner consistent with that premise. This is explicitly provided for by 1989 amendments to Chapter 395 of the Texas Local Government Code, which added Section 395.0455, stating:

> *System-Wide Land Use Assumptions is addressed in the following paragraph:*
>
> *(a) In lieu of adopting land use assumptions for each service area, a political subdivision may, except for storm water, drainage, flood control and roadway facilities, adopt system-wide land use assumptions, which cover all of the area subject to the jurisdiction of the political subdivision for the purpose of imposing impact fees under this chapter.*

III. GROWTH PROJECTIONS

The following growth information is for time periods corresponding to years 2008 and 2024. The study period from 2014 to 2024 for this report corresponds to the ten year time horizon for the updated land use assumptions required by the Texas Local Government Code. The growth data presented below is for a uniform system wide growth rate of 4.67% per annum.

The 2014 update began with adjusted 2008 population data and adjusted dwelling units used as a baseline to calculate ten year estimated growth values.

Current population is estimated at 6,500 with 3551 existing water LUEs and 3073 existing wastewater LUEs. The growth experienced over the past 5 and a half years has been less than 1% per annum. As the economy picks up, growth will return. Growth in the surrounding cities of Cedar Park and Leander will tend to bring outside development towards the City. The original City boundary defined as old Lago Vista is estimated to grow at 4.67% per annum (calculated as simple interest) which is an additional 3,036 people (1,320 LUEs) over the next 10-years for a total of 9,536 people and an estimated total of 4,871 water LUEs and 4,393 wastewater LUEs.

The difference between the number of 2014 water and wastewater LUEs of 478 is due to several factors, including irrigation and swimming pool water connections without corresponding wastewater connections and homes with no wastewater connection as they are on septic systems. The water and wastewater LUE difference in 2014 has been carried over through the 2024 LUE estimate with the thought that for every wastewater (septic system) added to the City wastewater system as an LUE, another irrigation or swimming pool LUE would be added without wastewater service.

The planned and annexed development areas, most of which are inactive at this point in time, are listed below. They are also estimated to develop at 4.67% per year.

LUES TOTAL AT BUILDOUT

Development	North		South	
Mahogany	720			
Tessera	2,030			
Villas at Keegans	188			
Peninsula	208			
Tusikani			342	
Falls			520	
Marshall's			1,078	
Hollows	864			
Sunset Harbor			288	
	4,010	+	2,228	= 6,238 LUEs AT BUILDOUT

The planned developments are projected to build-out at 4.67% per year the next 10-years. This will add 2,914 LUEs to the City. Therefore, the addition of these planned developments will add 6,703 persons to the City population.

By the year 2024, the projected total population is estimated to be (9,537 *[old Lago Vista]* + 6,703 *[Planned Developments])* is 16,238, with a total of 7,785 water LUEs and 7,307 wastewater LUEs, and these LUE totals are used to calculate the cost per LUE; see

calculated cost per LUE on Table 2, page 27 for water and Table 3, page 29 for wastewater.

The water and wastewater areas are calculated from utility service boundary lines. Land use acreage by various residential and non-residential categories is not required for the update.

Population Growth is projected by utility service area. The estimated 2014 population and projected 2024 population is aggregated to the service area. These population figures correspond to base line of existing residents plus the estimates and projections of residents to receive City of Lago Vista water and/or wastewater service.

IV. LIVING UNIT EQUIVALENT (LUE)

Water and Wastewater LUE Assumptions

Calculation of the impact fee in accordance with Chapter 395 of the Local Government Code requires the use of a service unit or in the case of the City a "living unit equivalent (LUE)". Within the definitions section of Chapter 395, "LUE" means a standardized measure of consumption, use, generation or discharge attributable to an individual unit of development calculated in accordance with generally accepted engineering or planning standards for a particular category of capital improvements or facility expansions."

To use a simplified explanation, the number of projected new LUEs are divided into the costs of capital projects allocated to this new growth in order to calculate the allowable impact fee (per LUE). The City has selected the City of Austin's standards for measuring LUEs for single-family and large multi-family and commercial water users, the measure chosen attempts to accurately reflect differences in service consumption between users." Table 1 (page 15) illustrates the relationship between LUEs and meter sizes. The LUE calculation depends on the relative differences between the various sizes and types of meters as determined by their rated maximum flows and rated continuous flows.

The size and type of water meter purchased determines number of LUEs in accordance with Table 1.

The LUE is well accepted, and it is easy to calculate at time of water tap sale. In addition, it is based on criteria that directly reflect the differences in service consumption between different users.

The projection of new service units is dependent on the types and numbers of meters sold, while the basis for the forecasts are population converted to water and wastewater flows.

All future forecasts are derived from population projections. These population projections are then converted to estimates of water use and wastewater generation. If the assumption is maintained that the relationship between water use and LUEs will remain fairly constant, the LUE figure obtained above will provide a projection of future LUEs, and consequently, new LUE growth.

IMPACT FEE CAPITAL IMPROVEMENTS PLAN

I. INTRODUCTION

The Texas Impact Fee Act (Chapter 395 of the Texas Local Government Code) provides methods and procedures that the City must follow to continue to impose its water and wastewater capital recovery fees. This act requires the determination of the costs of capital improvements attributable to new growth for a specified period of time. These costs are the principal building blocks on which the calculation of impact fees is based. The plan identifies the capital improvements or facility expansions for which impact fees may be assessed in termed the "Capital Improvements Plan" (CIP). In 2001, the City achieved compliance with the Texas Impact Fee Act by approving land use assumptions and the impact fee CIP on December 14, 2000. Beginning September 1, 2001, the Texas Impact Fee Act stipulates that these updates are to be done at least every five years. The five-year period begins on the day the impact fee CIP is adopted. This document represents the update to the CIP. Both it and the land use assumptions can be adopted at the same time.

The law outlines a methodology for calculating the cost of particular facilities attributable to new growth based on a defined planning period (not to exceed 10 years). The planning period establishes a time frame in which to evaluate capacity made available for new growth as compared to the demand for that capacity represented by the land use assumptions. One of the keys to the methodology is the expression of both demand and capacity for a particular project in terms of LUEs. By knowing the number of LUEs associated with the impact fee projects that are expected to be used during the planning period, the capacity and cost attributable to new growth can readily be determined. Using this cost and the projected total number of new LUEs within the utility service boundary during the planning period, the "maximum fee per LUE" may be calculated as prescribed by the law. The methodology of the CIP provides the framework for calculating the maximum allowable impact fee, which is simply the upper limit on the fee pursuant to the law.

The methodologies employed in this Impact Fee CIP comply with the provisions of the Texas Impact Fee Act. This update is extensively reworking the list of qualified CIP projects from the first report and the addition of new developments. It continues to exclude developer funded projects and projects that are predominately dedicated to existing users, or that may not be constructed within the ten-year planning period. And in cases where other participants contributed funds, only the City's shares of the costs were included. The capacity, costs, and of each services area was studied on a project by project basis.

The Impact Fee CIP process calculates the maximum allowable fee. This calculation conforms to the state requirement for a credit equal to 50 percent of the total projected cost of implementing the capital improvements plan.

II. FACILITY PLANNING – CAPACITY NEEDS

Impact fee CIP presents the water and wastewater CIP projects in Tables 2 and 3.

Section 395.014 of the Impact Fee law as codified in the Texas Local Government Code speaks to a CIP that addresses:

(1) a description of the existing capital improvements within the service area and the costs to upgrade, update, improve, expand, or replace the improvements to meet existing needs and usage and stricter safety, efficiency or environmental or regulatory standards.

(2) an analysis of the total capacity, the level of current usage and commitments for usage or capacity of the existing capital improvements. The capacity analysis is presented in Tables 4 and 5.

Using the methodology described later in this document, major facilities targeted to benefit new growth are identified and the portions of capacity serving existing and future users estimated. To provide an overall comparison of the capacity and costs associated with new growth projects versus those associated with existing needs, the recent CIP projects of the City Utility have been divided into three groups. 1.) Those projects scheduled to be built in the next few years that are targeted to benefit existing users and to meet stricter safety, efficiency, environmental or regulatory standards are not included. 2.) Tables 2 and 3 list those water and wastewater impact fee projects that have been built or plan to be built in the future and that will largely benefit new Utility customers during the next ten years. 3.) Projects that are anticipated to be built beyond the ten-year planning period are not noted in the tables and are not included in the basis of impact fee calculations.

Analysis of the level of existing capacity usage in the case of water and wastewater treatment plants is a straightforward examination of flow data. Flow data for pipes in the water distribution system and wastewater collection system is generally not available, so spreadsheet models are used to help estimate utilization levels of pipes under selected demand conditions (existing or future). The summary tables at the end of this document, Tables 12 and 13, include an estimate of the existing users and the total capacity of impact fee projects expressed in LUEs for water pressure zones and wastewater collection areas. Inspection of these figures gives an indication of the level of existing capacity usage and the reserve capacity associated with the facilities.

In sizing and timing new facilities, population projections (the Land Use Assumptions) are used in predicting demands (flows) associated with future growth. These demands are then input into the service demand spreadsheet. The spreadsheet simulations yield the necessary tank, pump and pipe capacities to meet pressure and flow performance objectives. The Utility's CIP planning employs cost-effectiveness analysis to identify the best sizing investment alternatives.

The principle factors weighed in this analysis are:

- capital costs
- operation and maintenance costs
- economy of scale
- environmental and other key non-financial impacts

In typical utility engineering practice the above factors result in a cost-beneficial range of reserve capacity of twenty to thirty years, depending on the type of facility. The Utility's CIP is the set of facilities that will satisfy needs for additional capacity in the next ten years as indicated by the Land Use Assumptions.

The Utility seeks to maintain a healthy, cost-effective amount of reserve capacity in the water and wastewater system in order to carry out its mission of providing safe, reliable service. In this way, the commitments that the City makes to its customers in the form of tap sales, service extension requests, reimbursement contracts, and other contracts, can be fulfilled in a manner that allows all parties in the development process to plan efficiently. The impact fee methodology prescribed by state statute serves the function of quantifying the cost of the reserve capacity that constitutes the Utility's plan for serving new customers for a ten-year planning horizon.

III. IMPACT FEE FACILITIES AND FEE CALCULATION METHODOLOGY

The facilities that provide the bulk of water and wastewater capacity for new growth in the City's service area are listed in Table 4 and Table 5. They were selected according to the following criteria:

(1) Has the predominant function of serving new growth rather than existing growth;
(2) Does not provide repair, operation or maintenance of existing facilities;
(3) Does not upgrade, expand or replace existing facilities serving existing development in order to meet stricter safety, environmental or regulatory standards.

These impact fee projects represent the individual projects that provide capacity necessitated by new development projected to occur within the next ten years.

To determine the costs of projects attributable to new growth, the Texas Impact Fee Act outlines a conceptually simple 4-step process based on quantifying the demand versus capacity relationship for projects in service areas. The process can be stated as follows:

Step 1. Determine capacity of project in LUEs and cost per LUEs.
Step 2. Determine future demand (capacity used up) for project in LUEs for the ten-year planning period.
Step 3. Determine the project cost attributable to new growth, which is the cost per LUE (Step 1).

To complete the impact fee calculation, the law calls for the calculation stated in Step 4:

Step 4. The construction cost per LUE may not exceed the amount determined by dividing the summation of the costs of the capital improvements (Step 3) by the total number of projected service units for the ten-year planning period from the Land Use Assumptions.

The methodology of Step 2 is difficult to determine the capacity that will be depleted in an individual project during the planning period. The spatial allocation of new users from the Land Use Assumptions is used to estimate the actual usage of a given project. To carry out this approach in a manageable manner, the water and wastewater service areas were divided up into subareas, pressure zones for water and drainage areas for wastewater. Sets of projects are assigned to each subarea, and the capacity addition to the subarea system is then defined. The assumption is made that each new user in a subarea uses a LUE of the available capacity associated with the selected set of impact fee projects in that subarea. The structure of Tables 4 and 5 illustrates this "subarea" methodology.

The resulting calculation for each subarea may be considered as a weighted average cost of impact fee facilities based on project dollar values for improvements at the locations called upon for service to new growth.

Calculation of the impact fee is not sensitive to the length of the planning period or the number of new growth users as long as all projects have more than enough capacity for growth (in excess of capacity serving existing users) through the planning period, as is the case with the great majority of the City's impact fee improvements, because the number of new LUEs occurs in both the numerator and denominator of the fee calculation. The calculation is not sensitive to the location of new users.

The Act allows the maximum impact fee to be charged if revenues from future ad valorem taxes, and water and sewer bills are included as a credit in the analysis. If not, the act allows the maximum fee to be set at 50% of the calculated maximum fee. The 50% method was used in the calculation. The following items were included in the impact fee calculation:

A. The portion of the cost of the new infrastructure that is to be paid by the City including engineering, property acquisition and construction cost.

B. Existing excess capacity in lines and facilities that will serve future growth and which were paid for in whole or part by the City.

C. Engineering and quality control fees for construction projects.

D. Interest and other finance charges on bonds issued by the City to cover its portion of cost.

IV. SERVICE UNIT DEMAND AND CAPACITY RELATIONSHIPS

Calculation of the impact fee in accordance with Chapter 395 of the Texas Local Government Code requires the use of a "service unit" or "LUE" as presented in this study. "LUE" means a standardized measure of consumption, use, generation or discharge attributable to an individual unit of development calculated in accordance with generally accepted engineering or planning standards for a particular category of capital improvements or facility expansions."

To use a simplified explanation, the number of projected new LUEs are divided into the costs of capital projects allocated to this new growth in order to calculate the allowable impact fee (per LUE). The City has selected the LUE as their standard for measuring service units, this measure attempts to accurately reflect differences in service consumption between users.

The City's capital recovery fee ordinances have for years used the LUEs for this purpose, and it remains the most appropriate choice for the "service unit" under the terms of Chapter 395. The LUE is based on the size of water meter sold. Table 1 illustrates the relationship between LUEs and meter sizes. The LUE calculation depends on the relative differences between the various sizes and types of meters as determined by their rate of continuous flow and maximum flow for each meter.

The number of LUEs is determined by the size and type of the water meter purchased for the property and in accordance with the schedule in Table 1.

Table 1. LUES ASSOCIATED WITH METER SIZE AND TYPE

The size and type of water meter purchased determines number of LUEs in accordance with the following schedule:

METER SIZE	TYPE	LUES
5/8" x 3/4"	positive displacement	1
3/4"	positive displacement	1.5
1"	positive displacement	2.5
1-1/2"	positive displacement	5
1-1/2"	turbine	8
2"	positive displacement	8
2"	turbine	10
3"	compound	16
3"	turbine	24
4"	compound	25
4"	turbine	42
6"	compound	50
6"	turbine	92
8"	compound	80
8"	turbine	160
10"	compound	115
10"	turbine	250
12"	turbine	330
6" x 2"	fire service	based on domestic demand
8" x 2"	fire service	based on domestic demand
10" x 2"	fire service	based on domestic demand

The LUE is determined on the basis of the American Water Works Association (AWWA) standards C700-02, C701-02 and C702-01 recommended maximum rate for continuous duty (flow) of the meter purchased at sale of tap. The LUE or "service unit" is well accepted and it is extraordinarily easy to calculate at time of fee collection (at sale of taps or during the building permit application process). In addition, it is based on criteria that directly reflect the differences in service consumption and capacity requirements between different users. One of the best benefits of using meter type and size for determining number of service units is that the owner makes the decision based on his or her real needs.

The projection of LUEs are dependent on the size, type and number of meters sold, while the basis for the forecasts are population converted to water and wastewater flows.

The projections assumed that by calculating the number of LUEs in the water system today and assuming the relationship between LUEs and projected usage would remain constant in the future.

Water LUE Equivalency:
The average flow per LUE can be used to establish land-use equivalency factors. The current 2014 water treatment plant peak and average daily flows have been reviewed as well as the wastewater treatment plant flows. The flows have increased slightly and the yield of residents per LUE has increased. The net effect is little or no change to the estimated gallons per LUE for water or wastewater.

For residential use, we have held the water use of 334 gallons per day per service unit (based on historical information and rounded up) divided by an average flow per capita of 145 gallons per capita per day (residential use divided by population for the ten-year period) yields 2.3 residents per LUE.

The only measurement of land use that are used in the calculation of capacity, LUEs, and impact fee is residential population.

WATER SYSTEM LUE
FOR A TEN-YEAR PERIOD

LUEs	Average Number of Residents	Average Number of Gallons/Day Water Use
1	2.3	334

Meter size selection usually involves a count of water-using fixtures and an analysis of the number of fixtures that may be used at one time, calculated by a builder, engineer or architect. The result is a determination of the flow characteristics of a structure, or other facility relating the land use, to continuous and maximum flow requirements, which in turn are compared against meter flow ratings to select a meter size. Thus, a given meter size reflects a user-defined level of use or consumption in terms of flow. The average daily flow of one LUE, defined above, is chosen as the basis of consumption in this analysis so that every customer charged an impact fee will be placed on a uniform, flow-based scale.

Wastewater LUE Equivalency:

For residential use, we have held the wastewater use of 420,000 gallons per day through the wastewater treatment plant (based on historical information and rounded up) and divided by the current population of 6,500 persons which yields an average flow per capita of 64.61gallons. Holding he average number of residents per LUE at 2.3 (same as for water) 64.61 gallons per capita per day times 2.3 residents per LUE yields approximately 149 gallons per day per LUE.

WASTEWATER SYSTEM LUE
FOR A TEN-YEAR PERIOD

LUEs	Average Number of Residents	Average Number of Gallons/Day Wastewater Use
1	2.3	149

LUE Conversion Factors:

The foregoing basic LUE definitions are specific to particular terms for relating magnitude and duration of flow, average daily pumpage in the case of water LUEs and the average daily flow for wastewater. Utility facilities are sized using TCEQ design flow criteria. To calculate the capacity of a given facility in LUEs the basic LUE value must be converted to the necessary design flow basis for that type of facility using the appropriate TCEQ factor.

V. LUE DEMAND PROJECTIONS

The Land Use Assumptions provide the foundation for estimating the cost of capital improvements attributable to new growth by making it possible to quantify the demand for service from those improvements. The population has been uniformly projected at 4.67% per annum and distributed uniformly within the City Limits and the City's extraterritorial jurisdiction.

Land use data are expressed in LUEs by water pressure zones and wastewater drainage areas to quantify demand by subarea. Spreadsheet models for 2014 and 2024 were interpolated to produce demand sets at the beginning and end of the ten-year planning period.

Demand projections describing the impact fee project subareas are presented in Tables 4 and 5. Most water pressure zones include impact fee projects; and since they do not overlap, the ten-year growth summed by zones equals the system-wide growth total. Accounting for the growth of LUEs in wastewater project drainage areas is more complex, since the drainage area of one interceptor project may be a subset of a downstream interceptor project drainage area. For example, the MacArthur Lift Station project drainage area is a subset of the San Carlo Lift Station project drainage area. LUE totals for the wastewater treatment plant are presented to indicate a system-wide total.

VI. CAPACITY AND COST ATTRIBUTABLE TO NEW GROWTH

Water and Wastewater Capacity and Costs

Tables 2 and 3 present the capacity and cost attributable to new growth according to the impact fee methodology outlined in Section III. The cost used in the impact fee calculation is simply the cost per LUE multiplied by the ten-year growth in LUEs derived from the land use assumptions for the subarea service by each set of facilities.

The percentage of utilized capacity was calculated for each CIP project. The utilized capacity during the Impact Fee period is estimated for the year 2024 capacity requirements. The utilized capacity for each water and wastewater facility, both existing and proposed, is presented in detail in Impact fee Capacity Calculation Tables Nos. 4 and 5.

Cost to Build

The cost to build a given facility includes the cost to the City for land acquisition, engineering and construction, along with related cost components. The cost is listed in dollars and excludes interest.

Interest Cost

The law allows interest cost to be added into the cost of a project if the impact fee will be used to repay both principal and interest. The amount of debt service assigned to each project was calculated by using the following assumptions: all bonds for the selected impact fee capital improvements projects were sold at the same time, and interest rate of 6.0% was assumed and the term of the bonds was twenty years. The amount of interest cost is indicated in thousands of dollars.

Summary of Eligible Cost from Table 2

Water System Facility	Project Cost
Existing Water System Bond Projects	$ 1,469,507
Proposed Water Treatment	$ 24,145,578
Proposed Pumping, Storage	$ 5,527,330
Proposed Transmission/Distribution Lines	$ 4,466,200
Total	**$ 35,608,615**

Summary of Eligible Cost from Table 3

Wastewater System Facility	Project Cost
Existing Wastewater System Bond Projects	$ 11,799,395
Proposed Wastewater Facilities	$ 6,107,855
Total	**$ 17,907,2**

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VII. CALCULATION OF MAXIMUM ALLOWABLE IMPACT FEE

The total system-wide impact costs for all pressure zones and all drainage areas are determined by simply summing the impact costs of the individual subareas. (Note that these summations can be found in Tables 2 and 3.)

The maximum impact fees for the water and wastewater systems are calculated separately by dividing the cost of the capital improvements or facility expansions necessitated and attributable to new development in the service area within the ten year period by the number of living units anticipated to be added to City within the ten year period.

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The water system impact fee is calculated as follows:

$$\text{Maximum Impact Fee} = \frac{\text{Eligible Existing Facility Cost} + \text{Eligible Proposed Facility Cost}}{\text{Number of New Living Unit Equivalent over the Next 10-Years}}$$

$$= \frac{\$\ 1{,}469{,}507 + \$\ 34{,}169{,}108}{4{,}233} = \frac{\$\ 35{,}608{,}615}{4{,}233}$$

Water Maximum Impact Fee = $ 8,412 *

* Maximum Allowable Water Impact Fee is 50% of the Calculated Water Maximum Impact Fee.

Maximum Allowable Water Impact Fee = $8,412 x 50% = $4,206

The wastewater system impact fee is calculated as follows:

$$\text{Maximum Impact Fee} = \frac{\text{Eligible Existing Facility Cost} + \text{Eligible Proposed Facility Cost}}{\text{Number of New Living Unit Equivalent over the Next 10-Years}}$$

$$= \frac{\$\ 11{,}799{,}395 + \$\ 6{,}107{,}855}{4{,}233} = \frac{\$\ 17{,}907{,}250}{4{,}233}$$

Wastewater Max. Impact Fee = $ 4,230 *

* Maximum Allowable Wastewater Impact Fee is 50% of the Calculated Wastewater Maximum Impact Fee.

Maximum Allowable Wastewater Fee = $4,230 x 50% = $2,115

VIII. IMPACT FEE ASSESSMENT

The Texas Impact Fee Act (Section 395.016 of the Texas Local Government Code) provides that the impact fees must be assessed on all property no later than the time of application for a building permit and tap purchase.

Since 2001 the Impact Fee Ordinance has included an "assessed fee" separate from the maximum allowable and collected fees. The "assessed fees" have remained constant since 2001 at $1,250 for water per LUE and $1,250 for wastewater per LUE.

Local Cities currently charge the following Impact Fees:

	Water	Wastewater
Leander	$ 3,880.00	$ 1,615.00
Cedar Park	$ 2,250.00	$ 2,000.00
Marble Falls	$ 853.82	$ 256.46
Jonestown	$ N/A*	$ N/A*

* Based on review of the official City website, Jonestown Water Supply Corporation is not affiliated with any municipality or taxing district and does not currently charge a water Impact Fee.

* Jonestown does not currently have wastewater treatment capabilities, and thus does not charge wastewater Impact Fee.

IX. COLLECTED FEES

The fees actually collected at the time of tap sale may be set by ordinance at any amount equal to or lower than the maximum allowable fees

The fees adopted are assessed in accordance with the Texas Impact Fee Act (Section 395.016 of the Texas Local Government Code) to all taps sold in accordance with the City adopted fee structure.

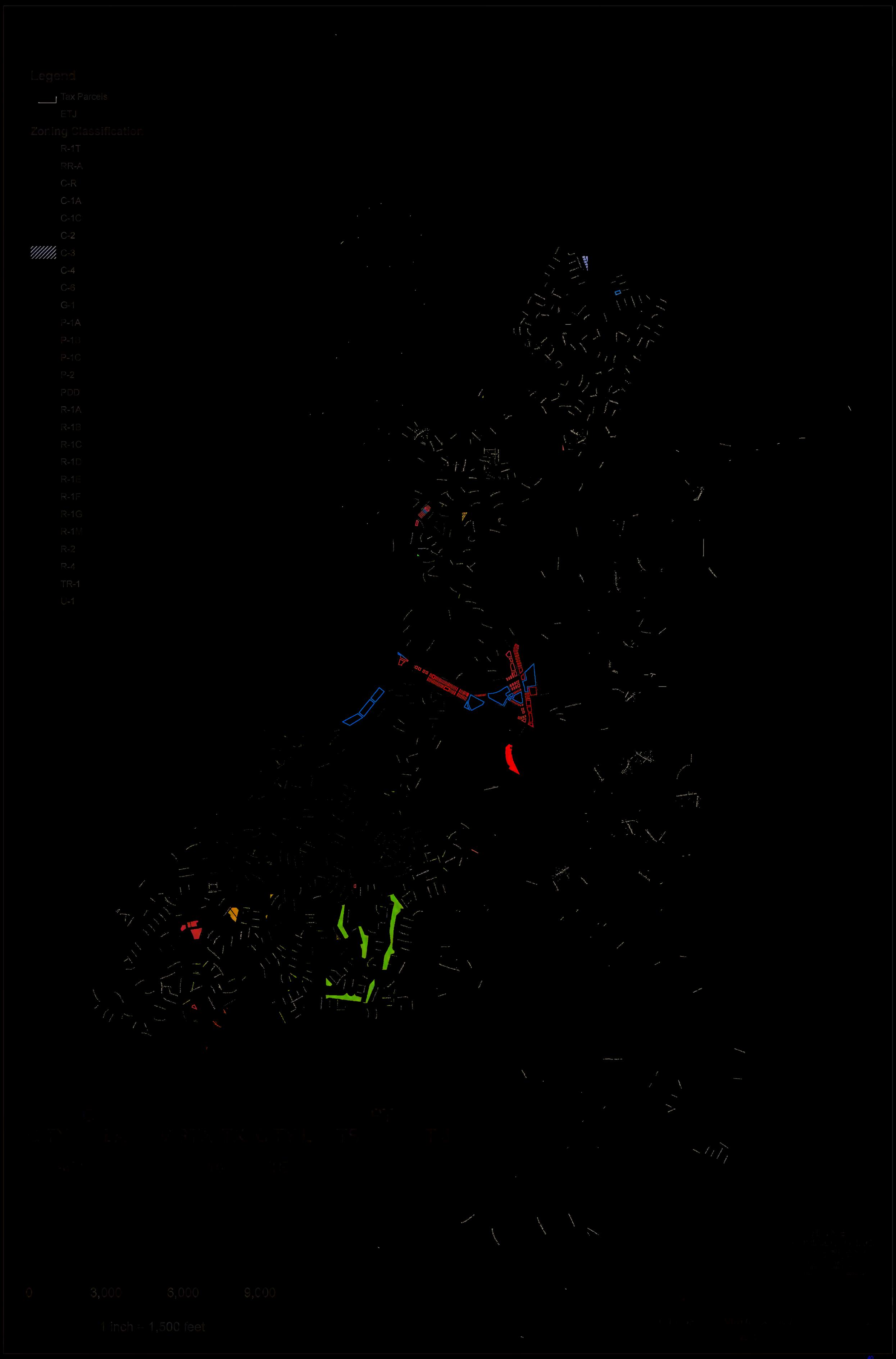
Since 2001, the collected impact fee has been established at a rate lower than the maximum allowable calculated fee.

IMPACT FEE REPORTS

LIST OF TABLES, FIGURES AND ATTACHMENTS

IMPACT FEE CAPITAL IMPROVEMENTS PLAN

	PAGE
MAP 1 – City of Lago Vista, TX, City Limits and ETJ	24
TABLE 1 – LUEs Associated With Meter Size and Type	15
TABLE 2 - Water System Costs	25
TABLE 3 - Wastewater System Costs	29
TABLE 4 - Water System Model	31
TABLE 5 - Wastewater System Model	37
TABLE 6 – Population Estimates / Projections Data	43
FIGURE 1 – Water Flow Diagram	44
FIGURE 2 – Wastewater Flow Diagram	46
ATTACHMENT 1 – The Community Impact Fee Ordinance	48


Legend
Tax Parcels
ETJ
Zoning Classification
R-1T
RR-A
C-R
C-1A
C-1C
C-2
C-3
C-4
C-6
G-1
P-1A
P-1B
P-1C
P-2
PDD
R-1A
R-1B
R-1C
R-1D
R-1E
R-1F
R-1G
R-1M
R-2
R-4
TR-1
U-1
0
3,000
6,000
9,000
1 inch = 1,500 feet

EXISTING WATER FACILITIES - WATER SYSTEM COSTS

L.O. Issue	Improvements	Year Const.	Projected [redacted]	Improvement Cost ($) [redacted] Construction, Engineering & Testing	Debt Service Interest Rate %	Total Debt Service	Total Project Cost $	[redacted] Capacity Utilized (%) [redacted] 2014	2024	During Fee Period	Capacity Utilized ($) [redacted] 2014	2024	During Fee Period
1990	12" W.L. from Lehman BPS to Black Ranch Road		1400 GPM	400,770	4.68	208,713	765,459	30%	100%	70%	329,641	765,459	535,826
1990	12" & 16" W.L. WTP #1 to Allegiance PST	2001	1400 GPM	750,768	4.68	490,933	1,240,701	30%	100%	70%	372,210	1,240,701	868,491
2006	Rincon GST	2005	240,000 Gals	215,000	4.13	110,940	325,940	20%	40%	20%	65,188	130,376	65,188
	GST at WTP #1 KCPUD	2002	200,000 Gals										
	Inflows GST & Booster Station												
	Inflows SST & GTS												
				Estimated for 0/41					EXISTING WATER TOTAL, THIS SHEET				1,469,507

Legend

*	City overlaying participation in developer facilities
W.L.	Water Line
WTP	Water Treatment Plant
BPS	Booster Pump Station
GST	Ground Storage Tank
SST	Elevated Storage Tank
P.P.	Pressure Plane
K	Thousand
WWTP	Wastewater Treatment Plant
L.S.	Lift Station
F.M.	Force Main

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TABLE 2
1 OF 4
CAPITAL IMPROVEMENT PLAN
EXISTING IMPROVEMENTS
WATER FACILITIES
CITY OF LAGO VISTA

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25

PROPOSED WATER FACILITIES - WATER SYSTEM COSTS

					Pump Station Cost ($)					Capacity Utilized (%)			Capacity Utiltized ($)		
Project No.	Pump Station and/or Storage Tank Improvements	Year Const.	Projected Capacity	Units	Const.	Engineering & Testing	Debt Service Interest Rate %	Total Debt Service	Total Project Cost $	2014	2024	During Fee Period	2014	2024	During Fee Period
NORTH	**WTP # 1**														
	BPS Airport Water P.P.	2016	600	gpm	950,000	100,000	6%	661,500	1,711,500	0	70%	70%	0	1,198,050	1,198,050
	GST at Cedar Ridge	2020	200,000	gals	400,000	60,000	6%	289,800	749,800	0	80%	80%	0	599,840	599,840
	BPS to Cedar Rdg & Lohmans	2020	2,100	gpm	1,500,000	180,000	6%	1,058,400	2,738,400	0	90%	90%	0	2,464,560	2,464,560
SOUTH	**WTP # 3**														
	Golf Ball P.P.														
	EST Mount Vernon	2024	200,000	gals	900,000	100,000	6%	630,000	1,630,000	0	50%	50%	0	815,000	815,000
	GST Mount Vernon	2024	200,000	gals	400,000	60,000	6%	289,800	749,800	0	60%	60%	0	449,880	449,880
						(0.63 multiplier for 6%)						**PROPOSED WATER TOTAL THIS SHEET**			**5,527,330**

Legend:

*	City oversizing participation in developer facilities
W.L.	Water Line
WTP	Water Treatment Plant
BPS	Booster Pump Station
GST	Ground Storage Tank
EST	Elevated Storage Tank
P.P.	Pressure Plane
K	Thousand
WWTP	Wastewater Treatment Plant
L.S.	Lift Station
F.M.	Force Main

PROPOSED WATER FACILITIES - WATER SYSTEM COSTS

Pipeline Improvements (Location)	Length (Ft.)	Diameter (Inches)	Date of Const.	Avg. Unit Cost ($/Ft.)	Total Capital Cost ($)	Debt Service Interest Rate %	Total Debt Service	Total Project Cost $	(%) Utilized Capacity			($) Utilized Capacity		
									2014	2024	During Fee Period	2014	2024	During Fee Period
North (WTP #1)														
PL-1														
Lohmans to Bronco	12,000	12	2020		1,080,000	6%	680,400	1,760,400	0%	50%	50%	0	880,200	880,200
from Lohmans to Cdr Rdg	2,000	16	2020		250,000	6%	157,500	407,500	0%	80%	80%	0	326,000	326,000
*WTP 1 to Cedar Ridge GST	6,900	12 & 20	2020		800,000	6%	504,000	1,304,000	0%	50%	50%	-	652,000	652,000
South (WTP #3)														
Lower PP Mount Vernon		12	2024		300,000	6%	189,000	489,000	0%	50%	50%	0	489,000	489,000
from WTP to Lohmans		20	2024		800,000	6%	504,000	1,304,000	0%	50%	50%	0	1,304,000	1,304,000
from Lohmans (along Lohmans)														
to Keegan Crossing	5,000	12	2016		500,000	6%	315,000	815,000	0%	50%	50%	0	815,000	815,000
					(0.63 multiplier for 6%)						**PROPOSED WATER TOTAL THIS SHEET**			**4,466,200**

Pipeline from Lohmans BPS (Lohmans BPS) to Kelly's Corners along Lohmans

Policy min. 8" WL or size above 8" reimburseable through rebate on impact fees

Legend:

*	City oversizing participation in developer facilities
W.L.	Water Line
WTP	Water Treatment Plant
BPS	Booster Pump Station
GST	Ground Storage Tank
EST	Elevated Storage Tank
P.P.	Pressure Plane
K	Thousand
WWTP	Wastewater Treatment Plant
L.S.	Lift Station
F.M.	Force Main

PROPOSED WATER FACILITIES - WATER SYSTEM COSTS

Service	WTP Improvements	Year Const	Projected Capacity	Const	Engineering & Testing	Debt Service Interest Rate %	Total Debt Service	Total Project Cost $	Capacity Utilized (%) 2014	2024	During Fee Period	Capacity Utilized ($) 2014	2024	During Fee Period
South	WTP No. 3 (under construction)	2014	2	[redacted]	9,900,000	1,100,000	6%	5,930,000	13,930,000	0%	100%	100%	0	17,030,000	17,030,000
	includes Lake Water Cleaner and RPS														
North	WTP No. 3 expansion	2020	3	[redacted]	8,544,410	855,045	6%	5,025,850	15,539,045	0%	40%	40%	0	6,215,618	6,215,618
	includes Lake Water Cleaner and RPS														
													TOTAL THIS SHEET	24,[redacted]
													TOTAL SHEET 1	
													TOTAL SHEET 2	5,527,333
													TOTAL SHEET 3	4,456,200
					2.5% multiplier for 6%									
													PROPOSED TOTAL WATER IMPROVEMENTS	35,608,815

WTP No. 2 (Serves South of Dawn Drive)

Existing LUE's =	2,504	1,505 gpm
Proposed WTP Capacity (2.0 mgd) =		1,389 gpm
Old Lago Vista 10-Yr Projected =		3,440 LUE's
Planned Development 10-Yr Projected =		1,040 LUE's
2024 Req'd Capacity =		6,45[redacted]
equal's		2,653
WTP Demand		2.67 MGD
2014 WTP Capacity		2.0 MGD
Add WTP Capacity		3.0 MGD
2024 Proposed WTP Capacity		5.0 MGD

WTP No. 1 (Serves North of Dawn Drive)

Existing LUE's =	1,043	525 gpm
Existing WTP Capacity (2.5 mgd) =		1,735 gpm
Old Lago Vista 10-Yr Projected =		1,401 LUE's
Planned Development 10-Yr Projected =		1,872 LUE's
2024 Req'd Capacity =		3,303 LUE's
equal's	[redacted]	1,662 gpm
WTP Demand		[redacted] 8 MGD
2014 WTP Capacity		2.5 MGD
Add WTP Capacity		0.0 MGD
2024 Proposed WTP Capacity		2.5 MGD

Water Total Cost per New LUE

Calculation: $35,608,815 (Proposed Total Water)
4,253 LUE's (Increase Projection, Page 5)
TTSA Improvement
$ 8,412 Calculated Maximum

Maximum Fee Set 41.50% (Per Paragraph 2, Pg 12)

Capacity $ 4,206 (Referenced On Page 4)

[redacted]

7.02 MGD 2024 WTP 1-3 CAPACITY
6.73 MGD 2024 PEAK DAY CAPACITY
Check 2024 WTP CAPACITY OKAY

[redacted]

Legend:

*	City overall participation in developer facilities
W.L.	Water Line
WTP	Water Treatment Plant
BPS	Booster Pump Station
GST	Ground Storage Tank
EST	Elevated Storage Tank
P.P.	Pressure Plane
K	Thousand
WWTP	Wastewater Treatment Plant
L.S.	Lift Station
F.M.	Force Main

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TABLE 2
4 OF 4
CAPITAL IMPROVEMENT PLAN
PROPOSED IMPROVEMENTS
WATER FACILITIES
CITY OF LAGO VISTA

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28

EXISITNG WASTEWATER FACILITIES - WASTEWATER SYSTEM COSTS

C.O. Issue	Improvements	Year Const.	Projected Capacity	Improvement Cost ($)				Capacity Utilized (%)			Capacity Utilized ($)		
				Construction, Engineering & Testing	Debt Service Interest Rate %	Total Debt Service	Total Project Cost $	2014	2024	During Fee Period	2014	2024	During Fee Period
1996	Wastewaster Treatment Plant Effluent Pond	2003	14 MG	1,703,167	5.50	1,078,105	2,781,272	60%	100%	40%	1,668,763	2,781,272	1,112,509
1999	Turner Lift Station	2007	2.0 MGD	495,000	4.68	313,335	808,335	60%	100%	40%	485,001	808,335	323,334
2000	(2) Boone Drive Lift Stations		0.5 MGD	523,277	5.46	464,147	987,424	50%	90%	40%	493,712	888,681	394,969
2000	Wastewater Treatment Plant #2	2003	1.0 MGD	3,167,490	5.46	2,809,564	5,977,054	70%	100%	30%	4,183,938	5,977,054	1,793,116
2000	Cedar Breaks Effluent Transmission Line	2003	1.0 MGD	1,658,476	5.46	1,471,068	3,129,544	50%	90%	40%	1,564,772	2,816,590	1,251,818
2000	Cedar Breaks Effluent Booster Pump Station	2003	1.0 MGD	604,603	5.46	536,283	1,140,886	50%	90%	40%	570,443	1,026,797	456,354
2003	Cedar Breaks Effluent Pond	2003	20 MG	1,470,329	4.32	802,800	2,273,129	50%	100%	50%	1,136,564	2,273,129	1,136,564
2003	Cedar Breaks Irrigation System	2003	1.0 MGD	1,344,966	4.32	734,351	2,079,317	50%	100%	50%	1,039,659	2,079,317	1,039,659
2003	Cedar Breaks Property Acquisition	2003	312 Acres	2,134,513	4.32	1,165,444	3,299,957	50%	100%	50%	1,649,979	3,299,957	1,649,979
2003	Cedar Breaks Permits	2003	-	53,633	4.32	29,284	82,917	50%	100%	50%	41,458	82,917	41,458
2006	Land Acquisition Effluent Irrigation (LV GC)	2008	150 Acres	1,700,000	4.13	877,200	2,577,200	50%	100%	50%	1,288,600	2,577,200	1,288,600
2006	High Drive Lift Station	2008	600 GPM	593,000	4.13	305,988	898,988	60%	100%	40%	539,393	898,988	359,595
2006	* Cedar Glen Wastewater Line Oversizing	2008	646 GPM	150,000	4.13	77,400	227,400	0%	60%	60%	0	136,440	136,440
	Land Acquisition Effluent Irrigation (HL GC)	2010	150 Acres	1,000,000	6	630,000	1,630,000	50%	100%	50%	815,000	1,630,000	815,000
												TOTAL THIS PAGE	**11,799,395**
				(0.63 multiplier for 6%)									

Legend:

*	City oversizing participation in developer facilities
W.L.	Water Line
WTP	Water Treatment Plant
BPS	Booster Pump Station
GST	Ground Storage Tank
EST	Elevated Storage Tank
P.P.	Pressure Plane
K	Thousand
WWTP	Wastewater Treatment Plant
L.S.	Lift Station
F.M.	Force Main

TABLE 3
SHEET 1 OF 2
CAPITAL IMPROVEMENT PLAN
EXISTING IMPROVEMENTS
WASTEWATER FACILITIES
CITY OF LAGO VISTA

HAYNIE CONSULTING, INC

PROPOSED WASTEWATER FACILITIES - WASTEWATER SYSTEM COSTS

Project No.	Improvements	Year Const.	Projected Capacity	Improvement Cost ($)					Capacity Utilized (%)			Capacity Utilized ($)		
				Construction	Engineering & Testing	Debt Service Interest Rate %	Total Debt Service	Total Project Cost $	2014	2024	During Fee Period	2014	2024	During Fee Period
	Effluent Irrigation Major System Expansion	2020	0.5 MGD	1,650,000	176,000	6.00%	1,150,380	2,976,380	0%	100%	100%	0	2,976,380	2,976,380
	Mac Arthur L.S. Replace	2020	560 gpm	880,000	88,000	6.00%	609,840	1,577,840	50%	80%	30%	788,920	1,262,272	473,352
	Omaha L.S. Repace	2020	100 gpm	250,000	16,500	6.00%	167,895	434,395	40%	80%	40%	173,758	347,516	0
	Coves L.S. Replace	2020	100 gpm	250,000	16,500	6.00%	167,895	434,395	40%	80%	40%	173,758	347,516	0
	Truman L.S. Rehab	2020	240 gpm	110,000	16,500	6.00%	79,695	206,195	50%	80%	30%	103,098	164,956	61,859
	Hancock L.S.	2020	100 gpm	550,000	66,000	6.00%	388,080	1,004,080	0%	40%	40%	0	401,632	401,632
	Harrison Cove L.S.	2020	100 gpm	660,000	77,000	6.00%	464,310	1,201,310	0%	40%	40%	0	480,524	480,524
	Hancock/Harrison F.M.	2020	4" @ 100 gpm	440,000	44,000	6.00%	304,920	788,920	0%	40%	40%	0	315,568	315,568
	WWTP Expansion	2022	1.0 MGD	3,850,000	440,000	6.00%	2,702,700	6,992,700	0%	20%	20%	0	1,398,540	1,398,540
Dev.	WW FM Cedar Glenn to WWTP	2014	4.20 gpm											
Dev.	Effl WWL from WWTP to HL GC	2014	1.0 MGD											
Dev.	Effl. GST at HL GC	2014	0.570 MGD											
Dev.	Effl. iBPS at HL GC	2014	1750 gpm											
Dev.	Alfalfa L.S.	2014	850 gpm											
Dev.	WULA / Alfalfa F.M.	2014	850 gpm											
													TOTAL THIS PAGE	**6,107,855**
					(0.63 multiplier for 6%)								TOTAL PAGE 1	11,799,395
													TOTAL WASTEWATER IMPROVEMENTS	**17,907,250**

Legend:

*	City oversizing participation in developer facilities
W.L.	Water Line
WTP	Water Treatment Plant
BPS	Booster Pump Station
GST	Ground Storage Tank
EST	Elevated Storage Tank
P.P.	Pressure Plane
K	thousand
WWTP	Wastewater Treatment Plant
L.S.	Lift Station
F.M.	Force Main
Dev.	Developer funded - not included in fee
WULA	Western United Life

Wastewater Total Cost per LUE Calculation:

$17,907,250	(Total Wastewater this Sheet)
4,233	LUE's (Increase Projection, Pg 6)
$4,230	Calculated Maximum

Maximum fee set at 50% (per Paragraph 2, Pg 12)

EQUALS $2,115 (referenced on Page 4)

TABLE 3
SHEET 2 OF 2
CAPITAL IMPROVEMENT PLAN
PROPOSED IMPROVEMENTS
WASTEWATER FACILITIES
CITY OF LAGO VISTA

HAYNIE CONSULTING, INC

WATER SYSTEM CAPACITY CALCULATIONS - WATER SYSTEM MODEL

TCEQ Storage Calcs		WTP # 1 North of Dawn Drive				
	Service Area Description	Pressure Plane	LUE @ Buildout	Yr. 2014 Existing LUE	LUE's Projected 10-yr (4% per yr)	Yr. 2024 Total LUE
1	Talon Hydro	5, 10-B	1,358	94	38	132
2	Talon GST	5, 10-B	1,358	94	38	132
3	Talon Tank (EST)	8	70	15	6	21
4	**Talon Tank Total**	5, 8, 10-B	1,428	109	44	153
5	**Tessera mid (GST) upper (EST)**	3-B, 10-C	1,362	0	0	0
6	Bronco Pass Through	5, 8, 10-B	1,428	109	44	153
7	Bronco Tank (EST)	3-A	1,583	442	177	619
8	**Bronco Tank Total**	3-A, 5, 8, 10-B	3,011	551	220	771
9	**Hollows Tank (EST)**	3-C, 2-A (28%)	723	53	21	74
10	Bronco/Hollows Total	3-A, 3-C, 4-A, 5, 8, 10-B, 2-A(28%)	3,734	604	242	846
11	**Butler Tank (EST)**	4-A, 4-B, 4-C, 10-A, 10-B	1,644	325	130	455
12	**Lohmans Pass Through**	3-A, 3-C, 4-A, 4-B, 4-C, 5, 8, 10-B, 2-A (28%)	5,378	929	372	2,291
13	**Cedar Ridge Tank**	2-C, 2-D, 2-E, 3-B, 10-C	2,750	0	685	685
14	WTP#1 Clearwell Pass Through	All above (Pass Through)	8,128	929	1,057	1,986
15	WTP#1 Clearwell (EST)	2-A (72%), 2-B	1197	489	196	685
16	Cedar Ridge/Clearwell Total	2-A (72%), 2-B, 2-C, 2-D, 2-E, 3-B, 10-C	3,947	489	196	685
17	**WTP#1 Clearwell Total**	All Above	9,325	1,418	1,252	2,670

TCEQ Storage Calcs		WTP # 1 North of Dawn Drive								
	Service Area Description	TCEQ Ground Storage (200Gals/LUE)	TCEQ Elevated Storage (100Gals/LUE)	TCEQ Hydropneumatic Storage (20Gals/LUE)	TCEQ Storage Passthru (50Gals/LUE)	Fireflow Volume (1500GPM)	Total Volume Required	Tank Volume Existing	Tank Volume Site Specific	Tank Volume Total
1	Talon Hydro	0	0	2,632	0	0	2,632	3,500		3,500
2	Talon GST	26,320	0	0	0	90,000				
3	Talon Tank (EST)	0	2,100	0	0					
4	**Talon Tank Total**						118,420	200,000		200,000
5	**Tessera mid (GST) upper (EST)**	0	0	0	0	180,000	180,000		600,000	600,000
6	Bronco Pass Through	0	0	0	7,630	180,000				
7	Bronco Tank (EST)	0	61,880	0	0					
8	**Bronco Tank Total**						249,510	240,000		240,000
9	**Hollows Tank (EST)**	0	7,420	0	0	90,000	97,420		125,000	125,000
10	Bronco/Hollows Total						346,930	240,000	125,000	365,000
11	**Butler Tank (EST)**	0	45,500	0	0	90,000	135,500		200,000	200,000
12	**Lohmans Pass Through**	0	0	0	65,030	0	65,030	240,000		240,000
13	**Cedar Ridge Tank**	0	68,500	0	0	180,000	248,500		400,000	400,000
14	WTP#1 Clearwell Pass Through	0	0	0	99,280	0	99,280	160,000		160,000
15	WTP#1 Clearwell (EST)		68,460				68,460	160000		160,000
16	Cedar Ridge/Clearwell Total						347,780	160,000	400,000	560,000
17	**WTP#1 Clearwell Total**						167,740	160,000		160,000

TCEQ Storage Calcs		WTP # 1 North of Dawn Drive							
	Service Area Description	Yr. 2014 Existing LUE	Yr. 2014 Existing Volume	Yr. 2014 Required Volume	Yr. 2014 Excess (Deficiency)	Yr. 2024 Projected LUE	Yr. 2024 Existing and Site Specific Volume	Yr. 2024 Required Volume	Yr. 2024 Excess (Deficiency)
1	Talon Hydro	94	3,500	1,880	1,620	132	3,500	2,632	868
2	Talon GST	94				132			
3	Talon Tank (EST)	15				21			
4	**Talon Tank Total**	109	200,000	110,300	89,700	153	200,000	118,420	81,580
5	**Tessera mid (GST) upper (EST)**	0			0	0	600,000	180,000	420,000
6	Bronco Pass Through	109				153			
7	Bronco Tank (EST)	442				619			
8	**Bronco Tank Total**	551	240,000	229,650	10,350	771	240,000	249,510	(9,510) *
9	**Hollows Tank (EST)**	53	125,000	95,300	29,700	74	125,000	97,420	27,580
10	Bronco/Hollows Total	604	365,000	324,950	40,050	846	365,000	346,930	18,070
11	**Butler Tank (EST)**	325	200,000	122,500	77,500	455	200,000	135,500	64,500 *
12	**Lohmans Pass Through**	929	240,000	226,450	13,550	2,291	240,000	114,550	125,450
13	**Cedar Ridge Tank**	0				685	400,000	248,500	151,500
14	WTP#1 Clearwell Pass Through	929				1,986			
15	WTP#1 Clearwell (EST)	489				685			
16	Cedar Ridge/Clearwell Total	489				685	560,000	236,240	323,760
17	**WTP#1 Clearwell Total**	1,418	160,000	95,350	64,650	2,670	160,000	167,740	(7,740) *

* Include in Fee Period

Assumption:
1. Growth is uniform over City.
2. From 2008 to 2014 growth rate at 1.0% per year.
3. Growth rate projected at 4.67% from 14 to 24.

TABLE 4
1 OF 6
CAPITAL IMPROVEMENT PLAN
FOR WATER FACILITIES
NORTH OF DAWN DRIVE
CITY OF LAGO VISTA

HAYNIE CONSULTING, INC

WATER SYSTEM CAPACITY CALCULATIONS - WATER SYSTEM MODEL

TCEQ Pumping Calcs		WTP # 1 North of Dawn Drive			
	Service Area Description	Pressure Plane	Yr. 2014 Existing LUE	LUE's Projected 10-yr (4% per yr)	2024 Total LUE
18	Talon Tank to Talon Hydro (see 1,2)	8	94	38	132
19	Bronco Tank to Talon Tank (see 4)	5, 8	109	44	153
20	Tessera mid (GST) upper (EST) (see 5)	3-B, 10-C	0	0	0
21	Lohmans Tank to Bronco Tank (see 8)	3	551	220	771
22	Lohmans Tank to Hollows Tank (see 9)	4-A, 2-A (28%)	53	21	74
23	Lohmans to Hollows/Bronco (see 10)	3, 4-A, 2-A (28%)	604	242	846
24	Lohmans Tank to Butler Tank (see 11)	10-A, 10-B	325	130	455
25	WTP#1 to Lohmans Tank (see 12)	2-A, 2-B	929	372	1,301
26	WTP#1 to Cedar Ridge Tank (see 13)	2-A (72%), 2-B, 2-C, 2-D, 3-B, 10-C	0	812	812
27	WTP#1 to Cedar Ridge and Lohmans	All Above	929	372	2,113

TCEQ Pumping Calcs		WTP # 1 North of Dawn Drive				
	Service Area Description	TCEQ Required Total Pumping 2GPM/LUE	Pumps Existing	Pumps Site Specific	Pumps Quantity	Pumps Total
18	Talon Tank to Talon Hydro (see 1,2)	263	460	0	2	460
19	Bronco Tank to Talon Tank (see 4)	305	360	0	2	360
20	Tessera mid (GST) upper (EST) (see 5)	0	0	2,800	2	2,800
21	Lohmans Tank to Bronco Tank (see 8)	1,543	800	0	4	800
22	Lohmans Tank to Hollows Tank (see 9)	148	0	1,000	4	1,000
23	Lohmans to Hollows/Bronco (see 10)	1,691	800	1,000	4	1,800
24	Lohmans Tank to Butler Tank (see 11)	910	600	1,000	4	1,600
25	WTP#1 to Lohmans Tank (see 12)	2,601	1,400	0	2	1,400
26	WTP#1 to Cedar Ridge Tank (see 13)	1,624	0	0	2	0
27	WTP#1 to Cedar Ridge and Lohmans	4,225	1,400	0	4	1,400

TCEQ Pumping Calcs		WTP # 1 North of Dawn Drive								
	Service Area Description	Yr. 2014				Yr. 2024				
		Existing LUE	Existing Pumping	Required Pumping @ 2gpm	Excess (Deficiency)	Projected LUE	Existing and Site Specific Pumping	Required Pumping @ 2gpm	Excess (Deficiency)	
18	Talon Tank to Talon Hydro (see 1,2)	94	460	188	272	132	460	263	197	
19	Bronco Tank to Talon Tank (see 4)	109	360	218	142	153	360	305	55	
20	Tessera mid (GST) upper (EST) (see 5)	0	0	0	0	0	2,800	0	2,800	
21	Lohmans Tank to Bronco Tank (see 8)	551	800	1,102	(302)	771	800	1,543	(743)	*
22	Lohmans Tank to Hollows Tank (see 9)	53	0	106	(106)	74	1,000	148	852	
23	Lohmans to Hollows/Bronco (see 10)	604	800	1,208	(408)	846	1,800	1,691		
24	Lohmans Tank to Butler Tank (see 11)	325	600	650	(50)	455	1,600	910	690	*
25	WTP#1 to Lohmans Tank (see 12)	929	1,400	1,858	(458)	1,301	1,400	2,601	(1,201)	
26	WTP#1 to Cedar Ridge Tank (see 13)	0	0	0	0	812	0	1,624	(1,624)	
27	WTP#1 to Cedar Ridge and Lohmans	929	1,400	1,858	(458)	2,113	1,400	4,225	(2,825)	*

* Include in Fee Period

TABLE 4
2 OF 6
CAPITAL IMPROVEMENT PLAN
FOR WATER FACILITIES
NORTH OF DAWN DRIVE
CITY OF LAGO VISTA

HAYNIE CONSULTING, INC

WATER SYSTEM CAPACITY CALCULATIONS - WATER SYSTEM MODEL

TCEQ Transmission Calcs		WTP # 1 North of Dawn Drive			
	Development Area	Pressure Plane	Yr. 2014 Existing LUE	LUE's Projected 10-yr (4% per yr)	Yr. 2024 Total LUE
28	Talon Tank to Talon Hydro (see 1,2)	8	94	38	132
29	Bronco Tank to Talon Tank (see 4)	5, 8	109	44	153
30	Tessera mid (GST) upper (EST) (see 5)	3-B, 10-C	0	0	0
31	Lohmans Tank to Bronco Tank (see 8)	3	551	220	771
32	Lohmans Tank to Hollows Tank (see 9)	4-A, 2-A (28%)	53	21	74
33	Lohmans to Hollows/Bronco (see 10)	3, 4-A, 2-A (28%)	604	242	846
34	Lohmans Tank to Butler Tank (see 11)	10-A, 10-B	325	130	455
35	WTP#1 to Lohmans Tank (see 12)	2-A, 2-B	929	372	1,301
36	WTP#1 to Cedar Ridge Tank (see 13)	2-A (72%), 2-B, 2-C, 2-D, 3-B, 10-C	0	812	812
			929		

TCEQ Transmission Calcs		WTP # 1 North of Dawn Drive					
	Development Area	TCEQ Required Total Transmission 1.25GPM/LUE	Q ft^3/LUE	A required for 5fps	Pipes Required Size	Existing	Site Specific
28	Talon Tank to Talon Hydro (see 1,2)	165	0.367	0.073	0	6	
29	Bronco Tank to Talon Tank (see 4)	191	0.425	0.085	0	8	
30	Tessera mid (GST) upper (EST) (see 5)	0	0.000	0.000	0		20
31	Lohmans Tank to Bronco Tank (see 8)	964	2.149	0.430	0	12	
32	Lohmans Tank to Hollows Tank (see 9)	93	0.207	0.041	0	12	
33	Lohmans to Hollows/Bronco (see 10)	1,057	2.355	0.471	0		
34	Lohmans Tank to Butler Tank (see 11)	569	1.267	0.253	0	12	
35	WTP#1 to Lohmans Tank (see 12)	1,626	3.622	0.724	0	8	16
36	WTP#1 to Cedar Ridge Tank (see 13)	1,015	2.262	0.452	0		20

TCEQ Transmission Calcs		WTP # 1 North of Dawn Drive					
	Development Area	Existing LUE	Existing Piping (Diameter)	Yr. 2014 Existing Piping (C/S Area)	Existing Piping (C/S Area Req for 5 fps)	Excess (Deficiency)	Recommended Piping
28	Talon Tank to Talon Hydro (see 1,2)	94	6	0.196	0.052	0.144	
29	Bronco Tank to Talon Tank (see 4)	109	8	0.349	0.061	0.288	
30	Tessera mid (GST) upper (EST) (see 5)	0		0.000	0.000	0.000	
31	Lohmans Tank to Bronco Tank (see 8)	551	12	0.785	0.307	0.478	
32	Lohmans Tank to Hollows Tank (see 9)	53	12	0.785	0.030	0.755	
33	Lohmans to Hollows/Bronco (see 10)	604		0.000	0.336	(0.336)	
34	Lohmans Tank to Butler Tank (see 11)	325	12	0.785	0.181	0.604	
35	WTP#1 to Lohmans Tank (see 12)	929	8	0.349	0.517	(0.169)	
36	WTP#1 to Cedar Ridge Tank (see 13)	0		0.000	0.000	0.000	

TCEQ Transmission Calcs		WTP # 1 North of Dawn Drive					
	Development Area	Projected LUE	Existing and Proposed Piping (Diameter)	Yr. 2024 Existing Piping (C/S Area)	Existing Piping (C/S Area Req for 5 fps)	Excess (Deficiency)	Recommended Piping
28	Talon Tank to Talon Hydro (see 1,2)	132	6	0.196	0.073	0.123	
29	Bronco Tank to Talon Tank (see 4)	153	8	0.349	0.085	0.264	
30	Tessera mid (GST) upper (EST) (see 5)	0	20	2.181	0.000	2.181	
31	Lohmans Tank to Bronco Tank (see 8)	771	12	0.785	0.430	0.355	12 *
32	Lohmans Tank to Hollows Tank (see 9)	74	12	0.785	0.041	0.744	
33	Lohmans to Hollows/Bronco (see 10)	846		0.000	0.471	(0.471)	
34	Lohmans Tank to Butler Tank (see 11)	455	12	0.785	0.253	0.532	
35	WTP#1 to Lohmans Tank (see 12)	1,301	8	0.349	0.724	(0.376)	
36	WTP#1 to Cedar Ridge Tank (see 13)	812	20	2.181	0.452	1.728	

* Include in Fee Period

TABLE 4
3 OF 6
CAPITAL IMPROVEMENT PLAN
FOR WATER FACILITIES
NORTH OF DAWN DRIVE
CITY OF LAGO VISTA

HAYNIE CONSULTING, INC

WATER SYSTEM CAPACITY CALCULATIONS - WATER SYSTEM MODEL

TCEQ Storage Calcs		WTP # 3 South of Dawn Drive				
	Development Area	Pressure Plane	LUE @ Buildout	Yr. 2014 Existing LUE	LUE's Projected 10-yr (4% per yr)	Yr. 2024 Total LUE
1	Marshalls Hydro	9-B	100	0	100	100
2	Marshalls Tank (GST)	9-B	100	0	100	100
3	**Marshalls Tank Total**	9-B	200	0	200	200
4	Pearson Hydro	9-A, 9-C	0	0	0	0
5	Pearson Tank (GST)	9-A, 9-C	0	0	0	0
6	Pearson Tank (EST)	4-D	0	0	0	0
7	**Pearson Tank Total**	4-D, 9-A, 9-C	0	0	0	0
8	**Viking Tank (EST)**	1-B, 1-C, 1-D, 7-C, 7-D, H-Sch	2,394	0	958	958
9	**Golf Ball Tank (EST)**	1-A, 6 (1/2)	5,303	1,903	761	2,664
10	Allegiance Tank (EST)	6 (1/2), 7-A, 7-B	2,820	955	382	1,337
11	Mt Vernon Tank (EST)	incl. w/ Golf Ball EST	0	0	0	0
12	Mt Vernon GST Total	included w/ Allegiance GST	0	0	0	0
13	**WTP#1 Clearwell**	All above	10,717	2,858	2,301	5,159

TCEQ Storage Calcs		WTP # 3 South of Dawn Drive								
	Development Area	TCEQ Ground Storage (200Gals/LUE)	TCEQ Elevated Storage (100Gals/LUE)	TCEQ Hydropneumatic Storage (20Gals/LUE)	TCEQ Storage Passthru (50Gals/LUE)	Fireflow Volume (1500GPM)	Total Volume Required	Tank Volume Existing	Tank Volume Site Specific	Tank Volume Total
1	Marshalls Hydro	0	0	2,000	0		2,000		2,000	2,000
2	Marshalls Tank (GST)	20,000	0	0	0		20,000		20,000	20,000
3	**Marshalls Tank Total**	0		0	0	90,000	110,000	0	110,000	110,000
4	Pearson Hydro	0	0	0	0		0			
5	Pearson Tank (GST)	0	0	0	0		0			
6	Pearson Tank (EST)	0	0	0	0		0			
7	**Pearson Tank Total**	0	0	0	0		0			
8	**Viking Tank (EST)**	0	135,400	0	0	180,000	315,400	400,000		400,000
9	**Golf Ball Tank (EST)**	0	251,300	0	0	90,000	341,300	200,000		200,000
10	Allegiance Tank (EST)	0	126,100	0	0		126,100	282,000		282,000
11	Mt Vernon Tank (EST)	0	0	0	0		0		200,000	200,000
12	Mt Vernon GST Total	0	0	0			0	0	0	0
13	**WTP#3 Clearwell**	0	0	0	257,960		257,960	200,000		200,000

TCEQ Storage Calcs		WTP # 3 South of Dawn Drive								
	Development Area	Yr. 2014 Existing LUE	Yr. 2014 Existing Volume	Yr. 2014 Required Volume	Yr. 2014 Excess (Deficiency)	Yr. 2024 Projected LUE	Yr. 2024 Existing and Site Specific Volume	Yr. 2024 Required Volume	Yr. 2024 Excess (Deficiency)	
1	Marshalls Hydro	0			0	100		2,000		
2	Marshalls Tank (GST)	0			0	100		20,000		
3	**Marshalls Tank Total**	0			0	200		110,000		
4	Pearson Hydro	0			0	0		0	0	
5	Pearson Tank (GST)	0			0	0		0	0	
6	Pearson Tank (EST)	0			0	0		0	0	
7	**Pearson Tank Total**	0			0	0		0	0	
8	**Viking Tank (EST)**	0			0	958	400,000	315,400	84,600	
9	**Golf Ball Tank (EST)**	1,903	200,000	280,300	(80,300)	2,664	200,000	341,300	(141,300)	*
10	Allegiance Tank (EST)	955			0	1,337		126,100	(126,100)	
11	Mt Vernon Tank (EST)	0			0	0		0	0	
12	Mt Vernon GST Total	0	0		0	0		0		
13	**WTP#3 Clearwell**	2,858	200,000	142,900	57,100	5,159	200,000	257,960	(57,960)	*

* Include in Fee Period

School water = 378 LUE's at buildout

TABLE 4
4 OF 6
CAPITAL IMPROVEMENT PLAN
FOR WATER FACILITIES
SOUTH OF DAWN DRIVE
CITY OF LAGO VISTA

HAYNIE CONSULTING, INC

WATER SYSTEM CAPACITY CALCULATIONS - WATER SYSTEM MODEL

TCEQ Pumping Calcs		WTP # 3 South of Dawn Drive			
	Development Area	Pressure Plane	Yr. 2014 Existing LUE	LUE's Projected 10-yr (4% per yr)	Yr. 2024 Total LUE
14	Marshalls Tank to Marshalls Hydro	9-B	0	100	100
15	Viking Tank to Marshalls Tank	9-B	0	100	100
16	Pearson Tank to Pearson Hydro	9-A, 9-C	0	0	0
17	Viking Tank to Pearson Tank	4-D, 9-A, 9-B	0	0	0
18	Viking Tank	1-B, 1-C, 4-D, 7-C, 9-A, 9-B, 9-C	0	958	958
19	Viking Tank to Golf Ball	1-A, 6 (1/2)	1903	761	2664
20	WTP#3 to Viking EST	All Above	2858	1143	4001

TCEQ Pumping Calcs		WTP # 3 South of Dawn Drive					
	Development Area	TCEQ Pumping 2GPM/LUE	Pumps Existing	Site Specific	Quantity	Total	Pump Excess (Deficiency) GPM
14	Marshalls Tank to Marshalls Hydro	200		200		200	
15	Viking Tank to Marshalls Tank	200		200		200	
16	Pearson Tank to Pearson Hydro	0					
17	Viking Tank to Pearson Tank	0					
18	Viking Tank	1916		2,400	2	2,400	
19	VIking Tank to Golf Ball	5328	1,400		2	1,400	(3,928)
20	WTP#3 to Viking EST	8002	2,000			2,000	(6,002)

TCEQ Pumping Calcs		WTP # 3 South of Dawn Drive								
	Development Area	Yr. 2014				Yr. 2024				
		Existing LUE	Existing Pumping	Required Pumping @ 2gpm	Excess (Deficiency)	Projected LUE	Existing and Site Specific Pumping	Required Pumping @ 2gpm	Excess (Deficiency)	
14	Marshalls Tank to Marshalls Hydro	0		0	0	100	200	200	0	
15	Viking Tank to Marshalls Tank	0		0	0	100	200	200	0	
16	Pearson Tank to Pearson Hydro	0		0	0					
17	Viking Tank to Pearson Tank	0		0	0					
18	Viking Tank	0		0	0	2394	3,600	1916		
19	Viking Tank to Golf Ball	1903	1,400	3806	(2,406)	2513	1,400	5328	(3,928)	*
20	WTP#3 to Viking Tank	2858	2,000	5716	(3,716)	6268	2,000	8002	(6,002)	*

* Include in Fee Period

TABLE 4
5 OF 6
CAPITAL IMPROVEMENT PLAN
FOR WATER FACILITIES
SOUTH OF DAWN DRIVE
CITY OF LAGO VISTA

HAYNIE CONSULTING, INC

WATER SYSTEM CAPACITY CALCULATIONS - WATER SYSTEM MODEL

TCEQ Transmission Calcs	WTP # 3 South of Dawn Drive			
Development Area	Pressure Plane	Yr. 2014 Existing LUE	LUE's Projected 10-yr (4% per yr)	Yr. 2024 Total LUE
21 Marshalls Tank to Marshalls Hydro	9-B	0	100	100
22 Viking Tank to Marshalls Tank	9-B	0	100	100
23 Pearson Tank to Pearson Hydro	9-A, 9-C	0	0	0
24 Viking Tank to Pearson Tank	4-D, 9-A, 9-B	0	0	0
25 Viking Tank	1-B, 1-C, 4-D, 7-C, 9-A, 9-B, 9-C	0	2394	2394
26 Viking Tank to Golf Ball	1-A, 6 (1/2)	1795	718	2513
27 WTP#3 to Viking Tank	All Above	2696	3572	6268

TCEQ Transmission Calcs	WTP # 3 South of Dawn Drive					
Development Area	TCEQ Required Total Transmission 1.25GPM/LUE	Q ft^3/LUE	A required for 5fps	Pipes Required Size	Existing	Site Specific
21 Marshalls Tank to Marshalls Hydro	125	0.279	0.056	0		8
22 Viking Tank to Marshalls Tank	125	0.279	0.056	0		16 & 12
23 Pearson Tank to Pearson Hydro	0	0.000	0.000	0	0	
24 Viking Tank to Pearson Tank	0	0.000	0.000	0	0	
25 Viking Tank	2,993	6.668	1.334	0		16
26 Viking Tank to Golf Ball	3,141	6.999	1.400	0	16	
27 WTP#3 to Viking Tank	7,835	17.458	3.492		12	

TCEQ Transmission Calcs	WTP # 3 South of Dawn Drive					
Development Area	Existing LUE	Existing Piping (Diameter)	Yr. 2014 Existing Piping (C/S Area)	Existing Piping (C/S Area Req for 5 fps)	Excess (Deficiency)	Recommended Piping
21 Marshalls Tank to Marshalls Hydro	0		0.000	0.000	0.000	
22 Viking Tank to Marshalls Tank	0		0.000	0.000	0.000	
23 Pearson Tank to Pearson Hydro	0	0	0.000	0.000	0.000	
24 Viking Tank to Pearson Tank	0	0	0.000	0.000	0.000	
25 Viking Tank	0	0	0.000	0.000	0.000	
26 Viking Tank to Golf Ball	1795	8	0.349	1.000	(0.651)	
27 WTP#3 to Viking Tank	2696	16 & 12	1.396	1.502	(0.106)	

TCEQ Transmission Calcs	WTP # 3 South of Dawn Drive					
Development Area	Projected LUE	Existing and Proposed Piping (Diameter)	Yr. 2024 Existing Piping (C/S Area)	Existing Piping (C/S Area Req for 5 fps)	Excess (Deficiency)	Recommended Piping
21 Marshalls Tank to Marshalls Hydro	100		0.000			
22 Viking Tank to Marshalls Tank	100	12	0.785			
23 Pearson Tank to Pearson Hydro	0		0.000			
24 Viking Tank to Pearson Tank	0		0.000			
25 Viking Tank	2,394	16	1.396	1.334	0.062	
26 Viking Tank to Golf Ball	2,513		0.000	1.400	(1.400)	16 *
27 WTP#3 to Viking Tank	6,268		0.000	3.492	(3.492)	20 *

* Include in Fee Period

TABLE 4
6 OF 6
CAPITAL IMPROVEMENT PLAN
FOR WATER FACILITIES
SOUTH OF DAWN DRIVE
CITY OF LAGO VISTA

HAYNIE CONSULTING, INC

North WW Pumping - Year 2014, Wastewater System Model

Collection Basin	From Lift Station	To Lift Station	Build-Out	LUE 2014	LUE 2024	2014 Existing Pumps Firm Cap. (gpm)	2014 Min. Required Pumping @ 0.5gpm/LUE (gpm)	2014 Excess (gpm) (Deficiency)	2014 Excess (LUE) (Deficiency)	2014 Comments and Recommendations	2014 Include in Fee Period
LVCCE2, Overlook Villa	I.G.P.	WWTP (ex)	125	50	71	N/A					
Shoreline Ranch	I.G.P.	**Shoreline Ranch LS#1 Total (df)**	159	-	68	None				Lift Station & FM By Developer	
Shoreline Ranch	I.G.P.	Shoreline Ranch LS#2 (df)	23	-	9	N/A					
Shoreline Ranch	Shoreline Ranch LS#1 (df)	Shoreline Ranch LS#2 (df)	159	-	68	N/A					
Shoreline Ranch		**Shoreline Ranch LS#2 Total (df)**	182	-	77	None				Lift Station & FM By Developer	
Shoreline Ranch	I.G.P.	Shoreline Ranch LS#3 (df)	131	-	56	N/A					
Shoreline Ranch	I.G.P + SRLS#1 + SRLS#2	**Shoreline Ranch LS#3 Total (df)**	313	-	133	None				Lift Station & FM By Developer	
The Hollows	I.G.P.	Hollows LS (df)	244	-	105	N/A					
		N/A	557	-	238	N/A					
	I.G.P. (Jonestown)	Hollows LS (df)	716	-	309	N/A					
	I.G.P. (Jonestown)	Hollows LS (df)	79	-	34	N/A					
		N/A	795	-	343	N/A					
		N/A	1,039	-	377	N/A					
Shoreline Ranch, Hollows	Hollows I.G.P. + SRLS#3	**Hollows LS Total (df)**	1,352	-	581	None				Lift Station & FM By Developer	
Travis Hollow, Lago Ranchos, Pearson	I.G.P.	WWTP (ex)	471	-	203	N/A					
		N/A	1,823	-	784	N/A					
BKR 14	I.G.P.	Timber Trail LS (fu)	104	-	-	None				Future Beyond Year 2024	
BKR 15	I.G.P.	Airport LS (fu)	167	-	-	None				Future Beyond Year 2024	
	Timber Trail LS	Airport LS (fu)	104	-	-	None				Future Beyond Year 2024	
BKR 11	I.G.P.	Bison Trail LS (fu)	180	-	-	None				Future Beyond Year 2024	
BKR 10	I.G.P.	Foothill Cove LS (fu)	79	-	-	None				Future Beyond Year 2024	
BKR 8	I.G.P.	Surrey Lane LS (fu)	55	-	-	None				Future Beyond Year 2024	
Most of BKR, LVE 5 & 7	I.G.P.	N/A	2,140	287	410	N/A					
BKR 4, 6, 5, 1, 2, 3, LVE 6, 4	I.G.P.	**Bar-K LS Total (ex)**	1,225	413	591	625	207	418	837		
Mahogany	I.G.P.	**Mahogany LS Total (df)**	720	-	311	None				Lift Station & FM By Developer	
Tessera	I.G.P.	**Tessera LS Total (df)**	2,030	-	876	None				Lift Station & FM By Developer	
LVE 1, 2, 3	I.G.P.	N/A	663	148	211	N/A					
All Basins Above	All Lift Stations Above	**Turner LS Total (ex)**	6,778	848	2,399	973	424	549	1098		
Sunset Harbor	I.G.P.	WWTP (ex)	288	-	83	N/A					
No Basin	Turner LS, Sunset Harbor	WWTP (ex)	7,066	848	2,482	N/A					
			125	50	71						
			1,823	-	784						
			7,066	848	2,482						
			9,014	**898**	**3,337**						
					LUEs 2024-2014= 2,439						

North WW Pumping - Year 2024, Wastewater System Model

Collection Basin	From Lift Station	To Lift Station	Build-Out	LUE 2014	LUE 2024	2024 Proposed Pumps Firm Cap. (gpm)	2024 Min. Required Pumping @ 0.5gpm/LUE (gpm)	2024 Excess (gpm) (Deficiency)	2024 Excess (LUE) (Deficiency)	2024 Comments and Recommendations	2024 Include in Fee Period
LVCCE2, Overlook Villa	I.G.P.	WWTP (ex)	125	50	71	N/A					
Shoreline Ranch	I.G.P.	**Shoreline Ranch LS#1 Total (df)**	159	-	68	80	34	46	91	Lift Station & FM By Developer	
Shoreline Ranch	I.G.P.	Shoreline Ranch LS#2 (df)	23	-	9	N/A					
Shoreline Ranch	Shoreline Ranch LS#1 (df)	Shoreline Ranch LS#2 (df)	159	-	68	N/A					
Shoreline Ranch		**Shoreline Ranch LS#2 Total (df)**	182	-	77	91	39	53	105	Lift Station & FM By Developer	
Shoreline Ranch	I.G.P.	Shoreline Ranch LS#3 (df)	131	-	56	N/A					
Shoreline Ranch	I.G.P + SRLS#1 + SRLS#2	**Shoreline Ranch LS#3 Total (df)**	313	-	133	157	67	90	180	Lift Station & FM By Developer	
The Hollows	I.G.P.	Hollows LS (df)	244	-	105	N/A					
		N/A	557	-	238	N/A					
	I.G.P. (Jonestown)	Hollows LS (df)	716	-	309	N/A					
	I.G.P. (Jonestown)	Hollows LS (df)	79	-	34	N/A					
		N/A	795	-	343	N/A					
		N/A	1,039	-	377	N/A					
Shoreline Ranch, Hollows	Hollows I.G.P. + SRLS#3	**Hollows LS Total (df)**	1,352	-	581	676	291	386	771	Lift Station & FM By Developer	
Travis Hollow, Lago Ranchos, Pearson	I.G.P.	WWTP (ex)	471	-	203	N/A					
		N/A	1,823	-	784	N/A					
BKR 14	I.G.P.	Timber Trail LS (fu)	104	-	-	None				Future Beyond Year 2024	
BKR 15	I.G.P.	Airport LS (fu)	167	-	-	None				Future Beyond Year 2024	
	Timber Trail LS	Airport LS (fu)	104	-	-	None				Future Beyond Year 2024	
BKR 11	I.G.P.	Bison Trail LS (fu)	180	-	-	None				Future Beyond Year 2024	
BKR 10	I.G.P.	Foothill Cove LS (fu)	79	-	-	None				Future Beyond Year 2024	
BKR 8	I.G.P.	Surrey Lane LS (fu)	55	-	-	None				Future Beyond Year 2024	
Most of BKR, LVE 5 & 7	I.G.P.	N/A	2,140	287	410	N/A					
BKR 4, 6, 5, 1, 2, 3, LVE 6, 4	I.G.P.	**Bar-K LS Total (ex)**	1,225	413	591	625	296	330	659		
Mahogany	I.G.P.	**Mahogany LS Total (df)**	720	-	311	360	156	205	409	Lift Station & FM By Developer	
Tessera	I.G.P.	**Tessera LS Total (df)**	2,030	-	876	1015	438	577	1154	Lift Station & FM By Developer	
LVE 1, 2, 3	I.G.P.	N/A	663	148	211	N/A					
All Basins Above	All Lift Stations Above	**Turner LS Total (ex)**	6,778	848	2,399	973	1200	(227)	(453)	Add 3rd 973 gpm Pump	
Sunset Harbor	I.G.P.	WWTP (ex)	288	-	83	N/A					
No Basin	Turner LS, Sunset Harbor	WWTP (ex)	7,066	848	2,482	N/A					
			125	50	71						
			1,823	-	784						
			7,066	848	2,482						
			9,014	**898**	**3,337**						
					LUEs 2024-2014= 2,439						

Legend:

(df)	Developer Funded
(ex)	Existing
(fu)	Future - Beyond Yr. 2024
I.G.P.	Individual Grinder Pumps

TABLE 5
1 OF 6
CAPITAL IMPROVEMENT PLAN
WASTEWATER FACILITIES
NORTH OF DAWN DRIVE
CITY OF LAGO VISTA

HAYNIE CONSULTING, INC

North WW Transmission - YEAR 2014, Wastewater System Model

Collection Basin	From Lift Station	To Lift Station	LUE Build-Out	LUE 2014	LUE 2024	2014 Existing WW Line Dia (in) (4" Min.)	C/S Area ft^2	Max Velocity 6.0 ft/sec	Max. Flow Rate cft/sec	Max. Resulting Flow Rate gpm	LUEs Served @0.5gpm/LUE	LUE Excess (Deficiency)	Comments and Recommendations	Include in Fee Period
LVCCE2, Overlook Villa	I.G.P.	WWTP (ex)	125	50	71	N/A								
Shoreline Ranch	I.G.P.	**Shoreline Ranch LS#1 Total (df)**	159	-	68	None							Lift Station & FM By Developer	
Shoreline Ranch	I.G.P.	Shoreline Ranch LS#2 (df)	23	-	9	N/A								
Shoreline Ranch	Shoreline Ranch LS#1 (df)	Shoreline Ranch LS#2 (df)	159	-	68	N/A								
Shoreline Ranch	-	**Shoreline Ranch LS#2 Total (df)**	182	-	77	None							Lift Station & FM By Developer	
Shoreline Ranch	I.G.P.	Shoreline Ranch LS#3 (df)	131	-	56	N/A								
Shoreline Ranch	I.G.P + SRLS#1 + SRLS#2	**Shoreline Ranch LS#3 Total (df)**	313	-	133	None							Lift Station & FM By Developer	
The Hollows	I.G.P.	Hollows LS (df)	244	-	105	N/A								
-	-	N/A	557	-	238	N/A								
-	I.G.P. (Jonestown)	Hollows LS (df)	716	-	309	N/A								
-	I.G.P. (Jonestown)	Hollows LS (df)	79	-	34	N/A								
-	-	N/A	795	-	343	N/A								
-	-	N/A	1,039	-	377	N/A								
Shoreline Ranch, Hollows	Hollows I.G.P. + SRLS#3	**Hollows LS Total (df)**	1,352	-	581	None							Lift Station & FM By Developer	
Travis Hollow, Lago Ranchos, Pearson	I.G.P.	WWTP (ex)	471	-	203	N/A								
-	-	N/A	1,823	-	784	N/A								
BKR 14	I.G.P.	Timber Trail LS (fu)	104	-	-	N/A							Future Beyond Year 2024	
BKR 15	I.G.P.	Airport LS (fu)	167	-	-	N/A							Future Beyond Year 2024	
-	Timber Trail LS	Airport LS (fu)	104	-	-	N/A							Future Beyond Year 2024	
BKR 11	I.G.P.	Bison Trail LS (fu)	180	-	-	N/A							Future Beyond Year 2024	
BKR 10	I.G.P.	Foothill Cove LS (fu)	79	-	-	N/A							Future Beyond Year 2024	
BKR 8	I.G.P.	Surrey Lane LS (fu)	55	-	-	N/A							Future Beyond Year 2024	
Most of BKR, LVE 5 & 7	I.G.P.	N/A	2,140	287	410	N/A								
BKR 4, 6, 5, 1, 2, 3, LVE 6, 4	I.G.P.	**Bar-K LS Total (ex)**	1,225	413	591	10	0.545	6.0	3.271	1468	2936	2523		
Mahogany	I.G.P.	**Mahogany LS Total (df)**	720	-	311	None							Lift Station & FM By Developer	
Tessera	I.G.P.	**Tessera LS Total (df)**	2,030	-	876	None							Lift Station & FM By Developer	
LVE 1, 2, 3	I.G.P.	N/A	663	148	211	N/A								
All Basins Above	All Lift Stations Above	**Turner LS Total (ex)**	6,778	848	2,399	10	0.545	6.0	3.271	1468	2936	2088		
Sunset Harbor	I.G.P.	WWTP (ex)	288	-	83	N/A								
No Basin	Turner LS, Sunset Harbor	WWTP (ex)	7,066	848	2,482	N/A								
		-	125	50	71									
		-	1,823	-	784									
		-	7,066	848	2,482									
			9,014	**898**	**3,337**									
				LUEs 2024-2014=	2,439									

North WW Transmission - YEAR 2024, Wastewater System Model

Collection Basin	From Lift Station	To Lift Station	LUE Build-Out	LUE 2014	LUE 2024	2024 Existing WW Line Dia (in) (4" Min.)	C/S Area ft^2	Max Velocity 6.0 ft/sec	Max. Flow Rate cft/sec	Max. Resulting Flow Rate gpm	LUEs Served @0.5gpm/LUE	LUE Excess (Deficiency)	Comments and Recommendations	Include in Fee Period
LVCCE2, Overlook Villa	I.G.P.	WWTP (ex)	125	50	71									
Shoreline Ranch	I.G.P.	**Shoreline Ranch LS#1 Total (df)**	159	-	68	4	0.087	6.0	0.523	235	470	402	Lift Station & FM By Developer	
Shoreline Ranch	I.G.P.	Shoreline Ranch LS#2 (df)	23	-	9									
Shoreline Ranch	Shoreline Ranch LS#1 (df)	Shoreline Ranch LS#2 (df)	159	-	68									
Shoreline Ranch		**Shoreline Ranch LS#2 Total (df)**	182	-	77	4	0.087	6.0	0.523	235	470	393	Lift Station & FM By Developer	
Shoreline Ranch	I.G.P.	Shoreline Ranch LS#3 (df)	131	-	56									
	I.G.P + SRLS#1 + SRLS#2	**Shoreline Ranch LS#3 Total (df)**	313	-	133									
The Hollows	I.G.P.	Hollows LS (df)	244	-	105									
		N/A	557	-	238									
	I.G.P. (Jonestown)	Hollows LS (df)	716	-	309									
	I.G.P. (Jonestown)	Hollows LS (df)	79	-	34									
		N/A	795	-	343									
		N/A	1,039	-	377									
Shoreline Ranch, Hollows	Hollows I.G.P. + SRLS#3	**Hollows LS Total (df)**	1,352	-	581	6	0.196	6.0	1.178	528	1057	476	Lift Station & FM By Developer	
Travis Hollow, Lago Ranchos, Pearson	I.G.P.	WWTP (ex)	471	-	203									
		N/A	1,823	-	784									
BKR 14	I.G.P.	Timber Trail LS (fu)	104	-	-								Future Beyond Year 2024	
BKR 15	I.G.P.	Airport LS (fu)	167	-	-								Future Beyond Year 2024	
	Timber Trail LS	Airport LS (fu)	104	-	-								Future Beyond Year 2024	
BKR 11	I.G.P.	Bison Trail LS (fu)	180	-	-								Future Beyond Year 2024	
BKR 10	I.G.P.	Foothill Cove LS (fu)	79	-	-								Future Beyond Year 2024	
BKR 8	I.G.P.	Surrey Lane LS (fu)	55	-	-								Future Beyond Year 2024	
Most of BKR, LVE 5 & 7	I.G.P.	N/A	2,140	287	410									
BKR 4, 6, 5, 1, 2, 3, LVE 6, 4	I.G.P.	**Bar-K LS Total (ex)**	1,225	413	591	10	0.545	6.0	3.271	1468	2936	2345		
Mahogany	I.G.P.	**Mahogany LS Total (df)**	720	-	311	4	0.087	6.0	0.523	235	470	159	Lift Station & FM By Developer	
Tessera	I.G.P.	**Tessera LS Total (df)**	2,030	-	876	6	0.196	6.0	1.178	528	1057	181	Lift Station & FM By Developer	
LVE 1, 2, 3	I.G.P.	N/A	663	148	211									
All Basins Above	All Lift Stations Above	**Turner LS Total (ex)**	6,778	848	2,399	10	0.545	6.0	3.271	1468	2936	2088		
Sunset Harbor	I.G.P.	WWTP (ex)	288	-	83									
No Basin	Turner LS, Sunset Harbor	WWTP (ex)	7,066	848	2,482									
			125	50	71									
			1,823	-	784									
			7,066	848	2,482									
			9,014	**898**	**3,337**									
				LUEs 2024-2014=	2,439									

