

City of Buda

Downtown Master Plan

September 25, 2023





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1. Project Introduction and Background

1.1. PROCESS

1.2. COMMUNITY OUTREACH

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1.5. DEMOGRAPHICS

1.6. GROWTH IN DOWNTOWN BUDA

1.7. PAST AND CURRENT PLANNING EFFORTS

1.8. CATALYTIC PROJECTS IN DOWNTOWN BUDA

1. Project Introduction and Background

What is a downtown plan & why is it important?

Downtown Buda is the heart of the city. It is a community gathering place that welcomes residents from across the city and visitors from the region. In many ways downtown Buda is a physical representation of the community's history and character. The recent pandemic emphasized the importance of shared public spaces like small downtowns. As hybrid work models continue to take off, place matters more than ever. People (and companies) are searching for community places that offer the ability to live, work, play, and innovate. Lively squares and main streets invite informal interactions, walkable streets lined with cafes and unique shops draw a critical mass of people.

The City of Buda is undertaking this plan because they understand that downtown Buda will be impacted by the fast growing Central Texas region. This plan is an opportunity to provide shape and direction to help ensure that desired outcomes are met. Positive and directed change will emerge from an accessible, inclusive, and accountable process, throughout which all voices have the opportunity to be heard and give shape to their futures.

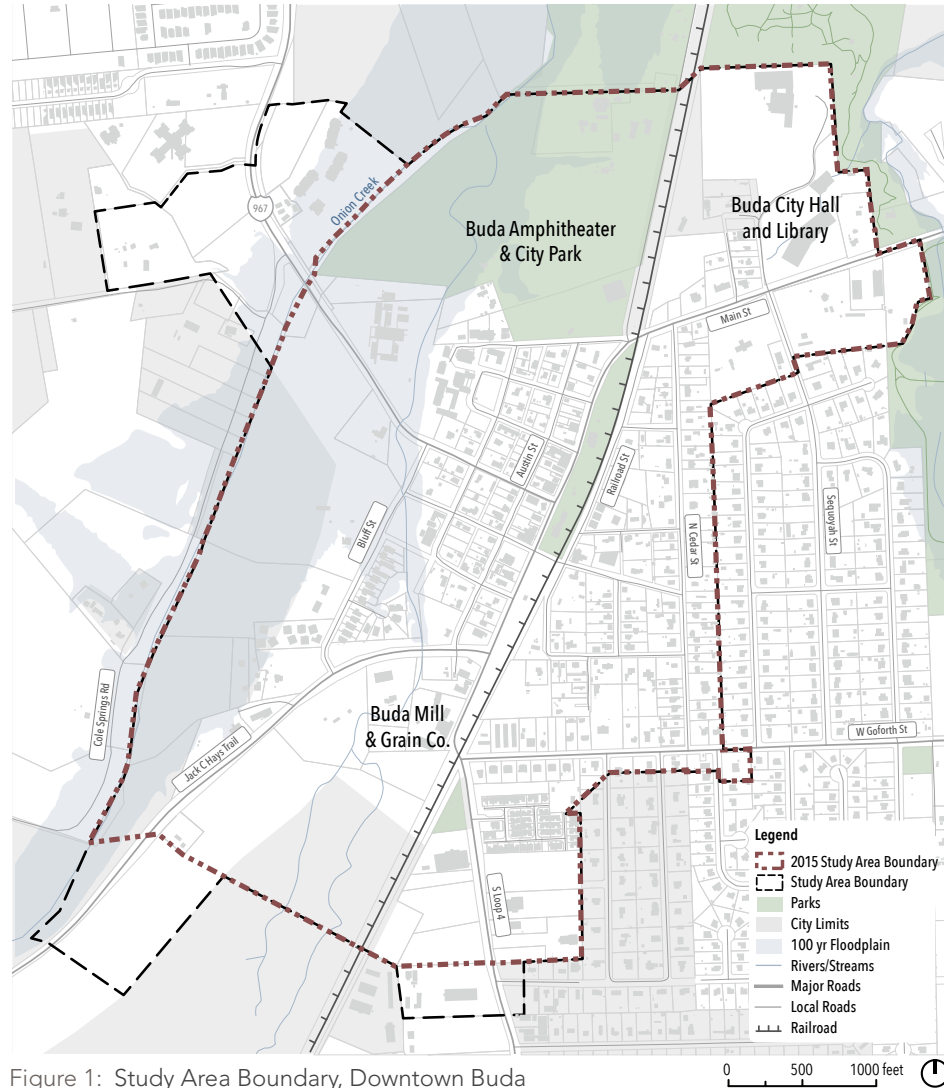


Figure 1: Study Area Boundary, Downtown Buda

The downtown Buda study area consists of 522 acres and extends from Onion Creek on the west to N. Cedar Street on the east and from the City Hall on the north to just south of the Buda Mill & Grain Co. The Union Pacific railroad tracks run north and south through the study area dividing the district.

The study area boundaries are generally consistent with the boundaries from the 2015 Buda Downtown Master Plan with the exception of three extensions for the purpose of including future growth areas. Extensions are located along S. Loop 4 and Jack C. Hays Trail to the south and FM 967 to the west.

1.1. Process

The Buda Downtown Master Plan process endeavors to understand what quality of life means for downtown Buda residents, business owners, community members, and visitors. Project goals are created around this understanding. The plan is guided by a metrics-based approach that measures the degree to which identified projects, plans, and policies meet the goals. A metrics-based approach prioritizes transparency and trust, removes assumptions, and openly communicates and weighs the impacts of the Buda Downtown Master Plan.

1. **Think**
Develop a strong strategy with the City of Buda and stakeholders to guide the schedule, engagement of stakeholders, and achievement of project goals.
2. **Investigate**
Review downtown Buda's physical, environmental, community, financial, and regulatory context against project goals to understand baseline conditions.
3. **Create**
Design concepts and recommendations, test the concepts, and measure them against our project goals and baselines to create a preferred plan and implementation program.
4. **Share**
Package the final plan as an easy to digest, highly graphic document to share with implementation partners, community, and policymakers.
5. **Build**
The Buda Downtown Master Plan prepares the City and community for implementation of the project. During the Build stage the plan is implemented.
6. **Review**
A plan is not a static document, soon after the plan is complete, projects are already being implemented. The City should reflect on project goals and the success of implemented projects to achieve said goals.



1.2. Community Outreach

Community outreach played a key role in shaping the Downtown Master Plan. Local community members, as part of a Downtown Master Plan Committee, residents, business owners, and area stakeholders were involved through the process to provide input on the vision and goals, plan development, strategies, and recommendations in the final plans. Stakeholders and tools involved were:

Stakeholders:

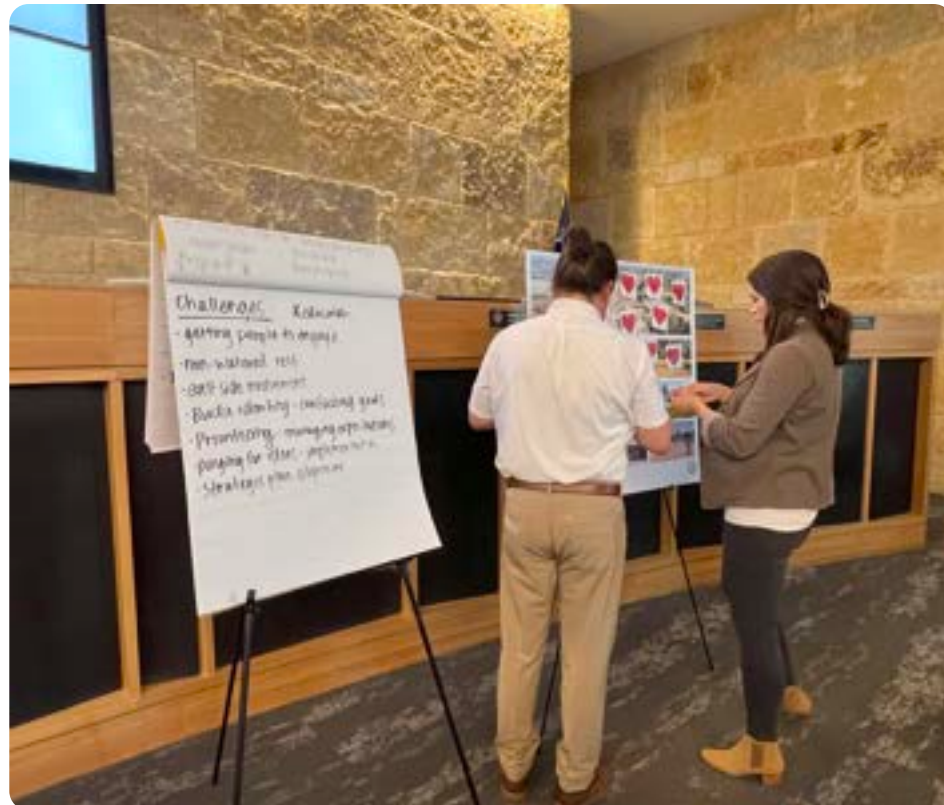
- Downtown Master Plan Committee (DMPC)
- Focus Groups
- City Staff
- Elected and Appointed Officials

Tools:

- Public Open Houses
- Community Events
- Online Surveys
- Digital Communications: Project Website (www.ourbuda.com)



Kickoff Meeting with City Council and Staff, Sept 20, 2022



Kickoff Meeting, Opportunities and Challenges Discussion, Sept 20, 2022

Community Kickoff Meeting

Open House 1

Goals and Opportunities

Open House 1 included a brief introduction of history, summary of past planning efforts, analysis, and ideas about future opportunities. People engaged through sticking notes on the presentation boards and talking to staff and planners. This provided a foundation of project goals and a vision for the plan.

Open House 2

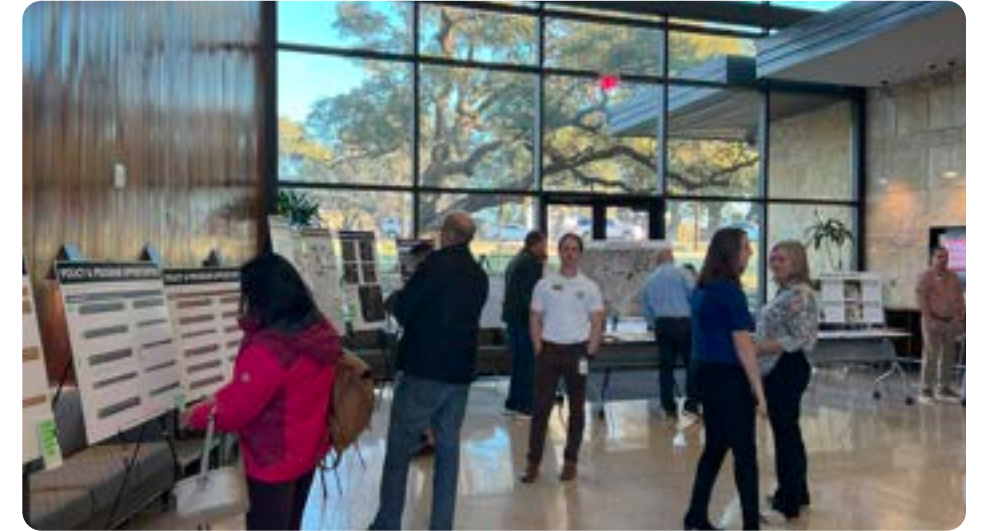
Design Alternatives

Open House 2 included a presentation about three design alternative approaches towards the future of downtown Buda along with physical boards for people to view. A virtual survey was also part of the open house to gather inputs on the alternatives presented.

Open House 3

Preferred Plan

Open House 3 included a brief summary of the alternatives survey results and the road to a preferred plan. The framework plan and projects were explained through a presentation and boards.



Open House 1, held at the Buda Public Library on Jan 31, 2023



Open House 2, held at the Buda Public Library on April 15, 2023



Open House 3, held at the Buda Public Library on May 10, 2023

1.3. Regional Context

Located approximately 15 miles south of Austin and within an hour drive of San Antonio, downtown Buda serves as the traditional, economic, and cultural hub of the community.

Nationally recognized as a historic site, the blocks that encompass downtown Buda are filled with historic buildings, homes, and shops.

Today, Buda is a thriving city with major retail and services for its residents and visitors. With a population over 15,108 and climbing, Buda is the fastest growing city in the CAMPO region.

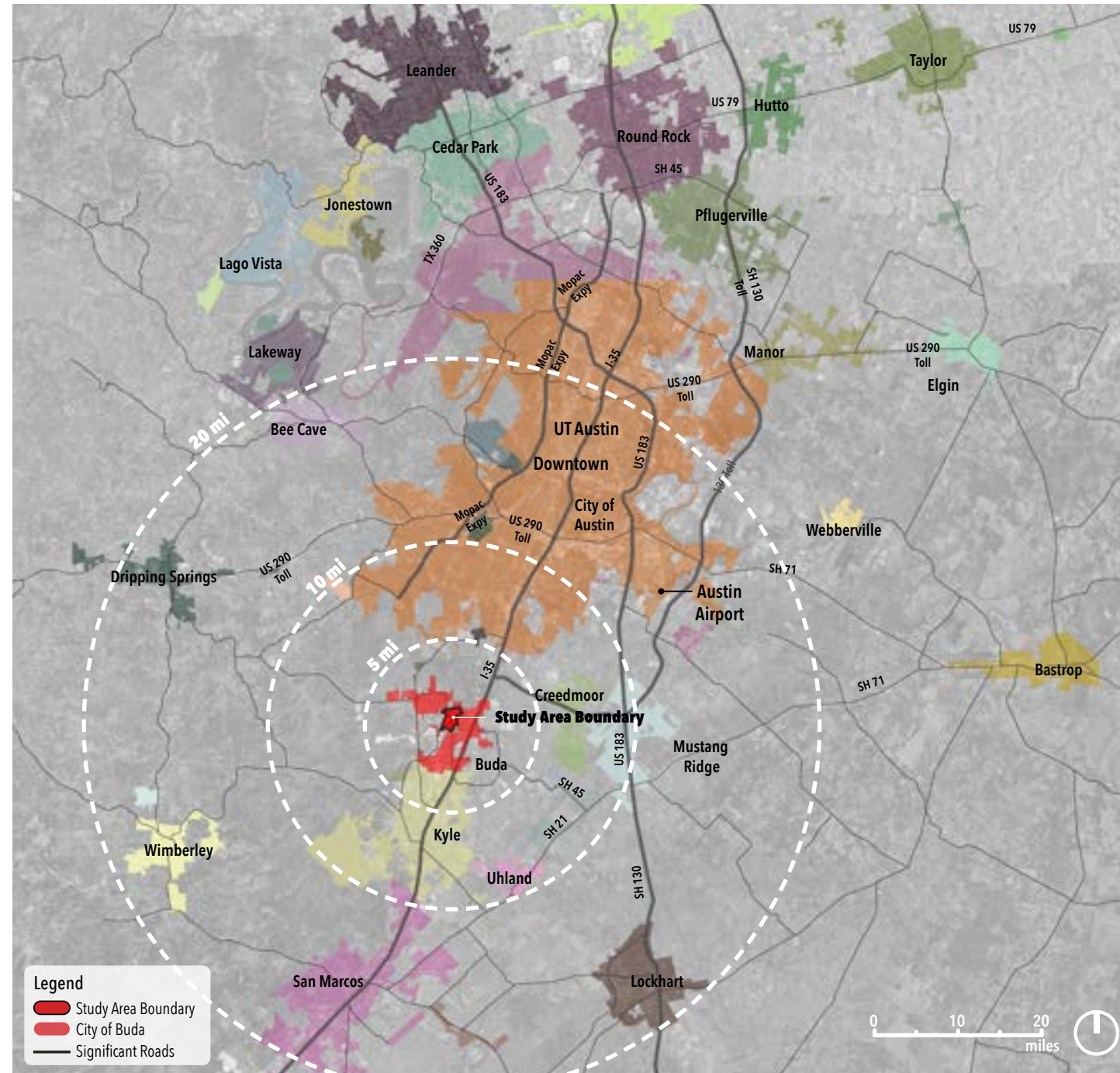


Figure 2: City of Buda in its Regional Context

1.4. History

In developing a downtown plan for Buda, Texas, understanding the history of the town can provide valuable insights into its identity, character, and potential for future development. Buda was founded in 1881 as a stop on the International-Great Northern Railroad, and the town's downtown area developed around the railroad depot. Over the years, downtown Buda has been home to a variety of businesses, including saloons, general stores, banks, and restaurants.

As Buda has grown in recent years, the downtown area has seen renewed interest as a destination for shopping, dining, and entertainment. A downtown plan for Buda can build on this history and identity by creating a vision for a vibrant, pedestrian-friendly downtown that celebrates the town's heritage while accommodating the needs of modern residents and visitors. By recognizing the history of Buda and building on its strengths, a downtown plan can help ensure that the town's downtown area continues to thrive and serve as a focal point for the community.



Downtown Buda in the late 1930's

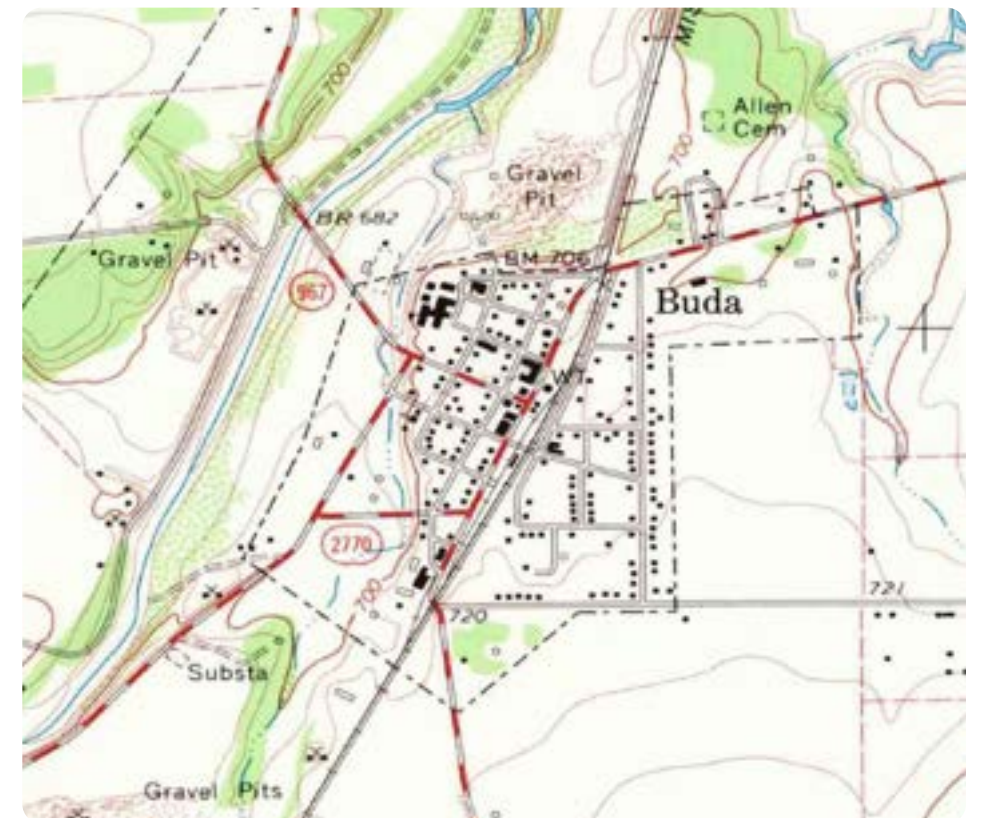


Figure 3: Downtown Buda, 1968

Source: USGS Survey

1.5. Demographics

Population

Given the relatively small size of downtown Buda, the dataset used covers a larger area than the downtown Buda study area. The Creekside subdivision with its approximately 250 single-family housing units are included in this dataset. However, much of the downtown Buda census tract (CT) is undeveloped outside of the downtown area.

In 2022, approximately 1,454 people lived in the downtown Buda census tract. This represents about 9.6 percent of Buda's total population. After adjusting for Creekside using the average household size for the area, less than 1,000 people live in the downtown Buda area.

The Colony at Cole Springs is a planned development including approximately 530 new single-family homes. Based on the average household size for downtown Buda, when this development is built out it will add approximately 1,200 new people immediately adjacent to the downtown Buda study area.

Future population growth will come from infill redevelopment and smaller mixed-use projects.

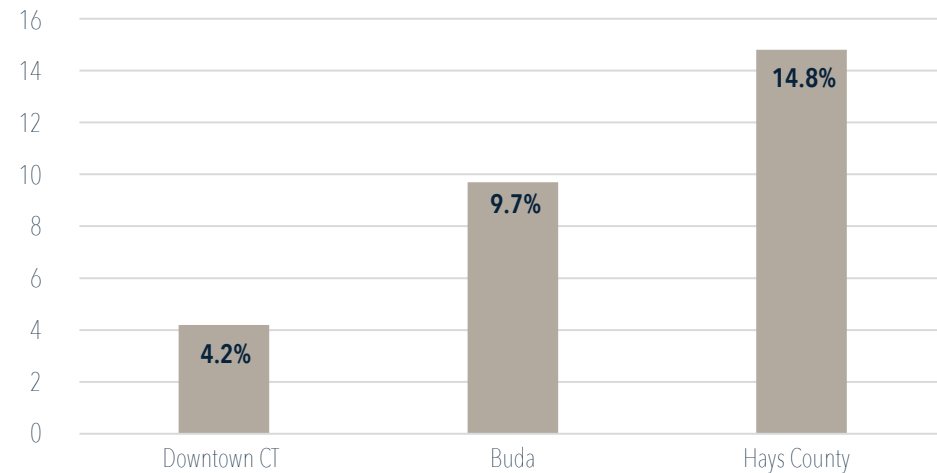


Figure 4: Projected Population Growth Rate over the Next 5 Years

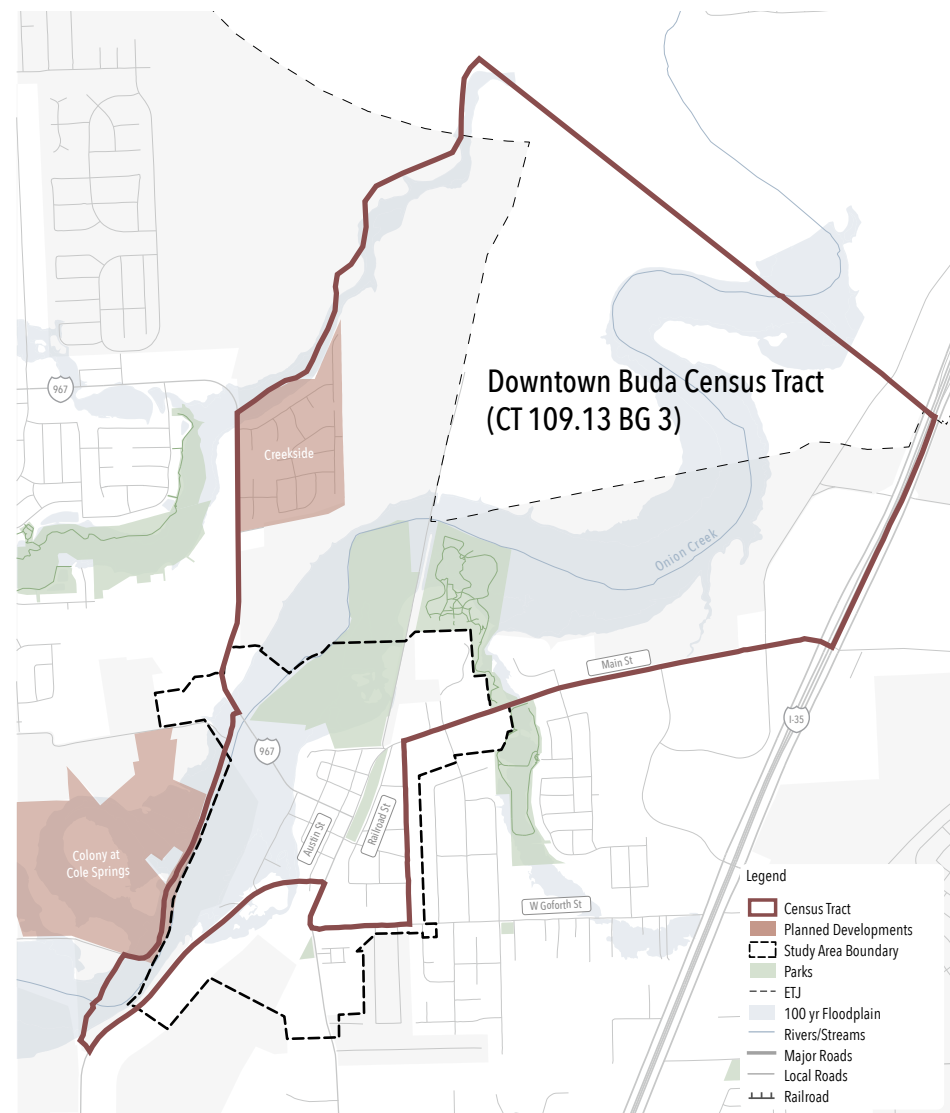


Figure 5: Map of Downtown Buda Census Tract 109.13 BG 3

Median Income

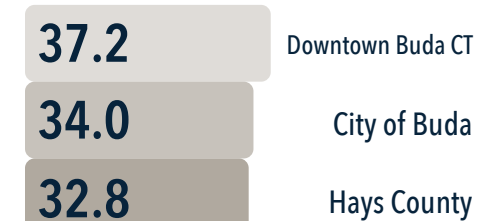
Median household income has a direct impact on the types of retail and entertainment options that will be attracted to downtown Buda. However, downtown Buda's demonstrated ability to attract regional visitors, in addition to Buda residents, is a key factor to its success.



Source: ESRI, US Census Bureau

Median Age

The median age of people in the city of Buda is slightly higher than the median age in Hays County as a whole. The Creekside Villas Senior Village is located within the downtown Buda census tract and contributes 144 units with approximately 225 residents. Due to the relatively small size of this census tract, Creekside Villas has a significant impact on the median age of downtown Buda.



Source: ESRI, US Census Bureau

Population Density

Based on the 2022 population numbers for the city of Buda and downtown Buda, the population density for downtown Buda is higher than the population density of the city as a whole.



Average Household

The average household size within downtown Buda is smaller than the average household in Buda and Hays County. Additionally, the trend over time shows that the average household size in downtown Buda itself is getting smaller.

Table 1: Average Household Size

	Downtown Buda CT	Buda	Hays County
2010	2.61	2.90	2.72
2020	2.32	2.86	2.68
2022	2.31	2.84	2.68

Source: ESRI, US Census Bureau

1.6. Growth in Downtown Buda

Historical Maps

2002 - 2009

Significant improvements made between 2002 and 2009 include the construction of a wastewater treatment plant in City Park, new retail development along Railroad Street and significant street and sidewalk improvements along Main Street.

LEGEND

- Industrial
- Single Family
- Office/Retail/Commercial
- Governmental Institutional
- Non-Governmental Institutional
- Downtown Historic Boundary
- Main Street Boundary
- Street Improvements



Figure 6: Downtown Buda, 2009

Source: Google Earth

2009 - 2016

Over the next 7 years, between 2009 and 2016, new single-family and townhouse/condo residences were constructed, the Creekside Village Senior Housing facility opened along FM 967, a new retail center was added adjacent to Bradfield Pond, a new senior center was completed along Jack C. Hays Trail, and the skate park was developed.

LEGEND

- Multi-Family
- Single Family
- Office/Retail/Commercial
- Non-Governmental Institutional
- Downtown Historic Boundary
- Main Street Boundary
- Street Improvements



Figure 7: Downtown Buda, 2016

Source: Google Earth

2016 - 2019

The most significant improvements for downtown Buda occurred during the 3 year period between 2016 and 2019 and included the development of City Park, construction of the new City Hall and Library, and the opening of the Buda Mill & Grain Co. retail center and restaurants located at the southern end of Main Street.

LEGEND

- Multi-Family
- Parks
- Industrial
- Single Family
- Office/Retail/Commercial
- Governmental Institutional
- Downtown Historic Boundary
- Main Street Boundary
- Street Improvements



Figure 8: Downtown Buda, 2019

Source: Google Earth

2019 - 2023

During this most recent 4 year period the wastewater treatment plant was expanded, a significant street and sidewalk project was completed along Main Street and the old City Hall, and Library buildings were re-occupied by Destination Services and the Inspired Minds Art Center.

