



Agenda Item Report

Legislative Board:

Planning and Zoning
Commission

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Contact:

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ITEM TITLE:

Consideration and potential approval of a request by Civil & Environmental Consultants, Inc. for a Final Plat of Buda Gateway, a commercial subdivision consisting of +/- 47.898 acres out of the James Hurdman Survey, Abstract No. 231, City of Buda, Hays County Texas. (FP 24-03) (Victor Escamilla, Senior Planner)

1. EXECUTIVE SUMMARY

This is the Final Plat associated with the Gateway PD project, which consists of 3 development lots, the dedication and construction of the Commerce Center Drive extension, and two private streets with Public Access easements.

In addition to the Plat, there is a Public Improvement Agreement (PIA) for the construction of the Public Infrastructure, which includes the extension of Commerce Way (and the associated stormwater infrastructure, water quality and detention ponds), the private roads, and a wastewater line.

Furthermore, a Traffic Impact Analysis (TIA) is included per the requirements of the UDC and the previously approved Preliminary Plat. No mitigations were found to be required by the TIA beyond the extension of Commerce Center Drive to South Loop 4, as well as the construction of two turn lanes as required by TxDOT.

The City has also entered into an incentive agreement with the developer, so that the developer is constructing the portion of Commerce Center Drive across a portion of City owned property, in order to complete the connection to the existing Commerce Center Drive.

2. BACKGROUND/HISTORY

This property is subject to a Planned Development (PD) which was approved in 2023.

During the July 23, 2024 Planning and Zoning Commission meeting, the Commission voted to approve the associated Preliminary Plat (PP 23-07) with the following condition:

- That a Traffic Impact Analysis (TIA) report must be approved with the approval of the final plat and prior to issuance of a site plan permit.

3. ANALYSIS

The proposed final plat is subject to criteria outlined in UDC Subsection 3.03.06.I.1 Final Plat Criteria for Approval - With Prior Approved Preliminary Plat. The Criteria for Approval are as follows:

a. The Final Plat conforms to the approved Preliminary Plat except for minor amendments that are authorized under 3.03.05.K. Amendments to Preliminary Plats Following Approval and that may be approved without the necessity of revising the approved Preliminary Plat;

The Final Plat conforms to the Preliminary Plat as approved by P&Z on July 23rd, 2024.

b. All conditions imposed at the time of approval of the Preliminary Plat, as applicable, have been satisfied;

The Preliminary Plat was approved with the condition that a "TIA report must be approved with the approval of the final plat and prior to issuance of a site plan permit." The TIA is included in this staff report for consideration by the Planning and Zoning Commission to fulfill the said condition.

c. The Construction Plans conform to the requirements of 3.04.01 Construction Plans and have been approved by the City Engineer;

The Construction Plans have been approved and conform to all regulations with one exception which forms the basis of a contingency on the staff recommendation of this Final Plat:

3.04.01.E Criteria for Approval contains item 2, which requires that "the Construction Plans conform to the subject property's zoning and Planned Development (PD) standards (including zoning design standards), and to the standards for adequate public facilities, contained in these Subdivision Regulations and Development Standards and all other applicable City codes" in order for the City Engineer to approve the Construction Plans. Within the Subdivision Regulations and Development Standards that make up UDC 3, UDC 3.05.13.C.4.c states that "the Final Plat will not be approved until a letter has been provided from the utility provider stating that they have accepted the plans for construction." This code applies when a utility provider other than the City provides service. In this case, the water utility is Texas Water Utilities, L.P. and no such letter has yet been provided, but the applicant is working with the utility to provide the letter.

d. Where Public Improvements have been installed, the improvements conform to the approved Construction Plans and have been approved for acceptance by the City Engineer;

Public Improvements are reviewed with the Site Plan and with the Commerce Center Drive Construction Plans and will begin construction after the Plat is approved and recorded.

e. Where the City Engineer has authorized Public Improvements to be deferred, an Improvement Agreement has been executed and submitted by the property owner in conformity with Subsection 3.04. Construction Plans and Procedures;

A Public Improvement Agreement signed and ready for execution has been provided by the applicant to the City (and is attached). It will be fully executed with City signature following approval of the Final Plat by the Planning and Zoning Commission.

f. The final layout of the Subdivision or development meets all standards for adequacy of public facilities contained in the UDC;

This property is within City Limits and meets all standards and platting requirements.

g. The Plat conforms to design requirements and construction standards as set forth in the Engineering Criteria Manual; and

The Plat meets this requirement.

h. The Plat conforms to the Director of Planning's subdivision Application checklists and UDC regulations.

The Plat meets all checklist requirements.

Buda Gateway TIA

TIA Executive Summary

A Traffic Impact Analysis (TIA) is required by the City according to UDC 3.05.11; the purpose of the analysis is "to assess the effects of specific development activity on the existing and planned

roadway system” (UDC-3.05.10A.1). The Buda Gateway project triggered a TIA based on the projected traffic generation of the development, evaluated as 877 daily trips and 90 peak hour trips. The values to trigger a TIA for Site Plan, Preliminary Plat, and Final Plat cases are 750 daily trips or 100 peak hour trips. The TIA analyzed the year 2025 as the build-out year and a horizon year of 2030. The analysis focused on all seven proposed site driveways and the intersections at South Loop 4 with West Goforth Street and Robert S. Light Boulevard with South Loop 4. The TIA assumed the construction of Commerce Center Drive as proposed in the Preliminary Plat. The TIA determined that no mitigations would be required, as the transportation network has adequate capacity to support the traffic generated by the development. However, TxDOT is requiring two right turn lanes to be constructed along South Loop 4—one at the site driveway and one at the intersection with the proposed Commerce Center Drive. Furthermore, the construction of Commerce Center Drive was assumed in the TIA because it was identified within the Preliminary Plat, as such it is also within the scope of the Public Improvement Agreement associated with this Final Plat.