Legend:

(df)	Developer Funded
(ex)	Existing
(fu)	Future - Beyond Yr. 2024
I.G.P.	Individual Grinder Pumps
C/S	Cross Sectional Area

TABLE 5
2 OF 6
CAPITAL IMPROVEMENT PLAN
WASTEWATER FACILITIES
NORTH OF DAWN DRIVE
CITY OF LAGO VISTA

HAYNIE CONSULTING, INC

South WW Pumping - Year 2014, Wastewater System Model

Collection Basin	From Lift Station	To Lift Station	LUE Build-Out	LUE 2014	LUE 2024	2014 Existing Pumps Firm Cap. (gpm)	2014 Min. Required Pumping @ 0.5gpm/LUE (gpm)	2014 Excess (gpm) (Deficiency)	2014 Excess (LUE) (Deficiency)	Comments and Recommendations	Include in Fee Period
Montechino-Lower Lots	I.G.P.	**Montechino L.S. #1 Total (df)**	270	-	116	None				Lift Station & FM By Developer	
Montechino-Middle Lots	I.G.P.	Montechino L.S. #2 (df)	538	-	232	N/A					
	Montechino L.S. #1	Montechino L.S. #2 (df)	270	-	116	N/A					
		Montechino L.S. #2 Total (df)	808	-	348	None				Lift Station & FM By Developer	
Montechino-Upper Lots	I.G.P.	Montechino L.S. #3 (df)	270	-	116	N/A					
	Montechino L.S. #1 & #2	Montechino L.S. #3 (df)	808	-	348	N/A					
		Montechino L.S. #3 Total (df)	1,078	-	464	None				Lift Station & FM By Developer	
The Falls	I.G.P.	**The Falls L.S. Total (ss)**	520	-	224	None				Lift Station & FM By Developer	
Tusikanni Cove	I.G.P.	**Tusikanni L.S. Total (ss)**	342	-	147	None				Lift Station & FM By Developer	
HLE 8, 9	I.G.P.	**Boone #2 L.S. Total (ex)**	366	56	80	300	28	272	544		
HLE 9	I.G.P.	Boone L.S. #1 (ex)	103	4	10	N/A					
	Boone L.S. #2	Boone L.S. #1 (ex)	366	56	80	N/A					
		Boone L.S. #1 Total (ex)	469	61	90	660	30	630	1259		
HLE 12, 17, 18, 13	I.G.P.	**Hancock L.S. Total (fu)**	256	73	105	None					
HLE 12	I.G.P.	Harrison L.S. (fu)	145	1	21	N/A					
	Hancock L.S.	Harrison L.S. (fu)	256	73	105	N/A					
		Harrison L.S. Total (fu)	401	74	126	None					
HLE and LVCCE Composite	I.G.P.	Flow into Junction Point @ Fairway #2	1,405	313	447	N/A					
	All L.S. Above: Montechino #3, Falls, Tusikanni, Boone 1, Harrison	Flow into Junction Point @ Fairway #2	2,810	135	1,051	N/A					
		Flow into Junction Point @ Fairway #2 Total	4,215	448	1,498	N/A					
HLE 18, The Coves	I.G.P.	**Coves L.S. Total (ex)**	155	44	62	87.5	22	66	131		
HLE 26, 30, and The Peninsula	I.G.P.	**The Inn L.S. Total (ex)**	621	155	221	260	77	183			
HLE 15, 30, 32	I.G.P.	Mac-Arthur L.S. (ex)	222	44	62	N/A					
	Coves L.S.	Mac-Arthur L.S. (ex)	155	44	62	N/A					
	The Inn L.S.	Mac-Arthur L.S. (ex)	621	155	221	N/A					
		Mac-Arthur L.S. Total (ex)	998	243	345	299	121	178	355		
HLE 26, 30	I.G.P.	Santa Carlo L.S.(ex)	402	47	67	N/A					
	MacArthur L.S.	Santa Carlo L.S.(ex)	998	243	345	N/A					
		Santa Carlo L.S. Total (ex)	1,400	290	412	301	145	156	312		
HLE 20, 21, 25, 31, 32	I.G.P.	Flow into Junction Point @ American/Parliament (I)	768	133	189	N/A					
	Santa Carlo L.S.	Flow into Junction Point @ American/Parliament (I)	1,400	290	412	N/A					
		Flow into Junction Point @ American/Parliament (I) Total	2,168	423	601	N/A					
HLE 34, Emerald Bend, Emerald Point	I.G.P.	**Omaha L.S. Total (ex)**	778	49	70	160	25	135	271		
HLE 24, 29, 33	I.G.P.	Truman L.S. (ex)	226	25	35	N/A					
	Omaha L.S.	Truman L.S. (ex)	778	49	70	N/A					
		Truman L.S. Total (ex)	1,004	74	105	123	37	86	172		
HLE 22, 23, 24, 25, 28, 29, 33, 34	I.G.P.	Flow into Junction Point @ American/Parliament (II)	659	361	517	N/A					
	Truman L.S.	Flow into Junction Point @ American/Parliament (II)	1,004	74	105	N/A					
		Flow into Junction Point @ American/Parliament (II)Total	1,663	435	622	N/A					
HLE 23, CCE 8	I.G.P.	High Drive L.S. (ex)	329	110	157	N/A					
	From Junction Point @ American/Parliament (I)	High Drive L.S. (ex)	2,168	423	601	N/A					
	From Junction Point @ American/Parliament (II)	High Drive L.S. (ex)	1,663	435	622	N/A					
		High Drive L.S. Total (ex)	4,160	968	1,380	580	484	96	192		
	High Drive L.S.	Flow into Manhole/Junction Point @ Fairway #2 (A&B)	4,160	968	1,380	N/A					
	Flow into Junction Point from Southeast @ Fairway #2 (A & B)	WWTP (ex)	4,215	448	1,498	N/A					
	Flow into Junction Point from SouthWest @ Fairway #2 (A & B)	WWTP (ex)	4,160	968	1,380	N/A					
		WWTP Total (ex)	8,375	1,416	2,878	N/A					
CCE 5, 7, 10	I.G.P.	**Driving Range L.S. Total (ex)**	333	172	246	500	86	414	828		
LVE 2, CCA, TP, LVCCE 1, 2, 3, 4, 6	I.G.P.	**Fairway #17 L.S. (ex)**	1,873	577	826	320	288	32			
Canyons Oaks II	Driving Range L.S., Fairway 17 L.S., Canyon Oaks IGP, Fairway 2 Junction	WWTP (ex)	333	172	246						
			1,873	577	826						
			20	13	18						
			8,375	1,416	2,878						
			10,601	2,178	3,968						
			LUEs 2024-2014=		1,790						

Legend:

(df)	Developer Funded
(ex)	Existing
(fu)	Future
I.G.P.	Individual Grinder Pumps

TABLE 5
3 OF 6
CAPITAL IMPROVEMENT PLAN
WASTEWATER FACILITIES
SOUTH OF DAWN DRIVE
CITY OF LAGO VISTA

HAYNIE CONSULTING, INC

South WW Pumping - Year 2024, Wastewater System Model

Collection Basin	From Lift Station	To Lift Station	LUE Build-Out	LUE 2014	LUE 2024	2024 Proposed Pumps Firm Cap. (gpm)	2024 Min. Required Pumping @ 0.5gpm/LUE	2024 Excess (gpm) (Deficiency)	2024 Excess (LUE) (Deficiency)	Comments and Recommendations	Include in Fee Period
Montechino-Lower Lots	I.G.P.	**Montechino L.S. #1 Total (df)**	270	-	116	135	58	77	154	Lift Station & FM By Developer	
Montechino-Middle Lots	I.G.P.	Montechino L.S. #2 (df)	538	-	232						
-	Montechino L.S. #1	Montechino L.S. #2 (df)	270	-	116						
-	-	**Montechino L.S. #2 Total (df)**	808	-	348	404	174	230	460	Lift Station & FM By Developer	
Montechino-Upper Lots	I.G.P.	Montechino L.S. #3 (df)	270	-	116						
-	Montechino L.S. #1 & #2	Montechino L.S. #3 (df)	808	-	348						
-	-	**Montechino L.S. #3 Total (df)**	1,078	-	464	539	232	307	614	Lift Station & FM By Developer	
The Falls	I.G.P.	**The Falls L.S. Total (ss)**	520	-	224	260	112	148	296	Lift Station & FM By Developer	
Tusikanni Cove	I.G.P.	**Tusikanni L.S. Total (ss)**	342	-	147	171	74	98	195	Lift Station & FM By Developer	
HLE 8, 9	I.G.P.	**Boone #2 L.S. Total (ex)**	366	56	80	300	40	260	520		
HLE 9	I.G.P.	Boone L.S. #1 (ex)	103	4	10						
-	Boone L.S. #2	Boone L.S. #1 (ex)	366	56	80						
-	-	**Boone L.S. #1 Total (ex)**	469	61	90	660	45	615	1230		
HLE 12, 17, 18, 13	I.G.P.	**Hancock L.S. Total (fu)**	256	73	105	128	53	76			
HLE 12	I.G.P.	Harrison L.S. (fu)	145	1	21						
-	Hancock L.S.	Harrison L.S. (fu)	256	73	105						
-	-	**Harrison L.S. Total (fu)**	401	74	126	201	63	138	275		
HLE and LVCCE Composite	I.G.P.	Flow into Junction Point @ Fairway #2	1,405	313	447						
-	All L.S. Above: Montechino #3, Falls, Tusikanni, Boone 1, Harrison	Flow into Junction Point @ Fairway #2	2,810	135	1,051						
-	-	**Flow into Junction Point @ Fairway #2 Total**	4,215	448	1,498						
HLE 18, The Coves	I.G.P.	**Coves L.S. Total (ex)**	155	44	62	87.5	31	57	113		
HLE 26, 30, and The Peninsula	I.G.P.	**The Inn L.S. Total (ex)**	621	155	221	260	111	150	299		
HLE 15, 30, 32	I.G.P.	Mac-Arthur L.S. (ex)	222	44	62						
-	Coves L.S.	Mac-Arthur L.S. (ex)	155	44	62						
-	The Inn L.S.	Mac-Arthur L.S. (ex)	621	155	221						
-	-	**Mac-Arthur L.S. Total (ex)**	998	243	345	299	173	127	253		
HLE 26, 30	I.G.P.	Santa Carlo L.S.(ex)	402	47	67						
-	MacArthur L.S.	Santa Carlo L.S.(ex)	998	243	345						
-	-	**Santa Carlo L.S. Total (ex)**	1,400	290	412	301	206	95	190		
HLE 20, 21, 25, 31, 32	I.G.P.	Flow into Junction Point @ American/Parliament (I)	768	133	189						
-	Santa Carlo L.S.	Flow into Junction Point @ American/Parliament (I)	1,400	290	412						
-	-	**Flow into Junction Point @ American/Parliament (I) Total**	2,168	423	601						
HLE 34, Emerald Bend, Emerald Point	I.G.P.	**Omaha L.S. Total (ex)**	778	49	70	160	35	125	250		
HLE 24, 29, 33	I.G.P.	Truman L.S. (ex)	226	25	35						
-	Omaha L.S.	Truman L.S. (ex)	778	49	70						
-	-	**Truman L.S. Total (ex)**	1,004	74	105	123	53	71	141		
HLE 22, 23, 24, 25, 28, 29, 33, 34	I.G.P.	Flow into Junction Point @ American/Parliament (II)	659	361	517						
-	Truman L.S.	Flow into Junction Point @ American/Parliament (II)	1,004	74	105						
-	-	**Flow into Junction Point @ American/Parliament (II)Total**	1,663	435	622						
HLE 23, CCE 8	I.G.P.	High Drive L.S. (ex)	329	110	157						
-	From Junction Point @ American/Parliament (I)	High Drive L.S. (ex)	2,168	423	601						
-	From Junction Point @ American/Parliament (II)	High Drive L.S. (ex)	1,663	435	622						
-	-	**High Drive L.S. Total (ex)**	4,160	968	1,380	580	690	(110)	(220)	Increase Pump Size Required	yes
-	High Drive L.S.	Flow into Manhole/Junction Point @ Fairway #2 (A&B)	4,160	968	1,380						
-	Flow into Junction Point from Southeast @ Fairway #2 (A & B)	WWTP (ex)	4,215	448	1,498						
-	Flow into Junction Point from SouthWest @ Fairway #2 (A & B)	WWTP (ex)	4,160	968	1,380						
-	-	**WWTP Total (ex)**	8,375	1,416	2,878						
CCE 5, 7, 10	I.G.P.	**Driving Range L.S. Total (ex)**	333	172	246	500	123	377	754		
LVE 2, CCA, TP, LVCCE 1, 2, 3, 4, 6	I.G.P.	**Fairway #17 L.S. (ex)**	1,873	577	826	320	413	(93)	(186)	Increase Pump Size Required	yes
Canyons Oaks II	Driving Range L.S., Fairway 17 L.S., Canyon Oaks IGP, Fairway 2 Junction	WWTP (ex)	333	172	246						
			1,873	577	826						
			20	13	18						
			8,375	1,416	2,878						
			10,601	2,178	3,968						
			LUEs 2024-2014=		1,790						

Legend:

(ss)	Site Specific
(ex)	Existing
(fu)	Future
I.G.P.	Individual Grinder Pumps

TABLE 5
4 OF 6
CAPITAL IMPROVEMENT PLAN
WASTEWATER FACILITIES
SOUTH OF DAWN DRIVE
CITY OF LAGO VISTA

HAYNIE CONSULTING, INC

South WW Transmission - YEAR 2014, Wastewater System Model

Collection Basin	From Lift Station	To Lift Station	LUE Build-Out	LUE 2014	LUE 2024	2014 Existing WW Line Dia (in) (4" Min.)	2014 C/S Area ft^2	2014 Max Velocity 6.0 ft/sec	2014 Max. Flow Rate cft/sec	2014 Max. Resulting Flow Rate gpm	2014 LUEs Served @0.5gpm/LUE	2014 LUE Excess (Deficiency)	Comments and Recommendations	Include in Fee Period
Montechino-Lower Lots	I.G.P.	**Montechino L.S. #1 Total (df)**	270	-	116	None								
Montechino-Middle Lots	I.G.P.	Montechino L.S. #2 (df)	538	-	232	N/A								
0	Montechino L.S. #1	Montechino L.S. #2 (df)	270	-	116	N/A								
0	0	**Montechino L.S. #2 Total (df)**	808	-	348	None								
Montechino-Upper Lots	I.G.P.	Montechino L.S. #3 (df)	270	-	116	N/A								
0	Montechino L.S. #1 & #2	Montechino L.S. #3 (df)	808	-	348	N/A								
0	0	**Montechino L.S. #3 Total (df)**	1,078	-	464	None								
The Falls	I.G.P.	**The Falls L.S. Total (ss)**	520	-	224	None								
Tusikanni Cove	I.G.P.	**Tusikanni L.S. Total (ss)**	342	-	147	None								
HLE 8, 9	I.G.P.	**Boone #2 L.S. Total (ex)**	366	56	80	6	0.196	6.0	1.178	528	1057	1000		
HLE 9	I.G.P.	Boone L.S. #1 (ex)	103	4	10	N/A								
0	Boone L.S. #2	Boone L.S. #1 (ex)	366	56	80	N/A								
0	0	**Boone L.S. #1 Total (ex)**	469	61	90	6	0.196	6.0	1.178	528	1057	996		
HLE 12, 17, 18, 13	I.G.P.	**Hancock L.S. Total (fu)**	256	73	105	None								
HLE 12	I.G.P.	Harrison L.S. (fu)	145	1	21	N/A								
0	Hancock L.S.	Harrison L.S. (fu)	256	73	105	N/A								
0	0	**Harrison L.S. Total (fu)**	401	74	126	None								
HLE and LVCCE Composite	I.G.P.	Flow into Junction Point @ Fairway #2	1,405	313	447	None								
0	All L.S. Above: Montechino #3, Falls, Tusikanni, Boone 1, Harrison	Flow into Junction Point @ Fairway #2	2,810	135	1,051	None								
0	0	**Flow into Junction Point @ Fairway #2 Total**	4,215	448	1,498	None								
HLE 18, The Coves	I.G.P.	**Coves L.S. Total (ex)**	155	44	62	4	0.087	6.0	0.523	235	470	426		
HLE 26, 30, and The Peninsula	I.G.P.	**The Inn L.S. Total (ex)**	621	155	221	4	0.087	6.0	0.523	235	470	315		
HLE 15, 30, 32	I.G.P.	Mac-Arthur L.S. (ex)	222	44	62	N/A								
0	Coves L.S.	Mac-Arthur L.S. (ex)	155	44	62	N/A								
0	The Inn L.S.	Mac-Arthur L.S. (ex)	621	155	221	N/A								
0	0	**Mac-Arthur L.S. Total (ex)**	998	243	345	6	0.196	6.0	1.178	528	1057	814		
HLE 26, 30	I.G.P.	Santa Carlo L.S.(ex)	402	47	67	N/A								
0	MacArthur L.S.	Santa Carlo L.S.(ex)	998	243	345	N/A								
0	0	**Santa Carlo L.S. Total (ex)**	1,400	290	412	6	0.196	6.0	1.178	528	1057	767		
HLE 20, 21, 25, 31, 32	I.G.P.	Flow into Junction Point @ American/Parliament (I)	768	133	189	None								
0	Santa Carlo L.S.	Flow into Junction Point @ American/Parliament (I)	1,400	290	412	None								
0	0	**Flow into Junction Point @ American/Parliament (I) Total**	2,168	423	601	None								
HLE 34, Emerald Bend, Emerald Point	I.G.P.	**Omaha L.S. Total (ex)**	778	49	70	4	0.087	6.0	0.523	235	470	420		
HLE 24, 29, 33	I.G.P.	Truman L.S. (ex)	226	25	35	N/A								
0	Omaha L.S.	Truman L.S. (ex)	778	49	70	N/A								
0	0	**Truman L.S. Total (ex)**	1,004	74	105	6	0.196	6.0	1.178	528	1057	983		
HLE 22, 23, 24, 25, 28, 29, 33, 34	I.G.P.	Flow into Junction Point @ American/Parliament (II)	659	361	517	None								
0	Truman L.S.	Flow into Junction Point @ American/Parliament (II)	1,004	74	105	None								
0	0	**Flow into Junction Point @ American/Parliament (II)Total**	1,663	435	622	None								
HLE 23, CCE 8	I.G.P.	High Drive L.S. (ex)	329	110	157	N/A								
0	From Junction Point @ American/Parliament (I)	High Drive L.S. (ex)	2,168	423	601	N/A								
0	From Junction Point @ American/Parliament (II)	High Drive L.S. (ex)	1,663	435	622	N/A								
0	0	**High Drive L.S. Total (ex)**	4,160	968	1,380	8	0.349	6.0	2.093	939	1879	910		
0	High Drive L.S.	Flow into Manhole/Junction Point @ Fairway #2 (A&B)	4,160	968	1,380	N/A								
0	Flow into Junction Point from Southeast @ Fairway #2 (A & B)	WWTP (ex)	4,215	448	1,498	N/A								
0	Flow into Junction Point from SouthWest @ Fairway #2 (A & B)	WWTP (ex)	4,160	968	1,380	N/A								
0	0	**WWTP Total (ex)**	8,375	1,416	2,878	N/A								
CCE 5, 7, 10	I.G.P.	**Driving Range L.S. Total (ex)**	333	172	246	8	0.349	6.0	2.093	939	1879	1707		
LVE 2, CCA, TP, LVCCE 1, 2, 3, 4, 6	I.G.P.	**Fairway #17 L.S. (ex)**	1,873	577	826	8	0.349	6.0	2.093	939	1879	1302		
Canyons Oaks II	Driving Range L.S., Fairway 17 L.S., Canyon Oaks IGP, Fairway 2 Junction	WWTP (ex)	333	172	246									
			1,873	577	826									
			20	13	18									
			8,375	1,416	2,878									
			10,601	2,178	3,968									
			LUEs 2024-2014=		1,790									

Legend:

(df)	Developer Funded
(ex)	Existing
(fu)	Future
I.G.P.	Individual Grinder Pumps

TABLE 5
5 OF 6
CAPITAL IMPROVEMENT PLAN
WASTEWATER FACILITIES
SOUTH OF DAWN DRIVE
CITY OF LAGO VISTA

HAYNIE CONSULTING, INC

South WW Transmission - YEAR 2024, Wastewater System Model

Collection Basin	From Lift Station	To Lift Station	LUE Build-Out	LUE 2014	LUE 2024	2024 Proposed WW Line Dia (in) (4" Min.)	C/S Area ft^2	Max Velocity 6.0 ft/sec	Max. Flow Rate cft/sec	Max. Resulting Flow Rate gpm	LUEs Served @0.5gpm/LUE	LUE Excess (Deficiency)	Comments and Recommendations	Include in Fee Period
Montechino-Lower Lots	I.G.P.	**Montechino L.S. #1 Total (df)**	270	-	116	4	0.087	6.0	0.523	235	470	354	Lift Station & FM By Developer	
Montechino-Middle Lots	I.G.P.	Montechino L.S. #2 (df)	538	-	232	N/A								
0	Montechino L.S. #1	Montechino L.S. #2 (df)	270	-	116	N/A								
0	0	**Montechino L.S. #2 Total (df)**	808	-	348	4	0.087	6.0	0.523	235	470	122	Lift Station & FM By Developer	
Montechino-Upper Lots	I.G.P.	Montechino L.S. #3 (df)	270	-	116	N/A								
0	Montechino L.S. #1 & #2	Montechino L.S. #3 (df)	808	-	348	N/A								
0	0	**Montechino L.S. #3 Total (df)**	1,078	-	464	4	0.087	6.0	0.523	235	470	6	Lift Station & FM By Developer	
The Falls	I.G.P.	**The Falls L.S. Total (ss)**	520	-	224	4	0.087	6.0	0.523	235	470	246	Lift Station & FM By Developer	
Tusikanni Cove	I.G.P.	**Tusikanni L.S. Total (ss)**	342	-	147	4	0.087	6.0	0.523	235	470	323	Lift Station & FM By Developer	
HLE 8, 9	I.G.P.	**Boone #2 L.S. Total (ex)**	366	56	80	6	0.196	6.0	1.178	528	1057	977		
HLE 9	I.G.P.	Boone L.S. #1 (ex)	103	4	10	N/A								
0	Boone L.S. #2	Boone L.S. #1 (ex)	366	56	80	N/A								
0	0	**Boone L.S. #1 Total (ex)**	469	61	90	6	0.196	6.0	1.178	528	1057	967		
HLE 12, 17, 18, 13	I.G.P.	**Hancock L.S. Total (fu)**	256	73	105	4	0.087	7.0	0.611	274	548	443		
HLE 12	I.G.P.	Harrison L.S. (fu)	145	1	21	N/A								
0	Hancock L.S.	Harrison L.S. (fu)	256	73	105	N/A								
0	0	**Harrison L.S. Total (fu)**	401	74	126	4	0.087	7.0	0.611	274	548	422		
HLE and LVCCE Composite	I.G.P.	Flow into Junction Point @ Fairway #2	1,405	313	447	N/A								
0	All L.S. Above: Montechino #3, Falls, Tusikanni, Boone 1, Harrison	Flow into Junction Point @ Fairway #2	2,810	135	1,051	N/A								
0	0	**Flow into Junction Point @ Fairway #2 Total**	4,215	448	1,498	N/A								
HLE 18, The Coves	I.G.P.	**Coves L.S. Total (ex)**	155	44	62	4	0.087	6.0	0.523	235	470	408		
HLE 26, 30, and The Peninsula	I.G.P.	**The Inn L.S. Total (ex)**	621	155	221	4	0.087	6.0	0.523	235	470	249		
HLE 15, 30, 32	I.G.P.	Mac-Arthur L.S. (ex)	222	44	62	N/A								
0	Coves L.S.	Mac-Arthur L.S. (ex)	155	44	62	N/A								
0	The Inn L.S.	Mac-Arthur L.S. (ex)	621	155	221	N/A								
0	0	**Mac-Arthur L.S. Total (ex)**	998	243	345	6	0.196	6.0	1.178	528	1057	712		
HLE 26, 30	I.G.P.	Santa Carlo L.S.(ex)	402	47	67	N/A								
0	MacArthur L.S.	Santa Carlo L.S.(ex)	998	243	345	N/A								
0	0	**Santa Carlo L.S. Total (ex)**	1,400	290	412	6	0.196	6.0	1.178	528	1057	645		
HLE 20, 21, 25, 31, 32	I.G.P.	Flow into Junction Point @ American/Parliament (I)	768	133	189	N/A								
0	Santa Carlo L.S.	Flow into Junction Point @ American/Parliament (I)	1,400	290	412	N/A								
0	0	**Flow into Junction Point @ American/Parliament (I) Total**	2,168	423	601	N/A								
HLE 34, Emerald Bend, Emerald Point	I.G.P.	**Omaha L.S. Total (ex)**	778	49	70	4	0.087	6.0	0.523	235	470	400		
HLE 24, 29, 33	I.G.P.	Truman L.S. (ex)	226	25	35	N/A								
0	Omaha L.S.	Truman L.S. (ex)	778	49	70	N/A								
0	0	**Truman L.S. Total (ex)**	1,004	74	105	6	0.196	6.0	1.178	528	1057	952		
HLE 22, 23, 24, 25, 28, 29, 33, 34	I.G.P.	Flow into Junction Point @ American/Parliament (II)	659	361	517	N/A								
0	Truman L.S.	Flow into Junction Point @ American/Parliament (II)	1,004	74	105	N/A								
0	0	**Flow into Junction Point @ American/Parliament (II)Total**	1,663	435	622	N/A								
HLE 23, CCE 8	I.G.P.	High Drive L.S. (ex)	329	110	157	N/A								
0	From Junction Point @ American/Parliament (I)	High Drive L.S. (ex)	2,168	423	601	N/A								
0	From Junction Point @ American/Parliament (II)	High Drive L.S. (ex)	1,663	435	622	N/A								
0	0	**High Drive L.S. Total (ex)**	4,160	968	1,380	8	0.349	6.0	2.093	939	1879	499		
0	High Drive L.S.	Flow into Manhole/Junction Point @ Fairway #2 (A&B)	4,160	968	1,380	N/A								
0	Flow into Junction Point from Southeast @ Fairway #2 (A & B)	WWTP (ex)	4,215	448	1,498	N/A								
0	Flow into Junction Point from SouthWest @ Fairway #2 (A & B)	WWTP (ex)	4,160	968	1,380	N/A								
0	0	**WWTP Total (ex)**	8,375	1,416	2,878	N/A								
CCE 5, 7, 10	I.G.P.	**Driving Range L.S. Total (ex)**	333	172	246	8	0.349	6.0	2.093	939	1879	1633		
LVE 2, CCA, TP, LVCCE 1, 2, 3, 4, 6	I.G.P.	**Fairway #17 L.S. (ex)**	1,873	577	826	8	0.349	6.0	2.093	939	1879	1053		
Canyons Oaks II	Driving Range L.S., Fairway 17 L.S., Canyon Oaks IGP, Fairway 2 Junction	WWTP (ex)	333	172	246									
			1,873	577	826									
			20	13	18									
			8,375	1,416	2,878									
			10,601	2,178	3,968									
			LUEs 2024-2014=		1,790									

Legend:

(df)	Developer Funded
(ex)	Existing
(fu)	Future
I.G.P.	Individual Grinder Pumps

TABLE 5
6 OF 6
CAPITAL IMPROVEMENT PLAN
WASTEWATER FACILITIES
SOUTH OF DAWN DRIVE
CITY OF LAGO VISTA

HAYNIE CONSULTING, INC

TABLE 6
POPULATION ESTIMATES / PROJECTIONS DATA

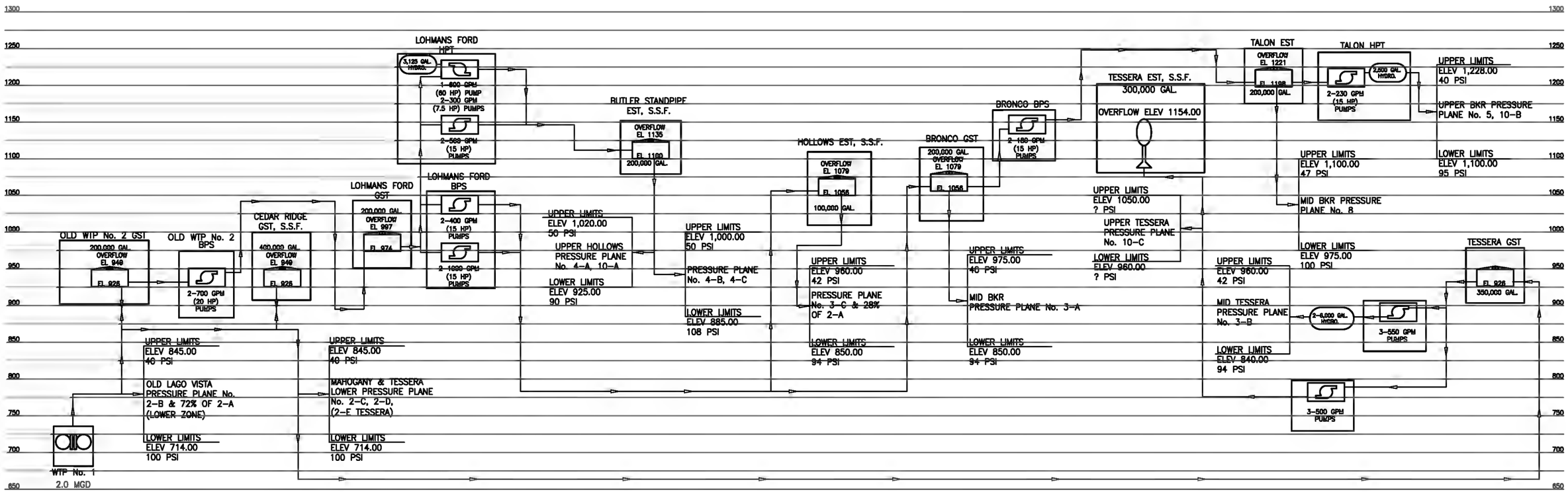
Local population estimates between 2010 and 2013.
(source: City of Austin):

Cedar Park	25.1 %
Georgetown	15.8 %
Jonestown	8.6 %
Lago Vista	6.8 %
Lakeway	15.6 %
Pflugerville	14.5 %
Round Rock	9.9 %

Population projection estimates 2014 to 2024 for Travis and surrounding Counties
(source, Texas State Data Center):

Williamson:	5.0 %
Travis:	2.3 %
Hays:	6.1 %

As growth increases through the growth corridor in northwest Travis County and southwest Williamson County including Round Rock, Georgetown, Cedar Park and Leander, it is reasonable to assume Lago Vista, in the growth corridor, will also experience a significant rate of growth and thus the population projection of 4.67% per year from 2014 through 2024 was selected.



LEGEND

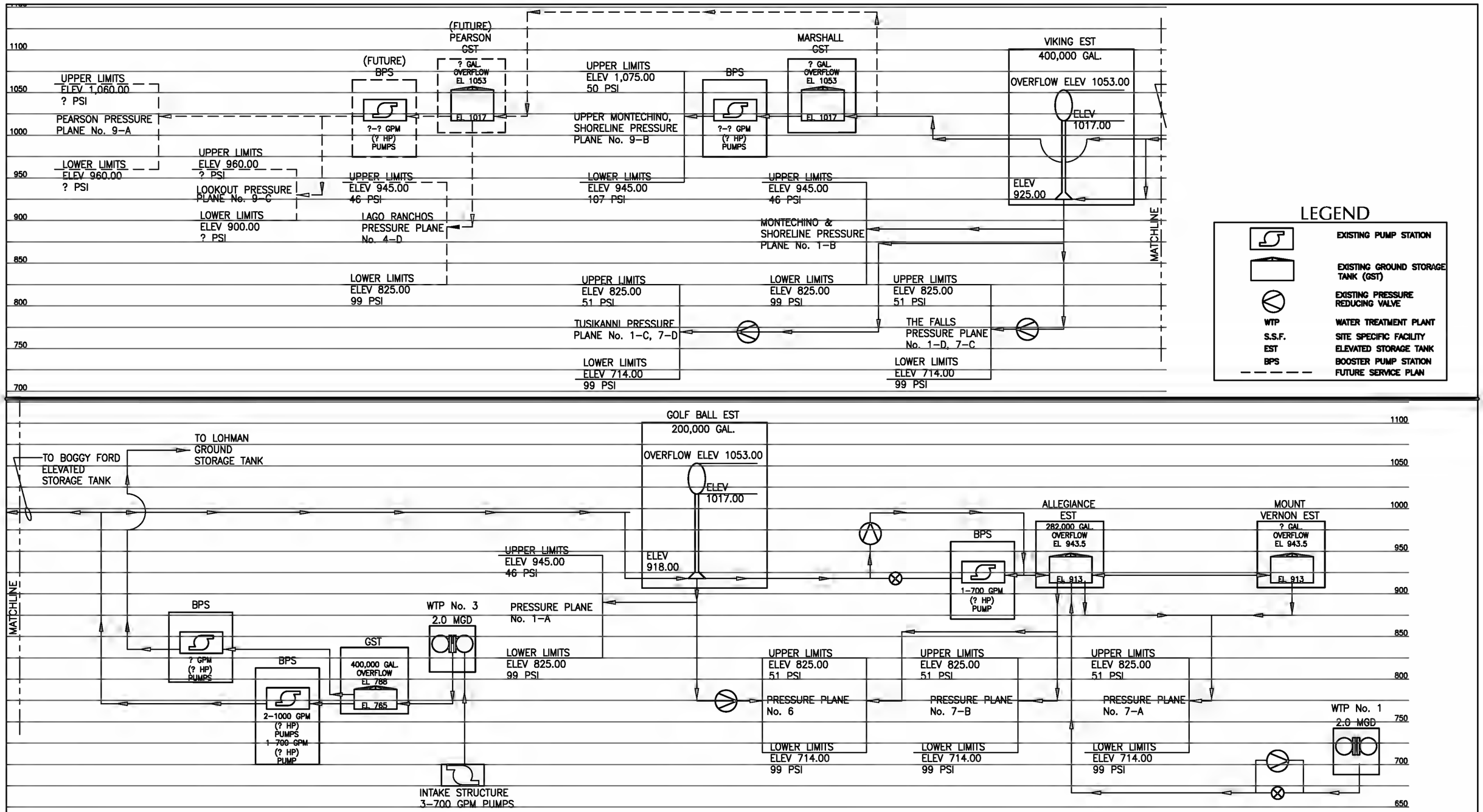
2,500 GAL. HYDRO.	EXISTING HYDROPNEUMATIC STORAGE TANK
	EXISTING PUMP STATION
	EXISTING GROUND STORAGE TANK (GST)
	EXISTING WATER TREATMENT PLANT (WTP)
	EXISTING PRESSURE REDUCING VALVE
S.S.F.	SITE SPECIFIC FACILITY
EST	ELEVATED STORAGE TANK
HPT	HYDRO-PNEUMATIC TANK
BPS	BOOSTER PUMP STATION
	TEMPORARY SERVICE PLAN

PROJECT NO. 101-14-17	DESIGNED BY: T.E.H.
FILE NAME: Water Diagram	DRAWN BY: KWM
DATE: 9/30/14	CHECKED BY: T.E.H.
SCALE: PLOT 1:1	REVISED BY: KWM

HAYNIE CONSULTING, INC.
Civil Engineers and Land Surveyors
1010 Provident Lane
Round Rock, Texas 78664-3276
Ph. 512-837-2446 Fax 512-837-9463

FIGURE 1A
CITY OF LAGO VISTA
WATER FLOW DIAGRAM FOR LUES NORTH OF DAWN DRIVE PER YEAR 2024

HAYNIE CONSULTING, INC.



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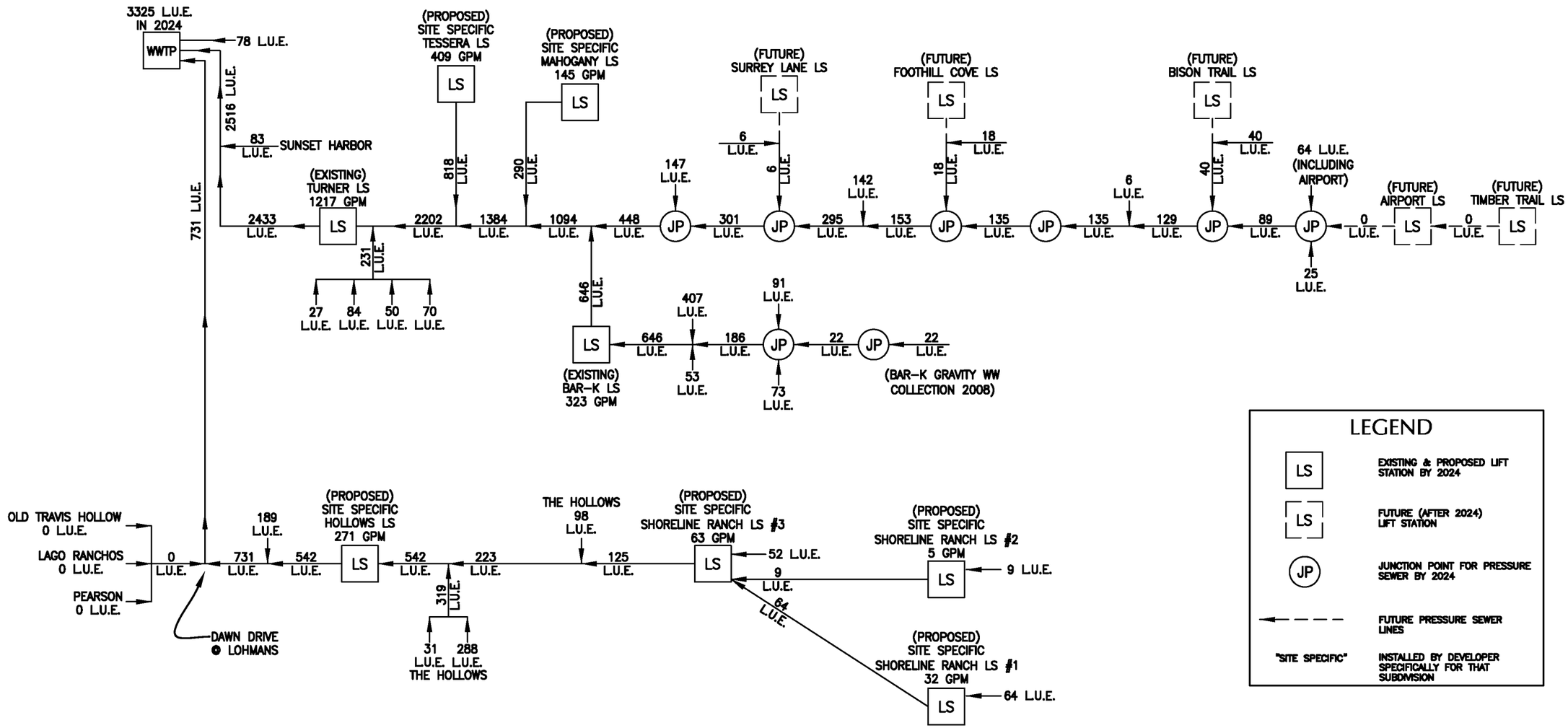
1010 Provident Lane
Round Rock, Texas 78664-3276
Ph. 512-837-2446 Fax 512-837-9463

PROJ. 101-14-17	
FILE: Water Diagram	
DATE: 9/30/14	
SCALE: PLOT 1:1	
DESIGNED BY:	T.E.H.
DRAWN BY:	C.A.A.
CHECKED BY:	T.E.H.
REVISED BY:	K.W.M.

FIGURE 1B
CITY OF LAGO VISTA
WATER FLOW DIAGRAM FOR LUES SOUTH OF DAWN DRIVE PER YEAR 2024

HAYNIE CONSULTING, INC.



PROJECT NO. 101-14-17	DESIGNED BY: T.E.H.
FILE: COLV Wastewater Diagram	DRAWN BY: KWM
DATE: 9/30/14	CHECKED BY: T.E.H.
SCALE: PLOT 1:1	REVISED BY: KWM

HAYNIE CONSULTING, INC.
Civil Engineers and Land Surveyors
1010 Provident Lane
Round Rock, Texas 78664-3276
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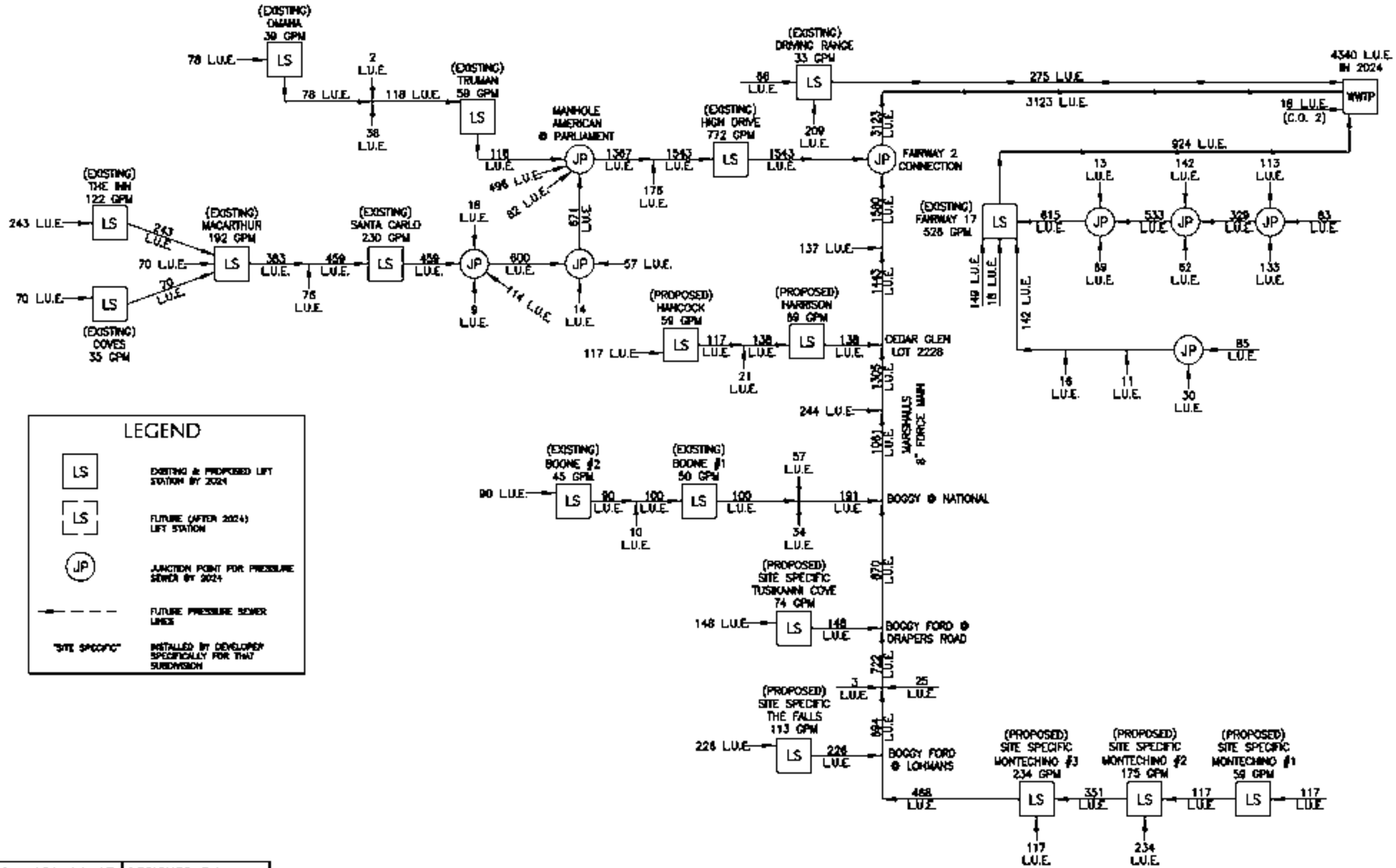
FIGURE 2A
WASTEWATER LUE FLOW DIAGRAM NORTH OF DAWN DRIVE PER YEAR 2024
CITY OF LAGO VISTA

HAYNIE CONSULTING, INC.



PROJECT NO. 101-14-17	DESIGNED BY: T.E.H.
FILE: COLV Wastewater Diagram	DRAWN BY: KWM
DATE: 9/30/14	CHECKED BY: T.E.H.
SCALE: PLOT 1:1	REVISED BY: KWM

HAYNIE CONSULTING, INC.

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FIGURE 2B
WASTEWATER LUE FLOW DIAGRAM NORTH OF DAWN DRIVE PER YEAR 2024
CITY OF LAGO VISTA

HAYNIE CONSULTING, INC.

CITY OF LAGO VISTA, TEXAS

ORDINANCE NO. 00-12-14-07

THE COMMUNITY IMPACT FEE ORDINANCE

AN ORDINANCE OF THE CITY OF LAGO VISTA, TEXAS, PROVIDING DEFINITIONS; ADOPTING A CAPITAL IMPROVEMENTS PLAN; ESTABLISHING A COMMUNITY IMPACT FEE BASED UPON LIVING UNIT EQUIVALENTS; PROVIDING CONSTRUCTION, SEVERABILITY AND OPEN MEETING CLAUSES; AND ESTABLISHING AN EFFECTIVE DATE.

Whereas, the City Council of the City of Lago Vista, Texas (the "City Council") adopted Resolution No. 00-959, on July 20, 2000 and Resolution No. 00-971, on September 21, 2000, establishing the dates for public hearings and directing than notice to be given for such public hearings to be held as provided for in Chapt. 395, Tex. Loc. Gov't. Code ("Chapter 395");

Whereas, after notice of public hearing for the Land Use Assumptions was published on August 10th, 17th and 24th of 2000, the City Council held such public hearing on September 14, 2000 to consider the land use assumptions;

Whereas, after notice of public hearing for the Capital Improvements Plan relating to possible adoption of impact fees was published on October 26th, November 2nd and 9th, of 2000, the City Council held a public hearing on November 30, 2000 to consider a proposed capital improvements plan;

Whereas, the City Council approved the proposed land use assumptions and the capital improvements plan by resolution; and

Whereas, in accordance with the above steps, the City Council desires to adopt a capital improvements plan and a Community Impact Fee pursuant to Chapter 395;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS, THAT:

PART 1. GENERAL PROVISIONS.

Section 1.1. Title. This ordinance shall be known, and may be cited, as the Community Impact Fee ordinance of the City of Lago Vista, Texas.

Section 1.2. Purpose. This Ordinance is intended to assure the provision of adequate public

facilities to serve new development in the City's service area by requiring said development to pay its pro rata share of the costs of improvements necessitated by and attributable to such new development.

Section 1.3. Authority. This Ordinance is adopted pursuant to Chapter 395, Texas Local Government Code, the Texas Constitution and the general laws of the State of Texas. The provisions of this Ordinance shall not be construed to limit the power of the City to utilize other methods authorized under State law or pursuant to other City powers to accomplish the purposes set forth herein, either in substitution or in conjunction with this Ordinance. Guidelines may be developed by resolution or otherwise to implement and administer this Ordinance.

Section 1.4. Definitions. In this Ordinance:

(1) "Advisory Committee" means the City's Impact Fee Advisory Committee appointed by the City Council pursuant to § 395.058, Tex. Loc. Govt. Code, to advise and assist in the adoption of land use assumptions, review and file comments on the capital improvements plan and to perform the other duties set forth in such section.

(2) "Assessment" means the determination of the amount of the impact fee per service unit and is the maximum amount which can be imposed on new development pursuant to this Ordinance.

(3) "Capital Improvement" means either a water facility or a wastewater facility, with a life expectancy of three (3) or more years, to be owned and operated by or on behalf of the City and as listed in the Impact Fee Capital Improvements Plan.

(4) "Chapter 395" means Chapter 395, Texas Local Government Code, as amended.

(5) "City" means the City of Lago Vista, Texas.

(6) "Credit" means the amount of the reduction of an impact fee or fees, payments or charges for the approved construction or provision of the same type of capital improvements for which the fee has been assessed.

(7) "Facilities Expansion" means either a water facility expansion or a wastewater facility expansion.

(8) "Final Plat Approval" or "Approval of a Final Plat" means the point at which the applicant has complied with all conditions of approval and the plat has been released for filing with the County Clerk of Travis County.

(9) "Guidelines" means administrative or procedural guidelines, if any, developed by the City to further the implementation of the provisions of this Ordinance. Said guidelines, as amended from time to time, shall not supersede any provision or alter any substantive procedure established in this Ordinance.

(10) "Impact Fee" means a fee, charge or assessment for water facilities, a fee for wastewater facilities, or both, as appropriately imposed on new development by the City in order to fund or recoup the costs of capital improvements or facilities expansions necessitated by and attributable to such new development. Impact Fees do not include the dedication or rights-of-way or easements for such facilities, the construction of water or wastewater improvements and other infrastructure within the development to serve the development unless such water or wastewater improvement is listed on the impact fee capital improvements plan, the dedication of park land or open space, any site-specific facility, or any other work, dedication or improvement that is not a water or wastewater facility listed on the impact fee capital improvements plan.

(11) "Impact Fee Capital Improvements Plan" means a water improvements plan or a wastewater improvements plan adopted or revised pursuant to this Ordinance.

(12) "Land Use Assumptions" means the projections of population growth and associated changes in land uses and intensities adopted by the City, as may be amended from time to time, upon which the impact fee capital improvements plan is based.

(13) "Living Unit Equivalent (L.U.E.)" means a unit of measure which represents the quantity of water utilized and wastewater generated on an average annual daily basis from a single-family, detached residence of average size and occupancy and which is the standardized measure used for service units. The formula for determining Living Unit Equivalents is set out in the Impact Fee Capital Improvements Plan, attached hereto as Exhibit "A".

(14) "New Development" means the subdivision of land; the construction, reconstruction, redevelopment, conversion, structural alteration, relocation, or enlargement of any structure; or any use or extension of the use of land; any of which increases the number of service units.

(15) "Offsite" means located entirely on land which is not included within the bounds of the plat or project being considered for impact fee assessment.

(16) "Platted" means platted in accordance with Chapter 212, Tex. Loc. Gov't. Code, or the applicable subdivision or platting procedures of the City of Lago Vista.

(17) "Service Area" means the area within which impact fees for capital improvements or facilities expansions will be collected for new development occurring within such area and within which fees so collected will be expended for those types of improvements or expansions identified in the capital improvements plan applicable to the service area.

(18) "Service Unit" means the same as "living unit equivalent", which is the applicable standard units of measure shown in Exhibit "A" hereto.

(19) "Site-Specific Facility" means an improvement or facility which is for the primary use

or benefit of a new development and which is not included in the capital improvements plan and for which the developer or property owner is solely responsible under subdivision and other applicable regulations. Site-specific facility may include improvements located offsite, within, or on the perimeter of the new development site.

(20) "Wastewater Facility" means an improvement for providing sanitary sewer service, including, but not limited to, land or easements, treatment facilities, lift stations, collection lines, or interceptor mains. Wastewater facilities exclude site-specific facilities constructed by developers.

(21) "Wastewater Facility Expansion" means the expansion of the capacity of any existing wastewater facility for the purpose of serving new development, but does not include the repair, maintenance, modernization, or expansion of an existing wastewater facility to serve existing development.

(22) "Wastewater Improvements Plan" means the adopted plan, as may be amended from time to time, which identifies the wastewater facilities or sanitary sewer expansions and their associated costs which are necessitated by and which are attributable to new development projected within a period not to exceed ten (10) years, and which are to be financed in whole or in part through the imposition of community impact fees pursuant to this Ordinance.

(23) "Water Facility" means an improvement for providing water service, including, but not limited to, land or easements, water supply, water treatment facilities, water supply facilities, water storage facilities, or water distribution lines. Water facility excludes site-specific facilities constructed by developers.

(24) "Water Facility Expansion" means the expansion of the capacity of any existing water facility, including increasing contract rights for water supply, for the purpose of serving new development, but does not include the repair, maintenance, modernization, or expansion of an existing water facility to serve existing development.

(25) "Water Improvements Plan" means the adopted plan, as may be amended from time to time, which identifies the water facilities or water expansions and their associated costs which are necessitated by and which are attributable to new development projected within a period not to exceed ten (10) years, and which are to be financed in whole or in part through the imposition of community impact fees pursuant to this Ordinance.

(26) Terms used which are defined in § 395.001, Tex. Loc. Gov't. Code, shall have the same meaning as they have in said Code.

Section 1.5. Adoption of Capital Improvements Plan. The capital improvements plan identifying capital improvements or facility expansions pursuant to which impact fees may be assessed, as considered at the November 30, 2000 public hearing and is set out in Exhibit "A" attached hereto, is hereby adopted.

Section 1.6. State Law. Chapter 395 supplements this Ordinance to the extent that its provisions may be applicable hereto and, to such extent, its provisions are incorporated herein.

Section 1.7. Advisory Committee.

(a) The Advisory Committee shall consist of the City Planning and Zoning Commission (the "Commission") and other citizens of the City appointed by the City Council. If the Commission does not include at least one representative of the real estate, development or building industry who is not an employee or official of a governmental entity, the City council shall appoint at least one representative, having such qualifications, as a voting member of the Advisory Committee. If any impact fee is to be applied to the extraterritorial jurisdiction of the City, a representative from that area shall be appointed by the City Council.

(b) The duties of the Advisory Committee shall be as follows:

(i) advise and assist the adoption of land use assumptions;

(ii) review the capital improvements plan and file written comments;

(iii) monitor and evaluate implementation of the capital improvements plan;

(iv) file semi-annual reports with respect to the progress of the capital improvements plan and report to the City Council any perceived inequities in implementing the plan or imposing the impact fee; and

(v) recommend to the City Council as necessary and required the timely amendment and/or update of the capital improvements plan and the impact fees.

(c) All information and professional reports concerning the development and implementation of the capital improvements plan shall be made available to the Advisory Committee, and the City staff and contract officers of the City shall provide the committee with such support and assistance as may be required.

PART 2. COMMUNITY IMPACT FEE ESTABLISHED.

Section 2.1. Establishment. There is hereby established a Community Impact Fee which shall be imposed against new development in order to generate revenues for funding or recouping the costs of capital improvements or facility expansions necessitated by and attributable to such new development.

Section 2.2. Basis. The Community Impact Fee shall be assessed on the basis of Living Unit Equivalents. The number of Living Unit Equivalents shall be determined at the time of assessment

as hereinafter set out.

Section 2.3. Amount. The Community Impact Fee for each Living Unit Equivalent shall, as set forth in Exhibit "A" as amended from time to time in accordance with Chapter 395, be $1,000.00 for water service and $1,000.00 for wastewater service.

Section 2.4. Payment. All payments pursuant to this Ordinance shall be made to the City Secretary or his/her designate.

Section 2.5. Exemption or Waiver.

(a) Any building permit application which was duly accepted for filing prior to the effective date of this Ordinance and subsequently granted, shall be exempt from the assessment and payment of an impact fee under this Ordinance, unless such application thereafter expires. The applicant for any such building permit described in the preceding sentence shall be required to pay the impact fee specified by Ordinance 00-12-14-07.

(b) The City Council may grant a waiver from any requirement of this Ordinance on other grounds, as may be set forth in administrative guidelines.

(c) If the City Council grants a variance or waiver to the amount of the impact fee due for a new development under this Section, it shall cause to be appropriated from the other City funds the amount of the reduction in the impact fee to the capital improvements account.

Section 2.6. Establishment of Accounts.

(a) The City shall establish an account to which interest is allocated for each category of capital facility for which an impact fee is imposed pursuant to this Ordinance. Each impact fee collected within the service area shall be deposited in such account.

(b) Interest earned on the impact fee account shall be considered funds of the account and shall be used solely for the purposes authorized in Section 2.7.

(c) The City shall establish adequate financial and accounting controls to ensure that impact fees disbursed from the account are utilized solely for the purposes authorized in Section 2.7. Disbursement of funds shall be authorized by the City at such times as are reasonably necessary to carry out the purposes and intent of this Ordinance; provided, however, that any fee paid shall be expended within a reasonable period of time, but not to exceed ten (10) years from the date the fee is deposited into the account.

(d) The City shall maintain and keep financial records for impact fees, which shall show the source and disbursement of all fees collected or expended.

Section 2.7. Use of Proceeds.

(a) The impact fees collected pursuant to this Ordinance may be used to finance or to recoup the costs of any capital improvements or facilities expansions identified in the impact fee capital improvements plan for the service area, including the construction contract price, surveying and engineering fees, land acquisition costs (including land purchases, court awards and costs, attorney's fees, and expert witness fees), and the fees actually paid or contracted to be paid to an independent qualified engineer or other consultants preparing or updating the impact fee capital improvements plan who is not an employee of the City. Impact fees may also be used to pay the principal sum and interest and other finance costs on bonds, notes or other obligations issued by or on behalf of the City to finance such capital improvements or facilities expansions.

(b) Impact fees collected pursuant to this Ordinance shall not be used to pay for any of the following expenses:

(i) construction, acquisition or expansion of capital improvements or assets other than those identified in the capital improvements plan;

(ii) repair, operation, or maintenance of existing or new capital improvements or facilities expansions;

(iii) upgrading, expanding or replacing existing capital improvements to serve existing development in order to meet stricter safety, efficiency, environmental or regulatory standards;

(iv) upgrading, expanding or replacing existing capital improvements to provide better service to existing development; provided, however, that impact fees may be used to pay the costs of upgrading, expanding or replacing existing capital improvements in order to meet the need for new capital improvements generated by new development; or

(v) administrative and operating costs of the city.

PART 3. APPLICABILITY OF COMMUNITY IMPACT FEES.

Section 3.1. Fees.

(a) Unless there is executed an agreement for payment of impact fees in another manner, the Community Impact Fee imposed by this Ordinance shall apply to new development.

(b) The Community Impact Fee for development coming under this section shall be assessed and collected with respect to development which occurs or is proposed at the earlier of the time application is made for a building permit or application is made for connection to the City's water or wastewater system.

(c) Impact fees may be assessed but not collected for property where service is not available unless:

(i) the City commits to commence construction of necessary facilities identified in the capital improvements plan within two years and will have service available within a reasonable time not to exceed five years;

(ii) the City agrees in writing to permit the property owner to construct or finance the required capital improvement(s) or facility expansion(s) and that the costs incurred or funds advanced by such owner will either

(A) be credited against the impact fees otherwise due from such owner;

(B) reimburse the owner for such costs from impact fees paid from such owner and other new developments that will use such improvements or expansions, in which case fees shall be reimbursed to the owner as and when collected by the City from new development; or

(C) the owner voluntarily requests the City to reserve capacity to serve future development and the City and the owner enter into a valid written agreement;

provided that any such impact fee assessed but not collected, and for which no written agreement is entered into between the City and the property owner pursuant to this Section 3.1(c), shall be thereafter collected at the earlier of the time the City contracts for the capital improvements necessary to serve the property or service is made available to the property.

(d) A property owner and the City may enter into a valid written agreement providing for the time and method of the payment of impact fees, which agreement shall prevail over any contrary provision of this Ordinance.

Section 3.2. Calculation of Impact Fees.

(a) Impact fees shall be calculated based upon the number of service units as determined by using the conversion table provided in Exhibit "A". The impact fee required for any property, development or application shall be determined by multiplying the number of service units in the proposed development by the amount of the respective impact fees per service unit set forth in Section 2.3 and in Exhibit "A".

(b) Should the number of service units required for any property increase after the impact fees for such property are assessed and collected, the impact fees for such property shall be increased in an amount equal to the impact fee established by this Ordinance multiplied by the number of additional service units required for such property.

(c) The total amount of impact fees to be paid to and deposited into the impact fee account by the City for any development shall be reduced by any allowable credits, if any, for the category of capital improvements as provided in Section 3.6.

(d) If at anytime impact fees are assessed against any property but are unpaid, the total amount of such unpaid impact fees shall be attached to the development application, plat and/or other documents applicable to the property and thereafter collected

(i) at the earliest time provided for in this Ordinance; and

(ii) in no event later than the date service is connected to the property.

(e) Replatting shall not require recalculation of impact fees unless the number of service units is increased. If a proposed replat increases the number of service units, the impact fee shall be recalculated as provided in Section 3.2(b) above.

Section 3.3. In Addition to Other Fees. The Community Impact Fee shall be charged in addition to all other fees set out by City Ordinance or regulation including, but not limited to, building permit fees and tap fees, park land dedication requirements and payments in lieu, and dedication of easements and right-of-way.

Section 3.4. Easement Exclusive of Fees. If granting of easements or rights-of-way is necessary to construction of an impact fee capital improvement, said easement shall be granted by the record owner of the land so affected, exclusive and in addition to the payment of the impact fee, and at the time of payment of the impact fee, as a condition of service. if construction of an impact fee capital improvement is undertaken by the City in any public right-of-way due to lack of said easement, and subsequent relocation of the improvement is required by any public agency, the record owner of the land shall bear all expense of said relocation.

Section 3.5. Appeals.

(a) The property owner or applicant for new development may appeal the following decisions to the City Council: (1) the applicability of an impact fee to the development; (2) the amount of the impact fee due; (3) the availability or the amount of any credit; (4) the application of any credit against an impact fee due; (5) the amount of a refund due, if any.

(b) The burden of proof shall be on the appellant to demonstrate that the amount of the fee or the amount of the credit was not calculated according to the applicable schedule of service units or the guidelines established for determining credits.

(c) The appellant must file a notice of appeal with the City Secretary within thirty (30) days following the decision appealed from. If the notice of appeal is accompanied by a bond or other

sufficient surety satisfactory to the City Attorney in an amount equal to the original determination of the impact fee due, the development application may be processed while the appeal is pending.

Section 3.6. Credits. If the property owner and the City have entered into a valid written agreement authorized by the City Council, then, in that event, to the extent provided for in such agreement, if any, the property owner shall be entitled to:

(a) an off-set against or credit for the payment of impact fees otherwise payable by such property owner for the land being developed, to the extent of the approved costs and expense of any such construction, contribution, or dedication of any facility appearing on the capital improvements plan which is required to be constructed by the City in order to serve a property owner's development, that is paid or made by such property owner;

(b) A credit against any category of impact fee as provided in the agreement; or

(c) Reimbursement for the costs of capital improvement(s), constructed or paid by the property owner, from impact fees received from other new developments that will use such capital improvement(s) or facility expansion(s).

Section 3.7. Refunds.

(a) On the request of an owner of property on which an impact fee has been paid, the political subdivision shall refund the impact fee if existing facilities are available and service is denied or the political subdivision has, after collecting the fee when service was not available, failed to commence construction within two years or service is not available within a reasonable period considering the type of capital improvement or facility expansion to be constructed, but in no event later than five years from the date of the fee payment.

(b) Upon completion of all the capital improvements or facilities expansions identified in the impact fee capital improvements plan, the City shall recalculate the maximum impact fee per service unit using the actual costs of the capital improvements or expansions. If the maximum impact fee per service unit based on actual cost is less than the impact fee per service unit paid, the City shall refund the difference, if such difference exceeds the impact fee paid by more than ten percent (10%). The refund to the record owner shall be calculated by multiplying such difference by the number of service units for the development for which the fee was paid, and interest due shall be calculated upon that amount.

(c) The City shall refund any impact fee or part thereof that is not spent as authorized by this Ordinance within 10 years after the date of the fee payment.

(d) An impact fee collected pursuant to this Ordinance shall be considered expended if the total expenditures for capital improvements or facilities expansions authorized in Section 2.7 within the service area within ten (10) years following the date of collection exceeds the total fees collected for

such improvements or expansions during such period.

(e) If a refund is due pursuant to this section, the City shall pro-rate the same by dividing the difference between the amount of expenditures and the amount of the fees collected by the total number of service units assumed within the service area for the period to determine the refund due per service unit. The total refund payable to any such property owner shall be calculated by multiplying the refund due per service unit by the number of service units for the property for which the fee was paid, and interest due shall be calculated upon that amount.

(f) Refunds shall be made only to the record owner of the property at the time of the refund and shall bear interest calculated from the date of collection to the date of refund at the statutory rate as set forth in § 302.002 of the Texas Finance Code, or its successor.

Section 3.8. Updates to Plan and Revision of Fees.

(a) The City shall update its land use assumptions and impact fee capital improvements plan and shall recalculate its impact fees not less than once every three years in accordance with the procedures set forth in Texas Rev. Civil Statutes, Local Government Code, Section 395, or in any successor statute; provided that after giving the required notice the City Council may determine that no changes or amendments are required.

(b) The City may review its land use assumptions, impact fee capital improvements plan, and other factors such as market conditions more frequently than provided in subsection (a) to determine if the land use assumptions and capital improvements plan should be updated and the impact fee recalculated accordingly.

Section 3.9. Prohibition Against Transfer. The payment of impact fees and credits earned under this Ordinance shall inure to the benefit of and remain with the land for which such impact fees were paid or credits earned, and may not be sold, assigned, conveyed or transferred for the benefit of any other land or property. No impact fee receipts, LUEs, rights, benefits or credits arising under this Ordinance may be sold, assigned, transferred or conveyed except to a subsequent grantee or purchaser of the land for which such fee was paid or credit earned. All rights or benefits arising from the payment of an impact fee or any credit shall automatically vest in the owner and each subsequent owner of the land for which the fee was paid or credit earned.

PART 4: CLOSING PROVISIONS.

Section 4.1. Construction. The terms and provisions of this Ordinance shall not be construed in a manner to conflict with Chapter 395, as amended, and if any term or provision of this Ordinance shall appear to conflict with any term, provision or condition of Chapter 395, such Ordinance term or provision shall be read, interpreted and construed in a manner consistent with and not in conflict with Chapter 395.

Section 4.2. Severability. If any provision of this ordinance or the application of any provision to any person or circumstance is held invalid, the invalidity shall not affect other provisions or applications of the ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

Section 4.3. Code of Ordinances. It is the intention of the Council that this ordinance shall become a part of the Code of Ordinances of the City of Lago Vista, Texas, and may be renumbered and codified therein accordingly.

Section 4.4. Effective Date. This ordinance shall take effect immediately from and after its passage and publication in accordance with the provisions of the Tex. Loc. Gov't. Code, and it is accordingly so ordained.

Section 4.5. Open Meetings. It is hereby officially found and determined that the meeting at which this ordinance is passed was open to the public as required and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings Act.

PASSED AND APPROVED on this 14th day of December, 2000.

Attest:

Joyce A. Stapleton

Joyce Stapleton, City Secretary

THE CITY OF LAGO VISTA, TEXAS

Dennis Jones

Dennis Jones, Mayor

Exhibit “B”

Impact Fee Advisory Committee Written Comments

CITY OF LAGO VISTA
DEVELOPMENT SERVICES
P.O. BOX 4727
LAGO VISTA, TX 78645

Tel. (512) 267-5259 *Fax (512) 267-5265*

April 13, 2016

RE: Written Comments Concerning Impact Fee Advisory Committee Meeting on April 12, 2016 Concerning the Land Use Assumptions and a Capital Improvements Plan and the Imposition (potential modification) of an Impact Fee.

City Secretary:

In order to meet requirements in Section 395.056 of the Texas Local Government Code, and in consultation with the City Attorney, written comments are being filed with your Department. At their April 12, 2016 meeting the Impact Fee Advisory Committee made the following findings and made the following findings and made a recommendation on the below motion:

1. The Land Use Assumptions and Capital Improvements Plans underlying the $3,000 water and $2,115 wastewater calculations are consistent with State law and good engineering practices.

2. The Advisory Committee finds the data and methodology underlying the impact fee calculation are reasonable and useful for City purposes.

3. The Advisory Committee concurs with the methodology used in the calculation of the $3,000 water and $2,115 wastewater calculations.

The Advisory Committee recommended the water fee remain at $3,000 and the wastewater fee remain at $2,115 with the stipulation that it be reviewed in eighteen (18) months.

Respectfully,

David Harrell

David Harrell, AICP
Director

Attachment 2

Neighboring Jurisdiction Impact Fees

2016 IMPACT FEE TAP FEES FOR LOCAL CITIES

City	Last Updated	Water Impact Fee	Wastewater Impact Fee	Water Tap Fee	Wastewater Tap Fee	Total Impact Fee	Total Tap Fee	Total Fees	Notes
Lago Vista	February 2015	$3,000.00	$2,115.00	$1,500.00	$1,500.00	$5,115.00	$3,000.00	$8,115.00	Tap fees were last risen in 2008
Cedar Park	July 2014	$2,250.00	$2,000.00	$425.00	$800.00	$4,250.00	$1,225.00	$5,475.00	
Leander	May 2012	$3,880.00	$1,615.00	$840.00	$750.00	$5,495.00	$1,590.00	$7,085.00	Additional fees: if street cuts are required or City installs meter.
Marble Falls	September 2013	$853.82	$256.46	$800.00	$800.00	$1,110.28	$1,600.00	$2,710.28	
Lakeway	NA	$0.00	$0.00	$1,200.00	$1,200.00	$0.00	$2,400.00	$2,400.00	No Impact Fee
Round Rock	August 2012								
Plats Recorded Prior 1-Jan-2005		$2,910.00	$1,059.00	$167.00	$200.00	$3,969.00	$367.00	$4,336.00	
Plats Recorded 1-Jan-2005 to 31-Dec-2008		$4,296.00	$1,306.00	$167.00	$200.00	$5,602.00	$367.00	$5,969.00	
Plats Recorded 1-Jan-2009 to 31-Jul-2012		$4,446.00	$2,383.00	$167.00	$200.00	$6,829.00	$367.00	$7,196.00	
Plats Recorded After 1-Aug-2012		$3,889.00	$2,073.00	$167.00	$200.00	$5,962.00	$367.00	$6,329.00	
Jonestown	NA	$0.00	$0.00	Varies	$0.00	$0.00	Varies	Varies	Varies -$2,555 to $3,005 depending on the area
Georgetown	Effective October 2017								
City		$7,039.00	$2,997.00	$350.00	$300.00	$10,036.00	$650.00	$10,686.00	
Southfork Watewater		$7,039.00	$4,452.00	$500.00	$450.00	$11,491.00	$950.00	$10,986.00	Impact Fees - Going up from 2015 every year to 2017 totals.
Liberty Hill	January 2009	$3,100.00	$4,195.00	$3,500.00	$3,500.00	$7,295.00	$7,000.00	$14,295.00	
Austin	January 2014								
Plats Recorded Prior 1-Oct-2007		Varies on Area	Varies on Area	$1,084.39	$0.00	Varies on Area	$1,084.39	Varies	Varies based on location : $800 to $3,000 Total
Plats Recorded 1-Oct-2007 to 31-Dec-2013		Varies on Area	Varies on Area	$1,384.39	$0.00	Varies on Area	$1,384.39	Varies	Varies based on location - $1,100 to $3,900 Total.
Plats Recorded after 1-Jan 2014		$5,400.00	$2,200.00	$7,884.39	$0.00	$7,600.00	$7,884.39	$15,484.39	Water & Wwater Combine
Pflugerville	July 2014								
Central		$4,241.00	$2,725.00	$250.00	$250.00	$6,966.00	$500.00	$7,466.00	
Cottonwood		$0.00	$3,537.00	$250.00	$250.00	$3,537.00	$500.00	$4,037.00	
Hutto	Feburary 2013								
Plats Recorded Prior 1-Feb-2013		$4,363.00	$1,068.00	$600.00	$300.00	$5,431.00	$900.00	$6,331.00	
Plats Recorded After 1-Feb-2013		$3,625.00	$2,128.00	$600.00	$300.00	$5,753.00	$900.00	$6,653.00	
Burnet	December 2004	$1,084.50	$1,173.00	$525.00	$500.00	$2,257.50	$1,025.00	$3,282.50	
Horseshoe Bay	October 2013	$3,296.00	$2,012.00	$1,350.00	$3,700.00	$5,308.00	$10,358.00	$15,666.00	

AGENDA ITEM

City of Lago Vista

To:	**Mayor & City Council**	**Council Meeting:**	**May 5, 2016**
From:	**David Harrell, AICP, Director**		
Subject:	**ORDINANCE 16-05-05-02; AN ORDINANCE OF THE CITY OF LAGO VISTA, TEXAS REPEALING ORDINANCE 08-08-07-02 WHICH ADOPTED A COMPREHENSIVE MASTER PLAN, PROVIDING FOR THE AMENDMENT OF THE PLAN, AND PROVIDING FOR RELATED MATTERS; FINDINGS DETERMINING THAT THE MEETING AT WHICH THIS ORDINANCE IS PASSED IS OPEN TO THE PUBLIC AS REQUIRED BY LAW**		
Request:	**Public Hearing**	**Legal Document:**	**Ordinance**

Legal Review: ☒

EXECUTIVE SUMMARY:

In August 2015, the Council approved a contract with Freese & Nichols to update the current 2008 Comprehensive Plan. This task has been ongoing since that time and has involved on-line comments, surveys, two (2) City Council meetings, three (3) Planning & Zoning Commission meetings, six (6) Comprehensive Plan Advisory Committee (CPAC) meetings, and three (3) Town Hall meetings to better engage the public and community interests during the update process.

The CPAC recommended approval of the item by a vote of 10-1 with changes that have been incorporated into this document. The Planning and Zoning Commission also conducted a workshop session earlier in the afternoon on April 7 and on April 19.

On April 7, the City Council decided to hold a separate weekend meeting to go more through the Plan. On April 16, the City Council offered input regarding the Plan. Those changes have been incorporated into the Plan.

The Planning & Zoning Commission held a recommendation meeting earlier in the day. Staff will report the results to Council at the meeting.

This meeting will be for a consideration of the Ordinance to adopted the Plan. Once the Ordinance is approved by Council, this will be the flexible blueprint for City growth.

Impact if Approved:

The City of Lago Vista 2030 Comprehensive Plan will become the new City growth plan.

Impact if Denied:

The City of Lago Vista 2030 Comprehensive Plan will NOT become the new City growth plan. The current 2008 Comprehensive Master Plan will continue to be the growth plan.

Is Funding Required? ◉ **Yes** ◯ **No** **If Yes, Is it Budgeted?** ◉ **Yes** ◯ **No** ◯ **N/A**

Indicate Funding Source:

Capital Improvements Program (CIP) one half this FY, last half in next FY

Suggested Motion/Recommendation/Action

Motion to:	**Enact Ordinance**
Motion to:	**Deny Ordinance**
Motion to:	**Table Ordinance**

Known As:

the City of Lago Vista 2030 Comprehensive Plan.

Agenda Item Approved by City Manager

Lago Vista Comprehensive Plan

May 5, 2016

City Council Public Hearing

#lagovista2030

clients.freese.com/lagovista

today's agenda

1. overview of plan
2. changes since April 7
3. discussion
4. recommendation for adoption

planning process

Kick-Off Project

- Met with City staff
- Joint meeting with CPAC and P&Z

Gather Public Input

- Input from LVHS students
- 3 Town Hall meetings
- Online surveys

Draft Plan

- FNI drafts chapters for City review
- 5 CPAC meetings to review drafts

Public Hearings & Adoption

- FNI presentation/discussion with P&Z
- FNI presentation/discussion with CC
- P&Z work session
- CC work session
- P&Z public hearing
- CC public hearing

overview of plan

plan content

1. Overview
2. City Snapshot
3. Land Use
4. Housing and Neighborhood Livability
5. Transportation
6. Parks, Recreation, and Open Space
7. City Facilities and Services
8. Implementation
9. Appendix

LAND USE

- future land use map
- population planning
- design standards
- corridor character areas
- resource protection
- lakefront tourism
- airport area
- conservation and growth areas
- future expansion areas

BIG IDEA: add a mixed use land use type

HOUSING AND NEIGHBORHOOD LIVABILITY

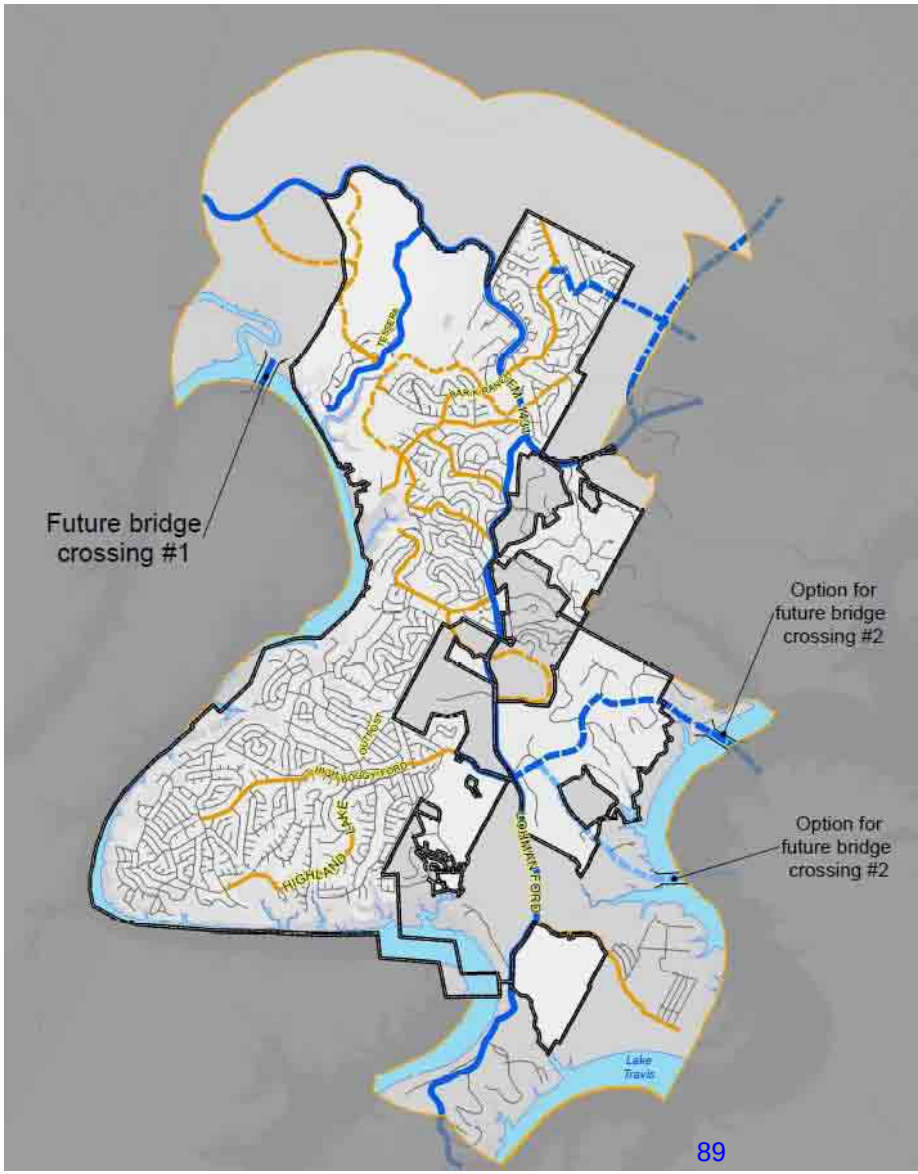
- neighborhood enhancements
- home and site design enhancements
- life-cycle housing opportunities

BIG IDEA: encourage infill development in existing neighborhoods

TRANSPORTATION

- future transportation network
- roadway safety and maintenance
- alternative transportation

BIG IDEA: three bridges options across the lake



PARKS, RECREATION, AND OPEN SPACE

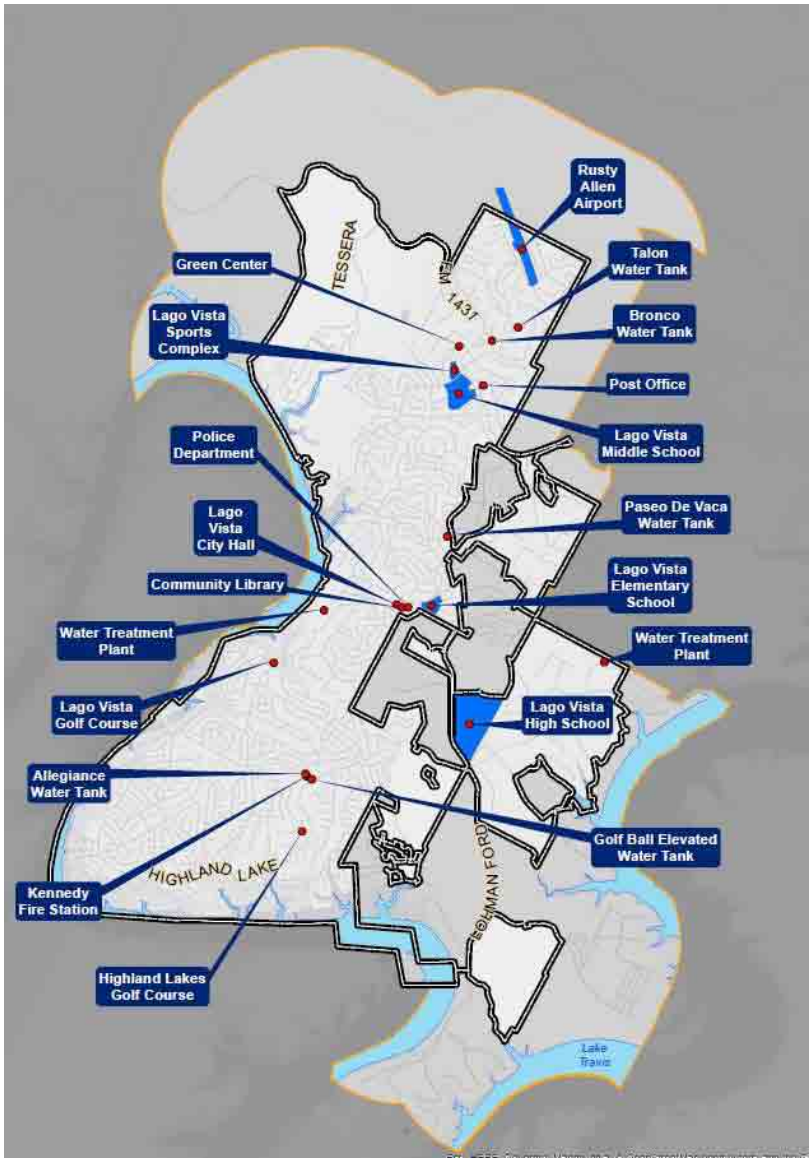
- future parks and trails
- multi-purpose sports complex
- community access
- recreational facility standards

BIG IDEA: establish a task force to work toward reaching an agreement with the LVPOA to allow all citizens to access parkland

CITY FACILITIES AND SERVICES

- communication program
- conference hotel or civic center
- local activities
- golf courses
- municipal complex redevelopment

BIG IDEA: promote “family days” at the golf courses to attract families and support youth interest in golf



IMPLEMENTATION

- guide for daily decision-making
- zoning and subdivision
- flexible and alterable guide
- annual review
- 5-year update

Implementation element includes:

- Year 1
- Year 2 and beyond
- Policy initiatives
- Code updates

Legend for Implementation Tables		
Cost	**Impact**	**Milestone**
$ - low cost	• - small impact	Steps to reach action
$$ - moderate cost	••- moderate impact	**Benchmark**
$$$ - high cost	••• - large impact	Measurement of completion of action

changes since April 7

changes since April 7

- retitled 11x17 to “plan synopsis”, added an “executive summary” write-up, and a “conclusion” that depicts how the community’s top issues are addressed in the plan
- added summaries of April 7 meetings
- changed land use designation at Lohman/Dawn from Mixed Use to Neighborhood Retail/Office/Commercial
- removed reference to Mueller Airport
- added note that City/TxDOT are working on airport plan
- increased near-term growth projections
- renamed legend terms on conservation map for clarity
- corrected amenities at Arrowhead Park

This plan will be used to guide the future of Lago Vista for many years and will be a strategic tool <u>you</u> can use for daily decision-making!