LEGEND

- Single Family
- Office/Retail/Commercial
- Governmental Institutional
- Downtown Historic Boundary
- Main Street Boundary
- Street Improvements



Figure 9: Downtown Buda, 2023

Source: Google Earth

1.7. Past and Current Planning Efforts

The City of Buda has developed and implemented several plans over the years to guide growth and development. Some of the notable past plans include the 2011 Comprehensive Plan, and the 2015 Buda Downtown Master Plan. These plans identified goals and policies related to land use, transportation, infrastructure, and environmental protection. More recently the City of Buda completed the Parking Action Plan, the Buda Parks Master

Plan, and the Transportation Mobility Master Plan. These efforts reflect the intention and commitment towards sustainable growth and development to provide a high quality of life for the residents and visitors.

The updated Buda Downtown Master Plan will consolidate the recommendations from each of these studies, assess the relevancy of the recommendations, identify opportunities to coordinate

the recommendations, and build on the recommendations to form a comprehensive framework for growth and development downtown.

This plan also ties into larger planning efforts that are underway in 2023 for the future of Buda. Efforts include: the Comprehensive Plan, the Trails Master Plan, and the FM 1626 and FM 926 Corridor Study led by Halff Associates and supported by the city staff and citizen groups.

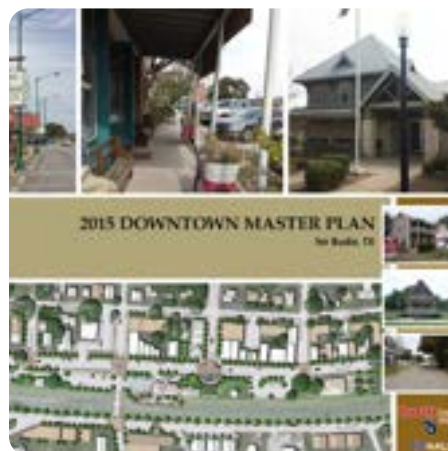
Comprehensive Plan (2011)



Purpose

The Buda 2030 Comprehensive Plan was adopted in September 2011. The plan provided a long-term vision and a roadmap for the growth and development of the city of Buda. It aimed to guide the City's decision-making and investment in land use, transportation, infrastructure, and other key areas, with the goal of ensuring that Buda remained a livable, sustainable, and attractive community for years to come. This plan is being updated concurrent to the Buda Downtown Master Plan.

Downtown Master Plan (2015)



Purpose

The Buda Downtown Master Plan was approved in 2015, a planning effort towards the development and revitalization of downtown Buda for the decade that followed. The plan aimed to create a vibrant, safe, and attractive downtown that met the needs of residents and visitors, and enhanced the economic vitality of the community.

Current Adopted Plans

Parking Plan (2021)



Purpose

The Parking Action Plan was adopted by the City of Buda in 2021. The plan was prepared to outline the recommended implementation steps and strategies to optimize parking management. This Parking Action Plan identifies policies, procedures, and management strategies necessary to address the city's current and future parking needs.

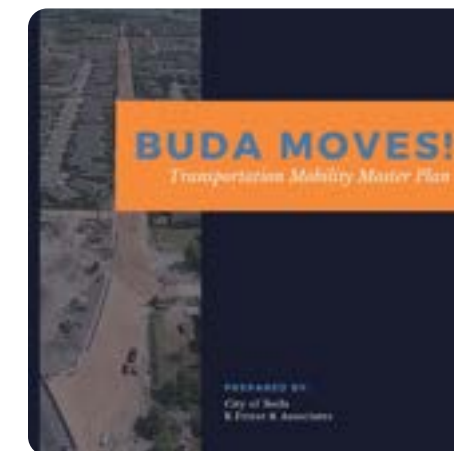
Parks Plan (2021)



Purpose

The Parks Master Plan, adopted in 2021, outlines a comprehensive strategy for the development and enhancement of parks and recreational facilities in Buda. The plan aims to guide the City's decision-making and investment in parks and open spaces, with the goal of creating high-quality, accessible, and sustainable parks that meet the needs of the community. It identifies opportunities and challenges for future development, and establish a clear vision and set of priorities for park improvement projects.

Transportation Plan (2020)



Purpose

A Transportation Mobility Master Plan (TMMP) was recently adopted by the City of Buda to act as a communication tool and a roadmap for the expansion of its transportation system and to increase mobility and safety across all forms of transportation. The TMMP outlines the initiatives that will solve the transportation demands of the city of Buda. To assist with future funding and programming, the TMMP offers planning-level estimates of timing and costs for various projects.

1.8. Catalytic Projects in Downtown Buda

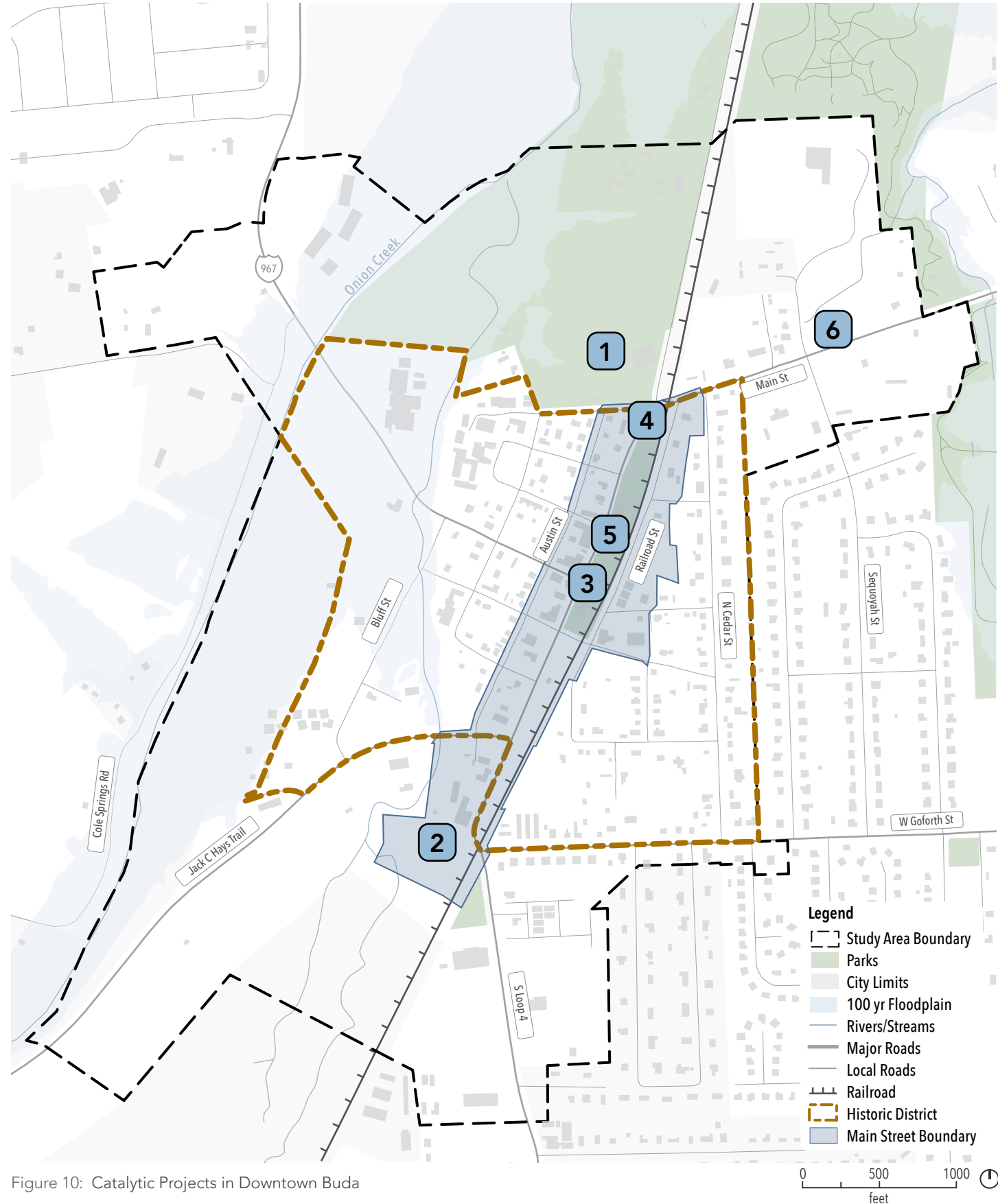


Figure 10: Catalytic Projects in Downtown Buda

Past planning efforts have resulted in several catalytic projects in Downtown Buda:

1 Buda City Park:
Buda City Park is a 52-acre park featuring hiking trails, playgrounds, sports fields, and other amenities. It has become a popular destination for outdoor recreation.

2 Buda Mill & Grain Co.:
The Buda Mill & Grain Co. was a significant historic building that was renovated and re-purposed into a mixed-use development, including a restaurant, shops, and offices.

3 4 Downtown Streets:
Various projects including the intersection adjustments; realignment of streets; installation of new sidewalks, landscaping, lighting; and other improvements were executed.

5 Main Street Improvement Project:
The Main Street Improvement Project was completed in 2020 and included the installation of new sidewalks, crosswalks, and landscaping along Main Street in downtown Buda. The project aimed to improve the safety and accessibility of the downtown area for pedestrians and cyclists.

6 Buda City Hall/Public Library:
The new Buda City Hall is a state-of-the-art facility to house the city's administrative offices and other civic functions, along with the City Library.

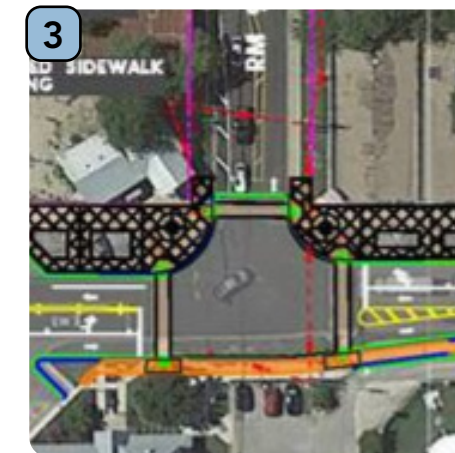
Overall, these projects have helped to enhance the downtown area and make it a more vibrant and attractive destination for all.



Buda Amphitheater & City Park



Buda Mill & Grain Co.



Intersection Adjustments – Main Street & FM 967



Realignment of San Antonio Street



Streetscaping and Sidewalks on Main Street



Buda City Hall/Library Relocation



2. Current Regulatory Framework

2.1. ZONING

2.2. FORM DISTRICT STANDARDS: STUDY AREA

2.3. STREET CLASSIFICATION: STUDY AREA

2.4. PLANNED CAPITAL IMPROVEMENT PROJECTS: STUDY AREA

2. Current Regulatory Framework

2.1. Zoning

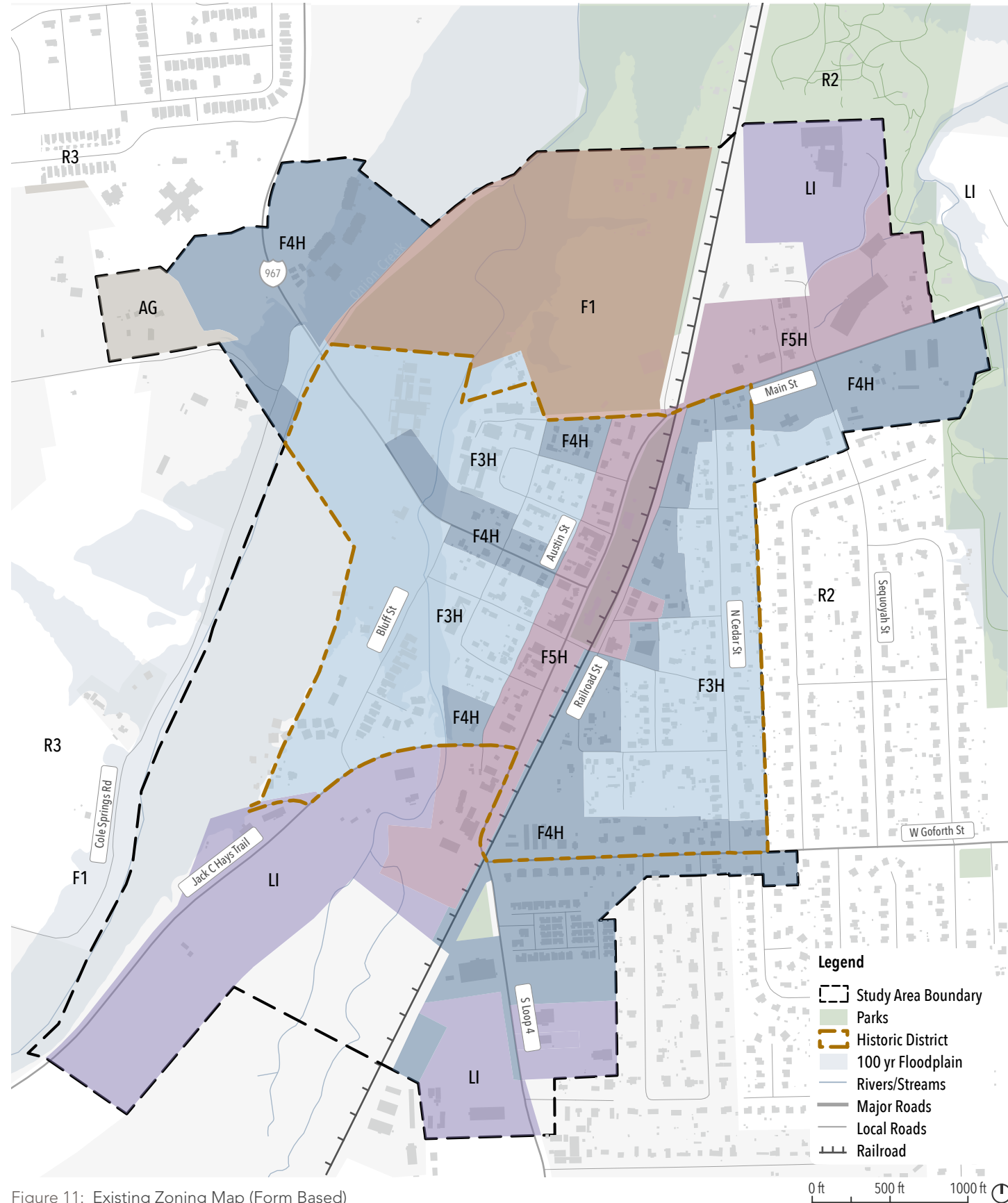


Figure 11: Existing Zoning Map (Form Based)

Purpose

The downtown Buda study area is made up of two different types of zoning districts, form-based districts and use-based districts. The rezoning of downtown Buda to adopt form-based districts was a recommendation of the 2015 Buda Downtown Master Plan. The purpose of the form-based districts was to focus more on the quality and character of proposed developments rather than minimum standards and dimensions that become the default standard. Form-based districts were intended to establish the volume of form that buildings should take to fill in the remaining gaps in development.

Form District 1 (F1)

Form District 1 (F1) contains minimal development aside from those functions related to recreation and community gathering.

It is intended to protect the most sensitive landscapes, ecosystems, and habitats within Buda and ensure public access to Garlic Creek and Onion Creek.

Form District 3H (F3H)

Form District 3H (F3H) supports a mix of small-to-medium sized building types with predominantly residential uses within or adjacent to Buda's historic downtown.

Development is intended to match the existing character and form of Buda's historic downtown.

Form District 4H (F4H)

Form District 4H (F4H) consists of a mixed-use urban fabric within or adjacent to Buda's historic downtown.

Development may have a wide range of building types, setbacks, and street types and can be used to transition from higher to lower intensity development.

Form District 5H (F5H)

Form District 5H (F5H) preserves the existing historic commercial buildings and new compatible infill to accommodate retail, offices, townhouses, and apartments.

It should have a tight network of streets with wide sidewalks, steady street tree plantings, and buildings set close to the sidewalks.

Agricultural (AG) District

The Agricultural (AG) District includes lands within the corporate limits of the City that are not subdivided and relatively undeveloped.

Light Industrial (LI) District

The Light Industrial (LI) District is intended to provide an area for large business parks, light industry, and office warehousing that will not generate nuisance-like activities such as noise, smoke, or heavy traffic volumes.

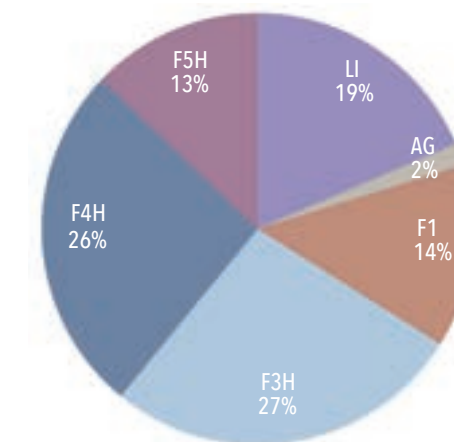


Figure 12: Form District Area Split

The zoning districts representing the largest land area in downtown Buda are Form District 3H and 4H supporting small to medium sized buildings consistent with the character of downtown Buda. The main difference between these two districts is that 4H allows some commercial development. The zoning district representing the largest area in downtown is the Light Industrial District.

2.2. Form District Standards: Study Area

Table 2: Form District Standards

Block	F1	F3H	F4H	F5H
1 Block Length (max)	N/A	650 ft	650 ft	500 ft
2 Block Perimeter (max)	N/A	2,600 ft	2,000 ft	1,600 ft
3 Impervious Coverage	30%	50%	70%	75%
Allowed Street Types	F1	F3H	F4H	F5H
A Parkway Boulevard	•			
B Community Boulevard	•	•	•	
C Neighborhood Boulevard		•	•	
D Promenade Street				•
E Community Connector Street		•	•	•
F Active Street				•
G Neighborhood Connector Street			•	•
H Neighborhood Local Street	•	•	•	
Allowed Building Types	F1	F3H	F4H	F5H
Open Space Building	•			
Single-Family Detached		•	•	
Accessory Building		•	•	•
Duplex		•	•	
Multiplex		•	•	
Townhouse			•	•
General Building			•*	•**
Apartment				•***
Mixed-Use Building			•	•

Notes: In the event that a single block contains more than one Form District, the most restrictive requirement applies.

* General Building type allowed in F4H where not located within the Historic Overlay

** Mixed-Use Building type allowed in F4H where not located within the Historic Overlay, if proposed within the Historic Overlay requires an SUP.

*** Apartments require an SUP.

Table 3: Agricultural (AG) and Light Industrial (LI) Standards

Standards	AG	LI
Minimum Front Yard Setback (ft)	35	40
Minimum Side Yard Setback (Interior/Corner) (ft)	20/25	0/25
Minimum Rear Yard Setback (ft)	30	35
Minimum Lot Area (sqft) or Maximum Dwelling Units per Acre	120,000	N/A
Minimum Lot Frontage	100	75
Minimum Lot Width (Interior/Corner) (ft)	200/205	100/105
Minimum Lot Depth (ft)	300	200
Maximum Height (ft)	35	45
Maximum Building Coverage (%)	25	60
Maximum Impervious Cover (%)	30	75

Site Design Standards for all Form Districts

- Cross-access shall be provided between all developments within the Form Districts.
- Connections are required for any development within a Form District located adjacent to a residential development according to the following:
 1. For developments less than ten (10) acres, at least one (1) street connection and one (1) pedestrian connection shall be required.
 2. For developments ten (10) acres and larger, at least two (2) street connections and two (2) pedestrian connections shall be required.
 3. Connections shall be located to avoid conflicts with the service areas of the Form District development.
 4. The Director of Planning may approve a reduction in the number of connections where physical or site development constraints exist.
- Crosswalks are required at all street intersections and shall be delineated with variations in material, textures, paving patterns, and color.
- Parking areas cannot extend beyond the façade of the building on the primary or side street. Circulation routes are permitted.
- Adjacent on-street parking (along the lot line or within the development) meeting City standards shall be credited toward the minimum parking requirement.
- Trash and recycling receptacles may be located within fifty (50) feet of properties used for single-family residences but shall be visually screened from adjacent residential uses and pedestrian rights-of-way. Screening shall be achieved through the installation of a wall, a semi-opaque fence, solid vegetative surface or a combination. Screening must be six (6) feet in height or a height sufficient to obscure the refuse receptacles.
- In the case of irregular lots, refer Zoning Dimensional Regulations as an example of how to apply dimensional requirements.
- See Code for Shared Parking Calculation and options.
- Outside Storage is prohibited in Form District developments.
- The Director of Planning may approve a reduction of parking spaces required. Use Chart, based on quantitative information provided by the applicant that documents the need for fewer spaces (e.g., alternative transportation, connectivity to adjacent neighborhoods, sales receipts, documentation of customer frequency, etc.)

2.3. Street Classification: Study Area

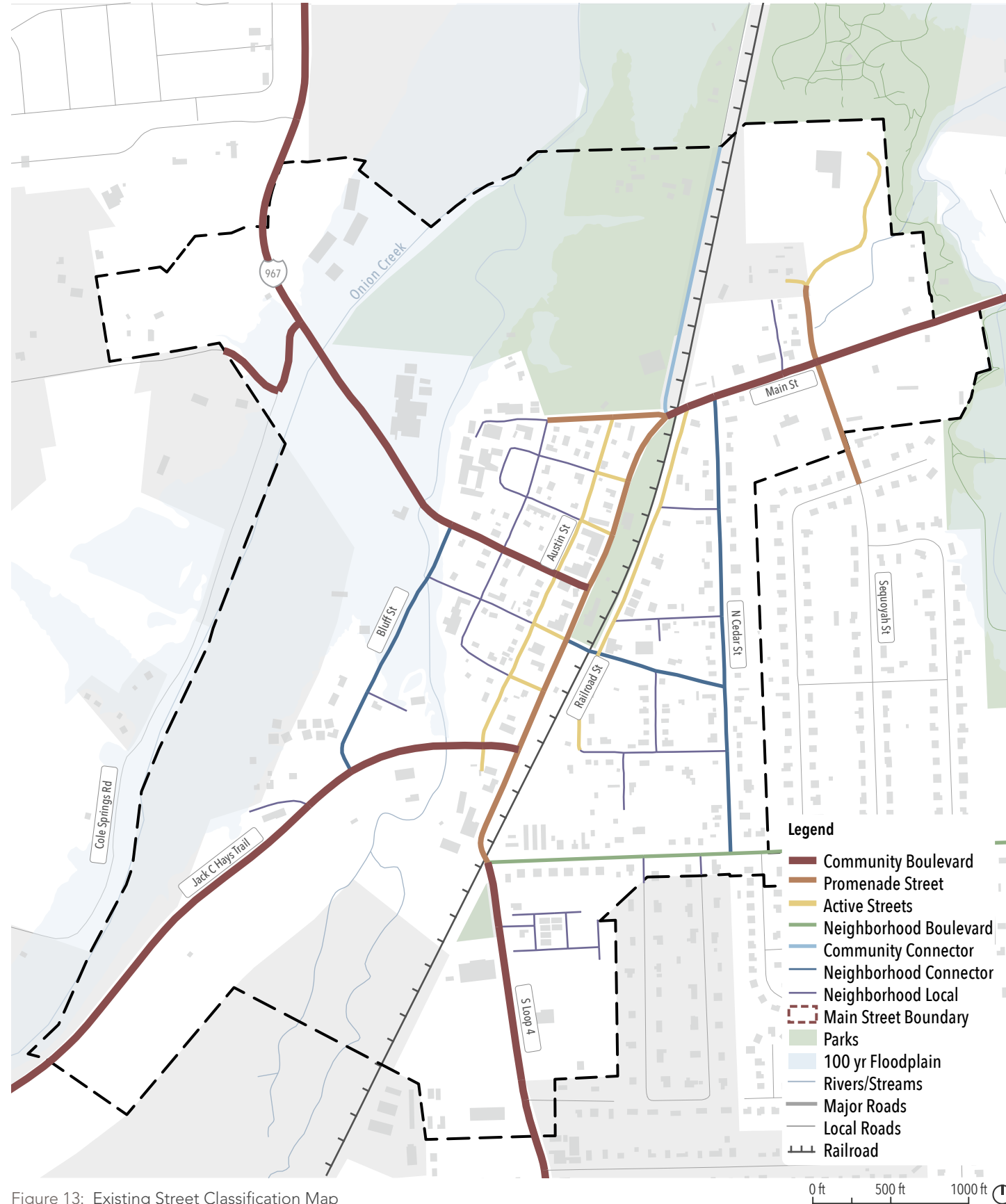


Figure 13: Existing Street Classification Map

Street Standards

Table 4: Street Classification

Section	Street Type	ROW Width	Character Description
Section B	Community Boulevard	80'-120'	Community Boulevards are balanced, multi-purpose streets. They are a central spine of the larger street network for vehicles, bicycles and pedestrians, and therefore should be located in areas that enhance the existing street system and give it clarity and coherence. In designing boulevards, care must be taken to ensure that all components of the boulevard are working together in a coherent whole. Boulevards are especially appropriate where there is a need to carry both slow, local traffic and fast, through-moving traffic.
Section C	Neighborhood Boulevard	60'-80'	Neighborhood Boulevards are intended to calm traffic on medium to high-speed roads that travel through residential or mixed-use areas. Neighborhood Boulevards are intended to reduce high travel speeds, make it easier and more comfortable to walk along the street, cross the street, improve bicycling conditions and make left turns.
Section D	Promenade Street	80'-120'	Promenade Streets handle high pedestrian volumes and levels of activity throughout the day. Due to their importance, visibility, and high levels of pedestrian activity, Promenade Streets should have generous sidewalks, consistent shade, pedestrian amenities, formal design treatments, and provide short term parking for shoppers and visitors.
Section E	Community Connector Street	80'-120'	Community Connectors carry local traffic to major destinations such as downtown, regional shopping centers, parks and larger roadways. They are intended to accommodate people walking, biking and driving through town.
Section F	Active Street	60'-70'	Active Streets are designed to balance the needs of pedestrians, cyclists, moving vehicles and parked vehicles. They are intended for vibrant areas that serve a variety of land uses from residential to retail and community uses.
Section G	Neighborhood Connector Street	60'-70'	Neighborhood Connector Streets are intended to provide connections within neighborhoods. They are not intended for through traffic beyond the neighborhood.
Section H	Neighborhood Local Street	50'-60'	The primary role of Neighborhood Residential Streets is to contribute to a high quality of life for residents of Buda. Typically, they are not more than two travel lanes (one in each direction) and are not intended for through-traffic. Parking can be accommodated on either side of the street, and will act to slow down traffic as drivers will need to yield to pass. The design of Residential Streets focuses on encouraging slow speeds.

2.4. Planned Capital Improvement Projects: Study Area

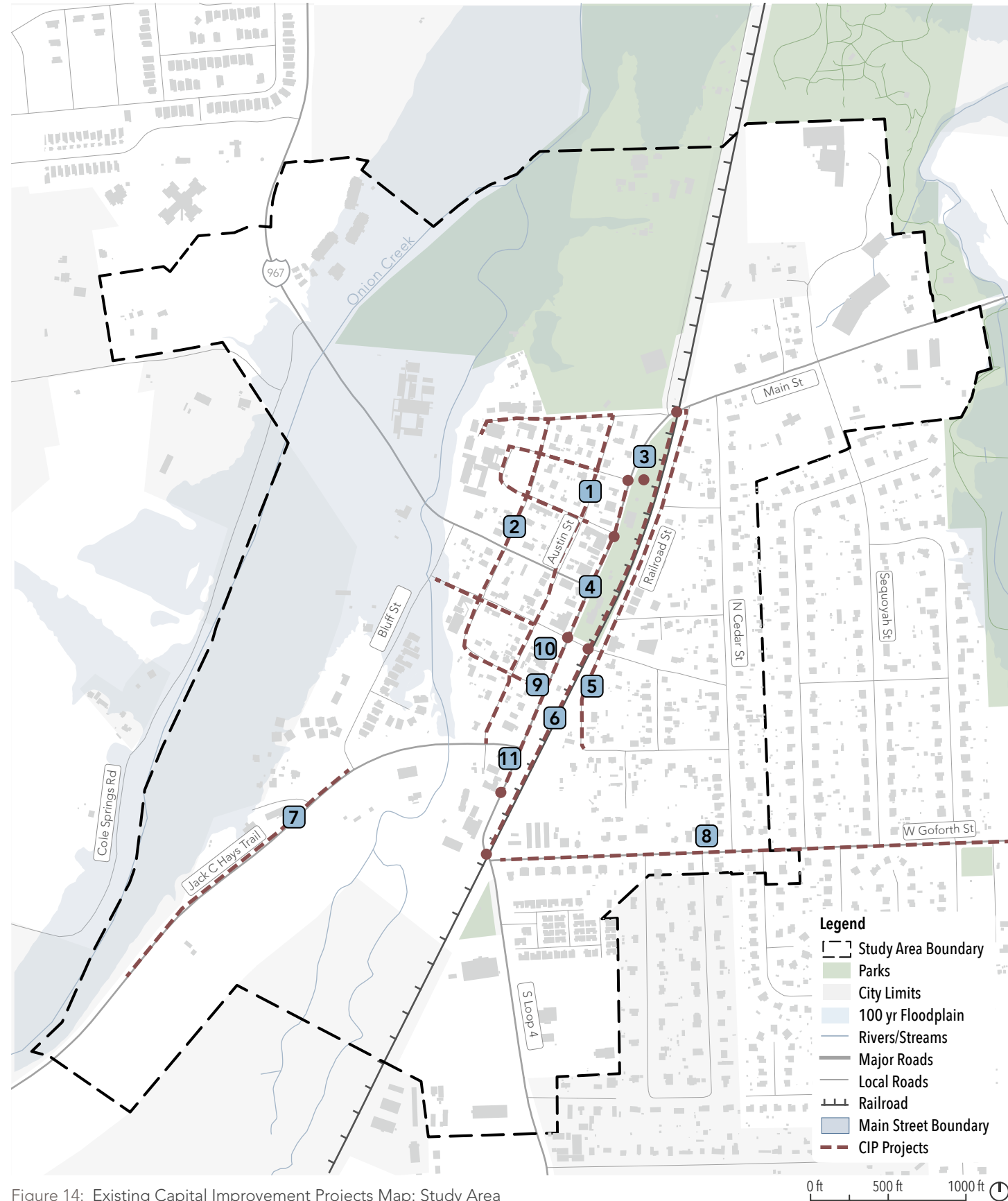


Figure 14: Existing Capital Improvement Projects Map: Study Area

The City of Buda has an annual Capital Improvement Budget and Plan. Some of the projects have been identified in the downtown area. The Buda Downtown Master Plan presents an opportunity to ensure that the identified projects are aligned with the goals of this plan.