TIA Detailed Report

Buda Gateway submitted a Traffic Impact Analysis (attachment *TIA Report_Buda Gateway TIA 24-06*) alongside the Final Plat (FP 24-03) application. Such analysis typically is performed and reviewed as part of the Preliminary Plat process (PP 23-07 approved July 23rd, 2024), but the UDC allows for the TIA to be performed with the Site Plan, Preliminary Plat, or the Final Plat (UDC-3.05.11.Table 36). In this case, the applicant and the City engaged in the TIA Scoping Meeting (per UDC-3.05.10B) during the Preliminary Plat case, and it was eventually determined that the TIA would be more appropriately done with the Final Plat and Site Plan cases per the letter submitted by the applicant dated May 23, 2024 (attachment *TIA Deferral_Buda Gateway TIA 24-06*). Discussion of this fact was included in the July 23rd, 2024 staff report to the Planning and Zoning Commission, and the associated motion, which ultimately carried with unanimous approval, included the contingency that a “TIA report must be approved with the approval of the final plat and prior to issuance of a site plan permit” (attachment *TIA Deferral_July 23rd 2024 PZ Meeting Minutes*). Accordingly, the TIA report is included here.

As stated in the summary above, the purpose of the Traffic Impact Analysis is “to assess the effects of specific development activity on the existing and planned roadway system” (UDC-3.05.10A.1). Accordingly, the analysis begins by defining the development activity. The proposed Buda Gateway development includes approximately 530,000 square feet of gross floor area with a use of warehousing as classified within the Institution of Transportation Engineers’ *Trip Generation* publication according to the procedures outlined in the ITE’s *Trip Generation Handbook* (utilized per UDC-3.05.10F.2.a). This development activity results in estimated generated trips of 877 total daily trips and 90 peak hour trips (the peak hour being that hour within 24 hours in which the highest amount of traffic is generated).

With traffic generation established, the next step is to consider the interaction of this new traffic with the transportation network, more specifically within the “study area.” The study area is defined in UDC-3.05.11.Table 36 to the effect that the study area includes all site access drives and all signalized intersections or major unsignalized intersections within ½ mile to 1 mile of the site boundary. The development proposes seven new driveways connecting to the transportation network: three driveways onto Robert S. Light Boulevard, one driveway onto South Loop 4, and three driveways onto the proposed Commerce Center Drive (Commerce Center Drive to be constructed by the applicant according to the Public Improvement Agreement associated with this plat case). Two intersections were included: the intersection of South Loop 4 with West Goforth

Street and the intersection of Robert S. Light Boulevard with South Loop 4. The analysis periods of existing, opening, and 5 years after opening were selected based on the conditions of UDC-3.05.11.Table 36, as well, which requires those time periods as a function of the fact that the site generates less than 500 total peak hour trips.

With these nodes of interest and this set of time periods to evaluate, capacity analyses for each time period at each node were performed. These capacity analyses include level of service, delay, volume to capacity ratios, and 95th percentile queueing. Required mitigations are primarily evaluated based on a threshold level of service of LOS D according to UDC-3.05.10H. The capacity calculations were performed according to the methods published by the Transportation Research Board in their *Highway Capacity Manual*. For each node and time scenario, mitigations may be required when the level of service of is LOS D or higher. Besides capacity analysis, sight distance analysis and turn lane warrant evaluations were performed, the results of which can also produce a requirement for mitigations.

For this project, the TIA found that the proposed development will have “minimal impact on the surrounding roadway network and intersections... [therefore] no additional roadway capacity improvements are anticipated for the proposed development” (Buda Gateway TIA Report). However, it should be restated that the TIA assumed the completion of the Commerce Center Drive extension, which was within the scope of the approved Preliminary Plat, and such completion is within the Public Improvement Agreement associated with this Final Plat. Furthermore, TxDOT is requiring two turn lanes along South Loop 4—one at the site driveway along South Loop 4 and the other at the proposed intersection of South Loop 4 with the proposed Commerce Center Drive.

All mentioned improvements are the Developer’s obligation to fund and construct. The Commerce Center Drive improvements (including the turn lane) are within the scope of the associated Public Improvement Agreement and Public Improvement Construction Permit (2024-453), while the turn lane into the site driveway is within the scope of the associated Site Plan Permit (2024-465).

4. FINANCIAL IMPACT

Approval would provide for the construction of three commercial lots, which would generate permit fees, water service fees, and tax dollars for the City of Buda.

5. STRATEGIC PLAN/GOALS

BALANCED AND INTENTIONAL GROWTH

6. STRATEGIC PLAN OBJECTIVES

Attract new businesses to Buda aligned with the defined targeted businesses/industries.

7. PROS AND CONS

8. ALTERNATIVES

9. REQUESTED ACTION / SUGGESTED MOTION / RECOMMENDATION

Staff recommends approval of the proposed Buda Gateway Final Plat with one condition: 1. That, prior to recordation of the Final Plat, the applicant provide a letter from the utility provider stating that the utility provider has accepted the plans for construction per UDC 3.05.13C.4.c.

Attachments:

[FP_24-03_Buda_Gateway_Plat.pdf](#)
[TIA Report_Buda Gateway TIA 24-06](#)
[TIA Deferral_Buda Gateway TIA 24-06](#)
[TIA Deferral_July 23rd 2024 PZ Meeting Minutes.pdf](#)
[Partially Executed PIA](#)
[12.9.25 P&Z Slides - Buda Gateway FP.pdf](#)