Lago Vista Comprehensive Plan

May 5, 2016

City Council Public Hearing

#lagovista2030

clients.freese.com/lagovista

ORDINANCE NO. 16-05-05-02

AN ORDINANCE OF THE CITY OF LAGO VISTA, TEXAS REPEALING ORDINANCE 08-08-07-02 WHICH ADOPTED A COMPREHENSIVE MASTER PLAN, PROVIDING FOR THE AMENDMENT OF THE PLAN; PROVIDING FOR RELATED MATTERS; FINDING AND DETERMINING THAT THE MEETING AT WHICH THIS ORDINANCE IS PASSED IS OPEN TO THE PUBLIC AS REQUIRED BY LAW

WHEREAS, it is necessary and reasonable for the City of Lago Vista, Texas, a home-rule municipality (hereinafter "City") to provide for, modify and amend a Comprehensive Master Plan for the City in accordance with Chapter 213, Texas Local Government Code and the City's zoning regulations are to be in accordance with such Comprehensive Master Plan pursuant to Section 211.004, Texas Local Government Code;

WHEREAS, the City having previously adopted the 2008 Comprehensive Master Plan and in anticipation of further growth and expansion within the City, the City Council desired to review and amend the previous Comprehensive Master Plan to assist with such orderly and efficient growth of the City, to lessen congestion in the streets, secure its citizens and visitors from fire, panic, and other dangers, to promote the general health and welfare, to promote adequate light and air, prevent the overcrowding of property and undue concentration of populations and facilitate the adequate provision of transportation, water, wastewater, schools, parks and other public requirements;

WHEREAS, the City has sought review and inquiry and the opportunity for citizen participation and input in Town Hall Meetings, Comprehensive Plan Advisory Committee Meetings, Planning & Zoning Commission Meetings, City Council Meetings, posting on the City's website, and in person at the Library regarding information to be included in the amendment to the Comprehensive Master Plan; and

WHEREAS, the Comprehensive Plan Advisory Committee and the Planning & Zoning Commission having recommended adoption the revisions to the Comprehensive Master Plan, and the City Council finding that the adoption of the revisions to the Comprehensive Master Plan, hereinafter set forth and listed in this ordinance are reasonable and necessary for the public health, safety, and welfare.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS, THAT:

Section 1. Findings. The foregoing recitals are hereby found to be true and correct and are hereby adopted by the City Council and made a part hereof for all purposes as findings of fact.

Section 2. Amendment of the Comprehensive Master Plan. The previous ordinance, Ordinance No. 08-08-07-02 which adopted the "Comprehensive Master Plan 2008" is hereby repealed in its entirety and the 2030 City of Lago Vista Comprehensive Plan, which is set forth in Exhibit A, attached hereto and incorporated herein, is hereby adopted.

Section 3. Severability. It is hereby declared to be the intention of the Council that the sections, paragraphs, sentences, clauses, and phrases of the Ordinance are severable and, if any

phrase, sentence, paragraph, or section of this Ordinance shall be declared invalid by the final judgement or decree of any court of competent jurisdiction, such invalidity shall not affect any of the remaining phrases, clauses, sentence, paragraph, or section. If any provision of this Ordinance shall be adjudged by a court of competent jurisdiction to be invalid, the invalidity shall not affect other provisions or applications of this Ordinance which can be given effect without the invalid provision, and to this end the provisions of the Ordinance are declared to be severable.

Section 4. Effective Date. This Ordinance shall take effect immediately from and after its passage and publication in accordance with the provisions of the *Tex. Loc. Gov't. Code*.

Section 5. Open Meetings. It is hereby officially found and determined that the meeting at which this Ordinance is passed was open to the public as required and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings Act, *Chapt. 551, Tex. Gov't Code*.

PASSED AND APPROVED on this 5th day of May 2016.

ATTEST: **CITY OF LAGO VISTA, TEXAS**

_____ _____

Sandra Barton, City Secretary Dale Mitchell, Mayor

The City of Lago Vista

2030 COMPREHENSIVE PLAN

Acknowledgements

Special thanks to the City of Lago Vista's Comprehensive Plan Advisory Committee volunteers, elected and appointed officials, City staff, and citizens who provided knowledge, assistance, and insight throughout the process of developing this plan. Their contributions are appreciated and helped to make this Lago Vista 2030 Comprehensive Plan possible.

Mayor and City Council

Dale Mitchell, Mayor

Rich Raley, Place 1

Jason Shoumaker, Place 2

Ed Tidwell, Place 3

Ron Smith, Mayor Pro Tem

Stephanie Smith, Place 5

Rodney Cox, Place 6

Planning & Zoning Commission

Tara Griffin, Chair

Jim Moss, Vice-Chair

Rich Raley, City Council Liaison

Richard Brown

Vernon Reher

Paul Smith

Andy White

Gary Zaleski

City Staff

Melissa Byrne Vossmer, City Manager

David Harrell, Development Services Director

Chris Martinez, GIS Technician/Webmaster

Comprehensive Plan Advisory Committee

Dale Mitchell, Chair

Tara Griffin, Vice-Chair

Don Barthlow

Keith Billington

David Carroll

Doug Casey

David Harrell

Jim Moss

Ron Smith

Melissa Byrne Vossmer

Darren Webb

Vicki Wood

Gary Zaleski

FNI Consultant Team

Dan Sefko, FAICP

Erica Craycraft-Bartlett, AICP

Chelsea Irby

City of Lago Vista

2030 COMPREHENSIVE PLAN

[PLAN SYNOPSIS]

Public Input Process

The Lago Vista 2030 Comprehensive Plan process was led by the Comprehensive Plan Advisory Committee with support from the community, City officials and staff, and the consultant team. Community input was collected at the following meetings:

- 5 Comprehensive Plan Advisory Committee meetings
- 3 Town Hall meetings
- 1 LVHS student meeting
- 3 Planning & Zoning Commission meetings
- 2 City Council meetings

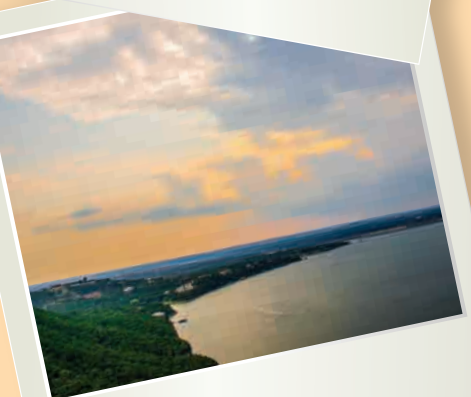
Special Considerations for Lago Vista

Physical Considerations:

- Extreme topography
- Small, platted lots
- Limited infrastructure
- Narrow roadways
- Lake frontage

Other Unique Considerations:

- Median age of 47.2 years (compared to 33.6 in Texas)
- Sidewalk and trail connections
- Roadway safety
- Citywide park access and activities for youth needs
- Shopping, dining, entertainment, and housing needs



What's Inside the Plan?

1. Overview
2. City Snapshot
3. Land Use
4. Housing and Neighborhood Livability
5. Transportation
6. Parks, Recreation, and Open Space
7. City Facilities and Services
8. Implementation
9. Appendix

Recommended Actions

1 YEAR ONE

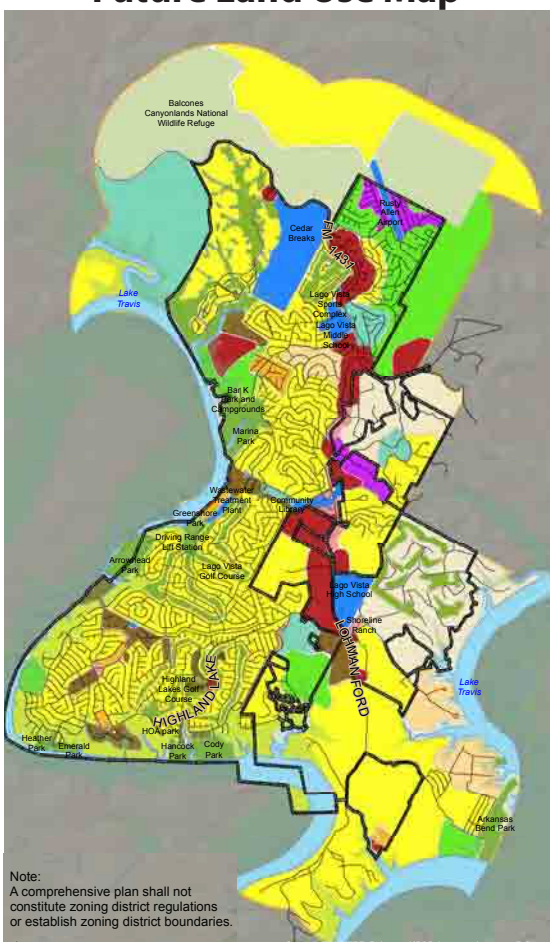
1. Development code update
2. Scenic City designation
3. Work towards park-sharing agreement with POAs
4. Park and Recreation Board
5. Park land and trail easement acquisition
6. Roads vacated into trails
7. Sidewalk plan for new and retrofitted sidewalks
8. Land acquisition near Airport
9. Coordination with Airport Action Plan
10. Multipurpose sports complex
11. Partnerships with private capital entities
12. Text and email communication capabilities
13. Organization representatives for communication

2+ YEAR TWO AND BEYOND

The plan includes 34 action item recommendations to initiate in Year Two or later related to the following topics:

- Lakefront development and tourism
- Parks and trails
- Golf courses
- Municipal complex redevelopment
- Housing options
- Roadway safety and connections
- Design standards

Future Land Use Map



What's Inside

1| Overview 1

Purpose of a Comprehensive Plan 1

Creation of the Lago Vista 2030 Comprehensive Plan 2

Summary of the Lago Vista 2030 Comprehensive Plan 5

How should the Lago Vista 2030 Comprehensive Plan be used? 6

2| City Snapshot 7

History of Lago Vista 7

Community Profile 9

Population Trends 9

Demographic Characteristics 11

Housing Characteristics 15

Local and Regional Planning Context 17

Lago Vista Comprehensive Master Plan (2008) 17

Transportation Plan Analysis (2009) 17

Rusty Allen Airport Action Plan (1999) 18

Lago Vista Destination 2025: Proposed City Park System (2014) 19

CAMPO 2040 Regional Transportation Plan (2015) 20

CAMPO West Travis County Plan (Upcoming) 20

Travis County Transportation Plan 20

3| Land Use 21

Issues and Existing Conditions 21

Existing Land Use Analysis 22

Physical Constraints 26

Recommendations 29

Future Land Use and Population Planning 29

Design Standards for Nonresidential and Multifamily Development 41

Resource Protection 45

Lakefront and Tourism 48

Growth Prioritization 50

Future Expansion Areas 53

Rusty Allen Airport Area 57

Municipal Complex Redevelopment 58

Action Items 60

4| Housing and Neighborhood Livability 62
Issues and Existing Conditions 62
Recommendations 63
Single-Family Neighborhood Enhancements 63
Single-Family Home and Site Design Enhancements 66
Life-Cycle Housing Opportunities 68
Action Items 71
5| Transportation 72
Issues and Existing Conditions 72
Current Transportation Network 72
Accident History 76
Traffic Generators and Volumes 76
Recommendations 79
Future Transportation Network 79
Roadway Safety and Maintenance 85
Alternative Transportation 88
Action Items 91
6| Parks, Recreation, and Open Space 92
Issues and Existing Conditions 92
Current Inventory and Level of Service 93
Recommendations 99
Future Parks and Trails 99
Multipurpose Sports Complex 103
Community Access 104
Recreational Facility Standards 105
Action Items 110
7| City Facilities and Services 111
Issues and Existing Conditions 112
City Hall and Administration 112
Public Library 112
Police 113
Public Works 114
Golf Courses 114
Parks and Recreation 115
Development Services 115
Lago Vista Independent School District 115
Property Owners' Association (POA) Facilities 115

Recommendations **119**
Communication Program 119
Conference Hotel or Civic Center 119
Local Activities 120
Golf Courses 120
Economic Development Initiatives 121
Action Items **123**

8| Implementation **124**
The Roles of the Comprehensive Plan **124**
A Guide for Daily Decision-Making 124
Zoning and Subdivision 124
A Flexible and Alterable Guide 124
Regular Review 125
Comprehensive Review **125**
Implementation Matrix and Top Priorities **125**
Actions to Initiate in Year 1 126
Actions to Initiate in Year 2 and Beyond 127
Policies 131
Code Updates 132

9| Appendix **133**
Input Summary **133**
Comprehensive Plan Advisory Committee (CPAC) 133
Town Hall Meetings 134
Lago Vista High School Session 152
Surveys and Comments 155

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1| Overview

Purpose of a Comprehensive Plan

A city's comprehensive plan can be defined as a long-range planning tool that is intended to be used by citizens, the City Council, City Staff and other decision-makers to guide the growth and physical development of the community for 10 to 15 years. The State of Texas has established laws with regard to the ways incorporated communities can ensure the health, safety and welfare of their citizens. State law gives municipalities the power to regulate the use of land, but only if such regulations are based on a plan. Specifically, the law states:

> *The governing body of a municipality may adopt a comprehensive plan for the long range development of the municipality…A municipality may define the relationship between a comprehensive plan and development regulations and may provide standards for determining the consistency required between a plan and development regulations.*
>
> -Chapter 213 of the Texas Local Government Code

In basic terms, the primary objectives of a comprehensive plan are to accomplish the following:

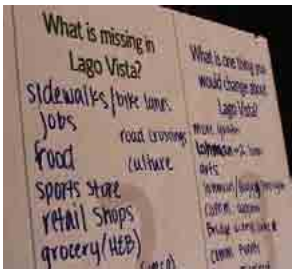
- Efficient delivery of services,
- Coordination of public and private investments,
- Minimization of potential conflicts between land uses,
- Management of growth in an orderly manner,
- Cost-effective public investments, and
- A rational and reasonable basis for making decision that impact the community.

There are two interrelated purposes of a comprehensive plan: one, it allows the citizens of a community to create a shared vision of what they want the community to become, and two, it establishes ways in which a community can effectively realize this vision. This Comprehensive Plan is a vision of what Lago Vista can become and is a long-range statement of the City's public policy.

A comprehensive plan is not a zoning ordinance, but rather it is a high-level tool utilized by the City to guide future development decisions. As new development, zoning requests and other development decisions are made, the comprehensive plan helps to ensure orderly and coordinated growth. Determining what land uses are appropriate within Lago Vista, and where such land uses should be located, helps to protect the integrity of the City's neighborhoods and corridors. Ultimately, coordinated land use patterns help to protect private property by maintaining and enhancing value and protecting property from incompatible uses.

Creation of the Lago Vista 2030 Comprehensive Plan

The Lago Vista 2030 Comprehensive Plan was created by a joint effort between Lago Vista City staff, the Comprehensive Plan Advisory Committee, the Planning & Zoning Commission, the City Council, the residents of Lago Vista, and the Freese and Nichols consultant team (FNI). The following provides an overview of the meetings that were held, with detailed responses and input found in **9| Appendix**.



KICK-OFF

Planning & Zoning Commission and CPAC | September 2015

FNI consultants met with the Planning & Zoning Commission as well as the Comprehensive Plan Advisory Committee (CPAC) to discuss the vision and purpose for the new comprehensive plan. This meeting included discussion of current conditions, strengths, and issues that the City and its residents face.

GATHER PUBLIC INPUT

Monthly Online Survey | November 2015 through May 2016

Online surveys were conducted every month to the residents of Lago Vista to provide input on a range of topics related to the Comprehensive Plan.

Lago Vista High School Input | September 2015

The public meeting process began with an interactive meeting with a group of Lago Vista High School students. FNI gave students an overview of planning and the purpose of a comprehensive plan. The students participated in a visual character survey, indicating which types of developments they feel are suitable for Lago Vista. Students were then divided into three breakout groups and asked to provide input regarding the biggest issues, what's missing in the community, and what they would change about the City, then each group shared their responses with the other students.

Community Town Hall #1 | September 2015

Following the meeting with the LVHS students, FNI conducted the first Town Hall meeting. This meeting followed a similar format to the earlier meeting – visual character survey and identification of the biggest issues, missing places, and one thing to change about the community. However, this meeting was held in a public forum/question-and-answer format. Following completion of the exercises, a comparison of the LVHS and Town Hall responses indicated that while many of the responses overlapped, each group contributed a unique perspective.

CPAC Issues and Innovation | October 2015

The CPAC was presented with a condensed version of the public input gathered at the previous meetings with Lago Vista residents. The group discussed initial goals and ideas to incorporate the input received to-date. At this point, the CPAC members felt it was necessary to expand the public involvement strategy by adding an additional Town Hall meeting and CPAC meeting to review the input.

Community Town Hall #2 | October 2015

At the second Town Hall meeting, the community was presented with a summary of the issues and input collected so far. This input was divided into eight distinct categories – connectivity, outdoor activities, business attraction, communication and coordination, infrastructure, housing choices, aesthetics, and destination community. Attendees rotated between stations and used a survey to provide feedback regarding the identified issues.

CPAC Work Session | October 2015

The CPAC was presented with the community input from Town Hall #2. Following this input, the CPAC members discussed questions to be included in the upcoming online surveys and participated in a mapping exercise regarding future development areas and land uses.

CPAC Draft Review | January 2016

The CPAC was presented with the first draft of the plan for review. The Committee discussed their questions with the Consultants and submitted their input on potential changes. After the meeting, the Committee took additional time to review the plan and submitted input to the Consultants on the priority of the Plan's recommendations.

Town Hall #3 | February 2016

At the third Town Hall meeting, the community was presented with a summary of the draft plan and the recommendations for each chapter. Following the presentation, the participants were asked to assist in prioritizing the Plan's recommendations. Each Plan chapter had a board with the corresponding recommendation listed and every participant was given four dots for 'urgent' and four dots for 'important' to help vote on the recommendations that were of the highest priority to them.

CPAC Draft Review | March 2016

On Monday, March 14, 2016, the CPAC met to review the draft plan. The consultants presented the highlights of each chapter to the CPAC and the group gave feedback. After discussion on necessary edits, the group agreed to meet again in March to further discuss the plan.

CPAC Revised Draft Review | March 2016

On Thursday, March 24, 2016, the CPAC met a second time to review the draft plan. The CPAC members presented their thoughts on the draft plan and came to an agreement on what changes needed to be made. At the end of the meeting, the CPAC passed a motion to recommend the plan to the Planning & Zoning Commission subject to the agreed upon revisions.

Planning & Zoning Commission Work Session | April 2016

On Thursday, April 7, 2016, the Planning & Zoning Commission met to review the draft comprehensive plan. The group asked the consultant team questions and discussed various edits. At the end of the meeting, the Commission agreed on a set of edits for the draft plan. The major changes included the creation of a formal executive summary, scaling back the boundaries to the conservation areas, and increasing the near-term growth rates. The Commission also agreed to meet again independently to review the plan in more detail and submit any other necessary edits.

City Council Work Session | April 2016

On Thursday, April 7, 2016, FNI presented an overview of the plan to the City Council. The Council took public comments from the audience and a few residents spoke to ask questions or provide comments about the plan. The City Council needed additional time to review the plan and agreed to meet again independently to review the plan in more detail and submit any other necessary edits.

Planning & Zoning Commission Public Hearing | May 2016

<to be filled in following meeting>

City Council Public Hearing | May 2016

<to be filled in following meeting>

Summary of the Lago Vista 2030 Comprehensive Plan

The Lago Vista 2030 Comprehensive Plan will be used as a guiding document for the future growth and development of the City. This plan will be used by City staff and elected officials to make decisions and set policies. The Plan was developed under the guidance of a Comprehensive Plan Advisory Committee (CPAC), which was made up of key stakeholders, officials, and residents who represent a cross-section of Lago Vista's residents.

The plan contains the following elements and recommendation topics:

- City Snapshot – The City Snapshot element contains a community profile, including demographics, of Lago Vista. This information is generally based on U.S. Census data. To plan for the future of a city, it is important to understand its community and the existing conditions.

- Land Use – The Land Use element analyzed the existing and future land use of the City. The Future Land Use Map is used to set a plan for how the vacant land in the City will develop. An ultimate capacity calculation is created based on the Future Land Use Map to set a framework for the City's build-out population if all the land was fully developed. This element contains recommendations for design standards, resource protection, lakefront and tourism, conservation and growth areas, infrastructure expansion, the Rusty Allen Airport, and a municipal complex redevelopment effort.

- Housing and Neighborhood Livability – The Housing and Neighborhood Livability element examines the existing housing conditions to identify the needs of Lago Vista's neighborhoods. The purpose of the element is to set policies and recommendations that preserve the existing housing stock and promote the quality development of future housing. Additionally, recommendations for life-cycle housing are included to encourage housing types for all stages of life. Lago Vista's family population is growing and there is a demand for the younger population to be able to live and work in the City. This element includes recommendations for neighborhood enhancements, site design, and life-cycle housing opportunities.

- Transportation – The Transportation element is intended to plan the future transportation network in Lago Vista. Due to extreme topography and existing development, the roadway network is generally set; however, collector streets were added to increase mobility around the City without increasing volume on FM 1431 or Lohman Ford Road. This element contains recommendations for the future roadway network, roadway safety and maintenance, and alternative transportation such as sidewalks.

- Parks, Recreation, and Open Space – The Parks, Recreation, and Open Space element is intended to encourage recreation and outdoor activities within Lago Vista. Currently, the POAs within the City control a majority of the parkland; therefore, the element recommends developing City-owned parks, as well as developing a task force to work toward a parks and recreation agreement between the City and the POAs. This element contains recommendations for future parks and trails, a multipurpose sports complex, community access, and recreational facility standards.

- City Facilities and Services – The City Facilities and Services element examines the current level of services, staffing, and facility needs. This element contains recommendations for a communication program, a conference center or civic center, local activities, golf courses, and economic development initiatives.

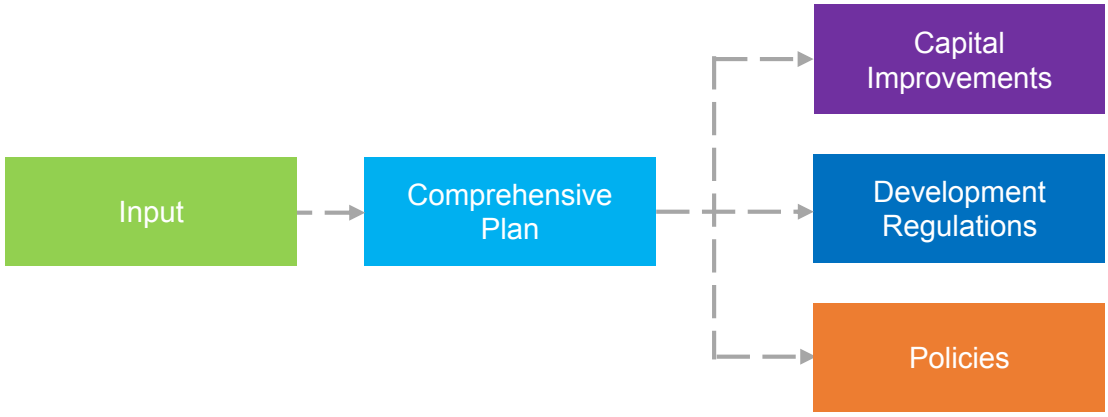
- Implementation – The Implementation element is the key component to the plan because the actions outlined in the element will help the plan come to fruition. The Implementation element contains a table for Actions to Initiate in Year 1, which outlines the top priorities for the City staff and elected officials to start within one year of plan adoption. The element also contains a table for Actions to Initiate in Year 2 and Beyond, organized by element, to outline the long-term actions. Many of the actions will take years to complete and will have many steps along the way; therefore, specific milestones and task leaders are incorporated into the table. The action table concludes with

a list of City ordinance updates and City policies that are detailed throughout the plan. The Implementation element is intended to be reviewed by the Planning & Zoning Commission and City Council on a regular basis to remove completed actions and identify the next year's set of actions.

How should the Lago Vista 2030 Comprehensive Plan be used?

The 2030 Comprehensive Plan should ultimately be used as a guide for daily decision-making. The City should always refer to the basic proposals outlined within the Comprehensive Plan for daily decisions such as whether to surface a street, to amend the zoning map or a zoning ordinance provision, to enforce the building codes, or to construct a new utility line. The private developer or investor, likewise, should recognize the broad concepts and policies of the plan so that their efforts become part of a meaningful whole in planning the City.

Policies and recommendation found within the Plan may be put into effect through policies, adopted development regulations, such as zoning and subdivision, and through capital improvement programs. Many recommendations within the Plan can be implemented through simple refinement of existing regulations or City processes, while others may require establishments of new policies, programs, or processes.



The 2030 Comprehensive Plan is intended to be a dynamic planning document – one that responds to changing needs and conditions. Major plan amendments should be made with thorough analysis of immediate needs with consideration for long-term effects of proposed amendments. The Lago Vista City Council and other City officials should consider each proposed amendment to determine whether or not it is consistent with the Plan's goals and policies, and whether it will be beneficial for the long-term health and vitality of the City of Lago Vista.

2| City Snapshot

History of Lago Vista

Lago Vista's location within Texas' Hill Country has been a great factor in determining the land use pattern. The topography, which includes rolling hills, rocky slopes, steep canyons, and the reforestation of oak and cedar trees have also played a significant role in the development of the City.

Less than forty years ago, the City was considered to be part of a desolate region due to the isolation created by Lake Travis and the hazardous driving conditions F.M. 1431 posed to those traveling west. In the early days of Lago Vista, two people, L.L. "Dude" McCandless, and J.S. "Sid" Wheless Jr., owned the vast majority of the land. In November of 1957, Wheless sold 1,668 acres of his land to a Houston dentist named C. Paul Harris. Approximately two months later in January of 1958, Dr. Harris transferred the rights to his property to a family corporation – Lago Vista, Incorporated.

The land had already been subdivided into lots, but development plans were still being prepared in a vague and disorganized manner. Deed restrictions had been set in place to only permit dwelling units that were 600 to 800 square feet in size. The vision was to build Lago Vista into a resort community – a place where people could travel to in order to escape the hustle and bustle of larger cities. During the same time period, C.C. Cook, who is believed to be the vice president of Lago Vista, Inc., began to advocate for Lago Vista to be a residential development with 6,000 homes worth a total of $150 million. Cook's residential development would encompass the entire 1,668 acres and not include land designated for uses such as parks and public/semi-public purposes.

Between 1958 and 1964, Dr. Harris continued to sell vacant lots throughout the City. In 1964, John Moss purchased all of the assets that belonged to Lago Vista, Inc. with the intention of subdividing lots and generating and even larger profit than originally envisioned. Moss introduced the marketing group Havasu Sales, Inc. to sell the properties, however, sales continued at a modest pace until 1968. This is thought to be caused by the fact that there were not many amenities within Lago Vista to attract new residents. In October 1969, National Homes, Inc. acquired Lago Vista and later merged with Havasu Sales to become National Resort Communities, Inc. (NRC). NRC added a 9-hole golf course, known today as Lago Vista Golf Course, to help promote lot sales.

In 1969, NRC purchased 776 acres adjacent the firm's existing tract from the firmed owned by L.L. "Dude" McCandless – Emerald Bend, Inc. To limit Lago Vista as a 2,400-acre development with approximately 4,000 lots, NRC surrounded the entire tract with a 10-foot easement. Meanwhile, lot sales continued to be zealously pursued. The following year, NRC purchased an additional 2,300 acres from Emerald Bend, Inc., which later became known as Highland Lakes Estates. The large acquisition of land led to the deed restriction being altered. The small 600 to 800 square foot dwellings were eliminated and some land was set aside for community purposes, such as some waterfront sites being designated at parklands. An 18-hole golf course was constructed concurrently, with completion in 1975.

One month after the acquisition of Highland Lakes Estates, NRC purchased the Bar-K clubhouse and grounds from Newt Johnson and the remaining Bar-K Ranch from J.C. Wheless. With this purchase, the land holdings by NRC exceeded 5,000 acres and extended from the southernmost portion of Thurman Bend up to the airstrip located on the northern portion of Bar-K. There was still no evidence of a cohesive plan for the area, and the area was continuing to develop as separate communities.

With nearly $30 million invested, NRC decided to take a new approach in developing the area in 1974. Development of amenities was halted, and the three subdivisions were combined to create Lago Vista. NRC and residents were realizing that the area was not simply going to be a weekend retreat for the retired, and began to plan for other land uses geared towards the community. During the same year, residents paid for a high school to be constructed, which became a major stepping stone in the creation of the City.

Eventually NRC published the Master Plan Map, which depicted the entire area platted into approximately 13,000 lots by NRC and previous developers. The majority of the lots were zoned for individual residential developments, with the remaining being zoned for multifamily residences, commercial areas, parks, and civic areas. Lago Vista continued to develop at a slow pace, predominately because of the condition of F.M. 1431 as well as economic factors. In the early 1980s, F.M. 1431 was realigned and widened to a four lane roadway. As a direct result of the roadway improvements, there was a boom in the real estate market within Lago Vista that led to its incorporation.

New developments arose between 1989 and 1992 that aided in bringing a gradual increase to Lago Vista's growth. In 1990, Lago Vista, Inc. purchased the remaining assets of NRC, which were divided into three areas. Developers began to purchase individual lots and in 1994 Evergreen Golf Alliance Limited purchased the two golf courses along with the assets. Also in 1994, the City acquired the Rusty Allen Airport for no cost from the Taiyo Corporation. Acquisition of the airport allowed the City to play an active role in all activities pertaining to the airport.

The development of Lago Vista has been one of many trials and errors. Beginning from one large resort development community has led to many challenges in terms of accommodating continued population and physical growth. The City inherited many challenges including the abundance of vacant, platted lots, the roadway configuration, and the ratio of residential to nonresidential land use, when incorporation happened.

In 1987, the library began to develop. It began with a group of volunteers who formed the Lago Vista Friends of the Library to raise funds to support the library's operations and future growth. In 1997, the library expanded with the help of the Lower Colorado River Authority, the City of Lago Vista, and the Lago Vista Property Owner's Association (LVPOA). In 2001, the library became a City department and began to receive operating funds and utilities from the City.

The Lago Vista Municipal Utility Department was established in December of 1992. Prior to that time, water and wastewater services were divided between two separate utilities, which led to the creation of a water district, water and wastewater facilities.

In June of 1999, after the acquisition of Rusty Allen Airport, the Aviation Division of the Texas Department of Transportation (TxDOT) completed the creation of an Airport Action Plan (AAP) for the airport. The City adopted the plan during the same month, which enabled the City to gain state funding for ongoing maintenance. The airport received $750,810 from TxDOT in 2001 and $510,000 in 2007.

The two golf courses located within Lago Vista began to face financial hardships beginning 2006, when for the first time the courses were sold and had separate ownership. Both golf courses have been under Chapter 11 bankruptcy protection. Since the Lago Vista Golf Course was the only outlet for the City's effluent discharge, the City stepped in during the bankruptcy hearing and offered to purchase the course. Purchasing the golf course presented difficulties, but in mid-2008 the City proceeded with eminent domain and purchased the course for $2.3 million. The City purchased Highland Lakes Golf Course in 2010 for $620,000.

- Adapted from the Lago Vista 2008 Comprehensive Plan

Community Profile

The purpose of this Community Profile section is to define where Lago Vista is today in terms of population trends, demographics, and previous planning efforts. This section establishes a foundation for the plan and its recommendations.

Population Trends

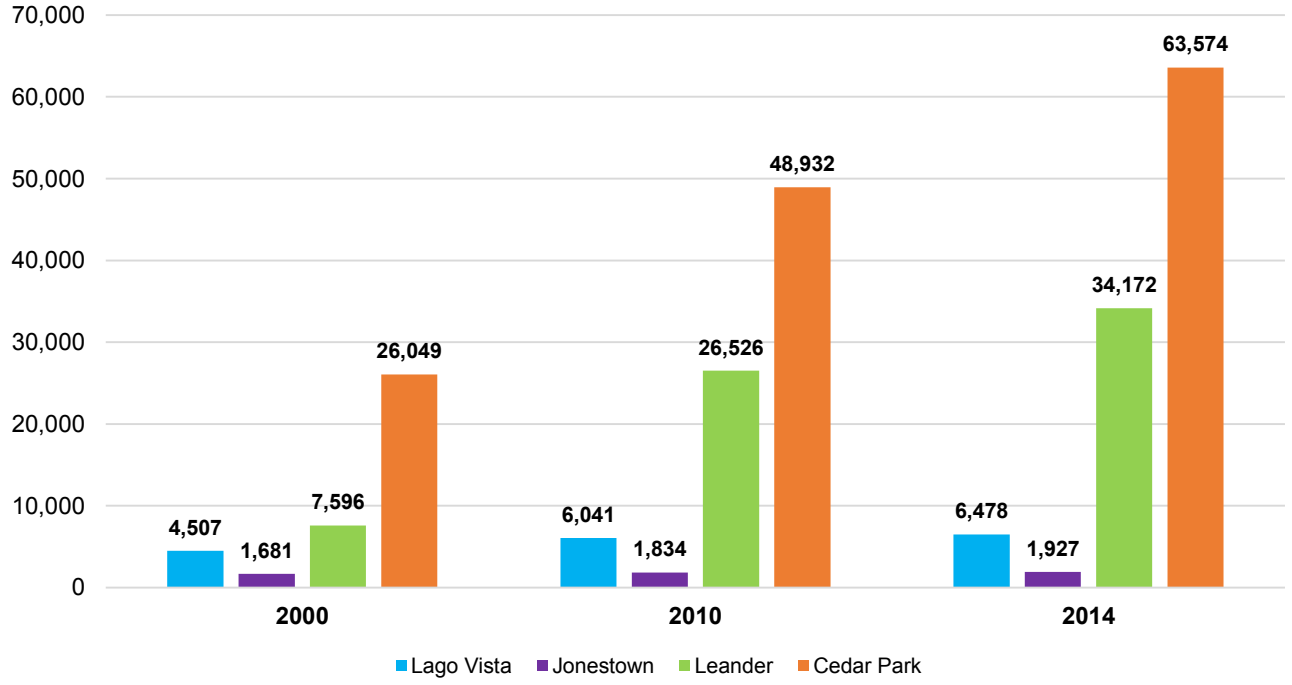
It is important for Lago Vista to anticipate continued growth and plan for the development of additional community infrastructure and programs needed to support a growing population. For example, future housing developments, land use decisions, capital improvement programming, emergency services, and policy decisions can all be affected by projected population trends.

Historical Population

According to the U.S. Census, Lago Vista experienced a 34 percent population growth from 2000 and 2010, increasing in population from 4,507 people to 6,041. The U.S. Census estimates a 2014 population of 6,478, slightly lower than the Texas State Data Center estimate of 6,577.

The population of Travis County experienced nearly 20.7 percent growth from 2000 to 2010, adding nearly 211,986 persons (1,534 of whom moved to Lago Vista). Comparison communities are also experiencing major growth, including Leander and Cedar Park (249 percent and 88 percent, respectively).

Figure 1. Regional Population Trends



Source: U.S. Census 2000/2010/2014

Current Population

As previously mentioned, the U.S. Census estimates a 2014 population of 6,478, while the Texas State Data Center estimates 6,577. Based on this information and factoring the number of residential building permits, vacancy rate, and the number of people living in homes, **the September 2015 population of Lago Vista is about 6,617 residents**. This assumes a July 2014 population of 6,478, 70 single-family building permits since August 1, 2015, an occupancy rate of 78.7 percent (U.S. Census 2010), and 2.52 persons per household (U.S. Census 2009-2013).

70 residential building permits **x** **78.7%** occupancy rate **x** **2.52** people per home **=** **139** new residents

6,478 July 2014 population **+** **139** new residents since July 2014 **=** **6,617** residents in September 2015

Demographic Characteristics

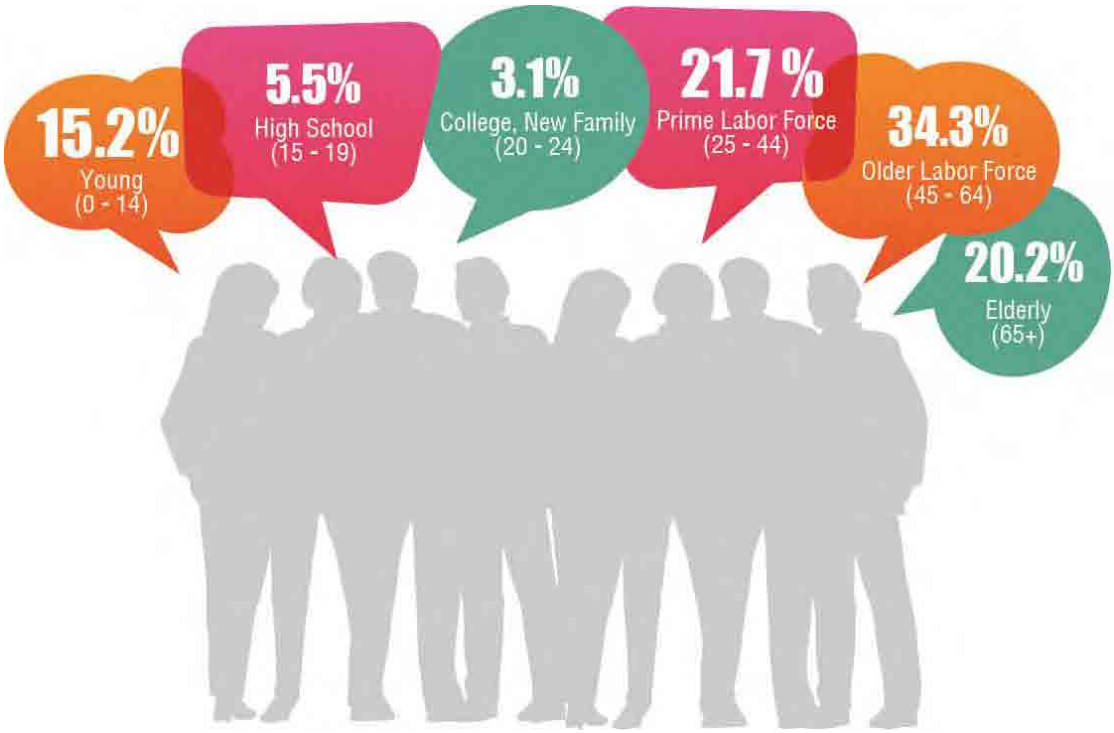
Age Distribution

A community's age distribution is important because it indicates community preferences, needs, and trends.

Lago Vista is home to a somewhat older population compared to State statistics, and the population's median age is increasing – 42.8 years in 2000 compared to 48.2 in 2013. As the age of the population increases, it will be important for the City to consider the needs of its older population, which may include transit provisions, alternative recreational amenities, access to medical care, and low-maintenance housing choices.

Many young families with children live also in the community, with 81 percent of households being family households and 24 percent of those families having children under the age of 18. This indicates a demand for recreation, quality schools with convenient access, sports activities, and other entertainment targeted toward younger residents.

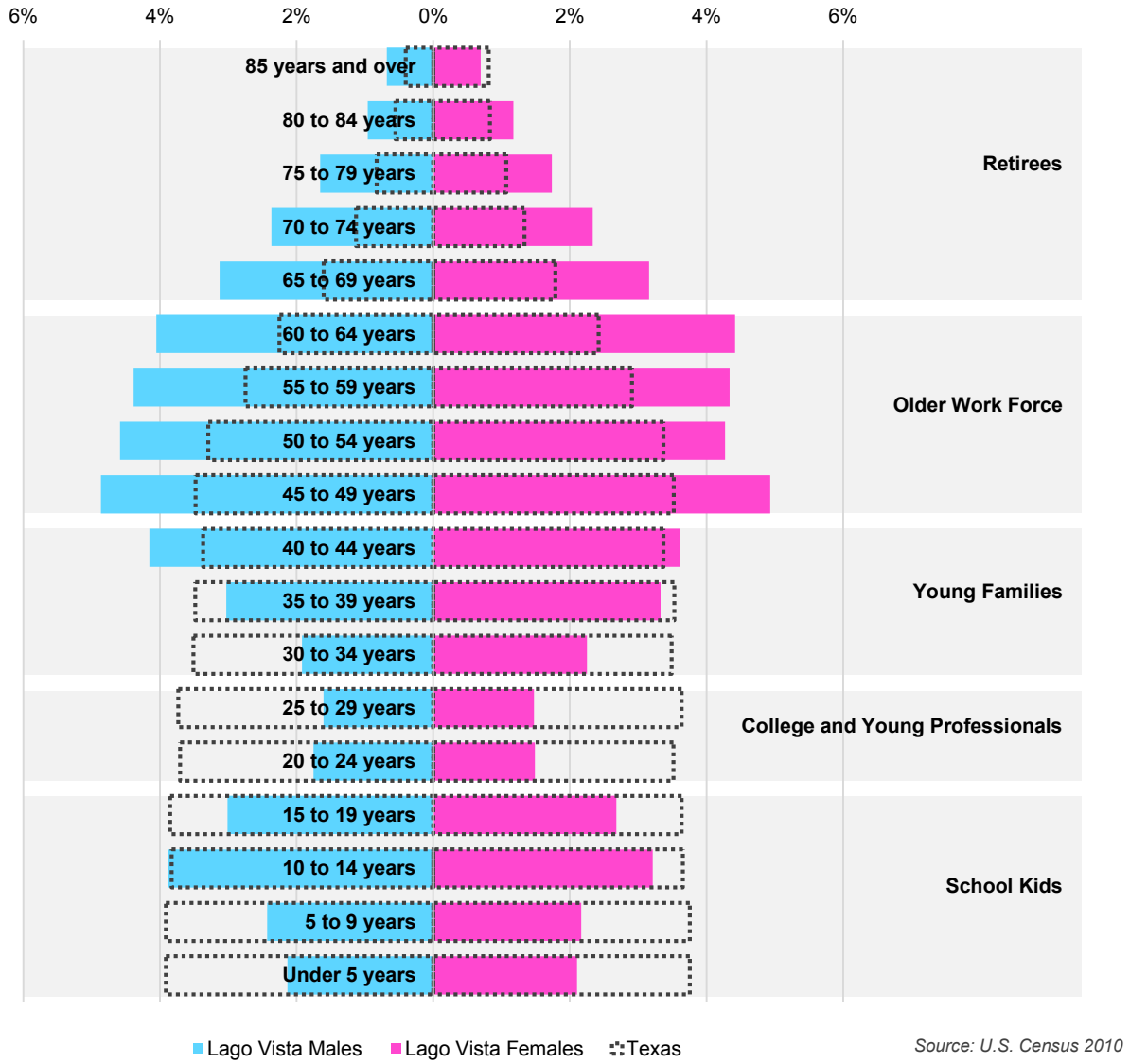
Nonfamily households make up almost 20 percent of all households in Lago Vista. In 2013, 15.4 percent of all residents were householders living alone (about 383), about 42 percent of whom are over the age of 65.



Source: U.S. Census 2013

Figure 2 displays the age distribution of Lago Vista (blue and pink) compared to the State of Texas (black dash). As shown, Lago Vista's residents are more likely to be members of the Older Work Force or Retirees when compared to the State. Correspondingly, the percentages of Young Families, College and Young Professionals, and School Kids are much lower than the State levels. It is common for communities without higher education institutions to experience a dip in the 15 to 29 year ranges due to high school graduates leaving for college, but it is relatively uncommon to also be lacking in School Kids and Young Families as well. However, Lago Vista is transitioning into a full life-cycle community with a growing younger population.

Figure 2. Age Pyramid

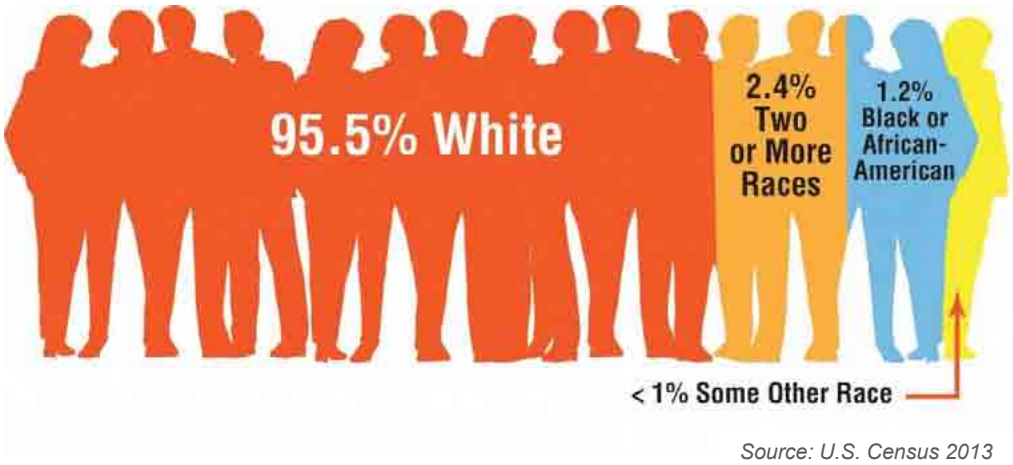


Source: U.S. Census 2010

Race and Ethnicity

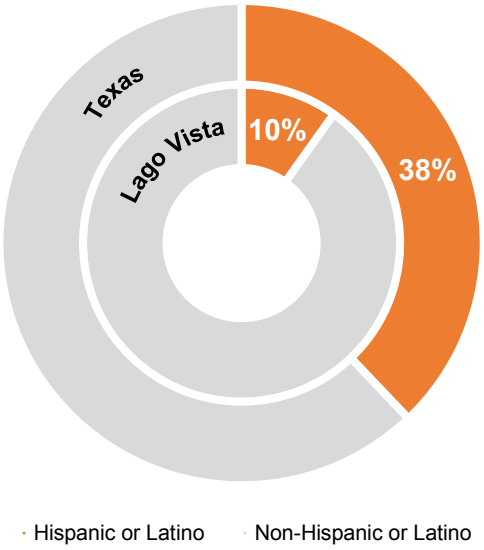
Most of the population of Lago Vista identifies as White (95.5 percent), followed by citizens identifying with two or more races (2.4 percent), and Black or African-American (1.2 percent). Less than 1 percent of the population identified themselves as some other race, including American Indian/Alaska Native, Asian, or Native Hawaiian/Pacific Islander.

Figure 3. Racial Distribution



Source: U.S. Census 2013

Figure 4. Hispanic or Latino Population



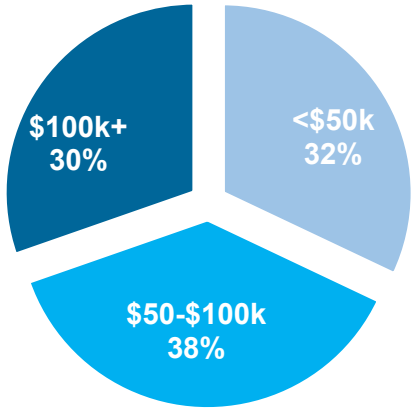
The term "ethnicity" refers to whether a person identifies as Hispanic or Latino. About 10 percent of Lago Vista identifies as Hispanic or Latino, much lower than the State's rate of 38 percent.

Income and Occupation

Lago Vista has a professionally-oriented and skilled workforce resulting in higher incomes, with nearly 42 percent of the employed civilian population holding management, business, science, and arts occupations. Sales and office occupations make up nearly 27 percent of jobs, while service occupations make up 11 percent. Natural resources, construction and maintenance occupations make up 9.1 percent, and lastly, production, transportation and material moving comprise 10.6 percent.

The median household income of Lago Vista's residents over 25 is $77,880, much higher than the County ($58,025) and the State ($51,900). Correspondingly, nearly 96 percent of Lago Vista's population has attained at least a high school diploma and 37 percent have obtained a Bachelor's Degree or higher.

Figure 5. Income of Lago Vista Residents



Household Types

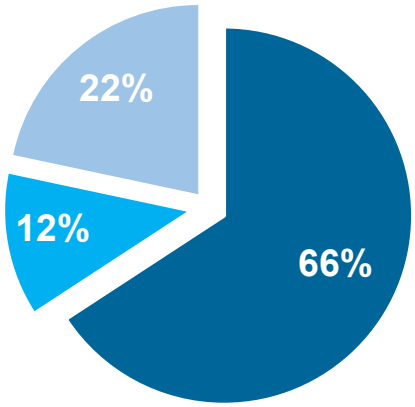
Household type is an important characteristic to consider so that cities can adequately understand housing challenges and issues facing their residents.

The average number of people living within a home has increased slightly from 2.32 in 2000 to 2.52 in 2013, which may be indicative of the national trend of young professionals (often referred to as "Millennials") moving back in with their parents for several years after college to pay off debts or a shift toward more family households.

About 66 percent of all housing units are owner occupied, about 12 percent are renter occupied, and 22 percent are vacant (including seasonal homes), indicating that most of the Lago Vista housing market is privately owned. High owner-occupancy rates are usually considered a positive attribute, with the expectation that property owners are often more invested in the City's overall well-being in terms of stability, maintenance, and community involvement. The vacancy rate of 22 percent is relatively high for a typical community, however it indicates that Lago Vista has many vacation homes that are used seasonally.

Since over 73 percent of all of the City's housing units are traditional detached single-family homes, it may be necessary to consider a variety of multi-unit housing types to accommodate the current population over time as well as new residents. About 3 percent of the housing stock has 10 or more units, indicating that there are not many high-density residential options in the City.

Figure 6. Home Occupancy



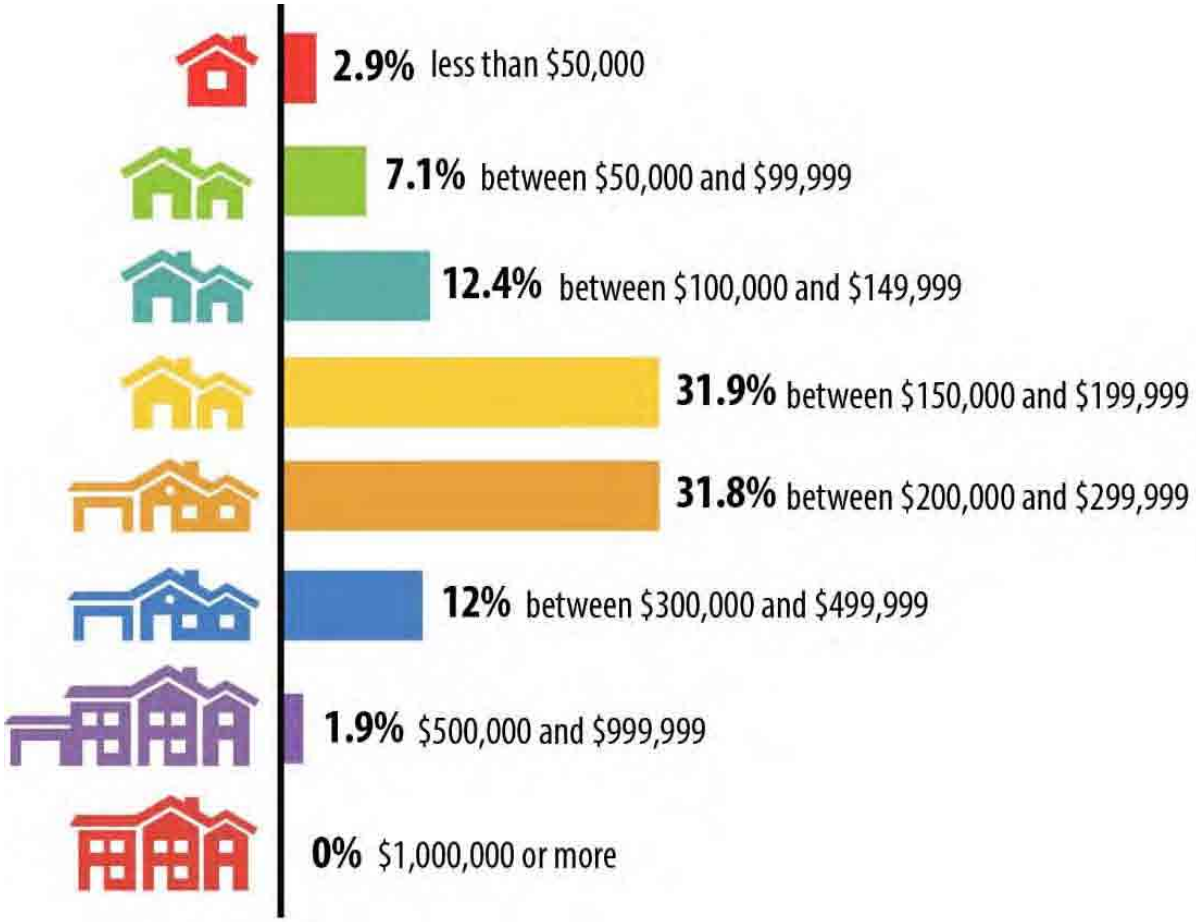
Source: U.S. Census 2013

Housing Characteristics

Home Value

Home value is important to consider in evaluating the affordability of homes within a community—especially when considering future resident populations and location of industries.

Home values are on the rise; in 2013, about 64 percent of homes were valued between $150,000 and $299,999, compared to only 40 percent in 2000. Median home value has increased from $143,500 in 2000 to $193,300 in 2013. The same trend is also seen throughout the State, increasing from $82,500 to $128,900 during the same period. Due to the rising costs of housing, adequate housing variety will ensure that Lago Vista can be a full life-cycle community, supporting current residents and businesses and welcoming new ones.

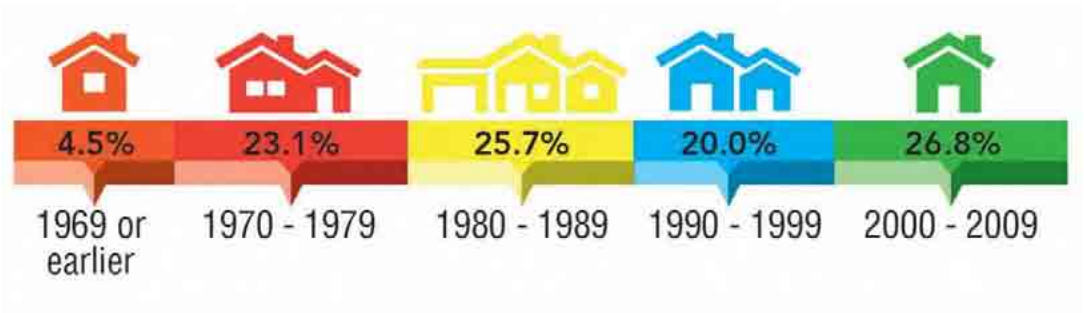


Source: U.S. Census 2013

Age of Housing Stock and Housing Tenure

About 95 percent of the City's housing stock has been constructed since 1970. This indicates a relatively newer housing stock when compared to the State of Texas. Nearly 27 percent of the City's housing stock was constructed between 2000 and 2009; however, it should be noted that this analysis does not include new home construction after 2010.

Comparing information like housing value, housing tenure, household type and age of housing stock allows the City to have a better understanding of the housing product on the ground and who is living in them. As a result, the City can better plan for and predict future needs of the community, such as planning for increased housing variety and neighborhood maintenance programs.



Source: U.S. Census 2013

Local and Regional Planning Context

The following is a summary of previous planning efforts related to Lago Vista and the surrounding area.

Lago Vista Comprehensive Master Plan (2008)

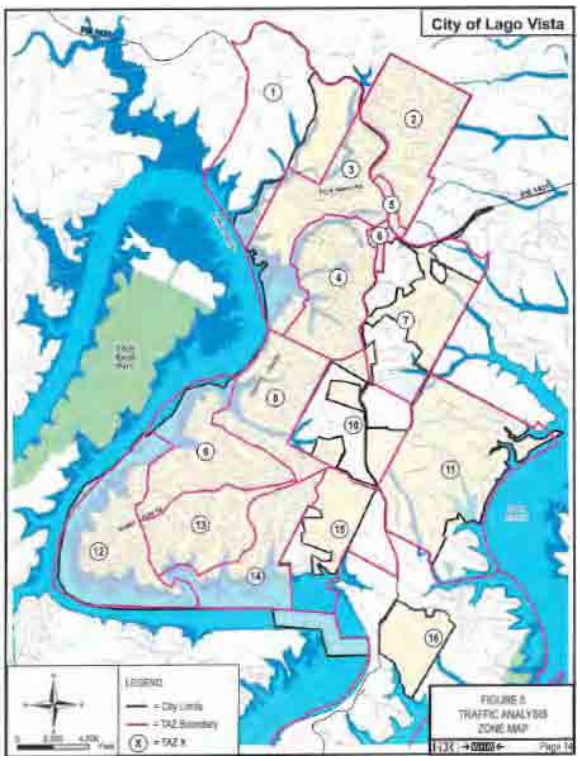
The Lago Vista Comprehensive Master Plan was developed to aid the City staff, decision-makers and citizens in directing the long-term growth and physical development of the City. The Plan gives a summary of the existing condition of Lago Vista as well as goals and recommendations for the improvement of quality of life, future land use, infrastructure and utilities, transportation, etc. Some of these recommendations include:

- Proactively evaluating economic development opportunities
- Recognizing and supporting the cultural significance of historic sites and relics as mapped and identified from the North Shore Heritage Society, the Hill Country Historic Trails, and the Texas Historic Commission
- Carrying out a traffic study to look at the traffic level to provide a baseline for evaluating projects likely to significantly affect traffic
- Focus on maintaining a healthy mix of housing units ranging from low cost/affordable to the more expensive $400k+ homes while recognizing that high value homes will drastically increase the City's tax base

The 2008 Comprehensive Master Plan was intended to be a general guide for the community to continue to grow and prosper. The success of the City is dependent upon how the recommendations of the Plan are administered and maintained. The final element, Implementation Plan, includes the key implementation strategies the City should consider to ensure that it continues in the right direct. One major aspect of implementation for Lago Vista is the continuous revision of the Comprehensive Master Plan.

Transportation Plan Analysis (2009)

The purpose of Lago Vista's Transportation Plan Analysis is to analyze the City's current roadway infrastructure and determine its potential future conditions, while considering increases in traffic growth and changes in land development. Information about the current condition of the roadway infrastructure was obtained through a roadway and intersection study, which not only determined the physical condition of the roads but also analyzed the usage of them. For the most part, the roadways were in good condition with few rehabilitation projects needed. Potential future conditions were determined through the creation of four scenarios, two of which were planned thoroughfare systems, and evaluating the level of service (LOS) of each. In the 2030 Build Scenario several roadway improvements were recommended, which mainly included expanding numerous existing roadways, dividing cross sections, and improving some of the intersections between roads with a high LOS. The Build-Out Scenario suggested that the City implement management strategies in order to alleviate congestion. These strategies included: land use rezoning and/or downsizing, car and van pooling, and commuter bus services.



Source: HDR Engineering, Inc.

Rusty Allen Airport Action Plan (1999)

The purpose of the Action Plan is to study the issues facing the Rusty Allen Airport and to prepare a development plan for the airport. A properly managed and updated airport better prepares a community for growth in employment, industry, and its overall economy. Rusty Allen Airport is located in the northeastern area of Lago Vista and 38 miles northwest of Austin. The majority of the land surrounding the airport is platted as residential lots, which according to the Action Plan, can have detrimental effects to the prosperity of the airport.

The Action Plan includes information regarding the current and future land use plans, an airport development plan, a review of airport management, and a financial plan. The final chapter, Conclusions and Recommendations, suggests that in order for Rusty Allen Airport to continue to prosper, other airports surrounding Austin may need to either relocate or close. This is due to the fact that many Austin-based aircraft owners will be in need of T-Hangers, and Lago Vista's location is close to Austin to serve the needs of some of these owners.

There are eleven general recommendations made in the Action Plan:

1. Ensure orderly development of the airport area for economic development
2. Promote coordination between the City and the RAAPOA to market the airport
3. Ensure communication between the RAAPOA, City Council, and TXDOT
4. Find new ways to obtain funding for the maintenance and improvement of the airport
5. Use the airport for City purposes and fund the airport through the general fund
6. Prohibit future residences to be built on or near the airport
7. Prohibit future antennas
8. Control the number of future stub taxiway access points
9. Relocate the water well pressure tank from the north side to the west side
10. Share resources between the RAAPOA and the City to create synergy
11. Make decisions based on the long-term impacts rather than focusing only on today

The City is currently working with the Texas Department of Transportation to develop a new plan for the Rusty Allen Airport.

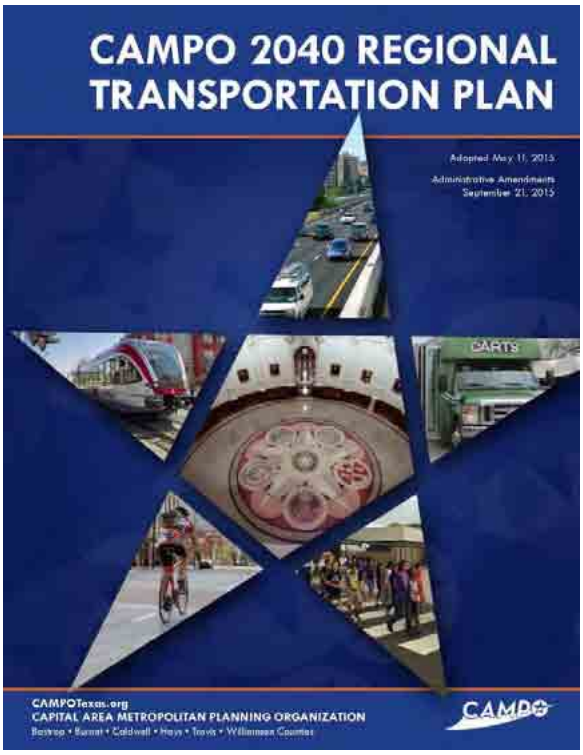
Lago Vista Destination 2025: Proposed City Park System (2014)

This map was developed to illustrate how the park system could exist in the future. Most notably, this map recommends a hike and bike trail along the western portion of the City. This proposed trail is envisioned to provide amenities such as art galleries, performing arts center, and a civic center hotel at a close proximity to the trail. Elements from Lago Vista Destination 2025 were taken into consideration when developing this 2030 Comprehensive Plan.

Source: David Carroll, Hines Corp.

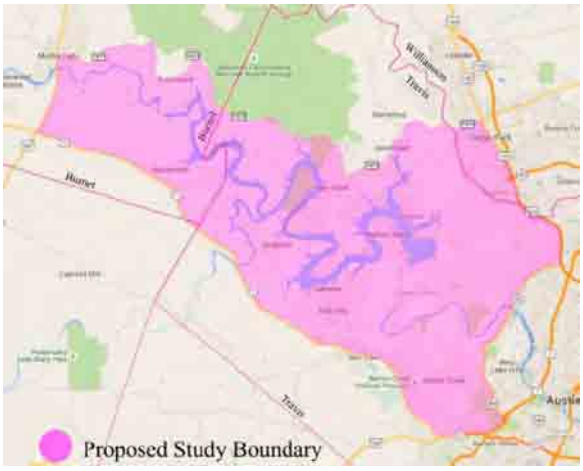
CAMPO 2040 Regional Transportation Plan (2015)

The Capital Area Metropolitan Planning Organization (CAMPO) predominately focuses on ensuring coordination between transportation-related efforts within the greater Austin region. Counties within this MPO include Travis, Williamson, Bastrop, Caldwell, and Hays. In May 2015, the CAMPO 2040: Regional Transportation Plan was adopted in order to provide recommendations and policies as to how the MPO should allocate funding throughout the next 25 years while preserving the area's civic, cultural and environmental resources. This plan is updated every five years.



CAMPO West Travis County Plan (Upcoming)

CAMPO has stated the intent to conduct a study of the western portions of Travis County and southwest Williamson County, including Lago Vista, to focus on mobility in the area west of Loop 360 in the general SH620 corridor between the two counties. The regional Metropolitan Planning Organization's plans, by CAMPO, including the 2040 Regional plan, are used as the long-range transportation plan for Travis County and to note projects of regional significance to receive federal funding. The updated plan now encourages each county to develop its own comprehensive transportation plan. In a concurrent effort, the Travis County Commissioners Court adopted the *Land, Water & Transportation Plan* in 2014. The upcoming West Travis/Southwestern Williamson County Study will examine long-term demographic change and mobility needs, and will build upon the *Land, Water & Transportation Plan* to focus on the sub-regional mobility of the area to ensure that western Travis County is adequately represented and that regional transportation networks are coordinated and aligned.



Proposed study area as of 2015

Travis County Transportation Plan

Travis County is currently developing a long-range, multimodal transportation plan. The County expects the plan to be completed in early 2018. The plan will:

- Build on the 2014 Land, Water, and Transportation Plan and the CAMPO 2040 Plan
- Identify transportation projects for implementation in the unincorporated areas of the County
- Provide an overview of the future transportation system for the entire County
- Guide the County's transportation investments

3| Land Use

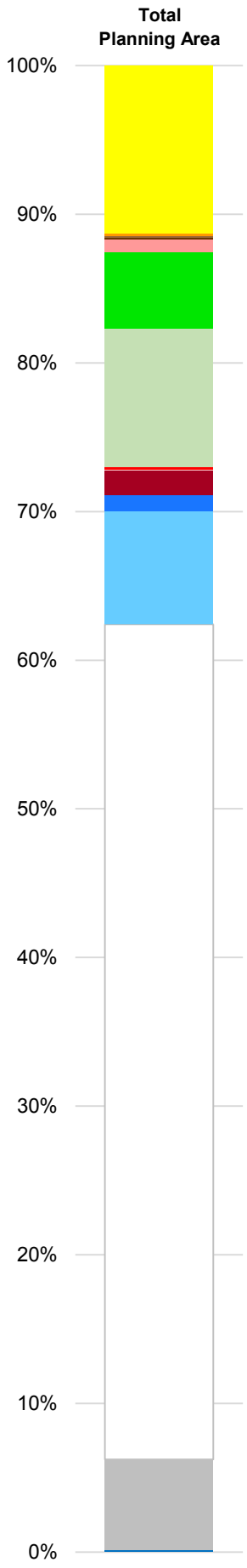
Land Use Goal: Responsibly maximize land by expanding recreational uses, providing housing opportunities for all ages, and fostering an environment for local business.

Issues and Existing Conditions

Providing for the orderly and efficient use of land should be a major planning consideration in Lago Vista. The land use pattern that exists today is largely a result of the City's initial development as several large subdivisions that did not account for public needs or services. However, over time, the activities and vision for the community by the local residents has created a need for various land uses, as well as for the supplemental systems that support the land uses (e.g., thoroughfare systems). The relationships of existing and future land uses will shape the character and quality of life of the community for years to come. In order to accurately assess Lago Vista's future land use needs, an analysis of the past land use trends and present patterns is of primary importance.

Top Issues Related to Land Use:

- Extreme topography constraints
- Sparse development
- Small platted lots
- Limited infrastructure
- Lakefront opportunities
- Tourism and destination opportunities
- Lack of employment
- Identities of Dawn Drive, FM 1431, and Lohman Ford Road
- Limited shopping and dining options
- Limited entertainment and activity destinations
- Interest in a farmers market
- Vacant commercial buildings
- Environmental concerns



Existing Land Use Analysis

Table 1 shows the generalized existing land use composition for Lago Vista. The land use distribution is separated by City limits, extraterritorial jurisdiction (ETJ), and the total planning area (City limits and ETJ combined). As shown, the largest land uses today are the Balcones Canyonlands Wildlife Refuge, followed by Single Family residential homes, and Parks and Open Space.

About 10,832 acres – or about 56 percent – of the total acreage is currently vacant; however, it is important to note that much of this land is difficult, expensive, or impossible to build on due to extreme topography, small lots, and limited infrastructure.

Table 1. Existing Land Use Distribution

	City		ETJ		Total Planning Area	
	Acres	%	Acres	%	Acres	%
Single Family	1,050	11%	1,128	12%	2,178	11%
Two-Family	29	0%	0	0%	30	0%
Townhome	25	0%	0	0%	25	0%
Multifamily	10	0%	8	0%	18	0%
Manufactured Home	26	0%	147	2%	173	1%
Parks and Open Space	846	9%	143	1%	989	5%
Balcones Canyonlands	-	0%	1,794	19%	1,794	9%
Retail	40	0%	4	0%	44	0%
Office	7	0%	0	0%	7	0%
Commercial	252	3%	57	1%	309	2%
Public/Semi-Public	192	2%	18	0%	210	1%
Industrial	-	0%	5	0%	5	0%
Lake	284	3%	1,187	12%	1,471	8%
Vacant	5,913	61%	4,919	51%	10,832	56%
Right-of-Way	999	10%	174	2%	1,173	6%
Utilities	29	0%	2	0%	31	0%
Total Acres		**9,702**		**9,587**		**19,289**

Figure 7. Existing Land Use Map

Single Family
Two-Family (Duplex)
Townhome
Multi-Family
Manufactured Home
Parks and Open Space
Balcones Canyonlands
Retail
Office
Commercial
Public/Semi-Public
Industrial
Lake Travis
Vacant
Right-of-way
Utilities
Lago Vista City Limits
Lago Vista ETJ

City of Lago Vista

City Limits

Within the City limits of Lago Vista, the majority of the developed land is single family residential which constitutes 11 percent of the land use (1,050 acres). This is followed by parks and open space at 9 percent, commercial at 3 percent, and public/semi-public at 2 percent. Retail, two-family homes, townhomes, and manufactured homes each account for less than 1 percent of the total land use acreage within the City.

The remaining land in the City limits is undeveloped, which is a total of 7,225 acres or approximately 74 percent. Vacant land accounts for 5,913 acres, followed by right-of way at 999 acres, the lake at 284 acres, and utilities at 29 acres.

Extraterritorial Jurisdiction

Extraterritorial jurisdiction (ETJ) is the land that an incorporated city may legally annex for the purpose of planning and accommodating future growth and development. Within the ETJ, most of the land remains vacant. About 19 percent of the ETJ is occupied by the Balcones Canyonlands Wildlife Refuge and 12 percent is occupied by single family residential homes.

Planning Area

The term “planning area” refers to the City limits and ETJ combined. It is important to view the planning area in its entirety in order to make appropriate and coordinated decisions between what the City currently controls and what it may potentially control in the future. Within Lago Vista’s planning area, approximately 9 percent is occupied by the Balcones Canyonlands Wildlife Refuge, 11 percent by single family residential homes, and 5 percent by parks and open space. About 30 percent of the entire planning area is developed/occupied, leaving 56 percent vacant and 14 percent for areas occupied by the lake, right-of-way, and utilities.

Physical Constraints

Figure 8. Physical Features Map shows the primarily physical constraints affecting Lago Vista. In order to understand where development should and should not occur, natural and constructed features are important to consider.

Land that lies within a floodplain is usually difficult to develop. If developed, development costs are increased as well as environmental concerns regarding the preservation and protection of wetlands. Land within the floodplain is typically suited for parks and open space, parking lots, and similar low-impact areas. Topography influences the development and design of infrastructure systems such as water, wastewater, and stormwater systems. There is a floodplain currently located in the southwestern part of the City, which will affect the future development of the surrounding land.

Topography greatly affects the creation and expansion of infrastructure, especially within the City of Lago Vista. When the City was at the beginning stages of its development, developers platted lots that were either located on steep slopes or were too small in area. This creates a challenge for the City to extend water and wastewater lines to those lots, making them undesirable.

Lake Travis also poses as a physical constraint for the development of Lago Vista. A portion of the City's western boundary is located right along Lake Travis, which limits development from spreading in that direction. The Lake also wraps around the southern and eastern parts of the City. This close proximity to the Lake – while an asset of natural beauty to the community – creates issues for Lago Vista since it limits regional access both into and away from the City.

Constructed physical constraints for the City of Lago Vista include narrow roadways/right-of-ways. Many roadways were constructed too close to homes, limiting opportunities for future improvements or widening without disrupting neighborhoods. This also makes it difficult to retrofit sidewalks or trails along the roadways.

Recommendations

The following section outlines recommendations related to the following topics:

- Future Land Use and Population Planning
- Design Standards for Nonresidential and Multifamily Development
- Resource Protection
- Lakefront and Tourism
- Growth Prioritization
- Future Expansion Areas
- Rusty Allen Airport Area
- Municipal Complex Redevelopment

Future Land Use and Population Planning

The right of a municipality to coordinate growth is rooted in its need to protect the health, safety, and welfare of local citizens. An important part of establishing the guidelines for such responsibility is the Future Land Use Map, which sets an overall framework for the preferred pattern of development within Lago Vista. Specifically, the plan designates various areas within the City for particular land uses, based principally on the land use strategies outlined herein.

The Future Land Use Plan should ultimately be reflected through Lago Vista's policy and development decision. The Future Land Use Map is intended for use particularly for future rezonings and rezoning requests. The Future Land Use Map is not a zoning map, which deals with specific development requirements on individual parcels. The zoning map and changes in zoning should, however, be based on the Future Land Use Plan and Future Land Use Map.

Legal Authority

Authority of a City to create a comprehensive plan is rooted in Chapters 211, 212, and 213 of the Texas Local Government Code:

Chapter 211

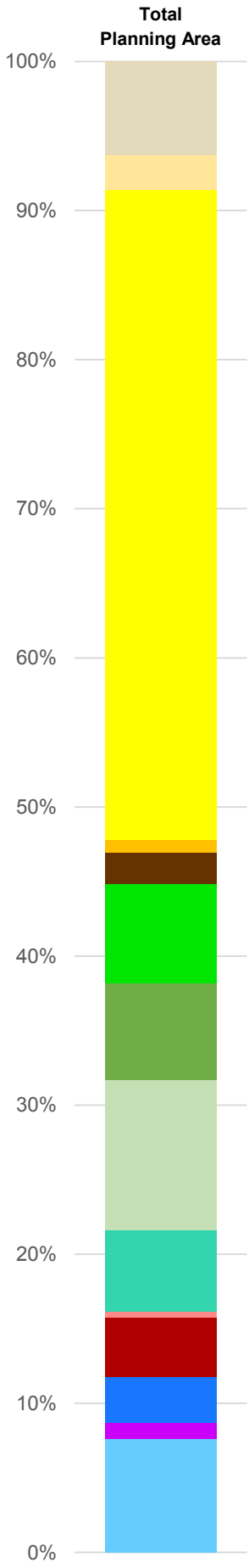
Chapter 211 of the Texas Local Government Code allows the government body of a community to regulate zoning and requires zoning to be in conformance with a plan.

Chapter 212

Chapter 212 of the Texas Local Government Code allows the governing body of a community to regulate subdivision development within the city limits and also within the extraterritorial jurisdiction (ETJ) which varies depending upon the population of the community.

Chapter 213

Chapter 213 of the Texas Local Government Code allows the governing body of a community to create a comprehensive plan for the "long-range development of the municipality." Basic recommendations for comprehensive planning are to address land use, transportation, and public facilities, but may include a wide variety of other issues determined by the community. It is important to note that a comprehensive plan is *not* a zoning ordinance, but rather is intended to be used as a tool to guide development, infrastructure and land use decisions in the future. The comprehensive plan does, however, serve as a basis on which zoning decisions are made, as specified by Chapter 211 of the Texas Local Government Code.



Future Land Use Map

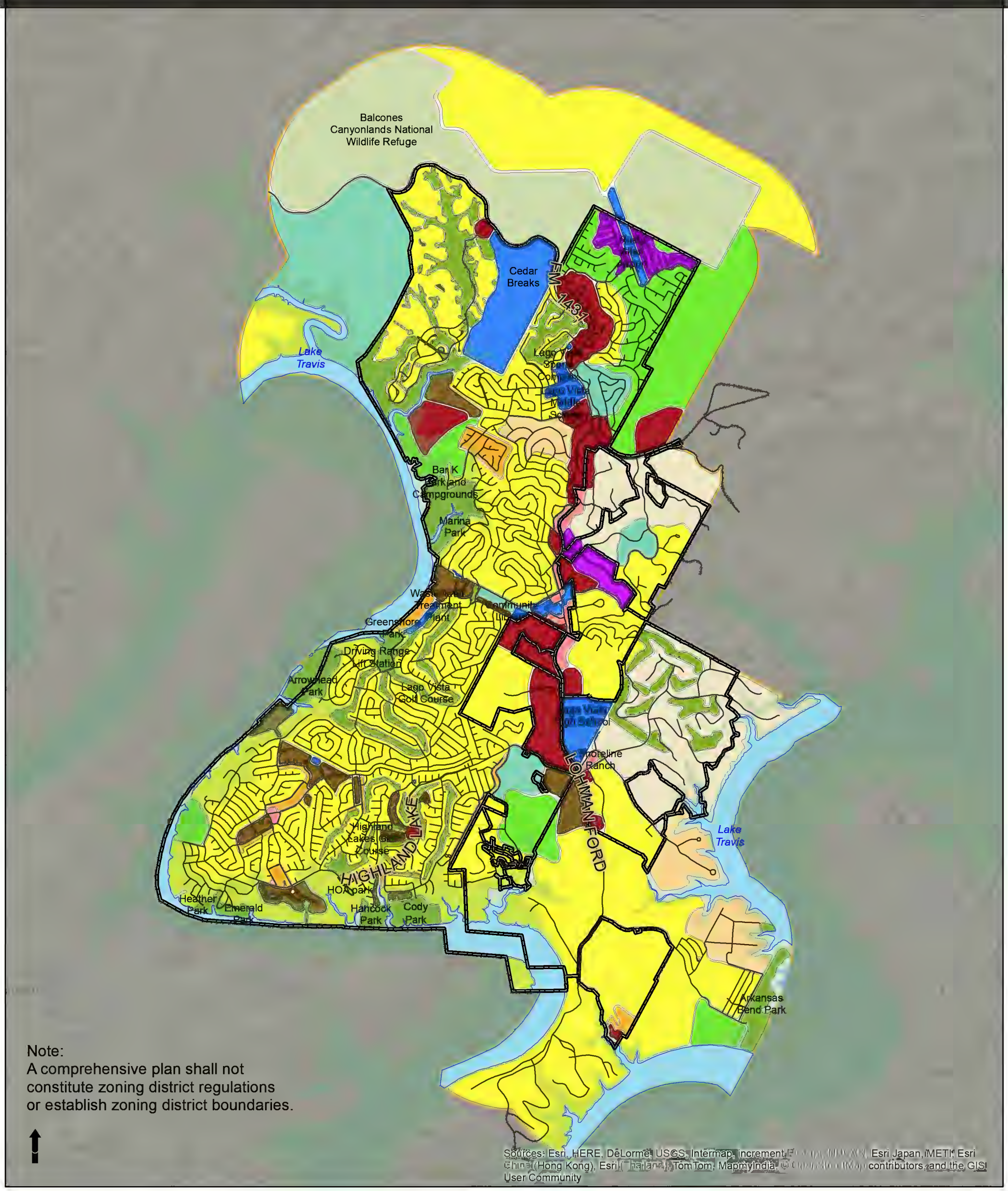
The Future Land Use Map should serve as the City's long-range "roadmap" to establish an overall framework for the preferred ultimate development pattern of the City based principally on balanced, compatible, and diversified land uses. The Future Land Use Map should ultimately reflect the City's long-range statement of public policy and should be used as a basis for future development decisions.

Again, it is important to note that the Future Land Use Map is not a zoning map, which legally regulates specific development requirements on individual parcels. Rather, the zoning map should be guided by the graphic depiction of the City's preferred long-range development pattern as shown on the Future Land Use Map. It is also important to note that while the map itself is an integral part of the Future Land Use Plan element, the land use policy recommendations that support the map and relate to how land use is developed are also important.

Table 2. Future Land Use Distribution

	City		ETJ		Total Planning Area		
	Acres	%	Acres	%	Acres	%	Acres/ 100 Persons
Rural Residential	704	7%	506	5%	1,210	6%	2.5
Estate Residential	106	1%	349	4%	455	2%	1.0
Low Density Residential	4,840	50%	3,696	37%	8,536	44%	17.9
Medium Density Residential	165	2%	0	0%	165	1%	0.3
High Density Residential	362	4%	58	1%	420	2%	0.9
City Park	631	7%	645	7%	1,276	7%	2.7
POA Park	1,130	12%	132	1%	1,262	7%	2.6
Balcones Canyonlands	0	0%	1,794	29%	1,794	9%	3.8
Mixed Use	260	3%	812	0%	1,072	6%	2.2
Neighborhood Retail/Office/Commercial	41	0%	34	0%	75	0%	0.2
Regional Retail/Office/Commercial	496	5%	279	2%	775	4%	1.6
Public/Semi-Public	558	6%	13	0%	571	3%	1.2
Industrial	125	1%	82	1%	207	1%	0.4
Lake	284	3%	1,187	14%	1,471	8%	3.1
Total Acres	**9,702**	**9,702**	**100%**	**9,587**	**100%**	**19,289**	**100%**

Figure 9. Future Land Use Map



- Rural Residential
- Estate Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- City Park
- POA Park
- Balcones Canyonlands
- Mixed Use
- Neighborhood Retail/Office/Commercial
- Regional Retail/Office/Commercial
- Public/Semi-Public
- Industrial
- Lago Vista City Limits
- Lago Vista ETJ
- Flood Prone

City of Lago Vista

Land Use Types and Projections

This section of the Future Land Use Plan reviews each type of recommended land use as shown on the Future Land Use Map. Land use types are grouped into two primary categories – residential land uses and nonresidential land uses.

Residential Land Use Types Defined

Lower Density Residential

This category is representative of single family homes and some duplex units. The majority of Lago Vista's current development is of a similar density. Note that these residential densities are calculated prior to removing acreage to account for right-of-way (e.g., 3 dwelling units per acre would produce lots approximately 10,000 square feet in area). The following dwelling units per acre are appropriate within the land use:

- **Rural Residential**: <0.2 dwelling units per acre
- **Estate Residential**: 0.5-2 dwelling units per acre
- **Low Density Residential**: 2-3 dwelling units per acre

Medium Density Residential

Medium Density Residential is representative of two-family, attached dwelling units. The type of developments within this category include townhomes, duplexes, condominiums and apartments. This category is intended to accommodate the City's need for diversity of housing choices. About 8 to 12 dwelling units per acre are typical for this category.

High Density Residential

Traditional apartment- and condominium-type units in attached living complexes characterize this land use. These developments may take a variety of forms. This land use has evolved from traditional garden style apartments to courtyard apartments due to the focus upon situating dwelling units around a courtyard, pool, or other common space. About 18 to 24 dwelling units per acres are typical for this category.

Nonresidential Land Use Types Defined

Mixed Use

Mixed Use refers to areas that support a compact mix of office, retail, cultural facilities, and medium-to-high density housing, providing the residents with a closely defined area in which to live, work, shop, and play. This land use category should incorporate a range of structures and land uses, including multistory residential above retail, townhomes, single family residences, and urban-style hotels. Residential densities should typically range between 20 to 40 dwelling units per acre.

Neighborhood Retail/Office/Commercial

This land use is suitable for light retail, service uses and professional office activities that aim to meet the needs of residents in the immediate vicinity. The developments in this category are generally small in scale, oriented towards local traffic, but also allow for a pedestrian environment. Developments in these areas are compatible with adjacent residential uses. Uses may include boutique retail shops, small scaled restaurants and services such as financial, legal, and insurance services.

Regional Retail/Office/Commercial

This land use is compatible on larger land parcels and is suitable for a broad range of retail, service uses and professional office activities that aim to meet the needs of residents within a three to five mile radius or more. The developments in this category are typically larger in scale, more intense and are also high generators of traffic, generally more appropriate around employment centers. This category is intended to incorporate a blend of nonresidential uses. They are characterized by large parking lots where buildings may be of multiple stories and they highly depend on visibility from major roadways. Types of uses in this land use category include business parks, hotels, and national retailers.

Industrial

The industrial land use designation applies to areas intended for a range of heavy commercial, assembly, warehousing, and manufacturing uses. Large tracts of land with easy access to roadway transportation are becoming increasingly hard to find for the industrial business community. However, these businesses can be advantageous for a municipality in terms of providing employment and an increased tax base.