- 1** M21 - Austin Street Reconstruction (\$3,267,000 - funded by a bond): Austin Street, from FM 2770 to San Antonio Road is slated for a transformation into a vibrant mix of businesses and residences facing the street. The redesign includes drainage and stormwater treatment, on-street parking, sidewalks on both sides, and aesthetically pleasing shared dumpster pads.
- 2** M26 - Downtown Streets Reconstruction (\$4,100,000 - not yet funded): Improve and reconstruct downtown streets from FM 2770 to San Antonio Street, including sidewalk installation and drainage improvements. Austin Street is broken out as a discrete project.
- 3** P05 - Downtown Greenbelt (\$900,000 - not yet funded): The Greenbelt Park in downtown Buda aims to create a serene and versatile public space. It will feature walkways, an event lawn, and a lush vegetative buffer. Upgrades to the gazebo, including an ADA accessible ramp and improved electrical system, will enhance its functionality for special events.

- 4** M30 - Main Street Pedestrian Crossings (\$1,500,000 - not yet funded): This project combines projects P23 - P26 from the Transportation Mobility Master Plan. It involves auditing and improving sidewalks, crosswalks, and transitions for ADA compliance. Pedestrian crossings will be added at key intersections along Main Street, including Main and Elm, Peach, Ash, and Buda Mill & Grain Co.

- 5** M20 - Railroad Street Reconstruction (\$1,600,000 - not yet funded): Railroad Street serves as an important route for businesses and provides additional downtown parking. The project aims to reconstruct the roadway, incorporating on-street parking. The design follows an Active Street classification, with a 70-foot right-of-way, to create a vibrant and accessible urban environment.

- 6** M31 - Downtown Railroad Crossing Safety Improvements (\$8,400,000 - not yet funded): The project aims to improve safety at railroad crossings, including Main and West Goforth, Houston Street, and Main and San Antonio Street. It also includes the addition of quiet zones at downtown crossing locations, with a budget of approximately \$4 million.

- 7** M39 - FM 2770 Trail from Cole Springs Road to Bluff Street (\$592,000 - not yet funded): Construct a 10' concrete trail from Cole Springs Road bridge to Bluff Street, connecting The Colony neighborhood to downtown Buda, requiring coordination with TxDOT or local control of FM 2770.

- 8** M10 - West Goforth Road Reconstruction (\$11,693,000 - funded by a bond): West Goforth Street will undergo a reconstruction project, including full-depth pavement reconstruction, drainage improvements, and the addition of bike lanes and sidewalks on both sides. The project aims to create an Active Street spanning approximately 4,490 linear feet from S Loop 4 to IH-35.

- 9** M43 - FM 2770/Main Street/China Street Pedestrian Connections (\$1,171,790 - funded by a bond): Extend existing sidewalk from Buda Mill & Grain Co. to China Street, including curb ramps, curbs, and gutters at FM 2770 with a pedestrian refuge island. Also reconstruct pavement at intersections to meet ADA requirements and add a signalized crossing.

- 10** M07 - Downtown Streetscaping Improvements - Main Street (\$1,500,000 - not yet funded): The project involves constructing a functional sidewalk along existing buildings, with street trees, benches, accent pavers, and drainage improvements. The scope extends the streetscape and sidewalk from Buda Mill & Grain Co. to Ash Street.

- 11** 2022 Bond Program: The 2022 Bond Program is pursuing grant funds for RFBs at Buda Mill & Grain Co., China, and Peach. It plans a traffic signal at FM 2770 with a protected pedestrian crossing.



3. Existing Conditions

3.1. BUILDING BLOCKS OF DOWNTOWN BUDA

3.2. DOWNTOWN COMPARISON

3.3. LAND USE

3.4. TRANSPORTATION

3.5. NATURE

3.6. MAIN STREET ANALYSIS

3.7. EVENTS AND TOURISM

3. Existing Conditions

3.1. Building Blocks of Downtown Buda



Figure 15: Natural Areas, Streets and Buildings

Natural Areas, Streets and Buildings

52%

The essential building blocks of place include a mixture between public and private spaces and consist of natural areas, streets, and buildings. This set of maps analyzes each of these elements independently. Each map is at the same scale and represents a 1-mile by 1-mile square block. By looking at each element independently and then together we can start to better understand the accessibility and flow of space within the downtown. It's important to point out that the white spaces on the map hold valuable information about where opportunities may exist to extend the current pattern and framework of downtown Buda. White spaces make up the largest amount of area in downtown Buda followed by natural areas, streets, and finally buildings.



Figure 16: Building Footprints

Buildings

8%

Buildings within downtown Buda make up just 7.8 percent of the space and represent the smallest of the building block elements. Buildings to the east of the graphic are more uniform in scale and consistently organized around a street network. Buildings along Main Street have more variation in scale. Buildings along just 2-blocks of the Main Street form a strong and consistent edge.



Figure 17: Parks, Open Spaces, Creeks and Floodplain

Natural Areas

25%

Natural areas consist of both parks and floodplain areas. The Onion Creek Floodplain and City Park contribute significantly to the natural area in downtown Buda. Natural areas are a valuable resource providing important services to people, plants, and animals within downtown Buda. People are drawn to natural spaces. Mapping these spaces draws attention to both the natural areas themselves and the edges of those spaces and how they are treated.



Figure 18: Street Network

Streets

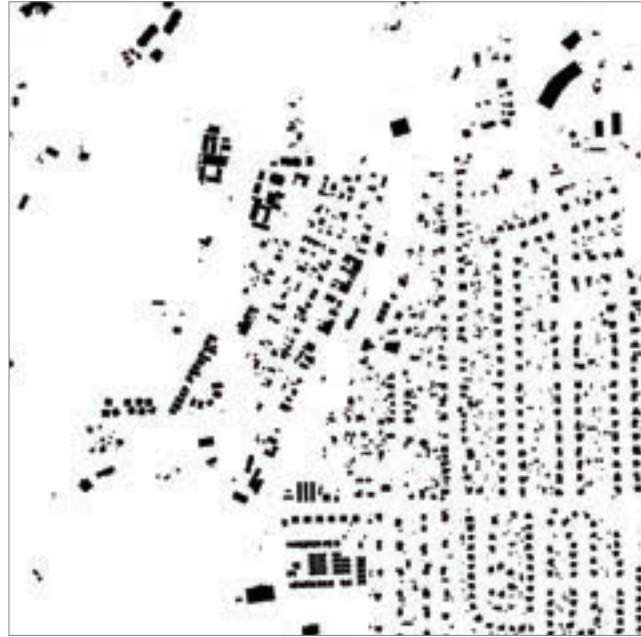
15%

Streets represent important public spaces within a place. They establish the framework and pattern of space. Streets are highly linked to commerce and facilitate the movement of people and goods. Retail spaces rely on great streets for visibility and accessibility. In downtowns the quality and functionality of streets drive economic development activity.

3.2. Downtown Comparison

Buildings

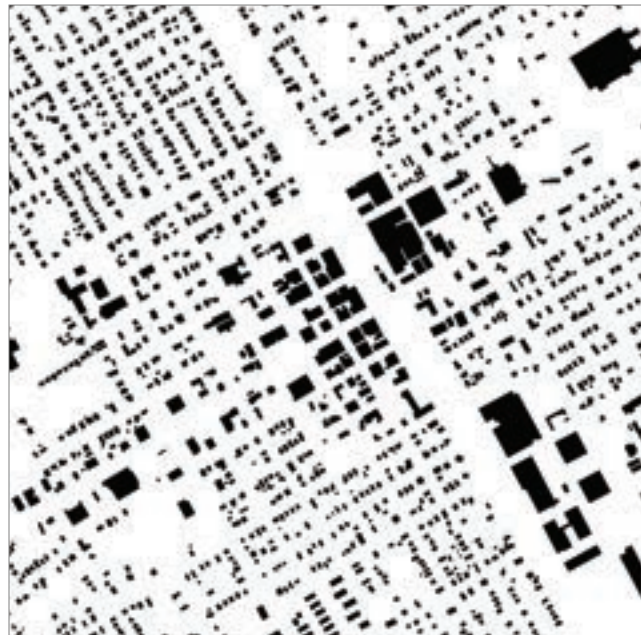
Using downtown building blocks, downtown Buda was compared to three other downtowns within Texas. This comparison shows that downtown Buda is much less dense than other downtowns with only 7.76 percent of the land in one square mile being covered by buildings. Downtowns in Texas with larger and smaller populations are more dense.



BUDA City Population: 15,643 **7.7%**



BOERNE City Population: 19,109 **11%**



ENNIS City Population: 21,210 **17%**



NAVASOTA City Population: 8,068 **10.1%**

Streets

Looking at the same cities, each street network was analyzed to determine continuous streets through downtown Buda. Buda has the fewest streets of any downtown that continue through one square mile of it's downtown. Ennis, which has more of a gridded street network, has the most with 5. The more continuous streets through an area the more options people have to travel.



BUDA City Population: 15,643 Continuous Street: **1**



BOERNE City Population: 19,109 Continuous Street: **3**



ENNIS City Population: 21,210 Continuous Street: **5**



NAVASOTA City Population: 8,068 Continuous Street: **3**

3.3. Land Use

Land Use: Study Area

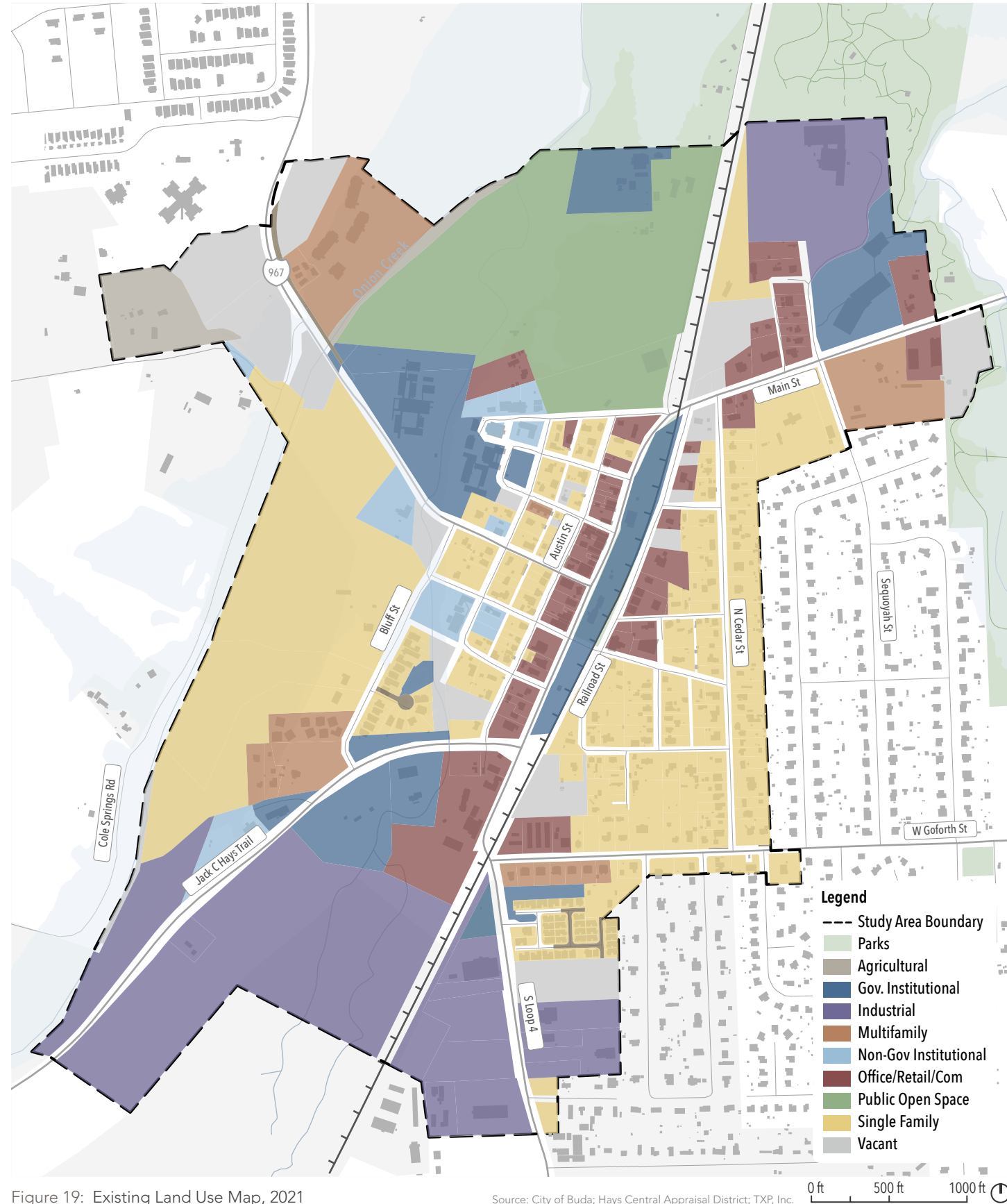


Figure 19: Existing Land Use Map, 2021

Source: City of Buda; Hays Central Appraisal District; TXP, Inc.

Land Use Analysis

The current assessed value of the properties within the downtown Buda study area is \$109.8 million. Single-family properties account for 54.3 percent of the tax base and represent approximately 34.2 percent of the land area. Office/retail/commercial land uses contribute the second most tax base in downtown Buda and account for 25.5 percent of the assessed value and only 10.2 percent of the land area. Office/retail/commercial land uses have the highest assessed value per acre followed by single-family and then multifamily development.

Table 5: Downtown Buda Study Area Land Use 2022

Land Use	Parcels	Acres	Assessed Value	Assessed Value Per Acre
Agricultural	1	7.1	\$302,430	\$42,596
Governmental Institutional	12	44.3	\$0	\$0
Industrial	12	38	\$9,770,005	\$257,105
Multifamily	15	10.1	\$4,657,081	\$461,097
Non-Governmental Institutional	10	8.5	\$0	\$0
Office/Retail/Commercial	60	35.8	\$28,025,119	\$782,825
Public Open Space	1	48	\$745,880	\$15,539
Single-Family	212	119.5	\$59,595,720	\$498,709
Unknown/Excluded	7	1.4	\$2,950	\$2,107
Vacant	20	37	\$6,683,640	\$180,639
Total	350	349.7	\$109,782,825	\$313,934

Source: City of Buda; Hays Central Appraisal District; TXP, Inc.

Study Area: Land Use, 2021

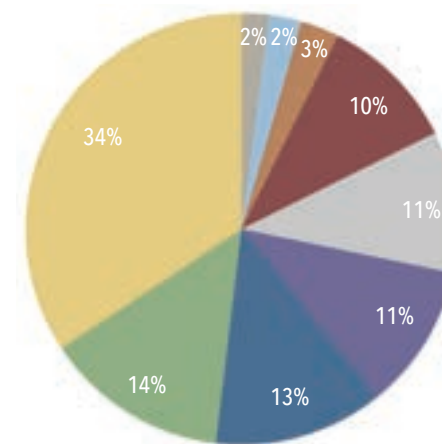


Figure 20: 2021 Land Use Split

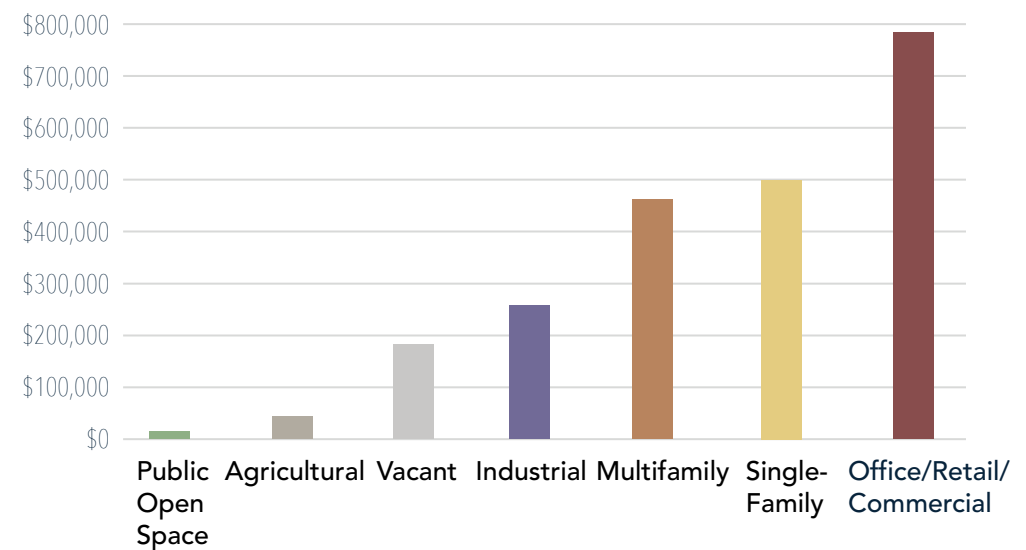


Figure 21: Comparison of Land Uses and their Assessed Value per Acre

Residential Use: Study Area

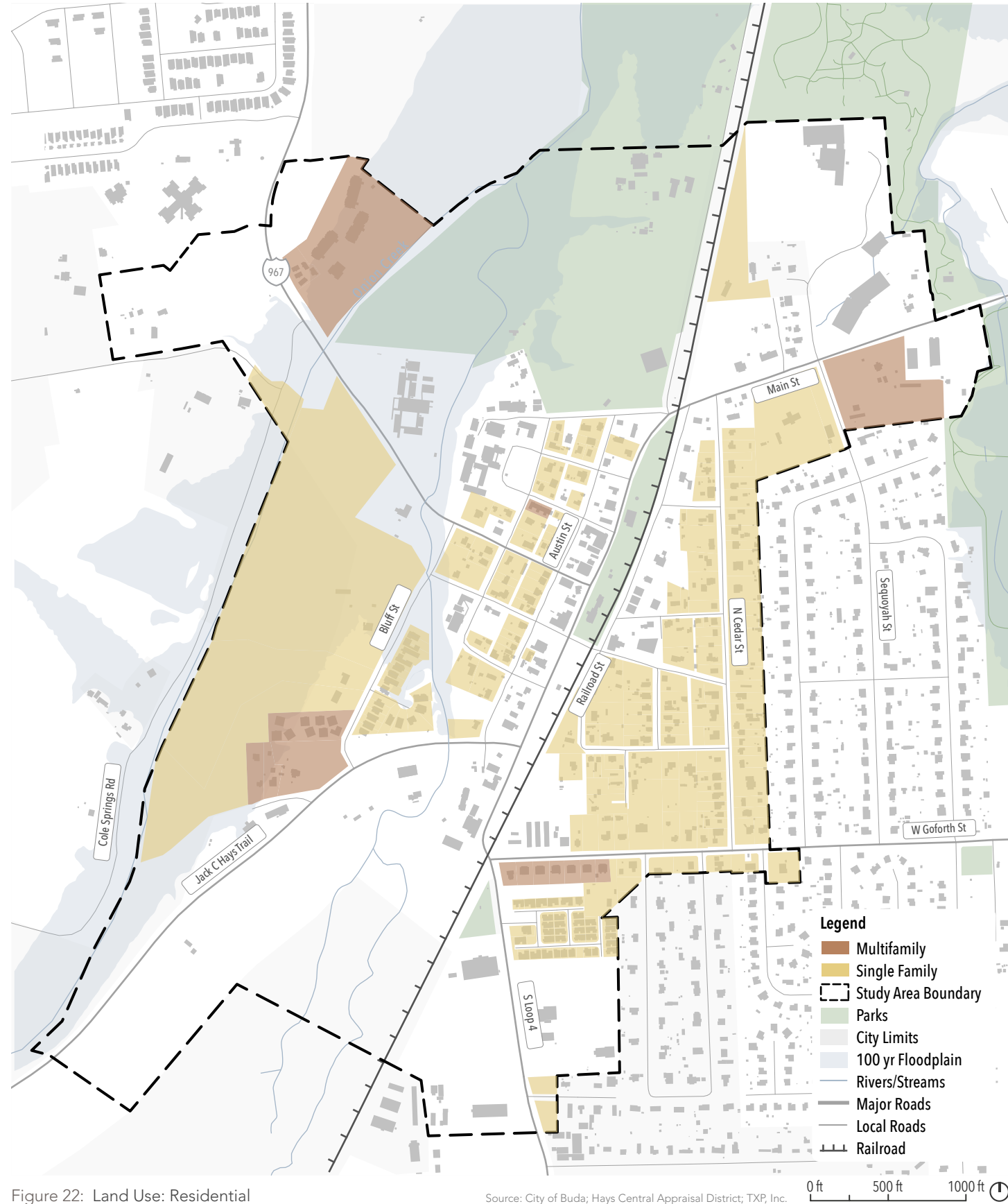


Figure 22: Land Use: Residential

Source: City of Buda; Hays Central Appraisal District; TXP, Inc.

Housing Analysis

There are currently 632 housing units in the larger downtown area (DT Census Tract 109.13 BG 3). Most housing units, or 65.2 percent, were built between 2010 and 2019. Even though the majority of housing units in the downtown Buda census tract were built between 2010 and 2019, production of new housing units within the downtown Buda census tract have not kept pace with the number of units added in the city overall. The number of housing units increased by a total of 294 units in the decade between 2010 and 2020. This accounts for both single-family and multifamily residential units. The downtown Buda census tract's share of total housing units decreased from 15.5 percent to 11.6 percent between 2010 and 2020.

Study Area: Residential Land Area, 2021

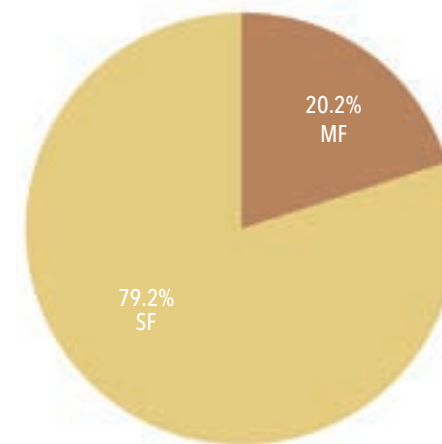
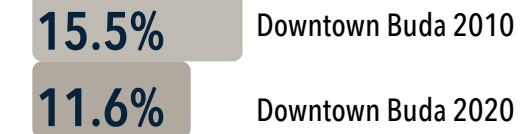


Figure 23: Residential Area Split

Total Share of Housing Units in Downtown Compared to the City as a Whole



Source: ESRI, US Census Bureau

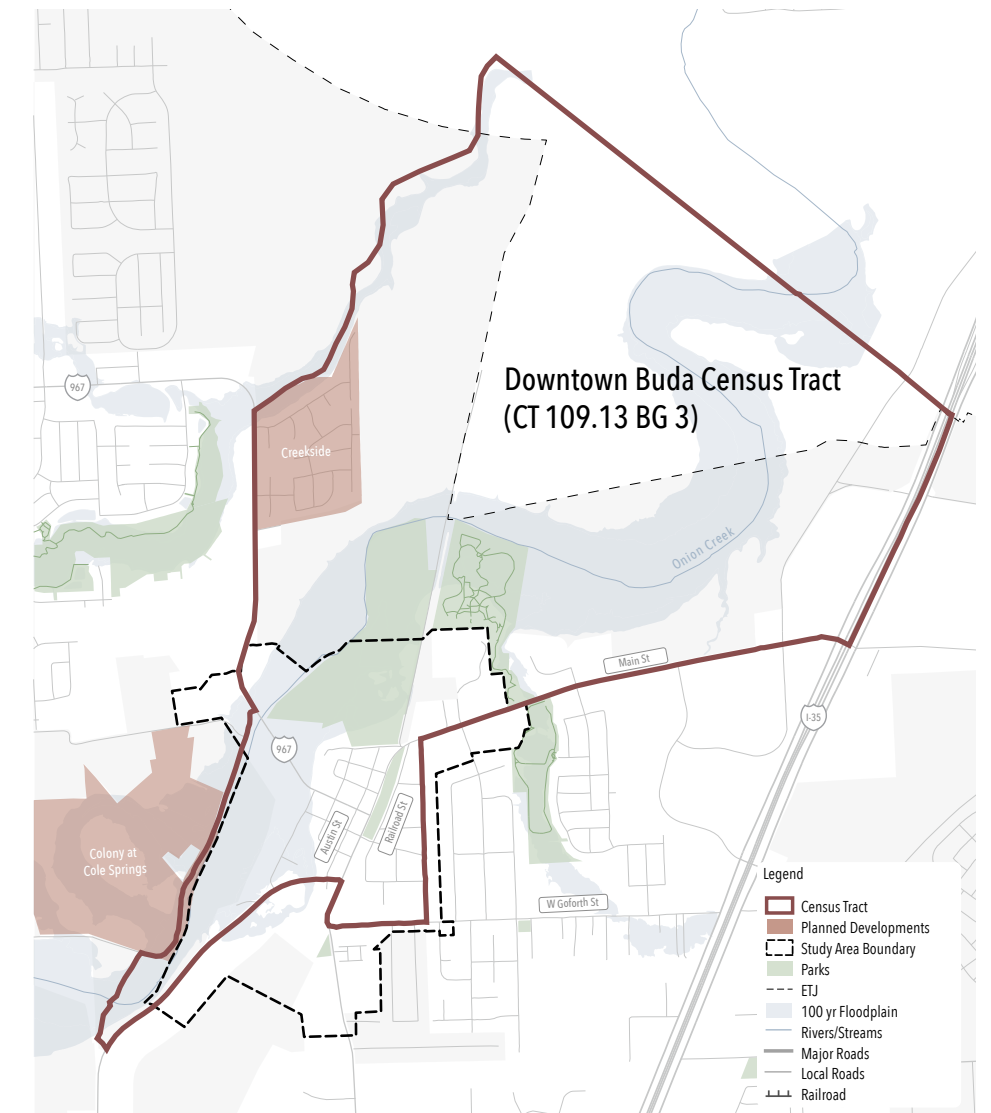


Figure 24: Map of Downtown Census Tract 109.13 BG 3

Commercial Land Uses and Business Locations

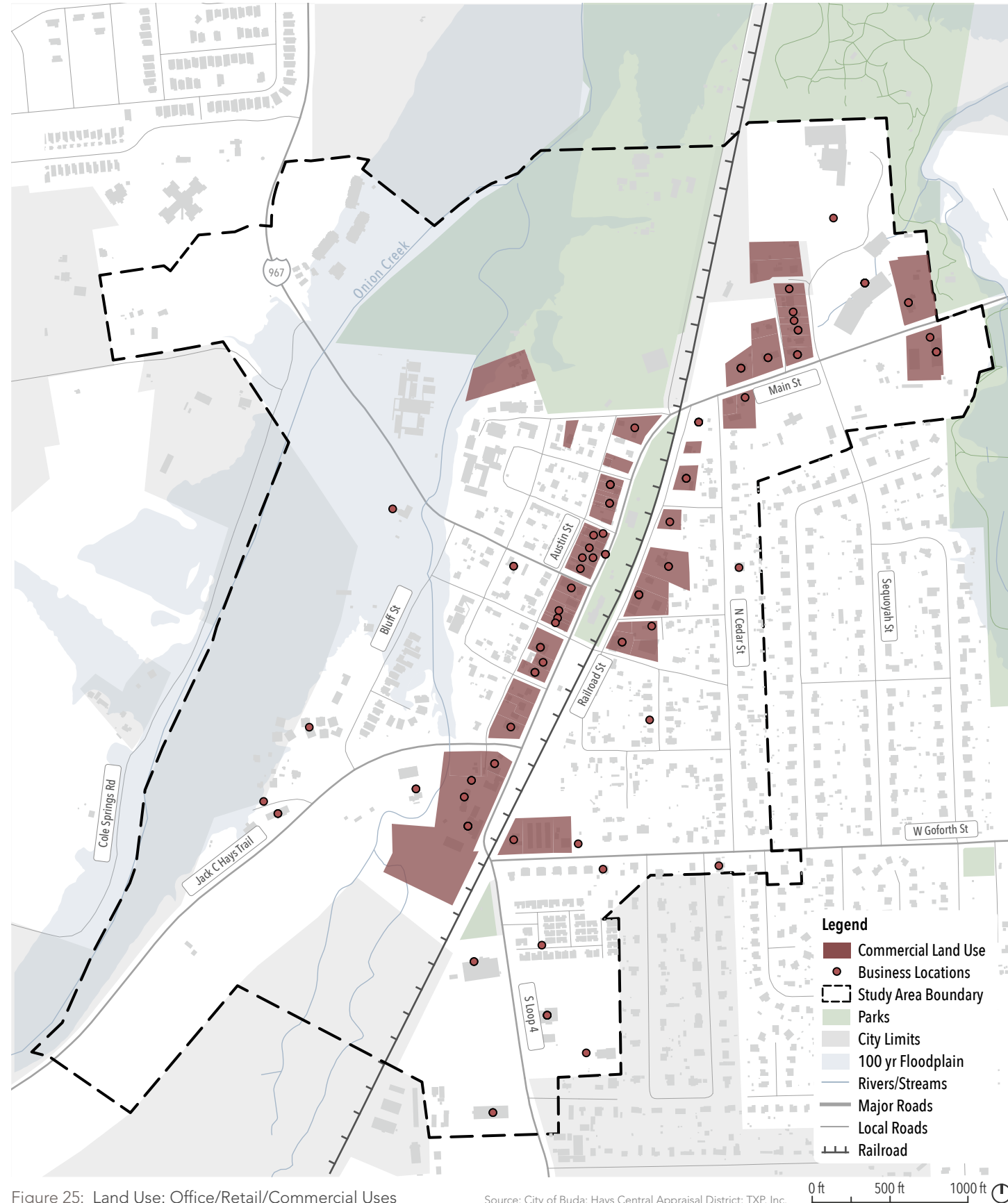


Figure 25: Land Use: Office/Retail/Commercial Uses

Source: City of Buda; Hays Central Appraisal District; TXP, Inc.

Business Analysis

Consistent with population trends, employment at downtown Buda businesses has grown slowly, but steadily over the past decade. There are about 105 private sector businesses and organizations located within the downtown Buda study area. Most businesses are clustered along Main Street.

Small businesses in downtown Buda study area having less than 10 employees:

67%

Source: Data Axle

The average physical footprint of most retail/commercial buildings throughout downtown Buda is approximately 2,000 square feet. This limits the employment size of the tenant leasing space.

For this assessment, a database of current businesses located within the core of downtown Buda was acquired from Data Axle – a leading provider of business and consumer data across the United States and Canada. This dataset was used to not only validate the U.S. Census data, but to provide detailed information not found for small areas in public datasets.

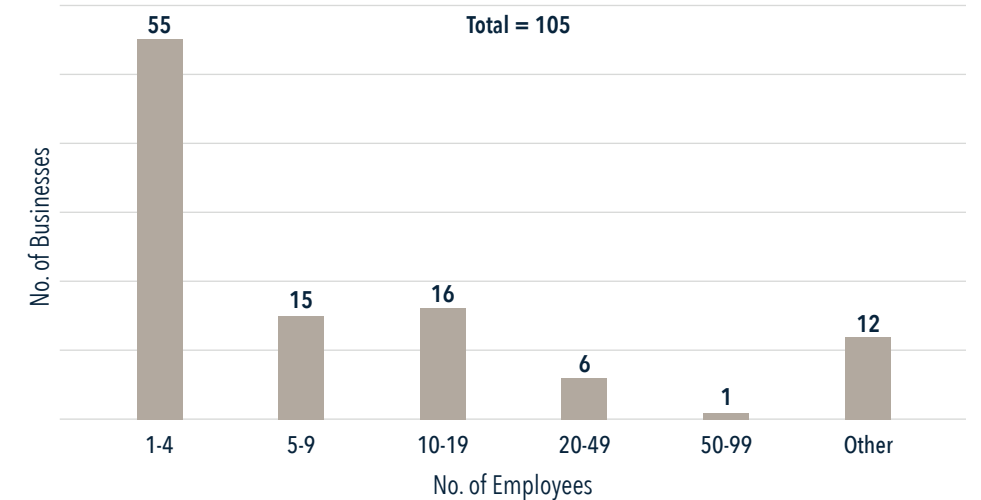


Figure 26: Downtown Buda Private Sector Businesses by Employment Range

Conclusion

While most businesses in downtown Buda are small businesses, it can be easier to lease the vacant spaces when an establishment closes or moves to another area of the city. As one thinks about supply and demand forces impacting downtown spaces, there appears to be an equilibrium. Each year about five new businesses start in downtown, likely filling space previously occupied. While older historic downtowns oftentimes have empty buildings that are challenging and costly to rehabilitate, the downtown Buda employment base remains stable. The challenge for downtown Buda is the inability to easily expand more activity to Railroad Street.

Looking to the future, small businesses – mostly retailers and restaurants – will continue to comprise many of the businesses in downtown Buda. Infrastructure improvements such as sidewalks, street crossings, and additional parking will make it easier for businesses to expand beyond the Main Street corridor.

Sales Tax Permit Map

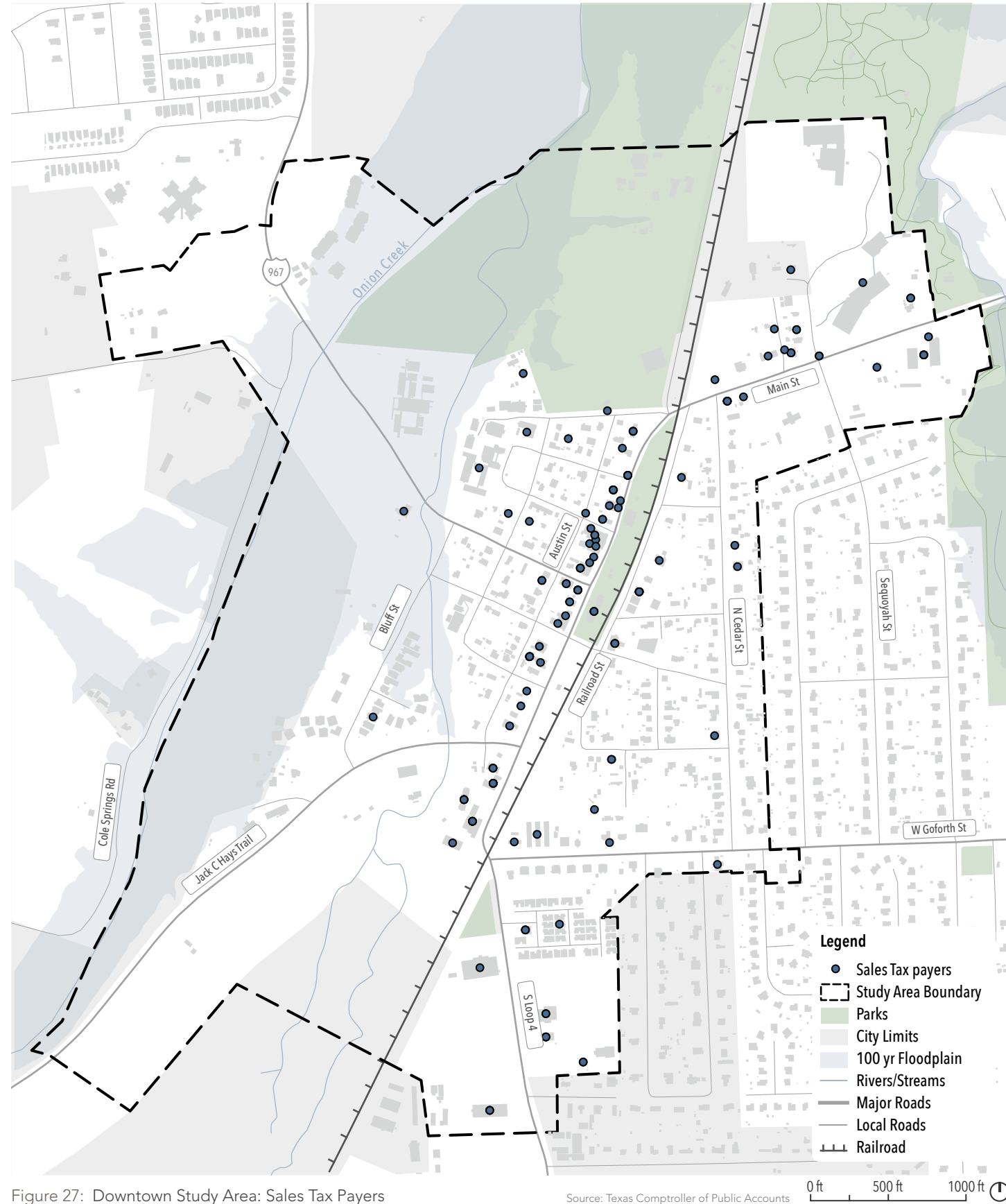


Figure 27: Downtown Study Area: Sales Tax Payers

Source: Texas Comptroller of Public Accounts

Tax Base

The Texas Comptroller of Public Accounts provided aggregate data related to sales tax generated by downtown Buda businesses. In 2021, downtown Buda businesses were responsible for about 3.2 percent or \$350,000 in Buda sales tax revenue. Over the past five years, downtown Buda sales tax revenue has increased 72.2 percent.

The respondents of the Downtown Buda Survey, sent out as part of this process, indicated that they would like to see more sit-down restaurants, retail and shopping, and other entertainment focused businesses in downtown Buda.

Table 6: City of Buda Sales Tax Revenue Generated by Location

	Study Area	Buda
2017	\$203,210	\$6,026,510
2018	\$243,647	\$6,856,963
2019	\$283,593	\$7,662,832
2020	\$281,975	\$8,371,210
2021	\$349,850	\$10,881,228
5-Year Change	72.2%	80.6%

Source: TXP, Inc.; Texas Comptroller of Public Accounts

What kind of businesses/activities would you like to see more of in downtown Buda?

Select up to three (3) choices.

Total Respondents: 786

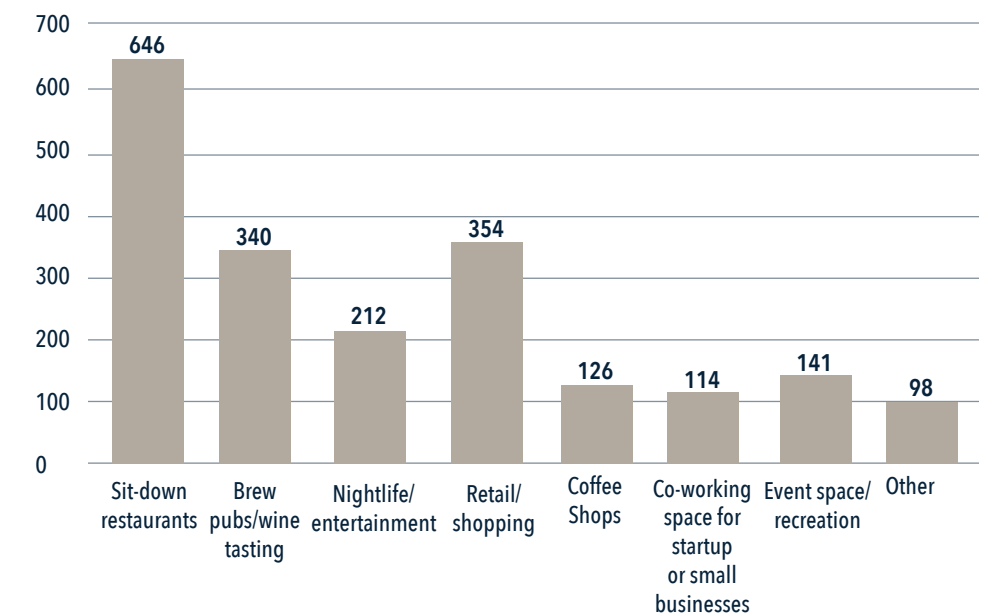


Figure 28: Our Buda, Our Future Survey Response About Activities and Business, January 2023

3.4. Transportation

TxDOT Turnback Program

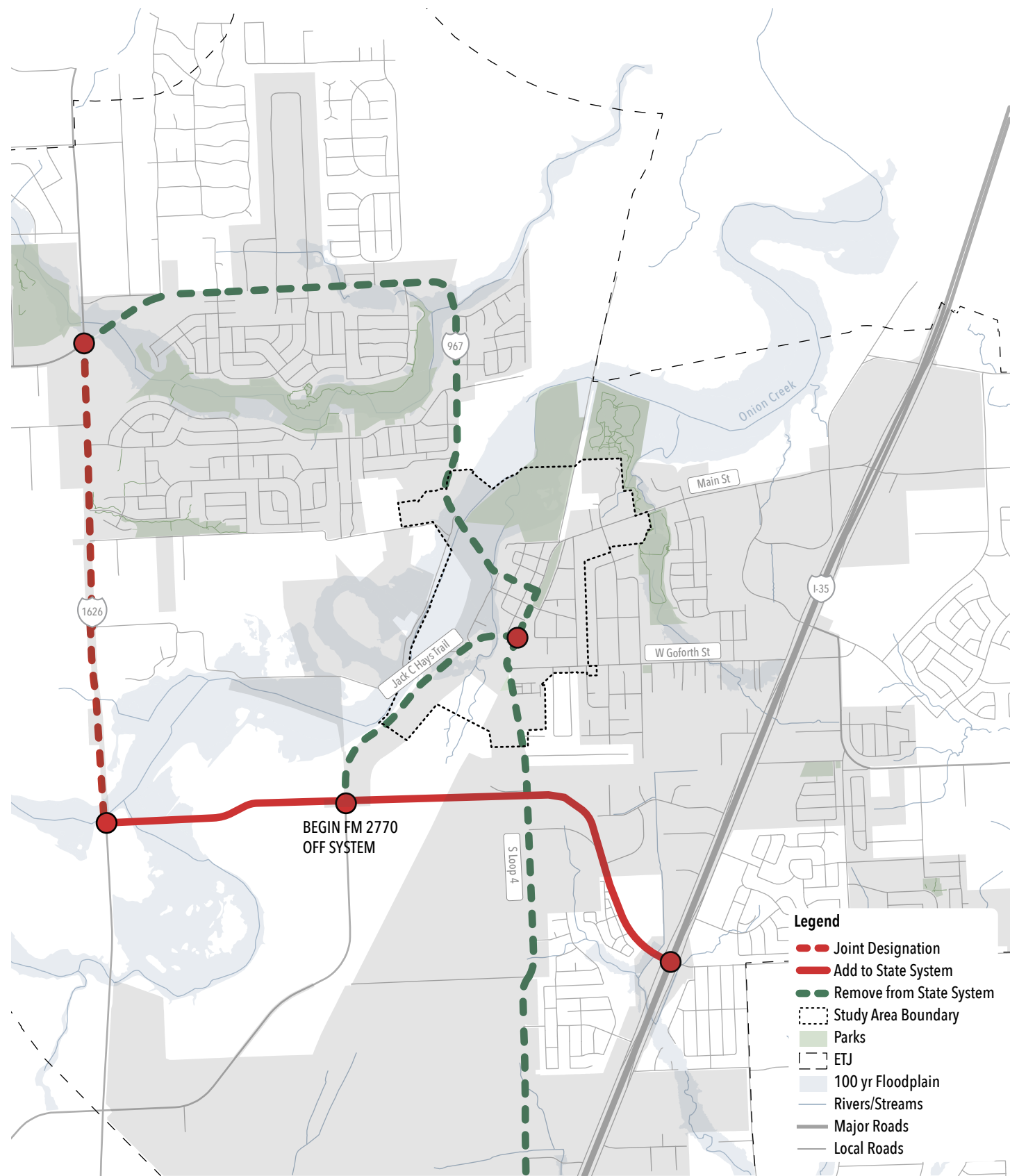


Figure 29: TxDOT ROW Swap with City of Buda

A section of Ranch to Market Road 967 (RM 967) in Buda, Texas, is proposed for removal from the state highway system by the Texas Department of Transportation (TxDOT). The affected section of the road is a portion of RM 967 that extended from FM 1626 to IH-35. Additionally, a portion of the FM 2770 is also proposed to be removed.

The City of Buda has approved a resolution requesting that TxDOT initiate the process to remove portions of RM 967 and FM 2770 from the State highway system and convey to the City for future ownership of the right-of way and maintenance.

This will allow local officials to take a more active role in managing the roadway and ensuring that it meets the needs of the community. Specifically, participation in the Turnback Program will enable planned mobility improvements to Main Street, FM 967, and Jack C. Hays Trail that are more aligned with the goals of the Buda Downtown Master Plan and that support pedestrian connections.

Google Traffic Analysis for a Typical Monday

Downtown Buda experiences two types of traffic, one is more consistent with commuter traffic and people traveling through downtown Buda while the other is more consistent with people visiting the downtown area. Through traffic is not beneficial traffic because people are traveling faster to reach a final destination and not typically as interested in stopping and shopping. Ways to alleviate this type of traffic are to provide alternative routes for commuters and trucks that bypass downtown. During a typical weekday, downtown Buda experiences the heaviest traffic at 5PM. This is consistent with commuters traveling through downtown Buda to get home. There is moderate slower moving traffic at the lunch hour that is mostly located along Main Street and does not back up significantly in either direction.



Figure 30: Traffic Pattern on Monday, 8am Source: Google Traffic



Figure 32: Traffic Pattern on Monday, 5pm Source: Google Traffic



Figure 31: Traffic Pattern on Monday, 12pm Source: Google Traffic



Figure 33: Traffic Pattern on Monday, 8pm Source: Google Traffic

Google Traffic Analysis for a Typical Saturday

The other type of traffic is caused by people visiting downtown Buda. This is the type of traffic that is beneficial to the downtown economy. Downtown Buda visitors are typically driving slowly to look at shops and find parking. Ways to alleviate this type of traffic are to provide wayfinding and parking areas located just off Main Street. During a typical Saturday in downtown Buda, traffic is moving slowly through downtown from the afternoon through evening. This is indicative of a lively well visited space. Policies and improvements that help people to find parking quickly and enable them to comfortably walk will help to alleviate some of this traffic.



Figure 34: Traffic Pattern on Saturday, 8am Source: Google Traffic



Figure 36: Traffic Pattern on Saturday, 5pm Source: Google Traffic



Figure 35: Traffic Pattern on Saturday, 12pm Source: Google Traffic



Figure 37: Traffic Pattern on Saturday, 8pm Source: Google Traffic

3.5. Nature

Parks, Open Spaces and Trails

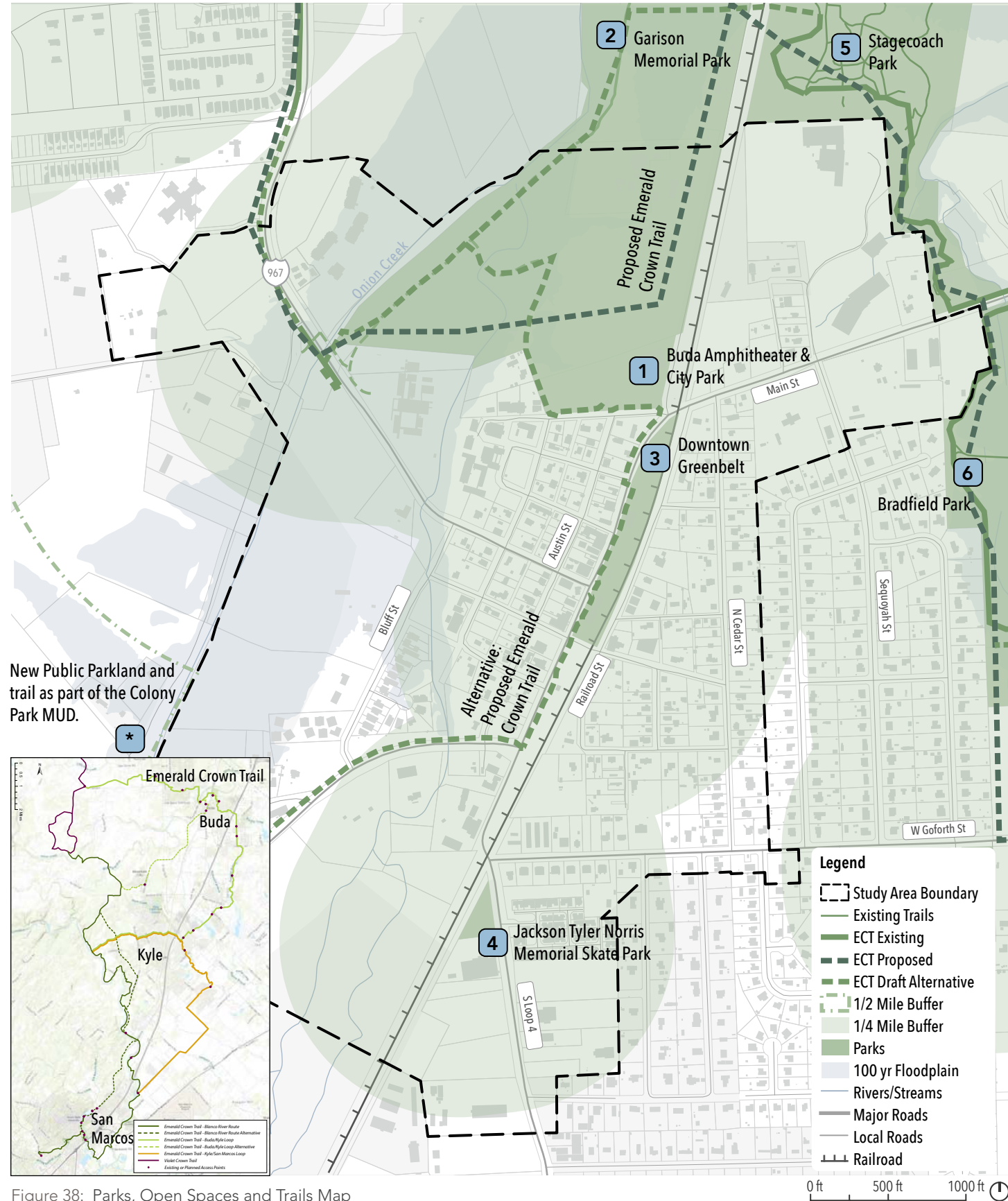


Figure 38: Parks, Open Spaces and Trails Map

The 2021 Parks Master Plan classified parks as Community Parks, Neighborhood Parks, Pocket Parks, Special Use Parks, Private and HOA Parks, Hike and Bike Trails, and other facilities.

The Emerald Crown Trail is a planned regional trail connecting Buda, Kyle, and San Marcos, serving as a key component of the regional trail system in eastern Hays County, and offering recreational and transportation benefits. The Emerald Crown Trail Master Plan includes two possible alternatives to connect Buda and Kyle: west, along the Jack C. Hays Trail, or east, along Old Goforth Road, CR 205, Dacy Lane, and Plum Creek.

Downtown Buda features two community parks: City Park and Garrison Park. These parks offer various recreational options, including swimming pools, ball fields, playgrounds, and trails. City Park is fully developed while Garrison Park is slated for future development. Downtown Greenbelt is a great location for any event and is available for rent year-round. The gazebo is ideal for wedding pictures, dress rehearsals, and farmers markets.

The Jackson Tyler Norris Memorial Skatepark is a cherished space in Buda, commemorating the life of local skateboarder Jackson Tyler Norris. It features a

custom concrete skatepark with various elements and is equipped with lighting for nighttime use, enhancing safety and enjoyment. Stagecoach Park features two historic farm structures and an expansive nature trail on 51-acres of land. The park offers a pavilion, amphitheater, playground, trails, open space, a pond, and a council ring. Bradfield Park is known for its serene atmosphere and scenic views. It offers a range of amenities, including playgrounds, walking trails, picnic areas, and open green spaces. The park provides a tranquil escape for families and individuals to relax, play, and enjoy nature in the heart of Buda.



Buda Amphitheater & City Park



Garrison Memorial Park



Gazebo at Downtown Greenbelt



Jackson Tyler Norris Memorial Skate Park



Stagecoach Park



Bradfield Park

Hydrology

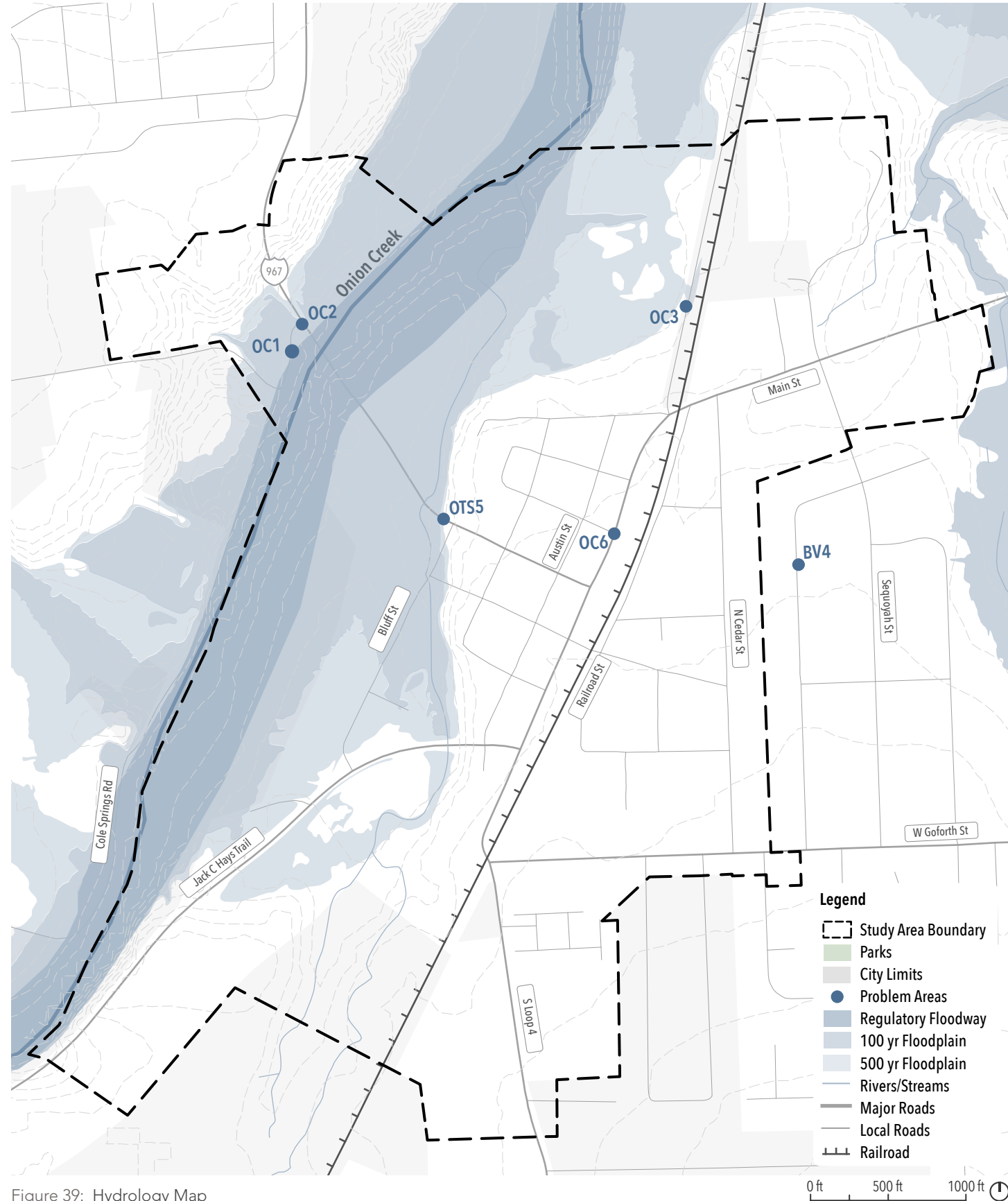
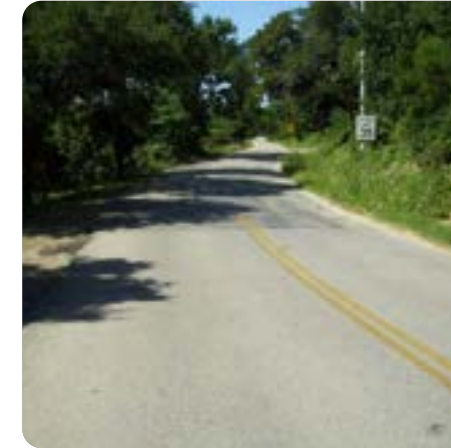


Figure 39: Hydrology Map

Onion Creek runs along the western edge of the downtown Buda study area. The 60-mile-long Onion Creek originates in Blanco County and winds through Hays County, providing recreational creek access on the northern side of Garrison Park. This area of the creek features a low head dam off of Garrison Road. This dam impounds water, creating an incredible spot for fishing, kayaking, and swimming. Onion Creek meanders through downtown Buda and borders Garrison Park as well as Stagecoach Park. There is a low-water crossing for Onion Creek at Old San Antonio Road, a narrow stretch of former highway that acts as a historical gateway to Main Street.