City Park/Parks and Open Space

This land use designation identifies all of Lago Vista's public parks and open spaces that are currently in existence or planned. However, par ks and open space are permitted within any area. Public City parks and private Property Owners Association parks have been indicated by different shades of green.

Balcones Canyonlands

The Balcones Canyonlands National Wildlife Refuge is a large conservation area that focuses on protection of native wildlife and plant species and habitats. The refuge is open to the public, with nature trails and an observation deck available seven days a week, and a headquarters/information center open Monday through Friday.

Public/Semi-Public

This land use category includes uses that are governmental, institutional, or religious in nature. These uses are generally permitted in any area; therefore, areas shown on the Future Land Use Map generally represent where these uses exist today.

Character Areas

Dawn Drive as a Charming, Boutique Destination

The street front of Dawn Drive creates an inviting atmosphere for pedestrians. Storefront windows, benches, shade trees, on-street parking, wide sidewalks, and a grass buffer would easily allow residents and visitors to easily and comfortable walk to shops, cafes, services, and jobs. Alternatively, large expanses of concrete or large building walls with no windows intuitively make people feel less safe, as they are more exposed with no surrounding elements which correspond to their size and sensibility. Building designs should be small in scale, typically one or two story and require visibility from roadways.

Development should be compatible with adjacent residential and be pedestrian oriented. In some unique cases, vertical mixed use development may be appropriate in these areas. Additionally, landscaping is encouraged to keep the area attractive, functional and minimize negative impacts on nearby uses.

Permitted businesses in the area should be neighborhood service oriented. It is also acceptable to allow small office/business uses.

Desirable businesses along this corridor include:

- Small restaurants
- Boutique retail shops
- Beauty salons
- Dance studios
- Florist shops

The aesthetic appeal of this area should be of a high architectural quality. The City should consider establishing design standards such as requiring all business to have pitched roofs, use masonry for outside building materials, dormers and other architectural design elements.

FM 1431 as a Shopping and Entertainment District

FM 1431 provides an opportunity to Lago Vista for larger lot business uses with convenient access to major subdivisions, which is unique to this corridor. This corridor should focus on allowing for a range of larger scale businesses, including retail, commercial, and some mixed use developments due to its high visibility and traffic volumes.

Desirable land uses along this corridor include:

- Mixed use (retail/office/high density)
- Retail shops
- Restaurants (sit-down or fast food)

Since FM 1431 is one of the most visible areas of Lago Vista, it should have quality development to properly reflect the City's image. Therefore, development regulations in this area should focus on ensuring quality building materials on future developments.

The City should also establish adequate site landscaping requirements. The majority of existing businesses along this roadway have parking located in front of the buildings. The City should require new developments to have their parking located behind the front façade of the buildings, or use landscaping within the parking lots to improve the appearance of the area.

Lohman Ford Road as a Neighborhood Services Destination

Lohman Ford Road should serve as a center for neighborhood services. The traffic that dominates the corridor is mainly local, people driving to school, to small shops, and other such destinations. The focus of the area should be oriented towards young professionals and young families. The City should prioritize for the corridor to provide a mixture of small and large neighborhood services, such as grocery stores, pharmacies, drycleaners, among other things.

Future Population

Increased demand for all types of land uses must be taken into account when establishing the City's Future Land Use Plan. This increased demand is inevitable with population growth and subsequent increases in economic demand. The ultimate population capacity and population projections contained herein will also assist in planning the City's future facilities and infrastructure needs.

Past Growth Rates

A City's past growth rates are often the best indicator of future growth rates. **Table 3** shows Lago Vista's population, numerical change, and compound annual growth rate by decade. Lago Vista experienced a significantly large population growth from 1990 to 2000, and has grown at a consistent rate since 1990.

Table 3. Compound Annual Growth Rate (CAGR)

Year	Population	Change	CAGR	
1990	2,199	---	---	4.06%
2000	4,507	2,308	7.44%	
2010	6,041	1,534	2.97%	
2014	6,478	437	1.76%	

Ultimate Capacity

The ultimate capacity, or build out, for the Future Land Use Map refers to the number of people that could potentially live within the planning area if the City were to develop exactly as it is portrayed. The reality is that many changes will likely occur to the Future Land Use Map over time and the planning area encompasses a huge amount of vacant land that will take generations to develop. The ultimate capacity, therefore, is primarily used for infrastructure estimates and helps to put some numbers behind the colors in terms of how many people could fit within the planning area. The ultimate capacity is calculated by taking all of the vacant residential areas of the City. The vacant areas are multiplied by approximated dwelling units per acre, persons per household and occupancy rates to calculate how many new residents the Future Land Use Map can accommodate. New residents are added to the existing population to reach the ultimate capacity. In order to guide the City in planning for how many people may ultimately need to be supported, an assessment of Lago Vista's ultimate population capacity is provided within **Table 4.**

Table 4. Ultimate Capacity

Vacant Residential Land Use	City Limits	ETJ	Planning Area	DUA(1)	Occ. Rate(2)	PPH(3)	ROW(4)	Future Projected		
								Housing Units	House-holds	Population
Vacant Platted Lots	7,325	-	7,325	-	77.9%	2.45	-	-	-	13,980
Rural Res.	547	332	879	0.1	77.9%	2.45	30%	62	48	117
Estate Res.	51	83	134	1.0	77.9%	2.45	30%	94	73	179
Low Density Res.	2,110	2,784	4,894	2.0	77.9%	2.45	30%	6,852	5,337	13,077
Medium Density Res.	85	0	85	10.0	77.9%	2.45	15%	723	563	1,379
High Density Res.	209	52	261	20.0	77.9%	2.45	15%	4,437	3,456	8,468
Mixed Use	167	724	891	8.0	77.9%	2.45	15%	6,059	4,720	11,564
Ultimate Capacity within Vacant Areas								18,225	14,197	48,764
Current (2015) Population								4,308	2,487	6,617
Ultimate Population Capacity								22,533	16,684	**55,381**

Population Projections

In order to establish population projections, past growth rates and anticipated future development must be observed. **Table 5** shows three different growth rate scenarios projected through 2035. These projections are based on a 2015 population of 6,617 residents (see page 10 for details regarding current population calculation). As noted in **Table 4**, the ultimate capacity Lago Vista is able to sustain is approximately 55,000 residents.

It is important to keep in mind that the population projections can be impacted by a number of factors, therefore, it is important for the City of Lago Vista to closely monitor the growth rate.

According to **Table 5**, Lago Vista would reach its ultimate capacity beyond 2050 at a 2 to 5 percent growth rate, but would reach capacity shortly after 2040 at an 8 percent growth rate. **Figure 10** depicts the projected trend of growth in Lago Vista, which reflects an 8 percent growth rate in the near term, gradually slowing over time.

Figure 10. Growth Projection

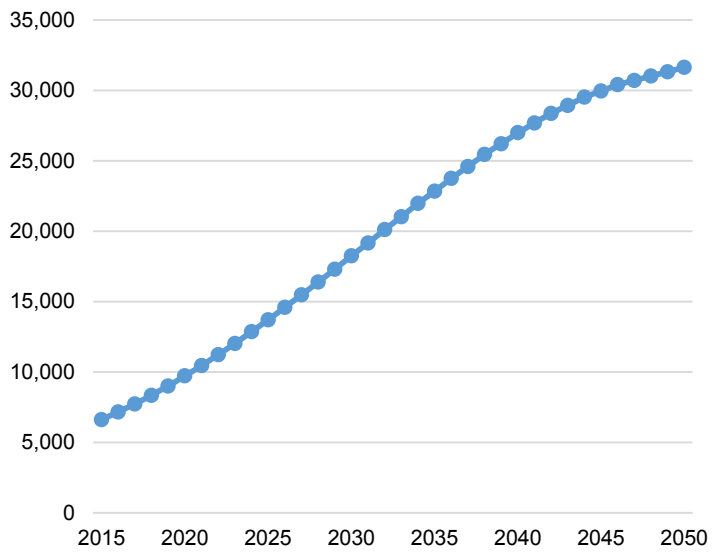


Table 5. Growth Rate Scenarios

Year	Growth Rate Scenarios		
	2%	5%	8%
2015	**6,617**	**6,617**	**6,617**
2016	6,749	6,948	7,146
2017	6,884	7,295	7,718
2018	7,022	7,660	8,336
2019	7,162	8,043	9,002
2020	**7,306**	**8,445**	**9,723**
2021	7,452	8,867	10,500
2022	7,601	9,311	11,340
2023	7,753	9,776	12,248
2024	7,908	10,265	13,227
2025	**8,066**	**10,778**	**14,286**
2026	8,227	11,317	15,428
2027	8,392	11,883	16,663
2028	8,560	12,477	17,996
2029	8,731	13,101	19,435
2030	**8,906**	**13,756**	**20,990**
2031	9,084	14,444	22,669
2032	9,265	15,166	24,483
2033	9,451	15,925	26,442
2034	9,640	16,721	28,557
2035	**9,833**	**17,557**	**30,842**
2036	10,029	18,435	33,309
2037	10,230	19,356	35,974
2038	10,434	20,324	38,851
2039	10,643	21,340	41,960
2040	**10,856**	**22,408**	**45,316**
2041	11,073	23,528	48,942
2042	11,294	24,704	52,857
2043	11,520	25,939	*55,381*
2044	11,751	27,236	*55,381*
2045	**11,986**	**28,598**	***55,381***
2046	12,225	30,028	*55,381*
2047	12,470	31,530	*55,381*
2048	12,719	33,106	*55,381*
2049	12,974	34,761	*55,381*
2050	**13,233**	**36,499**	***55,381***

Design Standards for Nonresidential and Multifamily Development

Mixed Use Zoning Classification

Mixed use refers to a development style that creates areas that combine a mix of land uses within one defined area – or a node. For example, residential, retail, restaurants, office and public uses may be allowed in the same building, same lot, block, or zoning district. Benefits of mixed use development include:

- Long term viability of commercial districts
- Providing higher quality high density residences
- Efficiency in the provision of public services
- Inclusion of public facilities
- Reduction in the frequency of vehicular trips
- Minimizing land consumption

This type of development is defined by its design—building orientation, roadway configuration and amenities such as landscaping and streetscapes that create a safe environment that is conducive for walking. The intentional integration of various land uses within one localized area creates a lifestyle option where a person can perform many of their daily needs and recreational desires within a short distance from home. Such environments are particularly attractive to young professionals, young couples and "empty nesters."

In order for mixed use nodes to occur within Lago Vista, is recommended that the City revises its zoning ordinance and zoning map to include a mixed use classification that would be permitted in areas designated as R-4 (Multifamily Residential), C-2 (Commercial; Large Scale), and C-6 (Commercial, Large Commercial/Retail).

Because parking spaces can be shared among users, parking requirements for mixed use nodes are generally flexible and do not require a large amount of parking stalls. Within Lago Vista's zoning ordinance, it states that for mixed use developments the number of parking spaces required should equal the sum of the requirements of the various uses computed separately. Since the need for a large amount of parking is reduced by the walkable atmosphere, it is recommended that the City reduce the parking requirements by creating a new parking category or by expanding the shared parking calculations to accommodate walkable developments. Another important aspect of parking within mixed use nodes is where the parking is located. To avoid disrupting the visual quality along the frontage of these developments, parking should be restricted to being located behind the front façade or behind the rear façade of the building.

Building Articulation

Building articulation refers to offsets in the outer walls or roofline of a building. A perfectly flat wall with no variations has no articulation. Large retailers have become referred to as “big box” retailers since they are becoming increasingly monotonous in design (large buildings with no articulation). Many cities have established standards for varying exterior walls to address the visually unappealing design that is common with large big-box stores. This articulation can be defined as an interruption or differentiation of the building wall plan with either a recess or an offset that projects away from the building wall plane by a specified depth or percentage.

New developments along major corridors should not be allowed to be designed in a manner that resembles a “big box” retailer. To accomplish this, it is recommended that the City set architectural variation standards along major corridors. These standards should apply to all non-residential structures that are 20,000 square feet in size or greater. Variations should be set for both depth and height; such standards will ensure that unbroken planes of wall will not be predominant along Lago Vista’s most visible roadways.

Receptacle Screening

The placement of trash receptacles is often overlooked when designing new developments. They are often placed, unintentionally, is visible locations. Trash receptacles, however, do not have to be unsightly or reduce the visual quality of nonresidential developments.

Trash receptacles should be screened from public view with a masonry wall on three sides with a gate on the fourth (or two sides and be attached to the building with a gate on the fourth). In order to maintain consistency, the masonry walls should be of a similar or compatible material that is architecturally compatible with the primary building and should also be at least one foot taller than the container.

Additionally, screening techniques should also be used to protect the visual realm from other typically unattractive necessities such as:

- Utility boxes
- Commercial loading docks
- Expansive parking lots

"Public view" refers to the view from major roadways as well as the view from any adjacent residential land uses. "Architecturally compatible" should be defined as a similar material and color to the primary building.

Low-Impact Development

The City may wish to include development regulations in the zoning ordinance to address these topics if property owners choose to utilize these tools and techniques in their individual developments. For example, wind turbines should be in the rear yard and have a fall zone of at least to the height of the top of the blade. Solar panels may be placed on roofs or on standalone poles in a rear yard not exceeding the height of the main structure.

Additionally, the City may wish to create a "sustainable development" zoning district or zoning land use classification that would require a certain number of sustainable design techniques selected from a menu-style listing to be integrated throughout the development. This type of development could be encouraged through expedited review processes, waived fees, increased densities, and other adjustments of development regulations.

Sustainable Tools and Techniques

- Rainwater harvesting
- Irrigation only through drip system, soaker hose, or harvested rainwater
- Low flow fixtures
- Alternative energy sources
- Only drought tolerant landscaping with a limited amount of turf grass
- Cool roofs (green or white)
- Solar orientation of structures
- No dead end streets or cul-de-sacs
- Limited lot coverage
- Erosion prevention measures
- Bonus incentives for infill development
- Permeable pedestrian areas
- Recycled pavement materials

Signage

Regulating the signage that is allowed by establishments is one of the simplest and most effective ways in which cities can ensure a positive community image. There are two primary areas of signage regulation that the City of Lago Vista should consider revising within its sign regulations. The first is the dimensions of the surface area of signs; the second is the type of material permitted for sign construction.

The current regulations set a maximum of 32 square feet as the surface area for freestanding signs, regardless of whether the sign is for a single business or is a multitenant sign. It is recommended that the City considers increasing the maximum surface area of signs for buildings that have multiple tenants.

The City should also consider offering an increase in the sign area for business on adjacent lots to participate in a common signage plan to encourage consistency in design and appearance.

The material of which these signs are constructed is a design element that is often overlooked. Current code allows for the support structures of the single/multitenant signs to be constructed of wood or stone. Wood is difficult to maintain, therefore, it is recommended that the City consider allowing signs to only be constructed of stone that is architecturally compatible with the primary building. This will ensure consistency throughout corridors as well as visual quality.

Resource Protection

Over the past decade, the benefits of low-impact or sustainable development have become more well-known, while the cost of utilizing these tools and techniques has dropped significantly. This, along with recent drought and flooding issues in Texas, has resulted in additional community interest and support for low-impact development. Development is considered "low-impact" primarily in terms of water conservation, minimizing site disruption, reducing energy costs, reducing infrastructure costs, and allowing people to walk or bike to key destinations.

Expanded Regulations for Solar Power

The City should create additional regulations for solar development as an alternative energy source accessible to residents. The code currently addresses solar panels for residential development, requiring that panels be placed within the maximum building height and that any ground-mounted solar panels be located at least 25 feet from any streets or golf course.

Alternatively, ground-mounted solar panels should be restricted to the rear yard only and be limited to a maximum height no taller than residential fences. Roof-mounted solar panels should be limited to 12-16 inches above the maximum building height. Additionally, the City may also wish to establish restrictions to address views from the public right-of-ways, but should take into consideration that solar orientation plays a major role in the effectiveness of the panels.

Regulations for Wind Energy

Wind turbines – once generally limited to agricultural areas – are becoming increasingly popular in developed areas, either as standalone towers to smaller devices attached to buildings. According to the U.S. Department of Energy, Lago Vista is located within a wind corridor that generates an average wind speed of 7 meters per second at 80 meters in height (or about 23 feet per second at 262 feet in height), which is considered a suitable speed for small-scale wind development. Freestanding wind turbines should require a fall zone for safety purposes equal to the height of the tallest blade. Also for safety purposes, the City should include within its regulations that blades must have a clearance of 18 feet from the ground. Roof-mounted turbines should be limited to 5 feet above the maximum height of buildings in order to not disrupt the aesthetics of the area.

Regulations for Rainwater Harvesting

Rainwater harvesting is another sustainable practice that should be addressed by the City. Rainwater harvesting is an easy and cost-effective way to implement water conservation efforts in the City. The City should develop regulations that allow harvesting and consider providing incentives to encourage homeowners and businesses to conserve and reuse water. Smaller rain barrels or cisterns can be aesthetically-pleasing and located in the front yard, while larger containers should be located in the rear yard. Additionally, the City could create an educational program that informs the community's residents about the different ways to be sustainable in regards to water conservation.

Expanded Dark Skies Regulations

Glare and glow from street lights, parking lots, recreational facilities, and other typically nonresidential uses can result in a diminished view of the night sky and stars, negative impacts to human health, disruptions to animal behavioral patterns, wasted electricity, and sometimes even reduced safety due to excessive glare or poor directional lighting. The Dark Skies initiative seeks to reduce the amount of unnecessary light pollution – a concept embraced in many places across Central Texas.

The Site Development Ordinance currently requires that all roadway, parking lot, walkway, and building floodlights be shielded to allow lighting to project only onto the building or ground. However, this regulation does not address development for single-family or two-family areas or uses. The City should consider expanding the regulations to apply to all development types, include provisions for timed or motion-sensor lighting, examine sign lighting techniques, and address other types of exterior lighting. A number of model lighting ordinances are available for use by cities to regulate the types of lighting fixtures that are permitted within the community.

Making these changes will help preserve the rural feel, protect natural resources, and positively impact human health. In addition to developing more restrictive regulations, the City should consider creating an educational component that describes why dark skies are important and how safety within the community will not be comprised.

Review Current Landscaping Requirements

Landscaping methods play a major role in supporting a sustainable community. Landscaping is also considered an essential element of a property, whether the establishment be public or private. Quality landscaping can enhance the aesthetic quality of corridors as well as help improve Lago Vista's overall image.

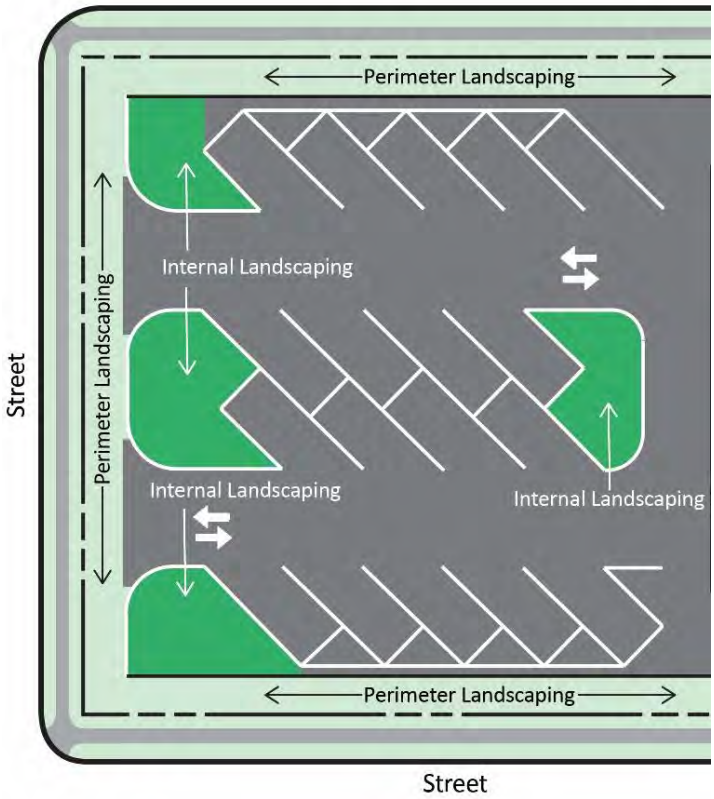
The City currently allows up to 50 percent of the required landscape area to be of non-plant materials, which promotes water conservation through the use of xeriscape materials. However, the current regulations state that landscaping plants will be "preferably native or naturalized, with low water requirements". The City should consider revising this standard to *require* plants to be selected from an approved plant list containing native and drought-tolerant species that will be maintained by the Development Services Director.

The City should also consider adopting more stringent landscaping requirements. One option is to require that all nonresidential and multifamily development provide perimeter landscaping and internal landscaping, as indicated in **Figure 11**. The width of the perimeter landscaping should be determined by the adjacent roadway type, while the number of trees/shrubs should be determined by the size of the landscaped area. Internal landscaping (islands) should be determined by the number of parking spaces.

Table 6. Sample Landscaping Requirements

Perimeter	5' to 15' width (varies) 1 tree per 500 sqft of area
Internal	20 sqft per parking space 1 tree per 10 parking spaces

Figure 11. Required Landscaping Types



Lakefront and Tourism

Opportunities to Purchase Lakefront Lots

Lakefront lots are highly desirable locations for both home and business development. Currently there are several clusters of vacant lots along Lake Travis that provide the City with an opportunity to develop a lakefront park, lake access, or location for restaurants or a resort. To do this, the City should identify and prioritize the areas that would be appropriate for purchase. The City would then need to establish a budget for the acquisition of these lands, weight the costs and benefits, and consider pursuing negotiations with property owners.

Visitor Lake Access in Tourism Areas

During the public input portion of the planning process, the lack of public access to Lake Travis was frequently mentioned. The majority of the access points to the lake are owned by different property owners associations (POAs) and are only available to the residents who belong to the POAs. While many residents – both POA and non-POA – were in support of allowing all Lago Vista *citizens* access to the lake, many were opposed to allowing visitors from the general public (see page 104 for more information); however, many people feel that tourism is Lago Vista's greatest opportunity and that the lakefront location is its greatest asset. Tourism can benefit the City in the form of sales tax revenue, hotel occupancy tax revenue, increased property values, and increased daily population to attract/support more retailers and services. The City should ensure that future areas targeted for tourism have convenient access to the lake for *overnight* visitors, either through land purchase or coordination with the POAs.

Hotel Development/Civic Center

One of the top priorities for promoting tourism in Lago Vista should be to attract hotel development. Hotels are a necessity for accommodating tourism, whether in the form of a conference center hotel, resort hotel, standalone chain hotel, or a smaller independent motel. Lago Vista has a wonderful opportunity to host water activity events, festivals, conferences, and golf and other sporting tournaments, but there are currently very limited options for these visitors to spend the night in Lago Vista. The City is also missing the opportunity to collect Hotel Occupancy Tax revenue from potential visitors. The City should continue to target and attract potential hotel operators into Lago Vista, particularly along the lakefront.

Branding and Placemaking

A branding campaign can help a community establish and promote its unique identity. The City has already created a logo, website, as well as social media accounts in an effort to promote Lago Vista to the community and a larger audience. These efforts have proven to be beneficial and should be continued. The City should expand its current branding efforts to include signage and banners throughout Lago Vista. These signs should promote the City of Lago Vista in general as well as events and festivals the City hosts. It is important for the City to identify key gateways that lead into the City in order to improve the aesthetics of the corridors as well as placing gateway monuments that signify the entrance into the City, particularly along FM 1431.

Another practice the City can set into place that will improve its branding efforts is placemaking. Placemaking is a collaborative process that shapes the public realm by strengthening the connections between people and the public spaces they share. Placemaking can be achieved by focusing attention on public squares, plazas, streets, public art, improved pedestrian access, community events, among others and ensuring that they are connected, comfortable, active, social, and authentic.

Growth Prioritization

Figure 12 indicates generally undeveloped areas where infrastructure extension should be given a priority, where infrastructure should not be extended, and where existing infrastructure exists for infill. These areas have been categorized based on topography, infrastructure, existing development, and access. The City's Code of Ordinances requires special approval by City Council for development of land with a slope greater than 25 percent. Additionally, many engineering and site design professionals advise against development on steep slopes due to safety, cost, and environmental impacts.

The two conservation areas indicated in red have been classified as areas where infrastructure extension is not recommended primarily because of the extreme topography in the areas. These areas are also generally undeveloped, have limited infrastructure, and the northern area is in close proximity to the Rusty Allen Airport. **While this recommendation does not mean that development can never occur in these areas, it is recommended that the City set a policy of not extending infrastructure to these areas and very seriously consider requests to develop in these areas.** Alternatively, the City may wish to purchase these areas, assist the land owners in seeking nonprofit organizations that may be willing to accept the property for conservation purposes (such as U.S. Fish and Wildlife Services or the Audubon Society), or assist the land owners in identifying low-impact land uses that may be appropriate for these areas (such as an adventure park with ziplines, obstacle courses, and outdoor laser tag).

The areas shaded in purple are recommended for target infill locations. These areas have acceptable topography for construction and have existing water and/or wastewater infrastructure lines located nearby, so the extension of those lines may be less costly. The areas currently have reasonable access by the major roadways of Lohman Ford Road, FM 1431, and Boggy Ford Road. The City should encourage infill development within these areas, which is further discussed on page 63.

Lastly, the areas shaded in green are currently undeveloped areas that should be a focus for future development by giving priority for infrastructure extension. These areas have little to no infrastructure, but were selected due to favorable topography, roadway access, and lake access/view. These areas have great potential to serve many uses. The City should take the lead in planning for these areas by budgeting for future infrastructure installation, coordinating with property owners, and targeting desirable users. Desirable uses for these areas may include a sports complex, a conference hotel or civic center overlooking the lake, national retailers, and City parks/lake access. Development in these areas will be supported by the City's water and wastewater impact fee program; however, the City may wish to consider adopting roadway impact fees as well.

Future Expansion Areas

This section identifies areas into which the City may wish to expand in the future. It is not intended to be an annexation plan as defined by State law, but rather a discussion of areas that are logical and reasonable for possible future expansion.

Annexation is the process of expanding the City's boundaries. In doing so, the City is also required to extend municipal services, regulations, voting privileges, and taxing authority for the purpose of protecting the public's health, safety, and general welfare.

Lago Vista is a home-rule city; therefore, the City may annex land either voluntarily by petition of the landowner or involuntarily by City initiation. The City may only annex land within the extraterritorial jurisdiction (ETJ), which is the area located outside of the City limits but within Lago Vista's planning area. Benefits of annexation to residents include additional City services and protections, as well as protecting property values in the area by ensuring quality development. Benefits to the City include tax revenue from residents who already use many of the City's services (e.g., parks, roads).

Generally, there are two methods of annexation:

- Densely developed and/or large areas: A three-year municipal annexation plan is required that specifically outlines that these annexations that may occur beginning on the third anniversary of the date of adoption, or
- Sparsely developed and/or small areas: No annexation plan is required for annexations of fewer than 100 tracts occupied by residential dwellings; however, the municipality must use "generally accepted municipal planning principles and practices" when defining the boundaries of such areas (Section 43.052(i)).

Figure 13 identifies 8 areas within the ETJ that are possible future growth opportunities. These areas represent all of the remaining land in the ETJ, which means that these areas are likely to represent the City's ultimate boundaries in the future. Each potential annexation area is unique in terms of development, size, constraints, and other features. The following is a brief outline of each area (in order of priority) with a short description of the characteristics relevant to possible annexation.

Area 1: Undeveloped, buildable land along Lohman Ford Road

Area 2: Entryway into Lago Vista along the north side of FM 1431

Area 3: Lake frontage, FM 1431 frontage, and proximity to Tessera development

Area 4: Small area including lake frontage with some existing development

Area 5: Proposed roadway route connecting to Jonestown, otherwise undevelopable, possible for conservation

Area 6: Prime lake frontage, although significant investment to extend infrastructure

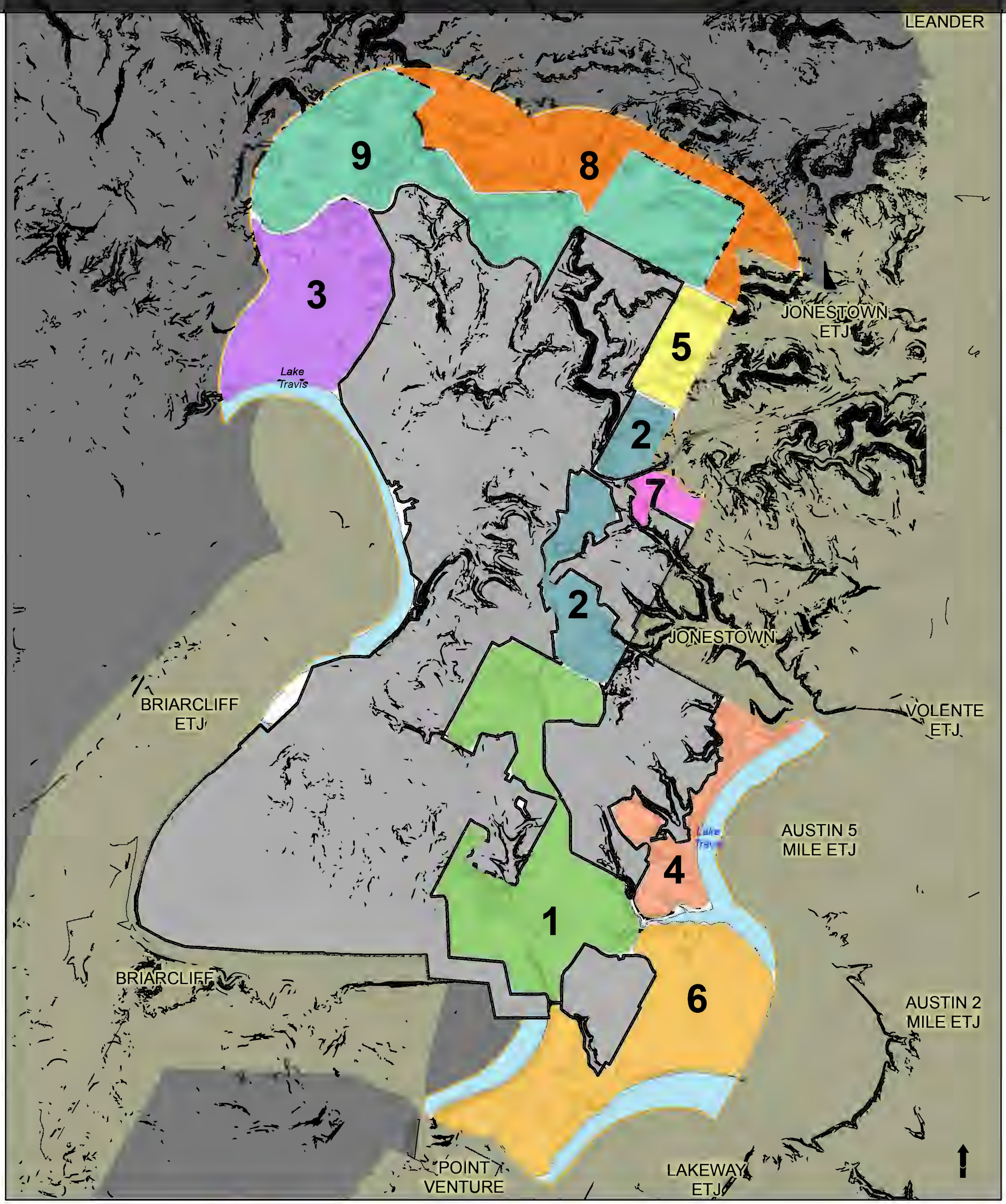
Area 7: Proximity to FM 1431, Lohman Ford Road, problematic terrain

Area 8: Large tract of private property adjacent to the Balcones Canyonlands National Wildlife Refuge

Area 9: Primarily the Balcones Canyonlands National Wildlife Refuge, undevelopable

Additionally, the City may wish to revise the zoning regulations regarding zoning upon annexation. Section 3.50 of the ordinance currently reads, "Any land hereinafter annexed to the City of Lago Vista, Texas shall automatically be temporarily classified as TR-1 (Temporary Unzoned) until reclassified in accordance with this chapter." However, Section 211.006 of the Texas Local Government Code states that, "a regulation or boundary is not effective until after a public hearing on the matter at which parties in interest and citizens have an opportunity to be heard." Therefore, the City should consider removing this automatic zoning option and instead establishing a policy that following a public hearing, TR-1 (or R-1LL) be the default designation if no other zoning district has been selected at the time.

Figure 13. Future Expansion Areas



Priority 1
Priority 2
Priority 3
Priority 4
Priority 5
Priority 6
Priority 7
Priority 8
Priority 9
25% slope or greater

City of Lago Vista

Rusty Allen Airport Area

The airport and surrounding areas are zoned C-4, “Commercial, Airport”, which allows for only nonresidential uses that commonly would be affiliated with an airport. To the west, zoning is also designated for RR-A, Restricted Single Family with Aircraft, which allows for single family residential uses in conjunction with a hangar. The R-1A and R-1B zoning districts to the east and west are primarily for traditional single family uses.

As shown in **Figure 12. Infrastructure Extension Priorities**, much of this area is not appropriate for future residential construction due to topography and infrastructure constraints. The airport operates 365 days a year and offers domestic and international charter service, making the airport a unique asset for Lago Vista. This opportunity could be maximized by promoting businesses – particularly aviation spinoff industries – in the airport area. The City could use financial incentives, tax abatement programs, land leases, and zoning modifications to attract desirable businesses/industries.

Figure 14. Rusty Allen Airport Area Zoning

Municipal Complex Redevelopment

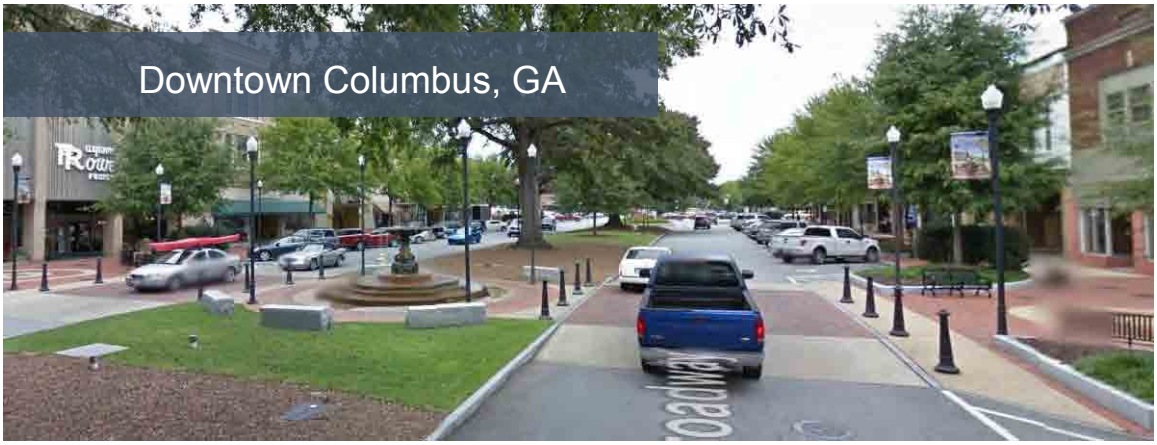
A proposed redevelopment plan called for the expansion of the current City Hall and Library. The two separate buildings would be connected with a new addition. The resulting building would be approximately 16,000 square feet. Although the proposed expansion would provide a number of benefits to the City and its employees, it does not support the aesthetic or economic potential for the surrounding area.

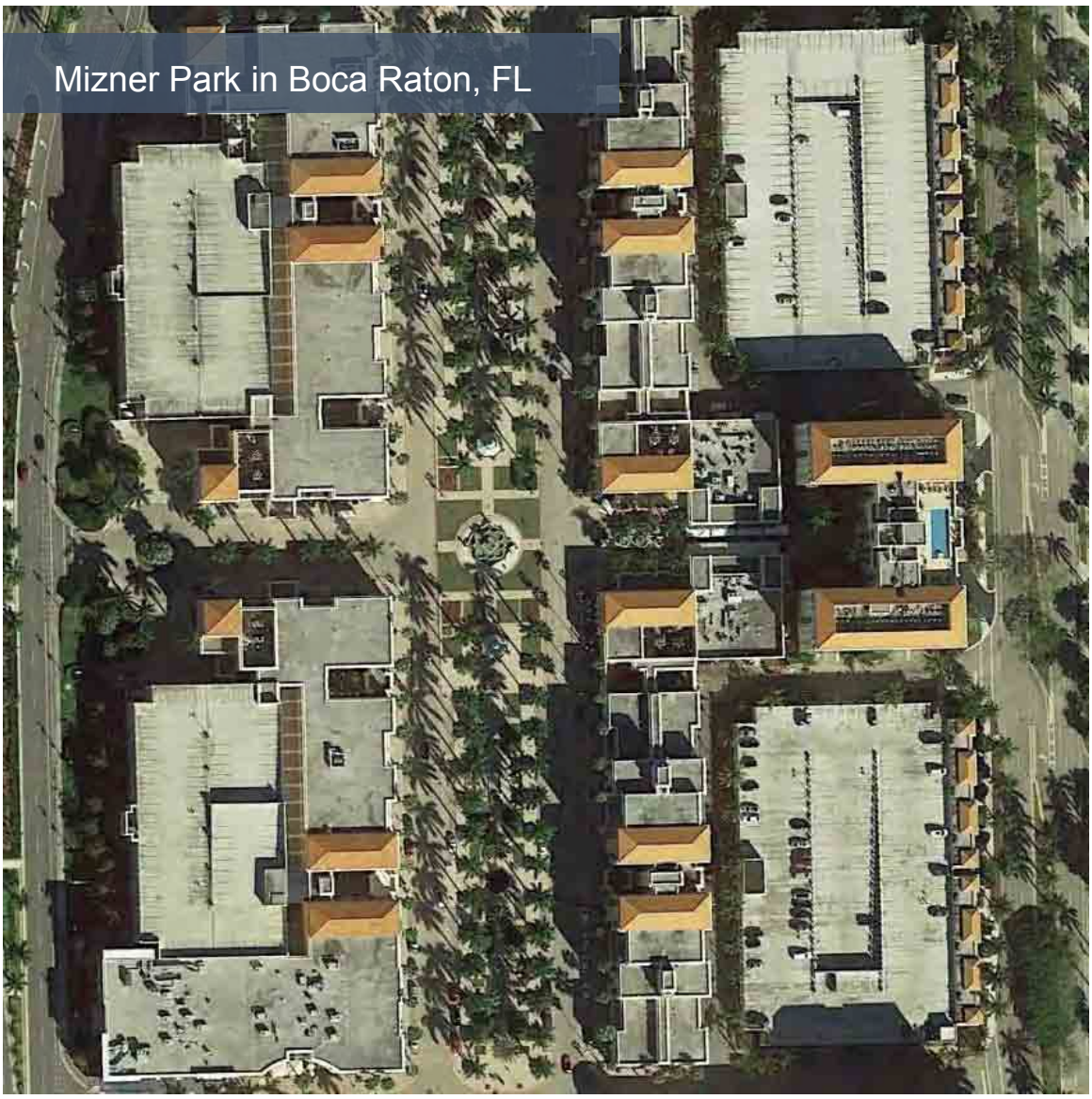
Alternatively, the City should consider focusing on redevelopment efforts along the area between Dawn Drive and Bonanza Street. The City could use this opportunity to integrate local government services into an activity center. Retail stores and personal services could be appropriate in this area. The area could feature an inward-facing development that places focus on open green space or pedestrian areas, rather than parking areas. The concept of a city hall surrounded by activity or retail centers can be seen in the Texas cities of Bee Cave, Southlake, Frisco, and Sugar Land, among others.

Figure 15. Generalized Concept for Dawn Drive

Source for Base Image: Image © 2016 DigitalGlobe

Figure 16. Examples of Medians





Source: Image © 2016 DigitalGlobe

Action Items

Land Use Goal: Responsibly maximize land by expanding recreational uses, providing housing opportunities for all ages, and fostering an environment for local business.	
Recommendation Topic	**Action Item**
Future Land Use and Population Planning	Use the Future Land Use Map to guide future zoning decisions.
	Revise the zoning ordinance to include overlay character districts for Dawn Drive, FM 1431, and Lohman Ford Road.
	Revise the zoning ordinance to allow more areas for retail, commercial, and multifamily development.
Design Standards for Nonresidential and Multifamily Development	Revise the zoning ordinance to include a mixed use land use classification.
	Revise the zoning ordinance to require building articulation for larger structures.
	Revise the zoning ordinance to include specific requirements for screening waste receptacles and utilities.
	Revise the zoning ordinance to include specific requirements for screening and buffering near industrial uses.
	Revise the business regulations ordinance to allow for larger multitenant freestanding signs.
	Consider establishing overlay districts to ensure quality development along the main corridors.
	Meet with private capital partners to share the comprehensive plan efforts and promote nonresidential development.
Resource Protection	Develop regulations for solar and wind energy to ensure quality standards for equipment and installation
	Offer incentives to developers for using solar and wind energy.
	Require all street signs be reflective to accommodate dark skies efforts.
	Expand the existing lighting regulations to further promote dark skies.
	Develop an approved native plant list to be maintained by the Director.
	Develop regulations to accommodate and encourage low-impact development.

Lakefront and Tourism	Prioritize and purchase lakefront lots.
	Accommodate tourists in certain areas.
	Continue to proactively seek hotel operators for a lakefront hotel resort, event center, or civic center.
	Expand branding and placemaking efforts through a marketing/image campaign and/or the development of a tourism plan.
	Apply for and receive the designation of a “Scenic City”.
	Focus development around the airport on aviation and other small industrial uses.
Growth Prioritization	Conserve areas with extreme topography by acquiring the property or assisting property owners in coordinating with nonprofit organizations to accept the land.
	Explore the possibility of allowing the landowners to keep their POA membership after donating the land.
	To encourage infill development, prioritize areas with existing infrastructure through development incentives.
	To encourage future development in key greenfield areas, develop long-range infrastructure plans for identified expansion areas and use these areas for desirable development types, such as a hotel, grocery store, or sports complex.
Future Expansion Areas	Conduct a detailed analysis to determine whether a 3-year annexation plan is necessary for the desired expansion.
	Focus on annexation of areas located along major roadways or the lake.
Rusty Allen Airport Area	Prioritize the area surrounding the Rusty Allen Airport for land acquisition and assembly.
	Vacate plats and roadways for undevelopable land.
	Rezone area surrounding the airport by extending the C-4 zoning and rezone the steep slope areas to a conservation district.
	Coordinate with the actions from TxDOT Airport Action Plan.
Municipal Complex Redevelopment	Develop a concept plan followed by a more detailed site plan for the area.
	Continue efforts to reach out to local developers and local/national retailers.
	Rezone the south side of Dawn Drive to accommodate commercial and retail development.
	Allocate funding in the Capital Improvements Program for demolition and construction of new municipal facilities.

4| Housing and Neighborhood Livability

Housing and Neighborhood Livability Goal: Provide an exceptional quality of life by preserving the small-town character, accommodating pedestrians, and providing attractive and unique destinations.

Top Issues Related to Housing and Neighborhood Livability:

- Beautification improvements
- Homes and apartments for young professionals and seniors
- More housing diversity needed
- Affordable housing options for the workforce community

Issues and Existing Conditions

Neighborhood planning plays an important role in the Comprehensive Plan because it guides the preservation and enhancement of existing neighborhoods and makes recommendations for new neighborhoods in future redevelopment areas. The purpose of the Housing and Neighborhood Livability element is to address the characteristics of existing housing conditions in Lago Vista and serve as a tool for City staff, residents and business owners of each neighborhood setting. It is in the public interest to maintain the local housing stock, as well as to make whatever improvements are necessary. It is also in the public interest to ensure that new housing and neighborhoods are created to the highest level of quality possible, so that new areas maintain their value and are sustainable for years to come. It will take cooperative action by the City and property owners to achieve the highest possible housing quality and character within each neighborhood area of Lago Vista.

Recommendations

The following section outlines recommendations related to the following topics:

- Single-Family Neighborhood Enhancements
- Single-Family Home and Site Design Enhancements
- Life-Cycle Housing Opportunities

Single-Family Neighborhood Enhancements

Residential Infill Development and Redevelopment

Residential infill refers to the development of a single lot within an existing neighborhood that is currently served by the City's utilities. This type of development promotes sustainability because it: 1) generally uses existing infrastructure, 2) reduces sprawl and destruction of natural areas, 3) creates more vibrant neighborhoods, and 4) takes advantage of the limited amount of developable land in Lago Vista. Infill development also alleviates the cost of installing utilities in new areas.

Developing on a vacant or redeveloped lot may be perceived as having increased risk, particularly early on in long-term redevelopment projects; therefore, it is important that the City look for way to encourage infill development. Examples of incentives include:

- Continue and encourage the use of Amending or Minor Plats, which allows for administrative approval, to consolidate lots. In cases where Amending/Minor Plats are not possible for combining adjacent small lots, the City should consider fast-tracking/expediting the review process,
- Allowing staff technical support for submittals, and
- Establishing target infill areas which allow the construction of higher densities, increased heights, and/or reduced parking. These modifications can be established by the City Staff by granting "alternative compliance", through special exceptions from the Zoning Board of Adjustment, or other relief procedures.

Also, compatibility can be an issue when infill or redevelopment housing in built in an existing neighborhood. The City should ensure that new home construction is consistent with the City's vision and is designed to coordinate and connect with the existing surrounding developments. Generally, residents in the area surrounding infill sites desire to have a cohesive character throughout their neighborhood.

It is recommended that the City budget to purchase small lots each year to replat and combine smaller lots. The City should prioritize the target areas indicated in purple and green in **Figure 12**; however this strategy is appropriate City-wide. Additionally, the City should proactively seek out property owners of vacant or abandoned lots to express the City's intent and available incentives or offers.

Architectural elements of infill development and redevelopment that should coincide with existing residences include:

- Building materials
- Building massing and setbacks
- Architectural design
- Access
- Residence orientation
- Connectivity

Not Compatible

Somewhat Compatible

Compatible

Residential Zoning District Consolidation

The City's zoning ordinance includes 14 residential districts:

- R-0: Single-Family, Zero Lot Line
- R-1A, B, C, D, E, F, and G: Single-Family Residential
- R-1LL: Single-Family, Large Lot
- R-1M: Mobile Home
- Single-Family Tall
- R-1T: Single-Family, Tall
- R-2: Two-Family Residential
- R-4: Multifamily Residential (Apartments, Townhouses and Single Family)
- RR-A: Restricted Single Family with Aircraft

For comparison, the City of Austin currently has 16 residential zoning districts for over 354,000 homes (versus fewer than 3,300 homes in Lago Vista). The City may wish to consider consolidating several similar districts to simplify the code and development process. Additionally, the City may wish to update its classification of districts in the zoning ordinance and zoning map to be similar to the land uses on the Future Land Use Map.

Screening and Buffering

While the Future Land Use Map seeks to minimize conflicts between potential residential and nonresidential areas, screening and buffering efforts can help to mitigate any remaining incompatibility between land uses.

The current zoning ordinance requires a screening device that is "no more than six (6) feet in height" to be installed along the property line between multifamily/nonresidential and single family residential, which includes masonry material, wood, or plant materials. Wood is a high maintenance material and therefore it is not recommended for the City to continue allowing it as a screening wall. Plant materials are appropriate in conjunction with a wall or fence, however landscaping alone is insufficient for adequate buffering.

The regulations should be revised to require a solid masonry fence and possible additional landscaping to reduce the impacts of the multifamily/nonresidential use on the adjacent neighborhoods. While Section 5.10 of the Zoning Ordinance restricts which zoning districts can be adjacent to one another, a residential proximity slope that requires an additional setback from nonresidential land uses adjacent to single family residences is recommended.

Single-Family Home and Site Design Enhancements

Garage Enhancements

Current ordinances pertaining to residential garages require that garages be set back from the street at least the same distance as required of dwelling units. Allowing for garage entrances to be located at the front façade of homes disrupts the cohesiveness of the building design. The City should update the ordinance and require garages to be set back at least 10 feet from a home's building façade, unless it is a J-swing drive. All garage doors should be required to have door enhancements. The City should provide its residents with a menu of options that include enhancements such as wooden doors, double doors, decorative windows, hardware, among other design elements.

Standards for Accessory Buildings

Residential accessory buildings are structures that serve as a shed, garage, carport, shop, or any other use that is not part of the main dwelling. This type of structure is generally detached, but in some cases is added as an addition to the original home. Within the current code of ordinances, the City allows for a maximum of two accessory buildings but does not limit the square footage. In order to prevent accessory buildings from being constructed at a large scale, the City should consider updating this ordinance to limit the total square footage of accessory buildings to not be larger than 50 percent of the square footage of the main dwelling. This regulation would replace the maximum number of accessory buildings.

Covered Porches

Another design element that will increase the aesthetic appeal of homes is having a covered porch. Not only does this add another unique design element to the home, but it overall makes neighborhoods appear more inviting. The City should consider implementing an ordinance that requires a certain percentage of homes within some subdivisions to have covered porches. Subdivisions that are intended to be walkable as well as subdivisions with rear alley access should be the main targets for this regulation.

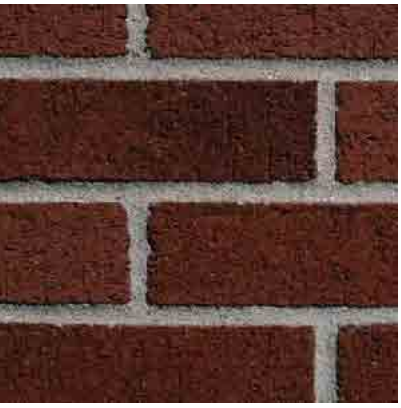
Building Materials and Antimonotony Standards

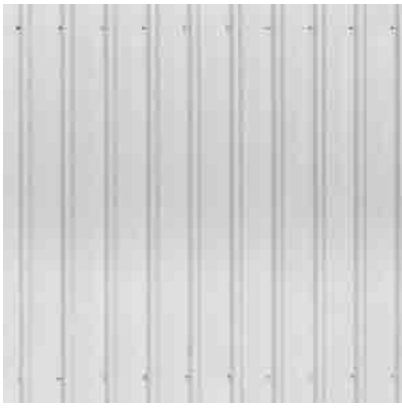
The appearance of homes from the street affects the perception of the community as well as property values. Quality building materials and unique designs create more interesting and attractive neighborhoods, compared to a subdivision full of “cookie cutter” homes. Building materials and antimonotony standards help to create more distinctive communities.

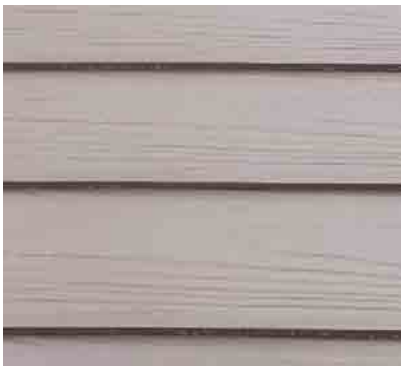
For all nonresidential and multifamily buildings (except for those in the Airport District [C-4]), the zoning ordinance requires that 75 percent of the front wall and 75 percent of each side wall consist of: fired bricks, natural or polished stone, textured masonry block, tilt wall concrete panels, stucco, or split face concrete block. It is also specially noted that this list does not include corrugated sheet metal and cement fiberboard. Stainless steel, chrome, standing seam, and architectural grade metal can cover up to 10 percent of the front or side walls.

The City should consider providing more detailed building material regulations for certain zoning districts. For example, while textured masonry block or split face concrete block may be appropriate for the Light Industrial (LI) or Commercial, Marina (C-3) districts, higher quality materials such as fired bricks or stone may be more desirable in the Commercial, Large Scale (C-2) and Professional, Business Office, Low Density Retail (C-1A and C-1C) districts along the FM 1431, Lohman Ford Road, and Dawn Drive corridors. Additionally, the City may wish to reconsider excluding cement fiberboard from the list of approved materials. This material, commonly known as HardiePlank, can result in attractive bungalow or Craftsman style homes.

The City should also establish antimonotony standards to add visual interest and distinctive design to neighborhoods. Some residential developers offer a limited number of home designs, which can result in a monotonous and dull appearance. The City could address this by requiring that no single front façade of a home may be duplicated within six to eight lots.







Life-Cycle Housing Opportunities

A quality community is able to provide a variety of housing options for the full life cycle of its citizens. It is important for the City to understand the implications the type of housing available has on its community. As an individual progresses through life, their requirements, necessities, and general expectations for what they consider to be "home" change.

As an example, young singles and couples without children may wish to live in a location where activities are present or within a close proximity to work. Such options are considered amenities that contribute to their particular needs. Once they move into the next stage of life, they may require additional space as their family begins to grow; they may desire a larger family space, more bedrooms, and a yard, among other things. Empty nesters, which refers to those household without the presence of children, may require completely different housing options. It has become a growing trend where individuals within this category often desire a smaller, high quality home with less maintenance and upkeep.

Figure 17. Life-Cycle for Housing Choices

While Lago Vista seeks to remain a community of primarily single family homes, it is still important to offer a variety of housing options, especially for young professionals and empty nesters. These two age groups are expected to increase in size in the future with the addition of business and industry. Many young professionals leave the area to find other housing types; many empty nesters are attracted to Lago Vista because it is often perceived as a retirement or vacation community.

Large Single-Family

Certain members of a community may desire a larger footprint for their home. This need can be met with larger homes (i.e., additional square footage), or larger lots that provide more open space and increased separation from neighbors and adjacent land uses. This housing type plays an important role in allowing for variation in density and home size within a community.

Medium Single-Family

Medium sized single-family homes are larger in square footage than the small starter home. These homes typically include additional bedrooms and bathrooms with upgraded amenities. Often times, medium sized single-family homes are located on larger lots. This housing segment is ideal for a growing family or an individual who may be progressing in their career and seeking upgraded housing options.

Small Single-Family

Small single-family homes are often referred to as "starter homes" and are generally the most affordable option for single-family housing. Families or individuals looking for housing options with more space and privacy, or moving into the home-ownership market find the starter home as a great option. Typically located in a single-family neighborhood environment, these homes meet the needs of individuals with limited housing budgets and a desire to have their own personal space.

Duplex Homes

A duplex is a house divided into two separate dwelling units, each with its own entrance. Duplex housing serves a segment of the community who may want to live in an increasingly dense setting while having the look and feel of a single-family home. This housing type is important for residents and a community due to its affordability and range of amenities available.

Townhomes

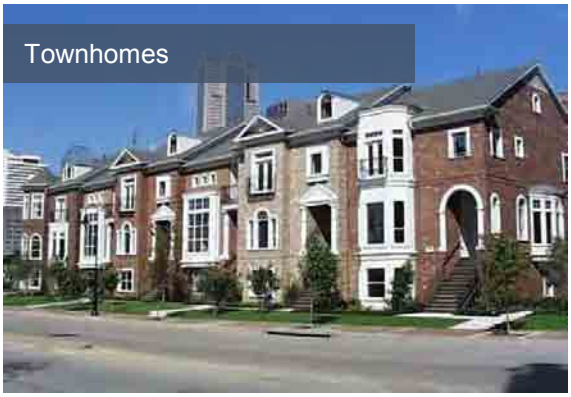
Townhomes are attached multistory dwelling units. Similar to apartments and duplexes, townhomes serve as an alternative to apartment living, and meet a demand in the rental market. One key difference is the fact that townhomes also meet a need for home ownership. Many segments of a community find townhomes appealing, from young professionals to small families. This housing option can also serve the needs of seniors seeking a simplistic home-ownership experience.

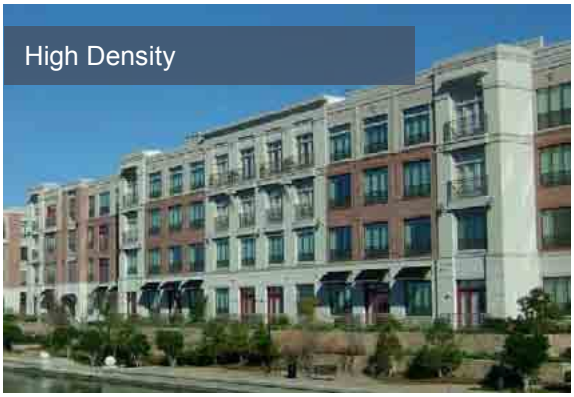
Apartments

The range of apartment options is very broad in an effort to meet the needs and desires of a diverse rental market. The traditional apartment is a multistory building within an apartment community arranged in a garden or courtyard style configuration. An alternative or supplementary approach to including apartments is through mixed use development – high density apartments above ground-level retail shops.

Senior

An integral part of retirement is the connection to family, friends and the community in which a senior has grown to call home. Flexible housing options must be available to allow for seniors to age in place. The need for decreased maintenance, increased access to transportation options, and accessibility to amenities such as fresh food and medical facilities are critical. Many of the aforementioned housing options can meet these needs. Apartments, duplexes, and townhomes may provide the necessary housing options. However, there may also be a need for smaller single-family homes on small lots or “zero lot-line” units to accommodate seniors.





Lago Vista's zoning regulations currently allow these housing types in certain zoning districts. However, one unique aspect of Lago Vista's regulations is the lack of minimum lot sizes for each district. Currently, only the R-1LL Single-Family, Large Lot zoning district has a minimum lot size. While the other districts have minimum setbacks, which would regulate the lot size to some extent, it may be in the City's best interest to define minimum lot areas, widths, and depths. This would allow the City to more accurately plan and anticipate future development patterns and infrastructure demands. Additionally, requiring larger lots would promote housing variety and prevent the current issue of lots that are too small or narrow to build on in future development. It is beneficial that the City has separate zoning districts to accommodate zero-lot line, duplex, and multifamily homes; however, each zoning district and dwelling type should have designated minimum lot dimensions. Establishing these minimums will also help to ensure that future life-cycle housing options are constructed in a manner that is both attractive and more appropriate for the City's infrastructure.

Action Items

Housing and Neighborhood Livability Goal: Provide an exceptional quality of life by preserving the small-town character, accommodating pedestrians, and providing attractive and unique destinations.	
Recommendation Topic	**Action Item**
Single-Family Neighborhood Enhancements	Develop appropriate incentives and zoning regulations for infill development.
	Consolidate residential zoning districts.
	Revise the zoning ordinance to require higher quality materials for screening and a proximity slope setback between incompatible land uses.
Single-Family Home and Site Design Enhancements	Revise the zoning ordinance to require garage door enhancements and setbacks for front-loaded neighborhoods.
	Revise the zoning ordinance to that accessory buildings are truly secondary to the main structure.
	Revise the zoning ordinance to require covered porches in a certain percentage of larger developments to create a more diverse look and more pedestrian-oriented environment.
	Revise the zoning ordinance to add more detail regarding building materials and specifying which materials are appropriate within each district.
	Revise the zoning ordinance to include antimonotony standards, which will help to prevent “cookie cutter” subdivisions.
	Develop a watershed master plan that assesses the current drainage demands and provides strategies for stormwater management and retention.
Life-Cycle Housing Opportunities	Continue to allow patio homes, townhomes, duplexes, and multifamily housing types in key areas to accommodate young professionals and the retirement community. Provide for mixed use areas that incorporate higher density housing.
	Revise the zoning ordinance to establish minimum lot areas, depths, and widths for each residential district and dwelling type.

5| Transportation

Transportation Goal: Overcome physical constraints to meet the community's needs by enhancing corridors, providing safe and walkable routes, and continuing regional coordination.

Issues and Existing Conditions

A community's transportation system is vital to its ability to grow in a positive manner. Transportation is inherently linked to land use. The type of roadway dictates the use of adjacent land, and conversely, the type of land use dictates the size, capacity and flow of the roadway. The roadway network inside of Lago Vista is almost fully developed; however, new roadways will be needed to support development when the City limits expands. One main issue with the transportation system is the topography of Lago Vista, and the terrain challenges when improving or building new roadways. The current roadways are very curvilinear. Many roads run southwest to northeast because the City is situated at an angle along Lake Travis. Another issue is the degrading local roadways and the deteriorating collector roadways. Roadway improvements must be made to improve the safety and mobility of residents.

Top Issues Related to Transportation:

- Limited vehicular and pedestrian connectivity
- Desire for sidewalks in certain areas
- Unsafe pedestrian crossings
- Safety of children walking to school
- Hike and bike trails
- Intersection and road safety
- Limited right-of-way for existing roads
- Traffic calming and visibility
- Poor road conditions
- Unused roadways
- Golf carts on roadways
- Community transportation services
- Limited connectivity to the northeast

Current Transportation Network

North-South Roadways

Lohman Ford Road is a true north-south roadway and is the main thoroughfare in Lago Vista. The southern terminus of Lohman Ford Road is in Point Venture and the north terminus is at FM 1431. The intersection of Lohman Ford Road and FM 1431 is one of the major intersections in the City and is the main commercial/retail node in Lago Vista.

Destination Way is a curvilinear north-south roadway that runs from FM 1431 to Lake Travis. About half of this roadway is not in the City limits, but when the City limits grow connections to Destination Way will need to be constructed.

Old Burnet Road is a curvilinear north-south road way to the east of Destination Way and runs from FM 1431 to Lake Travis. Similar to Destination Way, this roadway is mostly outside of the City limits and connections will need to be constructed as the City limits expand.

Figure 18. Lohman Ford Road at Boggy Ford Road

Figure 21. Existing Transportation Map

Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

Minor Arterial Undivided

Collector

Residential Street

Lake Travis

Lago Vista City Limits

Lago Vista ETJ

City of Lago Vista

East-West Roadways

Figure 20. Bar K Ranch Road by Airport

Boggy Ford Road is mostly an east-west roadway that turns into Highland Lake Drive to the west and wraps around a residential area in the southwest portion of Lago Vista. It ends at Lohman Ford Road and turns into Shoreline Ranch Drive. This roadway's main purpose is to provide access to the residential areas.

Dawn Drive is mostly an east-west roadway that runs from Lohman Ford Road to the traffic circle with Lago Vista Way, where it runs north for a short distance. This roadway provides access to Lago Vista Elementary School, City Hall, the public library, and the police department. This roadway also provides access to the residential areas.

Highland Lake Drive is mostly an east-west roadway that turns into Boggy Ford Road to the west and wraps around a residential area in the southwest portion of Lago Vista. It ends when it merges with Boggy Ford Road to the east, just before Lohman Ford Road.

Paseo de Vaca Street is an east-west roadway that runs from Bar K Ranch Road to Lohman Ford Road. This roadway provide access between a main thoroughfare and the POA amenities, specifically the K-Oaks Clubhouse.

Bar K Ranch Road runs southwest to northeast from the Bar K Park to the Rusty Allen Airport. It crosses FM 1431 near Lago Vista Middle School.

Regional Roadways

FM 1431 is a regional connector for Lago Vista. This roadways extends east to Cedar Park and IH-35 in Round Rock, and to Marble Falls to the west.

Figure 21. FM 1431 Looking East

Local Streets

Local streets run through residential neighborhoods and have slower speeds. These roadways allow residents to have access to their homes and other POA and public amenities.

Accident History

The traffic volumes and traffic generators, discussed below, correspond with the top 10 intersection accidents shown in **Figure 22.** The majority of accidents happen on FM 1431 and Lohman Ford Road. This is expected because many of the traffic generators in Lago Vista are along these roadways, and they are also main routes through the City to access collector streets to the residential areas. Additional safety measures should be taken to ensure that accident rates will decrease. The roadway safety section later in this Element give recommendations on what can be done for traffic calming and accident reduction.

Figure 22. Top 10 Intersection Accidents

1. FM 1431 @ Lohman Ford (13)
2. Boggy Ford @ Lohman Ford (8)
3. FM 1431 @ Destination Way (5)
4. FM 1431 @ Dodge Trail (4)
5. Lohman Ford @ Alfalfa (2)
6. Adrian Way @ FM 1431 (2)
7. Boggy Ford @ Lincoln Cove (2)
8. Bonanza @ Thunderbird (2)
9. Dodge Trail @ Diamond Trail (2)
10. FM 1431 @ Bar K Ranch (2)

Accident data from 2012 – 2015 (present)

Figure 23. Intersection of FM 1431 and Lohman Ford

Source: Google Maps Aerial

Traffic Generators and Volumes

Traffic Generators

Lago Vista is a destination community known for the small town character, golf courses, and lake access. The major traffic generators in the City are the golf courses, schools, POA facilities, and the retail/commercial node at FM 1431 and Lohman Ford Road. Most of the traffic generated is local traffic, rather than pass-through traffic.

Traffic Volumes

Figure 24 depicts the traffic volumes for the major roadways in Lago Vista. Lohman Ford Road carries the most cars per day. The heaviest traffic volumes on Lohman Ford Road are at the intersection with FM 1431. This is expected because this intersection is the main commercial/retail node in the City. The second highest traffic volumes on Lohman Ford Road are in the school zones. Boggy Ford east at Lohman Ford also carries a high number of cars per day. This intersection provides access to POA facilities and amenities as well as residential areas.

Recommendations

The following section outlines recommendations related to the following topics:

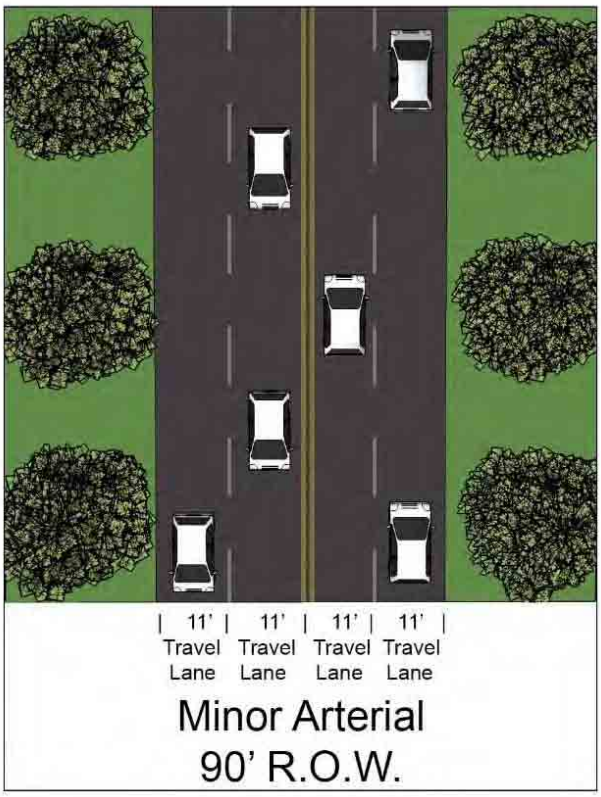
- Future Transportation Network
- Roadway Safety and Maintenance
- Alternative Transportation

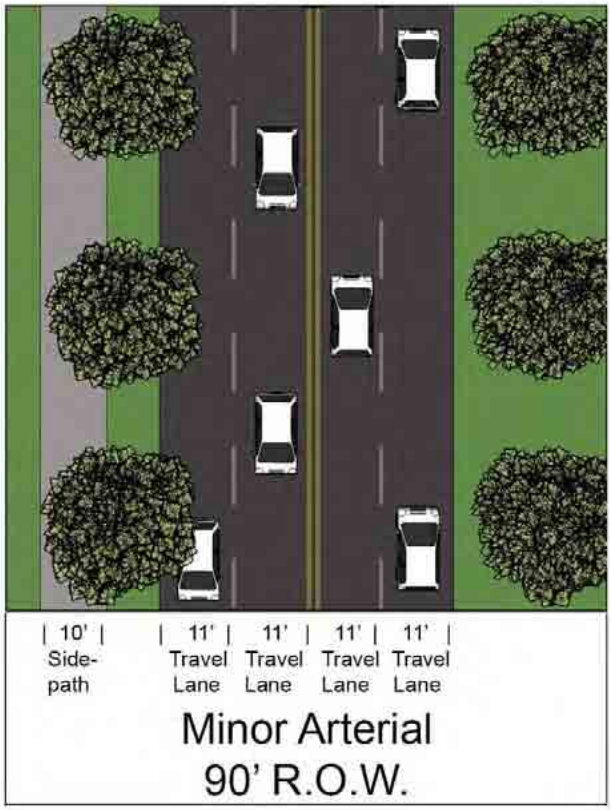
Future Transportation Network

Arterials

Roadways identified as arterials are designed to convey relatively heavy volumes of traffic. These roadways are primarily intended to provide mobility, and because of the speed and volume of traffic, access to properties should be minimal. To accommodate bicycles, minor arterials should have separate multi-use paths that tie into the City-wide trail system when feasible.

Figure 25. Minor Arterial Cross-Sections





Collector Streets

Collector streets are generally designed to distribute traffic from local access streets and funnel it to major thoroughfares (i.e., from residential developments). Collectors are intended to provide more mobility than collectors, and collectors are intended to provide more access than secondary thoroughfares. Collectors should provide access to adjacent land uses, but access should still be managed through the use of shared driveways and other techniques that minimize disturbance of the free-flow of traffic. These types of roadways should carry lighter volumes of traffic than arterials. To accommodate bicycles, collectors should have striped bike lanes on higher volume streets to increase safety. On lower volume collectors, sharrows could be an alternative to a bike lane. Sharrows could also be added to existing roads that cannot be feasibly widened. All bike lanes and sharrows should tie into the City-wide trail system.

Figure 26. Major Collector Cross-Sections

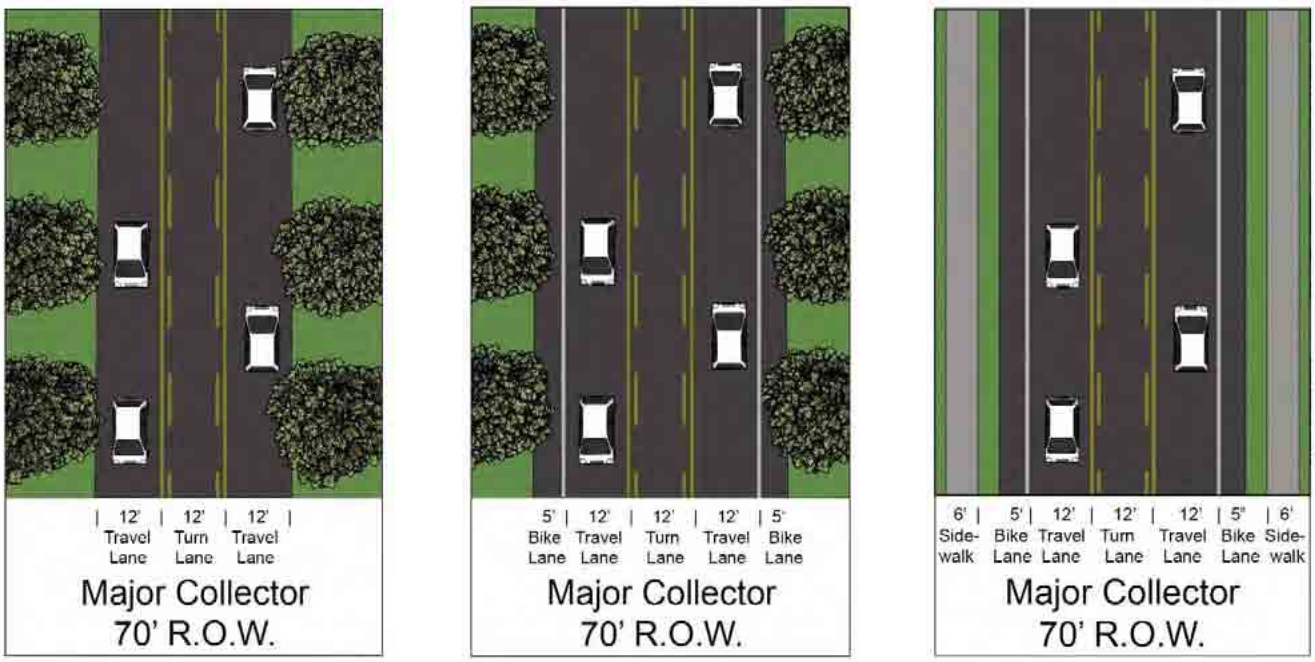
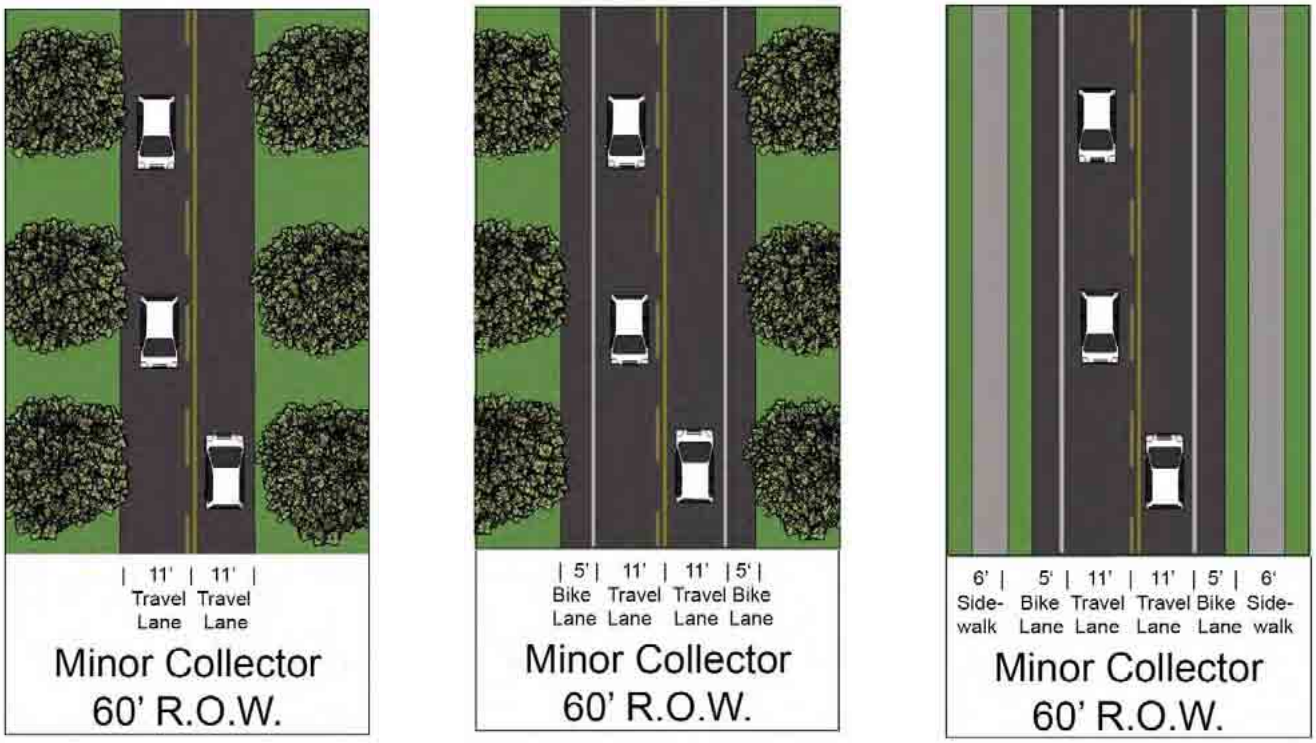


Figure 27. Minor Collector Cross-Sections



Local Streets

Whereas the principal objective of arterials is to provide mobility, the principal objective of local streets is to provide access to adjacent properties. The mobility aspects of minor streets are secondary to accessibility. Due to the fact that local streets are generally constructed within residential areas, safety is an important issue. To ensure that these roadways are not used a great deal for mobility purposes and to ensure their ability to provide access safely, local streets should be configured to discourage through-traffic movement by using traffic calming elements such as offset intersections, curvilinear streets, discontinuous streets, and stop signs. Local streets are also referred to as minor streets.

Figure 28. Local Cross-Sections

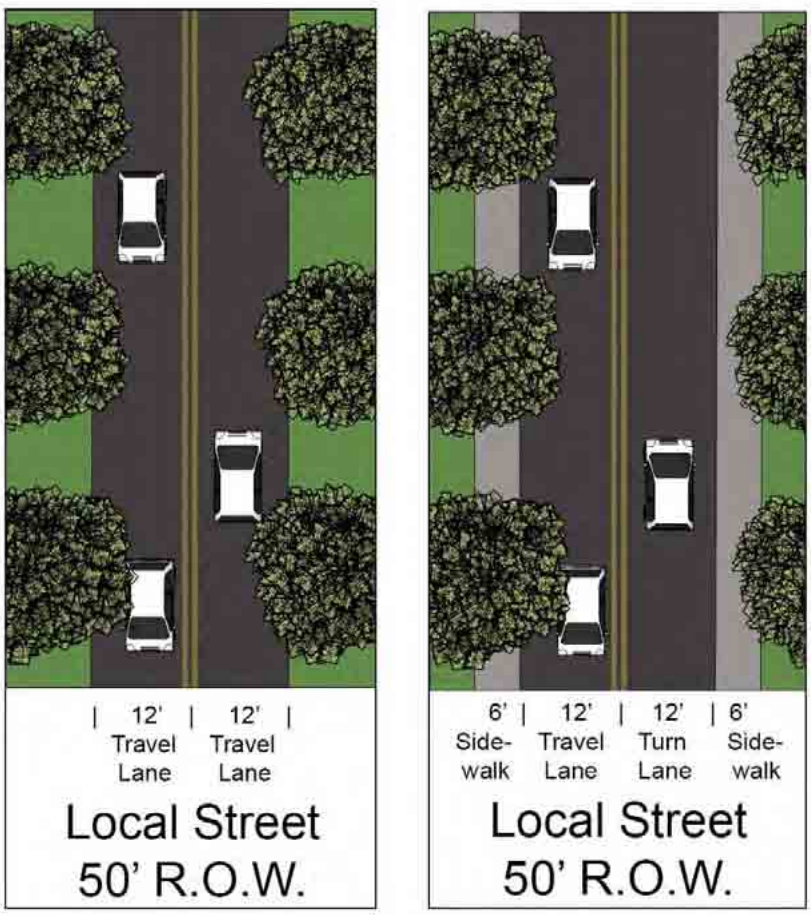


Figure 29. Future Transportation Map

Roadway Safety and Maintenance

Traffic Calming Techniques

Studies have shown that the physical design of roadways is directly related to speeds of travel, regardless of legal speed limit. Users along wide and straight roads travel at much higher speeds than those of curvilinear roadways or narrow roadways. Traffic calming devices are roadway design elements put in place to reduce traffic speeds and increase pedestrian and vehicular safety. The roadways in Lago Vista are curvilinear and generally narrow, without shoulders. Speeding traffic and safety on local streets were identified as issues in Lago Vista. Traffic calming techniques can be utilized to reduce traffic speeds through design, particularly in safety concern areas such as near schools and parks. It is recommended that unsafe roadways and intersections are identified and one to two are improved annually. **Table 7** describes traffic calming elements that should be considered in Lago Vista.

Table 7. Traffic Calming Devices

Speed Humps	
	Speed humps, while unpopular, are the most common and economical way to reduce traffic speeds. If speed humps are considered for a particular area, neighborhood residents and business owners should be involved with the process to gather feedback prior to implementation.
Bulb-Outs	
	Bulb-outs are intersection sidewalk extensions that protrude into the roadway. These are typically used in more urban areas with higher volumes of pedestrian traffic. The curb extensions serve two purposes. They improve visibility between pedestrians and vehicles and they lower traffic speeds by making the road appear narrower.
Chicanes	
	Chicanes are curb extensions used to provide an S-shape into a wide roadway where speeding may occur. These occasional curves in the roadway reduce speeds and provide aesthetic enhancements.

Crosswalks

Raised crosswalks, or “speed tables”, are similar to a flattened speed hump used at important crosswalks. The raised crosswalk reduces the speed of an approaching vehicle and provides a clearly delineated crossing for pedestrians. For a more cost efficient solution, crosswalk strips can be professionally painted on the roadway in a bright-eye catching color.

Islands/Medians

Landscaped islands and occasional medians, particularly in congested areas, slow vehicular speeds and enhance roadway aesthetics.

Vacation of Abandoned Roadways

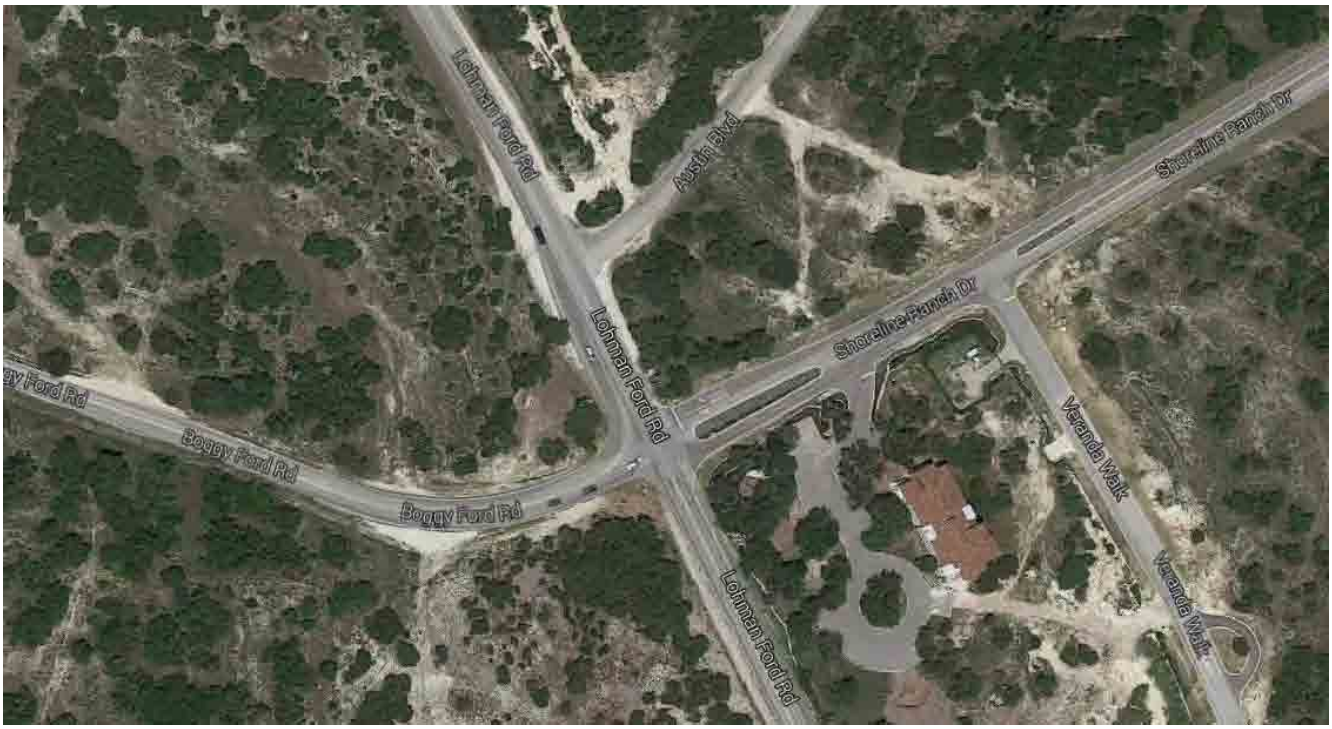
There are many local roadways that are adjacent to lots that are undevelopable due to topography and lack of water and wastewater infrastructure, as shown in **Figure 30**. It would be fiscally responsible for the City to abandon these roadways and focus the cost of maintenance to improve the heavily-travelled roadways within the City. These local roadways adjacent to undevelopable property run through heavily forested areas that are home to a variety of wildlife. The abandoned roadways could be converted to nature trails, bike paths, golf cart paths, and/or running paths since the City has already acquired the right-of-way. The roadways that are proposed to be abandoned are shown in **Figure 29.**

Figure 30. Deteriorating Roadway

Intersection Safety Improvements

During the public input process, many residents noted the need for increased safety at intersections throughout the City. Specifically, the community's comments related to the need for directed lighting at key intersections, improved pedestrian crossings, and the need for a traffic signal at the intersection of Boggy Ford Road and Lohman Ford Road. As indicated in **Figure 22**, this intersection is the second most common location for traffic accidents. With no other signaled intersections in close proximity, this is likely an appropriate location for a traffic signal. The City should examine other accident-prone and high traffic intersections and plan for signal installation, directed lighting, enhanced crosswalks, and appropriate signage in upcoming budget planning processes.

Figure 31. Aerial Image of Boggy Ford and Lohman Ford



Source: Google Maps

Alternative Transportation

Golf Carts

Figure 32. Golf Cart and Required Decal

To maintain Lago Vista's small town character and atmosphere, motorized or electric carts can be allowed as an alternative mode of transportation. An ordinance should be passed to ensure the safe operation of motorized carts on City streets. This mode of transportation will also allow residents to travel between their homes and POA or City amenities without using an automobile. Cities around Texas have passed similar ordinances – Galveston, Georgetown, League City, Kyle, Trophy Club, and Port Aransas. The motorized carts must be permitted by the City and driven by a licensed driver. "Motorized carts" means electric and gasoline powered carts, typically referred to as golf carts, but must have a minimum of four wheels and an attainable top speed not greater than 25 miles per hour (MPH). This term excludes ATVs, four-wheelers, or vehicles such as Kawasaki Mules and John Deere Gator type carts. Implementation of golf carts in Lago Vista can happen using one or both of the following ideas.

- The permitted motorized carts can be allowed on City streets that have a posted speed limit of 35 MPH or less and that are wide-enough for golf carts and cars to safely travel on together. This will allow for connectivity between neighborhoods and creates a more relaxed atmosphere in the community. The motorized carts should also be required to have two operational headlamps, two operational tail lamps, side reflectors, parking brake, rear-view mirrors, horn, and a slow-moving vehicle emblem for additional safety.
- Another option for golf carts is to designate off-street golf cart paths or trails. Many of the roadways in Lago Vista are narrow, and adding golf carts to the streets might pose a safety issue in certain areas. Specific roadways that are already too narrow for cars to drive on could be abandoned and designated as paths for golf carts. It is important to only abandon streets that do not have residential or commercial uses on them. The roadways that are adjacent to undevelopable lots would be ideal for designated golf cart paths. Connections to destinations in Lago Vista should also be a significant factor when considering which paths to designate for golf carts.

Shuttles

Another significant issue that was identified is the need for community transportation services. A majority of the residents in Lago Vista are retired and this type of transportation services would allow these residents to travel around town to places like restaurants, grocery shopping, and medical appointments without the stress of driving an automobile. There is currently Capital Metro bus service from Lago Vista to Austin, but this bus route does not serve the needs of mobility inside of Lago Vista. An ideal solution for Lago Vista would be to establish a small bus shuttle service around town. This bus should also be equipped with ADA accessibility. Public meetings should be held to allow the public to participate in identifying the best route(s) for the bus service. The service could offer multiple payment options to help bring in revenue to cover maintenance. For example, single-ride fees, monthly passes, and even yearly passes can be offered to best suit the needs of each rider. To help offset the cost of operation personnel, the shuttle system could seek out residents willing to volunteer their time to drive.

Figure 33. Community Shuttle

Sidewalk Planning

Walking is the most basic form of transportation; it is universal, affordable, and provides connections between different areas and land uses, among other things. Regardless of this fact, often times the provision of pathways and sidewalks is neglected. One additional challenge for Lago Vista is the narrow right-of-ways that limit the additional facilities that can be installed.

Providing sidewalks as a component of the transportation system will encourage walkability by providing a protected pathway and creating a sense of safety. If residents can easily see and identify a clearly delineated pathway to an intended location, they have a sense of security in walking to that destination. This is particularly important for areas near school in order to protect the safety of children.

To ensure pedestrian safety and connectivity in Lago Vista, a sidewalk plan should be developed. Sidewalks do not need to be in all areas of the City, but rather in areas with heavy pedestrian traffic. School sites and parks are examples of prime locations for sidewalks. Sidewalks dedicated to pedestrian traffic are typically six feet wide. In neighborhoods, the sidewalks can be four to five feet wide.

Recent amendments to City code will require new residential subdivisions to have a sidewalk on at least one side of the roadway. The City should also evaluate opportunities to retrofit sidewalks into certain neighborhoods; however, it is important to note that sidewalks may not be appropriate, desirable, or possible in certain developed areas of the City. Retrofitting sidewalks would require grant funding and/or budgeting within the capital improvement plan. The City should prioritize the following areas as top locations for retrofitting sidewalks:

- Bar K Ranch Road near the Lago Vista Middle School
- Lohman Ford Road near F.M. 1431
- F.M. 1431 between Lohman Ford Road/1st Street and Dodge Trail

Safe Routes to Schools Grant

Lago Vista was awarded a $465,371 grant from the Capital Area Metropolitan Planning Organization (CAMPO) for a Safe Routes to Schools project at Lago Vista Middle School. These improvements will improve safety for students and pedestrians. The projects to be constructed are:

- Sidewalks on Bar K Ranch (FM 1431 to Frontier Cove)
- Enhanced crosswalks across Bar K Ranch at the middle school
- Traffic calming, including new signage on Bar K Ranch
- Sidewalks along FM 1431 to connect the middle school to the nearby tennis courts and baseball fields
- Sidewalks to connect the City pool and the middle school
- Sidewalks on the middle school campus to connect buildings
- ADA improvements at the bus stops on Bar K Ranch

SafeRoutes
National Center for Safe Routes to School

www.saferoutesinfo.org

On- and Off-Street Trails and Bike Ameniites

Another method of reducing the number of automobiles on the roadways in Lago Vista is to provide pedestrian and bicycle connections through the integration of trails. Although some trails within Lago Vista should be more recreation-based, some trails are needed to provide connections between residential and nonresidential land uses. Areas such as residential neighborhoods, schools, retail areas, and public areas should be pedestrian and bicycle friendly for connectivity purposes. These trails can also feature innovative concepts like including permanent fitness equipment along the route, as shown in **Figure 37**.

Figure 39. Map of Future Parks and Trails indicates recommended placement of on- and off-street trails. On-street trails refer to a multipurpose sidewalk, a striped bike lane, or marked sharrows with sufficient signage to notify motorists of possible bicycle traffic. Generally, off-street multipurpose trails are 10 to 12 feet wide. There are many utility easements throughout the City that may be ideal locations for off-street, multipurpose trails.

The time to consider the integration of a trail system throughout Lago vista is now – while the City still has ample developable land to make trails a viable transportation alternative as development occurs. Retroactive integration of trails is much more challenging and costly than if such trails are completed at the time the initial development occurs.

The City should develop a roadway cross-section that allows for on-street bike lanes. Bike lanes can also be implemented within existing roadways by restriping existing traffic lanes, which in some cases may result in the narrowing of traffic lanes, allowing for a wider outside lane for cyclists and striping some outside lanes as bicycle lanes or buffered bike lanes. Traditional bike lanes of five and six feet in width are better applied to roadways with speed limits less than 35 mph. For roadways with greater than 35 mph, adding a striped buffer space separating the bicycle lane from the adjacent motor vehicle travel lane is preferred for safety. The focus of bicycle facility implementation should be along roadways that connect destination points in Lago Vista, such as schools, parks, shopping, the lake, and other public facilities.

Figure 34. Pedestrian Sidewalk with Bollards

Figure 35. Bike Lane with Sidewalk

Figure 36. Off-Street, Multi-Use Trail

Figure 37. Fitness Trail

Action Items

Transportation Goal: Overcome physical constraints to meet the community's needs by enhancing corridors, providing safe and walkable routes, and continuing regional coordination.	
Recommendation Topic	**Action Item**
Future Transportation Network	Coordinate transportation efforts with all regional transportation agencies to ensure better regional connectivity and partnerships, and evaluate the feasibility of a bridge across the lake for better mobility and access to surrounding communities. One or more of the bridge options, shown on the **Future Transportation Network Map**, should be pursued in the long-term.
	Begin long-range planning to construct a roadway extending from FM 1431 to the northeast to allow for better access into Lago Vista.
	Ensure that roadways provide sufficient access and mobility for all EMS and fire services.
	Improve roadways along lakefront near Tessera and Mahogany to ensure sufficient access to the potential hotel/civic center area
Roadway Safety and Maintenance	Identify intersections in need of safety improvements and upgrade two per year.
	Revise the subdivision ordinance to ensure that traffic calming techniques are permitted and encouraged.
	Develop a list/map of specific roads to be vacated and converted into trails, which allows maintenance efforts to be targeted toward the more traveled roadways.
	Add directed lighting and pedestrian enhancements at key intersections, and a signal at Lohman Ford Road and Boggy Ford Road.
Alternative Transportation	Update codes to allow for golf carts to be operated on certain City roadways.
	Identify partnerships and funding for a community-wide shuttle system.
	Require sidewalks in future developments when feasible based on topography and other site constraints.
	Develop a detailed sidewalk plan that indicates areas that are appropriate for retrofitting efforts. Allocate budget and identify incentives for retrofitting sidewalks in target locations.
	Formally adopt a roadway cross-section to allow on-street bike lanes and/or off-street multipurpose trails.

6| Parks, Recreation, and Open Space

Parks, Recreation, and Open Space Goal:
Develop a City-wide park and trail system that allows access all major destinations in Lago Vista.

Top Issues Related to Parks, Recreation, and Open Space:

- Limited recreation opportunities available to the public
- Demand for sports complex
- Lack of activities (putt-putt, laser tag, skate park, disc golf, etc.)
- Lack of large parks owned by the City
- Lakefront and water activities
- Limited public access to the lake
- Significant demand for greenbelt trails

Issues and Existing Conditions

A vital component for a community is the space devoted to satisfying active and passive recreational needs. The quantity of this space and its distribution within the population generally indicates the quality of local park and recreation services. Furthermore, all these spaces collectively are considered to be elements that enhance and contribute to the quality of life found in the community.

The Parks, Trail, and Open Space Plan element can aid the City in creating new city parks, seeking funding opportunities, and coordinating with existing and future POA efforts. This plan outlines a planning process, long-term vision and the guidance to make informed decisions. It establishes direction to meet both current and future park and trail needs. The plan identifies community desires for recreational uses and associated park growth areas as well as emphasizing trail recommendations.

It is important recognize the existing POA parks within the City. Often, private facilities like POA parks are excluded from needs assessments or standards recommendations. However, for Lago Vista, the existing POA parks provide the majority of the existing park service levels and provide an important service to the community. Future coordination with the POA park system is critical. This element will also include strategies on how to open up the POA parks to more Lago Vista residents, while still keeping them private to the general public.

Current Inventory and Level of Service

It is important to note that the POA parks are included in this analysis because they provide amenities to a large portion of Lago Vista residents. The park acreage analysis shown in **Table 8** uses the existing inventory information in **Table 9** to analyze the park level of service needs for Lago Vista. The current POA parks, excluding the campgrounds, would adequately serve the entire existing population of Lago Vista; however, most of the POA parks are along the waterfront. This presents the need for more mini and neighborhoods parks in other areas of Lago Vista. Even though the existing POA parks are adequate enough to serve the existing population of Lago Vista, new City parks should still be developed to serve non-POA residents.

Table 8. Park Acreage Analysis Table

Park Type	Existing Park Acres	Recommended Acreage Level of Service* (ALOS) per 1,000 Persons**	Current Level of Service (CLOS) per 1,000 Persons**
Mini Park	1.45 acre	0.25 to 0.5 acres	0.2 acres
Neighborhood Park	29 acre	1 to 2 acres	4.4 acres
Community Park	115 acre	5 to 8 acres	17.4 acres
Greenbelt Park and Preserve	6.5 acre	Varies	1.0 acres

** Recommended Baseline from National Recreation and Park Association (NRPA)*
*** Based on 2015 population of 6,617*

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Table 9. Existing Parks Inventory

POA PARKS

Park Name	Size (Acres)	Classification	Amenities																
			Sports Fields	Pavilions	Waterfront	Boat Launch	Marina Slips	Disc Golf	Swimming Pool	Picnic Facilities	Camping	Bath House	Portable Restroom	Full Restroom	Jogging Trails	Fishing Well	Tennis Courts	Fire Pits and Grills	Playground
Bar K Park	55	Community	•	•	•	•	•			•				•	•		•		•
Marina Park	11	Neighborhood			•	•	•			•			•						
Greenshore Park	10	Neighborhood	•		•					•			•						
Arrowhead Park	35	Community			•			•		•			•					•	
Heather Park	3	Preserve			•														
Emerald Ramp Park	1	Mini			•	•				•			•						
Little Emerald Park	3.5	Preserve			•														
Hancock Park	8	Neighborhood			•					•			•						•
Cody Park	25	Community			•	•				•			•						•
Campground	13.5	Special			•		•				•	•						•	

CITY PARKS

Park Name	Size (Acres)	Classification	Amenities																
			Sports Fields	Pavilions	Waterfront	Boat Launch	Marina Slips	Disc Golf	Swimming Pool	Picnic Facilities	Camping	Bath House	Portable Restroom	Full Restroom	Jogging Trails	Fishing Well	Tennis Courts	Fire Pits and Grills	Playground
City Pool/Baseball Diamonds	10.7	Special		•					•	•				•			•		
Veteran's Memorial Park	.45	Mini		•															

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Recommendations

The following section outlines recommendations related to the following topics:

- Future Parks and Trails
- Multipurpose Sports Complex
- Community Access
- Recreational Facility Standards

Future Parks and Trails

The future parks and trails plan should continually be accessed and coordinated with the Future Land Use Plan and Transportation Plan. The park level of service should be accessed annually, and new parkland should be acquired, if needed. Partnerships and resource sharing with the POAs should be sought out first, before developing new parkland to ensure the City and POAs are being fiscally responsible and not duplicating efforts. Even though the existing POA parks could adequately serve the existing population of Lago Vista, developing new City parks will allow more access to park and recreational amenities for Lago Vista residents that are non-POA members, and visitors to Lago Vista. **Figure 39** shows the future parks and trail plan for Lago Vista.

In addition to new parks, the future parks and trails map suggests locations for a trails. This trail network should connect the City via popular destinations to provide non-vehicular mobility options. This is implemented through the use of sidewalks and off-street trails, which are discussed in **5| Transportation**. There are many existing utility easements throughout the City that may be ideal locations for off-street trails and greenbelts. For trails to develop along the utility easements, partnerships need to be established with the utility company that owns the utilities.

Recreational facility standards are discussed later in this element. The standards will help guide the City staff when developing new parkland and trails.

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Figure 39. Future Parks and Trails Map

- Lookout Point
- On-Street Hike / Bike
- Off-Street Hike / Bike
- POA Trail
- Warbler Vista Trail
- Lake Travis
- Lago Vista City Limits
- Lago Vista ETJ
- Future City Park
- Future Preserved Open Space
- POA Parks
- County Park
- Balcones Canyonlands

City of Lago Vista

Multipurpose Sports Complex

Many families feel that there is a lack of youth and family activities in the City. A multipurpose sports complex would meet these needs and also serve as a regional destination for Lago Vista. The complex should focus on sports facilities, but also provide other recreational opportunities. This complex should also be connected to the community by sidewalks and off-street trails.

Components of a Multipurpose Sports Complex

A multipurpose sports complex refers to a single facility hosting mix of different sports or activities. The design should incorporate a public input process so the facility will best suit the needs of the Lago Vista residents. The City should also conduct a sports complex feasibility study that identifies local demand for different sport types. The following components may be appropriate for Lago Vista:

Top priorities:

1. Walking/jogging trail(s)
2. Baseball/softball fields
3. Playground(s)
4. Splash pad
5. Soccer fields
6. Swimming pool
7. Skate park

Other amenities:

- Football fields
- Lacrosse fields
- Volleyball courts
- Hard surface court
- Open lawn area
- Concession and restroom facilities
- Pavilions and picnic tables
- Preserved natural area
- Amphitheatre

Community Access

A major issue identified through online surveys and public meetings was the lack of access to POA park amenities. Currently, POA membership is required to access any POA parks and amenities. POA membership requires a person to own property in the POA. With the lack of City parks, the non-POA residents are lacking access to parks, trails, and open space. As seen in the park acreage analysis in **Table 7**, the existing POA parks have enough acreage to adequately serve the existing population of Lago Vista; however, new City facilities are still needed to support the non-POA members and visitors to Lago Vista. Rather than the City developing a complete park system to adequately serve the needs of the existing population, the POA park systems and the City park system should work cooperatively to best serve the park and recreational needs of Lago Vista residents. As shown in **Figure 36**, new City parks are proposed – including a large multipurpose sports facility that will be a regional destination. If the POA parks were accessible to Lago Vista residents, not public visitors, then this would create more park accessibility and be a fiscally responsible solution.

It is important to note that these recommendations are optional, but suggested to promote a park system that best serves the needs of all Lago Vista residents; however, successful implementation of these recommendations is only possible through a cooperative alliance with the POAs and City staff.

The City should ensure frequent coordination with the POAs to plan for citizen access to the parks as possible. The following steps are suggested to ensure coordination:

- The City Council should establish a task force to work toward an agreement with all POAs to allow non-POA residents to access POA parkland.
- Create a parks and recreation board that is made up of members representing the City residents and representing the POA members. This will ensure more coordination, resource sharing, and successful implementation of park and trail facilities in the future. This can be implemented by a reconstitution of the Parks and Recreation Advisory Committee (PRAC) through the current Golf Course Advisory Committee (GCAC).The GCAC would act as the PRAC is name only. The group could be supported by a liaisons from the City and from the POAs within and around Lago Vista.

The following options allow Lago Vista residents who are non-POA members more access to parks, recreational amenities, and water front access; these options do not allow the general public (visitors from outside of Lago Vista) to enter the POA parks. These options should be used as talking points for the task force that will work toward an agreement between the City and all POAs. The proposed City parks would allow visitors from outside of Lago Vista to enjoy park amenities while visiting the City. For each option below, a resident verification system must be put in place to ensure that only Lago Vista residents are gaining access. For example, a current driver's license with a Lago Vista address must be shown to gain access to any of the POA parks and amenities.

1. Work with the POAs to grant all Lago Vista residents access to one or two parks at all times. Ensure that at least one of the parks has water access. The City could pay a fee to the POA to justify the increased usage and cost of maintenance of the parks and develop a calendar to inform the Lago Vista citizens of upcoming events.
2. Allow Lago Vista residents to access all parks at certain times of the year (e.g., on the weekends and/or on holidays). The City could pay a fee to the POA to justify the increased usage and cost of maintenance of the parks during the times that non-POA members are allowed to use the parks.
3. Allow Lago Vista residents that are non-POA members to purchase a park pass that grants access to all POA parks. The fees associated with this yearly pass would justify the increased usage and cost of maintenance of the parks. It would also take the financial burden off the City.

Recreational Facility Standards

The purpose of the facility standards is to establish guidelines for parks and trails. These classifications balance amenities and access, and are appropriate for the community's size and existing conditions. The following classifications and general considerations were developed to promote a park system that is measurable and supports the community's vision. The classifications create a hierarchy of park types through sizes, location, recreational types, and service areas. The following standards should be used when developing new parkland and trails.

Mini Parks

Mini parks are the smallest park unit for Lago Vista's park system and are used to address limited, isolated, or unique recreational needs. Generally, these park types are centrally located in a neighborhood and serve a limited population or smaller group of residents. They often serve as a neighborhood center to define character or as a place-making element. In addition, mini parks can be used as a neighborhood stabilization technique to increase branding, property values, and the livability of a specific neighborhood. These parks should be very accessible, limited in purpose, and provide close-to-home park services. They can also offer a range of passive and active recreational amenities but are usually not designed for organized team sports.

Figure 40. Mini Park

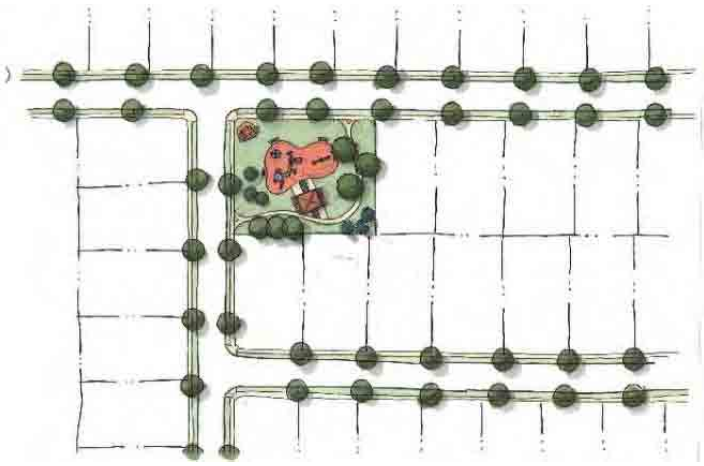
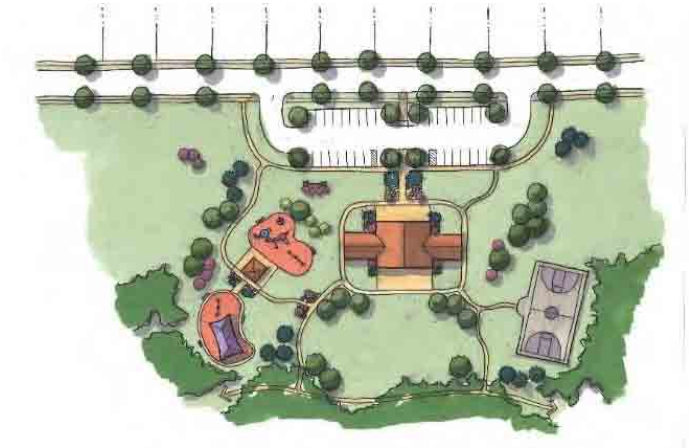


Table 10. Mini Park Standards

Size	Service Area	Service Level
1 acre or less	.25 mile radius	.25 to .50 acres/1,000 residents
Location	**Site Selection**	
Geographic center of residential neighborhoods	Trail and sidewalk access, low-volume street, adequate soils, gentle slope	
Development Considerations		
Resident input during design	Protection from sun	Safe pedestrian access
Minimal vehicle parking	Park signage	Landscape plantings and trees
Typical Amenities		
Playground with fall surface	Garden or water features	Passive recreation elements (tables, benches, trash receptacles)
Hard surface court	Small lawn area	Walks and small shade structures

Neighborhood Parks

Figure 41. Neighborhood Park



This unit of the park system serves as the recreational and social focus of the neighborhood. In Lago Vista, these may also include amenity centers for POAs because they serve the entire subdivision. Neighborhood parks are larger in size than mini parks and focus on serving a broader population to meet the recreational needs of several neighborhoods and a larger geographic section of the community as a whole. They are still limited in population served and should be very accessible. The neighborhood parks for Lago Vista are smaller than community parks but their contribution to levels of service and amenities for residents are much greater than traditional mini parks. These medium-sized parks should generally be located in the center of neighborhood areas.

These parks may also serve to preserve natural resources including creeks, streams, slopes, greenbelts, or floodplain areas. Neighborhood parks should include a range of both active and passive recreation opportunities and needs that are not featured at mini parks. They should consist of amenities for all user groups but are not intended for only organized team sports.

Table 11. Neighborhood Park Standards

Size	Service Area	Service Level
5 to 10 acres	.50 mile radius	2 acres/1,000 residents
Location	**Site Selection**	
Geographic center of residential neighborhoods/center to several neighborhoods	Trail and sidewalk access, low-volume street, adequate soils, gentle slope, street access, near greenbelt, space for parking	
Development Considerations		
Resident input during design	Protection from sun	Safe pedestrian access
Surface and on-street parking	Park signage	Landscape plantings and trees
Typical Amenities		
Playground with fall surface	Garden or water features	Passive recreation elements (tables, benches, trash receptacles)
Hard surface court	Pavilion(s)	Walking trail/trail head
Support facilities (maintenance)	Open lawn area and preserved natural area	Splash pads or swimming pool

Community Parks

Community Parks are larger in size than neighborhood parks. Their focus is on serving a broad population to meet the recreational needs for a large geographic section of the community. Community Parks include a wide range of active and passive recreation opportunities. They can help to provide those recreational needs that are not featured at neighborhood parks. These parks may also serve to preserve natural resources including creeks, streams, slopes, greenbelts, or floodplain areas. Community Parks consist of amenities for all user groups and should include facilities for organized team sports. Community Parks can also include an array of special recreational amenities like sports complexes, a trail network, fitness-focused equipment and educational facilities.

Figure 42. Community Park

Table 12. Community Park Standards

Size	Service Area	Service Level
25 to 100 acres	1.5 mile radius	5 acres/1,000 residents
Location	**Site Selection**	
Maximize service area, but minimize overlap in coverage; consider physical barriers	Trail access site, adequate soils, gentle slope, natural features, situated along greenbelts, vehicular access	
Development Considerations		
Resident input during design	Protection from sun	Safe pedestrian access
Parking based on programming	Park signage	Landscape plantings and trees
Typical Amenities		
Playground with fall surface	Garden or water features	Passive recreation elements (tables, benches, trash receptacles)
Hard surface court	Pavilion(s)	Walking trail/trail head
Support facilities (maintenance)	Open lawn area	Splash pads or swimming pool
Sport or practice fields	Restrooms	Preserved natural area

Greenbelt Parks and Preserves

Greenbelt Parks and Preserves are lands set aside for preserving natural features, constructed improvements, unique landscapes, open space, or visual aesthetics. These areas can serves as trail corridors and passive recreational amenities. In addition, these systems are used to protect wildlife and natural processes or provide for floodways or drainage.

Greenbelt Parks and Preserves can help create site amenities for adjacent uses and should be thought of as a community asset. Maintenance is generally not a major factor as much of the space is nonprogrammable. However, occasional maintenance and safety checks will be needed. These types of recreation areas have many important functions including connecting parks and points of interest within the City. Also, they emphasize natural environments while allowing for uninterrupted pedestrian movements throughout the City. Finally, they provide a unique sense of place and often enhance property values.

Figure 43. Greenbelt Park and Preserve

Table 13. Greenbelt Park and Preserve Standards

Size	Service Level	Service Area
Determined by existing natural features		Entire city
Location	**Site Selection**	
Natural corridors	Integrate with trails, neighborhood access, public-private partnerships	
Development Considerations		
Resident input during design	Park signage	Safe pedestrian access
Establish a minimum width (50' minimum/200' is optimal)		

Trail Facilities

All pedestrian and bicycle facilities should meet the minimum standards required by the recommendations of the American Association of State Highway and Transportation Officials (AASHTO) in their publication Guide for the Planning, Design and Operation of Bicycle (Pedestrian) Facilities. Pavement striping, signage and signals should be in accordance with the local Code and the most current Texas version of the Manual on Uniform Traffic Control Devices (MUTCD). Hike and bike trails and side paths should be accessible and traversable by physically disabled persons and should comply with the guidelines set forth by the Americans with Disabilities Act of 1990 (ADA), as enforced in Texas by the Architectural Barriers Section of the Texas Department of Licensing and Regulations.

Figure 44. Roadside/Side Path Trail

Principles for Trail Placement and Access

Generally, off-street trails should follow the existing greenbelt system framework, including natural features, areas of significant tree coverage or creek corridors. Roadside trails or side paths are also a trail type for Lago Vista. A key design element will be tying these natural systems into existing and proposed developments. The trail system should incorporate access points throughout the community in order to maximize usability. Trailhead access should be located in existing and future parks. Each neighborhood unit should have access points to adjacent trails that may be between residential lots, along neighborhood streets, along cul-de-sacs or near neighborhood entrances. All trail access points should be clearly marked by signage and provide trail identification to trail users.

Table 14. Trail Facility Standards

Greenbelt/Off-Street Trails		
Size and Placement	**Purpose**	**Materials**
Follow existing greenbelt system, natural features, tree coverage, creek corridors	Emphasize safe pedestrian travel to and from parks and around community	Hard or soft surface - concrete, asphalt, or decomposed granite
10-12 ' wide (8' minimum)		
Roadside/Side Path Trails		
Size	**Purpose**	**Materials**
10-12' wide (12' is ideal for service vehicles and high traffic volumes) and narrow to 10' in vicinity of street intersection.	Tie existing and proposed developments together	Smooth, hard, all-weather paving - concrete or asphalt
All trails should have additional 2' of graded area on each side of pavement. 3' of horizontal and 8-10' of overhead clearance.		
One-way trails should be avoided. If used, clearly mark with signage and be 4-6' wide.		

Action Items

Parks, Recreation, and Open Space Goal: Develop a City-wide park and trail system that allows access all major destinations in Lago Vista.	
Recommendation Topic	**Action Item**
Future Parks and Trails	Assess park level of service annually and acquire additional parkland, as needed.
	Begin acquisition of future park land and trail easements by working with developers to donate park land or trail easements during the initial phases of development to ensure a well-connected parks and trails system.
	Before developing new parkland, seek out partnerships with the POAs to ensure that the City and POAs are being fiscally responsible and not duplicating efforts.
	Coordination with the electrical utility company to explore the possibility of adding trails to existing utility easements.
	Explore the feasibility of using the west Community Park as a public boat ramp location.
	Apply for grant funding and prepare donation packages to assist the City in developing public parks.
Multipurpose Sports Complex	Conduct a feasibility study for a multipurpose sports complex to identify the highest demand sports for Lago Vista.
	Acquire the land needed for a large, multipurpose sports complex.
	Research funding sources partnerships for the multipurpose sports facility.
Community Access	Establish a task force to work toward an agreement with all POAs to allow non-POA residents to access POA parkland (allow at all times, allow on weekends/holidays, or create park pass).
	Create a parks and recreation board that is made up of members representing the City and members representing all POAs.
	Identify a potential location for a commercial marina (possibly at the proposed community park in the southwest) and pursue partnerships for development.
Recreational Facility Standards	Use recreational facility standards when developing new parkland or trails.

7| City Facilities and Services

City Facilities and Services Goal: Continually improve our community's services and facilities.

Top Issues Related to City Facilities and Services:

- Insufficient methods of communication
- Desire for more community activities
- Possible demand for civic or convention center
- Lack of gathering places

The provision of adequate public facilities is a primary quality of life indicator, and greatly influences the desirability of a community. Public facilities that house the various governmental and service functions of a municipality are generally of two types:

(1) Those requiring a nearly central or a common location and that serve the entire municipal area, and

(2) Those serving segments of the community on a "service-area" basis.

Planning for future growth and development in Lago Vista also requires the City to plan for future public facilities to adequately meet the needs of future residents. This includes services such as police, fire, libraries, public works, and community centers.

This City Facilities and Services element of the Comprehensive Plan addresses the expectations that a community's residents have regarding public services and the facilities needed to provide these services. This section is a general assessment of Lago Vista's services and related building space needed to provide such services. This assessment includes City administration, library, police, public works and the golf courses. Policies at the end of this chapter outline the way in which Lago Vista's leaders should address public service and facility needs in the years to come as the population continues to increase.

Issues and Existing Conditions

City Hall and Administration

Lago Vista's City administration services are currently operated out of City Hall, which is located at 5803 Thunderbird Street. City Hall contains approximately 9,000 square feet of space, which houses the City Administration, Development Services, Municipal Court, Public Works, Financial Management, and Human Resources departments. The City administration currently has 46 full-time employees. While the current number of staff adequately serves the current needs of Lago Vista, it is important to periodically assess staffing needs to keep up with population growth.

Public Library

Lago Vista's Public Library has gone through several renovation processes, the last of which occurred in 2013. It is currently located in a newly renovated building that comprises both the old library and old fire station, which is located at 5803 Thunderbird Street, Suite 40. The City is considering the possibility of an expansion to connect the City Hall and library to expand both facilities.

In addition to its classic and reference collection, the library has areas designated for children and young adults, eight computers for patron use, audio books, City government documents and large print books. The library offers several programs year round that are available to all Lago Vista residents.

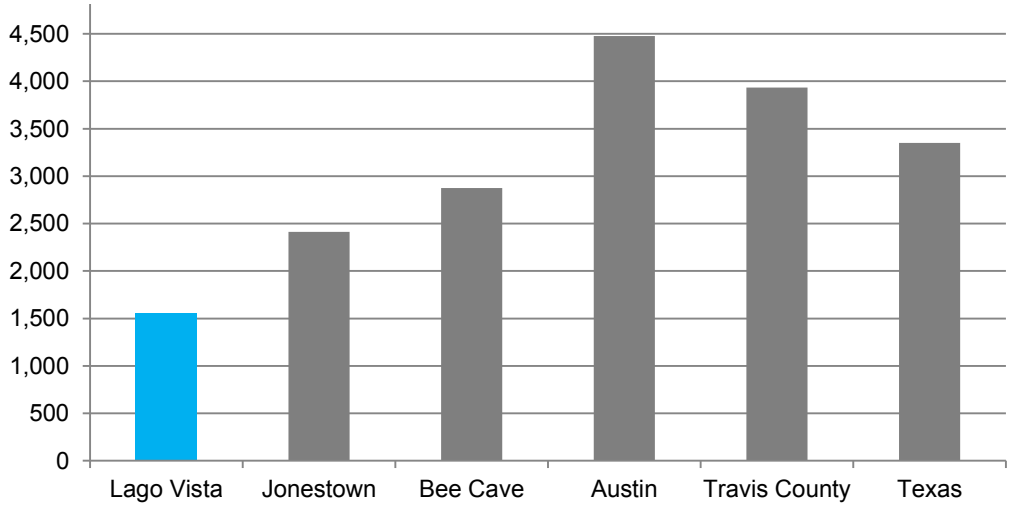
There are currently three full-time employees, with an additional 57 trained volunteers that assist in all aspects of the library's daily routines. There is a Library Advisory Board composed of eight members that advises the librarians on library-related information and ideas. Organizations, such as Friends of the Library, also contribute in making the library a viable force for the community. In order for the library to continue being a focal point within Lago Vista for gathering knowledge, the City will need to periodically assess staffing needs as well as funding sources.

Police

Police service is an extremely important factor in assessing a community's quality of life. Safety is often a prime consideration for people when deciding where to establish a home. A high crime rate (or perception of crime) can cause people to decide not to locate in a particular area. Conversely, a low crime rate can be an attractor for population growth.

Lago Vista's Police Department has its own facility located along Municipal Way, at a close proximity to Lago Vista's City Hall. The building has approximately 11,000 square feet of space. There are currently 14 full-time police officers and 7 clerical/administrative workers within the Police Department – a ratio of 2.2 officers per 1,000 persons. This ratio exceeds the minimum recommendation of 1.8 officers per 1,000 persons, which indicates that Lago Vista has a police force that is able to adequately serve the community. To maintain the existing ratio of 2.2 officers, the City would need about 18 officers in 2025 (projected population of 8,100) and about 22 officers in 2035 (projected population of 9,874). It is important to note that it is difficult to apply the generally accepted ratios to small cities; therefore another criteria on which to base the hiring of police officers in smaller communities may be based on the number of calls received and the average response times. As **Figure 45** shows, Lago Vista has a significantly low crime rate compared to its surrounding communities.

Figure 45. Crime Rates per 100,000 Persons in 2014



Source: Texas Crime by Jurisdiction- 2014 Crime in Texas. Texas Department of Public Safety Website.

Public Works

Lago Vista's Public Works Department provides the basic operation, maintenance, and expansion of the water distribution system throughout the community. The department oversees the operation of the Water Treatment Plans that make water from Lake Travis accessible to the residents of Lago Vista. The department also manages and maintains the wastewater collection system that runs throughout the City and some parts of Jonestown. Lago Vista Public Works manages the Effluent Disposal System as well as the Street Department. The Effluent Disposal System operates and maintains certain City facilities that are used to s tore and dispose of effluent from the Wastewater Treatment Plant. The Street Department is in charge of providing services to the residents and City organizations such as repairing City streets and right-of-ways, landscaping, maintaining and repairing drainage ditches/culverts, among other things. The department currently employs 27 personnel and is housed within City Hall. As the population grows, the City should periodically assess staffing need to ensure that they are providing adequate water services to the community.

Golf Courses

The two golf courses in Lago Vista were owned by a single entity, National Resort Communities, Inc. (NCR), when originally constructed in the 1970s. In 1971, NCR constructed the Lago Vista Golf Course as an effort to promote lot sales in the area surrounding the course. Highland Lakes Golf Course was completed in 1978 as another method to attract people into the community. Over the next 20 years, the golf courses were owned by different entities and eventually fell into bankruptcy in 2006. Both courses were placed under Chapter 11 bankruptcy protection in 2008, and with effluent disposal issues occurring in the Lago Vista Golf Course, the City of Lago Vista decided to step in and attempt to buy the course. The original offer was refused, and so the City pursued the acquisition of the course through eminent domain. After negotiations, the City purchased the Lago Vista Golf Course at a price of $2.3 million and began operations in mid-2008.

The Lago Vista Golf Course has gone through several renovations, offers over 6,500 yards of play, and is a par 72 18-hole championship golf course. Highland Lakes Golf Course is a 120 acre, 18-hole golf course located in the southern area of the City. The course was purchased by the City of Lago Vista at a price of $650,000.

According to the 2015-2016 Approved Budget, the golf courses combined are budgeted to employ 28 persons, but as of August 2015 are currently only employing 24 positions. At the end of the 2014-2015 fiscal year, the Lago Vista Golf Course is expected to have a revenue stream of $1,172,545. Although the revenue stream is high, the golf course is expected to have a deficit due to the large expenses that were incurred throughout the year.

Parks and Recreation

Lago Vista's Parks and Recreation Department currently oversees two parks that are open to the public – Veterans Memorial Park, which is located at the intersection of Dawn Drive and Thunderbird Street, and the Sports Complex, which is located near the Lago Vista Middle School. The Sports Complex is a 7.8-acre park that consists of walking trails, a nature preserve, swimming pool, softball field, and two tennis courts. The City also owns green space located at the intersection of Canyon Drive and Dawn Drive, as well as a 68-acre greenbelt located along Bar K Ranch Road. The department currently has one employee. The expected future population growth will generate demand for additional parkland, which will require more employees dedicated to the department's needs.

Development Services

The Department of Development Services is also found within Lago Vista's City Hall building and employs five personnel. The department is responsible for a wide range of tasks related to development. There are six divisions within Development Services: Planning & Zoning, Building, Permitting, Aviation, GIS/Web, and Food & Health.

Lago Vista Independent School District

Lago Vista ISD is composed of three schools: Lago Vista Elementary, Lago Vista Middle School, and Lago Vista High School. These schools serve as educational institutions for approximately 1,434 students (555 elementary students, 432 middle school students, and 447 high school students) from the cities of Lago Vista, Point Venture, and parts of Jonestown. The district is developing plans to accommodate future growth within the region, such as considering the creation of an intermediate school that will allow LVISD to provide additional classrooms.

Property Owners' Association (POA) Facilities

The Lago Vista Property Owners' Association (LVPOA) was incorporated in 1980 and presently consists of approximately 7,722 property owners whose land deeds include agreements of POA membership. The POA owns and maintains just over 350 acres of parks and facilities that are only made available to POA members and their accompanied guests. The Lago Vista POA currently owns a campground and nine private waterfront parks. Amenities such as playgrounds, picnic facilities, boat ramps, restrooms are available at these locations. Further discussion of the POA parks system and recommneded coordination efforts can be found in the Community Access section within the **6| Parks, Recreation, and Open Space** element.

There are also six facilities owned by the POA that are suitable for meetings, entertaining, and other activities. POA members are required to make reservations to uses these facilities, and rental fees may apply. The K-Oaks Clubhouse is an example of a private facility owned by the LVPOA, which is located at 7000 Bar K Ranch Road. This facility is 11,000 square feet with a stage, ballroom, and two meeting rooms.

Other facilities owned by the LVPOA include three marinas, a fitness center, a swimming pool, tennis courts, a disc golf course, and sports fields, among others. As previously mentioned, these facilities are only available to POA members and could be a major asset to the community as a whole. Therefore, it is suggested that the City coordinate with the POAs to provide access to non-POA citizens to certain locations or during certain periods of the year.

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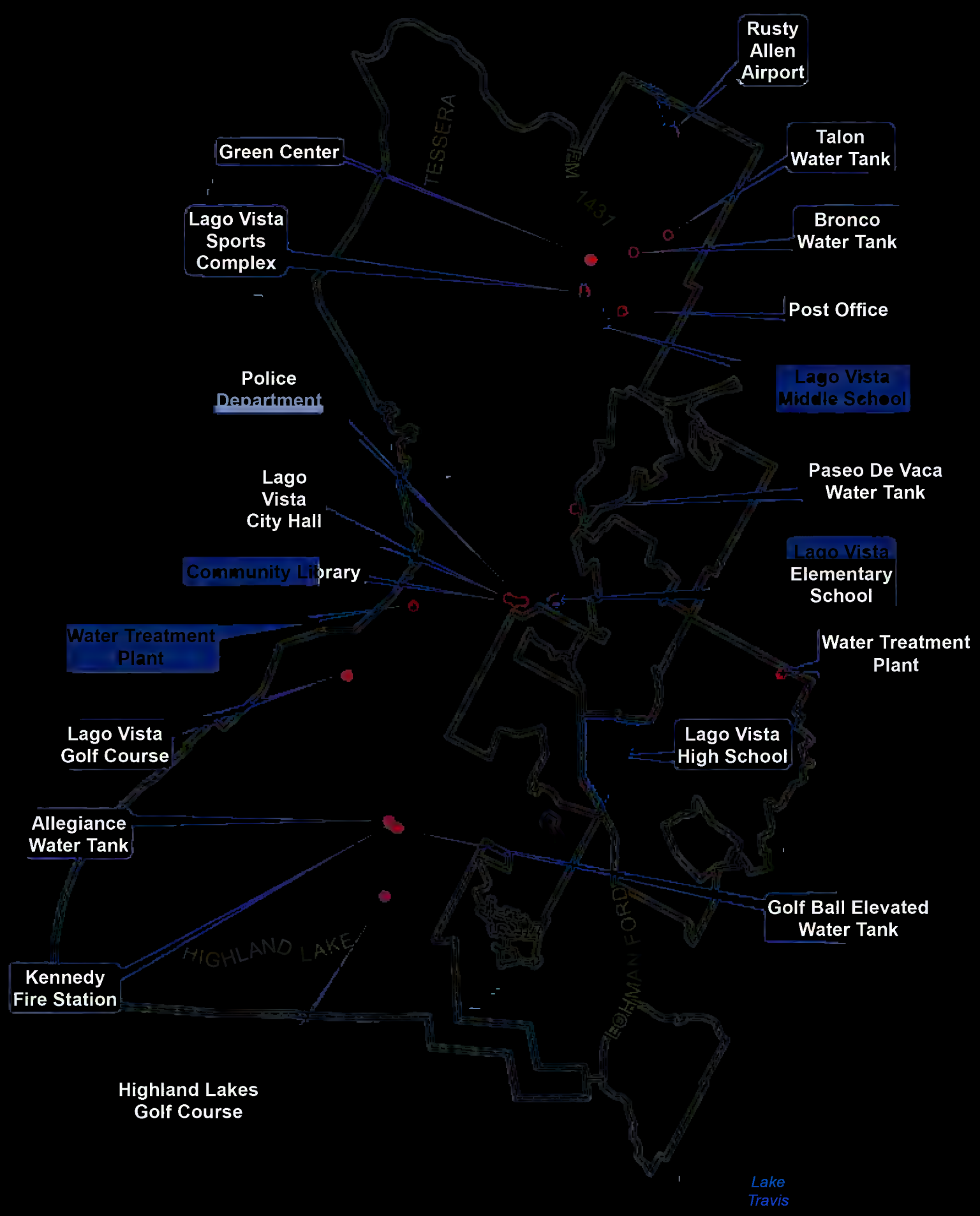
Figure 46. Existing City Facilities Map



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Public Facilities

Lake Travis

Lago Vista City Limits

Lago Vista ETJ

City of Lago Vista

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Recommendations

The following section outlines recommendations related to the following topics:

- Communication Program
- Conference Hotel or Civic Center
- Local Activities
- Golf Courses
- Economic Development Initiatives

Communication Program

Lago Vista should increase its current level of community communication through the use of the internet, meeting with community groups, mailings, and various other forms of communication. According to the community input, Lago Vista has sufficiently effective in communicating with all of its citizens. The City has focused resources communicating through the City website, which has no longer proven to be an effective form of communication with its current residents.

It is recommended for the City to designate or hire a staff member to lead the media coordination efforts of the City. The majority of the residents do not visit the City website on a regular basis, therefore, it is suggested that the City put its communication efforts in other forms of communication such as social media, emailing listservs, and text messaging. The Chamber of Commerce is currently developing a newsletter; therefore, the City should request to be given a recurring section of the newsletter in order to provide the community with regular or special announcements. The City should also designate efforts into compiling and maintaining a list of volunteers that are current community leaders, such as those involved in the Chamber, POAs, churches, nonprofits, LVISD, and other such organizations in hopes that they would be willing to help the City to distribute important information to the community via email, fliers, and other outreach efforts that they may have.

Conference Hotel or Civic Center

As noted in the Lakefront and Tourism section and according to the input received during the Comprehensive Plan process, there is currently a lack of adequate facilities for hosting large scale events. It is recommended for the City to consider hiring economic development consultants to assess the feasibility of attracting such a facility within the City. Such a study would likely examine site availability, regional conferences, proximity to other large scale hotels/centers, drive-time in the region, and tourism attractions. This study could also identify the specific type of facility and location that would be appropriate.

Local Activities

Lago Vista has a multitude of events and festivals that occur throughout the year that are hosted by the City, Chamber of Commerce, POA, churches, nonprofits, and Lago Vista ISD. While some citizens might know about these events, there are still a number of residents, primarily the new residents that move to Lago Vista, that are not aware of the events and festivals that are going on. The City should consider creating an event/local festivals calendar that can be distributed through the Communication Program.

Golf Courses

The Lago Vista Golf Course and Highland Lakes Golf Course are currently not performing at a level that generates a surplus for the City, which is a major point of contention among the City's residents. The golf courses are a unique asset for the community in terms of entertainment, exercise, quality of life, and a distinct destination for tourism. It is recommended that the City focus on efforts to support the golf courses to produce revenue in the future, such as:

- Increasing branding and advertising efforts of the Lago Vista Golf Course and Highland Lakes Golf Course in order to bring in more visitors
- Allowing the golf courses to be used for social events that are open to all residents of Lago Vista, not just members of the golf clubs
- Exploring related activities, such as soccer golf or an entertainment-oriented driving range to attract a younger population
- Promoting "family days" with free putting lessons for kids and discounted family rates
- Expanding the clubhouse amenities to include spa amenities

Figure 47. Topgolf Dallas Golf Entertainment Complex

Economic Development Initiatives

Economic development within Lago Vista is primarily supported as a joint effort between the City and the Chamber of Commerce. The City is currently working with Buxton, an economic development consulting firm, to identify appropriate retailers for several key locations within Lago Vista, contact the prospective retailers, and work toward attracting those retailers into the City.

Lago Vista previously had an Economic Development Alliance (EDA) in place to support economic development within the City, however the EDA is no longer in place. The EDA is different from an Economic Development Corporation (EDC) in that it does not receive a portion of the City's sales tax. Cities in Texas are authorized to charge an additional two percent in sales tax. The City's sales tax is currently used as follows – 6.25 percent to the State of Texas, 1 percent to CapMetro, and 1 percent to the general fund. One option for the City to allocate money specifically for economic development is to earmark the 1 percent to an Economic Development Corporation, or possibly the entire two percent if the City opts out of CapMetro.

Economic Development Corporations (EDC) are authorized and regulated by Chapters 501, 504, and 505 of the Texas Local Government Code (TLGC). Voter approval is required to create an EDC. Local jurisdictions (including cities and EDCs) may impose up to two percent additional sales tax, for a maximum total sales tax rate of 8.25 percent in Texas. This additional revenue is collected for local economic development purposes.

EDCs are separated into two types – Type A and Type B – and the authorized spending for projects is based on type, as compared in **Table 15.** The types also vary in terms of structure. Type A EDCs must appoint a Board of Directors with at least five members, whereas Type B EDCs must appoint at least seven members. Type B places additional restrictions on board membership and public notice for pursuing a project. In both cases, spending is overseen by both the Board of Directors and the City Council.

The citizens of Lago Vista could vote to create an EDC – Type A, Type B, or both A and B (although the maximum imposed tax increase remains capped at two percent). Type A offers more flexibility in spending, while Type B offers a wider variety of projects. Either type (or both types) would be greatly beneficial to the City.

The City and Chamber of Commerce should carefully assess the pros and cons of each type based on a listing of potential projects and an understanding of the costs associated with additional public notices and hearings to determine the most desirable method for Lago Vista.

Using Sales Tax to Promote Economic Development

The use of the sales tax for economic development purposes has been one of the most popular and effective tools used by cities to promote economic development. Since the authorization for the local option tax took effect in 1989, more than 586 cities have levied an economic development sales tax. These cities have cumulatively raised in excess of $573 million annually in additional sales tax revenue dedicated to the promotion of local economic development. Of these cities, 101 have adopted a Type A economic development sales tax, 367 cities have adopted a Type B economic development sales tax, and 118 cities have adopted both a Type A and a Type B sales tax.

Texas Municipal League Economic Development Handbook, 2015

Table 15. Type A and B Authorized Projects

Type A	Type B
Job creation or retention	Develop or expand affordable housing
Development, retention, or expansion of: • Manufacturing and industrial facilities • Research and development facilities • Military facilities • Transportation facilities (airports, rail, cargo, parking, etc.) • Sewage or solid waste disposal facilities • Recycling facilities • Air or water pollution control facilities • Public water provisions • Distribution centers • Small warehouse facilities • Primary job training facilities for use by higher educational institutions • Corporate headquarters facilities	Recreation and community facilities: • Stadiums • Ball fields • Auditoriums • Amphitheaters • Concert halls • Open space improvements • Museums
Infrastructure improvements to develop, retain, or expand businesses: • Streets • Water and sewer • Electric and gas utilities • Drainage • Site improvements • Telecommunications and internet improvements • Beach remediation along the Gulf of Mexico	

Action Items

City Facilities and Services Goal: Continually improve our community's services and facilities.	
Recommendation Topic	**Action Item**
Communication Program	Designate a staff member to lead media efforts.
	Subscribe to a "text-blast" messaging program and use email listservs to reach a wider population.
	Coordinate with the Chamber of Commerce to advertise City notices in the upcoming newsletter.
	Compile a list of volunteer representatives from organizations within the City who are willing to convey information.
Conference Hotel or Civic Center	Hire an economic development consultant to assess the feasibility of attracting such a facility within the City.
Local Activities	Develop a shared community calendar of local events and advertise through social media, text messaging, the newsletter, and the designated organization volunteers.
Golf Courses	Increase golf course branding and advertising.
	Use the golf courses for social events/activities.
	Explore related activities to attract a different audience to the golf course.
	Promote "family days" to attract families and support youth interest in golf.
	Include full-service resort amenities, including restaurants, within the golf course services.
	Coordinate all City operations with any applicable advisory committees.
Economic Development Initiatives	Evaluate the feasibility of establishing an economic development corporation.
	Consider the addition of an economic development specialist, either on City staff or as an EDC director.

8| Implementation

Successful communities establish a clear vision for its future and identify the steps necessary to achieve that vision. This section completes the Comprehensive Plan by providing implementation techniques and priorities that address the vision, recommendations and related policies established herein. This Implementation Plan is structured into a coordinated action program so that City leaders, staff, and other decision-makers can easily identify the steps that are necessary to achieve the vision for Lago Vista described within this Plan.

It is also important to note that most cities cannot afford to complete all of the desired tasks at once; therefore, it is important to identify the top priorities that are most critical for achieving the vision. Many of these recommendations will take several years to complete, but this plan will help the City to identify the "low-hanging fruit" and allocate funding in future budgets for the costlier projects.

The Roles of the Comprehensive Plan

A Guide for Daily Decision-Making

The current physical layout of the City is a product of previous efforts put forth by many diverse individuals and groups. In the future, each new development that takes place – whether it is a subdivision that is platted; a home that is built; or a new school, church or shopping center that is constructed – represents an addition to Lago Vista's physical form. The composite of all such efforts and facilities creates the City as it is seen and experienced by its citizens and visitors. If planning is to be effective, it must guide each and every individual development decision. The City, in its daily decisions pertaining to whether to surface a street, to approve a residential plat, to amend a zoning ordinance provision, to enforce the building codes, or to construct a new utility line, should always refer to the basic proposals outlined within the Comprehensive Plan. The private builder or investor, likewise, should recognize the broad concepts and policies of the Plan so that their efforts become part of a meaningful whole in planning the City.

Zoning and Subdivision

The usual processes for reviewing and processing zoning amendments, development plans, and subdivision plans provide significant opportunities for implementing the Comprehensive Plan. Each zoning, development and subdivision decision should be evaluated and weighed against applicable recommendations and policies contained within this Comprehensive Plan. The Plan allows Lago Vista to review proposals and requests in light of an officially prepared document adopted through a sound, thorough planning process. If decisions are made that are inconsistent with Plan recommendations, then they should include actions to modify or amend the Plan accordingly in order to ensure consistency and fairness in future decision-making. Amending the Subdivision Ordinance and Zoning Ordinance represent two major, proactive measures that the City can take to implement Comprehensive Plan recommendations.

A Flexible and Alterable Guide

The Comprehensive Plan for the City of Lago Vista is intended to be a dynamic planning document – one that responds to changing needs and conditions. Plan amendments should not be made without thorough analysis of immediate needs, as well as consideration for long-term effects of proposed amendments. The Lago Vista City Council and other Lago Vista officials should consider each proposed amendment carefully to determine whether or not it is consistent with the Plan's goals and policies, and whether it will be beneficial for the long-term health and vitality of the City of Lago Vista.

Regular Review

Regular review of the Comprehensive Plan with respect to current conditions and trends should be performed. Such on-going, scheduled reevaluations will provide a basis for adjusting capital expenditures and priorities, and will reveal changes and additions that should be made to keep the Plan current and applicable long-term. Items that appear to need specific attention should be examined in more detail, and changes and/or additions should be made accordingly. By such periodic reevaluations, the Plan will remain functional, and will continue to give civic leaders effective guidance in decision-making.

Planning & Zoning Commission

The Planning & Zoning Commission should include an agenda item three times per year to review the progress of the Comprehensive Plan implementation. This can be accomplished through an update from City staff on the progress of the action items, which action items are next, and any staff needs to complete upcoming actions. The Planning & Zoning Commission should also make an annual recommendation to the City Council regarding which actions need moved into the upcoming year, or are completed and should be removed from the Plan.

City Council

The City Council should include an agenda item annually to amend the plan by removing the completed action items. Additionally, the update should select priority actions from "Year 2 and Beyond" to be moved to "Year 1". Since the Planning & Zoning Commission will be reviewing the Plan three times per year, the Planning & Zoning Commission should make an annual recommendation to the City Council regarding the updates. This annual update of the plan by City Council should coincide with development of the City's annual budgeting process.

Comprehensive Review

In addition to periodic annual reviews, the Comprehensive Plan should undergo a complete, more thorough review and update every five to seven years. The review and updating process should begin with a citizen committee similar to the one appointed to assist in the preparation of this Plan, thereby encouraging citizen input from the beginning of the process. Specific input on major changes should be sought from various groups, including property owners, neighborhood groups, civic leaders and major stakeholders, developers, merchants, and other citizens and individuals who express an interest in the long-term growth and development of the City. This input can be easily obtained by re-administering the online survey with every update of the Comprehensive Plan. An informed, involved citizenry is a vital element of a democratic society. The needs and desires of the public are important considerations in Lago Vista decision-making process. Citizen participation takes many forms, from educational forums to serving on City boards and commissions. A broad range of perspectives and ideas at public hearings helps City leaders and the City Council to make more informed decisions for the betterment of the City as a whole. Lago Vista should continue to encourage as many forms of community involvement as possible as the City implements its Comprehensive Plan.

Implementation Matrix and Top Priorities

The following tables compile all the actions from each recommendation chapter into implementation tables. These tables are to help the City staff and City Council with successful implementation of this Comprehensive Plan. The actions are organized into the following tables: Year 1, Year 2 and Beyond, Policy Initiatives, and Code Updates

Legend for Implementation Tables		
Cost	**Impact**	**Measure**
$ - low cost	• - smaller impact	Milestone: Steps to reach action
$$ - moderate cost	••- moderate impact	Benchmark: Measurement of completion of action
$$$ - high cost	••• - larger impact	

Actions to Initiate in Year 1

ACTION	TASK LEADER	COST	IMPACT	MEASURE
Update codes for zoning, subdivision, and design standards (see **Code Updates** table on page 132).	Development Services	$$	●●●	Milestone: Drafting code updates Benchmark: Adoption of updated zoning ordinance, subdivision ordinance, and design standards
Apply for and receive the designation of a "Scenic City".	City Manager's office	$	●	Milestone: Applying for the designation Benchmark: Receiving the designation
Prioritize the area surrounding the Rusty Allen Airport for land acquisition and assembly.	City Manager's office/Development Services	$$$	●●	Milestone: Identified target properties Benchmark: Acquired properties
Coordinate with the actions from TxDOT Airport Action Plan.	Development Services	$	●●	Benchmark: City Council approval of the Airport Action Plan
Establish a task force to work toward an agreement with all POAs to allow non-POA residents to access POA parkland (allow at all times, allow on weekends/holidays, or create park pass).	City Council	$	●●●	Milestone: City Council to appoint task force to work toward POA agreement Benchmark: Reaching an agreement
Create a parks and recreation board that is made up of members representing the City and members representing all POAs.	Development Services	$	●	Benchmark: Creation of board
Begin acquisition of future park land and trail easements by working with developers to donate park land or trail easements during the initial phases of development to ensure a well-connected parks and trails system.	City Manager's office/Development Services	$$$	●●	Benchmark: Acquiring new parkland and trail easements each year
Develop a list/map of specific roads to be vacated and converted into trails, which allows maintenance efforts to be targeted toward the more traveled roadways.	Development Services/Public Works	$	●	Milestone: Identifying roads to be abandoned Benchmark: Creation of a map in GIS
Develop a detailed sidewalk plan that indicates areas that are appropriate for retrofitting efforts. Allocate budget and identify incentives for retrofitting sidewalks in target locations.	Development Services	$$	●●	Milestone: Preparation of a sidewalk plan and initial budgeting efforts Benchmark: Begin installing sidewalks consistent with the sidewalk plan
Conduct a feasibility study for a multipurpose sports complex to identify the highest demand sports for Lago Vista.	Consultant	$$	●	Milestone: Consultant selection Benchmark: Completion of study
Meet with private capital partners to share the comprehensive plan efforts and promote nonresidential development.	City Manager's office	$	●●	Milestone: Identify developers willing to partner Benchmark: Coordination meetings between the City and participating developers/investors every 6 months
Subscribe to a "text-blast" messaging program and use email listservs to reach a wider population.	Public Information Officer	$$	●●	Milestone: Researching text-blast and email listserv services and subscribing to a service Benchmark: Using text/email blast every month for upcoming events or other information
Compile a list of volunteer representatives from organizations within the City who are willing to convey information.	Public Information Officer	$	●	Benchmark: Create a list of names, organizations, and contact information

Actions to Initiate in Year 2 and Beyond

	ACTION	TASK LEADER	COST	IMPACT	MEASURE
LAND USE	Develop an approved native plant list to be maintained by the Director.	Development Services	$	●	Milestone: Draft the plant list Benchmark: Council action to amend zoning ordinance to reference plant list maintained by the Director
	Prioritize and purchase lakefront lots.	Development Services	$$$	●●●	Milestone: Coordinate with City Manager and City Council to identify and prioritize lots Benchmark: Council approval of funds and purchase of two lakefront properties within five years
	Develop a concept plan followed by a more detailed site plan for the municipal complex.	Development Services	$$	●●	Milestone: Collection of public input regarding elements of a municipal complex and survey of similar developments Benchmark: Retain a consultant to develop concept and site plans
	To encourage infill development, prioritize areas with existing infrastructure through development incentives.	Development Services/City Attorney	$$	●●●	Milestone: Develop a list of incentives approved by City Council, and coordinate with Public Works to identify specific areas that can readily be served by the City's infrastructure Benchmark: At least 50 percent of all residential building permits are within identified infill areas
	Conduct a detailed analysis to determine whether a 3-year annexation plan is necessary for the desired expansion.	Development Services	$$	●●	Benchmark: Identify the number of occupied residential parcels within the desired annexation area(s)
	Offer incentives to developers for using solar and wind energy.	Development Services	$$	●●	Milestone: Collect input from local developers regarding the most effective incentive possibilities Benchmark: Identify at least one incentive for each solar and wind energy in new construction
	Expand branding and placemaking efforts through a marketing/image campaign and/or the development of a tourism plan.	Chamber of Commerce	$$	●●	Benchmark: Develop the plan or campaign
	Conserve areas with extreme topography by acquiring the property or assisting property owners in coordinating with nonprofit organizations to accept the land.	Development Services	$	●●●	Benchmark: Develop and distribute an information package for property owners with organizations who may be interested, tax benefits, and any offers from the City to acquire property
	Explore the possibility of allowing the landowners to keep their POA membership after donating the land.	City Manager and POAs	$	●●	Benchmark: Discuss options with the POA board
	Vacate plats and roadways for undevelopable land.	Development Services	$	●●●	Milestone: Develop an inventory of the targeted plats and roadways Benchmark: Planning & Zoning Commission and City Council approval to vacate plats and roadways each year
	To encourage future development in key greenfield areas, develop long-range infrastructure plans for identified expansion areas and use these areas for desirable development types, such as a hotel, grocery store, or sports complex.	Development Services	$$	●●●	Benchmark: Coordinate with the Planning Department to identify infill areas and include these improvements in the CIP as applicable
	Allocate funding in the Capital Improvements Program for demolition and construction of new municipal facilities.	City Council	$$$	●●	Milestone: Obtain cost estimate Benchmark: City Council approval to include funds within the CIP or other means

	ACTION	TASK LEADER	COST	IMPACT	MEASURE
HOUSING AND NEIGHBORHOOD LIVABILITY	Continue to allow patio homes, townhomes, duplexes, and multifamily housing types in key areas to accommodate young professionals and the retirement community. Provide for mixed use areas that incorporate higher density housing. **[on-going]**	Development Services	$	●●	Benchmark: Change in the variety of housing types and the demographics of residents
	Develop a watershed master plan that assesses the current drainage demands and provides strategies for stormwater management and retention.	Public Works	$$	●●●	Milestone: Consultant selection for development of a master plan Benchmark: Adopting stormwater management practices to prevent drainage issues
	Identify intersections in need of safety improvements and upgrade two per year. **[on-going]**	Public Works/Police Department	$$$	●●●	Milestone: 1-2 intersection upgrades per year

	ACTION	TASK LEADER	COST	IMPACT	MEASURE
TRANSPORTATION	Identify partnerships and funding for a community-wide shuttle system.	Development Services	$	●●	Milestone: Identifying partnerships and funding Benchmark: Securing partnerships and funding
	Begin long-range planning to construct a roadway extending from FM 1431 to the northeast to allow for better access into Lago Vista.	Development Services/Travis County/CAMPO/TXDOT	$$	●●●	Milestone: Selection of a consultant to begin preliminary plans and designs for roadway Benchmark: City Council approval to include construction funds within the CIP
	Improve roadways along lakefront near Tessera and Mahogany to ensure sufficient access to the potential hotel/civic center area.	Public Works	$$$	●●●	Milestone: City Council approval to include funds within the CIP Benchmark: Updating one roadway every two years
	Add directed lighting and pedestrian enhancements at key intersections, and a signal at Lohman Ford Road and Boggy Ford Road.	Public Works	$$$	●●●	Milestone: City Council approval to include funds within the CIP Benchmark: Updating 1 to 2 intersections per year

	ACTION	TASK LEADER	COST	IMPACT	MEASURE
PARKS, RECREATION, AND OPEN SPACE	Explore the feasibility of using the west Community Park as a public boat ramp location.	Development Services	$	●●	Milestone: Exploring the feasibility Benchmark: Finding the appropriate location for a public boat ramp
	Research funding sources partnerships for the multipurpose sports facility.	Development Services	$	●●	Milestone: Researching funding sources Benchmark: Creating a list of funding sources the City is eligible for
	Identify a potential location for a commercial marina (possibly at the proposed community park in the southwest) and pursue partnerships for development.	Development Services	$$$	●●	Milestone: Identifying a location Benchmark: Establishing partnerships and developing preliminary plans
	Coordinate with the electrical utility company to explore the possibility of adding trails to existing utility easements.	Development Services/Public Works	$	●●	Milestone: Establishing relationships and contacts with the electrical utility company Benchmark: Identifying potential useable easements for trails
	Apply for grant funding and prepare donation packages to assist the City in developing public parks.	City Manager	$	●●	Benchmark: Applying for funding and preparing donation packages
	Acquire the land needed for a large, multipurpose sports complex.	City Council	$$$	●●●	Benchmark: Acquiring portions of the land that is needed every year

	ACTION	TASK LEADER	COST	IMPACT	MEASURE
CITY FACILITIES AND SERVICES	Promote "family days" to attract families and support youth interest in golf. **[on-going]**	Golf Course Management	$	●●●	Milestone: Planning family days at the golf course Benchmark: Holding the first family day at the golf course
	Consider the addition of an economic development specialist, either on City staff or as an EDC director.	City Manager	$$	●●●	Milestone: City Manager and Chamber discussing the addition of an economic development specialist Benchmark: City Council approval to hire or designate an economic development specialist
	Increase golf course branding and advertising.	Golf Course Management	$$	●●	Milestone: Increasing the advertising Benchmark: Increased number of visitors at the golf course
	Explore related activities to attract a different audience to the golf course.	Golf Course Management	$	●●	Milestone: Planning a non-golf at the golf course Benchmark: Holding a non-golf at the golf course
	Evaluate the feasibility of establishing an economic development corporation.	City Manager	$	●●	Milestone: Coordination with the Chamber of Commerce Benchmark: Reaching a decision
	Include full-service resort amenities, including restaurants, within the golf course services.	Golf Course Management	$$	●●	Milestone: Researching the feasibility of different amenities Benchmark: Opening a resort or similar amenity
	Use the golf courses for social events/activities. **[on-going]**	Golf Course Management	$	●●	Milestone: Planning social events at the golf course Benchmark: Holding a social event at the golf course
	Develop a shared community calendar of local events and advertise through social media, text messaging, the newsletter, and the designated organization volunteers.	Public Information Officer	$	●●●	Milestone: Develop a community calendar Benchmark: Utilize the calendar and try new forms of communication
	Designate a staff member to lead media efforts.	City Council	$$	●●●	Benchmark: Designation of staff member
	Hire an economic development consultant to assess the feasibility of attracting such a facility within the City.	City Council	$$	●●●	Milestone: Selection of consultant Benchmark: Completion of feasibility study

Policies

1.	Use the Future Land Use Map to guide future zoning decisions.
2.	**Conduct** regular review **of the Comprehensive Plan** through quarterly P&Z review **and** an annual updated by the City Council.
3.	Coordinate all City operations with any applicable advisory committees.
4.	Before developing new parkland, seek out partnerships with the POA to ensure that the City and POA are being fiscally responsible and not duplicating efforts.
5.	Focus development around the airport on aviation and other small industrial uses.
6.	Proactively seek hotel operators for a lakefront hotel resort, event center, or civic center.
7.	Continue efforts to reach out to local developers and local/national retailers.
8.	Focus on annexation of areas located along major roadways or the lake.
9.	Prioritize the area surrounding the airport land acquisition and assembly.
10.	Coordinate transportation efforts with all regional transportation agencies to ensure better regional connectivity and partnerships, and evaluate the feasibility of a bridge across the lake for better mobility and access to surrounding communities.
11.	Ensure that roadways provide sufficient access and mobility for all EMS and fire services.
12.	Coordinate with the Chamber of Commerce to advertise City notices in the upcoming newsletter.
13.	Use recreational facility standards when developing new parkland or trails.
14.	Assess park level of service annually and acquire additional parkland, as needed.

Code Updates

1.	Include specific requirements for screening and buffering near industrial uses.
2.	Require higher quality materials for screening and a proximity slope setback between incompatible land uses.
3.	Include overlay character districts for Dawn Drive, FM 1431, and Lohman Ford Road.
4.	Establish minimum lot areas, depths, and widths for each residential district and dwelling type.
5.	Allow more areas for retail, commercial, and multifamily development.
6.	Require all street signs be reflective to accommodate dark skies efforts.
7.	Include a mixed use land use classification.
8.	Rezone area surrounding the airport by extending the C-4 zoning and rezone the steep slope areas to a conservation district.
9.	Require building articulation for larger structures.
10.	Rezone the south side of Dawn Drive to accommodate commercial, retail, and residential development.
11.	Include specific requirements for screening waste receptacles and utilities.
12.	Expand the existing lighting regulations to further promote dark skies.
13.	Require garage door enhancements and setbacks for front-loaded neighborhoods.
14.	Develop regulations to accommodate and encourage low-impact development.
15.	Require covered porches in a certain percentage of larger developments to create a more diverse look and more pedestrian-oriented environment.
16.	Add more detail regarding building materials and specifying which materials are appropriate within each district.
17.	Include antimonotony standards, which will help to prevent “cookie cutter” subdivisions.
18.	Ensure that accessory buildings are truly secondary to the main structure.
19.	Update codes to allow for golf carts to be operated on certain City roadways.
20.	Require sidewalks in future developments when feasible based on topography and other site constraints.
21.	Formally adopt a roadway cross-section to allow on-street bike lanes and/or off-street multipurpose trails.
22.	Develop regulations for solar and wind energy to ensure quality standards for equipment and installation
23.	Revise the business regulations ordinance to allow for larger multitenant freestanding signs.
24.	Consider establishing overlay districts to ensure quality development along the main corridors.
25.	Consolidate residential zoning districts.
26.	Revise the subdivision ordinance to ensure that traffic calming techniques are permitted and encouraged.

9| Appendix

Input Summary

Comprehensive Plan Advisory Committee (CPAC)

A committee of community residents and business owners was compiled in order to assist FNI planners with the development of the Comprehensive Plan. Committee members were selected based on a variety of criteria, including the area of the community they reside in, past or current council experience, economic development knowledge and business ownership. The CPAC's role in the process was to guide the formation of the Plan document and ensure that the Plan ultimately reflected the vision desired by Lago Vista's residents.

Five meetings were conducted with the CPAC:

- Guiding Principles Meeting on September 14, 2015
- Issues and Innovation Meeting on October 6, 2015
- Comprehensive Plan Draft Review on January 26, 2016
- Initial Review and Prioritizing on March 14, 2016
- Final Review and Recommendation on March 24, 2016

Energized and productive discussions were had at CPAC meetings, representative of the diverse opinions and backgrounds present on the committee. The exchange of ideas that presented different points of view ensured that the realities of external factors affecting Lago Vista were weighted with the ultimate vision of the City.

Town Hall Meetings

Town Hall #1

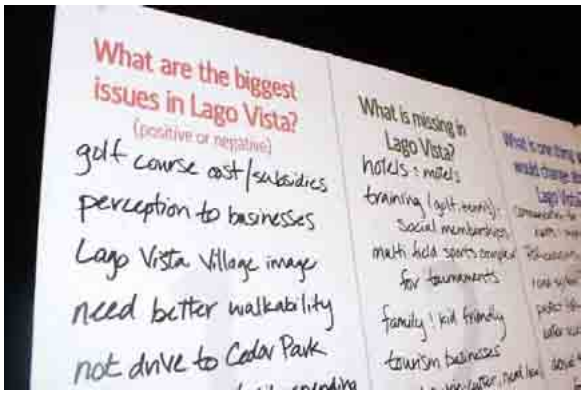
The first Town Hall meeting was conducted on Wednesday September 16, 2015. The purpose of the Town Hall meeting was to gather feedback as to what the community believes should be the vision for Lago Vista. Over 100 residents from the community attended the event that was held at Lago Vista High School.

Town Hall attendees were first given an introduction to the planning process as well as the FNI consultants. During the presentation, an overview of urban planning, comprehensive plans, past planning efforts, and existing conditions was explained. The presentation concluded with a Visual Character Survey (VCS), which is an exercise in which respondents are asked to score a series of photographs based on what they find to be visually preferable and desired for Lago Vista.

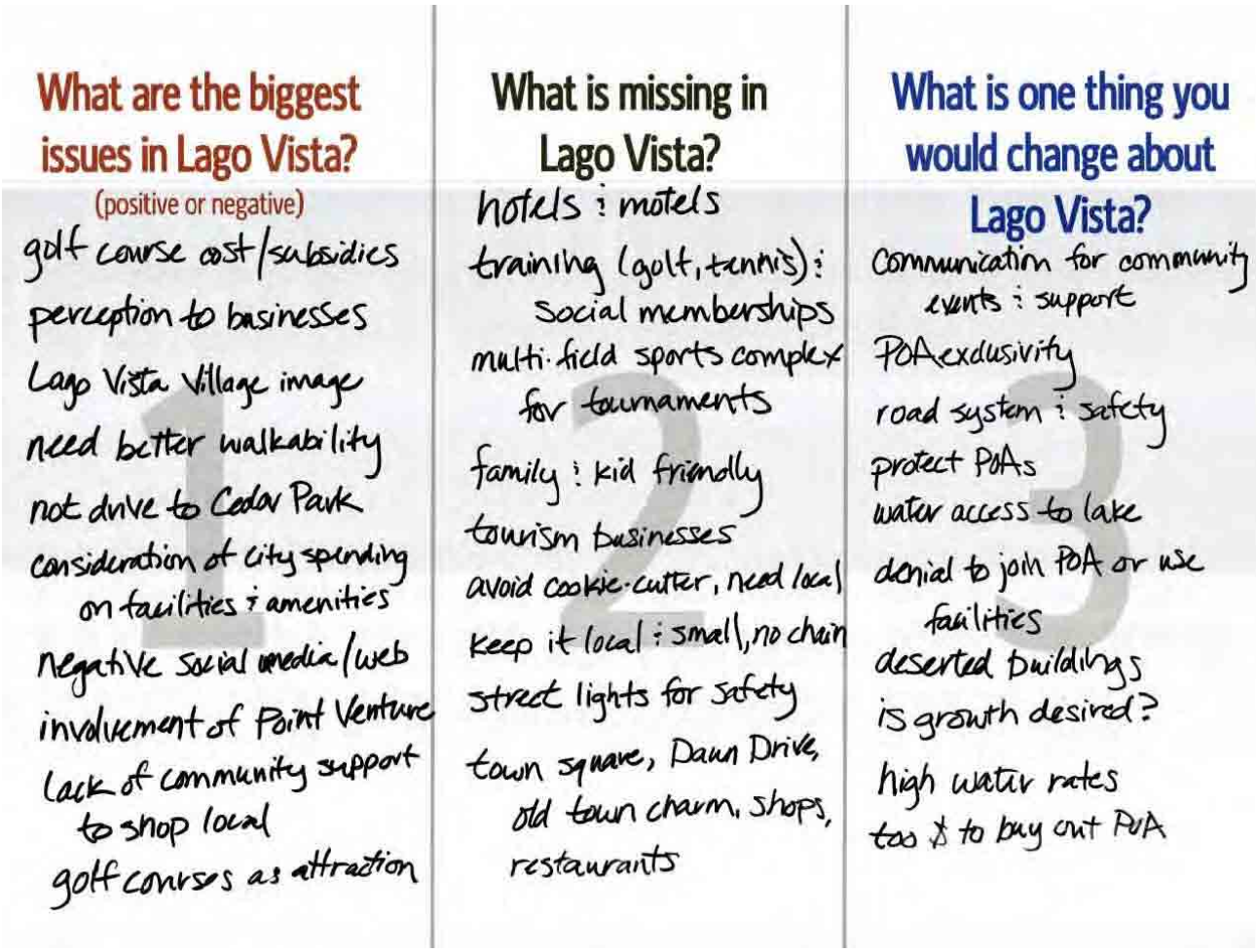
A visioning exercise was conducted with attendees in order to engage the public and gather initial feedback on Lago Vista's future. Boards were arranged so that each participant in attendance would rotate around and answer the following questions:

- Where do you live?
- What are the biggest issues in Lago Vista?
- What do you love about Lago Vista?
- What is missing in Lago Vista?
- What is one thing you would change about Lago Vista?

During the breakout session discussions about major issues, concerns or ideas were had. The information gathered was then compiled and presented to the CPAC to guide discussion on elements within the Plan.



Input Board Results from Town Hall #1



What are the biggest issues in Lago Vista?
(positive or negative)

1
golf course cost/subsidies
perception to businesses
Lago Vista Village image
need better walkability
not drive to Cedar Park
consideration of city spending on facilities & amenities
negative social media/web
involvement of Point Venture
lack of community support to shop local
golf courses as attraction

What is missing in Lago Vista?

2
hotels & motels
training (golf, tennis): social memberships
multi-field sports complex for tournaments
family & kid friendly
tourism businesses
avoid cookie-cutter, need local
keep it local & small, no chain
street lights for safety
town square, Dawn Drive, old town charm, shops, restaurants

What is one thing you would change about Lago Vista?

3
Communication for community events & support
POA exclusivity
road system & safety
protect POAs
water access to lake
denial to join POA or use facilities
deserted buildings
is growth desired?
high water rates
too $ to buy out POA

What are the biggest issues in Lago Vista?
(positive or negative)

1

- wonderful & respectful
- water consumption by golf
- City & POA relationship
- privacy of private POA parks
- haphazard/uncoordinated plans
- spending rationale
- vacant buildings
- need better infrastructure & amenities
- lack of sales revenue
- activities for youth
- water plan

What is missing in Lago Vista?

2

- recycling facilities in park & elsewhere
- Sidewalks
- "Wow" factor, nothing exciting, no draw
- Some place to go
- more than a single destination
- connect points
- nice hotel, restaurants
- 12+ rec center
- YMCA kids & adults
- emphasis on why we love Lago
- Church involvement & youth activities

What is one thing you would change about Lago Vista?

3

- Kids walking/biking to schools
- perception
- use water bills to communicate
- definition of tax $ use for golf
- golf courses losing money
- better marketing of golf
- golf course access
- water access
- awareness of GC resident $ support
- need more biz support for newsletter, chamber working
- 2 gov'ts, combine

What are the biggest issues in Lago Vista?

(positive or negative)

1

water treatment plants
more focus on lake & related activities
local criticism of local biz
attendance at city meetings, education, be part of solution
aesthetics, beautification, clean-up
lack of local communication (papers)
4th & 5th grade recreation & exercise
communication among generations

What is missing in Lago Vista?

2

activities for youth, maybe sports complex
sidewalks & connections
assisted living, care for older adults, senior services
jobs to keep kids here
municipal wifi, biz friendly
Italian restaurant
more restaurants (healthy)
heated pool year-round, private membership

What is one thing you would change about Lago Vista?

3

Lower property taxes
better communication
Public parks & fields
welcoming to outsiders/newcomers
access & voice for non-POA, exclusion of residents
Coordination w/ Point Venture
eliminate 1 of the 2 gov. bodies, services provided by city
widen Lohman
Light at Boggy & Lohman

What we ♥ about Lago

The people
The deer!
The Lake
Small town community
The love of all you meet, person, place, thing (friends of all.... no question)
All our Churches!
The peace and quiet.

What we ♥ about Lago

The small cohesive community & of course the beauty.
$2 Beer

Town Hall #2

On Monday October 26, 2015, a second Town Hall meeting was conducted at K-Oaks Clubhouse. During the presentation, the input given by the community from previous meetings, the visual character survey, as well as online comments was presented to the attendees. Using the resident's concerns, FNI consultants were able to create a list of top issues that would guide the creation of the Plan. The top issues included:

1. Connectivity
2. Outdoor Activities
3. Business Attraction
4. Communication and Coordination
5. Infrastructure
6. Housing Choices
7. Aesthetics
8. Destination Community

Attendees participated in an exercise where they gave further input towards the top issues and ways in which they could be addressed by participating in a breakout session, where they rotated around boards and/or by filling out a handout that provided the same information.