The 2014 Drainage Master Plan identified six different problem areas for drainage and flooding in the downtown Buda study area. After ranking each problem area based on criteria such as structure damage and impacts to roadways, the FM 967 bridge being over-topped by Onion Creek was ranked as the highest priority project in downtown followed by the Cole Springs Road and Garrison Road flooding.

*Drainage Issue Codes are based on the Drainage Master Plan, Phase 2 Document



OC1: Cole Springs Road is over-topped for a 1-mile stretch during a flooding event.



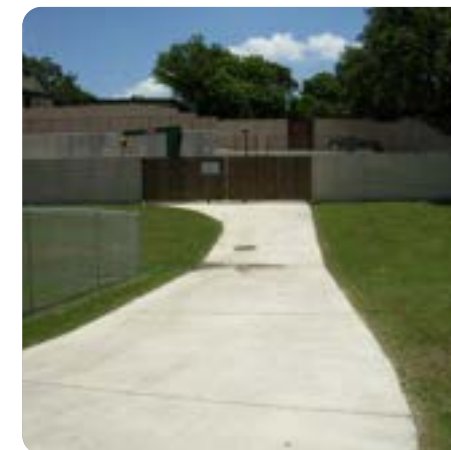
OC2: The FM 967 Bridge is over-topped by Onion Creek during a flooding event.



OC3: Ponding occurs along the east side of Garrison Road due to the lack of an outlet for water.



OC6: Flooding of local stores at the north west corner of Main and Ash Street - partly executed.



OTS5: The access drive to a lift station is over-topped, preventing access by City crews.



BV4: Undersized channels and culverts in the Sequoyah Subdivision from Mandan Street to Arikara Street have caused flooding to structures.

3.6. Main Street Analysis

Businesses

Retail, office, and restaurant uses are fairly evenly distributed within the Main Street district with each representing approximately 30 percent of the overall commercial uses. A primary recommendation from the 2015 Buda Downtown Master Plan originating from the market assessment was to add more restaurants and entertainment uses. With the opening of the Buda Mill & Grain Co. and a number of new restaurants along Main Street, significant progress has been made to diversify the commercial uses downtown.



Commercial uses at Main Street



Restaurants on southern end of Main Street



Figure 41: Main Street: Business Diversity Map

Main Street: Businesses, 2021

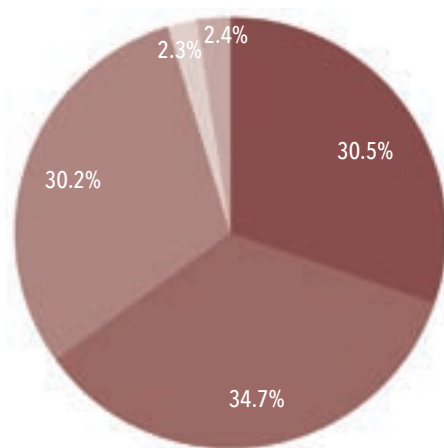


Figure 40: 2021 MS Businesses Split

Destinations

Main Street is home to a variety of stores, antique shops, restaurants, and businesses, many of which are housed in historic buildings and are popular destinations amongst locals and visitors. Some of them include the Buda Soda Fountain, Taste on Main, Buda Mercantile store, Meridian, Esther's Tex-Mex, Buda Mill & Grain Co., and so on.

These destinations are spread across Main Street in a linear axis, while a few exist on Railroad Street and a couple fronting Austin Street.



Meridian



Esther's Tex-Mex Restaurant



Figure 42: Main Street: Destinations Map

Multi-Modal Experience

Very limited sidewalk and pedestrian infrastructure like crosswalks exist in downtown Buda. Overall, just 13.5 percent of the streets in downtown Buda provide space for pedestrians. In addition to accommodating people walking, downtown Buda receives a large number

of bicyclists and has very limited facilities for cyclists. Improving access to downtown Buda for non-vehicular travel has been a goal of many past planning efforts. The railroad crossings downtown create a barrier for accessibility from

surrounding neighborhoods. They currently lack sufficient safety measures and may pose challenges for pedestrians and vehicles. Upgrading the railroad crossings to enhance safety and functionality is crucial in expanding access for pedestrians and cyclists.



Absence of sidewalks



Absence of crosswalks at intersections



Absence of safe railroad crossings



Figure 43: Main Street: Pedestrian Experience Map



Parking

The recently adopted Parking Action Plan identified a total of 1,432 parking spaces available to the public within the downtown Buda study area. The parking industry standard for the target parking occupancy rate is 85 percent. At this rate, there are enough vacant parking spaces to:

1. Minimize congestion from drivers searching for spaces; and
2. Reduce oversupply, which is an inefficient and costly use of valuable land.

Parking management and policy decisions should be made based upon 85 percent target occupancy. Peak periods resulting from special events or holidays are typically managed by exception. The Parking Action Plan serves as a tool to help the City prepare for and adapt to parking needs over time. The Action Plan includes short, mid, and long-term actions, some of which should be implemented today and others which the City should begin preparing for now. This Buda Downtown Master Plan will integrate the Parking Action Plan into all recommendations.

Parking Action Plan Recommendations:

Near-term (1-2 years):

- (In Progress) A-1 Increase public awareness of parking options.
- (In Progress) A-2 Convert underutilized lots into parking supply.
- (In Progress) A-3 Pursue shared parking agreements.
- (In Progress) A-4 Promote and enhance walkability.
- A-5 Transition to a data-driven parking program.
- A-6 Prioritize core curb-space for active uses.
- A-7 Establish a Parking Coordinator or Manager position.

Mid-term (3-5 years):

- B-1 Establish a customer service model for compliance.
- B-2 Streamline parking enforcement using technology.
- B-3 Convert parking on Main Street from angled to parallel.
- B-4 Add parking on Austin Street.
- B-5 Develop an Employee Parking Permit Program.
- B-6 Evaluate the installation of electric vehicle (EV) charging infrastructure.
- B-7 Evaluate the opportunity for paid parking.
- B-8 Adopt a civil procedure for parking citations.

Long-term (6+ years):

- C-1 Consider options to increase parking supply as needed.
- C-2 Adopt vehicle immobilization and towing procedures.



Public Parking Lot



Street Parking at Main Street



Street Parking at Main Street



Figure 44: Main Street: Parking Location Map

3.7. Events and Tourism

Events

Every year, the City's Parks & Recreation and Destination Services Departments promote and provide assistance for a number of special events that take place in parks and other public spaces all across the neighborhood. Both city inhabitants and tourists from outside the city frequently attend these events. Buda's special event programs enhance the quality of life there and are a part of the city's broader economic development initiatives.

The Buda Area Chamber of Commerce also produces public events that include, Fajita Fiesta and Cook-Off, a monthly Market in the Park, Coffee and Connections, and the annual Veteran's Day Parade.

There are numerous small special events and activities throughout the city, such as downtown Buda sip and stroll activities, cook-offs, groundbreakings, events, concerts, and festivals. While these are extremely important to the City, attendance at a few larger, signature events tends to be the highest. Movies in the Park and the Buda Trail of Lights are two examples that attract thousands of visitors.



Buda Lions Country Fair & Wiener Dog Races - last weekend of April



Boo-da Halloween - October



Buda Trail of Lights - multiple weekends in December



Cocoa Jingle, December



Holiday Sip and Stroll - early December



Budafest - first weekend in December

Tourism Activity

Buda visitor activity has been steadily increasing over the past 15 years. Much of this activity takes place at events within downtown Buda. In 2021, total direct Buda visitor spending was \$67.3 million and supported over 620 local jobs. Just as important, out-of-town guests generated over \$2.5 million in local tax receipts. Buda's tourism sector appears to have more than recovered from the pandemic-related drop in 2020.

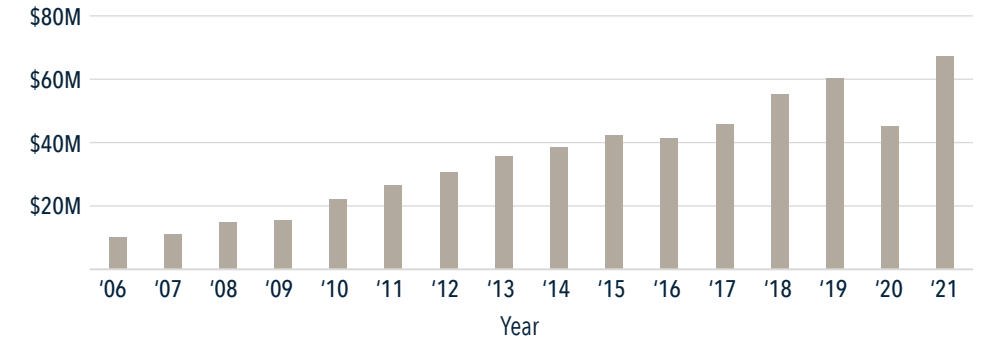


Figure 45: Total Direct Travel Spending Graph

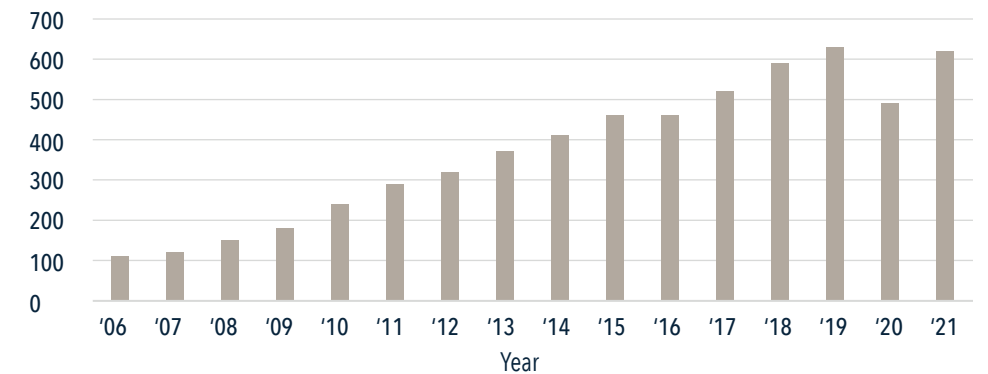


Figure 46: Total Direct Employment Graph

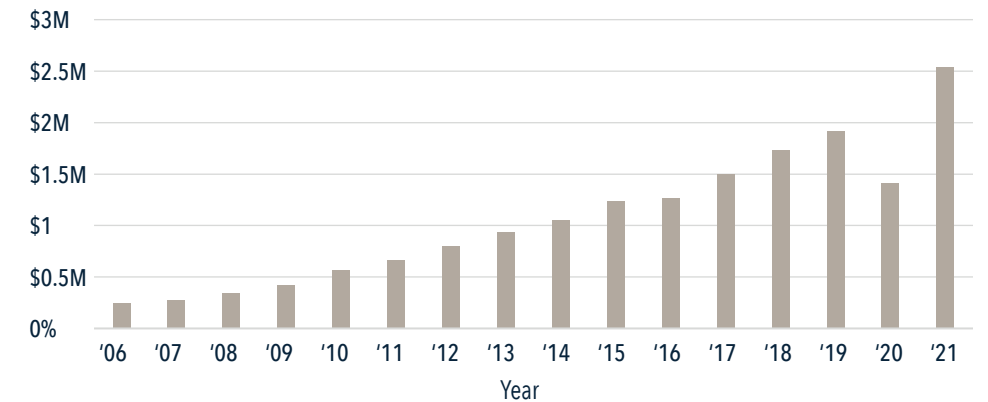


Figure 47: Local Visitor Tax Receipts Graph

Event Mapping

Buda's historic downtown attracts thousands of visitors each year. Events such as the Budafest, Cocoa Jingle, and Sip n' Stroll attract attendees from across the Central Texas region. These nonlocal visitors are a significant contributor to sales tax generation within the downtown. To illustrate the appeal of downtown Buda and related events, visitor data was obtained for two events: Budafest (December 2022) and Sip n' Stroll (May 12, 2022).

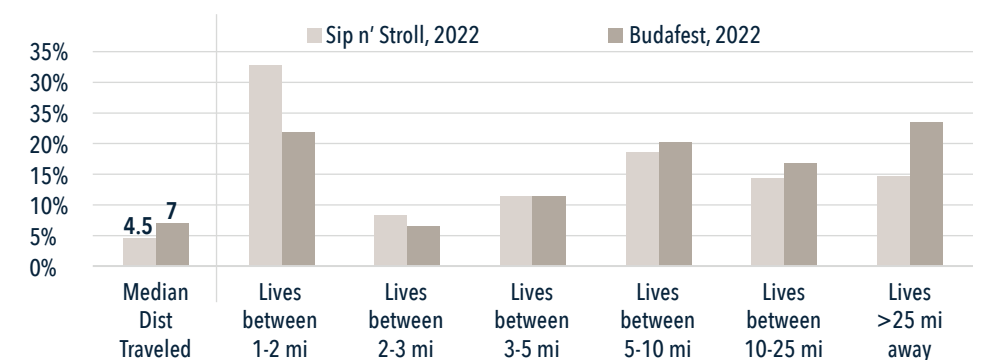


Figure 48: Home Location of Event Attendees Graph, 2022



4. Downtown Master Plan Framework

4.1. GOALS

4.2. DESIGN PROCESS AND ALTERNATIVES

4.3. FRAMEWORK PLAN CONCEPT

4.4. FUTURE LAND USE MAP

4.2. Design Process and Alternatives

Three alternative plans for guiding future growth and investment in downtown Buda were developed based on the identified goals.

1. NATURAL STITCH

The Natural Stitch seeks to stitch together the downtown Buda commercial, neighborhood, and parks open spaces through a connected and activated system of urban trails and green spaces.

The element of this alternative that respondents liked best was the:

Green Corridor

2. MAIN STREET STRETCH

The Main Street Stretch focuses on further enhancing and expanding the pedestrian and retail experience along both sides and the full length of Main Street.

The element of this alternative that respondents liked best was the:

Two-Sided Main Street

3. DOWNTOWN SPREAD

The Downtown Spread will spread improvements and activity to corridors adjacent to Main Street.

The element of this alternative that respondents liked best was:

Austin Street



Figure 52: Natural Stitch Alternative Diagram



Figure 53: Main Street Stretch Alternative Diagram



Figure 54: Downtown Spread Alternative Diagram

!

The Natural Stitch was preferred by 47% of the respondents and 31% were in favor of combining the Natural Stitch and the Main Street Stretch

Source: Open House 2: Alternatives Development, April 15, 2023

When compared across all alternatives, these projects received the most support:

Two-Sided Main Street

Green Corridor

Austin Street

San Antonio St Extension

Re-purpose Buda Upper Campus

Source: Open House 2: Alternatives Development, April 15, 2023



Open House 2: Alternatives Development, April 15, 2023

“I like connecting more key points of Buda together through safe-to-walk trails and maintaining the natural landscape (Natural Stitch).”

“I like this (Main Street Stretch) focused approach which will create a hub for downtown and reinvigorate downtown. Diverting the traffic of Main Street and onto San Antonio will make the area much more pedestrian friendly.”

“I like the idea of traffic going around downtown, but I don’t like it being on San Antonio Street. That corridor has too much pedestrian activity.”

“Expand business opportunity to Austin Street.”

“Dual sided main street as the main commercial hub, plus the hike/bike trail as an added connector to the Mill & Grain Co. side of town from the park is the best of all worlds.”

“Adding more trails and sidewalks is incredibly important, but it’s also important to have destinations in downtown. Mixed-use zoning that provides businesses like small grocers and stores would give a strong incentive for locals to do their daily shopping on foot, in town, and probably stop at a few other local places along the way.”

4.3. Framework Plan Concept

The Downtown Buda Framework and Land Use Plan work together to provide overall guidance and direction for future investment. The Framework Plan guides where and how public investments should be made to deliver on the goals of the plan. The Land Use Plan encourages private investments that support the desired type of development and redevelopment in downtown Buda.

Design Principles

-  Activity nodes act as social and economic anchors.
-  Activity nodes are spaced roughly a 1/4 mile from each other.
-  Corridors are prioritized for pedestrian friendly amenities such as wide sidewalks, bulb-outs, crosswalks, and street trees.
-  Corridors are activated with shopfronts, landscaping, and art that create interest and attractiveness.
-  City Park is seamlessly integrated into the downtown experience.
-  Areas for public parking are placed within a comfortable walking distance.
-  Strategic investments in public infrastructure will encourage private investment in line with the downtown framework and goals.
-  Public-private partnerships help to convert underutilized land and buildings owned by the public sector into new vibrant destinations.
-  Streetscape design elements from landscaping, materials, and lighting are coordinated and consistent.
-  Gateways are located at each proposed node and signal when you have entered the downtown district.

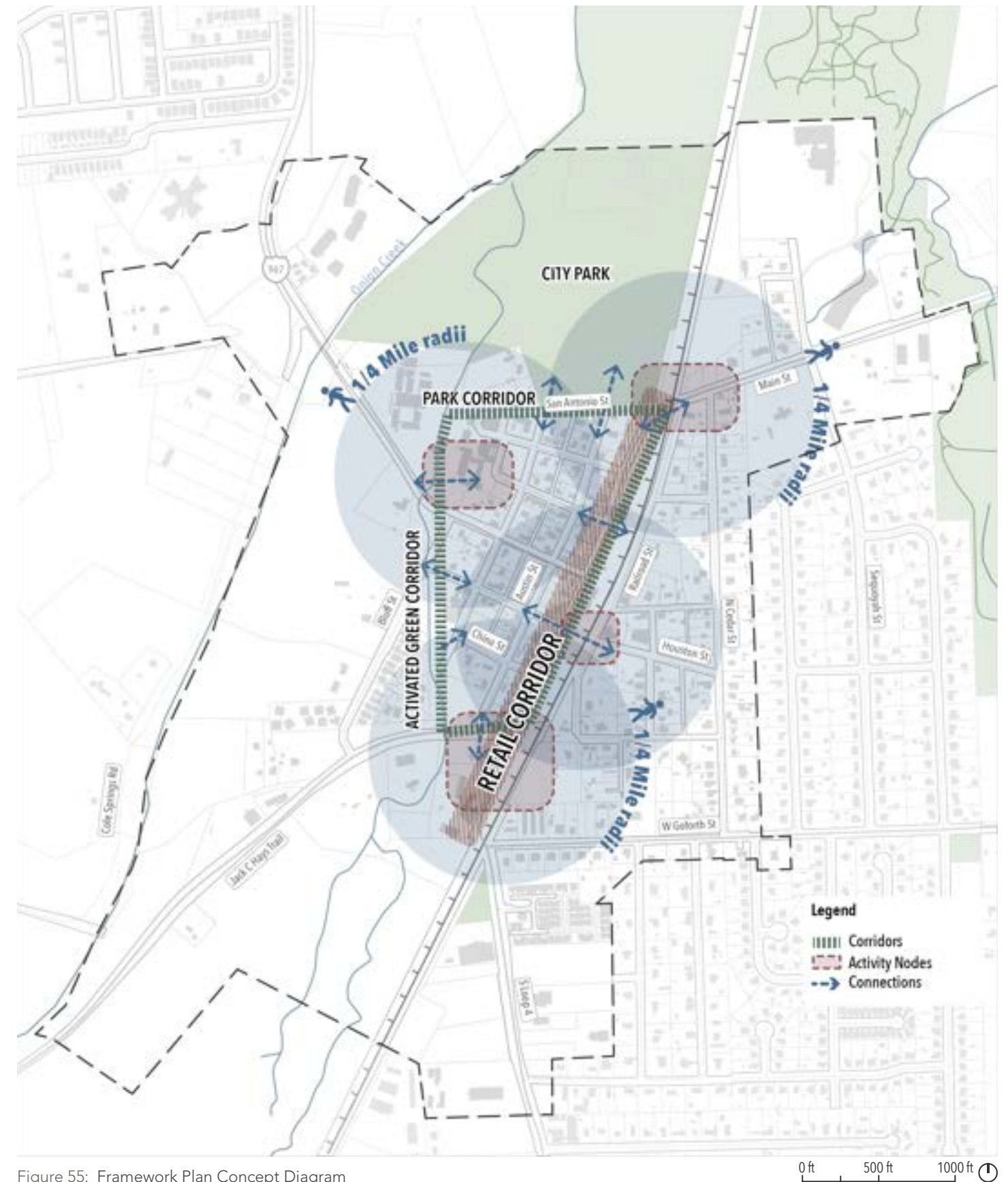


Figure 55: Framework Plan Concept Diagram

4.4. Future Land Use Map

The purpose of the future land use map is to guide and inform the long-term planning decisions in downtown Buda. It helps to ensure that development is aligned with the community's vision, goals, and objectives, and that land use and zoning decisions are made in a thoughtful and coordinated manner.

House Scale Mixed-Use (1 to 2 story) - 90% Residential / 10% Commercial

This land use allows for both residential and commercial uses within a single house scale building. These buildings are typically one to two stories and 90 percent residential, 10 percent commercial and best fits within existing single-family neighborhoods to accommodate a small amount of commercial use.



Residential Mixed-Use (2 to 3 story) - 60% Residential / 40% Commercial

This land use allows for multiple uses to coexist within the same building. They are typically two to three stories with 60 percent residential and 40 percent commercial and used as a transition area between single-family neighborhoods and commercial areas. This type of development creates a denser urban fabric, encouraging a more pedestrian friendly environment.



Commercial Mixed-Use (1 to 3 story) - 10% Residential / 90% Commercial

This land use allows for multiple uses to coexist within the same building. They are typically one to three stories with 10 percent residential and 90 percent commercial. The majority of the land along Main Street will be designated for this use to ensure this remains a commercial corridor with the opportunity for additional housing on the upper floors of the commercial buildings.

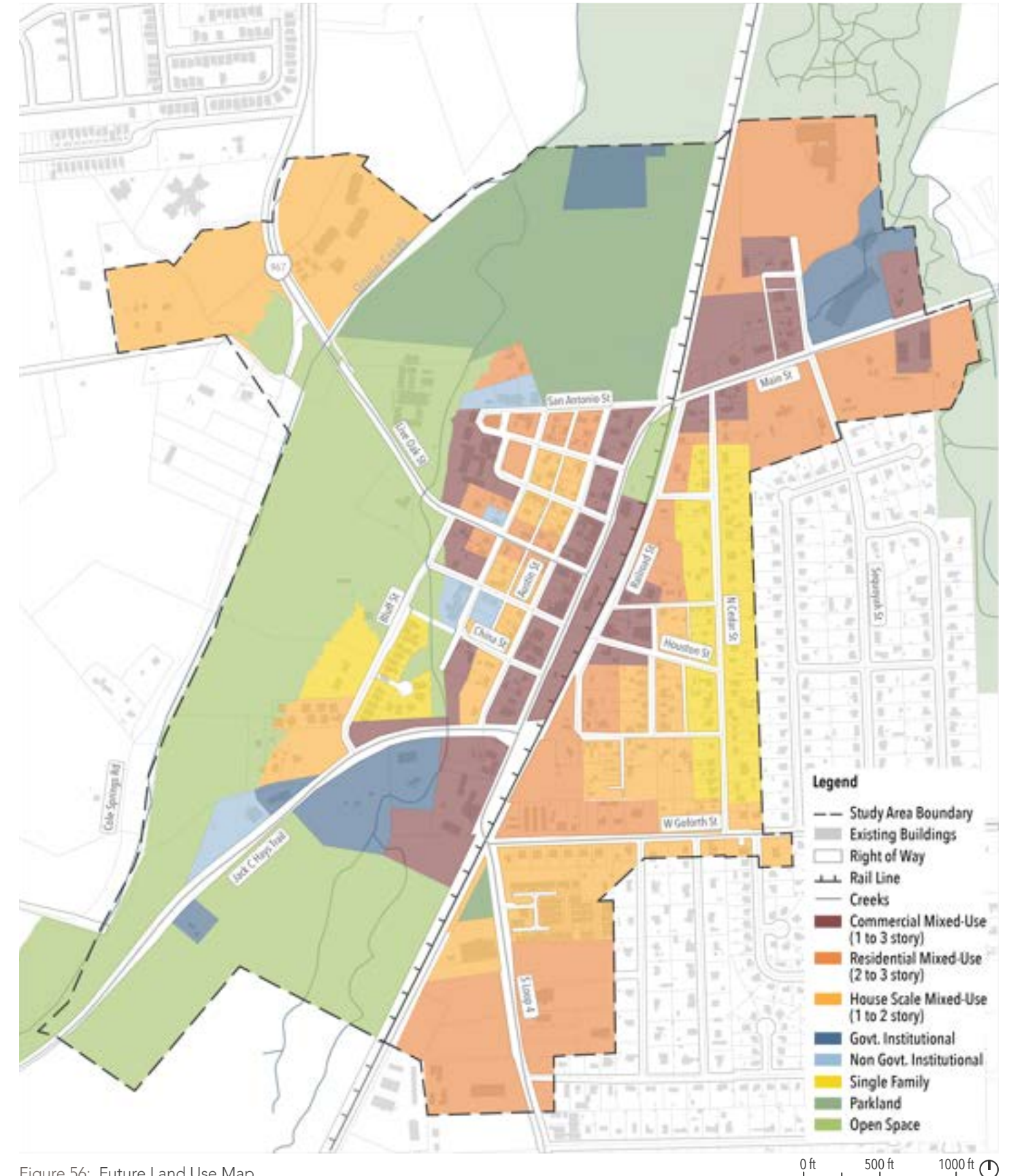


Figure 56: Future Land Use Map

Public Improvements are Catalysts for Private Investments

The following chapter recommends projects, policies, and programs the City of Buda should prioritize to meet the goals outlined by this plan. These public improvement recommendations will catalyze new investment in downtown Buda. Property owners will be able to leverage walkable streets, accessible parking, unified branding, public art, and beautiful public parks and gathering spaces to improve their properties, resulting in increased assessed values for properties within downtown Buda.



Based on the recommendation of the Future Land Use Map, more areas in downtown Buda should accommodate mixed-use and commercial development which have some of the highest assessed values per acre. Infill development with land uses recommended in the Future Land Use Map will result in a higher assessed value per acre in downtown Buda. "Figure 57: Potential Infill Development Locations" identifies parcels most likely to redevelop based on the following selection criteria:

Publicly Owned Properties.

Properties that are currently owned by public agencies such as the City or School District pay no taxes now. If redeveloped as part of a public private partnership they can contribute significant value for downtown Buda.

Properties Adjacent to Recommended Projects.

Properties located adjacent to major public investments recommended in the plan were selected as more likely to redevelop.

Vacant or Underutilized Properties.

Properties that are currently vacant or underdeveloped, meaning that the value of the improvements is low compared to the value of the land, were selected as more likely to redevelop.

Larger Tracts of Industrial Land.

Industrial land uses are not appropriate for downtown development. These larger tracts of industrial lands were selected as likely to redevelop.

Parcels identified as potentially catalytic make up 72 acres of downtown Buda. The current assessed value per acre of these parcels is \$299,000, which brings in a revenue per acre* of \$7,500. If all of these parcels redevelop in accordance with the Future Land Use Map, the potential assessed value per acre of these parcels is \$867,000, with a revenue per acre* of \$21,500, resulting in a 190 percent increase in revenue per acre*.

* Revenue per acre assumes a 2.5% property tax rate.