Input Board Results from Town Hall #2

Connectivity

Issue	Yes	No
Sidewalks	19	7
Bike lanes	8	16
Golf carts	4	14
Bridge across lake	10	25
Road crossings	5	7
Public transportation	8	7
Trail connections	17	4
Kids' safety walking to school	20	3
Bike trails	19	7

Outdoor Activities

Issue	Yes	No
Sidewalks	19	7
Bike lanes	8	16
Golf carts	4	14
Bridge across lake	10	25
Road crossings	5	7
Public transportation	8	7
Trail connections	17	4
Kids' safety walking to school	20	3
Bike trails	19	7

Business Attraction

Issue	Yes	No
Fill vacant buildings	32	2
Support to shop local	23	0
Small, unique, boutique shops	15	6
Target/Wal-Mart	5	26
Restaurants	28	0
Lower property tax	13	6
Increase sales tax revenue	15	2
Arts community	16	4
City-wide Wi-Fi	15	13
Town Square	23	4
Activities for kids and teens	19	2
Nightlife for teens	12	9
More jobs for teens and adults	17	1
Shopping and groceries	18	1
Neighborhood services	7	5
Movie theatre	10	14
Concert venue	13	15
Bowling	10	11

Communication and Coordination

Issue	Yes	No
Relations with neighboring cities	10	6
Better communications about events	20	0
Communication methods for all generations	14	2
Voice for non-POA residents	6	8
City and POA relationship	26	2
Community support of local businesses	19	0
Water bill as a means for communication	14	2

Infrastructure

Issue	Yes	No
Strategic growth	18	0
Street lights	11	8
Road safety	13	0
Signal at Lohman and Boggy	26	3
Traffic calming	4	9
Coordinated planning	13	0
Road conditions	16	0
Access to water/sewer	10	2
Smart City spending on infrastructure	24	0
Sparse development	5	4
Environmentally sensitive planning	13	3

Housing Choices

Issue	Yes	No
Homes for young professionals	11	2
Affordable housing	10	8
More housing diversity	10	2
Aging-in-place opportunities for older adults	29	1
Apartments	14	12

Aesthetics

Issue	Yes	No
Perception	12	1
View of lake	17	1
Reduce noise/mess from visitors	14	4
Beautification	18	1
Clean-up	20	1
“Wow” factor	11	2
Preserve natural beauty	34	0

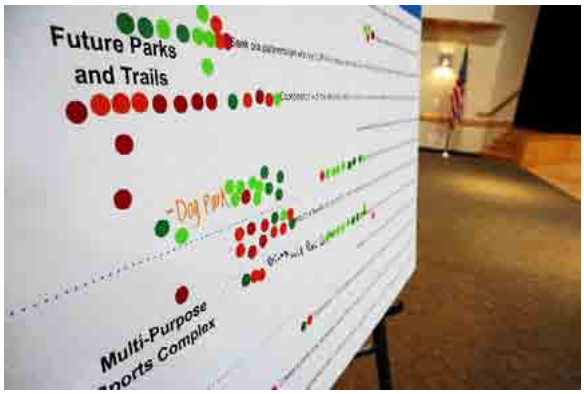
Destination Community

Issue	Yes	No
Better marketing	19	0
Multipurpose destination point	15	2
Nice hotel	24	0
Lake front restaurants	31	0
Boat rentals	10	5
Boat races	3	15
Build a beach	9	8
Lessons for golf or tennis	6	9
Protect POAs	11	3
POA exclusivity	8	7
Limited water access	6	5
Two governments are overlapping	7	7

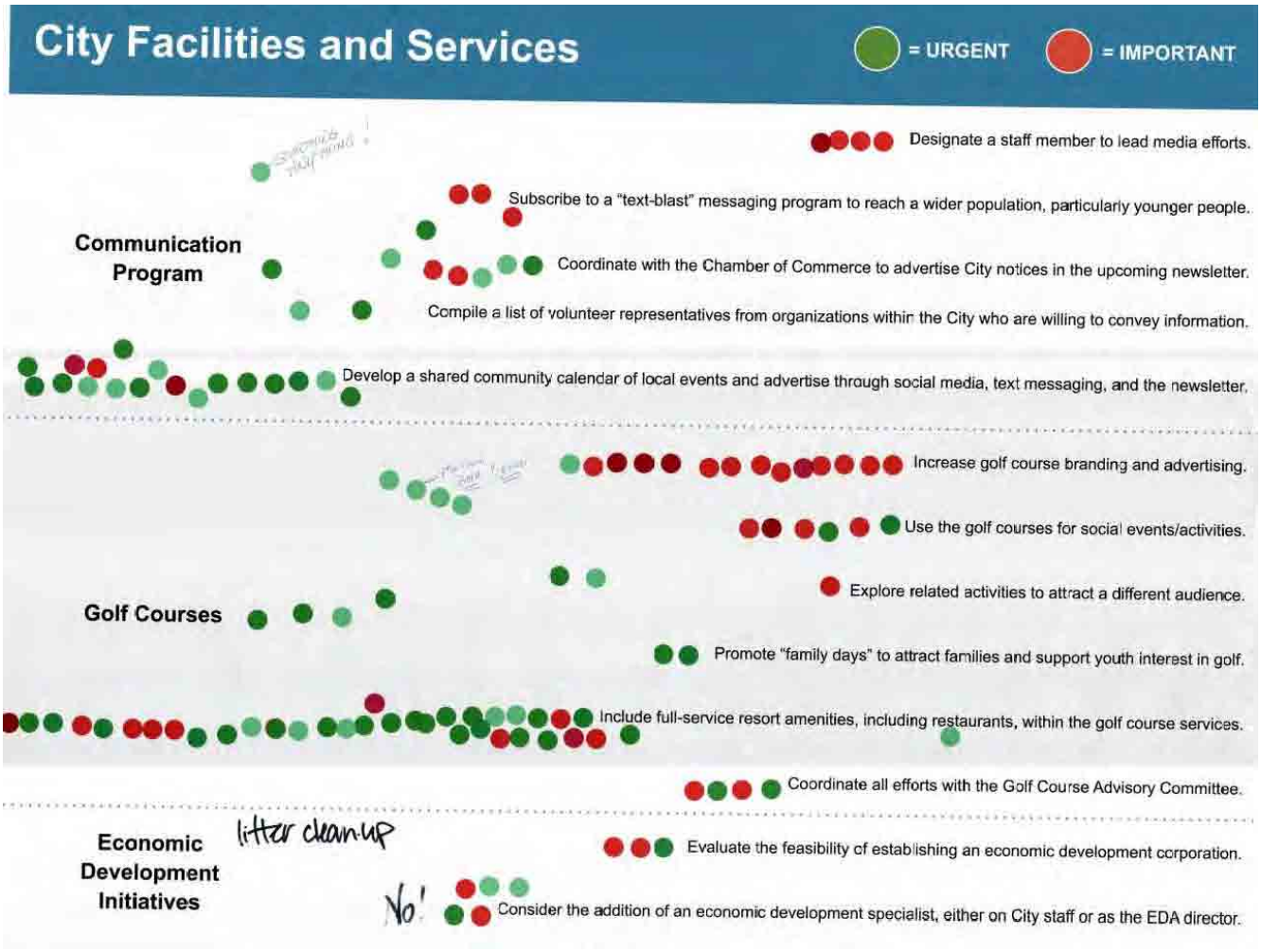
Town Hall #3

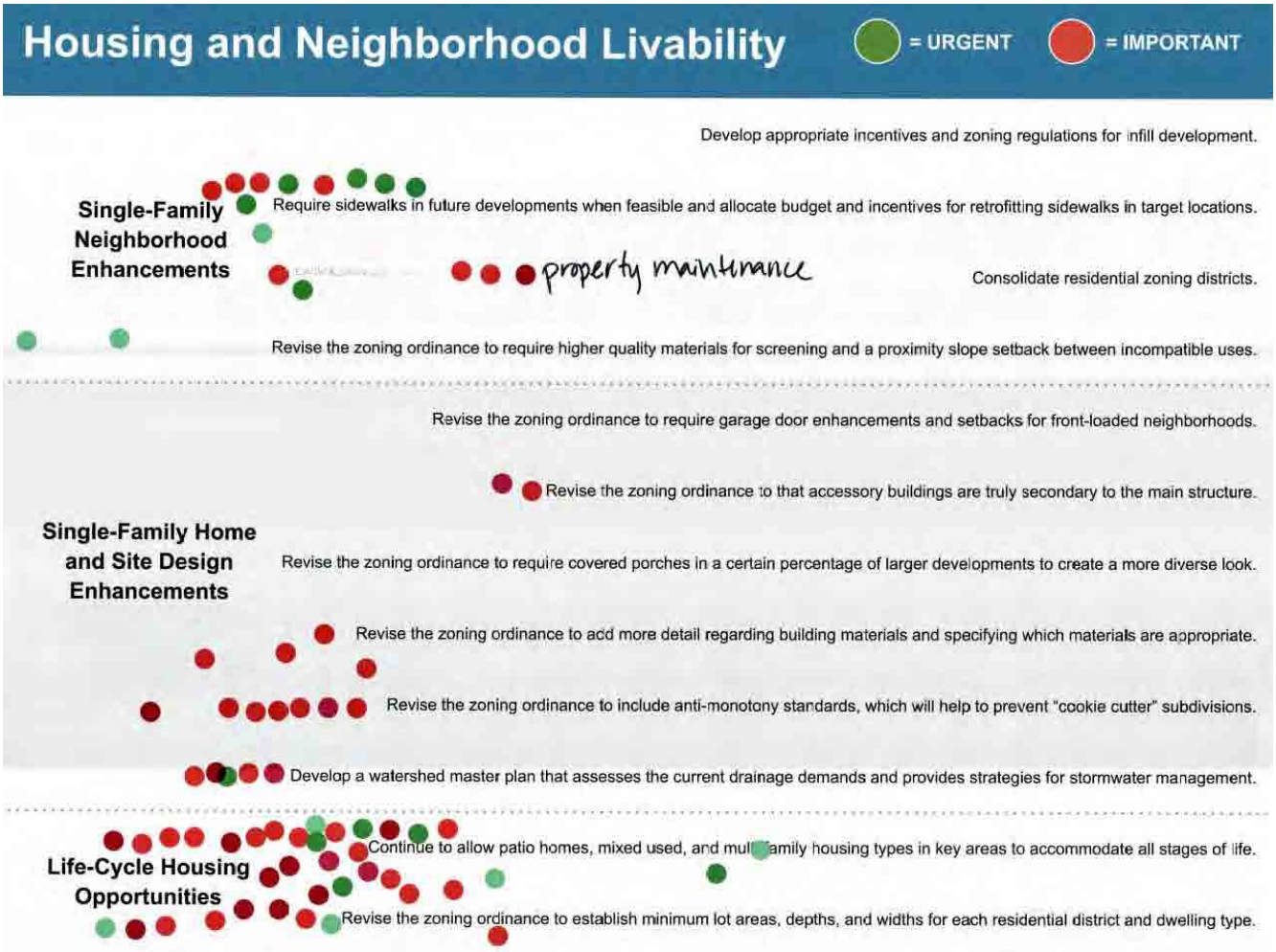
At the third Town Hall meeting on Tuesday, February 23, 2016, the community was presented with a summary of the draft plan and the recommendations for each chapter. Following the presentation, the participants were asked to assist in prioritizing the Plan's recommendations. Each Plan chapter had a board in the room with each recommendation listed and every participant was given four dots for 'urgent' and four dots for 'important' to help vote on the recommendations that were of the highest priority to them. The top recommendations for the public were:

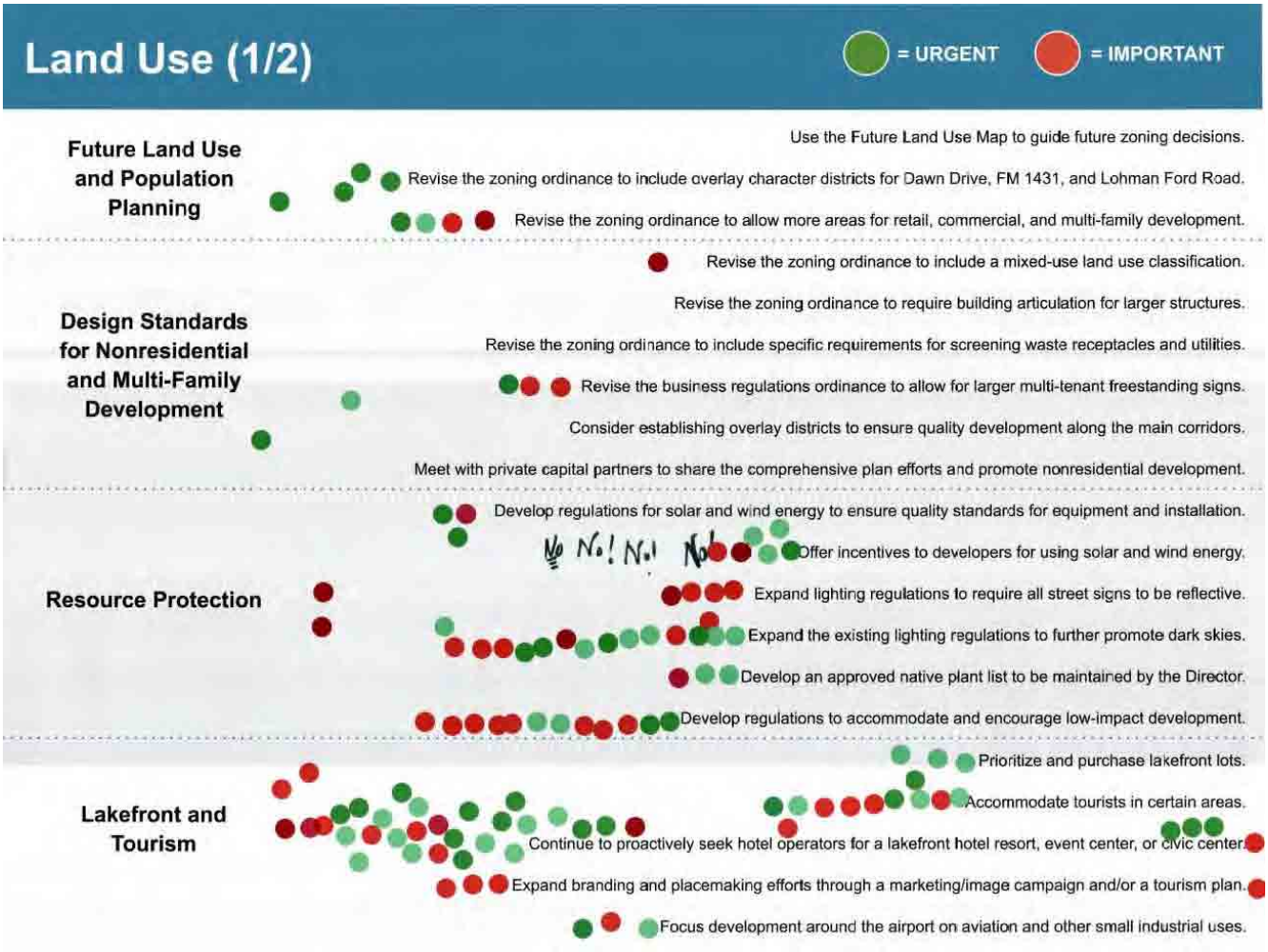
1. Golf Courses
2. Future Parks and Trails
3. Roadway Safety and Maintenance
4. Lakefront and Tourism
5. Resource Protection



Input Board Results from Town Hall #3




Housing and Neighborhood Livability
= URGENT
= IMPORTANT
Develop appropriate incentives and zoning regulations for infill development.
Single-Family Neighborhood Enhancements
Require sidewalks in future developments when feasible and allocate budget and incentives for retrofitting sidewalks in target locations.
property maintenance
Consolidate residential zoning districts.
Revise the zoning ordinance to require higher quality materials for screening and a proximity slope setback between incompatible uses.
Revise the zoning ordinance to require garage door enhancements and setbacks for front-loaded neighborhoods.
Revise the zoning ordinance to that accessory buildings are truly secondary to the main structure.
Single-Family Home and Site Design Enhancements
Revise the zoning ordinance to require covered porches in a certain percentage of larger developments to create a more diverse look.
Revise the zoning ordinance to add more detail regarding building materials and specifying which materials are appropriate.
Revise the zoning ordinance to include anti-monotony standards, which will help to prevent "cookie cutter" subdivisions.
Develop a watershed master plan that assesses the current drainage demands and provides strategies for stormwater management.
Life-Cycle Housing Opportunities
Continue to allow patio homes, mixed used, and multi-family housing types in key areas to accommodate all stages of life.
Revise the zoning ordinance to establish minimum lot areas, depths, and widths for each residential district and dwelling type.


Land Use (1/2)
= URGENT
= IMPORTANT
Future Land Use and Population Planning
Use the Future Land Use Map to guide future zoning decisions.
Revise the zoning ordinance to include overlay character districts for Dawn Drive, FM 1431, and Lohman Ford Road.
Revise the zoning ordinance to allow more areas for retail, commercial, and multi-family development.
Revise the zoning ordinance to include a mixed-use land use classification.
Design Standards for Nonresidential and Multi-Family Development
Revise the zoning ordinance to require building articulation for larger structures.
Revise the zoning ordinance to include specific requirements for screening waste receptacles and utilities.
Revise the business regulations ordinance to allow for larger multi-tenant freestanding signs.
Consider establishing overlay districts to ensure quality development along the main corridors.
Meet with private capital partners to share the comprehensive plan efforts and promote nonresidential development.
Develop regulations for solar and wind energy to ensure quality standards for equipment and installation.
No No! No! No
Offer incentives to developers for using solar and wind energy.
Resource Protection
Expand lighting regulations to require all street signs to be reflective.
Expand the existing lighting regulations to further promote dark skies.
Develop an approved native plant list to be maintained by the Director.
Develop regulations to accommodate and encourage low-impact development.
Prioritize and purchase lakefront lots.
Lakefront and Tourism
Accommodate tourists in certain areas.
Continue to proactively seek hotel operators for a lakefront hotel resort, event center, or civic center.
Expand branding and placemaking efforts through a marketing/image campaign and/or a tourism plan.
Focus development around the airport on aviation and other small industrial uses.

Land Use (2/2)

= URGENT = IMPORTANT

Conservation and Growth Areas

- Conserve areas with extreme topography by acquiring the property or assisting owners in donating the land.
- Prioritize infill areas by infrastructure planning and development incentives.
- Develop long-range infrastructure plans for identified expansion areas and desirable development types.

Future Expansion Areas

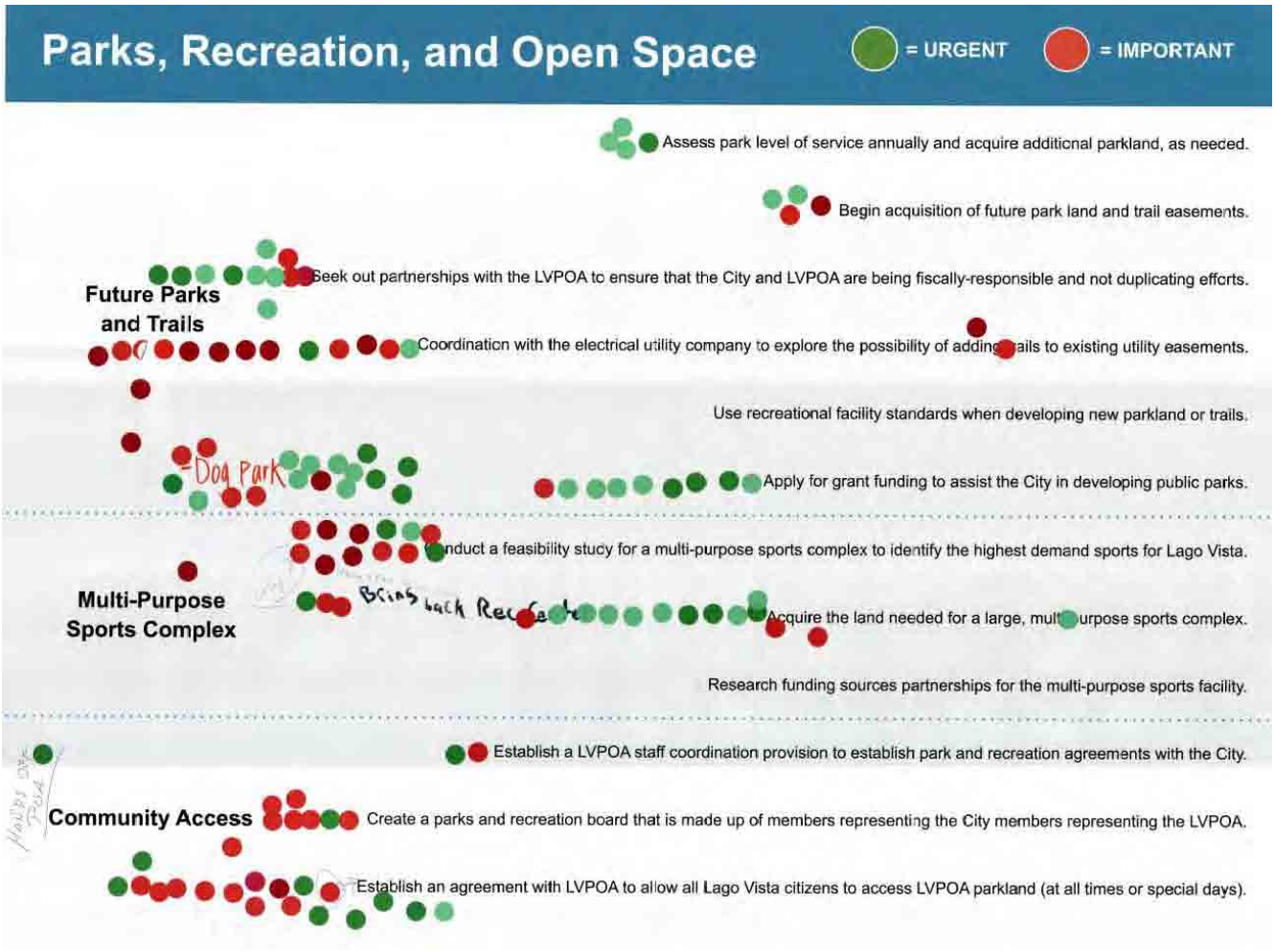
- Conduct a detailed analysis to determine whether a 3-year annexation plan is necessary for the desired expansion
- Focus on annexation of areas located along major roadways or the lake.

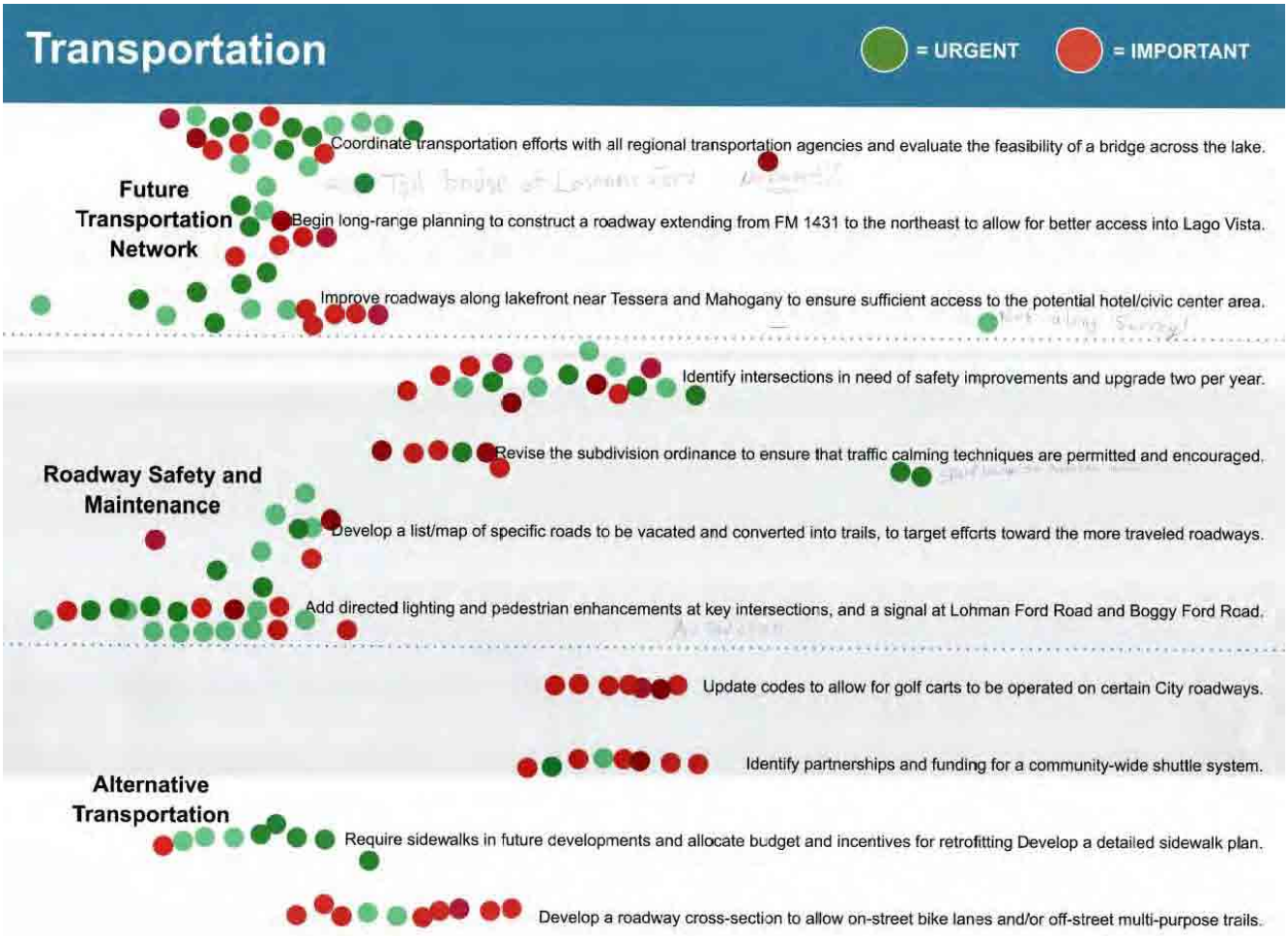
Rusty Allen Airport Area

- Identify the area surrounding the airport as a priority area for land acquisition and assembly.
- Vacate plats and roadways for undevelopable land.
- Rezone area surrounding the airport by extending the C-4 zoning and rezone the steep slope areas to a conservation district.
- Coordinate with the actions from TxDOT Airport Action Plan.

Municipal Complex Redevelopment

- Develop a concept plan followed by a more detailed site plan for the area.
- Continue efforts to reach out to local developers and local/national retailers.
- Rezone all sides of Dawn Drive to accommodate commercial and retail development.
- Apply for and receive the designation of a "Scenic City".
- Allocate funding in the Capital Improvements Program for demolition and construction of new municipal facilities.

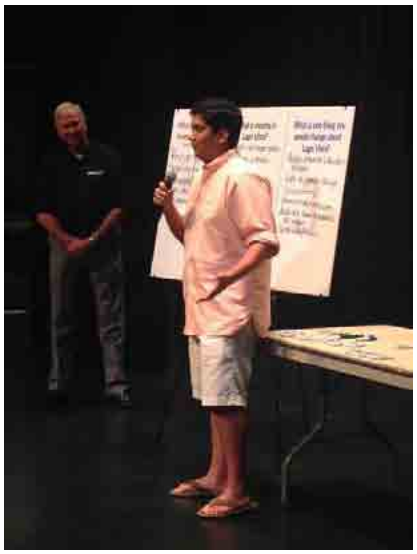

Parks, Recreation, and Open Space
= URGENT
= IMPORTANT
Assess park level of service annually and acquire additional parkland, as needed.
Begin acquisition of future park land and trail easements.
Future Parks and Trails
Seek out partnerships with the LVPOA to ensure that the City and LVPOA are being fiscally-responsible and not duplicating efforts.
Coordination with the electrical utility company to explore the possibility of adding trails to existing utility easements.
Use recreational facility standards when developing new parkland or trails.
Dog Park
Apply for grant funding to assist the City in developing public parks.
Conduct a feasibility study for a multi-purpose sports complex to identify the highest demand sports for Lago Vista.
Multi-Purpose Sports Complex
Bring back Rec Center
Acquire the land needed for a large, multi-purpose sports complex.
Research funding sources partnerships for the multi-purpose sports facility.
Establish a LVPOA staff coordination provision to establish park and recreation agreements with the City.
Community Access
Create a parks and recreation board that is made up of members representing the City members representing the LVPOA.
Establish an agreement with LVPOA to allow all Lago Vista citizens to access LVPOA parkland (at all times or special days).


Transportation
= URGENT
= IMPORTANT
Future Transportation Network
Coordinate transportation efforts with all regional transportation agencies and evaluate the feasibility of a bridge across the lake.
Begin long-range planning to construct a roadway extending from FM 1431 to the northeast to allow for better access into Lago Vista.
Improve roadways along lakefront near Tessera and Mahogany to ensure sufficient access to the potential hotel/civic center area.
Roadway Safety and Maintenance
Identify intersections in need of safety improvements and upgrade two per year.
Revise the subdivision ordinance to ensure that traffic calming techniques are permitted and encouraged.
Develop a list/map of specific roads to be vacated and converted into trails, to target efforts toward the more traveled roadways.
Add directed lighting and pedestrian enhancements at key intersections, and a signal at Lohman Ford Road and Boggy Ford Road.
Alternative Transportation
Update codes to allow for golf carts to be operated on certain City roadways.
Identify partnerships and funding for a community-wide shuttle system.
Require sidewalks in future developments and allocate budget and incentives for retrofitting Develop a detailed sidewalk plan.
Develop a roadway cross-section to allow on-street bike lanes and/or off-street multi-purpose trails.

Lago Vista High School Session

On the same day as the first Town Hall meeting, Wednesday September 16, 2015, a session pertaining to the Plan was conducted with students at Lago Vista High School. The students were presented with an overview of planning and the comprehensive plan. They also participated in a Visual Character Survey (VCS) to provide input as to what the younger population of Lago Vista envisions its community to look like.

There was a break out session in which students were given the opportunity to discuss the major issues, concerns, and ideas about Lago Vista. Along with the Town Hall input, this information was compiled and presented to the CPAC to help guide the creation of the Plan.



Input Board Results from LVHS Session

What are the biggest issues in Lago Vista?
(positive or negative)

- few job opp.
+ Sparcely developed
- Vacant buildings
- More environ. sensitive growth
- high property tax

What is missing in Lago Vista?

trails and larger parks
restuar. + retail
Side walks
Street lights
affordable housing
rec center!
farmers market

What is one thing you would change about Lago Vista?

Bridge between Lakeway + Venture
light on Lohman + Boggy
Less poverty
paved roads + sidewalks
make the speed on National Rd. higher
Swim team/soccer

What are the biggest issues in Lago Vista?

(positive or negative)

1

- Bad roads (potholes/small roads)
- FOOD
- Sidewalks
- Streetlights
- Need Bike Trails
- Lake restaurants
- Vista Village
- Park Maintenance
- KLVB works
- Deer

What is missing in Lago Vista?*

2

- Entertainment (movies, bowling...)
- Target / Wal-Mart
- Recreation Center
- Pool / Waterpark
- Hotel
- Boatraces?
- Boat rentals
- Skatepark
- Putt Putt
- Laser tag*
- Venues for concerts + events
- Jungle Gyms
- Hunting Grounds

What is one thing you would change about Lago Vista?

3

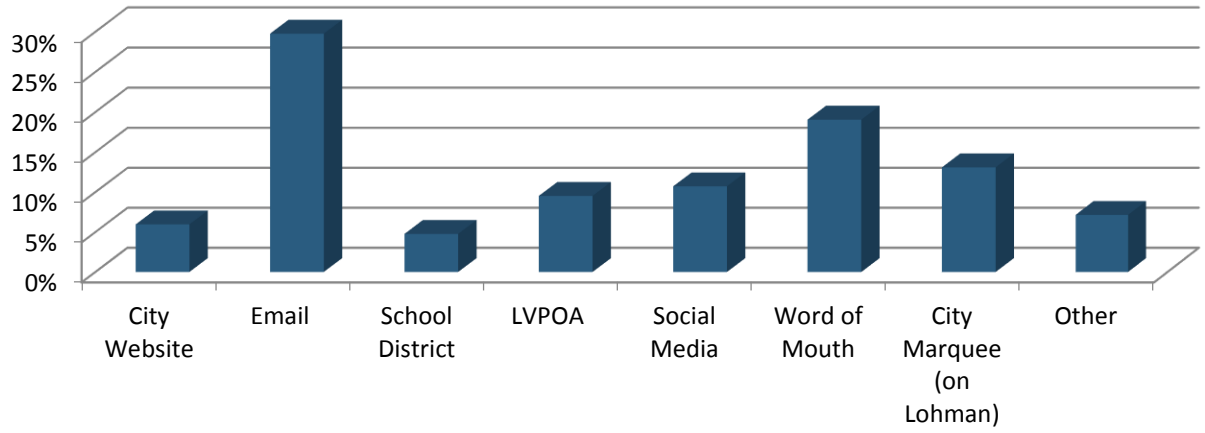
- Speed Limits (higher)
- Better relations w/ other cities
- Being a vacation community
- Man-made beach on lake

Surveys and Comments

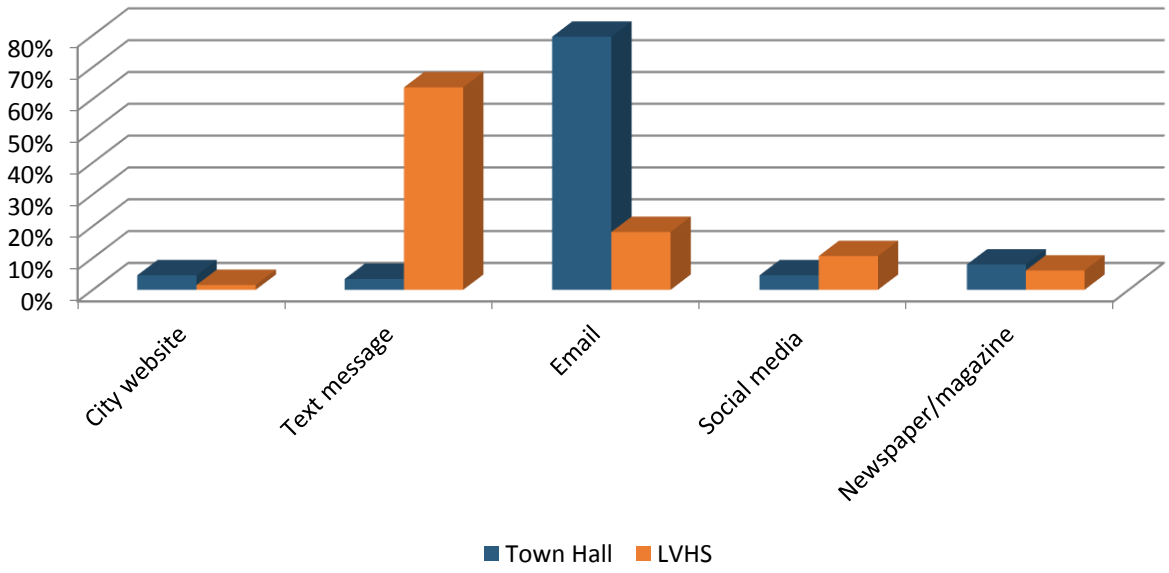
Visual Character Survey

A Visual Character Survey (VCS), which is an exercise in which respondents are asked to score a series of photographs based on what they find to be visually preferable and desired for Lago Vista, was conducted at the first Town Hall meeting and at the LVHS session on September 16, 2015. In total, 168 meeting attendees participated in the survey (96 at Town Hall #1 and 72 at the LVHS session).

Q1 | How did you hear about this meeting?

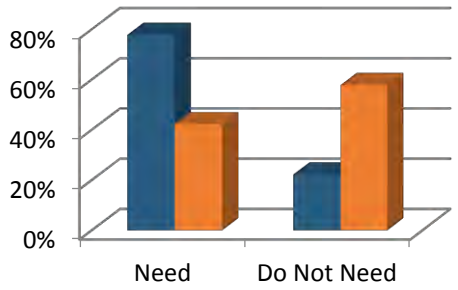


Q2 | What is your preferred method of communication?

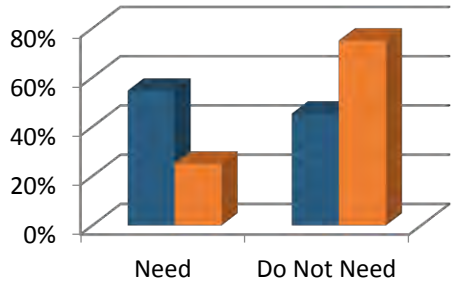


Do we need...?

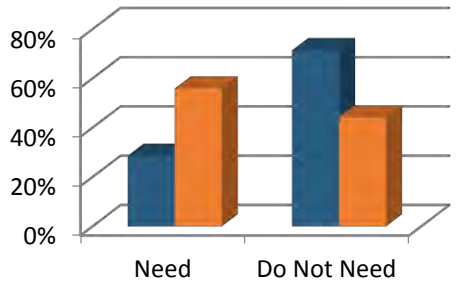
Q3 | Single-family homes?



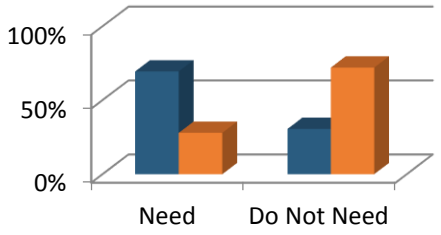
Q4 | Vacation homes/rentals?



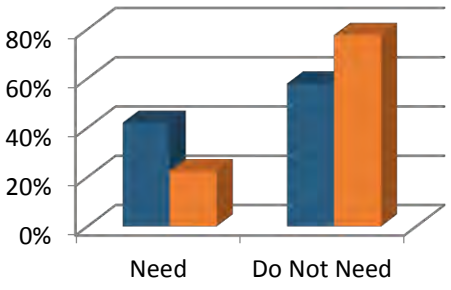
Q5 | Traditional apartments?



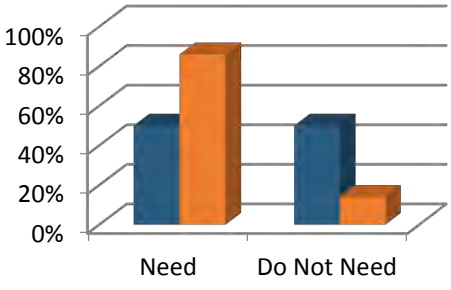
Q6 | Townhomes?



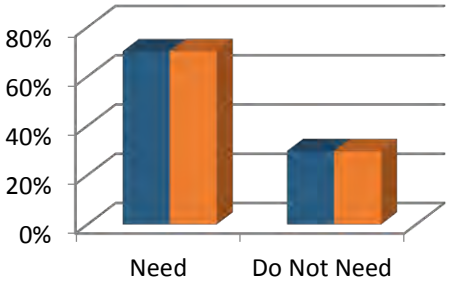
Q7 | Duplexes?



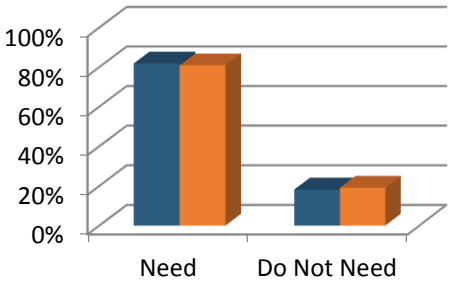
Q8 | Mixed use?



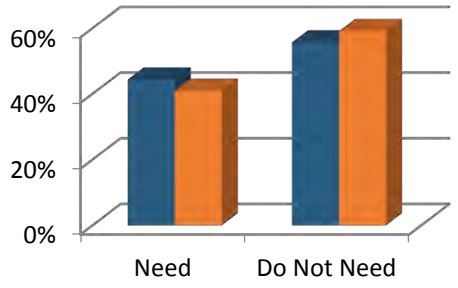
Q9 | To renovate older buildings?



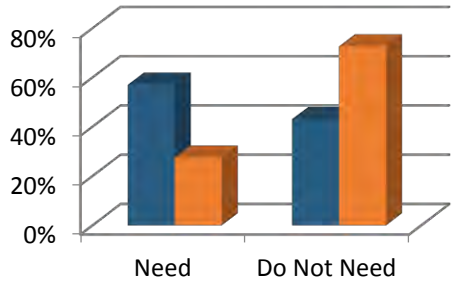
Q10 | Neighborhood services?



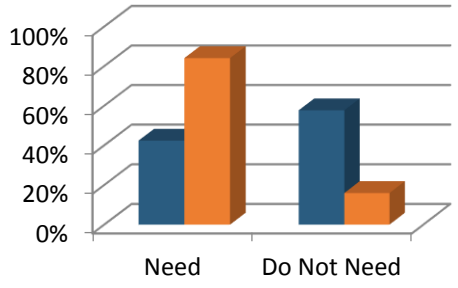
Q11 | Office/business park?



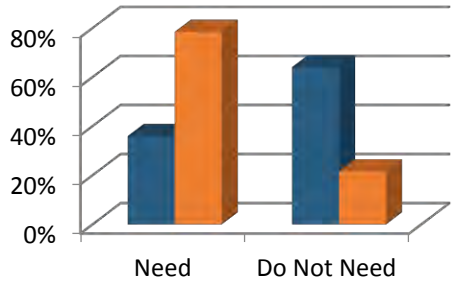
Q12 | Office buildings?



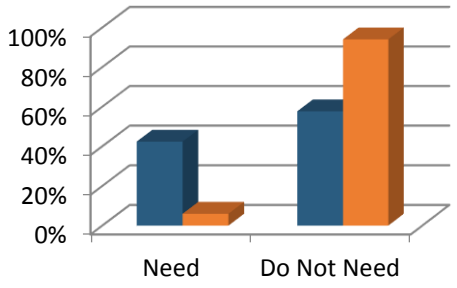
Q13 | Big box retailers?



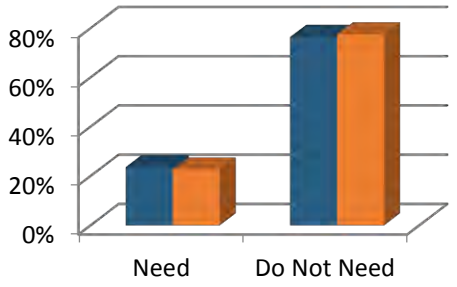
Q14 | Retail strip?



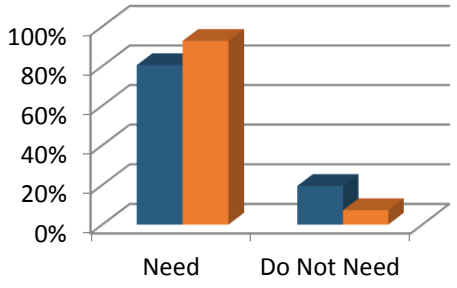
Q15 | Industrial?



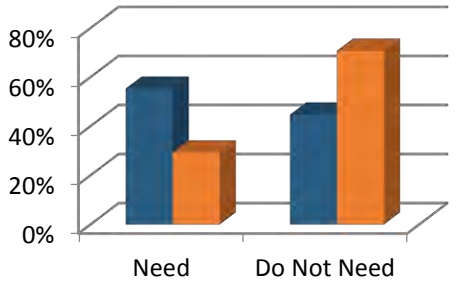
Q16 | Golf courses?



Q17 | Recreation centers?



Q18 | Skate park?



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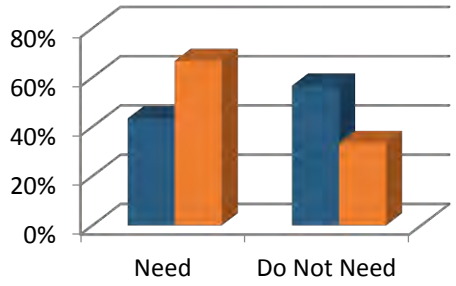
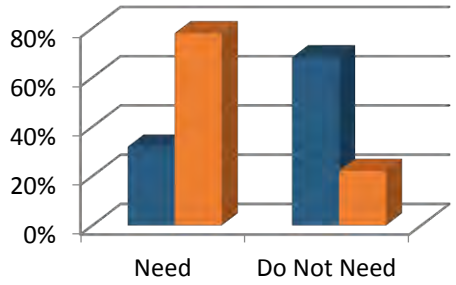
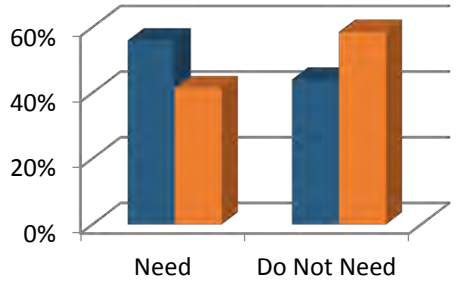
Q19 | Swimming pool?



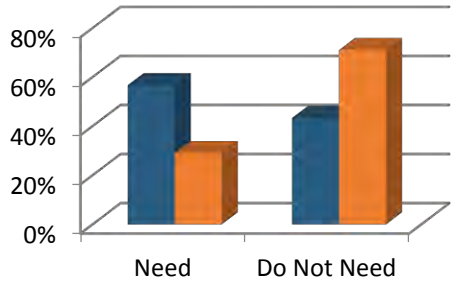
Q20 | Splash park?



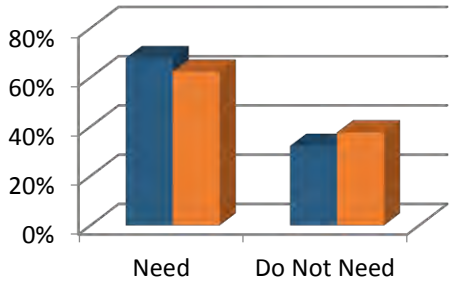
Q21 | Soccer fields?



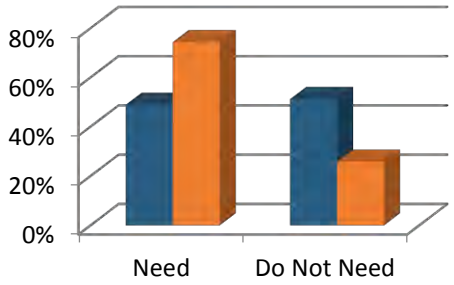
Q22 | Baseball/softball complex?



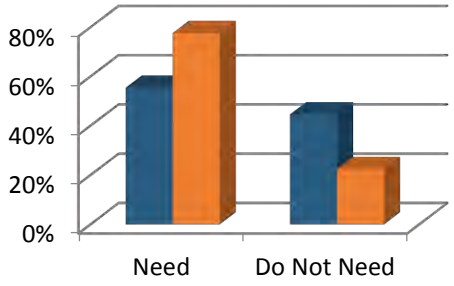
Q23 | Playgrounds?



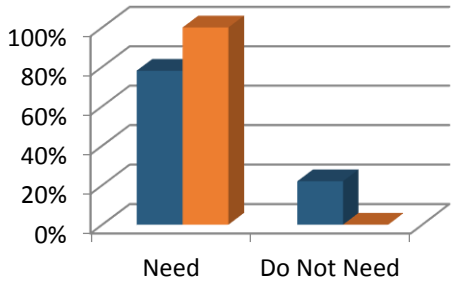
Q24 | Bike lanes?



Q25 | Trees and open space?



Q26 | Greenbelt trails?



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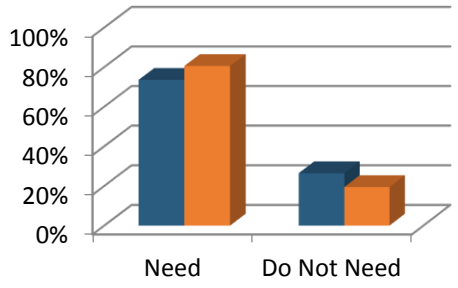
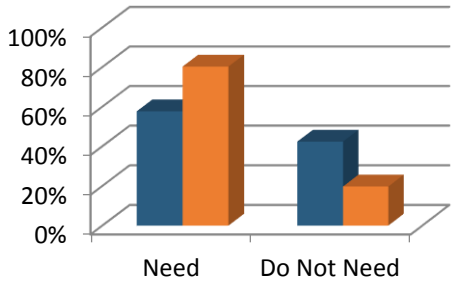
Q27 | Street trails?



Q28 | Running trails?



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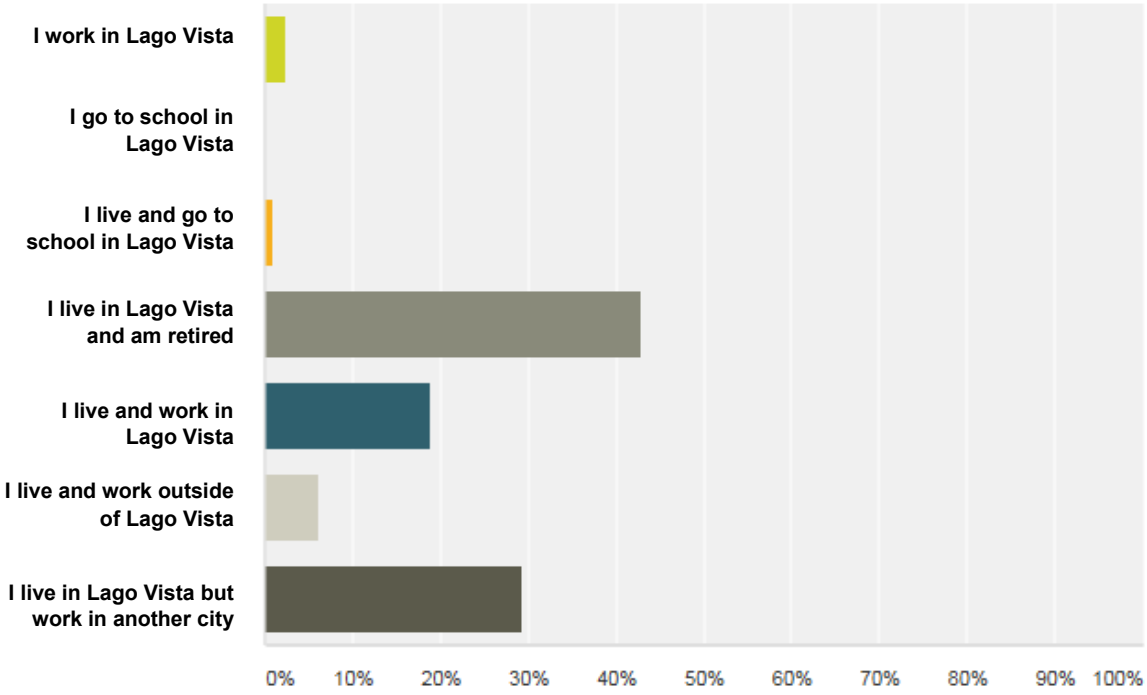
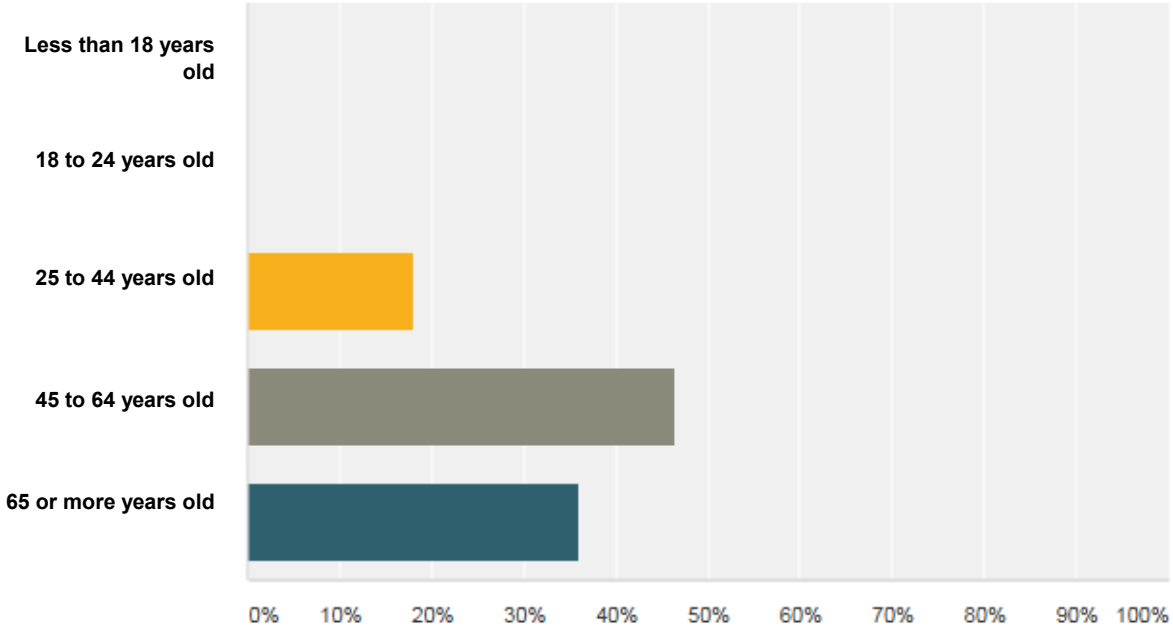
Survey #1 | November 2015

Survey #1 was conducted online and contained 15 questions that generally focused on land use, recreation, and overall appearance of Lago Vista. 135 people participated in the survey.

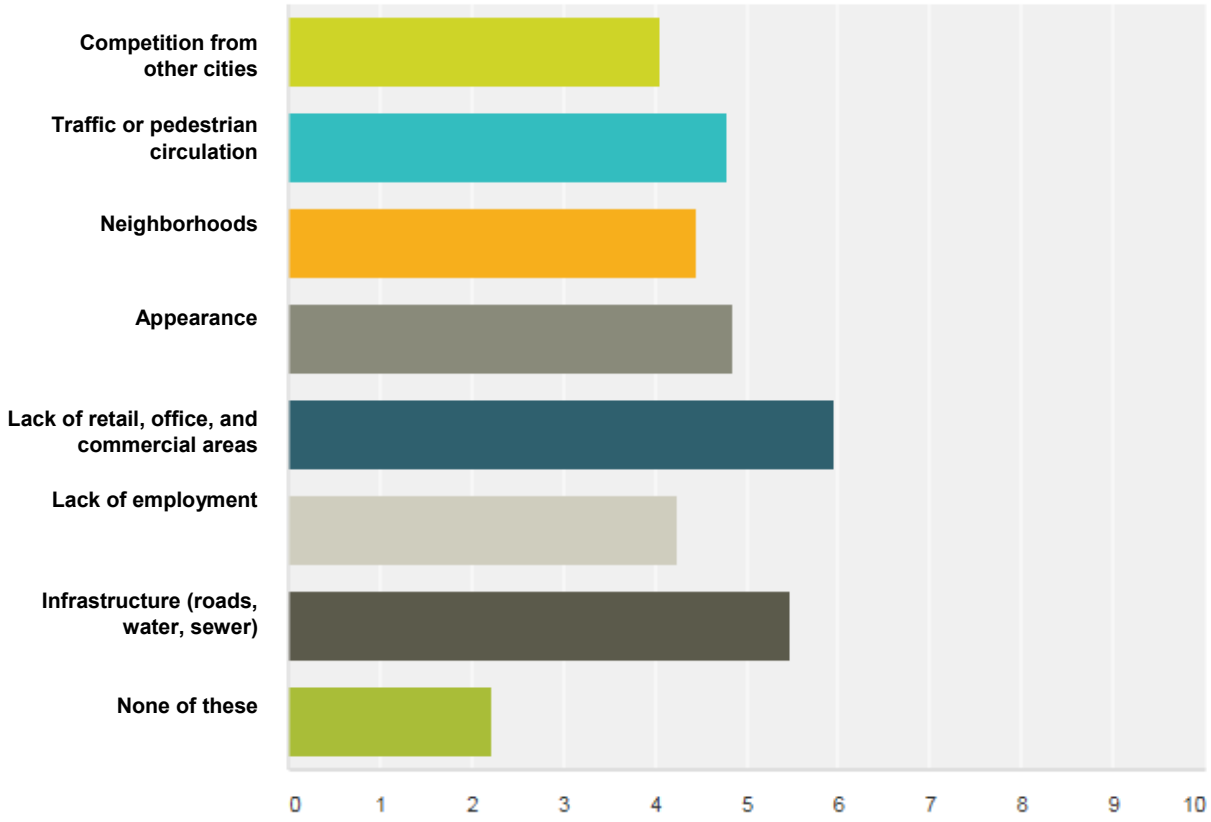
Q1 | What best describes you?



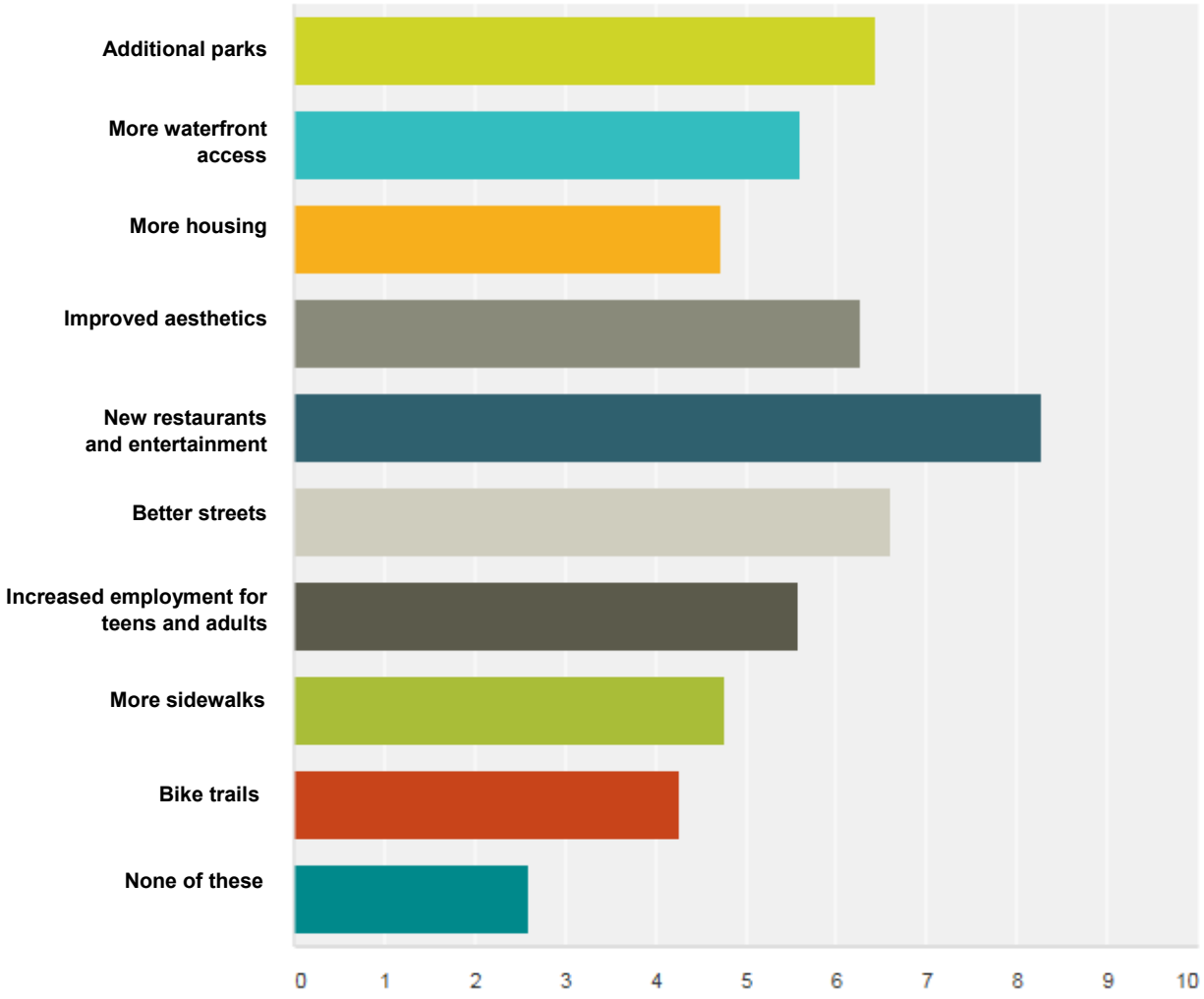
Q2 | What is your age group?



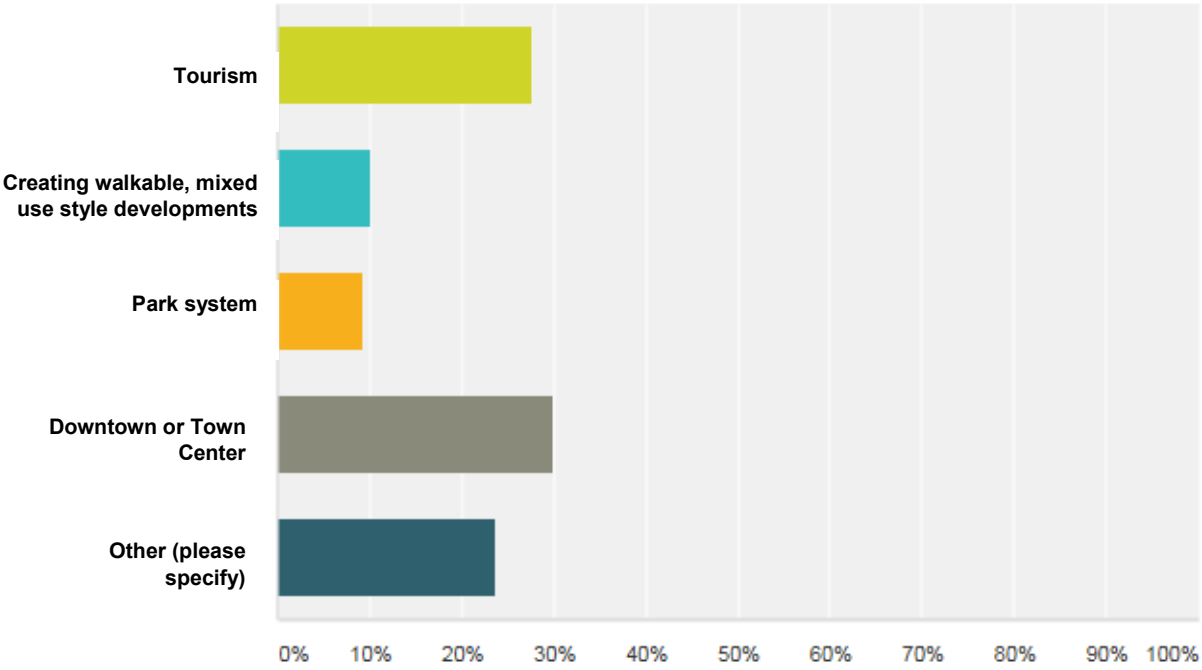
Q3| What is the single greatest issue facing Lago Vista today? (rank)



Q4| What is your top desire for Lago Vista?



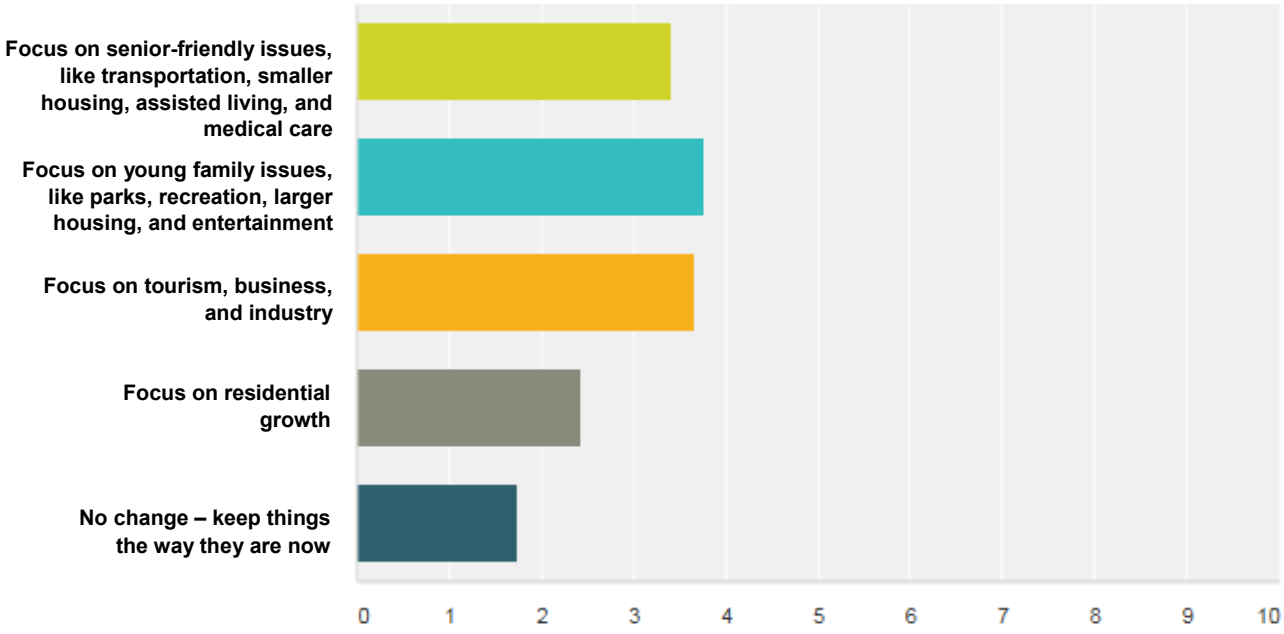
Q5 | What would you consider to be Lago Vista's greatest opportunity?



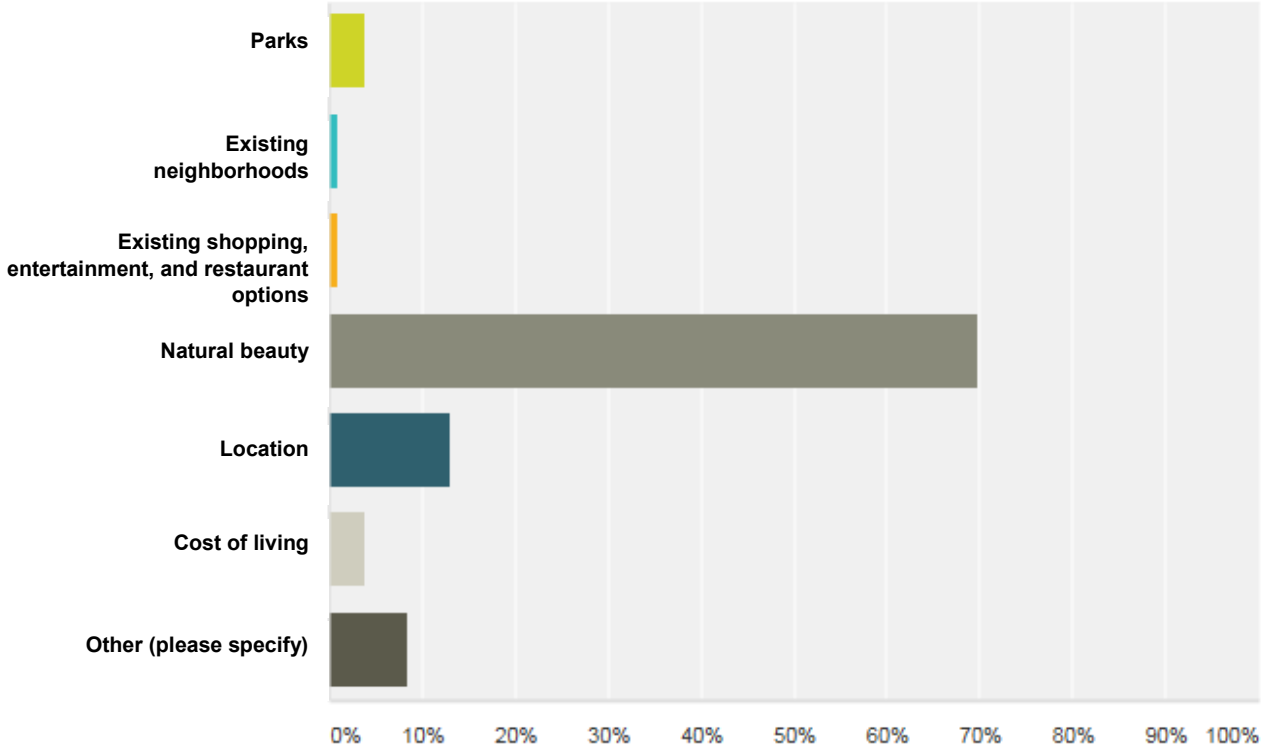
Write-in Answers:

- Settled in Lago Vista for beauty and quiet, leave it alone the way it is
- Leave it like it is
- expanded sewer and water so I can sell my house lot
- Improved infrastructure and lot consolidation
- get updated with technology
- keeping Lago Vista nature friendly and not growing it into a big city.
- Great city other than some of the regulations or whatever the issue that caused the Alex Bistro and Tori's Rest. shutdown. Also there was recently approved replat of lots near the park on Continental that I feel is a bad idea to develop on thos lots because of increased flood plain risk
- Maintaining livable scale.
- more spots for eating
- Municipal broadband: High-speed fiber to every house and office would immediately move LV into the 21st century, increasing employment, entrepreneurialism, attractiveness as a place to live, and education.
- Development of a Senior Center to serve the needs of those seniors who are not as affluent or independent as what seems to be the majority of the senior poplulace.
- Maintain the small town, country feel
- Quiet, relaxed, safe family environment
- get the vacant shopping center occupied
- Develop existing commercial real estate
- using the lake to attract more busniess and income for the city.
- lack of all of above - i.e. small, quiet community
- Hotel and visitor as well as resident amenities like restaurants.
- lifestyle
- Golf Courses
- no re zoning
- retail stores and restaurants
- I like the idea of mixed-use developments but not where they're segregated from Lago or make people who don't live in that section of Lago feel unwelcome. Really, more/better retail and restaurants and entertainment is what I want
- more restaurants bars movie theatre bowling .... entertainment in general
- acquiring lakefront property
- Golfing opportunities
- Restaurant and business friendly government
- None of the options on any of these questions is relevant for Lago Vista. Hope they are paying you much.
- opportunity for growth
- Leverage POA to create an exclusive living environment
- It's a peaceful place to live and bring up children

Q6 | In what direction do you think Lago Vista should move in the future? (rank)



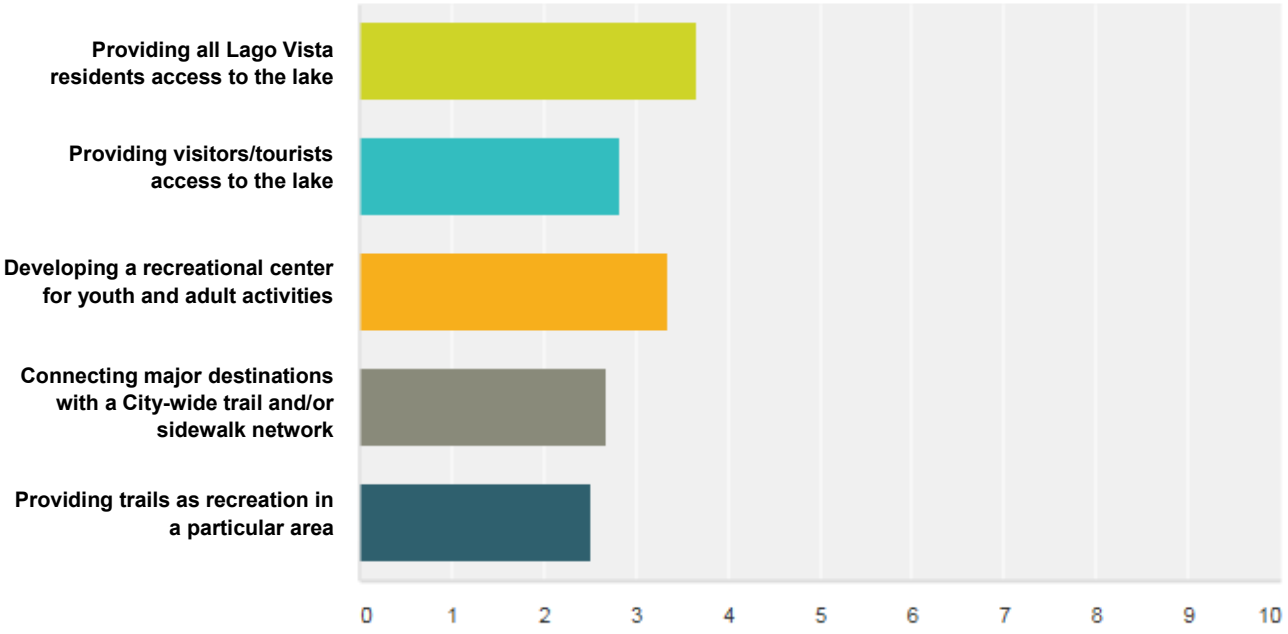
Q7 | What would you consider to be Lago Vista's greatest asset?



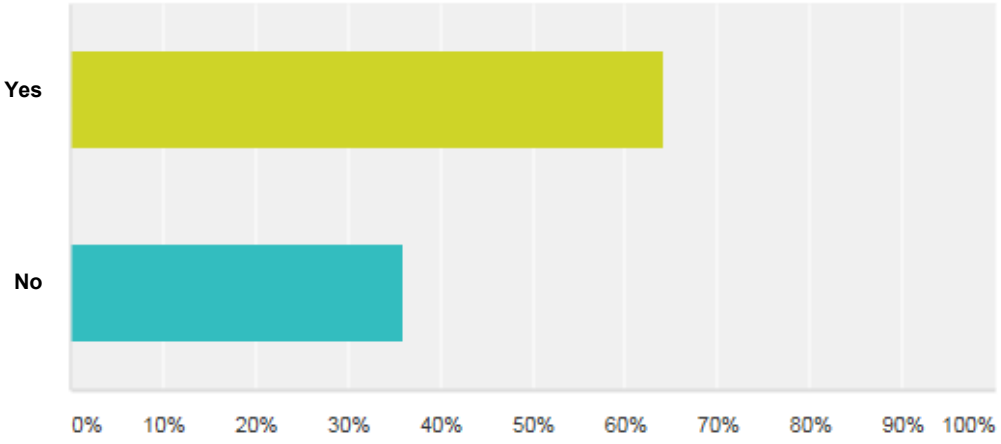
Write-in Answers:

- Golf Courses
- Its hard-working and reasonable people
- Two golf courses
- having 2 golf courses
- Golf Courses
- no crime
- Lago Vista is a wonderful place to live. Please don' t encourage more growth. Enough growth will happen because of Austin's growth.
- Natural beauty which would cease to be here if there was a fire. It is at risk.
- opportunity for growth
- POA creates a req requirement to own to be able to use assets
- School size

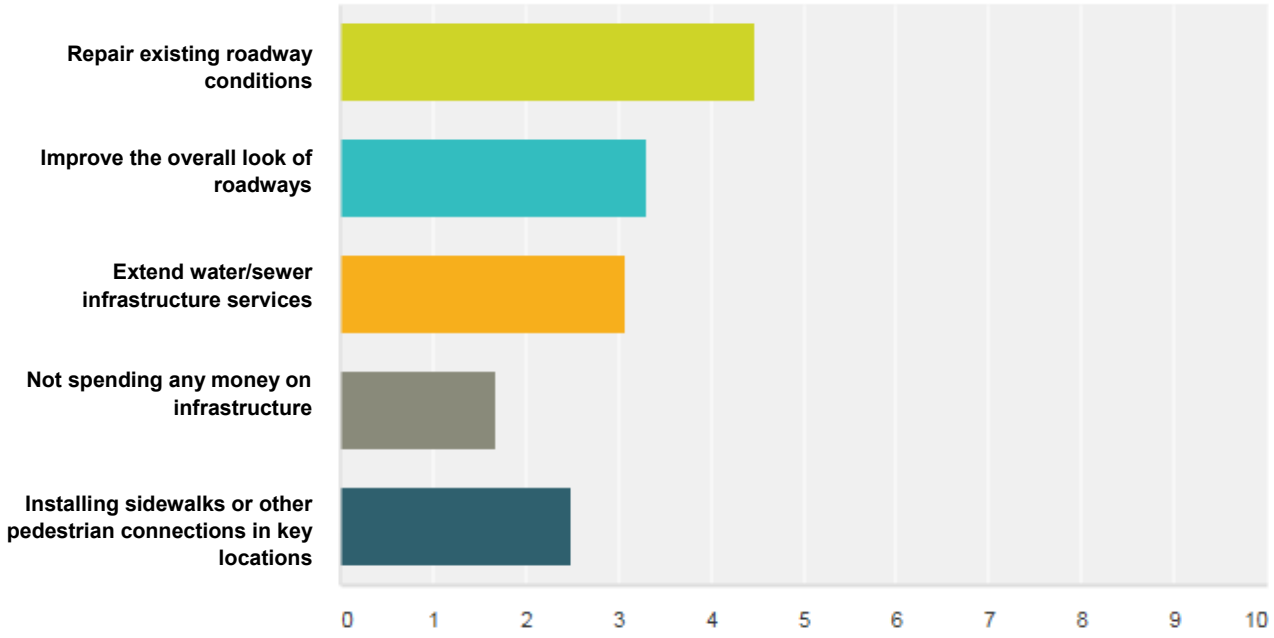
Q8 | Recreation – Rank by most important (1) to least important (5)



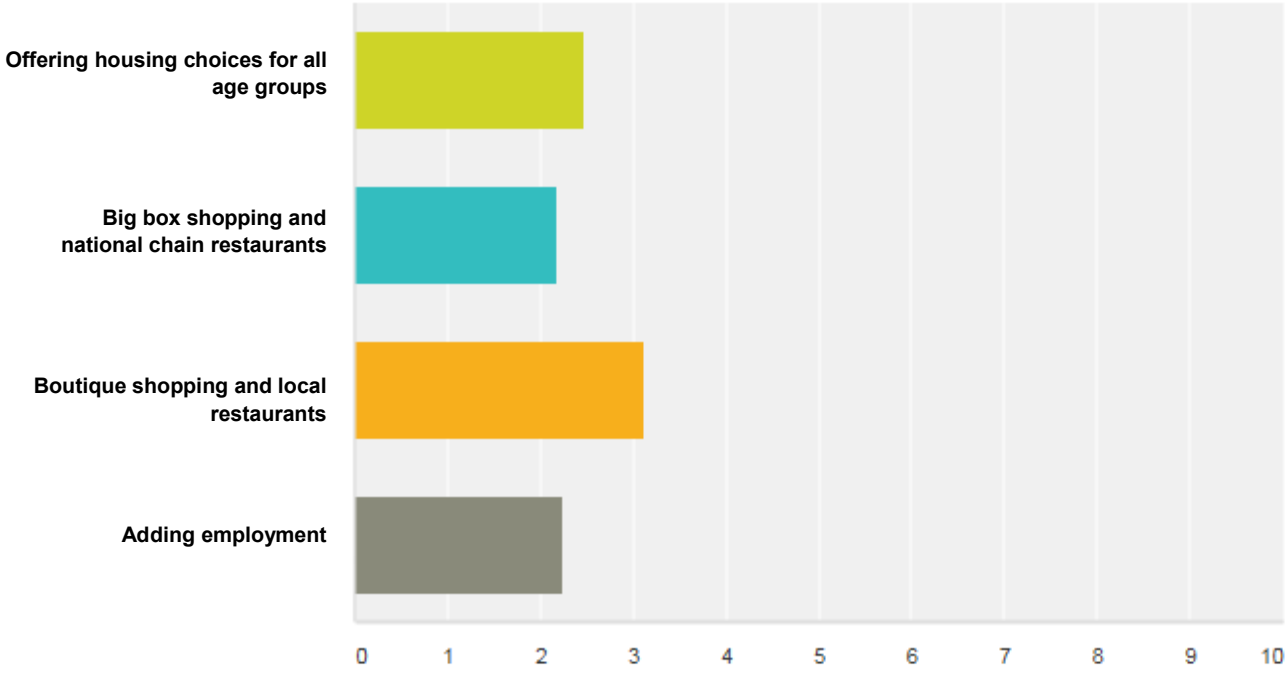
Q9 | Recreation – Would you support public investment for the City to acquire new recreational areas (passive or active)?



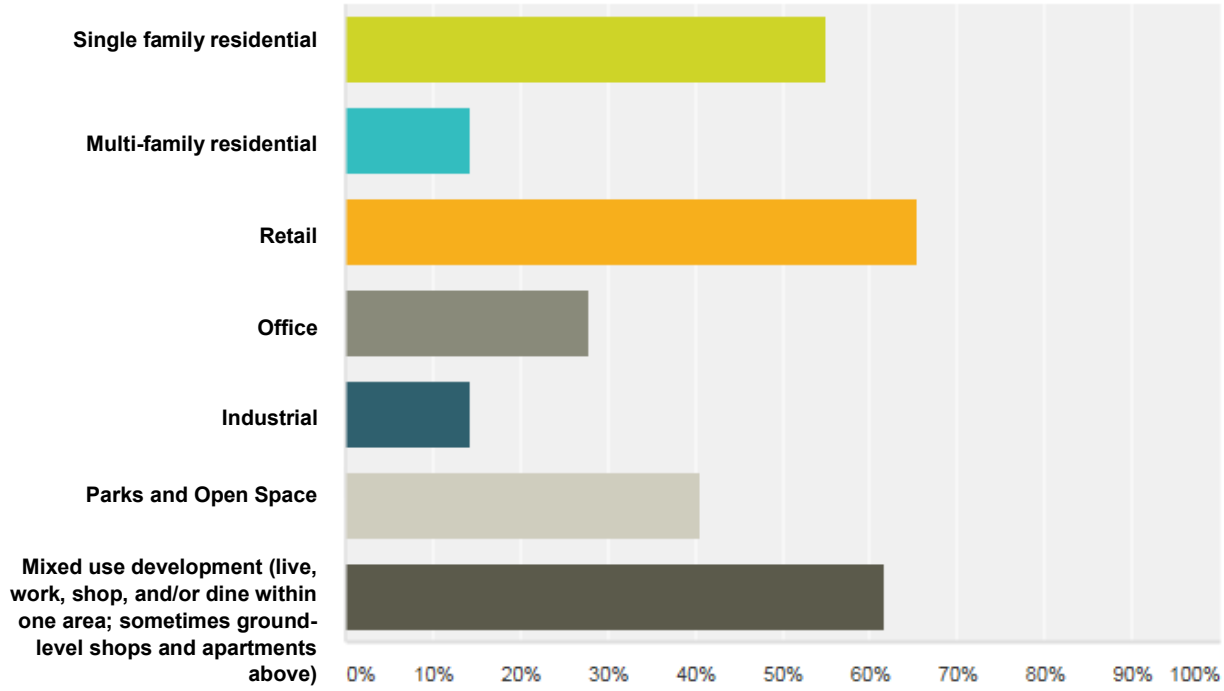
Q10 | Infrastructure Investment – Rank by most important (1) to least important (5)



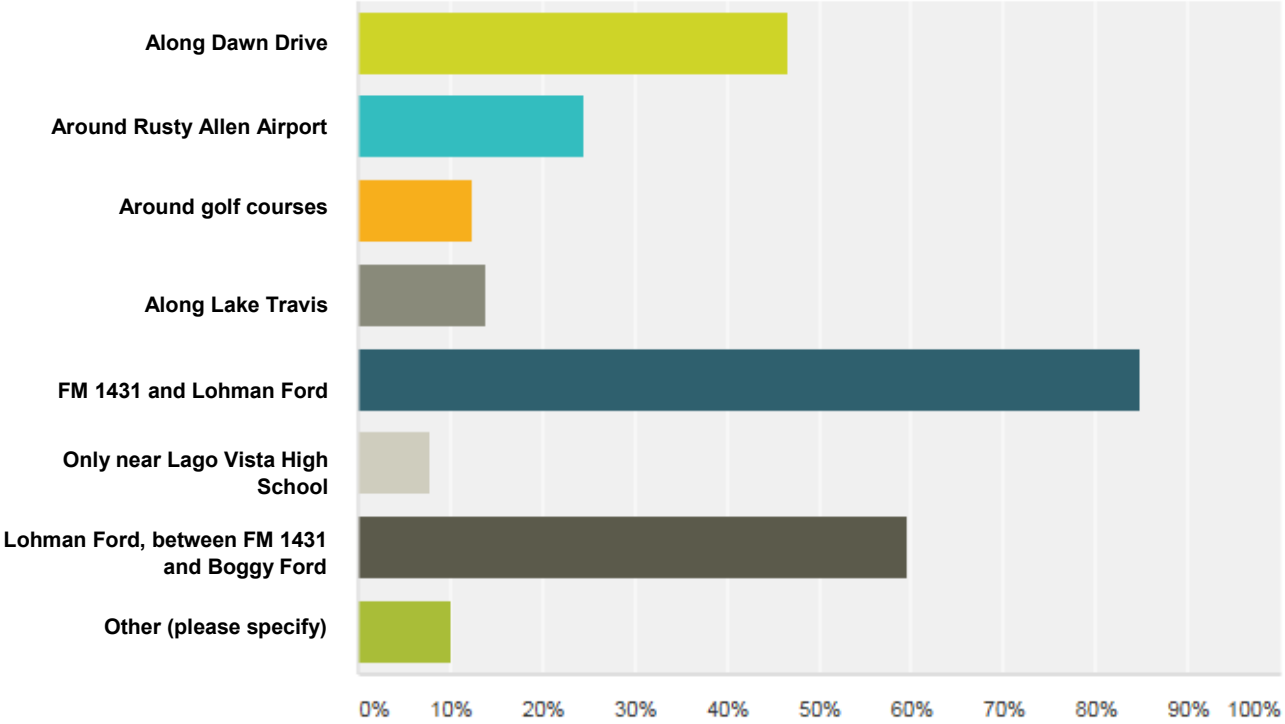
Q11 | Land Use – Rank by most important (1) to least important (4)



Q12 | Land Use – What type of land use development or redevelopment would you like to see encouraged in the future? (all that apply)



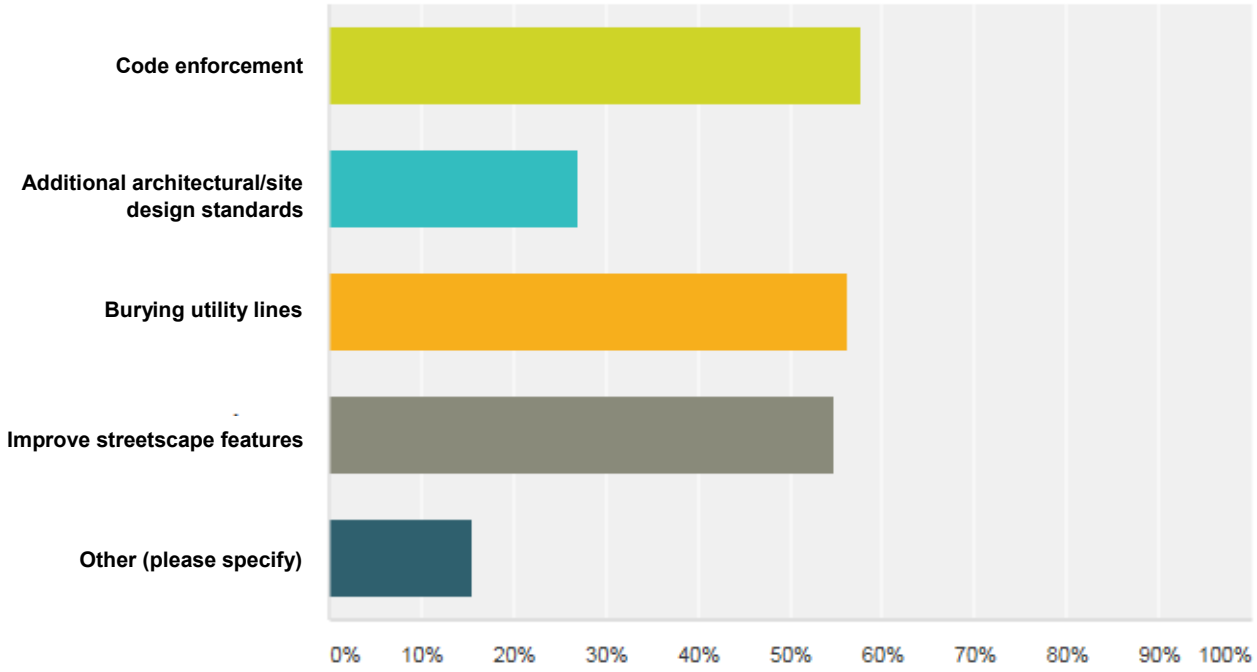
Q13 | Land Use – Where should commercial land uses be located? (all that apply)



Write-in Answers:

- I do not believe any commercial land uses are needed, I want to keep Lago Vista the way it is. If I wanted to live in a big city then I would have moved to one. I chose Lago Vista for it's natural beauty and therefore nothing commercial is needed.
- Commericial failing, do not need more commercial
- Relatively flat areas without a "view".
- convenience stores & eateries in the subdivisions near their entrances
- What about that shopping center on 1431 & Bar K?
- In the existing Mall Space
- 1431 only
- Bronco Lane
- Possibly where the Inn used to be at the end of American Drive. I live in that area and get a bit tired of having to drive everywhere for anything, especially a Post Office drop box.
- utilize build no kne uses by lost office...promote dawn drive...no more buildings or housing we here they develope the hill counttry...need to protect wild lifee hills
- Destination Way
- Actively encourage and not delay the largely vacant retail center at 1431 and Lohman to become occupied
- This is what zoning is for. These are insulting questions

Q14 | Appearance – How should Lago Vista improve its appearance? (all that apply)



Write-in Answers:

- ribbon curbs
- put in more street lights
- The communnity seems to be growing at a nice pace. Only issue I have really seen was whatever caused the closing of the grill by Highland Lakes golf course.
- Keep as much of the wild hill country appearance as possible
- Enforce the laws that you have and clean up the "ghetto"; just drive around and look at some of the disgusting properties in Lago. A total disgrace!!
- Get rid of deer population ordinance for not feeding deer
- I like it already.
- curbs and sidewalks
- drainage system,curbs along Boggy Ford--it's a muddy mess!
- bigger,or brighter signing for destinations

- Code enforcement is good, but not at crazy levels, keep it reasonable.
- Not sure
- quitctearing down trees...add wild life sanctuary
- Keep ature trees when building
- Curbs, sidewalks, much better street surfaces
- Provide a place for (Lago residence) discarding/recycling items that are not disposable by regular weekly garbage, example large tree trunks, tires, paint.
- Don't construct buildings thst will be unoccupied.
- Replace streets! Add curbs and sidewalks. Add street lamps.
- Lighting that is Dark Sky Friendly
- Curbing for roads

Q15 | Lastly, are there any other comment, suggestions, or ideas you would like to share?