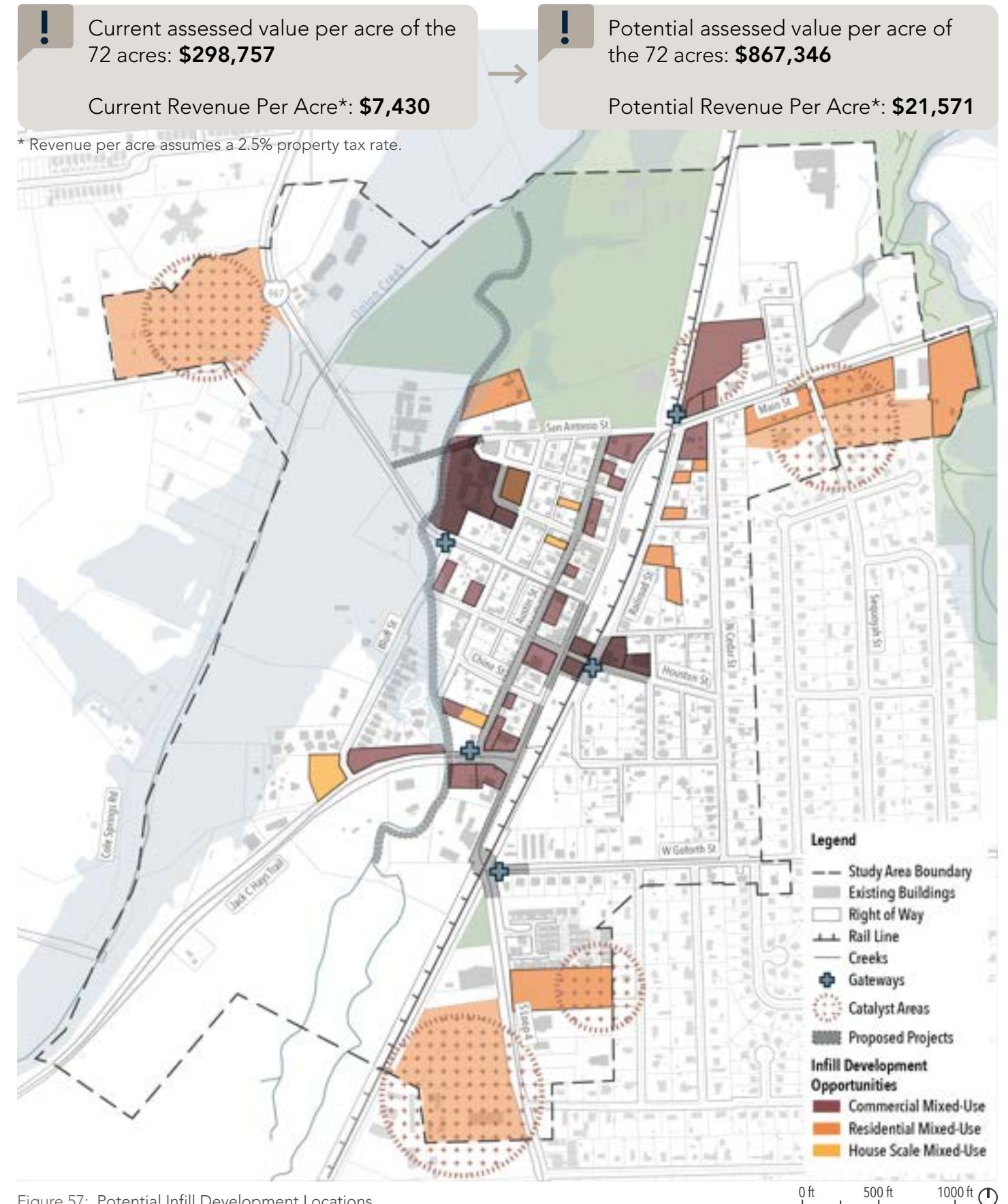


Figure 57: Potential Infill Development Locations



5. Recommendations

5.1. PROJECTS

5.2. PROGRAMS

5.3. POLICIES

5. Recommendations

One of the primary goals of this planning initiative was to sift through all the past planning efforts and identify a handful of projects, programs and policies that can feasibly be implemented in the next five to fifteen years. Based on the feedback received during this process these eleven recommendations have shifted to the top as priority initiatives. This does not mean that the City shouldn't also continue to pursue past projects and efforts such as the extension, connection, and activation of Railroad Street if the opportunity arises or once other projects are completed. This list represents that first priority for implementation.



PROJECTS

Projects are built, permanent, physical changes.

- A1** Austin Street Reconstruction
- A2** South Main Street Improvements
- A3** Two-Sided Main Street - Houston St Intersection
- A4** Greenbelt and Trail Corridor
- A5** Re-purposed Buda Upper Campus



PROGRAMS

Programs are one-time events or ongoing actions that influence the study area but do not require permanent physical changes.

- B1** Establish a Sidewalk and Pedestrian Safety Program
- B2** Apply for Cultural District Designation through the Texas Commission of the Arts
- B3** Implement the Parking Action Plan



POLICIES

Policies are legal norms, rules, or definitions that control and influence future changes.

- C1** Update Buda's Unified Development Code
- C2** Establish a Downtown Financing District
- C3** Regional Stormwater Management Plan

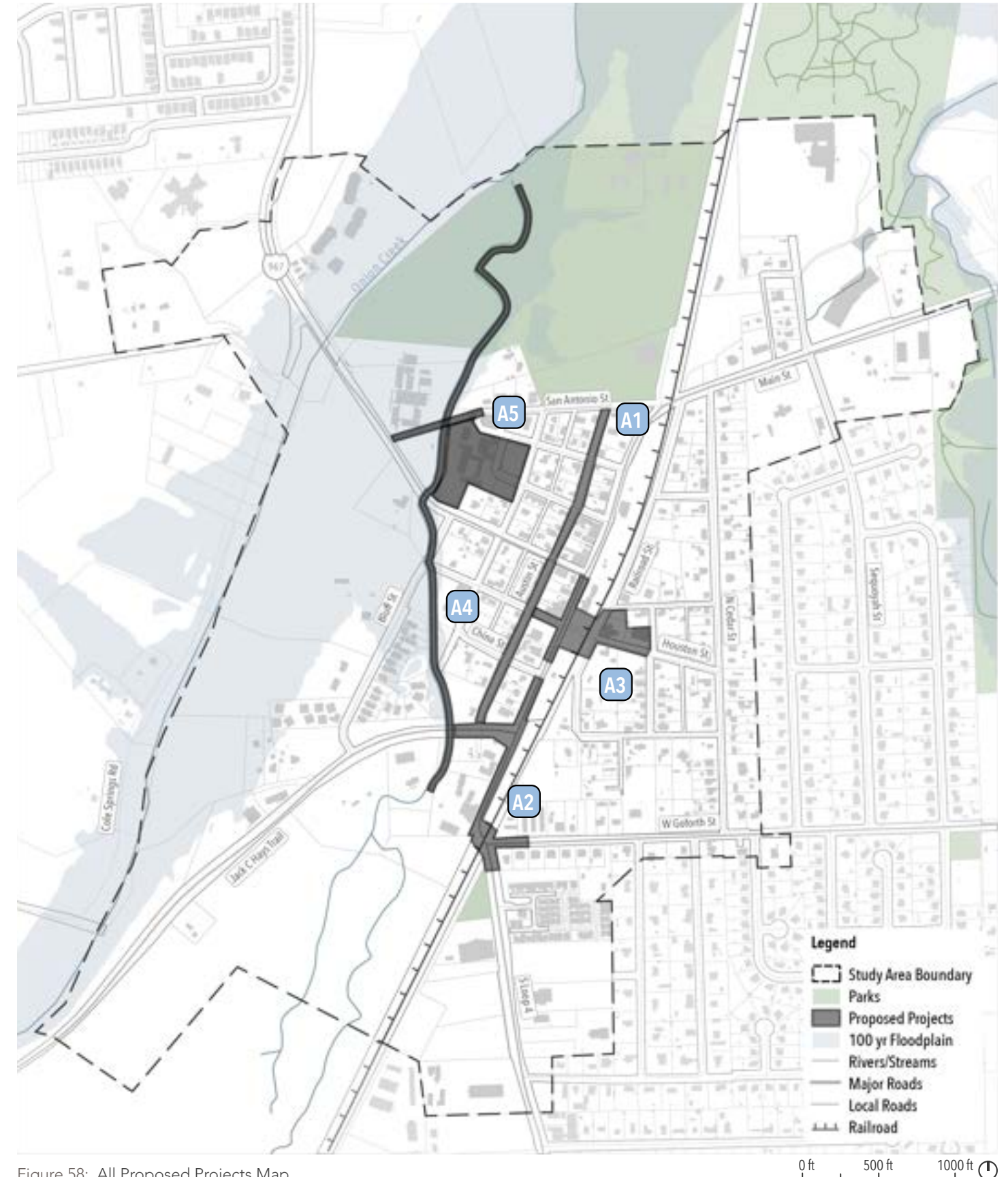


Figure 58: All Proposed Projects Map

5.1. Projects

A1 Austin Street Reconstruction

Currently Austin Street serves as the rear of properties fronting on Main Street and the front yard of residential, small office, and commercial properties on the west side of the street. This unique condition includes back of house services like delivery, parking lots, and dumpsters for businesses and front yards of homes that face each other across the street. Reconstruction of Austin Street will require a thoughtful approach in order to best serve the uses on both sides of the street. A list of current elements and functions within Austin Street include:

- Commercial Back of House Services
- Delivery Access
- Dumpsters
- Parking Lots
- Large Oak Trees
- Power Lines
- Residential Properties
- Driveways
- Open Swales/Ribbon Curb
- Constrained ROW

The goal of the reconstruction project is to allow Austin Street to better serve current users and add new elements such as:

- On-street Parking
- Curb and Gutter Drainage
- Underground Electric
- Shared Dumpster Spaces
- Sidewalks
- Water Quality
- Tree Preservation
- New Commercial Development



Drainage issues on the street



Existing driveways to residential lots



Back of the lot parking and existing trees



Dumpsters in the right of way



Parking lots behind commercial/retail

Shared Street Concept

A shared street design concept for the Austin Street reconstruction project will involve transforming the street into a pedestrian-oriented space that prioritizes the safety and comfort of all users. It would integrate various elements such as traffic calming measures, reduced vehicle speeds, enhanced crosswalks, and shared spaces for pedestrians, cyclists, and vehicles.

By sharing space between different users and functions it will help Austin Street achieve all of the goals of the reconstruction project within the existing 60' of right-of-way.

Reconstructing an existing street poses unique challenges and considerations compared to building a new street from scratch. Each block will need to be considered independently and may look different based on the following key considerations. Here are some of the key factors to take into account:

Align Austin Street with current and future land use.

The reconstruction should be designed to support the current and future land use plans for downtown Buda, promoting mixed-use development and pedestrian-friendly design.

Preserve existing trees.

Consideration should be given to the preservation of existing trees along the street, as they contribute to the aesthetics, shade, and environmental benefits of the area.

Manage dumpster placement.

Proper planning for dumpster locations is important to ensure efficient waste management while minimizing the visual impact on the streetscape.

Encourage alley access and minimize driveways where possible.

Design the reconstruction to accommodate alley access and minimize existing driveways by sharing commercial back-of-house access with pedestrians. This will ensure convenient and safe access for businesses and property owners, while preserving and enhancing the pedestrian environment on the street.

Address water quality and drainage.

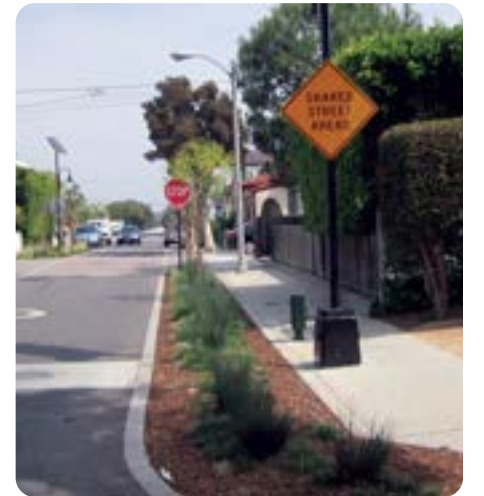
The reconstruction of Austin Street should prioritize addressing existing drainage issues to mitigate flooding, improve stormwater management, and water quality in the area.

Incorporate street parking.

The reconstruction should consider the addition of street parking spaces and plan to accommodate the parking needs of residents, businesses and visitors in downtown Buda.



Shared Street elements



Shared Streets with laydown curbs provide spaces for water quality within the street, along with narrow travel lanes and signages.



French drains and colored concrete is used in place of typical curb and gutter.

A1 Austin Street: Proposed Design

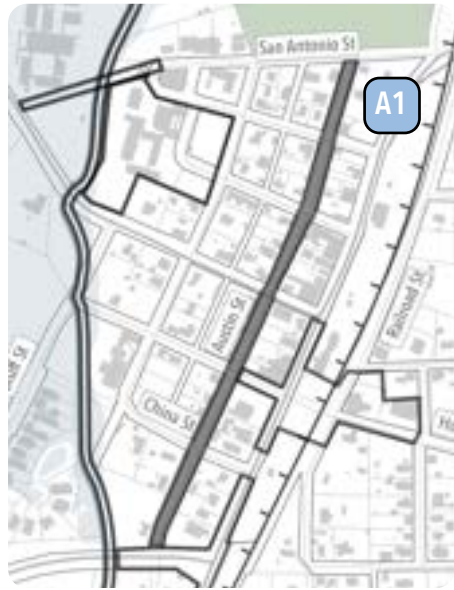


Figure 59: A1 Project Location Map

Some key design features of the proposed shared street design are:

- Travel lanes are marked with paint or different colored concrete and are designed to meander slowing traffic and accommodating existing trees.
- No curb is included on the commercial side allowing access when needed for delivery, trash trucks, shared dumpsters, and utilities while still providing a nice space for people to walk.

- Spaces for restaurant or retail functions, landscaping, and parking are included in the right of way, signaling vehicles that this is a shared space.

Key Metrics:

	Number of Parking Spaces	+84
	Existing Trees Preserved	All (meandering travel lanes allow the preservation of all trees)
	No. of New Street Trees Planted	+110
	Linear Feet of Sidewalks	+2000ft
	Linear Feet of Pedestrian Realm Added	+1600ft
	Shared Dumpster Spaces	6 (one per retail block)

Austin Street Section: 60' Right of Way allocation

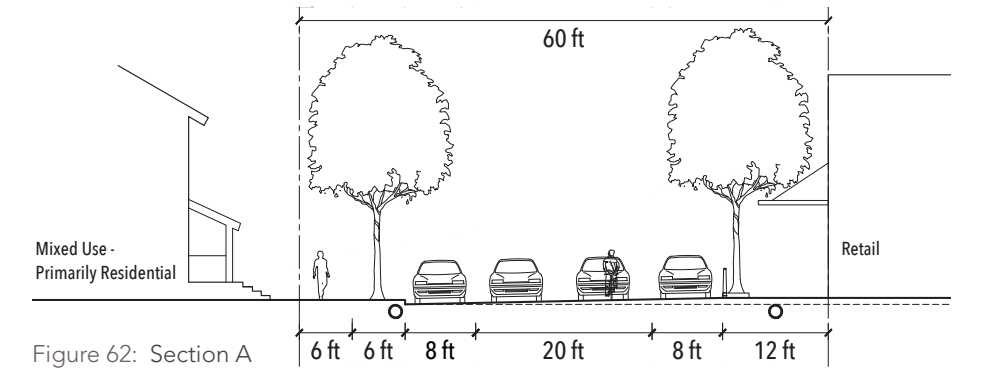


Figure 62: Section A

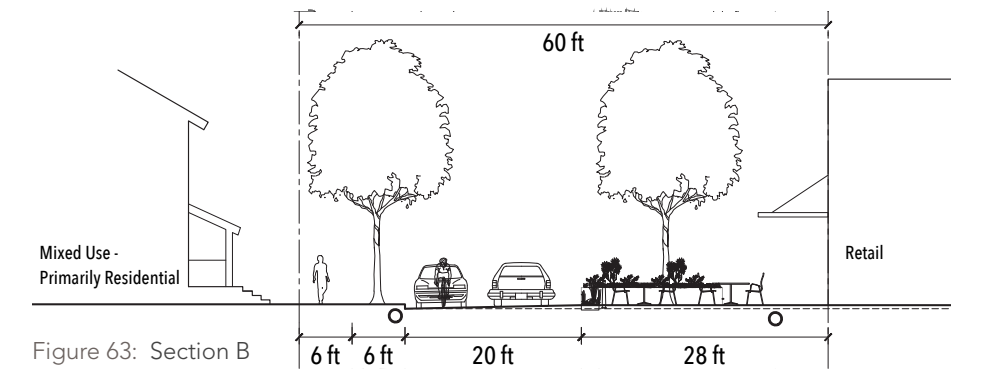


Figure 63: Section B

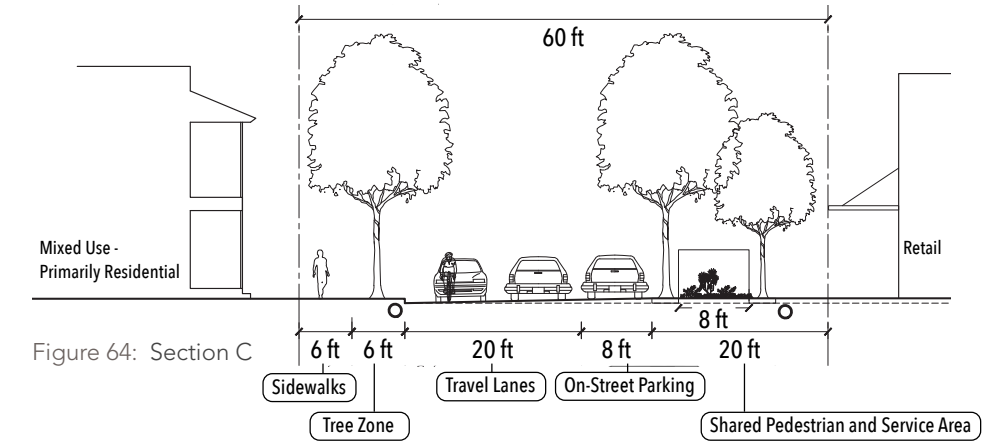


Figure 64: Section C

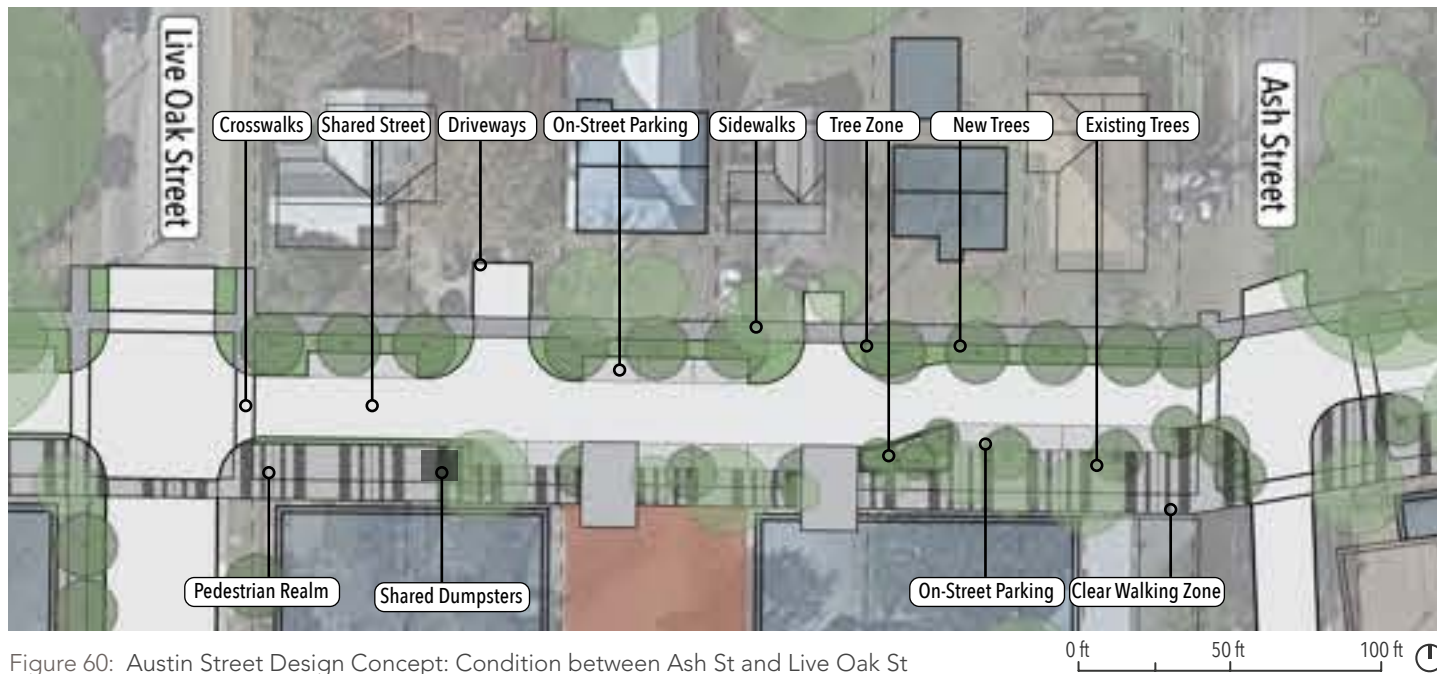


Figure 60: Austin Street Design Concept: Condition between Ash St and Live Oak St

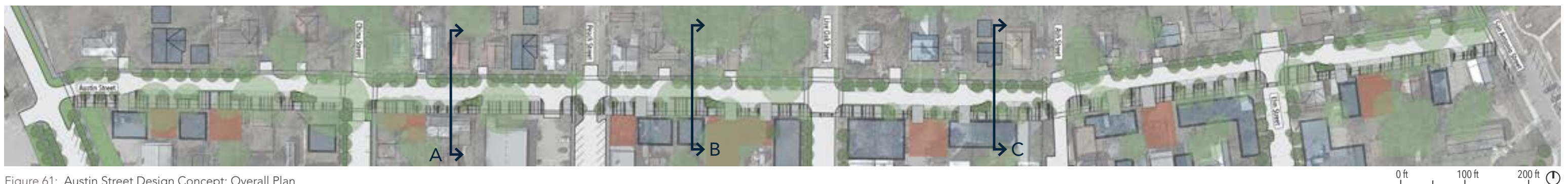


Figure 61: Austin Street Design Concept: Overall Plan

A2 South Main Street Improvements



Streetscape improvements along Main Street from Goforth Street to China Street, expand sidewalks and landscaping while creating an efficient and safe driving experience.

Parallel parking is added on both sides of the street. The addition of curb ramps, refuge islands, and curb bulb-outs at the FM 2770 intersection create a safer and quicker crossing experience for pedestrians.

Additional space in the ROW can be used for pocket parks, gateway signage, landscaping, public art, and seating.

Key Metrics:

	Number of Parking Spaces	+41
	Existing Trees Preserved	All
	No. of New Street Trees Planted	+170
	Linear Feet of Sidewalks	+200ft
	Pocket Parks	+14K sqft

Main Street Section: Right of Way Allocation

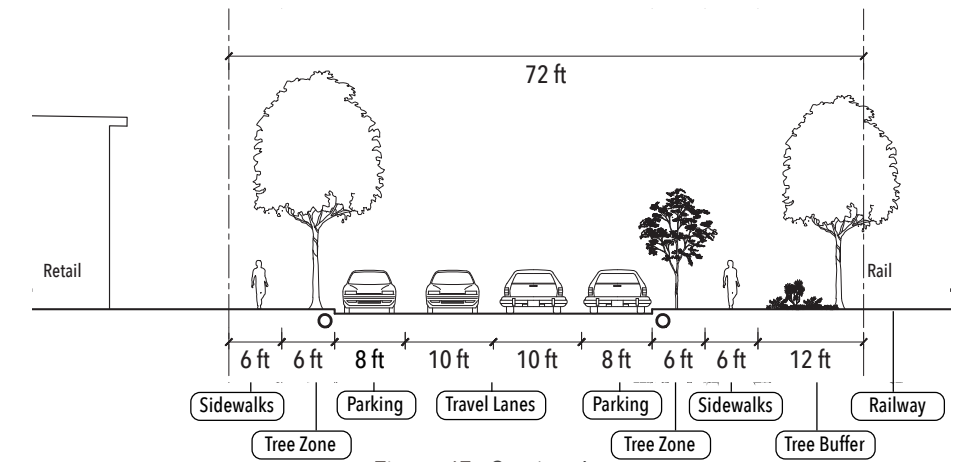


Figure 67: Section A

Figure 65: A2 Project Location Map

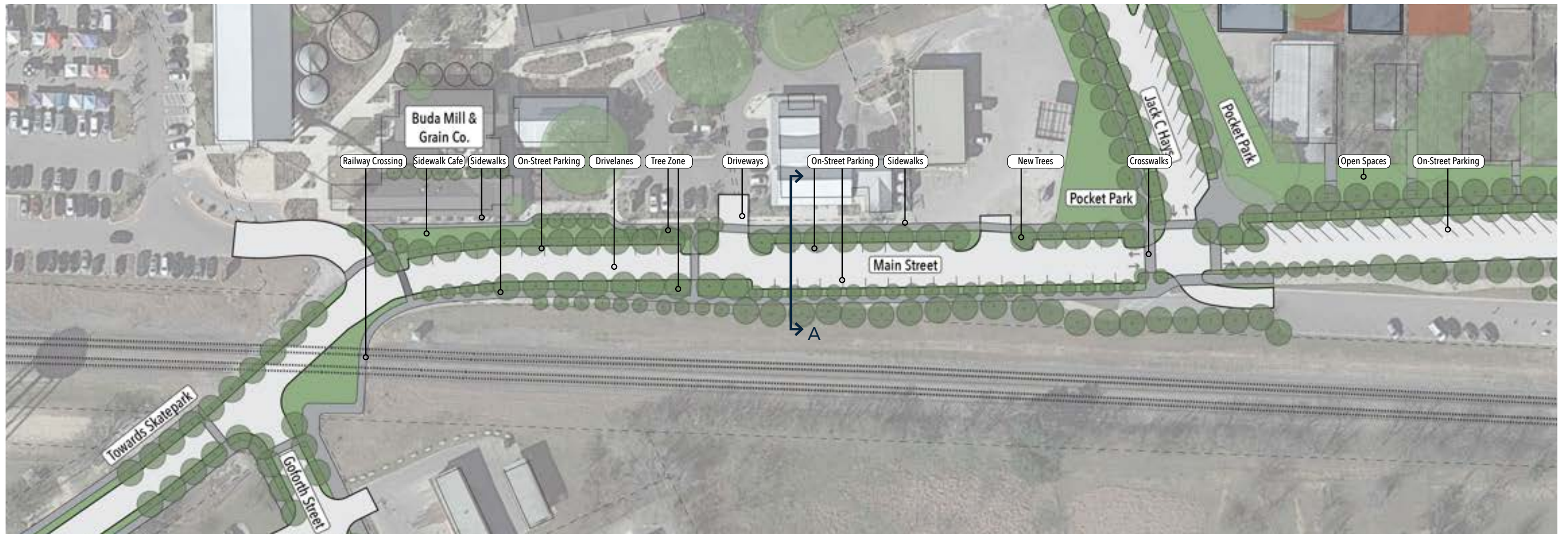


Figure 66: South Main Street Improvements: Overall Design Concept Plan

A3 Two-Sided Main Street - Houston Street Intersection

Enhance the downtown experience by activating both sides of Main Street at the Houston Street intersection. A two-sided Main Street will add to the vibrancy and walkability of downtown and increase economic activity for local businesses.

City-owned land is redeveloped through public-private partnerships that ensure that new development is consistent with the goals for downtown Buda.

As Main Street transitions from a TxDOT street to the City of Buda, a redesigned and tightened street section with medians and curb bulb-outs, and enhanced crosswalks will enable a safer and more comfortable pedestrian experience.

Public parking should be added along Railroad Street and on city-owned lots at the intersection of Railroad Street and Houston Street. Improve Houston Street to add sidewalks, tree zones, and parallel parking.



Figure 68: A3 Project Location Map

Key Metrics:

	Number of Parking Spaces	+55
	Main Street Retail	+6150sqft
	Railroad Street Retail	+8550sqft
	No. of New Street Trees Planted	+170
	Linear Feet of Sidewalks	+1600ft

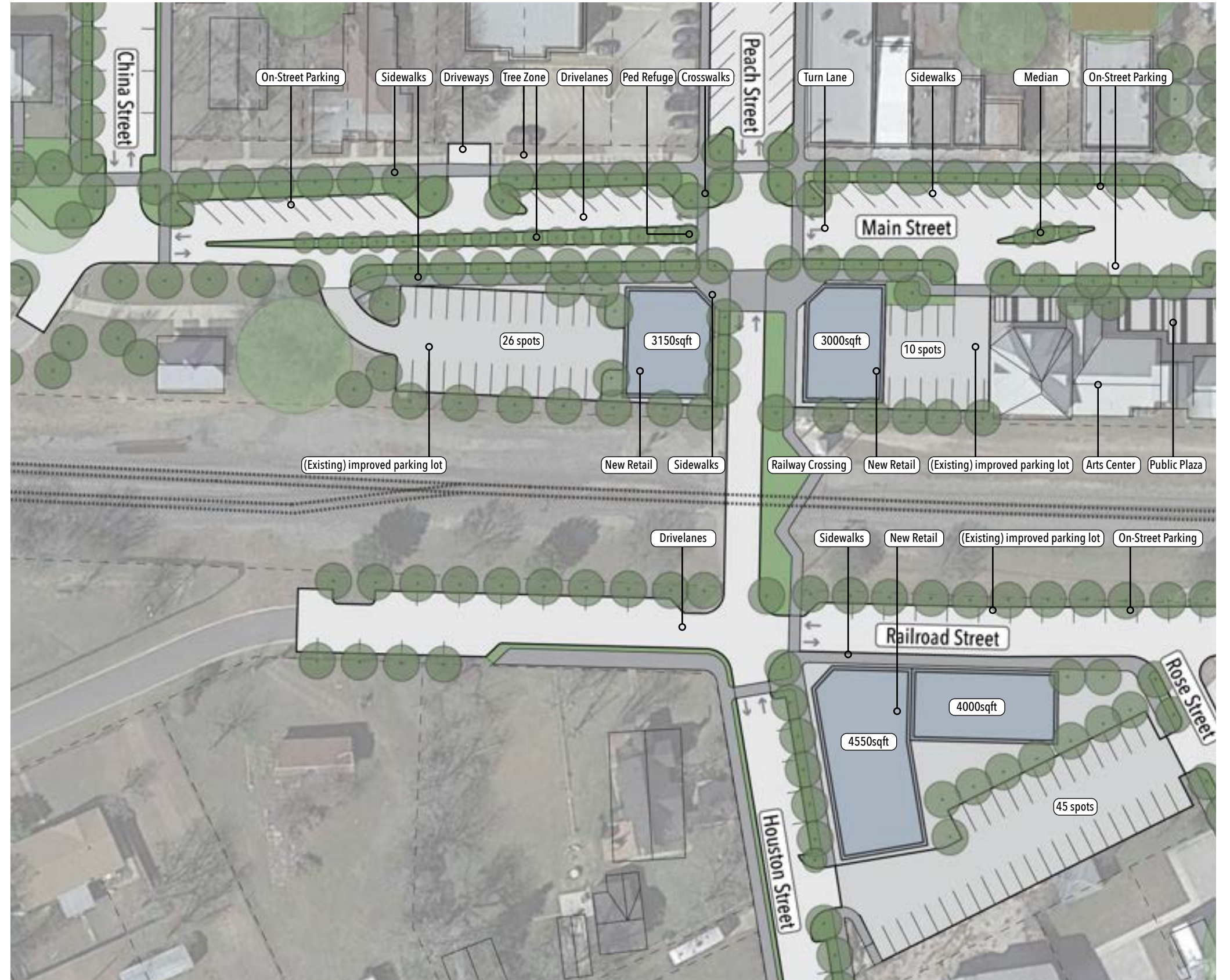


Figure 69: Two-Sided Main Street - Houston St Intersection: Overall Design Concept Plan

0 ft 50 ft 100 ft

A4 Trail Projects Summary

The following projects are recommended to introduce new parks and trails in downtown Buda. The intention is to promote walkable connections and a safe network for all pedestrians.

Proposed Greenbelt and Trail Corridor

The proposed Greenbelt and Trail Corridor in the downtown plan for the city of Buda aims to create a seamless and accessible walking and biking trail network. This corridor will serve as a vital connection between Buda City Park on the northern end and the historic Buda Mill & Grain Co. on the southern end. By establishing this trail corridor, the plan envisions enhanced connectivity and recreational opportunities for residents and visitors alike. This greenbelt will provide a scenic and enjoyable route for pedestrians and cyclists, promoting active lifestyles and fostering a sense of community engagement.

Goforth Street Shared Use Path

The Goforth Street shared use path is a component of the City of Buda's efforts to improve pedestrian and cyclist infrastructure. This path is designed to provide a safe and accessible route for both walkers and cyclists, offering a dedicated space separated from vehicular traffic. The shared use path will

extend along Goforth Street, and loop back to the Bradfield Village Park. The path aims to encourage active transportation, promote healthy lifestyles, and enhance connectivity within the community. Residents will have an opportunity to enjoy a convenient and enjoyable path for walking, jogging, cycling, and other non-motorized activities, contributing to an overall vibrant and livable cityscape.

Key Metrics:

	Miles of New Greenway Trails	+0.7 mi
	Miles of New SUP Trails	+.6 mi
	Miles of New Neighborhood Collector Trails	+3 mi

*trails within the study area boundary

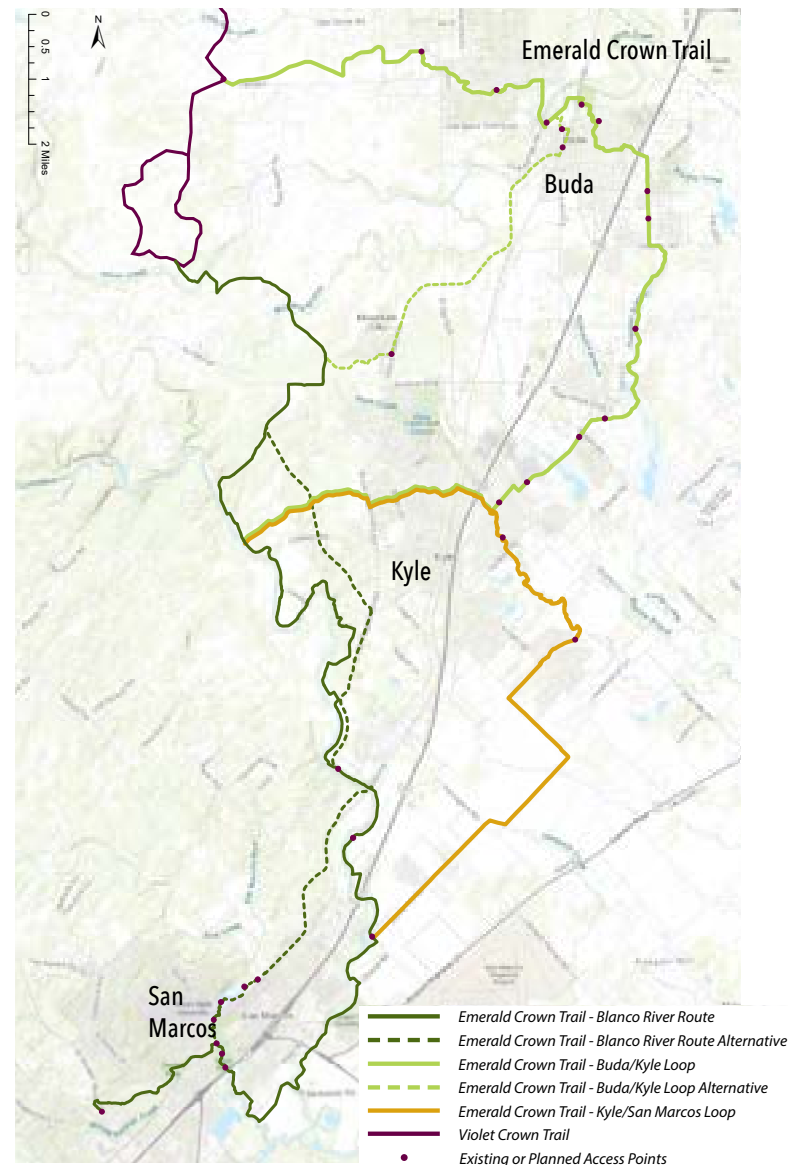


Figure 70: Emerald Crown Trail Map

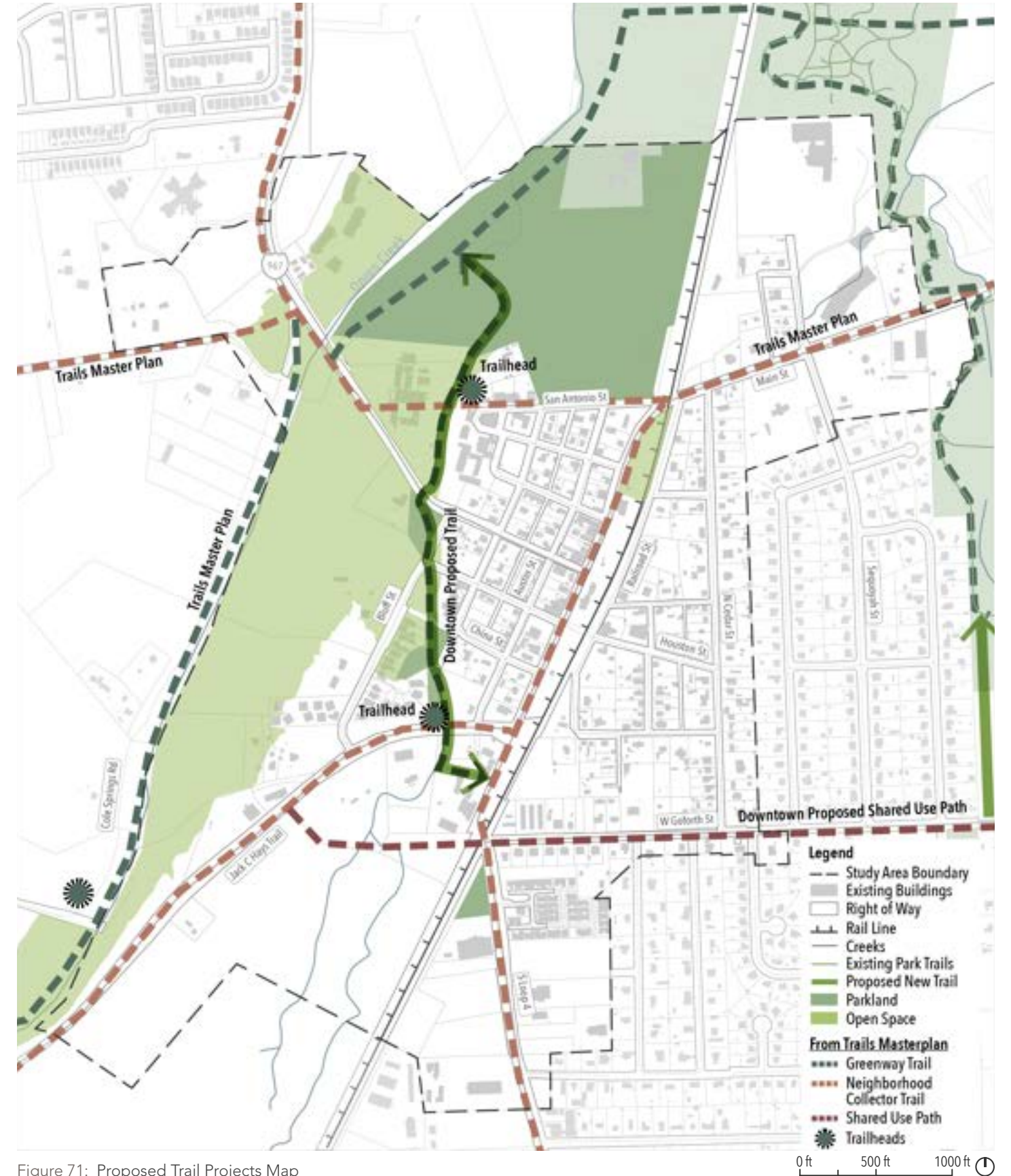





Figure 71: Proposed Trail Projects Map

A4 Greenbelt and Trail Corridor

Design Principles:

- Create a safe ADA accessible walking and biking trail.
- Buffer residential properties for privacy and safety.
- Commercial properties overlook and connect to the trail with opportunities for dining and recreation.
- Frequently connect back to the city road and trail network.
- Use resilient and appealing materials for the trail.
- Identify healthy trees and vegetation to retain and design around.

Key Metrics:

	Additional Trails and Greenbelt	+0.7 mi
	Walking/Biking Corridor	30ft wide
	New Trail-oriented Commercial Development: (Number of Properties)	4

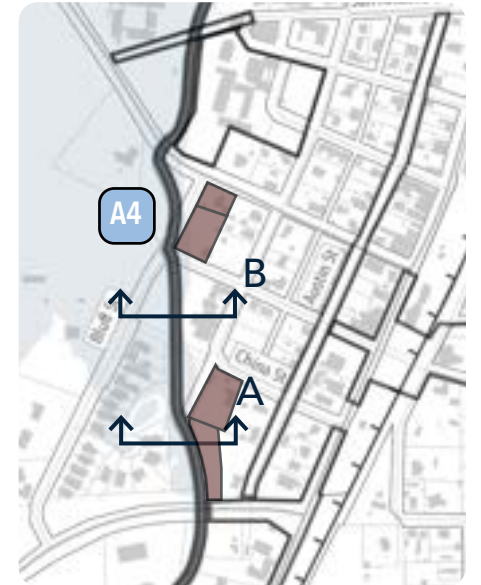


Figure 74: A4 Project Location Map

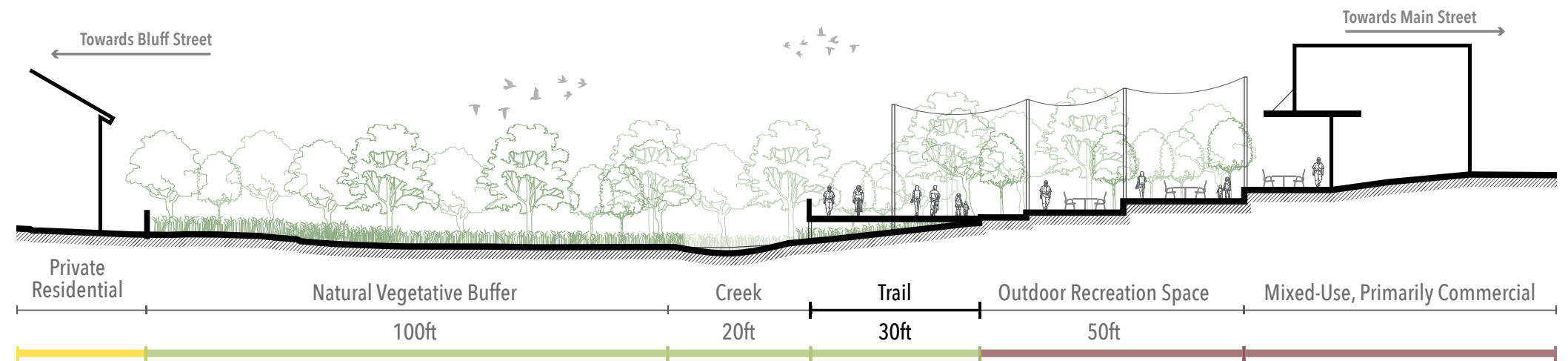


Figure 72: Greenbelt and Trail Corridor: Section A

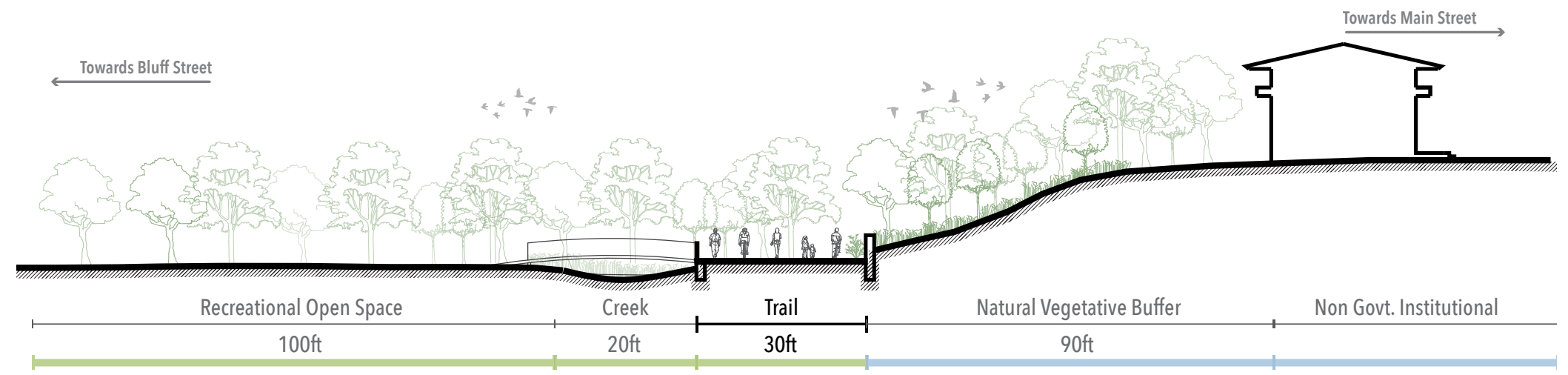


Figure 73: Greenbelt and Trail Corridor: Section B

A5 Re-purposed Buda Upper Campus

The City of Buda, in partnership with the Hays Consolidated Independent School District (HCISD) will develop a long range master plan for the Old Buda Elementary Upper Campus.

This adaptive reuse effort will involve careful planning and design to ensure that the new development aligns with the community's needs and aspirations. The revitalization will contribute to the overall economic growth and vitality of the city. It will

provide opportunities for new housing options, diverse retail experiences, and commercial ventures, fostering a thriving and sustainable community.

This master plan represents an exciting step forward in transforming an important historic site into a vibrant and inclusive mixed-use destination.

The project would also take into account future street extension/connections plans described below:



Figure 76: A5 Project Location Map



Figure 75: Future Street Extension Plans/Ideas

A. San Antonio Street Extension

San Antonio Street extension project is also identified by the adopted Transportation Mobility Master Plan.

B. Ash Street Connection

Ash Street connection can be integrated as a part of the Upper Campus adaptive reuse project by connecting to FM 967 at the Bluff Street intersection.

Case Study: Public-Private Partnership for the Redevelopment of an Old School Site

The City of Taylor and the Taylor Independent School District partnered with a developer in a public-private partnership to redevelop the Old Taylor High school Property as a mixed-use project.

All buildings on the campus were reused and included a restored Main Building first constructed in 1923 as space for a brewery, restaurants, and retail shops. The gym,

originally constructed in 1936, became an events space and the 1956 Annex Building was revived as a apartments and restaurant space.

Through this public-private partnership the site was reborn as a thriving economic center that includes living spaces, popular eateries, a taproom, a food truck park, offices, and retail and entertainment venues.

The project was completed in 2018 as an approximately 2.7 million dollar rehabilitation. The project received a 20 percent tax credit from the State of Texas Historic Preservation Tax Credit Program and is a great example of a successful public-private partnership to reuse historic school buildings.



Overall programming



Labs turned into restaurants and kitchens



Main Building, Taylor High



Outdoor spaces converted into a food truck park

5.2. Programs

B1 Establish a Sidewalk and Pedestrian Safety Program

The sidewalk and pedestrian safety program focuses on enhancing the safety and convenience of pedestrians in downtown areas. The existing conditions report documents the lack of sidewalks across most streets in downtown Buda. While full street reconstruction projects may not be financially feasible for all downtown streets, there are alternative interventions that can be implemented

within existing pavement sections. These smaller-scale interventions aim to improve pedestrian safety and enhance walkability while keeping costs at a minimum.

Some of these interventions include the creation of designated walking paths, the addition of striping and artwork to clearly demarcate pedestrian areas, the installation of crosswalks and

pedestrian beacons to facilitate safe crossings, and the implementation of intersection bulb-outs to enhance visibility and pedestrian accessibility. These interventions, when strategically placed, can significantly enhance safety for pedestrians without requiring extensive street reconstruction.

It is recommended that where funding is not available for sidewalk construction, the City should employ tactical urbanism practices. Tactical Urbanism is a process of improving the urban environment through small, cheap, and temporary interventions. This policy helps communities create safer pedestrian spaces with a variety of public realm improvements like pop up parks, DIY bike lanes, or crosswalk art.

Case Study: Price, Utah
In 2019, a group of people from the Utah Chapter of the American Planning Association (APA) created a crosswalk and parklet in Price, Utah on Main Street. All tools utilized to create these public realm improvements were donated by the APA Utah Chapter, except for paint, which was donated by Benjamin Moore. The intent behind this project was to bring awareness to tactical urbanism and improve pedestrian safety.



Main Street Crosswalk, Price, Utah



Painted tactical sidewalks and pedestrian refuge islands



Pedestrian beacons can be used where traffic lights or stop signs are not present.



Figure 77: Proposed New Crosswalk Locations in Buda Downtown

B2 Apply for Cultural District Designation through the Texas Commission of the Arts.

Establish a Texas Commission of the Arts Cultural District

As authorized by H.B. 2208 of the 79th Legislature, the Texas Commission on the Arts (TCA) can designate cultural districts in cities across Texas. Cultural districts are special zones that harness the power of cultural resources to stimulate economic development and community vitality. These districts can become focal points for generating businesses, attracting tourists, stimulating cultural development and fostering civic pride. The goals of these districts include:

- Attracting artists and cultural enterprises to the community.
- Encouraging business and job development.
- Addressing specific needs of a community.
- Establishing tourism destinations.
- Preserving and reusing historic buildings.
- Enhancing property values.
- Fostering local cultural development.

Going through the application process to become a Cultural Arts District through the Texas Commission of the Arts (TCA) offers several benefits beyond the recognition and achieving the designation.

The application process encourages community involvement and collaboration. Designation requires an appropriate organizational structure or governing body responsible for overseeing its operations, programming, and maintenance. The application process brings together artists, cultural organizations, local businesses, residents, and government entities to work collectively towards a shared goal of fostering a vibrant arts and cultural scene. This engagement helps build a sense of community pride and fosters a supportive environment for artistic expression and cultural exchange. This process will help to establish a solid organizational structure for downtown Buda.

In addition to organizational structure, a cultural district must have a well-defined cultural plan that outlines its goals, strategies, and initiatives. This plan should detail how the district intends to promote and enhance arts and culture, engage the community, attract visitors, and contribute to the overall cultural landscape of Texas.

One of the benefits of establishing a cultural arts district for downtown Buda is access to funding and resources. Becoming a

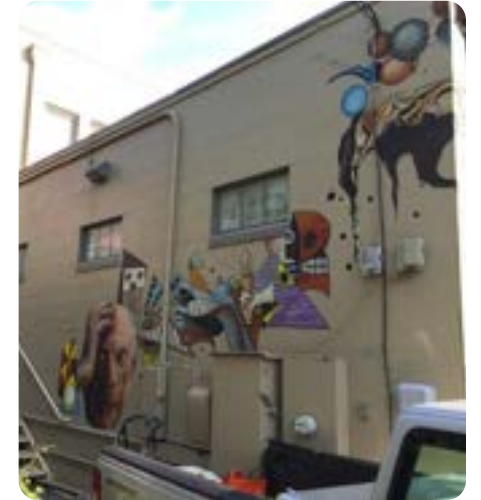
Cultural Arts District opens up opportunities for accessing grants, funding, and resources offered by the TCA and other organizations. These resources can support various initiatives, such as public art installations, festivals, arts education programs, infrastructure improvements, and marketing efforts. The district can leverage these resources to enhance its cultural offerings and create a more inclusive and dynamic arts environment.



Plein Air Art Festival, Downtown Buda



Expansive mural in Downtown San Marcos



Mural in Downtown New Braunfels



Legacy Mural in Smithville's Richard D. Latham Cultural District



Live Music in Wimberley Valley's Cultural District

B3 Implement the Parking Action Plan

Two primary strategies have been used to address parking in downtown Buda:

Increase the Supply of Parking. New parking supply has been added adjacent to main retail corridors and mixed-use nodes. The best location for new parking supply is just outside of the main corridors and nodes on the Downtown Buda Framework Plan.

Better Manage New and Existing Parking. A strong parking management program should strengthen connections to parking areas and encourage desirable parking behaviors from all users through management and enforcement.

Parking Supply:

Currently, **722** public parking spaces exist in the downtown area. The downtown plan has identified an additional **309** new spaces that could be added to the total parking inventory in downtown. Potential parking inventory was added within existing rights-of-way on the following streets to create a total of **1,031** spaces downtown. The Buda Lower Campus should be tested and considered as a satellite parking lot that can be used during events or, when the green corridor and upper

campus redevelopments occur, as part of the total downtown parking supply. These spaces are not currently included in the total parking supply numbers.

Based on the Parking Action Plan, if “the City is consistently experiencing high occupancy rates, the City may be able to justify investing in additional parking supply.” As the City continues to evaluate its parking supply, the following considerations should be taken into account when locating a parking garage:

1. Parking garages are not active uses and should be located just outside of a potential activity nodes not at the core.
2. Parking garages should be located close to a gateway and along a main travel route to limit people driving through neighborhoods or through the core of the downtown to access the garage.
3. All 4-sides of a parking structure design should be carefully considered when locating a garage in downtown.

The Parking Action Plan states “it is important to recognize that parking garages are expensive to build and maintain. The

estimated cost per space can vary between \$25,000-\$75,000, and the ongoing maintenance and upkeep costs cannot be overlooked. The City should evaluate the feasibility of building a garage, and compare it to alternative options such as the utilization of more remote parking supply.” If a parking garage is pursued, it should be a partnership between the city and other property and business owners, so that costs can be shared amongst partners, minimizing the burden on taxpayers.

Based on all of these considerations two potential garage locations have been identified on Figure 78. The first location is adjacent to Buda Mill and Grain Co. on the southern edge of downtown Buda and the other is adjacent to City Park on the northern edge of downtown Buda. These sites were selected due to their location at the periphery of the downtown area and nearby activity nodes. Locating parking garages on the periphery of the downtown area provides quick access to services and amenities but prioritizes space within the downtown area for active uses. These locations also provide potential partnership opportunities with current or future property owners and businesses.

Parking Supply Map

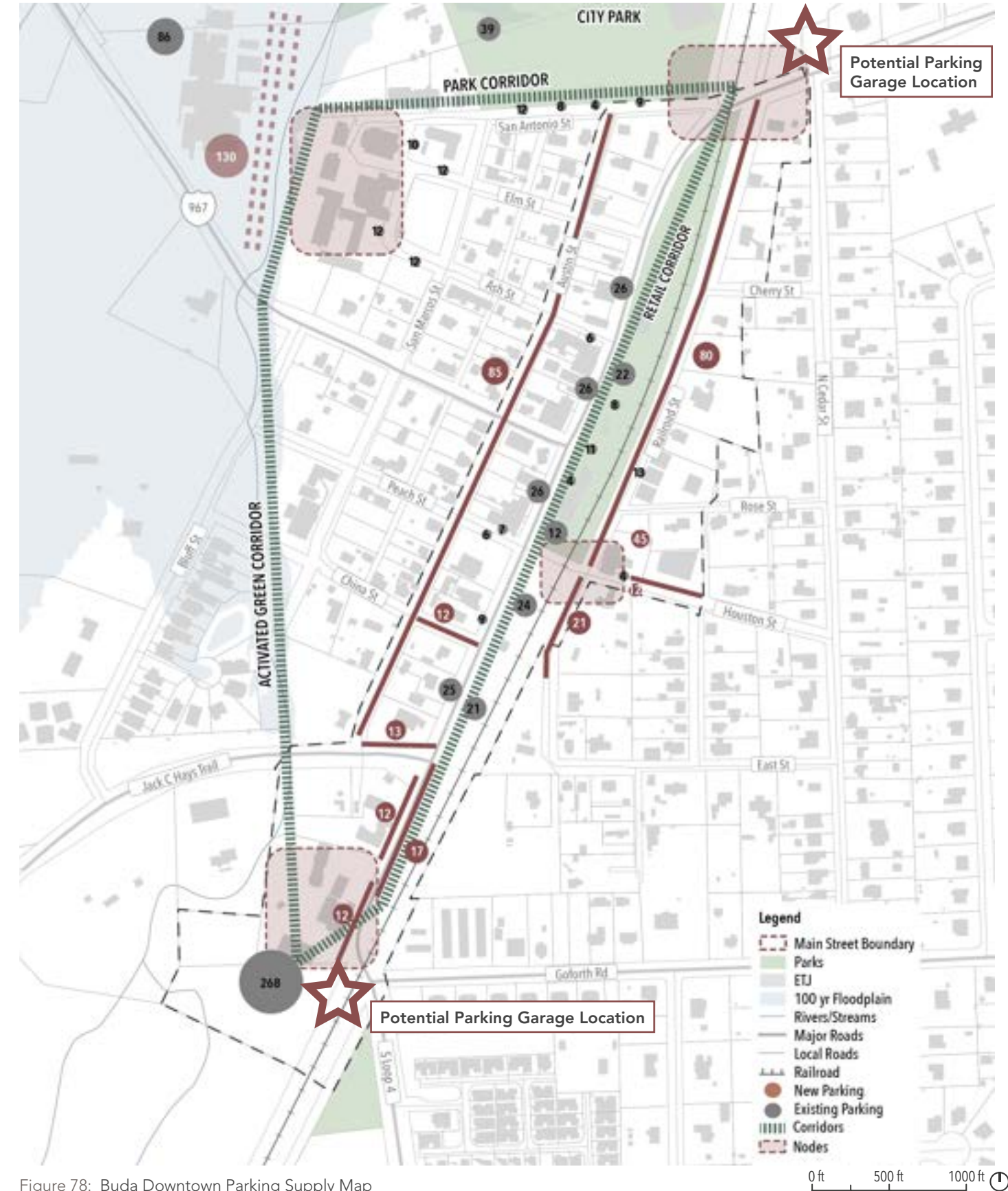


Figure 78: Buda Downtown Parking Supply Map

Parking Management:

After adding parking supply and improving accessibility, signage, and wayfinding to available parking, better management of the parking supply should start with encourage parking spaces to turn over more frequently. The downtown parking action plan recommends transitioning unlimited on-street parking to a three-hour time limit. With this transition, the City will need to identify longer-term parking areas for employee parking. To facilitate this transition, the City should consider implementing an employee permit parking program in specific off-street parking locations such as existing and proposed improved parking lots near/on Main Street, Austin Street, and Railroad Street. Additional possible employee permit parking locations can be considered in private-public partnership locations. The employee permit parking program should be implemented in conjunction with the on-street time-limited installation.