1. Keep Lago Vista the way it is or you risk having another big city and the beauty will be gone forever and you will never get it back. People will leave and it will all go to rubish.
2. I own a house lot that I can't sell because there are no water, sewer or electric services to it. Extend these services!
3. Lago Vista has a large number of retirees already living here and chances are high with more baby boomers retiring that more could settle here too. To build an assisted living facility with activity center for seniors, possibly with access to one of our parks would be advisable.
4. Rankings on this page don't work
5. Remove LVPOA from exclusive jurisdiction of resources that can be better handled by the City.
6. Dawn Drive area - municipal town center and office/boutique shops.
7. continue to enforce deed restrictions to get rid of junk on peoples property. Put trash cans out of site other than on trash day. do recycling weekly and not bi-weekly.
8. Give us a Dog Park. So we can take our dogs and meet our neighbors.
9. I love living here but I notice it is noisier with things like rap music to add to the sound of traffic from the highway. I guess that can't be helped. The existing rules of code enforcement need to be followed by the office. One should not have to turn in the land lot owners or their neighbors. Can't they drive around from time to time in the field to see the violations? There are a lot of loose dogs and I notice a lot of pit bull dogs. I wouldn't feel safe if one got out and we walk a lot. The city should vote not to have them like Florida has done. On our street alone four people own pit bulls and they are homeowners. All in all it is still better than living in Austin or Cedar Park. There is less crime here but we always lock our doors just in case. I do love the wildlife. Thanks for putting out the survey.
10. Traffic safety issues were not addressed: foliage growth that blocks traffic signs and line of sight around curves into key intersections (e.g., Boggy Ford curving into National); anti-skid grooving at key intersections (e.g., Boggy Ford onto Lohmann) to assist acceleration without wheel spin; more and better street lighting on key arteries, especially at intersections; larger more legible street signs
11. I would be concerned about area near Cody Park on Continental West of Cody Avenue on the South side of Continental Drive. The land is very low below road and below flood level. To develop or build on the lots will disturb the natural ground and trees in the area
12. My wife & I moved here 3 years ago because we liked the location, the natural beauty, access to Lake Travis, and small scale. We like it now and hope it doesn't change too much. That said, I wouldn't mind seeing more city recreation facilities. I love the swimming pool, which is far superior to the POA pool.
13. none
14. Municipal broadband is the single most important infrastructure improvement LV needs to make. This would not only benefit every single Lago Vistan but allow development of data farms, excellent businesses to bring to LV, paying taxes and paying high wages - among innumerable other uses. LV has the chance to leap into the future by offering municipal highspeed broadband. Imagine paying CoLV for your 'Net access instead of Time Warner or AT&T. We need to grab this opportunity with both hands NOW.
15. Have a plan to get citizens to support changes to be made. Without citizen support no plan will succeed
16. High on the list of needs is the development of Senior housing and Senior support/community center to support current and future seniors who have little or limited income (at or below $40,000 yearly gross income). These improvements could be financed through federal subsidy/grants.
17. Lago is a serene country life style. Too much development will ruin it
18. Let Lago grow ,,, you can NOT stop it, but you CAN manage it. Look at the ills of other communities similar to us, and "LEARN" from their pain and mistakes. Quit running out every business that tries to set up shop here. Let Lago become the beautiful and vibrant lake community it can be ... restaurants, shopping, parks, etc. As mentioned above, start cleaning out some of the lake rats and enforce the deed restrictions or city codes that you have now. Start encouraging new higher-end retail / restaurant growth ,,, we don't need any more Maria's or Deli-Works.
19. Wish there were rules saying not to feed deer. They are road hazard, health hazard, personal safety hazard, our pets walk in their feces and subject humans to lymes disease.
20. there were no questions that included the marinas and fishing well. These areas can be made more attractive.
21. The middle school and elementary schools need major funding. The fact that pretty soon the 4th and already the 5th grade will be located at the middle school is ridiculous. The elementary school is too small and old and the best way

to bring in families is to improve the schools for our children! The middle school has sinks in classrooms that do not work, the elementary schools playground is very old and needs to be fixed or updated and growth needs to be brought to the school so that we dont have to transfer so many students over to the middle school.

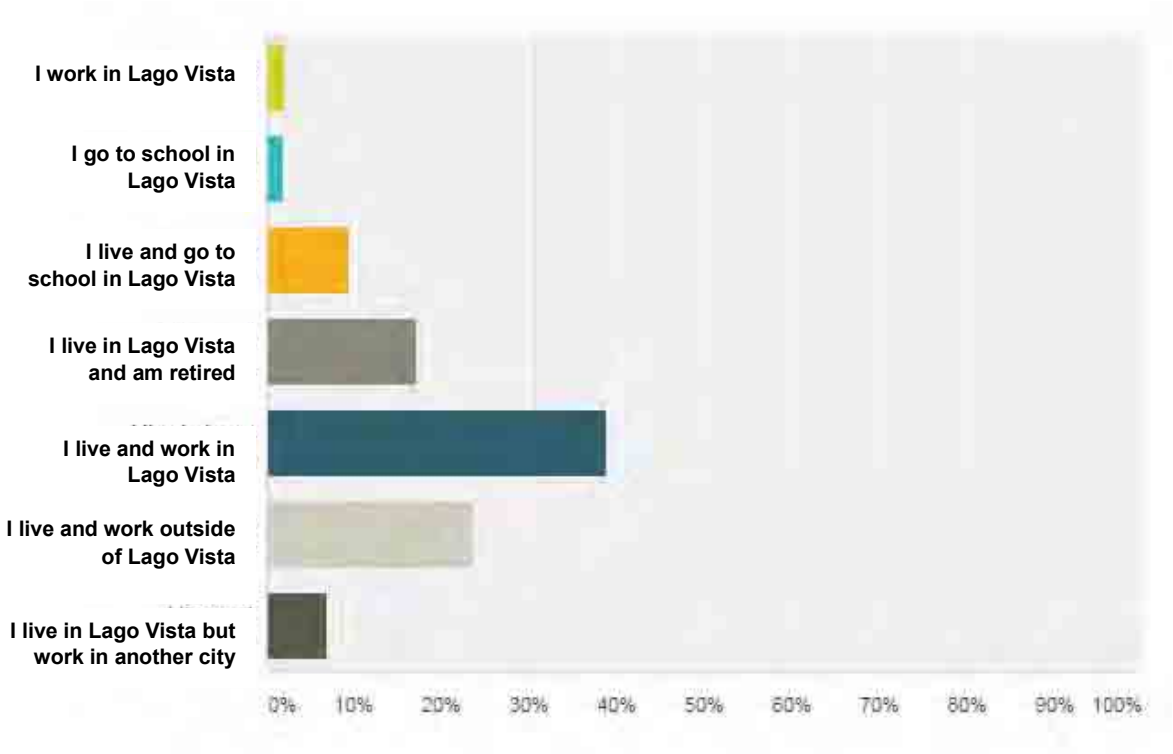
22. refurbish/renovate or remove old crumbling buildings around town, and instead of building new buildings, use the ones that already exist! If there are reasons that they can't be used (the shopping mall on 1431 across from the jr. high) then FIX the problem!!!
23. city take over all parks and no longer have the POA
24. The lack of sidewalks should be addressed, it isn't safe to walk or bike in Lago Vista. There aren't even good shoulders on most of the roads. A rec center, for all ages, including outdoor sport facilities would be used and bring the community together. Really there is a lot of potential here, but feel like the current leadership isn't capable or willing to do what it should be to make this the gem of the north shore. Disappointed in the lack of change here in the past 8 years I have lived in Lago. Really the only highlight is the high school.
25. We need fine arts projects thru out the community.
26. It would be nice to have a place for company to stay and a place for them to go out to eat without driving in to Cedar Park.
27. Make an effort to consolidate all the small businesses/shops that are all over LV. Also remove the huge billboards that are an eyesore to the city. Encourage a respectable low-medium level restaurant chain to open a franchise here -- i.e IHop, Applebees etc
28. GET SOME STORES IN THE EMPTY MALL ON 1431, WE HAVE LIVED HERE 9 YEARS AND WE'RE STILL WAITING!!!
29. LOVE LIVING HERE
30. Lago has two major assets: golf courses and water. We should be developing both as a destination amenity.
31. the elementary school and middle school need attention. My sons science class has no water to the sinks. People will not move here if the schools are old and outdated. My son in elementary was sent home during all the rain because water was getting in the building. All we hear about is the golf course and not a word about the schools. That is why we need more young adults moving to town. Golf courses are not important but our kids school and education is. Lago faces the same problem as Georgetown with all of the senior citizens calling all the shots. Georgetown struggles to get anything to do with schools passed too because most the voters do not go to the schools nor do they have kids nor grandkids that do either. Fix the schools and the people will come.
32. No bridge Don't ruin lago
33. intrusive power lines and lack of curbs, drainage, sidewalks devalue our values--It's time to grow up. Love our city.
34. What is the problem with the beautiful retail shopping center? WHY CAN'T WE USE IT??
35. Lago Vista is a beautiful area. But there are some very unattractive and dated structures along with streets that are in dire need of repair that detract from the beauty of the area. Additionally, it is such a shame that it seems to be so difficult for new businesses to be successful. These things should be addressed.
36. send us the survey, when finished
37. Addition/improvement of street lights
38. I would like to see our city create a way to travel throughout the town without using cars. Bike trails oversized sidewalks not only encourage a healthy lifestyle, but also improves the aesthetics dramatically
39. Keep things relatively the same with minimal growth (or SLOW growth). If people want all the big box stuff and bells and whistles, they should move to Cedar Park or Leander. LV was meant to be a retirement community. Let's keep it LOW-key!
40. Add wild life santuaries in many location to preserve wild life and protect our beautjful hill country. Some of these could also be used as parks. Tired of the hills being tore up for new housing and development. Need to protect the views a d ghe animal life.
41. In all these surveys I get the impression that these are "rote" questions, not tailored for Lago Vista which I would expect for the amount of money we are paying Buxton.
42. Above all, make improvements that are safe and secure.
43. This survey was difficult to answer because we NEVER wanted to live in a town like Cedar Park or Leander. We moved here to GET AWAY from all the things that you are asking about. Why must we get uglier and busier like everything else in Central Texas? PLEASE keep LV peaceful and beautiful before it is COMPLETELY DESTROYED! At the very least hide ugly buildings and signs like areas of Westlake.
44. Please no more manufacturing companies in Lago Vista. Look to software companies instead. If a company does want to set up shop here, they have to include in their contract that Lago Vista residents have first priority in hiring selection. Live here, Work here motto will cut down on traffic congestion (i.e. people who live outside of Lago Vista will not have to commute in; folks residing here do not have to go through the torture of traffic congestion.)
45. This area is such a beautiful part of the Texas hill country. I would hate to see more developments like Traviso and Tessera come into this area and ruin the hills like they have. If there is anything to discourage that growth I am all for it. Thanks
46. It seems positive that this survey is actually being conducted. Will be interesting to see what happens next--if anything.

47. Recently played Delaware Springs Golf course and saw a few deer. Why doesn't LV do something about the deer over-population>
48. We badly need more restaurants!!!!
49. Do not turn Lago into a city like Cedar park! Focus on recreation other than GOLF! Make a place for youth to be able to go and have fun- Skate bicycle park? Make biking hiking trails.
50. Attract software companies that do not add to polluted aor and water. No more manufacturing/industrial companies such as Adonamine. Think Westlake.. Westlake was able to preserve the greenbelt, yet have businesses/offices within the landscape.
51. This survey is inappropriate ... as if forces false assumptions by not permitting selections of importance to be marked as "totally not important" . This gives a false impression.
52. The current city administration appears more interested in preserving their golf club memberships rather than encourage (and not put roadblocks in place to discourage) additional retail and restaurants to come into the city. Metro Capital service needs to be expanded - not be done away with as the City Manager seeks. Development is reliant upon a viable public transportation system.
53. I know the growth is coming due to all the new housing, but it would be more favorable IMO to keep the small quaint town feel while promoting good restaurants, not chains, and more small businesses, and entertainment. I feel our taxes are wasted on the select group of golfers subsidizing them for an activity that not even the majority of the community utilize. Why support an expensive money loss that benefits a few, when so much more could be done to benefit us all?
54. Code enforcement is a huge issue, local shopping and places for young people. A much larger POA or city pool with extended hours for working people. Not everyone is retired here and it seems the city and its staff forget that point.
55. Less Home Rentals. People with 12 month leases seem to think they have the right to dictate our city's 15 year plan. If they want a say in things let them invest in this city as well. Lighting without Light Pollution. A dark sky ordinance would cost nothing, yet would keep our night sky beautiful. If our courses are costing so much, it makes me think that they are mis-managed. I think we could do better.
56. Sports complex would be great! Even offering companies tax breaks for manufacting and not just service jobs like retail and restaurants
57. Who is going to pay for sidewalks and buried utility lines? Do you know how big a boondoggle sidewalks would be? Big box stores have ZERO interest in Lago. We don't need giant mixed use developments. Have the consultants actually been to and seen Lago? All the charts and graphs in the world are going to help you if they don't contain relevant information. Please don't make a bunch of changes that won't help and will only cost the taxpayers money. This survey is laughable.
58. Please examine city ordinances in the area of fencing and home improvement. Example: Iron Fencing on road ways.
59. LV is in a unique position to leverage the POA to create an exclusive environment to could promote high end development and reduce growth issues faced by traditional cities. Be more like Village of the Hill or Sun City and less like Cedar Park.
60. More affordable retirement style homes like "The Hollows" for seniors. Partnership with The Hines Corp. which will be the largest single developer to manage the golf courses.
61. Glad to have the opportunity to give input .
62. Speed bumps on high travel streets.
63. None
64. Make the golf courses pay for themselves or get ride of one.
65. Please PLEASE do CODE ENFORCEMENT!!! I am sick to death of my well manicured home being surrounded by people with yards full of trashed cars, JUNK, TRASH and WEEDS

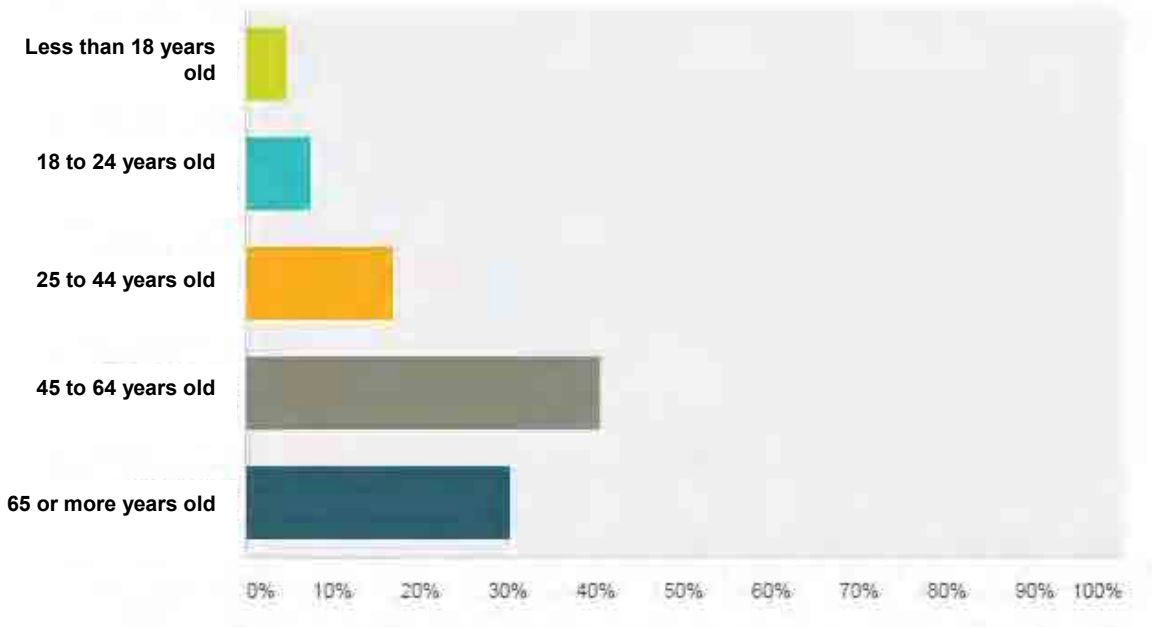
Survey #2 | December 2015

Survey #2 was conducted online and contained 17 questions that generally focused on City/POA coordination, corridor enhancements, communications, and public facilities. 478 people participated in the survey.

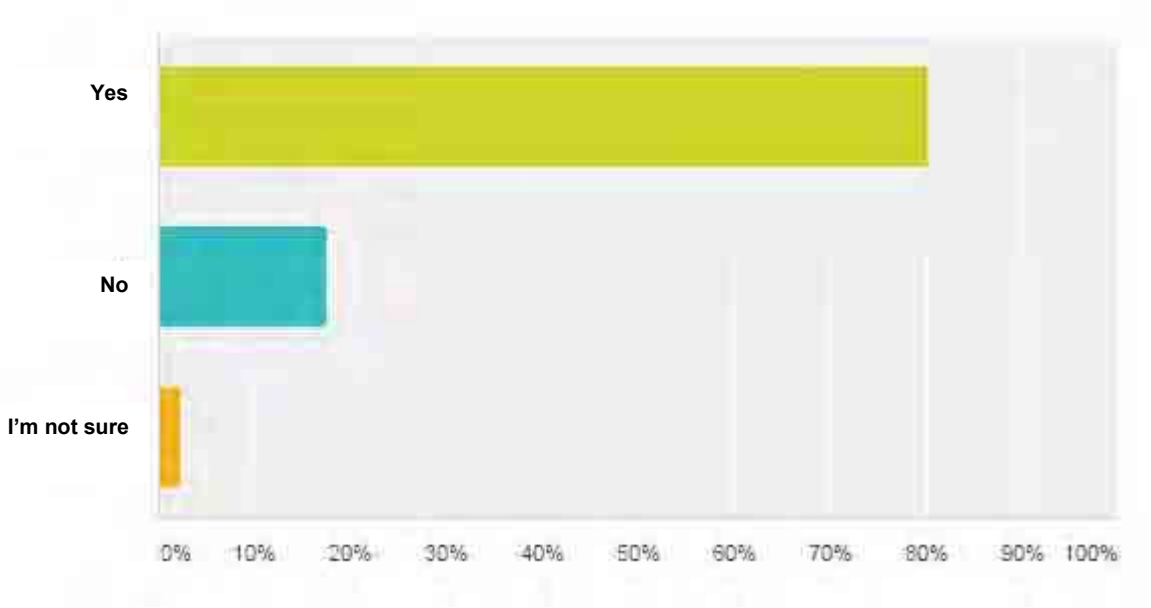
Q1 | What best describes you?



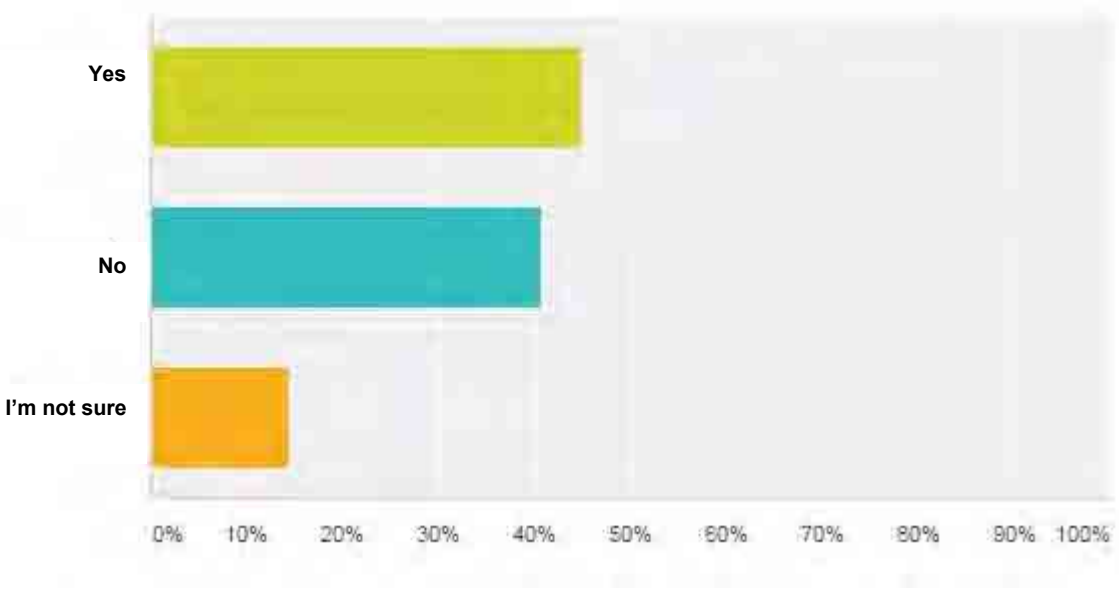
Q2 | What is your age group?



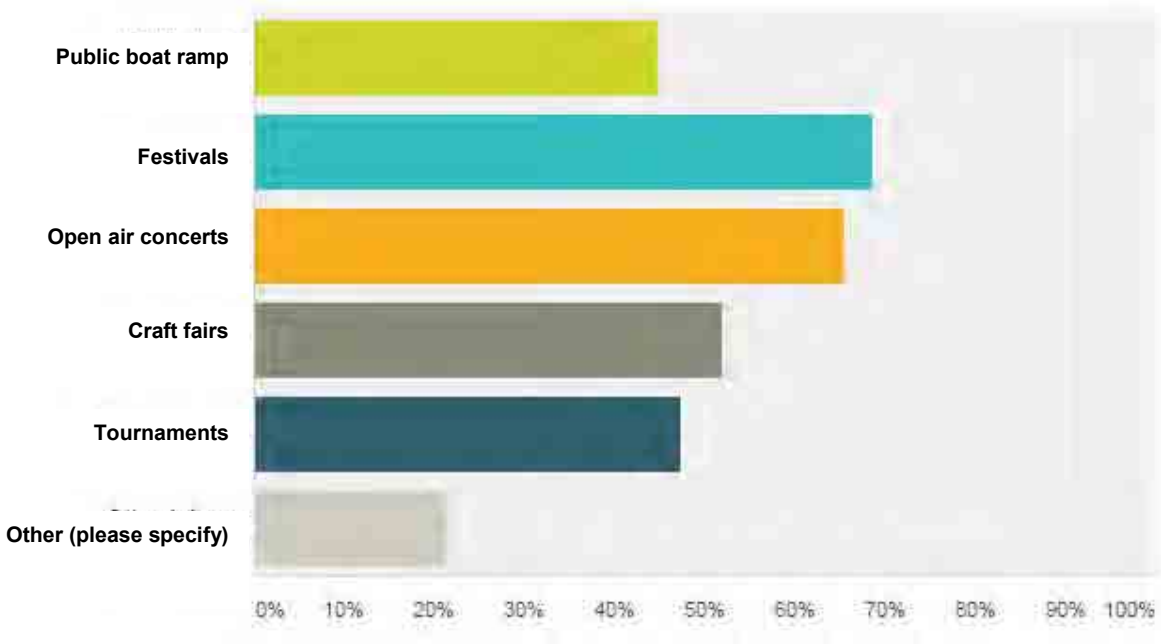
Q3 | Are you a member of the Lago Vista Property Owners Association (LVPOA)?



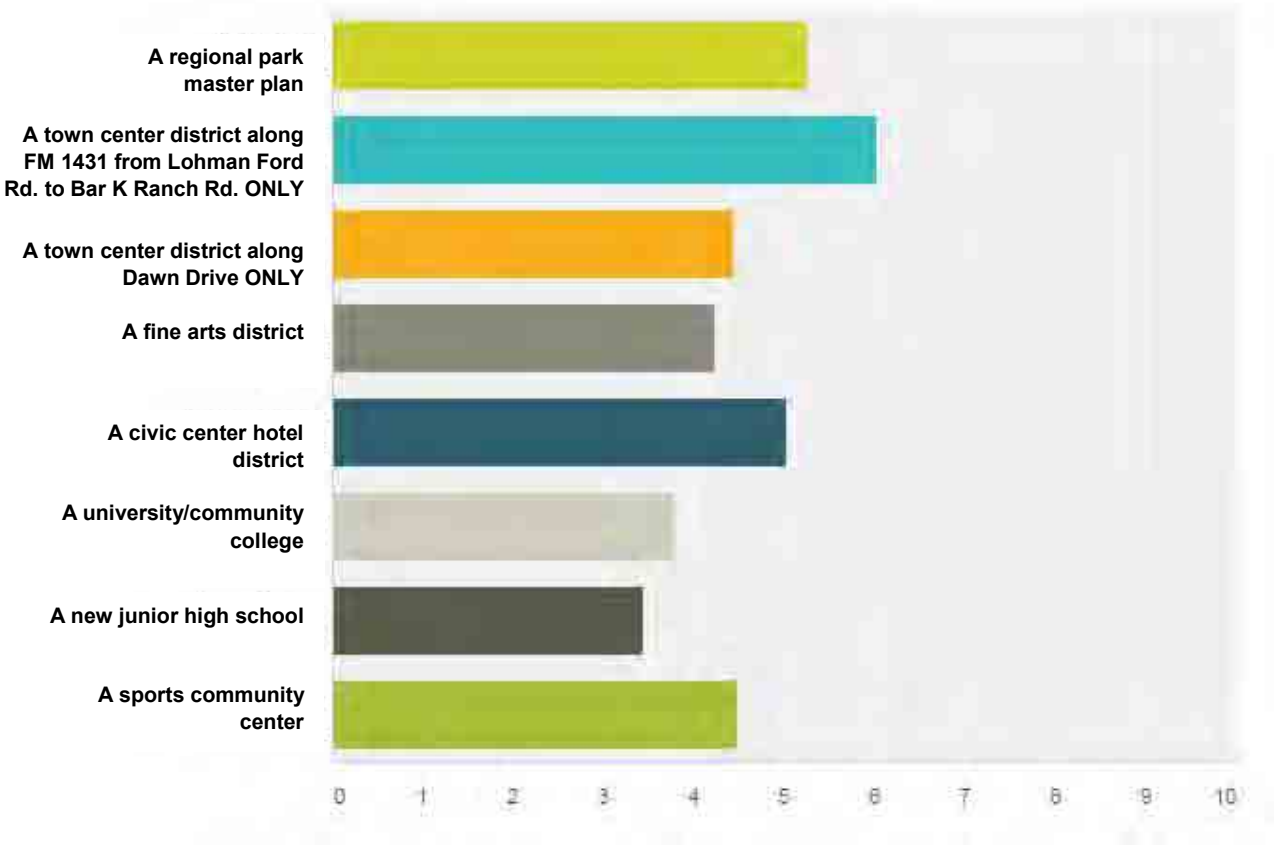
Q4 | Do you think both the City and the Lago Vista Property Owners Association (LVPOA) should develop a program to allow Lago Vista residents who are not LVPOA members the use of the LVPOA parks and amenities?



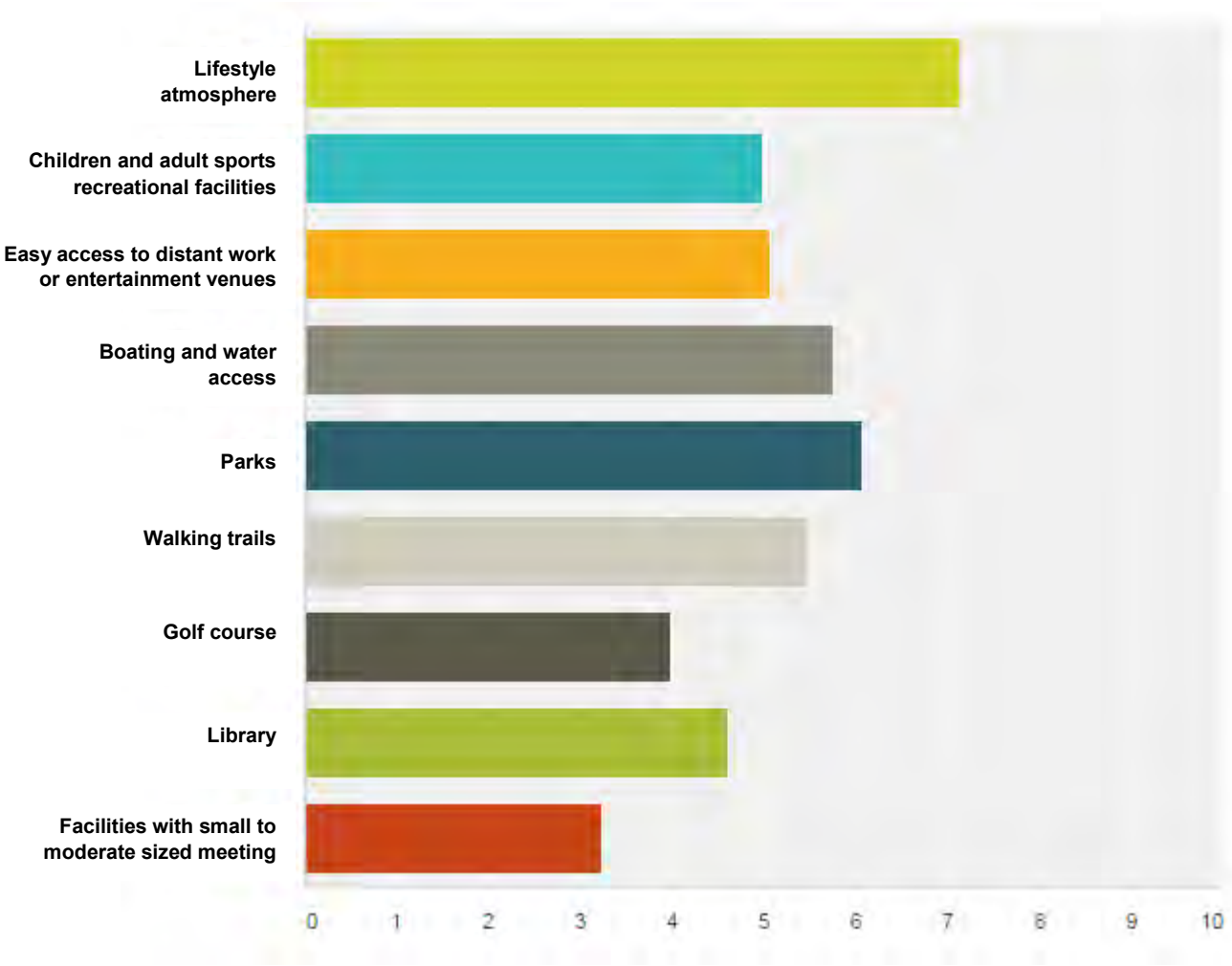
Q5 | Which of the following would you support as new amenities to draw more visitors to the Lake? (Check all that apply)



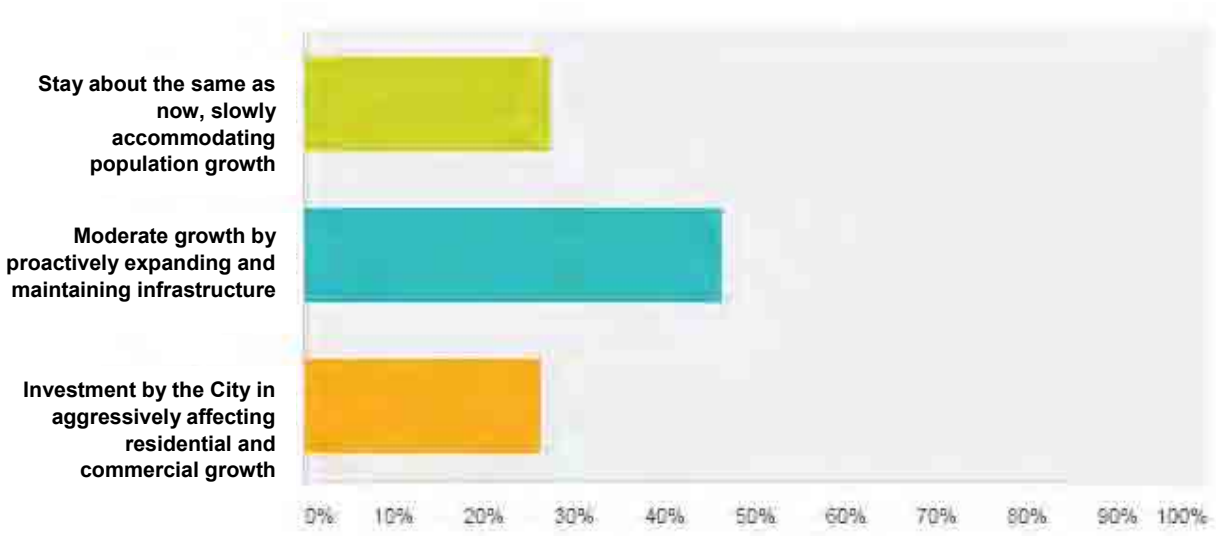
Q6 | Which items the City should focus on to attract investment and increase usage of vacant commercial and residential development? (Please rank from 1 Most Important to 8 Least Important)



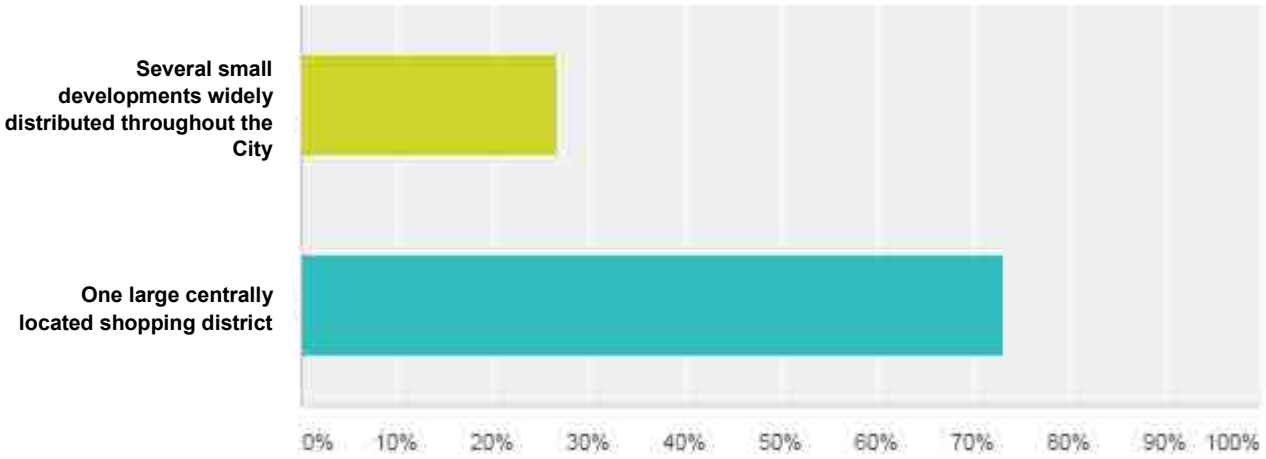
Q7 | Which of the following resources are most important and available to you? (Please rank from 1 Most Important to 9 Least Important)



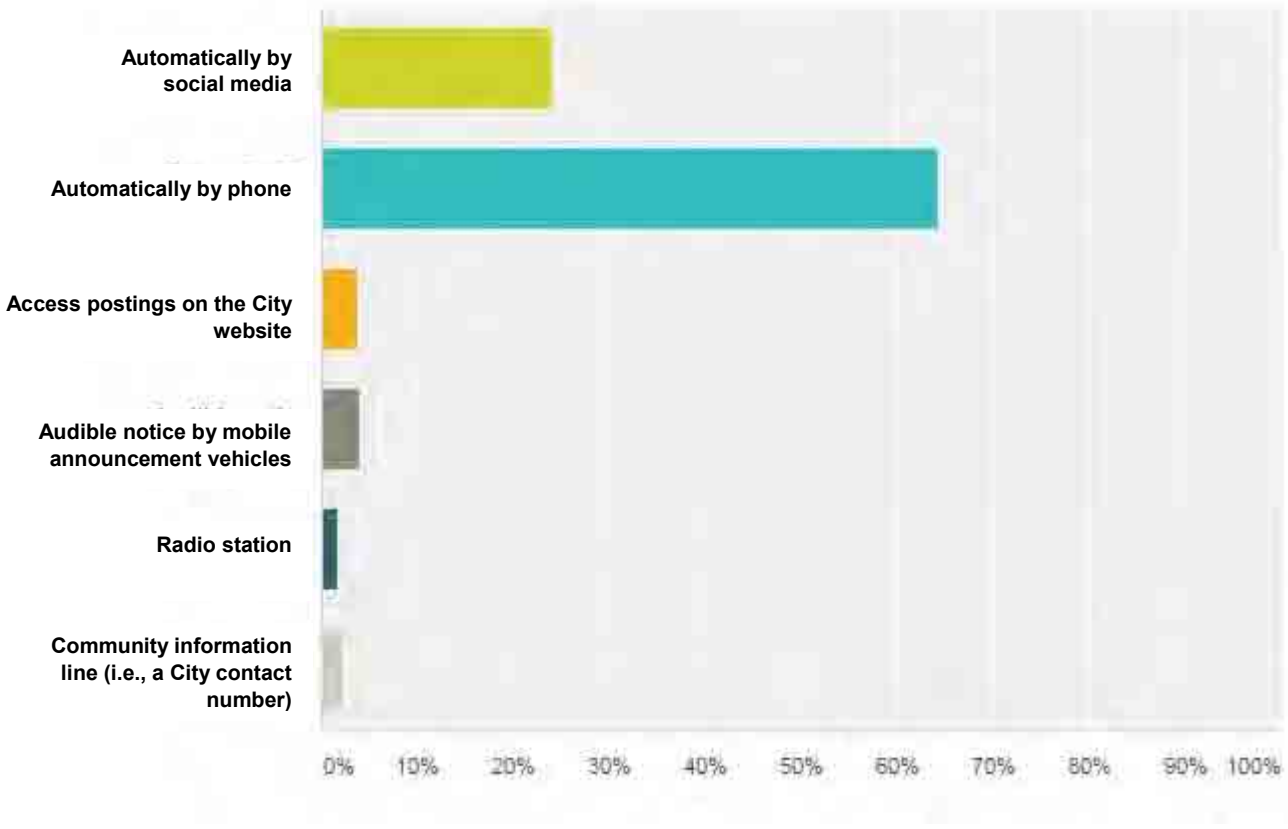
Q8 | Over time, change is inevitable; which of the following scenarios for changes in the City would you prefer?



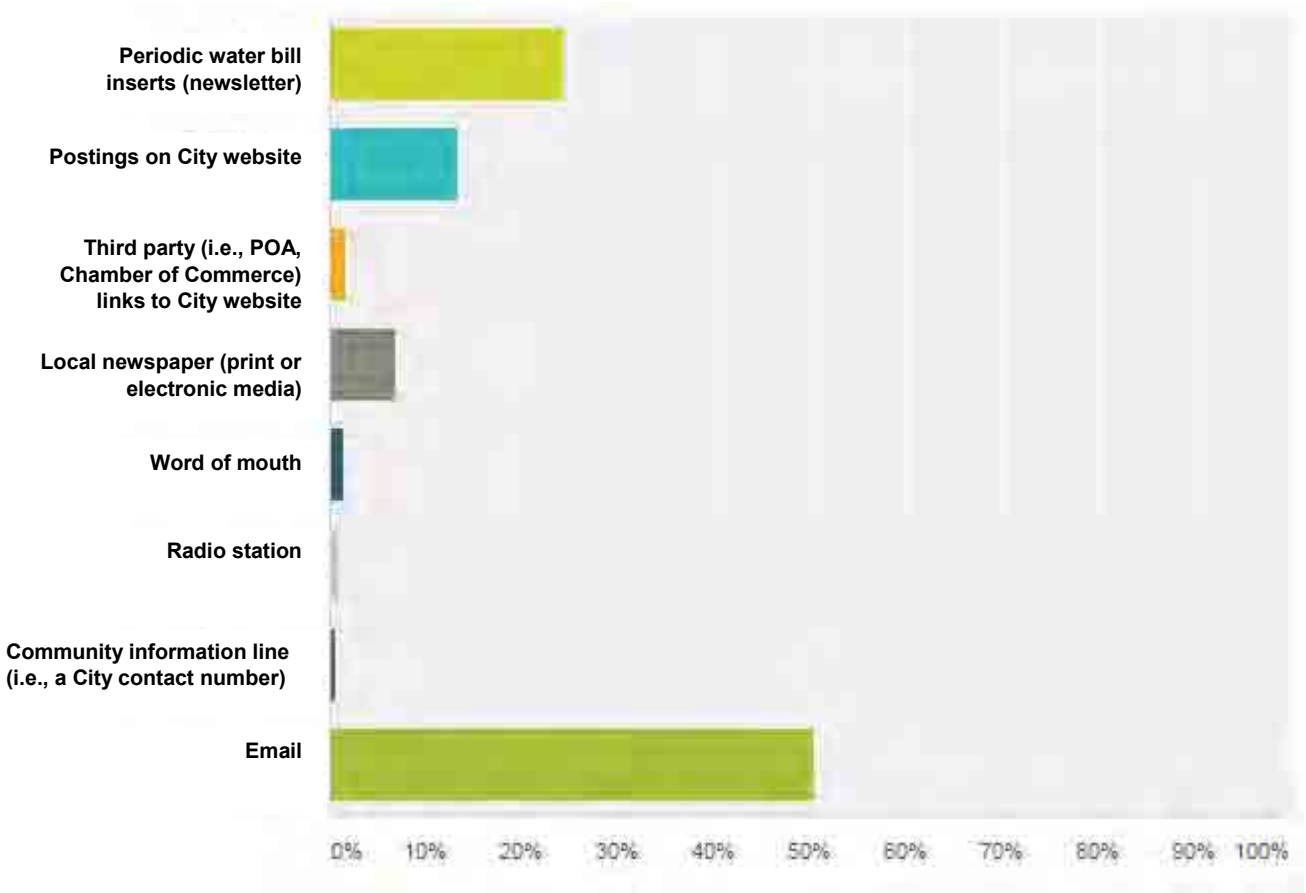
Q9 | In the future, which of these commercial development patterns would you prefer?



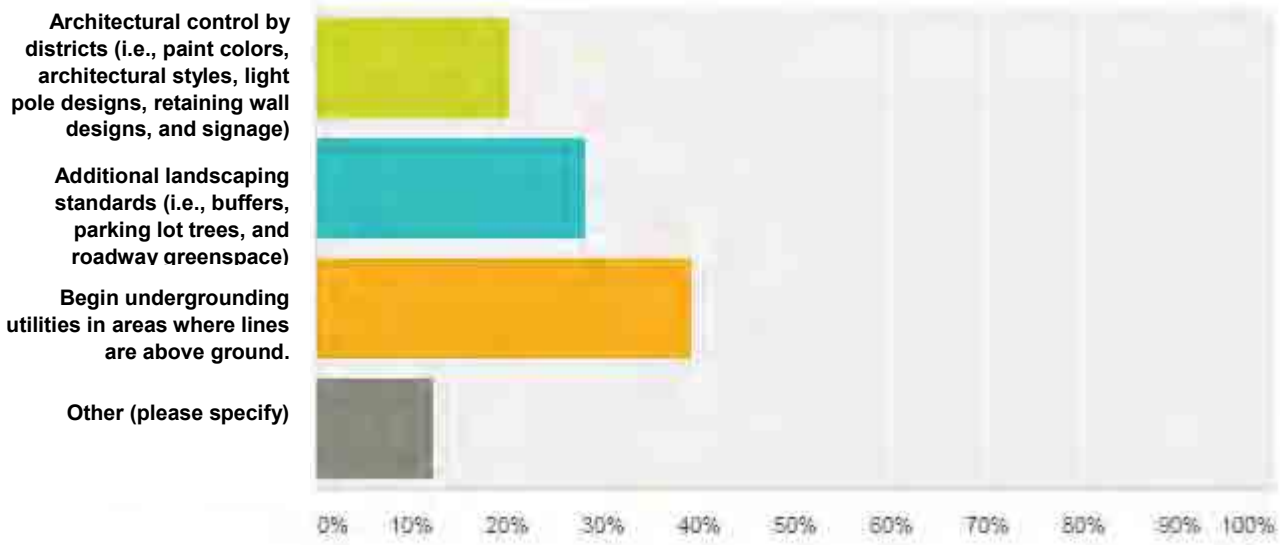
Q10 | How do you prefer to receive emergency communication?



Q11 | How do you prefer to receive notices about current or proposed City operations such as land use decisions (i.e., rezonings, variances, platting) and general interest meetings?



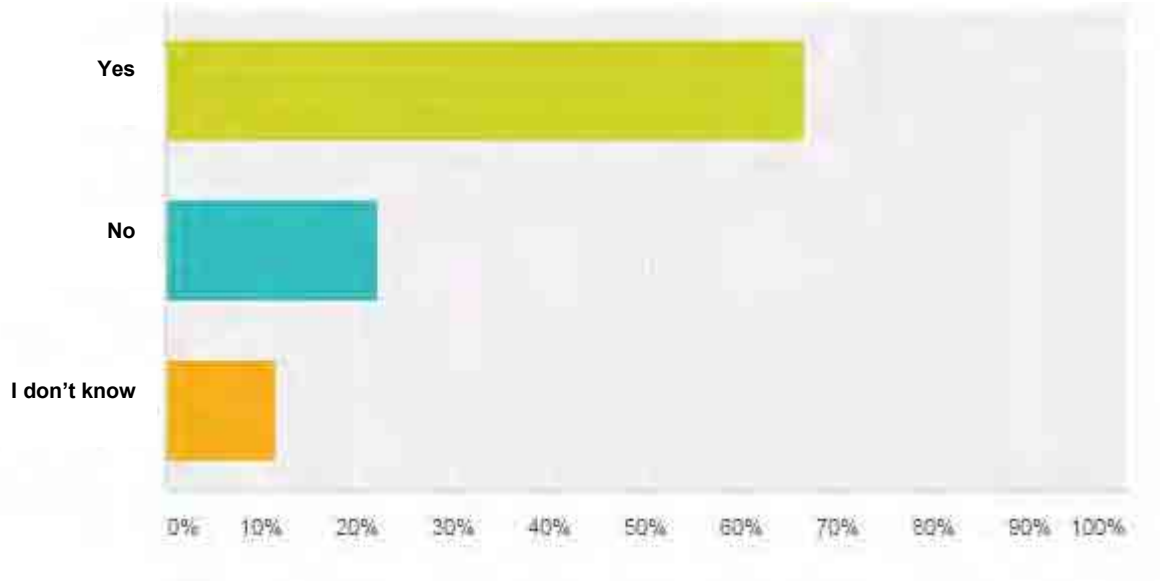
Q12 | Should the City foster an environment where aesthetics can better be addressed?



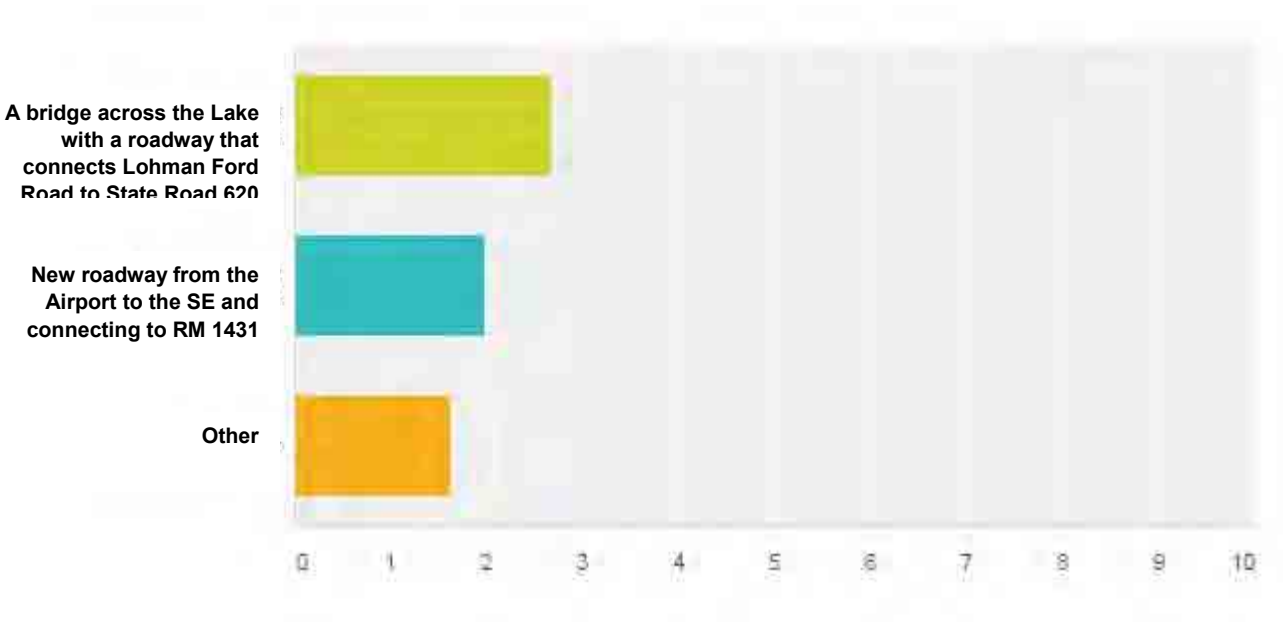
Write-in Answers:

- None, no cookie cutter. Stop the "control/regolation".
- Fix old roads and expand water and power lines
- Fix old roads and expand water and power lines
- no new growth. No new buildings or shopping. Just the way it is and now new communities built.
- Let people decide what to to with THEIR property! They paid for it, why should the city government have a say in it?
- Honesty, integrity and consistency should be the city's first goal.
- All of the above
- Paving, remove or reduce overgrowth
- No more multi family housing!
- Bike lanes
- Not allow complete destruction of land for new builds
- Improve the roads in currently populous areas. If this proves to be difficult to fund at this stage, then improve landscaping
- None of the above
- Water and sewer
- Quit allowing people to cut down 100 percent of trees on property, only Lago allows this!
- all the above
- architectural control AND landscaping standards are necessary
- Commercial architectural and landscape controls such as lakeway
- not sure about this one
- need to think about this one more
- cars parked in the yard
- Yes to all.
- Enhance and beautify area entering our town - get rid of unsitely buildings, etc.
- Sidewalks
- Reasonable zoning restrictions should suffice (commercial, residential, etc.).
- road repair, sidewalks, drainage,green spaces
- no comment
- Remove double decker sign upon entering Lagos.
- Better aesthetics in all neighborhoods (cars, boats, etc out of sight), trash cans not visible, yards/fences in good repair, better taste in signage, better welcome sign corner 1431 and Lohmans, landscaping to hide mobile homes lack of foundations, do something with the "shopping center" that never was.
- Good places to eat should be promoted and built.
- road maintenance
- Regulate signs better and garbage cans kept outside
- Underground utilities & enforcing rules on non compliant homes/businesses
- Street repairs
- Low to the ground advertising signs
- All of above
- No billboards
- Undergrounding utilities AND more street lights
- Maintain roads and mow along them
- too many rules are irritating
- PLEASE renovate the elementary school. It is not a good plan and they could use a playscape.
- please don't add a bunch of nit picky rules! I came to LV to escape the nazi HOA's of Austin.
- City does not need to spend money until it gets out of debt.
- Curbs and sidewalks
- You should live and let live
- Additional landscaping standards with emphasis on maintaining the integrity of what makes the hill country the hill country
- Lago vista is stuck in the 1940's. Let's go!
- don't over develop, don't destroy the natural beauty, peace and night skies. Lago should never become just another over developed city. It should remain the beautiful community that people who live here enjoy - because it IS why we live here now. if people want a big city, they should move TO a big city.
- Underground utilities is a high standard, but I'd first begin cleaning up residential areas: lawns and home maintenance
- Join Dark Sky International
- Take a look at Vail, Colorado! No need for huge CVS signs, etc. Artechitrcural control on a natural environment! More green commercial and residential requirements!
- Filling empty buildings and maintaining them
- Underground utilities would be nice, but I don't think there should be much architectural control. One of the things that is wonderful about LV is that there is such a wide array of building styles. NO COOKIE CUTTER HOUSES! If you want those, go to Cedar Park or Leander!
- Fight developer blight, do NOT let Lago become Travisso.
- Upgrading or renovating the parks

Q13 | Do you believe there should be new road connections to like the City for purposes of growth and potential evacuation routes?



Q14 | If you answered yes to question #13, where should these new road connections be located? (Please rank from best location to least favorable location)



Q15 | How often do you visit the library? What services do you use or what services would you like to see?

- never
- None
- About six times a month. The services now offered are fine.
- Child programs
- Never
- Never
- never
- I don't visit the library, I would like to see a taxi service that can survive
- No often I don't believe that libraries play as much a part I cultural development as in the past, the web and inter library loans etx has replaced the need for a large brick and mortar library
- I don't but my mom does get Google fiber
- I don't but my mom does get Google fiber
- Never
- Never
- Never.
- Never
- Never
- Never
- Never
- Never
- Never
- I visit the parks very often
- I visit the parks very often
- Hardly ever
- Haven't yet. I live in Austin but also own property in Lago.
- 1 time a week. More media services. Classes.
- Seldom
- Not often
- never
- WEEKLY
- Libraries are obsolete now with high speed internet being available everywhere
- Never
- Not very often. I'd like to be able to visit it more often, making a library more accessible to those in the Point Venture area.
- I rarely use the library
- Movies books are outdated in today's time
- Movies books are outdated in today's time
- almost never
- I don't go to the library.
- Never
- No often
- 0 times
- Never
- Twice
- Never
- I have never visited the library. I use the internet for almost all my reading/research requirements.
- Once monthly; larger reading and research selection
- 4/month. I use computers, printers, movie rental, and books.
- Rarely
- Once,maybe hold some classes
- I haven't yet (moved here last August), but plan on attending the Mommy and Me program with storytime to follow.
- Occasionally Perfect for our community at this time.
- 1-2 x's a month. Mostly computer & copy machine
- I do not visit the library as I work in Austin.
- rarely
- Often. Books n dvd's. Would like to see adult classes.
- Every 2-3 weeks during the summer. We check out books or attend children's events
- twice a month.
- never
- I have not been since moving here in May of 2015.
- 0
- I don't visit.
- Never
- Weekly and they are doing a great service for community. Increase funding
- We do not go very often but would like to start going more. Maybe more reading time and children's activities
- 1-2 times per week. Primarily for computer usage and some times for classes abailable
- Never
- Very infrequently.
- Visit 1+ a week; Needs more programs; i.e. Tutoring, etc...
- Monthly, it's great!
- 1 per wk
- Very often. Use books, audio books, meeting room
- Never
- Never
- Weekly
- 1 time a week.
- Occasionally
- I don't but my family does regularly
- Never
- once a week
- On occasion. It is important for our children, youth and especially seniors.
- Once a week.
- Often. Use online ebooks and regular books. Would like to see increased offerings of online books and expanded purchase of regular books.
- Not very often.
- Never
- Larger selection of books
- never
- Not too often, I've used the computer and printer.
- Kids do 15 times per year but the library is catered towards the elderly population
- seldom
- Not often
- Not often
- Never
- None
- Didn't know we had one
- 0
- I tend to visit public libraries once or twice a

year. Maybe a book club could bring in more traffic?
- I never go to the library. We are in the internet age, and we can find much more information online than in any library. Including books.
- none
- Once or twice a month. I Use the computers, copy machine, printer.
- Rarely
- Almost weekly. Books and meeting room.
- 0
- I've visited maybe twice. The selection is very small.
- Granddaughters like to go there.
- Not very often, but maybe to replace the library there could be a Barnes & Noble type environment with a coffee shop inside.
- 1once a month for copies and internet
- Not as often as I should, it is too small.
- Never
- I've only been once.
- I use the library about once a month for printing documents and checking out books.
- I don't really visit the library ever. I'd like to see a bigger library with more access to meetings and more computers.
- Not often.
- I don't go
- Often
- Not always, I like movies
- I never visit the library because it seems very crowded and I would like a library like the one at the new middle school.
- Not at all
- I would like to see more diverse options on all aspects.
- 1/yearly I free work out facility
- I don't use the library much, but I would like to see more food places and shopping centers.
- I really go to the library.
- I don't visit the library that often anymore.
- I visit the library many times throughout the week for help with schools. They could use more educational books and money for computers.
- Once every other month to use book and printing papers.
- Once a week.
- Never
- Family uses at least 3 times per month. Check out books and use computers. It's a valuable resource to this community, especially to our high schoolers who no longer have a physical library.
- Weekly
- Lots of shops. Attractive for tourists to come and enjoy themselves
- None
- Only once a year.
- Not very often
- Visit every 3 to 4 months but use their ebook internet service
- I don't but I still think it's a great asset to the city.
- Once per week on average. I would love to see my children's programming, specifcally to homeschool and after school activities for elementary age kids. The summer program is great but could be expanded to offer more things year round. Look at what Cedar Park Library offers.
- Rarely
- I never have visited the library :(
- Weekly. More selection and paid staff.
- Occasionally. Keep up the good work.
- Frequently Check out books Use meeting room
- 1/month. I would like more comfortable seating areas.
- never
- Only have been the library once in the 10 years out here for a Chamber of Commerce Meeting.
- Every few months More
- at least every 2 weeks
- Monthly
- Once per week. Material checkout
- Not often
- Weekly. Book check out; use of meeting room
- Not often
- Never but I am glad the kids have it available for their use
- n/a
- Not library but adjacent meeting room monthly
- 0
- 1 time per week
- never
- Not often
- none, I don't live there
- Once every week, use book checkouts - TexShare and Central Texas Library online
- Never. Libraries are outdated.
- N/a
- rarely
- I have never been there
- 1 or 2 times a month
- Never
- NA
- never
- 0
- Never I use the internet
- monthly
- Seldom
- not yet
- Fairly often, we strongly support the library
- about once a month borrowing books Jan is terrific and very helpful.
- 2 a month
- Library is fine.
- never
- Never
- weekly
- computer facilities
- for back up 1. if printer broke or look up info 2. if Computer stopped etc....
- Very little
- rarely.
- Use it six times a year. Check out audio books

our help someone on the computer.
- Every week. Audio books. More new audio books.
- Never
- Occasionally. Suggest teen time in conjunction with the high school. Display trophies, uniforms, etc. Have a citywide effort to create a museum such as items that Rusty Allen had at the airport. Also,cover areas such as publishing, writing, learning about value of 1st editions, in order to encourage thinking beyond the electronic age.
- never
- I'd like to be able to have children's activities and community meetings there.
- Not very often
- Seldom
- None
- Children programs/services
- Seldom
- Once a month.
- Maybe a couple times a year for my kids to come and hear book readings or activities for the kids
- Several times a month. Books, especially best sellers. Occasionally, audio books.
- 1/month get info material or have copies made
- Not often, but I support it via donations, etc. Very important for the younger crowd and also around tax time.
- Rarely
- Not utilized
- Never have
- Seldom
- not that often.
- 0
- I visit the library about once every 2 months. Although I have my own laptop, when my computer was on the blink, it was great to be able to use the laptops at the library. Even though I don't access the library much, I feel it is important for a community to have a good library available to people of all ages.
- Once a week. I volunteer there. We need more space.
- 2 or 3 times a month.
- Never
- once

Q16 | Please describe how you envision Dawn Drive in the future, with emphasis on infrastructure, business attraction, and aesthetics?

- not sure
- Landscaping
- Already a mlxed use area, school, residential, police department and business.
- I think the growth for business attractions should be closer to 1431
- you know, i see dawn drive being exactly what it is now, but with more stuff.
- leave it the same
- Dawn drive does not enter into my Lago vision at all,
- more buildings in the lots next to the ata get Google fiber
- more buildings in the lots next to the ata get Google fiber
- with more stores
- No new growth. Never. Keep it small town or it will loose it's appeal.
- Shopping district, fine arts and media amphitheater.
- Same
- Not sure
- Business attraction.
- I hope to see many business
- I would prefer businesses be on 1431
- Some quaint, cute and artsy type boutiques, stores, restaurants with the bulk of commercial stuff at 1431 and Lohmans
- I envision modern structures single level with affordable spaces for shops and small business that have a mix of local and chain stores and resturants. Park and walk style with a large gathering area for music and events.
- Shops/ food
- Like a Fredrick burg shopping area
- Prefer some restaurants, shops.
- larger library--Civic center with a kitchen for meals for senior citizens
- It would be nice if it looked like a small boardwalk town, with restaurant, shopping, salon, small businesses.
- Have higher speeds after the elementary school.
- Very shiny
- The city needs to stop being so picky and running business off so dawn drive Isn't going to go anywhere anytime soon.
- The city needs to stop being so picky and running business off so dawn drive Isn't going to go anywhere anytime soon.
- noice
- I don't care for how dawn drive feels bottlenecked and try not to drive down dawn unless I absolutely

have to. To the point of going through residential areas and side streets to bypass it.
- I don't care for how dawn drive feels bottlenecked and try not to drive down dawn unless I absolutely have to. To the point of going through residential areas and side streets to bypass it.
- A small local shopping area for local shops
- I don't
- Same as it is
- I don't really see Dawn Drive as the attraction factor for Lago Vista. I believe if we develop the 1431 area by the middle school, we'd draw more visitors.
- Local arts, crafts and farmers markets. Hand crafted jewelers, local salons and spas and small bistros and fine dining restaurants. A common open air lounge and meeting square. Play area for children. Easy access with plentiful parking and all within easy exploring and walking distance. Eccentric small town feel similar to Wimberely and marble falls.
- As long as you respect nature, I don't really care.
- I don't want Dawn drive to become crowded..Leave it alone.Do it more down on 1431
- I wouldn't mind an art walk shopping area like in Marble Falls.
- Until Lago Vista cleans up its reputation, investment on Dawn Dr. won't draw significant business. Sounds like another bad investment.
- Maybe a small hotel but keep it the rest residential.
- Prettier
- More business store fronts lines with consistent landscape (more uniform looking).
- restaurants, shopping centers, relocate the elementary school
- I wouldn't change it at all.
- N/a
- Not a reasonable location a city hub
- I would like dawn to be mainly city buildings. Most commercial on 1431
- Definitely need to improve aesthetics.
- City hall
- Needs better development, would be a good place to continue community service type of offices
- More landscaping, eliminate strip mall feel, more small shops
- Would like to see small shops and eating places. Move the Farmer's Market there. Make more aesthetically pleasing.
- An "old town" feel with eateries, wine bar, boutiques, coffee stop,
- City govt area. Love the Christmas lights.
- more shopping and dining options like they have in most hill country towns.
- Dawn Drive should be built up with more businesses.
- Keep the commercial locations on the south side of the road. Not proper to violate the (long time homeowners) residential space
- More shops
- More landscaping on side by police station and wherever possible thriving business district, low signage, quality storefronts and parking
- The city infrastructure should be relocated to the empty shopping center across from the junior high. If the city is not willing to do that, a fine arts facility should be incorporated into the empty shopping center. It was a moonscape for way too long and now it sits empty. That is a terrible waste the city has allowed to happen.
- Not important to me. Seems out of the mainstream of LV life.
- Small business
- Build a small town center with board walks.
- More small business
- I would like to see a small shopping center and more residential
- Old town look and feel able to walk to shops like Granbury's square
- More retail, boutique, small town shopping like Fredericksburg, Blanco main street areas
- city event center
- the mix of residential and business seems strange. The road is too narrow and location would get congested
- I like the small town look of it, but there are some old buildings that could look better and I'd like that to be the art district if there was one..
- More landscape
- It is fine the way it is. With the elementary school on Dawn, I don't think it wise to increase traffic.
- Business District
- More landscaping. Inside the buildings: better lighting, warmer, more welcoming design details, less exposed work areas for employees. Some sort of fun public gathering place that can be used for outdoor concerts, community cookouts, community education (meet the neighborhood law enforcement, etc). A nice playscape area for kids, picnic tables, some basic games such as a giant chess set, or washer pitching.
- I hardly ever drive on Dawn drive. May be once per year. I Can not comment on it. I would like to keep Lago a quiet

serene community town, we do not need to be like Cedar park. With such growth comes congestion and crime. In which case I would have to move to an other small community town just like Lago vista is now.
- none
- Restaurants, fitness center, More landscaping at the round about. Add more large boulders and greenery as landscaping. Add sidewalks to make all of Dawn drive to have sidewalks starting at the Overlook condos.
- Sidewalks and landscaping and continuity of buildings and parking lots.
- In addition to the municipal complex, the remainder can become small boutiques and restaurants for residences to stroll through and congregate.
- Art district, restaurants, hotels
- I don't think of Dawn Drive as a main thorough fare.
- A restaurant would be nice.
- There will be a lot of businesses crowded
- Maybe a strip center or flea market.
- Stores and turning into the Main Street
- I'm not sure where Dawn Drive is.
- I love envision dawn drive as wider and with more businesses along the sides of it.
- I'm not sure.
- Idk
- It should be much prettier considering it's where a school is, city hall and the police station.
- I see a huge hotel being built
- I don't see anything wrong with it now.
- To grow
- Keep dawn drive the same. Rename old Lago vista dr.
- I would like to have a town spcenter or recreational centers for community events.
- I envision Dawn Drive with more houses to live in for new families and new roads on the side of it.
- I envision Dawn Drive in the future looking a lot like cedar park or lake line.
- More businesses.
- Not much different than it is now, except maybe clean up and beautification
- Growth of additional businesses with reasonable requirements from city council for aesthetics.
- With small shops and businesses with a look that fits with the community and landscape.
- Homes
- Similar to small Texas town squares - business district, shopping, restaurants.
- Main Street with storefronts by the sidewalk. Inside and outside eating places.
- I hardly go to that part of town. So not sure what I envision.
- I'm not sure why Dawn Drive is being viewed as a business area. There are lots of residences and the elementary school so increased traffic through here isn't desirable to me. How about making better use of the vacant shopping center and renovating other eyesore strip malls along Lohman? Development would be better served near Lohman/1431.
- A large town center. Look at what they are doing in lakeway...something similar. Something that will attract local business and push entrepreneurship. Restaurants, bars, theater, retail shops, etc.
- I would love to see Dawn Drive turn into a downtown district with shops, art, and restaurants!!!!
- That horrible building at dawn and lohmans spruced up. Quaint, small businesses. (Not chain stores!)
- More Trees. Quit allowing home owners to Napalm their empty lots which makes the entire area look bad.
- Small offices & homes.
- shopping and amenities
- more of a quaint city feel, street lights, signs, think downtown Wimberley, Gruene
- Too remote to have line of site
- In my opinion Dawn Dr. is a great place to have schools more centrally located to each other and off the main thoroughfare. The Elementary needs a face some work and the Middle School could be moved in the vicinity or closer to the high school to get off of 1431. I do not see Dawn Dr. and a main business district as I have heard proposed so many years. I feel it is better purposed for future civic centers, Art district, Secondary Schools, Schools, ect.
- Improved frontal building appearance character/charm on older strip (i.e. a Victorian theme)
- Community non commercial activities -- community center, youth center, YMCA, etc.
- Don't feel the businesses should be located here.
- Veteran's park with water feature; better parking lots; community sports/gym/fitness center;

some services for residents (yoga, salons, medical, etc.)
- I don't envision it
- A "Fredericksburg" type main street feel would be great.
- Combined retail and multifamily, arts district, fine dining
- No real vision
- I don't think that Dawn should be a focus of attention. It is ideal as a small local business complex area and possibly multi-family housing.
- local banks, walgreens, strip malls, post office, restaurants, - starbucks, chipolte, jack in the box
- I would like to see cafe's small retail shops
- Keep it mainly a governmental district.
- Dawn Dr. would be a 'town center' with more commercial on FM 1431. Aesthetically it needs to be updated but should reflect a small town feeling.
- Clean it up, retaining walls, plantin gas, etc
- Aesthetics and business
- I would like to see more restaurants.
- stores and restaurants and an entertainment center
- small business environment, defined town center with greenspace
- Live outside the city limits of Lago Vista in Waterford so some issues are not a concern for our subdivision.
- No opinion
- I like it the way it is now.
- A resort atmosphere. Like Breckenridge Co.
- no change
- Quaint "small town looking" rows and squares of shops and fountains.
- more restaurants , but with historical (Victorian) style architecture. Maintain early American aesthetics.
- not even close to envision this maybe 10 years down the road
- Business center and shopping center
- City & POA services buildings.
- Boutiques and Spas with local business such as Anna's tailor shop and Lourdes' salon. Nothing big to disrupt the tranquility. It is still so nice to see deer going back and forth down Dawn Drive without getting needlessly harmed by vehicles.
- Victorian style street lights, landscaping, hanging plants, meandering sidewalks with benches and a town square as well as quaint businesses. Maybe a stream running through (recirculated water).
- I just don't know that much about Dawn Drive, to tell you the truth.
- I do not think it should be a big huge shopping district unless you are prepared to handle the traffic. Some beautiful flowers and trees, would be nice.
- You can sell the Community from the main highway instead of a central district located off the main highway.
- Just like it is
- less importance on Dawn Dr...see below.
- One style of architecture that follows the entire district
- We need a town square. It doesn't seem to fit to me.
- A nice visitors and home town people like to shop and visit, lots of neat shops, outside venue to sit and eat and enjoy music. Example is a beautiful square like Georgetown.
- No opinion
- Not much change
- Park like atmosphere with small businesses, green space, walkable.
- A central shopping area with grocery store and a possible department store
- Develop as a commercial store / restaurant area structured around a walking zone
- Small attractive shopping strips where the rent is not through the roof. Rent for businesses in this town are out of sight. Maybe with a cafeteria. Older people enjoy that kind of dining.
- Since Dawn Dr is one of our main streets, it would be good to develop a plan that would improve the looks and perhaps attract some small businesses. I would discourage large businesses since there are people with homes on this street.
- Small shops, art and boutiques, coffee shops, quaint
- An attractive modern city center with professional landscaping. The parking lot upgraded.
- Slow Growing
- Better landscaping, more retail businesses more restaurants
- The civic area on Dawn Drive is developing nicely.
- Connecting city hall, library and police station an excellent start...better landscaping would be nice.
- Better landscaping buffer to homes. Old construction could be upgraded. More parking in Town Center area. Businesses could have signs perpendicular to street to be easier seen (no neon - lit with spots instead). Quaintness is a plus (see Georgetown).
- shopping, places to eat forsure

- Dawn Drive should remain a mostly residential area. All the business is going to be on FM 1431 for several decades.
- Slow expansion, we don't need any more strip malls, especially not there.
- As an architecturally unified city government center, with business and local events.
- Commercial enterprises on Dawn Drive should be moved to a business district off of 1431.
- emphasis away from Dawn Drive toward a city center on 1431. Create a swimming pool that services adults only. Enough emphasis on golf!
- Small businesses with a lot of concern for aesthetics
- Landscaping, general store, restaurant
- Need circle on Lohman and Dawn. Roundabout. More restaurants options.
- A cohesive plan with attractive facades that follow a similar design. A mix of shops, restaurants, and city buildings along with other businesses.
- Would love to have the entrance landscaping redone . Also would like to have some nice shops and restrauants there.
- Maybe a restaurant or 2 and little shops that would encourage Austinites to come shop.
- Antique stores, small businesses
- stores restaurants
- develop retail on 1431 and keep city offices on dawn. add business locations on dawn (non-retail)
- No vision
- business attractions....
- I would not particularly like more businesses in that area, but rather along 1431.
- Maintain small town atmosphere
- MORE activity- businesses, etc. to bring people there.
- about the same as it is now
- I'd love to see small homes/buildings for businesses similar to Wimberly.
- Make it service area: police, library & fire, etc.
- Improved infrastructure, and more businesses to patronize. We need another store like HEB, laundromat, community center like Cedar Park has.
- Expand the library and city hall to meet in the middle of the empty lot
- Parkway type of design with arts types of retail, sidewalk with landscaping, water feature.
- Retail with adjoining family dwellings.
- aesthetics would be a great improvement.
- Maybe a few boutique shops sprinkled down the lane.
- more of a town center with retail and restaurants
- More businesses
- The physically isolated walkway, alongside the street café, and restaurants, would be nice!
- I would like Dawn to house small professional and retail buildings having codified architectural, landscape and lighting standards.
- Boutique style shops- appealing to both residents and tourists.
- Town Center/City Center. Lots of earlier plans. Business with typical downtown parking. Add aesthetic/character district standards.
- Of secondary importance. Main emphasis should be on 1431 between Lohman and Bar-K Road.
- To become the City Center with commercial development.
- Needs road improvement (parking ease, width). Should focus as small shops and restaurant gathering place activities, not large stores, which do better on 1431 & Lohmann.
- I envision Dawn Drive to include smaller, local businesses that won't generate a significant increase in traffic.
- Same as now
- I like having Dawn Drive as our civic center. More trees would be nice there.
- Given that the 1431 corridor can't yet attract business, Dawn Drive development should be on hold until 1431 gets active
- A quiet street.
- Town Center
- small retail or exercise classes. Too much traffic by the school wud not be good.
- More businesses will help but the ranch area on the other side of Dawn Drive could you roads instead of rocks and gravel.
- Business area
- same
- Not sure what you can do with this region but somewhere in the City would love a dog park with access to water.....
- Population, at this time, does not support more businesses
- I think another fire department and the rest stay the same.
- More professional type offices and stores
- as is
- The city needs to give great concern to FIRST serving Lago Vista residents over attracting outside influences - maintaining the lifestyle and ambiance of the area, which is why many have chosen to live in Lago

Vista. Utilities in all areas of Lago Vista should be underground. Considering all the vegetation, trees and such, this makes for a much safer community in considering fires. It also makes for a more reliable utility service.

- The drive should have a built out civic center plus other commercial space but not necessarily stores More office type development and perhaps a sit down classy eatery or two. The city needs to attract a couple of apartments buildings like Leander Station and also a Full service Nursing Car facility and Dawn Drive would be a great place for this.
- Dawn Drive can stay the way it is. Prefer not to have a lot of businesses or new city buildings etc. Lago Vista is a small, sleepy, town where people move to get away from the hustle and bustle of the big city. We want to keep it that way. Growth will come on it's own without encouragement. There is a strip center in town that's empty. How can we push for more empty buildings?
- I would like to see it as a town center with store restaurants and entertainment . A place to be a destination. Maybe a brewery or winery
- It would be nice for Dawn Drive to be an artist's enclave OR the location for all city services/offices.
- This could be developed into a mini town center. It is just not easily accessible with the elementary school being there.
- Build up as a small shop and tourist attraction area
- Minimal changes focus on city center near 1431
- vacant buildings either razed or used
- There should be a comprehensive plan that describes the type of businesses & building we want and the building standards we desire that they be built to . Also need to plan for a landscaping plan that can tie everything together
- Dawn is OK. 1431 and Lohman Ford should grow in order to give passers by a reason to stop. Dawn is out of sight out of mind, except to locals.
- Having businesses located on Dawn Drive is just confusing. I prefer to see the street as residential and maybe including park space. To make it easier for residents and visitors, it would be better for businesses to be centrally located and 1431 already has a head start in that process.
- Boy Scout/girl scout building or a youth center allowing for club meetings
- Shopping, retail restaurants somewhere please
- Keep it simple. Don't need traffic concerns. We don't need a huge commercial development. If an over developed community is what potential new comers want, they can move to a severs nearby communities that are over-developed now.
- Downtown restaurant and small shops district, something like Wimberly.
- Becoming less important to the town
- A couple few new businesses
- Not sure
- Think Wimberley meets Greune
- sray asis
- not sure at this time. I have not spent a lot of time in Lago Vista, so I can not comment.
- Boutiques and spas.
- Quaint- Main Street feel. Well-taken care of boutiques, a bookstore, coffee shop and small restaurants.
- Buildings that aren't 40+ years old (or look 40+ years old), actual open businesses, things of that sort
- see it developed as an arts/crafts district
- Marble Falls has created a nice "downtown" area with shops and restaurants within walking distance of each other. Wimberley would be another city to emulate as well.
- Skate park
- Sidewalks extended restaurants and shops
- Boutiques and small spa businesses like it has now. Maintain tranquility of Dawn Dr.
- Like the town center in the woodlands
- I think there needs to be more parking for elementary school and better road passage to prevent traffic. I believe there should be a park or playscape as many of my friends have children in this area. And the Overlooks need a new look updated and be more appealing
- declining
- The business and retail center of town
- The Advent Building could be a source for services as the area past the circle is developed for tourism...great view from that area.
- Dawn Drive is perfect the way it is with boutiques.
- Dawn Drive missed its day! This road has no visibility and will never grow! Growth is on FM 1431.
- Cute, boutiques, Fredericksburg feel
- Business, restaurant, old world city hall

- Same, just prettier with some landscaping.
- Probably nothing
- Not empty. Updated school and municipal buildings.
- Old downtown. Historic. Small coffee shops, boutiques..etc. browsing strip
- Old town atmosphere with boutiques and breweries and wine bars and restaurants
- A disaster
- get help with designing a quaint downtown hub area like Wimberley
- Small shops, community faciliitites
- More of a resort atmosphere with some nice landscaping
- More shopping and landscape
- City services, Office complex. landscaping, park. I don't feel you want to attract more traffic to school zones and residential areas
- Community center with several shops.
- Safety for the kids in the elementary school, walking to and from on sidewalks and cycling in bike lanes, is most important.
- Make it prettier. :) update the business buildings. - give them a facelift at least.
- same
- Businesses! Restaurants! Entertainment!
- clean it up, it looks trashy.
- Shopping district
- Small shops and businesses
- shops, restaurants
- Downtown are and town center with shopping and restaraunts.
- I only visit dawn to go to the library
- Update current city buildings and move toward a classic Texas town architectural vision. Architecture during the birth of our city was at some of the worst in history, pick a style or timeframe with TX architecture in mind and work towards vision with the city planners and include input and support from local commercial developers.
- Definitely keep some trees.
- It's hard to envision many changes for business development, considering there is an elementary school and some private residences on the street.
- If planning to add business attractions the roads have go to be more accommodating. We need sidewalks before adding more businesses. Roads are highly trafficked.
- It would be great if people actually wanted to be on Dawn. I know that some of those buildings owned by certain families in Lago Vista are stumping growth with absurd rent. It cripples our growth, and if we don't get it under control the town will rapidly grow into an unzoned mix of residential and commercial which I think we can agree that no one wants. I would like to see it like main st in Fredricksburg or the square in Georgetown, with plenty of local shops that attract tourism in an economically stimulating fashion.
- Due to the location of the school I do not support business growth on Dawn Drive. I think it should be the heart of our city government services.
- More local owned shops, art district and MURALS on buildings would make our town even more special!
- Updating the small commercial buildings and standardizing signage. Most people driving by probably don't even know what's there.
- Have a centralized theme with Government, Pavillion for concerts/gatherings, park/trails and small business.
- no comment
- Small offices and professional bldgs.

Q17 | Please describe how you envision the intersection of FM 1431 and Lohman Ford in the future, with emphasis on infrastructure, business attraction, and aesthetics?

- I just want a bridge or ferry for an alternative route out of town. Feels like I'm stuck because it takes too long to get anywhere.
- Traffic safety, landscaping Signage controls
- About like 1431 and Bar-K NE corner.
- I think this is a great hub for the growth of the city, especially since the roadways could edit expand if needed for the growth
- Way more businesses on the side of the road. A wataburger and a decent restaurant to eat dinner at.
- Way more businesses on the side of the road. A wataburger and a decent restaurant to eat dinner at.
- really crowded if we don't make more lanes
- Need more businesses that attract tourist and people driving thru
- get rid of the big box structures
- Intersection should be used for regional business development, I think the true hart of the community should be built around the lake
- Whataburger, Taco Bell, or chic fil a and some other buildings get Google fiber
- more buildings and places to eat
- Lago Vista should not grow. People there that have been there for years like it small town. I for one among others are trying to leave for smaller towns because it is growing too much. We live here and have stayed because we hate the city, traffic, and growth. There are too many people moving here and especially those who aren't texan that can't seem to keep it texan and keep the countryside the countryside. Too many city people are moving in and trying to make it the city. If you want the city then stay in the city!!!! Don't come ruin our country oasis. More people means more rules and ruining good education that lago already has. I've seen such a downturn in every aspect of the town in the last 2 years. We do not want growth. You are pushing the people who made Lago what it is out and it will never be good again until it stops growing and they stop building these idiotic cookie cutter homes and subdivision. Makes me sick. Every time i drive home it breaks my hear to not see country hills anymore but to see the new neighborhoods. It's revolting and disgusting. Stop ruining Texas!!!!!! I have a old poster that says it's more than a lake it's a lifestyle...well that is no longer true. It's sad and I no longer want to be here even through i have been here my whole life. I thought i would never leave....but its becoming too big and unbearable. Oh and good luck with that bridge idea because it will never happen. Lakeway will never allow it because they see Lago as the Ghetto and it will ruin their side and value. People have tried years and years ago. It will never happen. And I can't even imagine the boat accidents and environmental crap that would happen. Hahahaha. The best thing to happen to Lago is to stop advertising it and the economy to bomb again so people stop moving. What a waste of a beautiful small town. All of old lago feels this way. There are more democrats moving in and they are the ones ruining it....figures. They ruin everything. More rules and regulation.
- Larger shopping district, hotel, bigger intersection
- Same
- Easier to get to
- Very busy and lots of traffic.
- Not sure.
- Fill the empty strip mall and continue to make improvements! Stop letting Lago shut out commercial interests
- Keep all chain restaurants , hotels, stores on the main traffic area and away from our residential city area. No Wal-Mart, Target. We are only 11 miles from Big Box stores and I dont want this area to lose it's charm and what I love about Lago.
- Grocery/ entertainment/ shopping
- Clean business Comercial area similar to Lakeway
- same
- encourage new business in deserted mall
- We need to attract mainstream businesses to get the tax revenue. Fast food and chains should stay on the highway, not on Dawn Drive
- Better access routes
- Lots of stuff
- It will continue to grow I just want it to be safe so there's no accidents
- It's fine just how it is
- goodly
- Use the big lot around CVS and ACE. And the one beside the vet.
- Large stores (H.E.B., Walmart, etc.) and other out of town businesses

- Lots of stuff.
- Same as it is
- There are several businesses (Maria's, Lago Vista Boat) that need updating and renovating. The 1431 Shopping Center needs tenants and to attract more businesses to Lago Vista. If we want Lago Vista to 'grow up' then the business community needs to grow up and bring in some more restaurant and entertainment venues -- like a bowling alley, a youth sports center, an entertainment venue like Main Event.... the intersection of 1431 and Lohman Ford needs to be 'straightened out' too -- the left hand turn off of 1431 onto Lohman Ford is almost a U turn -- well, at least 3/4 turn...
- Bike shops, sports shops, smoothie bars, kayaking rentals and trails. Healthy foods grocer. Similar to Austin trails and outdoor living lifestyle.
- Small HEB Restaurants
- Keep vehicle traffic moving. Keep it clean & simple. Natural is always the preference.
- This is where the growth should be.
- Roads should become at least 3-laned, but mostly 4-laned. If you get stuck going behind an elderly person going 25 mph, it can start your day off in a bad way.
- The vacant shopping center tells it all. That is the future of infrastructure, business attraction, and aesthetics. It seems clear, not much to envision.
- I would just like to the the shopping center filled... Let's start with that!
- I think this area would attract more visitors that may be in route between Marble Falls and Leander/Cedar Park. Shopping, restaurants.
- More trees
- motel, restaurant, more of a hub for tourists
- Make the Mexican restaurant/convenient store more aesthetically pleasing.
- N/a
- Most all new and existing business should be in this area making it the new city hub
- It should be nice. Get rid of boat shops and storage sheds. All down 1431 should be nice commercial buildings in the future. You could slow the speed limit down to 35 and people can drive right through all our commercial building.
- Revamping 1431 and Lohman Ford is not a priority. We need to recruit businesses to occupy the moonscape and other unoccupied commercial properties first. Then we can improve things that are already working.
- No preference
- Anything to make it less dumpy! That nice building at bark and 1431 is vacant and and depressing! The restaurants out here are terrible! Low income housing is the last thing Lago needs.
- Lower signs, get rid of crisscrossing utility lines over intersection
- Shopping district. Restaurants etc.
- It's fine the way it is.
- We have to bring businesses to Lago. We have a beautiful shopping facility that can provide jobs and economic growth to the community that is just wasting away.
- Continue to grow more businesses. Somehow we need to have businesses utilize the Lago Vista Center. It's a beautiful building complex but it's a shame that there aren't any businesses moving in.
- There is still plenty of room between the Hollows and the Jr High to add commercial/business entities. An incentive to locate there might help
- thriving businesses
- It is what it is...unless the city forces existing businesses on all sides to adhere to a new landscape and signage format.
- Would love to see the empty mall become live.
- Hotel,Restrants,Boat sales
- Not sure how to answer this question. The corner is already built out.
- More open business and aesthetics control
- I would like to see the empty commercial spaces filled with business
- Please fill the shopping center or remove it
- Open and easy with the basic stores as it now as this is the main thoroughfare in and out of town to allow for the traffic increase and still have a good flow of traffic at this intersection.
- same
- More the main area for businesses. Work on getting the vacant building filled at 1431 and bar k. Assist and attract business.
- I'd like more shopping and restaurants. I wouldn't mind having a couple of better restaurants to visit. It's a very sad situation, our restaurants available to us. We'd be willing to spend $$ on good food and good drinks that are local to us.
- Landscape
- More available and a variety of business would be good.
- Aestically, eliminate the trashy billboards and fence off the rundown

storage units. Create a more inviting doorway to our city.
- A mix of unique, compelling businesses, shops, cafes, bars, as well as utilitarian businesses (dry cleaning, shoe repair, jewelry repair). Monthly events (think First Thursday in Austin's SOCO district). Nearby hotel. A very walkable district that is interesting enough to become a destination where people will come, have fun, and spend money.
- Install a right turning lane from Lohmans ford, being able to merge onto 1431 north by having a right side merging lane on 1431 about 25-50 yards long. Everything else looks good.
- More landscaping using boulders and shrubs.
- Nice restaurants and shopping.
- Should continue to be the "entrance" to Lago Vista and have an attractive monument structure.
- Art district, restaurants, hotels
- It needs to be completely redone. When you sit at that light and look around it is not inviting. Tacky strip center on one side, unattractive boat dealership on other side, empty shopping center ahead.
- There will be a lot more businesses bigger and better
- Strip center or flea market.
- Very busy and hectic
- I believe we should have more signs and a better clean up, so people think they are passing through an actual town.
- More businesses, better looking with more modern colors and more modern places to bring the kids and hang out at.
- I think it will be a lot more advanced.
- Idk
- More business, street lights and more traffic.
- I can see a movie theater being built and it would be pretty big That would be a business attraction.
- More lanes.
- The busiest intersection in Lago vista
- Mall type things
- More gas stations or shopping centers.
- I envision it with more business areas and shopping areas to go to instead of going all the way to Cedar Park.
- I envision it to have many restaurants and businesses on the road.
- More gas stations and restaurants.
- More of a central connection for Lago Vista.
- More restaurants, bars and an HEB
- Similar to Lowes / CVS developments or Highland Lakes RE.
- With new businesses that are hidden with landscape.
- Use the shopping center that is already there
- Fill up empty building, then discuss with city on future before building another mistake.
- I honestly think it is fine just like it is at this time. Feb. 2016
- Focus on finding and attracting new business to fill the vacant properties.
- I like what has taken place but I believe some of the business need a face lift. The boat shop and the building Oskis is in needs paint and a better look. That is the first thing people see as they come to Lago.
- Get some good tenants in the vacant shopping center. More entertainment options and family friendly restaurants would be great, but there doesn't seem much sense in adding commercial space when a huge space sits there empty.
- It is the first thing you see when you get to Lago vista. That intersection need to entice people to take a drive down Lohman to get to the town center at dawn drive
- I would like to continue to have it set up the way it is and have a separate "artsy" district
- A simple, sit down restaurant where visitors (and people passing through) will recognize it as a place to eat. A small get-what-you-need store that is better than Dollar General and less expensive than CVS.
- Bigger, Lago better start lobbying TXDOT now to widen and divide 1431 or in 10 years we are Lakeway or 4 Points where it takes forever to get to Cedar Park and deaths are common due to head on collisions.
- Easy and understandable access to restaurants and hotel
- More landscape at existing buildings.
- shopping and amenities
- more of a quaint city feel, street lights, signs, think downtown Wimberley, Gruene
- 1431 being he main road through Lago Vista I believe should be the main focus of the city. I envision it being the focus of the business district with more businesses to service the population. Some examples of what I envision would be city's like, Marble Falls, Lakeway, Hutto. We have a unique opportunity to learn from these cities and create out own unique attractions that will attract growth.

- Remove billboards! Update Oski's/Maria's strip.
- Commercial and retail center of LV. Low profile signage as in Southern California with ample landscaping and trees.
- Would like to see stores and restaurants. Would like the BBQ, Chicken and coffee shops away from the gas stations and with better indoor seating. Would like a coffee/bakery shop with actual inside seating.
- As this is where the traffic flows it should be the location for the bulk of the businesses.
- Retail center of town set up to have places to purchase things and eat in restaurants for residents and to attract visitors with shopping and restaurants
- Hotels restaurants and shops
- No changes needed at that intersection but it would be nice if something could be done with the empty shopping center at 1431 and Bar K road
- Main big box type stores with fast food, etc
- Better shopping
- Need an HEB and similar retailers. There is no competition for products and services in LV
- Go up the street look at the giant shopping mall; that is what we need to look at extending towards the intersection area so that business growth can extend back to it in order to eliminate the wasted space. Build in context to what is already and there will be fluidity in the architectural appeal. We need better signage too. People don't know where things are. I am reminded of Winterpark and Fraser Colorado; as you enter the towns there eye catching signs that lead you to where the points of interest are. A visitor center would be nice to have, easily identifiable, and at 1431. We travel to a lot of small towns and we look for a few things as we enter. where to eat, what to do, and where to stay. None of this is clear when you enter into Lago. Certainly not as a neat or special place to come.
- I wish it could look better, since it is the entrance to our city.
- add walgreens, banks, heb, restaurants- starbucks, chipolte, chick fil a, dollar tree, half price books, furniture store, big lots, office supply store, whole foods, trader joes, out door mall like hill country galleria.
- national restaurant chains, more fast food shops, something more for teenagers, maybe pool hall or bowling.
- Actively recruit new tenant for the now (and for several years) nearly vacant complex between Lohman and K Oaks. Active cooperation by the city with new businesses. Grow the city.
- If there is one thing that the city can do to improve, it's to clean up that intersection! It leaves a poor impression. Also, ensure that the commercial developments in that area reflect the quaint small town that LV is. The massive stucco, two story, non-leased development just doesn't 'fit' with the city image. It's no wonder it's been vacant. And please move giant parking lots to the BACK of these developments!
- Bye bye gas stations, Maria's, etc. our Main Street needs beauty, walk ability and quaint upscale dining!
- Business and aesthetics
- Not much different, just more businesses.
- update
- repave the road at the intersection-it is very rough
- Need larger grocery store and entertainment/ eating establishments
- same as above
- more restaurants, reasonable rent, more diversified business
- All of the above.
- big box stores, restaurants
- More shopping, well planned. Get the old fogies off the City Council and let's grow some shopping.
- Entry to Lago Vista, roadway to the lake. A terrific spot for a good restaurant, maybe more than one. A area where you can have an artist colony to make LV a destination spot
- more greenery
- Not sure
- More shops
- Move the center of city and shopping to 1431
- Location of Central Business District
- Same as above
- Big name Grocery Store , (not Wall Mart ! !), Home Depot etc.
- not even close to envision this maybe 10 years down the road
- More welcoming entrance to Lago Vista.
- Definitely need motel to accommodate out of town guests. Need master plan for aesthetically pleasing town center.
- HEB, Local cafes and homegrown restaurants such as Mozarts. Kerbey Lane, Chuys, Whole Foods. Bowling Alley. We have bed and breakfast's local business in town already that can serve as a hotel. But if we need more accommodations, a

nice Courtyard Marriott with a pool with be nice. Nothing cheap like a Motel 8. If everyone can just envision a place where tourists will want to come to Lago Vista, just like people like to go to Fredericksburg for its German cultural heritage that is reflected on its Main Drag.

- Get rid of the bad looking storage area and businesses, change configuration of road with easier access to new businesses. Beautify with landscaping and a small park with flowers, etc. Use a theme in the buildings that would match the new theme on Dawn Drive. Emphasize our schools and Children First.
- It would be nice if this were a place folks could visit to transact business, as it seems to be a fairly central location.
- The large sign bill boards you allow are horrible. Take down the ulgy huge double bill board, it is really bad. When you drive into Lago Vista you cannot even see the beauty of the distant scenery and beauty of Lago Vista for the huge ulgy double sign bill board. I will not use those businesses because of the huge ulgy sign they are on. Who ever allowed that was very stupid, it takes away from the beauty of Lago Vista.
- You can sell the Community from the main highway instead of a central district located off the main highway.
- Same
- Should be the focal point/"center" of town as this is prime location to showcase what Lago Vista has to offer--seize this opportunity! Make a grand & welcoming entrance with landscaping. Hold businesses along FM1431/Lohman's ford accountable to improve aesthetics of their business & landscaping. Light post banners should be displayed throughout the year to promote community events or even just the chamber of commerce. sell yourself!
- It's hard to regulate now, since there hasn't been any in the past!
- This area needs to be developed further.
- More attractive businesses, maybe a hotel, shopping center, something besides just convenience stores. Beautiful landscaping.
- No opinion
- No room for change
- Main business area. Large businesses with a common signage code and architectural theme.
- Principal area for commerce, especially putting the vacant shopping center into use with possible expansion to invite more business
- Commercial shopping on access roads
- With little land to develop other than cutting hills down I'm not sure what could go there. Maybe it would be a good idea to try to work with the owners of the beautiful EMPTY shopping center to try to get something in there, i.e. shops and maybe a restaurant.
- It would be nice to have a plan to improve the aesthetics in order to attract some more businesses. We need to fix whatever is discouraging businesses from leasing the shopping center. It is awful to just see it sit vacant.
- Work on getting businesses into the empty strip on the hill by Bar K.
- Please install a stop light. Decent landscaping. If there will be a commercial center don't make it look cheep not strip mall effect.
- More Potholes and longer Red Lights
- Hotel is badly needed. again more restaurants and better landscaping.
- I would like to see some landscaping done along Lohman Ford in front of th vacant lots.
- Not sure
- Quality restaurants - good food at reasonable prices. A bigger grocery store with more choices and reasonable prices. Right now, that area (behind CVS) is somewhat hard to navigate, despite the few nondescript stores remaining. Better rates for their ads to get out the word on their services. People from here drive into Austin to buy high dollar purchases from The Domain, Westlake, etc....why not begin by utilizing what we have, like the previously mentioned shopping center that looks unused? Provide quality shops & restaurants with reasonably priced services, and the word will spread. Good luck!
- Think it has about all you could put there, don't you??? no more space available.
- Neither the City of LV and especially not the POA want to attract business. In fact, they try very hard to discourage it. So no other questions are relevant. Lago Vista is a town for old people who want to play golf. Nothing else.
- Two left turn lanes where applicable. Accommodate traffic.
- Also an architecturally and code enforced area for commercial and business development as it is a

natural junction for these activities. Business development should be encouraged to stretch from the FM 1431 and Lohman Ford intersection, along Lohman Ford, to the Dawn Drive complex. All other frontal areas should be greenbelts and natural areas otherwise there would be ugly sprawl and scattered strip malls, some fine, some run down.

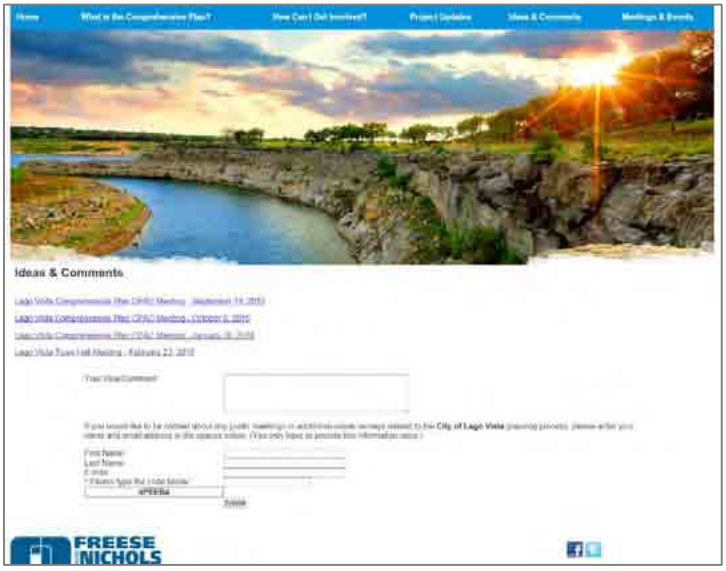
- Improve the aesthetics...not look like a truck stop/industrial area
- This is a poorly done survey. Question 7 is like picking your favorite child. Question 6 is impossible. The questions were written to get the answers you wanted.
- Remove advertising billboards coming into LV. Buy out the boat dealer on the corner and close the rundown storage building on 1431. Please attract a nationally-known restaurant -- I Hop, Applebees etc. Do something to attract businesses to the vacant business/shopping center on 1431.
- As a hub for larger businesses, but the aesthetics need to be approved.
- Businesses on Right side only
- Aesthetics-the old boat storage place and some other places don't look inviting
- Get the vacant shopping center on 1431 filled and get other businesses to come in--some chain restaurants and shops.
- Redo landscaping!
- I think something major needs to anchor that corner. Maybe HEB plus a movie complex plus retail shops along w restaurants and service companies(dry cleaning, bank,). All of the things there now are nice, but there is not enough.
- HEB!!
- stores and restaurants
- promote development of new business. more office buildings with rental space, motel, replace old businesses like boat sales and storage buildings
- 12/18/2015 3:59 PM
- A nice Holiday Inn or Hyatt with great view of the lake behind those ugly Storage Buildings, or in place of preferably.
- Need Business Attractions. Lots of nice places to eat.....nice parks.....
- I would like to see businesses congregate here with a common architectural style and paint colors.
- Green space with xeriscape landscaping. Better designed parking, access and street lights
- other road options from 1431 to Lohman (before the intersection both ways)
- local business, better use made of existing facilities, and addition of new free standing buildings to give it a village like atmosphere
- New construction - scrap old, dated run down structures. Don't drive off those who invest in upscale restaurants in the area. WE MISS THE STEAKHOUSE.
- I don't want to see everything in just that one place because there really isn't enough room to grow well. It's a little late for aesthetics when you already have a hodge podge of buildings and styles. You can develop a design for future growth, though.
- Need to use it as city center. Add shopping district down 1431 to incorporate vacant mall. Add video game area, etc. & other activities for kids.
- Improvement on aesthetics, improvement on infrastructure, more businesses, more retail like HEB, Laundromat, hotels like Holiday Inn Express, restaurants Salt Grass, entertainment center like cinema. Bowling alley, miniature golf, walking trails, day use picnic areas, NOT SIX FLAGS OR WATER WORLD RECREATION PLACES!!!
- I like it just the way it is.
- All frontage with business or multi-family development. Complimentary styles, colors, landscape to reflect Hill Country.
- Upscale restaurants with way-finding signage to shopping, schools and city facilities.
- More shopping and hotels.
- Shops, restaurants increased all along 1431 and Lohman Ford.
- A motel
- As a modern, stylish complex, possible to include a movie theater, and restaurant (not fast food one!)
- I would like this business district to house larger businesses, but with similar design standards as Dawn Dr. We can set standards before there is more development and minimize buildings being "grandfathered" and exempt from design, signage, lighting, and landscape standards. Minimize business entrances from 1431 by requiring buildings on north side to use Bronco for parking entrance.
- Attract business/motel. Need 1431 and Lohman corridor plans.

- Fix the holes and wavy pavement as you turn right off Lohman to 1431! Terrible on car suspension system. Would like to see demolition of Deedee's, Lago Marine, and overhaul of Oski's strip. Aesthetics are terrible and that's what everyone sees whether they continue on 1431 or turn onto or off of Lohman. Get rid of the awful tin storage units next to Lago Marine.
- Before we get any new types of properties let's get the which have sat idle for years, occupied and operational. The "Moonscape" at the Post Office is a good example. There have been far too many "business failures" in years gone past, we need to learn from these mistakes.
- Dangerous intersection at present.
- I envision 1431 & Lohman to include the bigger, mass appeal businesses that generate more traffic. This would include larger retail pads and high traffic businesses.
- It would be nice to have 1-2 more chain places, such as a KFC / Long John's like Marble Falls.
- This should be our business center, and I'd like to see more businesses there. We need restaurants, especially fast food. We should allow the new strip mall to be utilized. After all, its there. Let's allow businesses to occupy it so it's useful to our community.
- This should be the main focus - bringing traffic into the Dawn Drive area is ill advised
- Restaurants, major grocery chain, whole foods, more local cafes.
- Additional food venues and shopping
- Very business focused.
- hotel or make the empty building on Bronco a rental with efficiency apts. Need short term lodging. Nothing too expensive.
- I would say clean up the signage and fill the empty commercial buildings.
- star bux
- Getting the unused shopping center leased and working!!
- OK as it is now...Maybe way in the future more commercial
- No change.
- More small stores, certainly no big box, including a HEB store bigger than Lowes. Remove the traffic light pole in front of the sign on the stone wall by CVS
- as is
- The city needs to give great concern to FIRST serving Lago Vista residents over attracting outside influences - maintaining the lifestyle and ambiance of the area, which is why many have chosen to live in Lago Vista. Utilities in all areas of Lago Vista should be underground. Considering all the vegetation, trees and such, this makes for a much safer community in considering fires. It also makes for a more reliable utility service.
- There is really nothing wrong with this intersection other than the few open spaces could be used by additional stores or banks [next to CVS]. If the city wants to get the folks on the corner where Dee Dees is, then they should have them move down 1431 at the city's expense but the city should have an in place plan for that space, not another moonscape.
- FM 1431 & Lohman Ford are just as we envisioned since we have been coming here since the 1970's. We don't want a big box store, or a big grocery store. It saddens us that there will be a manufacturer coming to town. The more people, businesses and festivals, the more CRIME will come to the area. So, NO, I do not want to see any changes. It has changed since the 70's just fine without promoting it. Everyone, including the Mayor & City Council and Police Officers and residents were attracted to Lago Vista just as it is. They didn't come here to be at a store in 3 minutes, or to see open air concerts.
- n/a
- Perhaps not totally pertinent, but it seems that HUGE facility on Bar-K and FM 1431 should be developed into something. It's been there for so long and makes us a joke for surrounding areas.
- I think that more business should be put into this area to make it a town center - partly on 1431 & partly on Lohman Ford.
- landscape better, fix up strip center where Marias is located, good restaurants, need more retail
- Enhance area as a gateway to Lago Vista & Lake Travis
- Move parts of the civic center near 1431, Perhaps the unoccupied shopping center. Relocate some of the business on 1431 to better attract business (self storage & boat repair)
- don't know how it could be improved without closing unsightly storage buildings access to existing buildings could be improved though
- Something that is aesthetically pleasing that provides a Wow factor for

everyone coming to Lago. Need proper zoning to insure complimentary building requirements and no billboards.
- 1431 and Lohman Ford should grow in order to give passers by a reason to stop.
- I think that the intersection is fine. It's an intersection. Why spend a lot of money making it prettier or fancier. Spend that same money on vacant space to create parks, hiking trails, affordable housing for renters, sidewalks, businesses that show promise of survival in the area.
- Same as now
- Need to make more attractive, retail, restaurants
- Keep it simple - there is already a huge "shopping' area that stands empty.
- Bigger stores and restaurants.
- to be coming central city
- A few new businesses
- Need for more restaurants
- HEB
- Get some pride and style in the city...not hey welcome to our storage facilities and gas stations!!!! For crying out loud!
- shopping area
- can not comment at this time. upon moving in april of 2016, i will participate in these surveys and attend the monthly meetings. Thank you, Marian Barile
- Restaurants, HEB, Whole Foods, NO Industrial companies that would contribute to the pollution of Hill Country natural beauty.
- This area is more of the central shopping big box stores: Target, HEB, Academy...
- Not sure, just needs improvement
- Nicer buildings there to make coming into Lago look less trashy
- like it the way it is
- The intersection would have to be reconstructed for better access and to be easier to drive. I could see it being located further East and having a connecting road built to join Lohman further South. Has anyone from the City contacted TXDOT about budgeting for improvement of 1431 within the next 5 years?
- Better street lights
- It was ruined long ago. Can't imagine what could be done now.
- HEB, Restaurants, Interest shops (dive shop/dive school),)(kayak rentals), etc.
- Large grocery store and good restaurants
- Better traffic flow this is a dangerous intersection
- Similar to now with more retail
- Do not have an opinion
- Restaurants, an HEB, a Whole Foods. Software companies (think Cap Hwy 360 south of 2222). Westlake has maintained its aesthetic green belt, but managed to incorporate businesses and retail stores plus restaurants.
- This area is where growth should take place. It is most suitable for hotels, restaurants, etc., and if the city established a relationship with LCRA and Arkasas Bend Park, visitors and traffic is all in its proper and most siutable area! Not stealing POA parks from its very citizens who dues have maintain them all these years to keep them PRIVATE! You guys love LV! Why? The biggest reason: it's parks are private which allows a pristine and peaceful environment!
- Its run down, ugly and uninviting right now
- old world style
- A few more "needed" businesses (not too many, maybe 5-6). Some landscaping to make it look nicer. That's all.
- Hopefully a few more businesses.
- Near the new HEB and restaurants.
- Major shopping centers offices restaurants hotels
- Landscaping, billboards, prominent lighting, showcases the beauty of the primary area here, more grocery stores,...etc
- First off, the most important thing to us isn't listed here - BIKE LANES. most cities are creating trails and lanes for bikers. It is important for so many reasons that it's a surprise not to see mention here. So....for business attraction we have to have people to support said business. It seems that venues for socializing (noted above) brings the people. Then businesses would have patrons, clients; etc. aesthetics - lots and lots of fast growing trees. It's hot here and we are more inclined to go places that feel pleasant. Trees work.
- with current City rules not much will change
- sorry, that one is beyond my imagination, GET PROFESSIONAL help it is currently extremely ugly
- I would love more restaurants
- More chain restaurants, HEB, WalMart, Home Depot or Lowes
- I feel this is the heart of Lago and needs to be our flagship entrance welcoming people.
- I would like to see some business in that shopping

center before it rots. No excuse for that!
- More tourist attractions, better establishments to eat!!
- Retail Shopping, Restaurants, motel, Boat retailer, etc. Something to draw those passing on 1431 & tourists. It's a lake community & you can't even buy a bathing suit, Boat supplies, Lake toys, etc. (except at Dollar Store).
- Restaurants and shops.
- There's no other place to mention this so I'll put it here: CoLV needs to invest in municipal broadband or fiber, to every house and office. This will encourage home-based businesses and all varieties of entrepreneurship, and will encourage the kids who move away after HS graduation to stay and build Lago. We do NOT need a Walmart or other big box stores. We do need a quality grocery store like a Central Market; although the Super S/Lowe's has been a good friend to the community, the Super S target demographic is poor and rural, and that's not us. Superfast and robust 'Net access is the single most important investment the city can make in our future; it will improve quality of life, invite and sustain both business and homeowners, and unify the community.
- More businesses, not a vacant (sad) shopping center. Again, give the business building a facelift. It's kind of a mess when you enter Lago.
- same
- Businesses! Restaurants! Entertainment!
- HEB, cheaper gas since we are 10 miles from 20 cent cheaper gas, movies, restaurants. We have the lake and access that brings folks out to Lago Vista on the weekends to enjoy it but are lacking in things that make the visitors spend money while enjoying our town.
- ?
- Medium to large commercial development with big emphasis on aesthetics and lighting control (dark city). PLEASE USE FACEBOOK LAGO VISTA NEWS (#1 SOURCE OF INFORMATION IN LAGO VISTA) TO SHARE SURVEYS OR UPDATES.
- more businesses
- Town entrance with signage and commercial.
- Update the storage corner, and maintain/update the remaining area to promote shopping/entertainment/public gathering opportunities.
- Definitely keep some trees.
- Again, hard to envision much change. All 4 corners are occupied. Move a little further down 1431 and fill up the Town Center. Add a restaurant or two, maybe a wine tasting room or brew pub, local artists shop. Possibly a stand alone golf cart business. Home decor - lake style.
- Roads need improvement. Turn lanes etc.
- I would like to see it become the commercial hub of Lago. Maybe an HEB? Some new fast food? A Walmart? Lower gas prices that don't force us all into Cedar Park. It would be great if the community would grow just a little, and prevent us all from having to leave Lago at the first sign of needing anything.
- I think we could definitely use more businesses, restaurants, art galleries, maybe a small movie theatre and other things that would attract small high-tech type firms and other small to medium size employers.
- NO BIG BOX STORES! Focus on landscaping, signage and small town appeal. We all moved to the country for a reason, lets not turn our town into McLeander.
- This is where the main commercial district should be, especially since it would also attract people traveling through Lago Vista on their way to another place, in addition to the residents who could frequent those businesses. Think of how Fredericksburg has a vibrant commerce while still retaining the charm of the small town. That's a good model to consider.
- Updated landscape from the city and businesses to give a fresh look as people come to the intersection.
- no comment
- OSKIS GONE AND EXPANSION TO SHOPPING CENTER AT BRONCO.

Online Comments



The following are comments submitted through the project website: clients.freese.com/lagovista

- Municipal broadband fiber! Let's invest the bonds to bring fiber to every office and residence, and thus automatically make Lago vastly more business-friendly. Why pay Time Warner when we could pay the CoLV for fast Internet? Look how it's benefited Baton Rouge LA and many many other cities.

- Many citizens speak about making the "government" of Lago Vista BUSINESS FRIENDLY. However, we cannot have the city we want if the citizens themselves do not create a supportive city for businesses that do open here. Our history of having small businesses go bankrupt has got to be changed -- and it will not change without a concerted effort on the part of the planners of Lago Vista. We need a movement to ask folks to spend "just $25 more a month" at Lago businesses. That may do much more than anything else to build up the town we want.

- Survey rankings did not let us say which ideas should be dropped altogether -- so I just did not give them a ranking. Dawn Drive: For fitness center/sports, salons/medical, Veterans Park w/water feature Lohman@1431: Retail for us and tourists (shops & restaurants)

- Would love to see more essential retail (i.e. better grocery story, food places, etc). Get rid of the out of town realtors who feel they need to put up a million signs and then leave town. Watch the building around the lake - nothing high to block the view. No ugly apartments or trailer parks. Side walks were applicable for walking and child safety. Be harder on the noise pollution for drop in renters. They come for the holiday weekend, make a lot of noise and mess and leave. Make that somehow hard for them. Fix some of the washed out back roads.

- We should have an incentive plan to encourage residents to construct an enclosure for garbage bins and recycle bins. The enclosures could be constructed of either stone or fence materials and completely conceal the bins.

- Public. Open. Space. Including the lake. Including the "second shoreline" of the high mesa viewpoint area up on Bar-K airport hill. Specifically, preserve the area behind Oski's and it's trail system, as well as the bowl behind Bar-K airport, especially the frog pond. No city $$$ for organizations that promote development. Preserve and protect, not exploit and destroy.

- If Lago Vista can come up with a town theme that can attract tourists. For instance, Fredericksburg is known for its German flair, Gruene, TX has a Historic District and attracts tourists, Marble Falls has its boat races, San Antonio has its River Walk, Austin has its Music venues, etc. What will put Lago Vista on the map so to speak. We can strive to have the best 2 Golf Courses to attract world class golfers (lots of revenue just by word of mouth from these guys and gals). We have been blessed by not one but TWO golf courses. Maybe we can focus on nurturing this asset instead of looking at it like it is a burden.

- Although this likely won't be well received, I would ensure that Hines Corp. is involved in these discussions. They have a vested interest to ensure growth in the area. Additionally, they have capital. What they've accomplished in other growth/residential projects has been admirable and the reason we ultimately decided to build in the area.
- Don't allow landowners to remove all trees from their property. I see land being cleared with no future development even planned. If these land speculators keep coming in and cutting down all the trees Lago will not look near as nice as it currently does. The vacant lot next to 4701 Navajo Cove is a perfect example.
- We need to improve transportation by adding an alternative route into/out of Lago Vista, preferably a bridge that connects to 620. This would address life/safety issues, as well as improve commerce in our area.
- Just finished the survey & noticed that none of the questions addressed accessibility & connection to other towns/cities, specifically & most importantly, Lago Vista *NEEDS* a bridge across Lake Travis connecting somewhere onto RR620 (like starting from somewhere off Lohman's Ford across to somewhere near Mansfield Dam, for instance). The original Lago Vista Future Development Plan (or whatever it was officially titled) from over 10yrs. ago made prominent mention of plans to construct a bridge across the Lake but it has yet to happen. The bridge could be tolled & if done right, with separate bike lanes & on a lower deck or a protected lane (or whatever) so as to make it multipurpose (vehicles & bicycles/pedestrians). This would be the single most important thing that Lago Vista needs, as it would attract more businesses (solving the problem of lack of businesses here in Lago, thereby decreasing the tax burden on residents), would attract more residents (solving the problem of all the unsold lots & homes that have sat vacant for years), lessen residents' commutes, & increase property values, as well as a host of other positives.
- After completing the survey, wish to comment particularity on the questions regarding outdoor recreation offerings. See that a skate park, a biking trail & hiking & jogging trail were all asked about, but nowhere was it asked about a disc golf course. Now yes, Lago currently has a 9-hole disc golf course at Arrowhead Park, but that course is only for LVPOA members & is only 9 holes, geared toward beginners. What's being requested is a publicly accessible (maybe in Arkansas Bend Park or wherever) that is accessible to the public & is 18 quality holes with alternate tees so that beginners & advanced players can enjoy it. With the building of the major new Travisso & Tessera subdivisions, these will only bring more families with children (&/or even their fathers) that enjoy the sport. And with Lago Vista offering so much beautiful natural landscape, seems only right to take advantage of it. Moreover, right now, the closest 18 hole disc golf course is in Leander at Benbrooks Ranch Park, an ~30min. drive (or longer, depending on precise location) from Lago on FM 1431 & then Nameless Rd.
- Embrace the uniqueness of our small town by coming up with unique ideas. Take our transportation for instance. Suggest a tram/cart system that would drive through the neighborhoods for those who wish a local trip to the shopping center, or to be dropped off at the bus stop. We have enough retirees in this town to be drivers of the trams. Lago Vista can think of ways to utilize our assets (the golf courses and a bunch of retirees).

Comment Cards

The following are reponses from comment cards collected at Town Hall #3 on Tuesday, February 23, 2016:

- Partnership with LCRA for non-property owners access to park is a responsible action not taking POA parks
- Install underground power lines
- Underground utilities to replace poles
- Love that you want input. This is not the most user-friendly format. Crowded, can't see and timely. All of this could have been put on paper and each of us could have submitted our answers.
- Reexamine dog ordinance – animal cruelty – no dogs on chains

City of Lago Vista

2030 COMPREHENSIVE PLAN

[CONCLUSION]

How does Lago Vista 2030 address our needs and input?

1 We need a more effective method of communication.

- Team with the Chamber to include City information in newsletter
- Use email mailing lists
- Designate volunteers from organizations to help spread word
- Use a "text blast" SMS service
- Develop a community event calendar

2 We need a civic center to host events.

- Pursue hotel operators to develop a civic center/hotel along lakefront

3 We need more options for shopping, dining, entertainment, and employment.

- Land use designations city-wide for retail, office, and commercial
- New mixed use zoning district recommended
- FM 1431 proposed as shopping and entertainment district
- Work with local developers and private capital partners to promote economic development
- Consider a staff position for an economic development specialist

4 We have many small lots that can't be developed or served by infrastructure.

- City to purchase and consolidate developable lots
- Adopt infrastructure extension policy for key areas based on topography and access
- Encourage people to develop where infrastructure is in place

5 Our roadway safety needs improved.

- Recommend intersection upgrades each year
- More reflective signage
- Vacate unused roads to focus effort and budget on key roads
- Striped and separated bike lanes and sidewalks

6 We need better park and lake access for our citizens.

- City to purchase lakefront lots
- 3 proposed lakefront City parks
- Work toward an agreement with POAs for access options

7 We need more housing diversity for seniors and young professionals.

- More areas designated for townhomes, patio homes, duplexes, and apartments
- Housing options in mixed use activity centers

8 We need sports and recreation facilities.

- Recommend multipurpose sports complex
- Recommend public parks and trails

9 The golf courses are not profitable.

- Suggestions for golf course management to increase branding, host activities, expand services, and engage all ages

10 We need more sidewalks and trails.

- Retrofit sidewalks in key areas
- Require sidewalks in new developments when feasible
- Develop a detailed sidewalks plan
- New City trails to connect key destinations
- New provisions for bike lanes and paths

FREESE AND NICHOLS

AGENDA ITEM

City of Lago Vista

To:	**Mayor & City Council**	**Council Meeting:**	**May 5, 2016**
From:	**David Harrell, AICP, Director**		
Subject:	**AN ORDINANCE OF THE CITY OF LAGO VISTA, TEXAS, AMENDING CHAPTER 14, ZONING, EXHIBIT A, PART III, ZONING DISTRICTS, SECTION 6, SUPPLEMENTARY REQUIREMENTS, SUBSECTION 6.35, LIVESTOCK, POULTRY AND PETS, AND PART IV, ADMINISTRATION AND ENFORCEMENT, SECTION 18.20, APPLICABILITY AND USES AND STRUCTURES REQUIRING A SPECIAL USE PERMIT (SUP), ITEM L, AND CHAPTER 2, ANIMAL CONTROL, ARTICLE 2.200, ANIMAL CONTROL GENERALLY, ALL OF THE LAGO VISTA CODE OF ORDINANCES, AND ADDING PROVISIONS RELATING TO DEFINITIONS, REGULATIONS CONCERNING CHICKENS AS WELL AS DISTANCES OF CHICKENS FROM PRIVATE RESIDENCES AND PUBLIC BUILDINGS IN NEW SECTION 2.238; PROVIDING A SAVINGS CLAUSE, EFFECTIVE DATE, AND OPEN MEETINGS CLAUSES; AND PROVIDING FOR RELATED MATTERS.**		
Request:	**Other**	**Legal Document:**	**Ordinance**

Legal Review: ☒

EXECUTIVE SUMMARY:

At the last meeting, City Council wanted Staff to bring code changes forward to allow for chickens. Currently the Zoning Code only allows for poultry as a Special Use. The attached Ordinance will add verbiage excluding chickens from the Special Use requirement and add language to the animal control portions of the City Code. The item cannot be approved at this time however the Ordinance has been drafted and can be discussed in the meeting.

ORDINANCE NO. 16-05-05-03

AN ORDINANCE OF THE CITY OF LAGO VISTA, TEXAS, AMENDING CHAPTER 14, ZONING, EXHIBIT A, PART III, ZONING DISTRICTS, SECTION 6, SUPPLEMENTARY REQUIREMENTS, SUBSECTION 6.35, LIVESTOCK, POULTRY AND PETS, AND PART IV, ADMINISTRATION AND ENFORCEMENT, SECTION 18.20, APPLICABILITY AND USES AND STRUCTURES REQUIRING A SPECIAL USE PERMIT (SUP), ITEM L, AND CHAPTER 2, ANIMAL CONTROL, ARTICLE 2.200, ANIMAL CONTROL GENERALLY, ALL OF THE LAGO VISTA CODE OF ORDINANCES, AND ADDING PROVISIONS RELATING TO DEFINITIONS, REGULATIONS CONCERNING CHICKENS AS WELL AS DISTANCES OF CHICKENS FROM PRIVATE RESIDENCES AND PUBLIC BUILDINGS IN NEW SECTION 2.238; PROVIDING A SAVINGS CLAUSE, EFFECTIVE DATE, AND OPEN MEETINGS CLAUSES; AND PROVIDING FOR RELATED MATTERS.

Whereas, Chapter 14, Zoning, Exhibit A, Part III, Zoning Districts, Section 6, Supplementary Requirements, Subsection 6.35, Livestock, Poultry and Pets, City of Lago Vista Code of Ordinances ("Ordinances") has previously allowed animals that meet the definition of the term "Livestock" within the Ordinances, only in areas granted a Specific Use Permit or within a Planned Development District; and

Whereas, Chapter 14, Zoning, Exhibit A, Part IV, Administration and Enforcement, Section 18.20, Applicability and Uses and Structures Requiring a Special Use Permit (SUP), Item L, provides for description of those items that require a Special Use Permit and presently includes "Livestock and/or poultry keeping, caring or shelters"; and

Whereas, the City Council of the City of Lago Vista has considered the requests of some residents and hereby desires to modify such Zoning provisions; and

Whereas, Chapter 2, Animal Control, Article 2.200, Animal Control Generally, set out in the Ordinances defines "Livestock" without a separate definition for "chickens"; and

Whereas, the City Council desires to allow "chickens" within certain areas of the City and therefore must define and regulate them separately; and

Whereas, it is necessary for the City to amend all of the Sections set out above, as well as add an additional section pertaining specifically to the allowance of such chickens.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS, THAT:

Section 1. Findings of Fact. The above and foregoing recitals are hereby found to be true and correct and are incorporated herein as findings of fact. The City Council hereby further finds and determines that the amending or addition of rules, regulations, terms, conditions, provisions and requirements of this ordinance are reasonable and necessary to protect the public health, safety and quality of life.

Section 2. Amending Chapter 14, Zoning, Exhibit A, Part III, Zoning Districts, Section 6, Supplementary Requirements, Subsection 6.35, Livestock, Poultry and Pets, City of Lago Vista Code of Ordinances Subsection 6.35(A), Section 6, Chapter 14, Exhibit A, Lago Vista Code of Ordinances is hereby amended to read as follows:

6.35 Livestock, Poultry and Pets.

(A) No animals, livestock or poultry of any kind, except chickens, shall be raised, bred or kept outside or in a structure designed to feed them, unless permitted by SUP or PDD. Dogs, cats or other household pets may be kept provided there is no commercial breeding purpose and they are not kept in quantities which create an annoyance or nuisance.

Section 3. Amending Chapter 14, Zoning, Exhibit A, Part IV, Administration and Enforcement, Section 18.20, Applicability and Uses and Structures Requiring a Special Use Permit (SUP), Item L, Lago Vista Code of Ordinances. Section 18.20, Part IV, Administration and Enforcement, Chapter 14, Zoning, Exhibit A, Lago Vista Code of Ordinances is hereby amended to read as follows:

(L) Livestock and/or poultry keeping, except chickens, caring or shelters.

Section 4. Amending Chapter 2, Animal Control, Article 2.200, Animal Control Generally, to define "Chickens" found therein Lago Vista Code of Ordinances. Section 2.201, Definitions is hereby added to read as follows:

Chickens. Any particular domesticated farm or ranch animal of the particular fowl family, *Gallus domesticus* developed in a number of breeds for its flesh, eggs, and feathers but does not include ducks, geese, turkeys, or other domesticated fowl.

Section 5. Amending Chapter 2, Animal Control, Article 2.200, Animal Control Generally, to add Section 2.238 pertaining to Chickens within the city limits. Article 2.200, Animal Control Generally, is modified to add Section 2.238 pertaining to the allowance of Chickens within the City limits with regulations as follows:

Sec. 2.238 Chickens within City Limits

(a) It shall be unlawful for any person to own, manage or control any chickens except as the same shall be kept within an enclosure upon his own premises.
(b) No chickens shall be kept in any enclosure, any part of which is nearer than ____ feet (___) to any building or dwelling occupied and used by human beings.

(c) Should such chickens be kept on a lot in the City and such surrounding area is later developed to bring it closer to any building or dwelling occupied and used by human beings closer than ___ feet (___), such enclosure may be required to be moved to keep in compliance.

(d) Chickens may be kept on property zoned and used for veterinary hospitals or educational facilities for such purposes such as FFA or 4-H.

(e) Not more than ___ chickens shall be allowed on any property at any time, including veterinary hospitals or educational facilities.

(f) ___

(g) Enclosure requirements. No person shall maintain chickens within the city limits unless the following requirements are met:

(1) There shall be a minimum of nine (9) square feet for each chicken kept in the city limits. An enclosure shall be provided on the premises which shall be no closer than _____ feet (_____) to any dwelling. The enclosure must be of such construction as will allow for ease in cleaning and airing and kept in such a manner as not to become offensive to adjacent neighbors or the public.

(2) It shall be the duty of every person raising, keeping, or harboring any chicken to keep the premises and/or pen or other enclosure in a sanitary condition.

Comment [B1]: Should decide whether to allow chickens on all sizes of lots or on lots that back to golf course.

Section 6. Amendment of Ordinances. Chapter 14, Subsection 6.35 and 18.20 and Chapter 2, Animal Control, Section 2.201 are hereby amended in their entirety as provided in this Ordinance, and all ordinances or parts thereof conflicting or inconsistent with the provisions of this Ordinance as adopted and amended herein, are hereby amended to the extent of such conflict. In the event of a conflict or inconsistency between this Ordinance and any other code or ordinance of the City, the terms and provisions of this Ordinance shall govern.

Section 7. Savings Clause. All rights and remedies of the City of Leander are expressly saved as to any and all violations of the provisions of any ordinances affecting animals, licensing and registration within the City which have accrued at the time of the effective date of this ordinance; and, as to such accrued violations and all pending litigation, both civil and criminal, whether pending in court or not, under such ordinances, same shall not be affected by this ordinance but may be prosecuted until final disposition by the courts.

Section 8. Effective Date. This ordinance shall take effect immediately from and after its passage and publication in accordance with the provisions of the Tex. Loc. Gov't. Code.

Section 9. Open Meetings. It is hereby officially found and determined that the meeting at which this ordinance is passed was open to the public as required and that public notice of the time, place and purpose of said meeting was given as required by the Open Meetings Act.

PASSED AND APPROVED on this _____ day of May, 2016.

ATTEST: **THE CITY OF LAGO VISTA, TEXAS**

_____ _____

Sandra Barton, City Secretary Dale Mitchell, Mayor

AGENDA ITEM

City of Lago Vista

To:	**Mayor & City Council**	**Council Meeting:**	**May 5, 2016**
From:	**Melissa Byrne Vossmer, City Manager**		
Subject:	**Discussion and Consideration of Resolution No. 16-1645 of the City Council of the City of Lago Vista, Texas Directing Publication of Notice of Intention to Issue Certificates of Obligations; Providing for a Public Hearing and Notice Thereof with Respect to the Issuance of Such Certificates of Obligation as Required by the City's Home Rule Charter; Providing an Effective Date; and Containing Other Matters Relating to the Subject.**		
Request:	**Business Item**	**Legal Document:**	**Resolution**

Legal Review: ☒

EXECUTIVE SUMMARY:

At the April 21, 2016 City Council Meeting Council discussed the Proposed FY15/16 CIP totaling $1,726,000. As a result of discussion, the Council did not take any action that received a majority of votes to move the financing for the Proposed FY15/16 CIP forward. This item has been placed back on the agenda for Council to discuss and if appropriate, take action.

Attached is a copy of an updated spreadsheet of the approved FY15/16 Capital Improvement Program. This plan as approved, with all funding sources, totaled $2,171,000. At this time, it is recommended that Council approve a total of $1,726,000 to be funded through the sale of Certificates of Obligation (C of O's). This includes a base amount of $1,696,000 The spreadsheet shows this amount in the Recommended Certificate of Obligations Totals. It will also provide $30K for issuance costs for a total of $1,726,000.

The CIP has had a change since approved by the City Council. The original cost of the shade structure for the upper ballfields was included at $20K. Actual cost of the shade structure as already approved by the City Council at the February 4, 2016 meeting increased this cost by approximately $12K.

As seen on the attached, the original FY15/16 CIP included a total of $300K for cart path improvements and $50K for the necessary engineering. This was based on a bid taken by the City for these improvements in April, 2014. However, conditions have changed. Just recently, the City received a report that there are substantial structural issues at the Lago Vista Clubhouse that need to be addressed. While the final report

has not yet been received, early estimates we are getting indicate the necessary repairs could range from $30K to $50K for just the structural work.

As such, it seems prudent to recommend a reduction in the funds for cart path replacement in order to address safety and integrity issues at the Clubhouse. In addition, work still needs to be done to the handicap ramp. To address these concerns and so many unknowns, it is recommended that funding for cart paths be reduced to $38K. In doing so, only a small section(s) will be completed but we will work to identify the highest priority area(s) for replacement. By doing so, the need to engineer the project is eliminated. It is also recommended that a new item be added to the current year CIP for Clubhouse improvements at $100K. No improvements will be done on the Clubhouse until a report and recommendations are presented to Council for approval. At the April 19th Golf Course Advisory Committee, there was a discussion concerning the need to come up with a plan to develop a contribution program for an on-going Capital Improvements Plan. If established, these funds would be used to help complete on-going repair / replacement projects at the golf courses. In short, folks that used the golf courses would help pay for these projects.

Another change for Council consideration is the addition of a proposed $200K for the airport in anticipation of acquisition of land and facility improvements in the near future. While the Action Plan is not yet complete, the available property on the east side of the runway is very limited and it is very important that the City secure a piece of property for the future development of t-hangers adjacent to the airport. As a result of the visit to TXDoT on April 29th, Staff will be working with TXDoT to move forward with the acquisition process if approved by Council. The acquisition, if done according to TXDoT guidelines, can be a shared cost of 90% TXDoT and 10% City of Lago Vista. Not knowing how much land and what cost the acquisition will be, the proposed $200K is a placeholder. As with the proposed Clubhouse improvements, no funds will be spent until approved by Council.

Since April 21, 2016, Tom Lawrence the City's Financial Advisor has prepared two scenarios at a 15-year and 20-year payment schedule. These were distributed to you on 4-28-16 and are attached. The 15-year payment schedule for this debt has the least impact, causing the Interest & Sinking (I & S) portion of the tax rate to increase from the current $0.2577 to $0.2956 or a difference of 3.79 pennies based on preliminary assessed values and other assumptions regarding refinancing of some of the existing debt.

Staff recommends approving Resolution No. _____ to initiate the process to finance the modified Capital Improvements Program for FY15/16 in the amount of $1,726,000.

Impact if Approved:

The process to obtain the funding necessary for the approved projects will be initiated. If approved, funds will be available in late July.

Impact if Denied:

The process to obtain the funding necessary for the approved projects will not be initiated.

Is Funding Required? ◯ **Yes** ◉ **No** **If Yes, Is it Budgeted?** ◉ **Yes** ◯ **No** ◯ **N/A**

Indicate Funding Source:

Suggested Motion/Recommendation/Action

Motion to: **Approve Resolution**

Motion to:

Motion to:

Known As:

Consideration of Resolution No._____ of the City Council of the City of Lago vista, Texas Directing the Publication of Notice of Intention to Issue Certificates of Obligation; Providng for a Public Hearing and Noitce Thereof with Respect to the Issuance of such Certificates of Obligation as Required by the City's Home Rule Charter; Providing an Effective Date and Containing Other Matters Relating to the Subject.

Agenda Item Approved by City Manager

$1,726,000
City of Lago Vista, Texas
Certificates of Obligation, Series 2016

May 5, 2016

- **Sample 20-Year Payment Schedule**
- **I&S Tax Rate Impact of 20-Year CO (& Note Refinancing)**
- **Sample 15-Year Payment Schedule**
- **I&S Tax Rate Impact of 15-Year CO (& Note Refinancing)**
- **Schedule of Events**

LFC Texas
Lawrence Financial Consulting LLC

Registered Municipal Advisor and Texas Securities Dealer
(512) 375-3424 (Phone) (512) 582-8259 (Fax)
tlawrence@lfctexas.com **(E-mail)**
www.lfctexas.com **(Web site)**

City of Lago Vista, Texas

Combination Tax and Limited Pledge Revenue Certificates of Obligation

Series 2016

(20-Year)

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I
09/30/2016	-	-	-	-
09/30/2017	-	-	49,967.70	49,967.70
09/30/2018	5,000.00	2.700%	46,534.50	51,534.50
09/30/2019	18,000.00	2.700%	46,224.00	64,224.00
09/30/2020	27,000.00	2.700%	45,616.50	72,616.50
09/30/2021	35,000.00	2.700%	44,779.50	79,779.50
09/30/2022	92,000.00	2.700%	43,065.00	135,065.00
09/30/2023	92,000.00	2.700%	40,581.00	132,581.00
09/30/2024	97,000.00	2.700%	38,029.50	135,029.50
09/30/2025	102,000.00	2.700%	35,343.00	137,343.00
09/30/2026	101,000.00	2.700%	32,602.50	133,602.50
09/30/2027	106,000.00	2.700%	29,808.00	135,808.00
09/30/2028	104,000.00	2.700%	26,973.00	130,973.00
09/30/2029	108,000.00	2.700%	24,111.00	132,111.00
09/30/2030	112,000.00	2.700%	21,141.00	133,141.00
09/30/2031	110,000.00	2.700%	18,144.00	128,144.00
09/30/2032	114,000.00	2.700%	15,120.00	129,120.00
09/30/2033	121,000.00	2.700%	11,947.50	132,947.50
09/30/2034	124,000.00	2.700%	8,640.00	132,640.00
09/30/2035	128,000.00	2.700%	5,238.00	133,238.00
09/30/2036	130,000.00	2.700%	1,755.00	131,755.00
Total	**$1,726,000.00**	-	**$585,620.70**	**$2,311,620.70**

Yield Statistics

Bond Year Dollars	$21,689.66
Average Life	12.566 Years
Average Coupon	2.7000000%
Net Interest Cost (NIC)	2.7000000%
True Interest Cost (TIC)	2.6998577%
Bond Yield for Arbitrage Purposes	2.6998577%
All Inclusive Cost (AIC)	2.8691006%

IRS Form 8038

Net Interest Cost	2.7000000%
Weighted Average Maturity	12.566 Years

2016 CO (1.726 20 yr) | SINGLE PURPOSE | 4/26/2016 | 2:13 PM

CITY OF LAGO VISTA
I & S Tax Rate Analysis

Estimated I&S Tax Impact: (A) CO Issued in 2016; (B) 2017 Note Refiancing

FYE 9/30	TAV[1]	Existing Debt	20-Year $1.726 Million 2016 CO	Impact of Refinancing 2 Notes[3]	Debt Service Subsidy	Net D/S for I&S Tax	Estimated I&S Tax Rate[2][3]
2016	$ 686,044,174	$ 2,321,108	$ -	$ -	$ (553,354)	$ 1,767,754	$ 0.2577
2017	742,240,361	2,355,625	49,968	(207,151)	-	2,198,442	0.2962
2018	771,929,975	3,113,274	51,535	(872,700)	-	2,292,108	0.2969
2019	802,807,174	3,134,406	64,224	(895,830)	-	2,302,800	0.2868
2020	834,919,461	3,134,594	72,617	(841,723)	-	2,365,487	0.2833
2021	868,316,240	3,129,862	79,780	(817,135)	-	2,392,506	0.2755
2022	903,048,889	3,127,940	135,065	(949,275)	-	2,313,729	0.2562
2023	939,170,845	1,724,408	132,581	449,920	-	2,306,909	0.2456
2024	976,737,679	1,723,478	135,030	452,526	-	2,311,034	0.2366
2025	1,015,807,186	1,724,374	137,343	449,573	-	2,311,289	0.2275
2026	1,056,439,473	1,722,900	133,603	450,630	-	2,307,132	0.2184
2027	1,098,697,052	1,724,506	135,808	445,683	-	2,305,996	0.2099
2028	1,142,644,935	1,724,415	130,973	450,088	-	2,305,475	0.2018
2029	1,188,350,732	1,723,525	132,111	448,726	-	2,304,362	0.1939
2030	1,235,884,761	1,724,425	133,141	451,521	-	2,309,087	0.1868
2031	1,285,320,152	1,723,125	128,144	448,400	-	2,299,669	0.1789
2032	1,336,732,958	1,724,525	129,120	454,283	-	2,307,928	0.1727
2033	1,390,202,276	1,723,525	132,948	454,200	-	2,310,673	0.1662
2034	1,445,810,367	1,725,025	132,640	453,348	-	2,311,013	0.1598
2035	1,503,642,782	1,726,313	133,238	456,599	-	2,316,149	0.1540
2036	1,563,788,493	-	131,755	634,823	-	766,578	0.0490
2037	1,626,340,033	-	-	715,838	-	715,838	0.0440
2038	1,691,393,634	-	-	-	-	-	-
2039	1,759,049,379	-	-	-	-	-	-
2040	1,829,411,355	-	-	-	-	-	-
	Totals	$ 42,731,349	$ [redacted]621	$ 2,632,341	$ (553,354)	$ 47,121,956	

[redacted]

(1) TAV is assumed to increase 4% annually after fiscal year ending 9/30/2017.
(2) Assumes 100% total tax collection ratio.
(3) Numbers in this column assume $0 available from sale of Otwell property.

City of Lago Vista, Texas

Combination Tax and Limited Pledge Revenue Certificates of Obligation

Series 2016

(15-Year)

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I
09/30/2016	-	-	-	-
09/30/2017	-	-	45,341.06	45,341.06
09/30/2018	32,000.00	2.450%	41,895.00	73,895.00
09/30/2019	58,000.00	2.450%	40,792.50	98,792.50
09/30/2020	59,000.00	2.450%	39,359.25	98,359.25
09/30/2021	60,000.00	2.450%	37,901.50	97,901.50
09/30/2022	136,000.00	2.450%	35,500.50	171,500.50
09/30/2023	137,000.00	2.450%	32,156.25	169,156.25
09/30/2024	143,000.00	2.450%	28,726.25	171,726.25
09/30/2025	148,000.00	2.450%	25,161.50	173,161.50
09/30/2026	149,000.00	2.450%	21,523.25	170,523.25
09/30/2027	154,000.00	2.450%	17,811.50	171,811.50
09/30/2028	157,000.00	2.450%	14,001.75	171,001.75
09/30/2029	160,000.00	2.450%	10,118.50	170,118.50
09/30/2030	164,000.00	2.450%	6,149.50	170,149.50
09/30/2031	169,000.00	2.450%	2,070.25	171,070.25
Total	**$1,726,000.00**	-	**$398,508.56**	**$2,124,508.56**

Yield Statistics

Bond Year Dollars	$16,265.66
Average Life	9.424 Years
Average Coupon	2.4500000%
Net Interest Cost (NIC)	2.4500000%
True Interest Cost (TIC)	2.4498522%
Bond Yield for Arbitrage Purposes	2.4498522%
All Inclusive Cost (AIC)	2.6629479%

IRS Form 8038

Net Interest Cost	2.4500000%
Weighted Average Maturity	9.424 Years

CITY O[redacted] LAGO VISTA
I & S Tax Rate Analysis

Estimated I&S Tax Impact: (A) CO Issued in 2016; (B) 2017 Note Refiancing

FYE 9/30	TAV[1]	Existing Debt	15-Year $1.726 Million 2016 CO	Impact of Refinancing 2 Notes[3]	Debt Service Subsidy	Net D/S for I&S Tax	Estimated I&S Tax Rate[2][3]
2016	$ 686,04[redacted]74	$ 2,321,108	$ [redacted]	$ -	$ (553,354)	$ 1,767,754	$ 0.2577
2017	742,240,361	2,355,625	45,341	(207,151)	-	2,193,815	0.2956
2018	771,929,975	3,113,274	73,895	(872,700)	-	2,314,469	0.2998
2019	802,807,174	3,134,406	98,793	(895,830)	-	2,337,368	0.2911
2020	834,919,461	3,134,594	98,359	(841,723)	-	2,391,230	0.2864
2021	868,316,240	3,129,862	97,902	(817,135)	-	2,410,628	0.2776
2022	903,048,889	3,127,940	171,501	(949,275)	-	2,350,165	0.2602
2023	939,170,845	1,724,408	169,156	449,920	-	2,343,484	0.2495
2024	976,737,679	1,723,478	171,726	452,526	-	2,347,731	0.2404
2025	1,015,807,186	1,724,374	173,162	449,573	-	2,347,108	0.2311
2026	1,056,439,473	1,722,900	170,523	450,630	-	2,344,053	0.2219
2027	1,098,697,052	1,724,506	171,812	445,683	-	2,342,000	0.2132
2028	1,142,644,935	1,724,415	171,002	450,088	-	2,345,504	0.2053
2029	1,188,350,732	1,723,525	170,119	448,726	-	2,342,370	0.1971
2030	1,235,884,761	1,724,425	170,150	451,521	-	2,346,096	0.1898
2031	1,285,320,152	1,723,125	171,070	448,400	-	2,342,595	0.1823
2032	1,336,732,958	1,724,525	-	454,283	-	2,178,808	0.1630
2033	1,390,202,276	1,723,525	-	454,200	-	2,177,725	0.1566
2034	1,445,810,367	1,725,025	-	453,348	-	2,178,373	0.1507
2035	1,503,642,782	1,726,313	-	456,599	-	2,182,911	0.1452
2036	1,563,788,493	-	-	634,823	-	634,823	0.0406
2037	1,626,340,033	-	-	715,838	-	715,838	0.0440
2038	1,691,393,634	-	-	-	-	-	-
2039	1,759,049,379	-	-	-	-	-	-
2040	1,829,411,355	-	-	-	-	-	-
	Totals	$ 42,731,349	$ 2,124,509	$ [redacted],341	$ (553,354)	$ 46,934,844	

(1) TAV is assumed to increase 4% annually after fiscal year ending 9/30/2017.
(2) Assumes 100% total tax collection ratio.
(3) Numbers in this column assume $0 available from sale of Otwell property.

CITY OF LAGO VISTA
CERTIFICATES OF OBLIGATION, SERIES 2016

SCHEDULE OF EVENTS
City Council Meeting Dates Highlighted

Action	Date
Discussion Item on Council Agenda; no official action	***03/03/16***
Council Approves Resolution Authorizing: (1) Publication of Notice of Intent to issue COs (per statute); (2) Providing for Public Hearing and Notice thereof (per charter); (3) Reimbursement of Pre-Closing Project Expenditures	***05/05/16***
Application for Credit Rating *(if public offering undertaken)*	05/06/16
1st Publication of Notice of Intent to Issue CO's *(at least 31 days before sale)*	
1st Publication of Notice of Public Hearing for COs	05/12/16
2nd Pub. of Notice of Intent to Issue CO's and Notice of Public Hearing	05/19/16
3rd Publication of Notice of Public Hearing	05/26/16
Credit Rating released *(if public offering undertaken)*	06/03/16
Preliminary OS and Notice of Sale released *(if public offering undertaken)*	06/06/16
Pricing COs; Interest Rates Established	06/16/16
CO Public Hearing; Council Approves Sale of COs	***06/16/16***
Bond Counsel Submits Transcripts to AG for Review	06/20/16
Closing Memorandum Distributed	06/22/16
Final Official Statement released *(if public offering undertaken)*	06/23/16
Attorney General Approval of COs	07/14/16
Closing for COs	07/19/16

RESOLUTION NO. 16-1645

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS DIRECTING PUBLICATION OF NOTICE OF INTENTION TO ISSUE CERTIFICATES OF OBLIGATION; PROVIDING FOR A PUBLIC HEARING AND NOTICE THEREOF WITH RESPECT TO THE ISSUANCE OF SUCH CERTIFICATES OF OBLIGATION AS REQUIRED BY THE CITY'S HOME RULE CHARTER; PROVIDING AN EFFECTIVE DATE; AND CONTAINING OTHER MATTERS RELATING TO THE SUBJECT

WHEREAS, this City Council deems it advisable to give notice of intention to issue certificates of obligation of the City of Lago Vista, Texas (the "City"), as hereinafter provided; and

WHEREAS, it is officially found and determined that the meeting at which this Resolution has been considered and acted upon was open to the public and public notice of the time, place and subject of said meeting was given, all as required by V.T.C.A. Government Code. ch. 551; Now, Therefore

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LAGO VISTA:

Section 1. Form of Notice. Attached hereto as Exhibit A is a form of Notice of Intention to Issue Certificates of Obligation (the "Certificates Notice"), the form and substance of which are hereby adopted and approved.

Section 2. Publication of Notice. The Certificates Notice shall be published, in substantially the form attached hereto, in a newspaper, as defined in V.T.C.A Government Code Section 2051.044, as amended, of general circulation in the area of the City, once a week for two consecutive weeks, the date of the first publication thereof to be before the 30th day before the date tentatively set for passage of the ordinance authorizing the issuance of such certificates.

Section 3. Public Hearing and Notice. The City Council shall conduct a public hearing with respect to the issuance of the certificates of obligation described in the Certificates Notice at its meeting to be held on the date and at the time and place set forth in the Certificates Notice, such hearing to be held prior to action by the City Council authorizing the issuance of such certificates of obligation. Notice of such public hearing, in the form and content substantially as set forth in the Notice of Public Hearing attached hereto as Exhibit B, shall be published once a week for three consecutive weeks in a newspaper of general circulation in the City.

Section 4. Effective Date. This Resolution shall become effective immediately upon adoption. The Mayor and City Secretary are hereby authorized and directed to execute this Resolution on behalf of the City and to do any and all things proper and necessary to carry out the intent of this Resolution.

PASSED, APPROVED AND EFFECTIVE this May 5, 2016.

_____
Mayor, City of Lago Vista, Texas

ATTEST:

_____
City Secretary, City of Lago Vista, Texas

[SEAL]

EXHIBIT A

CITY OF LAGO VISTA, TEXAS
NOTICE OF INTENTION TO ISSUE CERTIFICATES OF OBLIGATION

NOTICE IS HEREBY GIVEN that the City Council of the City of Lago Vista, Texas, at its meeting to commence at 6:30 P.M. on June 16, 2016, at its regular meeting place in the City Hall, 5803 Thunderbird, Lago Vista, Texas, tentatively proposes to authorize the issuance of interest bearing certificates of obligation of said City, in one or more series, in total maximum principal amount not exceeding $1,726,000 for the public purpose of paying contractual obligations incurred or to be incurred for the following purposes: (i) constructing, improving, extending, enlarging and equipping improvements, extensions and additions to the City's water and wastewater system; (ii) constructing, improving, extending, expanding, upgrading and developing municipal streets, bridges, sidewalks, intersections and related traffic improvements, including a street audit and report, traffic signal and engineering studies; (iii) constructing, improving, expanding, upgrading and developing municipal water quality facilities; (iv) improving and equipping the City's athletic and sports fields and pool at municipal parks; (v) purchasing radio equipment for the City radio communication system; (vi) costs related to updating the City's Comprehensive Plan; (vii) improving cart paths and other facilities at the City's municipal golf courses, including the LV Clubhouse; (viii) facility improvements and acquisition of land for the City's airport; and (ix) paying the costs of professional services in connection therewith including legal, fiscal and engineering fees and the costs of issuance with respect to the certificates of obligation. The City proposes to provide for the payment of such certificates of obligation from the levy and collection of ad valorem taxes in the City as provided by law, and from a limited pledge not to exceed $1,000 of the surplus revenues of the City's water and sewer system, remaining after payment of all operation and maintenance expenses thereof, and all debt service, reserve, and other requirements in connection with all of the City's revenue bonds or other obligations (now or hereafter outstanding), which are payable from all or any part of the net revenues of the City's water and sewer system. The certificates of obligation are to be issued, and this notice is given, under and pursuant to the provisions of V.T.C.A., Local Government Code, Subchapter C of Chapter 271.

EXHIBIT B

CITY OF LAGO VISTA, TEXAS
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the City Council of the City of Lago Vista, Texas ("the City"), will conduct a public hearing at its meeting to commence at 6:30 P.M. on June 16, 2016, at the Lago Vista City Hall, 5803 Thunderbird, Lago Vista, Texas, on the issuance by the City of certificates of obligation of the City (the "Certificates"). The following information is included in this Notice pursuant to Sections 8.10 and 8.11 of the City's Home Rule Charter: (1) the relevant statutory provisions providing for a petition and election: V.T.C.A, Local Government Code Section 271.049(c) provides that if before the date tentatively set for the authorization of the issuance of the Certificates or if before the authorization, the City Secretary receives a petition signed by at least five percent of the qualified voters of the City protesting the issuance of the Certificates, the City may not authorize the issuance of the Certificates unless the issuance is approved at an election ordered, held, and conducted in the manner provided for bond elections under Chapter 1251, Government Code; (2) the time, date and place at which the issuance of the Certificates is planned to be authorized: at the meeting of the City Council of the City to commence at 6:30 P.M. on June 16, 2016, at the Lago Vista City Hall, 5803 Thunderbird, Lago Vista, Texas; (3) the manner and funding source proposed for the payment of the Certificates: a continuing pledge of ad valorem taxes to be levied, assessed and collected annually against all taxable property in the City and a limited pledge not to exceed $1,000 of the surplus revenues of the City's water and sewer system, remaining after payment of all operation and maintenance expenses thereof, and all debt service, reserve, and other requirements in connection with all of the City's revenue bonds or other obligations (now or hereafter outstanding), which are payable from all or any part of the net revenues of the City's water and sewer system; (4) the maximum principal amount of the Certificates to be issued: $1,726,000; and (5) the purpose for which the Certificates will be issued: (i) constructing, improving, extending, enlarging and equipping improvements, extensions and additions to the City's water and wastewater system; (ii) constructing, improving, extending, expanding, upgrading and developing municipal streets, bridges, sidewalks, intersections and related traffic improvements, including a street audit and report, traffic signal and engineering studies; (iii) constructing, improving, expanding, upgrading and developing municipal water quality facilities; (iv) improving and equipping the City's athletic and sports fields and pool at municipal parks; (v) purchasing radio equipment for the City radio communication system; (vi) costs related to updating the City's Comprehensive Plan; (vii) improving cart paths and other facilities at the City's municipal golf courses, including the LV Clubhouse; (viii) facility improvements and acquisition of land for the City's airport; and (ix) paying the costs of professional services in connection therewith including legal, fiscal and engineering fees and the costs of issuance with respect to the certificates of obligation.

FY15/16

Department	FY15/16 Project Name	Item Cost	Approved Program Total	Revised Recommended Program Totals	Recommended Certificate of Obligation Totals	Funding Source
Water Distribution	Design BPS at Airport Water Pressure Plane (look @ lot on West side for acquisition)	$120,000				**Impact Fees**
	Water Distribution Subtotal		**$120,000**	$0	$0	
Wastewater Collection	Bronco Wastewater Line Replacement Construction	$100,000		$100,000	$100,000	**C of O's**
	Wastewater Collection Subtotal		**$100,000**			
Water Treatment	--	--				
	Water Treatment		**$0**			
Wastewater Treatment	Design & Construction of reinforcements to existing WWTP	$100,000		$100,000	$100,000	**C of O's**
	Design of WWTP 2nd Clarifier	$100,000		$100,000	$100,000	**C of O's**
	Wastewater Treatment		**$200,000**			
Streets and Drainage	Texas A&M Pavement Management System Project	$100,000		$100,000	$100,000	**C of O's**
	Traffic Signal at Lohman and Boggy Ford (Completion goal 8/16)	$400,000		$400,000	$400,000	**C of O's**
	Camille and Dawn Drive	$200,000		$200,000	$200,000	**C of O's**
	Flashing Lights Middle School	$15,000		$15,000	$15,000	**C of O's**
	Safe Routes to Schools Sidewalks Engineering (If approved by CAMPO)	$75,000		$125,000	$125,000	**C of O's**
	Streets and Drainage Subtotal		**$790,000**			

FY15/16

Department	FY15/16 Project Name	Item Cost	Approved Program Total	Revised Recommended Program Totals	Recommended Certificate of Obligation Totals	Funding Source
Parks	Shade Structure Upper Ballfield	$20,000		$20,000	$32,000	**C of O's**
	Fence Replacement Upper Ballfield	$17,000		$17,000	$17,000	**C of O's**
	Veteran's Park	$20,000		$20,000	$20,000	**C of O's**
	Parks Subtotal		**$57,000**			
Aquatics	Replace Pool Gutters	$9,000		$9,000	$9,000	**C of O's**
	Aquatics Subtotal		**$9,000**			
Airport	-	$0		$200,000	$200,000	
	Airport Subtotal		**$0**			
Public Works, Planning & City Facilities	Back Up Generators / City Hall PD	$50,000		$50,000	$50,000	**C of O's**
	Comprehensive Plan Update	$70,000		$70,000	$70,000	**C of O's / Reserves**
	Water System Master Plan	$75,000		$75,000		**Impact Fees**
	Hollows Water Quality Rehab	$330,000		$330,000		**Centex**
	Radio Station (Infrastructure and antenna)	$20,000		$20,000	$20,000	**C of O's /** *Possibly some H.O.T. funds*
	Public Works / Planning Subtotal		**$545,000**			
Golf	Cart Path Replacement Construction	$300,000		$38,000	$38,000	**C of O's / Golf Cart Path Dedicated Revenue**
	Cart Path Replacement Engineering	$50,000		$0		
	Lago Vista Clubhouse Facility Improvements			$100,000	$100,000	**C of O's**
	Golf Subtotal		**$350,000**			
FY15/16 Grand Total		**$2,171,000**	**$2,171,000**	**$2,089,000**	**$1,696,000**	

AGENDA ITEM

City of Lago Vista

To:	**Mayor & City Council**	**Council Meeting:**	**May 5, 2016**
From:	**Melissa Byrne Vossmer and Laura Fowler**		
Subject:	**Consider approval of Resolution 16-1649 authorizing the City Manager to sign the LCRA Community Development Partnership Program Grant Agreement in the amount of $25,000.**		
Request:	**Business Item**	**Legal Document:**	**Resolution**

Legal Review: ☒

EXECUTIVE SUMMARY:

For the first time in recent history, the City has been awarded a grant from LCRA with the assistance of PEC for improvements to public facilities. The City has been awarded $25,000 to help improve public facilities at the Sports Complex.

All projects in the grant package were previously approved by the Council as part of the FY15/16 CIP. The shade structures at the City pool were projected to be constructed in FY17/18 CIP.

In order to be eligible for the $25,000 grant, which is the maximum achievable award, staff leveraged the FY15/16 respective CIP project dollars. By successfully attaining this grant, staff was able to not only supplement FY15/16 CIP projects, but also complete the future CIP pool shade project planned for FY17/18 at no cost to the City.

The Park Improvements that will benefit from this collaboration are:
$30,679 Shade structures over both bleachers at the Upper Baseball Field
$16,400 Upper Baseball Field fence replacement
$ 9,899 Drainage improvements at City pool
$ 1,109 Modernized drinking water fountain addition to City pool
$17,167 Two shade structures inside the City pool facility

$75,254 is total project cost ($25,000 Grant relief & $50,254 City's portion)

LCRA has reached out and will be inviting the Mayor, City Council and City Manager for a symbolic grant award ceremony on site June 1, 2016 at 2:00pm

Attached is Resolution No.16-1649 & the Grant Agreement.

Impact if Approved:

If approved, the resolution will allow the City Manager to execute the Grant Agreement resulting in the award of the $25,000 grant to contribute to improvements at the Sports Complex.

Impact if Denied:

If denied, the Council will decline the agreement with LCRA and forfeit the $25,000 grant award and shade structure additions at the pool will wait until FY17/18 as previously planned.

Is Funding Required? ◉ **Yes** ◯ **No** **If Yes, Is it Budgeted?** ◉ **Yes** ◯ **No** ◯ **N/A**

Indicate Funding Source:

Funding for project is allocated in the FY 15/16 CIP budget.

Suggested Motion/Recommendation/Action

Motion to: **Approve Item**

Motion to:

Motion to:

Known As:

Agenda Item Approved by City Manager

RESOLUTION NO. 16-1649

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS AUTHORIZING THE CITY MANAGER TO SIGN THE COMMUNITY DEVELOPMENT PARTNERSHIP PROGRAM GRANT.

WHEREAS, the City of Lago Vista, Texas ("City") has been awarded by Lower Colorado River Authority ("LCRA") the Community Development Partnership Program grant; and

WHEREAS, the LCRA grant will provide financial assistance in the amount of Twenty-five Thousand Dollars ($25,000.00), to the City for the City of Lago Vista Sports Complex Project; and

WHEREAS, the City desires to accept such grant and the conditions that are required by LCRA to effectuate its purposes

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OFTHE CITY OF LAGO VISTA, TEXAS, THAT:

SECTION 1. The above recitals are hereby found to be true and correct and incorporated herein for all purposes.

SECTION 2. The City Council of the City of Lago Vista, Texas does hereby authorize the signature on the Letter Agreement with LCRA as shown in Exhibit "A" and further authorizes the City Manager or her designee to take all steps necessary to comply with its terms.

SECTION 3. This Resolution shall be in full force and effect from and after its passage.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF LAGO VISTA, TEXAS, ON THE _____ DAY OF MAY, 2016.

CITY OF LAGO VISTA

_____
Dale Mitchell, Mayor

ATTEST

_____
Sandra Barton, City Secretary

ENERGY • WATER • COMMUNITY SERVICES

March 25, 2016

Laura Fowler
Parks & Recreation Manager
City of Lago Vista
PO Box 4727
Lago Vista, TX 78645

Dear Ms. Fowler:

The customers, employees and Board of Directors of the Lower Colorado River Authority (LCRA) and Pedernales Electric Cooperative congratulate you on your Community Development Partnership Program grant in the amount of $25,000. We are excited about your project and look forward to seeing the resulting benefits in your community.

Your project reflects strong leadership and a commitment to make a real difference in people's lives. LCRA is proud to be a part of these efforts, which fit so well with our mission to enhance the quality of life of the Texans we serve through water stewardship, energy and community service.

We are enclosing two copies of the agreement for the review and signature of the appropriate person within your organization. Please return one copy of the signed agreement in the enclosed envelope along with the direct deposit form. We will contact your organization to schedule your grant presentation upon receipt of the agreement and direct deposit form. We also are enclosing the final completion report guidelines and a sample form to be completed online after the project has been completed.

Again, congratulations on your grant award. If you have any questions, please contact me at 512-578-3562 or 800-776-5272, ext. 3562, or Business Coordinator Karen Rankin at 512-730-6725 or ext. 6725.

Sincerely,

Phil Wilson
General Manager

LETTER AGREEMENT

This Letter Agreement ("Agreement") is between the Lower Colorado River Authority ("LCRA") and the City of Lago Vista ("Recipient"). In consideration of the Recipient's commitments made in a grant application dated January 29, 2016 ("Grant Application"), LCRA agrees to grant to Recipient Twenty-Five Thousand and 0/100ths dollars ($25,000) ("Grant Money") for the purpose of the City of Lago Vista Sports Complex Project ("Project").

1. Use of Grant Money. This is a grant of funds solely for the Project purpose(s) stated in the Grant Application. Nothing herein contained requires LCRA to select, procure, install, maintain or repair any equipment or improvements purchased or funded with the Grant Money, or to supervise or train the Recipient's personnel with respect to such activities. Recipient is solely responsible for the selection, procurement, installation, construction, repair and maintenance of all equipment and improvements purchased or funded with the Grant Money, as well as for the training and supervision of the Recipient's personnel with respect to such activities. Recipient agrees to use the Grant Money solely for Project purposes, and Recipient shall not use equipment or improvements purchased or funded with the Grant Money for any purpose other than that stated in the Grant Application, except as provided for herein.

2. Project Completion Date. Recipient agrees to complete the Project within twelve (12) months of the date the Grant Money is received. If the Project is not completed within twelve months, Recipient shall return the unexpended Grant Money to LCRA immediately upon demand. Upon completion of the Project, Recipient agrees to provide LCRA with a photograph of the completed project, a photograph of the required signage, and a completed final report form provided to Recipient by LCRA.

3. Interest on Grant Money. Any interest earned by Recipient on the Grant Money prior to its expenditure shall be considered grant funds and applied exclusively to the Project, or included with any Grant Money returned or refunded to LCRA under the terms of this Agreement, as applicable.

4. Breach and Remedy. If Recipient breaches this Agreement, Recipient agrees that it shall refund to LCRA the full amount of the grant. _____INITIAL

5. Public Use. The equipment and improvements purchased or funded with Grant Money must remain open and accessible to the general public or be used for a public purpose for the useful life of the equipment or improvement.

6. Record Keeping. Recipient shall maintain accurate records of all costs, payments, and related data as may be required by LCRA to verify proper use of the Grant Money for the Project. Recipient shall maintain such records for at least two years after completion of the Project, and shall make the records available to LCRA for

inspection upon reasonable notice.

7. Compliance with Laws. Recipient shall comply with all federal, state and local laws, ordinances, and regulations in connection with the Project. Recipient shall also be responsible for obtaining all necessary permits, licenses, and any other such approvals required for the Project.

8. Acknowledgment. Recipient will make clear and conspicuous public and permanent identification at the Project site acknowledging that LCRA and Pedernales Electric Cooperative are sponsors of the Project. If an awarded recipient's previous grant(s) closeout documents outlined in #2 above do not reflect the required public and permanent signage, then the recipient is not eligible to receive a CDPP grant. _____INITIAL

9. Right to Inspect. LCRA shall have the right to enter upon and photograph the Project site at any reasonable time for the purpose of inspection, including but not limited to walk-throughs, on-site evaluations, and end of project evaluations.

10. Indemnification. **RECIPIENT AGREES TO INDEMNIFY AND HOLD LCRA AND ITS DIRECTORS, OFFICERS, EMPLOYEES, WHOLESALE CUSTOMERS, AND AGENTS HARMLESS FROM DAMAGES, CLAIMS, DEMANDS, SUITS, CAUSES OF ACTION, JUDGMENTS, COSTS AND EXPENSES INCLUDING REASONABLE ATTORNEY'S FEES AND EXPENSES RESULTING FROM 1) DAMAGE TO PROPERTY OF ANY PERSON, FIRM, CORPORATION OR GOVERNMENTAL AGENCY, INCLUDING PROPERTY OF LCRA, AND/OR 2) DEATH OF, OR INJURY TO, ANY PERSON OR PERSONS, INCLUDING EMPLOYEES OF LCRA, ARISING OUT OF, AND TO THE EXTENT CAUSED BY, A NEGLIGENT ACT OR OMISSION OR WILLFUL MISCONDUCT OF RECIPIENT, ITS AGENTS, SERVANTS, EMPLOYEES, AND ITS SUPPLIERS AND SUBCONTRACTORS OF ANY TIER, THEIR AGENTS, SERVANTS AND EMPLOYEES.**

IN THE EVENT THAT LCRA IS FOUND TO BE CONCURRENTLY NEGLIGENT, RECIPIENT SHALL NOT INDEMNIFY FOR THE PROPORTIONATE NEGLIGENCE ATTRIBUTABLE TO LCRA BUT SHALL INDEMNIFY FOR THE PORTION OF NEGLIGENCE ATTRIBUTABLE TO RECIPIENT, ITS AGENTS, SERVANTS, EMPLOYEES, AND ITS SUPPLIERS AND SUBCONTRACTORS OF ANY TIER, THEIR AGENTS, SERVANTS, AND EMPLOYEES.

11. Insurance. If requested by LCRA, Recipient shall obtain and maintain a policy of insurance for the useful life of the equipment or improvements purchased or funded with the Grant Money which is sufficient to provide for replacement of any equipment or improvement which is lost, stolen, damaged, or destroyed. Any insurance proceeds received by or on behalf of Recipient under an insurance policy due to the damage or destruction of equipment or improvements must be utilized to acquire equivalent or

better equipment, to repair or replace the improvement, or be paid to LCRA. If otherwise permissible under applicable law, governmental entities may use an established self-insurance program to satisfy this requirement. Recipient shall provide proof of insurance coverage.

12. Disposition of Equipment and Improvements. When equipment or improvements purchased or funded with the Grant Money are no longer needed for the original Project purposes (regardless of whether the Project continues to be supported by LCRA funds), Recipient may use the equipment for other eligible or comparable activities or purposes; otherwise, Recipient shall request disposition instructions from LCRA.

13. Survival. The obligations of the Recipient hereunder, including but not limited to the requirement to use equipment or improvements purchased or funded with the Grant Money for the purposes stated in the Grant Application, shall continue for the useful life of the equipment or improvement.

If the terms and conditions stated above are in accordance with your understanding, please so indicate by signing both originals of this Letter Agreement and returning one of them to LCRA.

Bill Lauderback
Executive Vice President, Public Affairs
Lower Colorado River Authority

LCRA LEGAL

The terms and conditions stated above are accepted and agreed to on

_____, _____.
MONTH DD YYYY

Recipient: _____

By: _____
SIGNATURE

Printed Name: _____ Title: _____

Rev. 3/2016

AGENDA ITEM

City of Lago Vista

To:	**Mayor & City Council**	**Council Meeting:**	**May 5, 2016**
From:	**David Harrell, AICP, Director**		
Subject:	**Discussion on Notification Program on City Activities**		
Request:	**Report**	**Legal Document:**	**Other**

Legal Review: ☐

EXECUTIVE SUMMARY:

There has been citizen and Council inquiry via Councilwoman Stephanie Smith into improving notification of activities that occur within the City. At this time we use our manual reader Community Event Sign, Newsletter, radio, City website, Facebook, Twitter presence for news items, public announcements, and meetings. During the data acquisition for the Comprehensive Plan Update it was determined some our citizenry do not use these communication options.

Based on the information provided from the data acquisition, e-mail was a preferred method of communication during the Comprehensive Plan. Staff believes an expanded e-mail list with the ability to sign up through our website would be a better way to communicate. Through the list we could send a hyper-link and information for people to access through the web. Staff can include this community wide effort in the newsletter and develop a campaign to encourage sign up. This sign up would be available through the website.

Another option of communication could be additional inserts in utility bills but they are generally more effective with longer-range and also cost. Other options we have started include an internal electronic sign committee to review locations and design for two electronic reader board signs.

Staff is seeking input and information from the Council concerning additional notification options.

AGENDA ITEM

City of Lago Vista

To:	**Mayor & City Council**	**Council Meeting:**	**May 5, 2016**
From:	**David Harrell, AICP, Director**		
Subject:	**Discussion on Signage Issues**		
Request:	**Report**	**Legal Document:**	**Other**

Legal Review: ☐

EXECUTIVE SUMMARY:

Recently the business community has voiced concerns over City signage standards. The sign code hasn't been reviewed in great detail since 2009. Updating of a sign code is finding a balance of meeting the advertising needs of the business community and the aesthetics of the area/overall community. Staff believes it is to time to review the sign code and to that we have already started discussing this matter with the Chamber Executive Director which represents businesses and Chad Hendricks with Dirt Cheap Signs. Both have indicated a willingness to help the City with this review and develop recommendations.

Staff is seeking input from Council concerning the process of reviewing the Sign Code. Is the Council satisfied with this process or does Council have other options or actions they would like to see Staff include?

MEETING DATE: May 5, 2016

AGENDA ITEM: Consider schedule and items for future Council meetings.

Comments:

Motion by: _____

Seconded by: _____

Content of Motion: _____

_____

Vote: Raley_____; Shoumaker_____; Tidwell _____; R. Smith _____;

Mitchell_____; S. Smith_____; Cox _____

Motion Carried: Yes_____; No _____

MEETING DATE: May 5, 2016

AGENDA ITEM: Convene into Executive Session pursuant to Sections 551.071 (Advice of Counsel), 551.072 (Real Property), 551,074 (Personnel), Texas Government Code and Section 1.05 Texas Disciplinary Rules of Professional Conduct regarding:

1. Consultation with legal counsel regarding real property and possible issues and questions related to acquisition, sale or lease.

2. Consultation with legal counsel regarding past and future contracts with vendor for Lago Vista Golf Course restaurant.

3. Consultation with legal counsel regarding Highland Lakes PDD, Highland Lakes Golf Course and possible issues and questions related to acquisition, sale or lease of property thereunder.

4. Consultation with Legal Counsel regarding alternative economic development programs or incentives for new business concerns.

5. Consultation with attorney regarding claims or possible claims related to easements, public utility easement and/or public property existing between Lots 1CA, 1CB, 12M-A and 18M, Travis Plaza, Lago Vista, Texas.

Motion by: _____

Seconded by: _____

Content of Motion: _____

_____

Vote: Raley_____; Shoumaker _____; Tidwell _____; R. Smith _____;

Mitchell_____; S. Smith _____; Cox _____

Motion Carried: Yes_____; No _____

MEETING DATE: May 5, 2016

AGENDA ITEM: Reconvene from Executive Session into open session to take action, as deemed appropriate in City Council's discretion, regarding:

1. Consultation with legal counsel regarding real property and possible issues and questions related to acquisition, sale or lease.

2. Consultation with legal counsel regarding past and future contracts with vendor for Lago Vista Golf Course restaurant.

3. Consultation with legal counsel regarding Highland Lakes PDD, Highland Lakes Golf Course and possible issues and questions related to acquisition, sale or lease of property thereunder.

4. Consultation with Legal Counsel regarding alternative economic development programs or incentives for new business concerns.

5. Consultation with attorney regarding claims or possible claims related to easements, public utility easement and/or public property existing between Lots 1CA, 1CB, 12M-A and 18M, Travis Plaza, Lago Vista, Texas.

Motion by: _____

Seconded by: _____

Content of Motion: _____

_____

Vote: Raley_____; Shoumaker _____; Tidwell _____; R Smith _____;

Mitchell_____; S. Smith _____; Cox _____

Motion Carried: Yes_____; No _____