With the implementation of time-limited parking and employee permit parking, the City will need to establish parking enforcement to ensure compliance with the new regulations. Effective parking compliance should

be one of the City's highest parking management priorities. Without proper enforcement, the City will not be able to reach its overall parking management goals, and investments in parking assets and technology are unlikely to be effective.

By adopting a "Parking Ambassador" approach, parking enforcement will better reflect a customer-service model.

Procure Parking Technologies for Parking Enforcement and Permit Management:

Implementing an automated citation and permit management system can streamline operations and provide valuable ongoing data for policy and operational decision-making. Parking citation management systems (CMS) can track violations, payments, escalations, appeal status, and operational voids. Systems are designed to track detailed parking notes and incidents, which creates efficiencies at the operational level. Update the Municipal Code to support parking program expansion.

Draft municipal code updates were provided to the City by DIXON in 2021. The City

should move forward with adopting the updates to support the recommendations in the Master Plan. These include:

- Establishing no parking zones by signage.
- Enabling a data-driven policy framework.
- Allowing for time-limited parking, employee parking, parking enforcement, and the administrative adjudication of parking violations.

Prioritize On-street Curbspace for Active Uses:

As stated in the PAP, it is an industry best practice to designate convenient parking for shorter visits and loading since the proximity minimizes the impact of walk time between a parking space and a destination. For longer visits, walking for extra time between destinations has less of an overall impact on the total trip time. This is because it is less impactful for someone visiting Buda for the entire day to spend five minutes looking for parking, compared to someone who is just trying to run inside a business for a quick food or merchandise pick-up.

The overall goal is to foster a "Park Once" approach,

leveraging the convenient on-street parking spaces as shorter-term parking and the off-street parking locations for longer-term parking. This will encourage turnover and provide easy access to downtown businesses.

It is recommended that the City begin with a three-hour time limit on Main Street and Austin Street so that customers are able to visit multiple businesses in one trip. Balanced parking options should be provided so that longer-term visits are also supported. This means parking should remain unlimited in the off-street lots for those that intend to spend more time in downtown Buda. In conjunction with the time limit, a no-reparking rule is recommended to discourage use of existing three-hour time limit parking spaces by employees and customers visiting beyond three hours.

A no-reparking rule would mean that drivers would be required to move their vehicle a specified distance to repark their vehicle after the expiration of the three-hours period. The City should consider requiring vehicles to park on a different block-face as part of their reparking rule.

Shorter-term parking spaces should also be implemented on each block-face to facilitate

quick trips such as food and merchandise pickup and loading. One thirty-minute space should be installed per block-face on Main Street to meet this need. Parking occupancy and utilization should be regularly monitored to understand parking trends and make program adjustments as needed.

5.3. Policies

C1 Update Buda's Unified Development Code

Based on the recommendations identified in the Future Land Use Map, the city should work with property owners to update the current zoning designation for certain properties in downtown to align with the recommendations of this plan. Recommended projects such as the proposed Greenbelt and Trail Corridor call for the expansion of commercial business uses along the new corridor. The city should be proactive about reaching out to property owners and discussing the potential for rezoning those properties to align to the type of development envisioned along the trail corridor.

Other places where proactive zoning changes are recommended is along gateway properties and potential catalytic redevelopment sites currently zoned Light Industrial (LI). New industrial development is not recommended in the downtown and the City should proactively work with property owners to change the zoning in these areas where desired. A streamlined process for property owner requested rezonings that are aligned to the downtown plan is recommended in both industrial and catalytic areas.

Recommended Updates to Existing Zoning and Development Standards.

Updates to existing zoning categories are recommended to allow and encourage residential and lodging uses on upper floors of mixed-use buildings. Lodging uses should also be allowed and encouraged throughout the downtown Buda study area. Other recommendations include a streamlined process for allowing business and property owners to install sidewalk cafes, awnings, landscaping, and other streetscape enhancements within the rights-of-way.



New businesses and improvements to downtown structures along Dallas Street in downtown Ennis, TX were stimulated by the Downtown Plan.

This plan also recommends increased density in nodes throughout the downtown area, which might require a change in zoning designation to accommodate the type of development recommended by the Future Land Use Map.

The goal of these zoning changes is to support the revitalization and redevelopment of properties within downtown Buda, encourage the development of bed and breakfasts, and allow outdoor seating for restaurants and drinking establishments, which have all been outlined within the Buda Comprehensive Plan.

C2 Establish a Downtown Financing District

To assist with funding the projects recommended in this report, the City of Buda can create a Tax Increment Finance District (TIF). Tax increment financing is a tool to encourage higher quality development in an area that would otherwise remain stagnant. With tax increment financing, a city "captures" the additional property taxes generated by the development that would otherwise have gone to other taxing jurisdictions or to general revenue-raising for the city, and uses the "tax increment" to finance public improvements within the district. Public improvement costs that may be financed with Tax Increment Reinvestment Zone (TIRZ) dollars typically include improvements to streets, transit, parks, and bicycle and pedestrian amenities. Improvements funded through a Tax Increment Financing District should be designed to benefit the whole community. Tax increment financing can help to build or enhance infrastructure that attracts businesses, and provide new services and employment opportunities to the area.

As public investments recommended as part of this plan are made downtown, the additional assessed generated from corresponding private investment can be

captured and used to further improve the streets, sidewalks, and utility infrastructure recommended in downtown. The district should be created, and the base value established, prior to the conversion of any current city or school district owned properties from public properties to private properties contributing to increased assessed values. Properties like redevelopment of the upper campus have the potential to contribute significant value to the TIRZ since they currently don't have any value as publicly owned tax exempt properties.

Once created, a plan to allocate tax increment dollars should be developed in consultation with downtown stakeholders and in alignment with this plan. Tax increment financing dollars should be strategically allocated to support the desired revitalization and development of downtown Buda. Here are

some key areas where TIRZ dollars can be utilized:

Infrastructure Improvements: Dollars can be allocated to sidewalk and street infrastructure installed as part of a redevelopment project in order to exceed the base requirements of a developer or they can be used as part of a capital improvement project in downtown Buda.

Façade and Building Improvements: This may involve grants or low-interest loans to property owners for the restoration, renovation, or beautification of building exteriors, signage, and awnings.

Public Spaces and Amenities: This can include developing or renovating parks, plazas, gathering spaces, pedestrian-friendly zones, and outdoor seating areas.

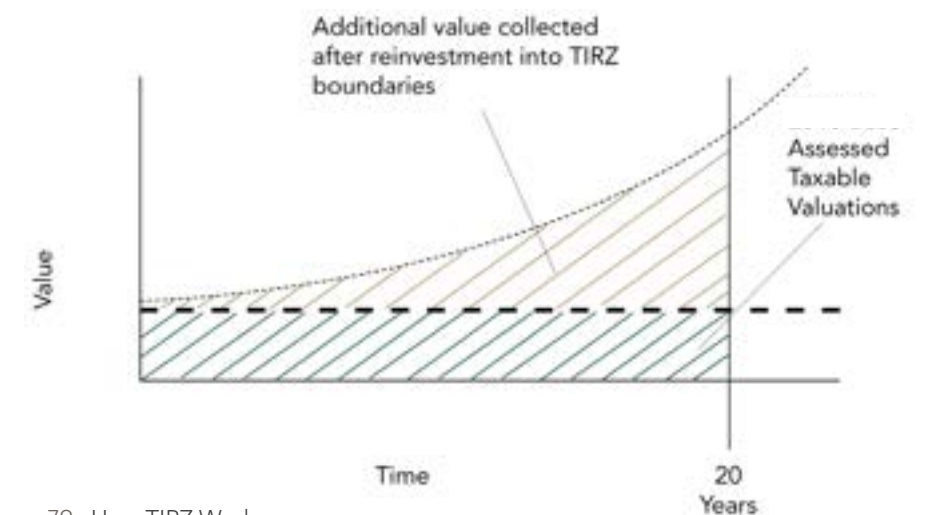


Figure 79: How TIRZ Works

C3 Regional Stormwater Management Plan

Certain areas within Buda, including downtown, have older stormwater drainage infrastructure and due to the presence of a large portion of floodplain, there are frequent flooding events within Buda.

Implementing a regional detention system in downtown Buda helps to create a more efficient and enhanced urban environment by having individual properties pay into a regional system instead of providing detention on each individual lot. Regional detention provides the following:

Flood Prevention: Regional detention systems provide a means to capture and manage excess stormwater, preventing flooding in the downtown area. By mitigating flood hazards, these systems help protect infrastructure, businesses, and residences, ensuring a safer and more resilient environment.

Water Quality Improvement: Regional detention systems can incorporate water treatment measures that improve the quality of stormwater runoff. These measures, such as sedimentation basins, filtration, and biofiltration, help remove pollutants and contaminants from stormwater before it is discharged into local water bodies.

Green Spaces and Aesthetics: Regional detention areas can be designed as attractive green spaces within downtown Buda. Incorporating landscaping, native vegetation, walking paths, and recreational features can create aesthetically pleasing spaces that enhance the visual appeal of the downtown area.

Urban Cooling and Heat Island Reduction: Green infrastructure elements within regional detention systems, such as vegetation and open water areas, contribute to urban cooling and help mitigate the heat island effect. By reducing surface temperatures and increasing shade, these features create a more comfortable and pleasant environment, particularly during hot summer months.

By incorporating regional detention systems into the urban planning and design of downtown Buda, the city can effectively manage stormwater runoff, prevent flooding, improve water quality, create green spaces, enhance aesthetics, and provide recreational opportunities. These benefits collectively enhance the overall urban environment, making downtown Buda more resilient, sustainable, and enjoyable for residents and visitors alike.



Willow Water Hole southwestern pond, Regional Detention in Harris County.



Constructed Wetland in Aransas County, Texas.



6. Implementation Roadmap

6.1. OVERVIEW

6.2. ELEMENTS OF IMPLEMENTATION

6.3. IMPLEMENTATION SUMMARY

6.4. IMPLEMENTATION TABLE

6. Implementation Roadmap

6.1. Overview

Implementation strategies provide a roadmap for success. This section provides strategies that City of Buda and local leaders can use to implement the Buda Downtown Master Plan. With an emphasis on the planning and regulatory framework, incentives, financial tools, and capital improvements, the strategies provide the necessary actions

that will advance the long-term vision of the plan. The following pages present each strategy in detail, including a list of actions, potential funding sources and leading entities.

These strategies serve as a valuable guide for the City of Buda and its partners in shaping programs, establishing priorities, allocating resources,

and measuring progress. It is important to periodically review and update this section to ensure its continued relevance as the downtown area evolves. As ongoing work progresses, new collaborations will be formed, additional funding sources will be identified, and successful projects will open up new opportunities for further enhancements.

Which of these statements do you agree with when considering how improvements are paid for in downtown?
(Choose one)

Total Respondents: 227

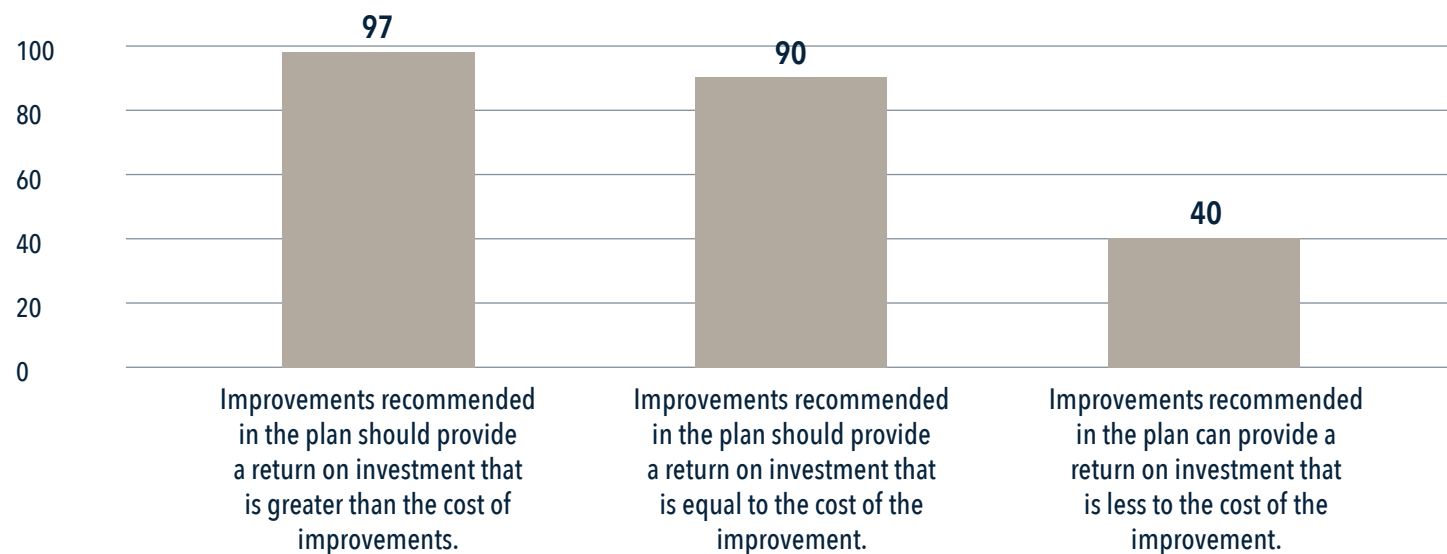


Figure 80: Open House 2 Survey - Alternatives Development Response about Improvements



6.2. Elements of Implementation

Action Steps

Action steps provide guidance about where and how to start implementing each of the recommendations. Action steps also help in planning for full implementation and establishing when funding sources will be needed.

Phase

Implementation phases are estimated time frames for initiation to completion of each recommendation. They are classified as follows:

- Short-term (1 - 5 years): These are typically less complex recommendations which require fewer resources and involve fewer partners for implementation. It also includes projects which are currently in advanced planning or full design stage.
- Mid-term (5 - 10 years): These are recommendations that may require more resources and planning than the 5-year horizon.
- Long-term (10+ years): These recommendations typically require a large amount of capital and coordination between different partners. Their implementation may begin earlier but may include a number of phases to construct, taking the full completion of the recommendation past the 10 year horizon.

Level of Investment

Level of investment designations help to provide planning level estimates for future budgets, resources, and funding sources. The symbology for the designations is described here:

- \$ Low - Typically includes allocating or reallocating existing resources, staff time, and partner coordination. A low level of investment does not typically require capital expenditures.
- \$\$ Medium - Typically includes design, studies, aesthetic enhancements and limited infrastructure improvements.
- \$\$\$ High - Typically includes construction of significant infrastructure that would be part of a Capital Improvement Program.

Potential Funding Sources

Potential funding sources are included for each recommendation. Funding strategies are to assist the City of Buda in seeking available funding. Every strategy is not applicable in every case; however, a single strategy may be utilized to fund multiple recommendations. Potential funding sources include:

- City of Buda Budget
- Bonds
- State Grants
- Funding Programs

- Public-Private Partnerships
- Tax Increment Districts
- Debt
- Private Organizations and Developers
- Parks Capital Fund
- Hays County

Potential Partnerships

Both public, private, and community organizations have roles to play in contributing to the implementation of these recommendations. Partners can play a number of different roles including:

- Organize
- Advocate
- Initiate
- Participate
- Lead

Examples of organizations include:

- City of Buda Departments
- Main Street Board
- Local businesses and property owners
- Community organizations
- Historic Preservation Committee
- Hays County
- State of Texas
- Buda Chamber of Commerce
- Hays Consolidated Independent School District (HCISD)



PROJECTS

Projects are built, permanent, physical changes.



PROGRAMS

Programs are one-time events or ongoing actions that influence the study area but do not require permanent physical changes.



POLICIES

Policies are legal norms, rules, or definitions that control and influence future changes.

Each Project, Program or Policy ties back to our previous goals:



Place



Walkability



Nature

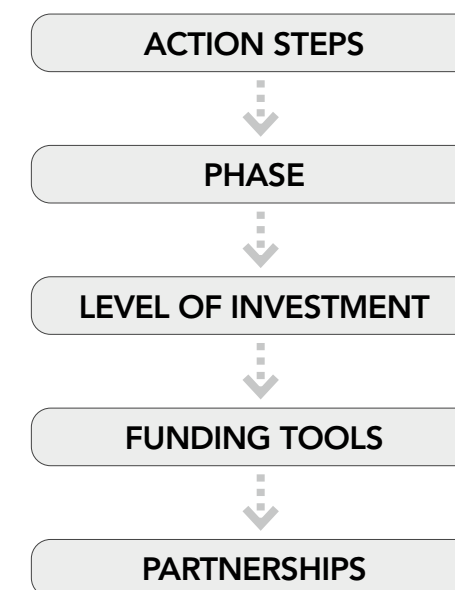


Revenue



Brand

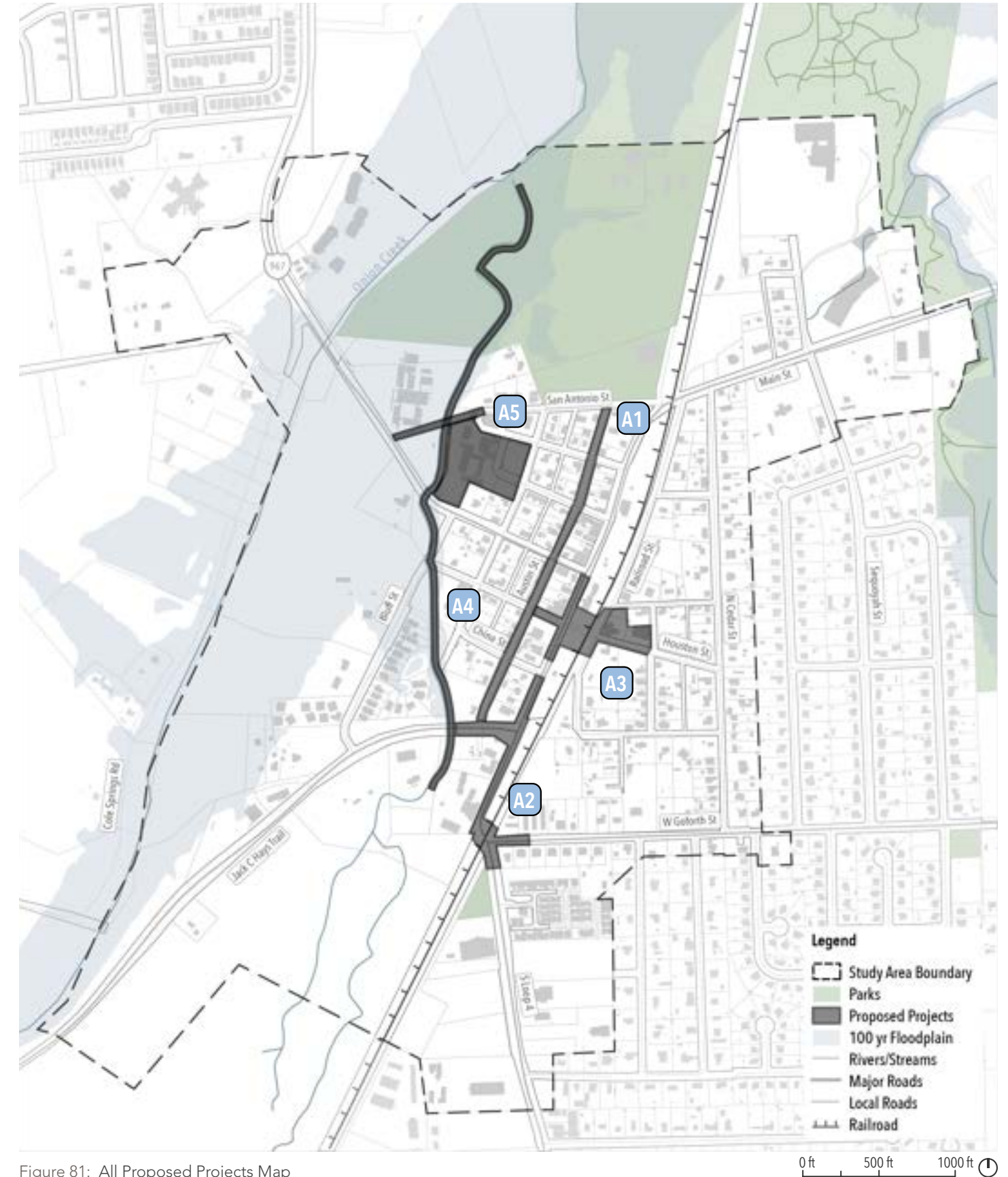
Each Project, Program or Policy includes the following elements:



6.3. Implementation Summary

#	Recommendation	Phase	Level of Investment
A1	Austin Street Reconstruction	Short-term	\$\$\$*
A2	South Main Street Improvements	Short-term	\$\$*
A3	Two-Sided Main Street - Houston St Intersection	Mid-term	\$\$*
A4	Greenbelt and Trail Corridor	Long-term	\$\$\$*
A5	Re-purposed Buda Upper Campus	Long-term	\$
B1	Establish a Sidewalk and Pedestrian Safety Program	Short-term	\$\$
B2	Apply for Cultural District Designation through the Texas Commission of the Arts.	Mid-term	\$
B3	Implement the Parking Action Plan	Short-term	\$\$
C1	Update Buda's Unified Development Code	Short-term	\$
C2	Establish a Downtown Financing District	Short-term	\$
C3	Regional Stormwater Management Plan	Mid-term	\$

Projects Map
















* refer to the Appendix for more detailed cost estimates.











Figure 81: All Proposed Projects Map





6.4. Implementation Table



#	Recommendation	Description	#	Action Items	Phase	Level of Investment	Potential Funding Sources	Potential Partnerships	Goals Addressed
Projects									
A1	Austin Street Reconstruction	Austin Street has been identified as a transition zone between the commercial uses along Main Street and the existing residential areas on the west side of the street. This project would reconstruct Austin Street from FM 2770 to San Antonio Road.	i	Conduct a comprehensive analysis of the existing conditions on Austin Street.	Short-term	\$\$\$*	<ul style="list-style-type: none"> • Already funded - through a bond 	<ul style="list-style-type: none"> • City of Buda Planning and Public Works Departments • Transportation agencies and engineers • Urban planners and landscape architects • Local businesses and community organizations 	  
			ii	Collaborate and meet with impacted property owners, business owners, and stakeholders through one-on-one meetings to consider their needs during design and construction.					
			iii	Develop a design concept and budget that serves the project goals as outlined by the City.					
			iv	Hold an open house to present the design and gather further input.					
			v	Issue an RFP for full design and construction of Austin Street.					
			vi	Begin construction holding frequent meetings with impacted businesses/property owners.					
A2	South Main Street Improvements	Streetscape improvements along Main Street from Goforth Street to China Street, expand sidewalks and landscaping while creating an efficient and safe driving experience.	i	Implement the TxDOT Turnback Program to get full design and construction authority for Main Street.	Short-term	\$\$*	<ul style="list-style-type: none"> • City of Buda budget allocation • Grants and funding programs for downtown revitalization and streetscape improvements • Public-private partnerships with property owners and developers • Transportation funding programs and grants for road improvements 	<ul style="list-style-type: none"> • City of Buda Planning and Public Works Departments • Downtown Buda stakeholders, including business owners and property developers • Main Street Board • Transportation agencies, urban planners, and engineers 	  
			ii	Conduct a comprehensive analysis of the existing conditions on Main Street.					
			iii	Develop a design concept that serves the project goals and concerns outlined in this plan.					
			iv	Collaborate with stakeholders, businesses, and residents to gather input on the design.					
			v	Issue an RFP for full design and construction of South Main Street.					
			vi	Begin construction holding frequent meetings with impacted businesses/property owners.					
A3	Two-Sided Main Street - Houston St Intersection	Enhance the downtown experience by activating both sides of Main Street at the Houston Street intersection, with additional retail buildings, new crosswalks and improved sidewalks.	i	Conduct a comprehensive analysis of the existing conditions on Main Street/Houston Street	Mid-term	\$\$*	<ul style="list-style-type: none"> • City of Buda budget allocation • Grants and funding programs for downtown revitalization and economic development • Public-private partnerships with property owners and developers • Business improvement districts or tax increment financing 	<ul style="list-style-type: none"> • City of Buda Planning and Economic Development Departments • Property owners and developers in the downtown area • Buda Chamber of Commerce and local business associations • Downtown revitalization organizations and consultants 	   
			ii	Develop design guidelines and standards for the construction of new retail buildings.					
			iii	Develop a design concept that serves the project goals and aspirations.					
			iv	Issue an RFP for a developer to construct the project in line with the goals of this master plan and the established design guidelines.					
			v	Approve selection of partner, apply for permits, and begin construction.					
A4	Greenbelt and Trail Corridor	The proposed Greenbelt and Trail Corridor in the downtown plan for the city of Buda aims to create a seamless and accessible walking and biking trail network. This corridor will connect the Buda City Park on the northern end and the historic Buda Mill & Grain Co. on the southern end.	i	Complete the downtown regional water quality and drainage study.	Long-term	\$\$\$*	<ul style="list-style-type: none"> • City of Buda budget allocation • State and federal grants • Public-private partnerships • Crowdfunding campaigns 	<ul style="list-style-type: none"> • City of Buda Parks and Recreation Department • Buda Economic Development Corporation • Hays County and regional planning organizations • Local businesses, nonprofits, and community organizations • Trail advocacy groups 	  
			ii	Conduct a comprehensive analysis of the existing conditions through the corridor area.					
			iii	Develop a trail route plan and design that ensures connectivity and accessibility.					
			iv	Acquire necessary land and easements along the proposed trail corridor and work with adjacent property owners to secure new zoning where desired and appropriate to support planned trail oriented development along the corridor.					
			v	Secure funding and obtain necessary approvals for reconstruction.					
			vi	Construct well-designed trails with appropriate signage, lighting and amenities.					

* refer to the Appendix for more detailed cost estimates.

#	Recommendation	Description	#	Action Items	Phase	Level of Investment	Potential Funding Sources	Potential Partnerships	Goals Addressed
Projects									
A5	Re-purposed Buda Upper Campus	The City of Buda, in partnership with the Hays Consolidated Independent School District (HCISD) will develop a long range adaptive reuse master plan for the Old Buda Elementary Upper Campus.	i	Conduct an assessment of the existing facilities within the Upper Campus.	Long-term	\$	<ul style="list-style-type: none"> City of Buda budget allocation State grants and funding programs supporting adaptive reuse projects, historic preservation, or community development initiatives Public-private partnerships with developers, investors, and nonprofit organizations 	<ul style="list-style-type: none"> Hays Consolidated Independent School District (HCISD) Architectural firms specializing in adaptive reuse and historic preservation Real estate developers and investors Nonprofit organizations focused on community development 	 
			ii	Collaborate with Hays Consolidated Independent School District and other key stakeholders to develop a long-range adaptive reuse master plan.					
			iii	Engage with the community to maximize the potential of the campus plan.					
			iv	Obtain necessary approvals and permits for the adaptive reuse plan.					
			v	Coordinate with developers and investors to establish partnerships for implementation.					
Programs									
B1	Establish a Sidewalk and Pedestrian Safety Program	The program aims to improve pedestrian safety and walkability in downtown areas. Tactical interventions can be implemented within existing pavement sections. These interventions enhance pedestrian safety and walkability while minimizing costs and avoiding extensive street reconstruction.	i	Conduct a comprehensive pedestrian safety assessment and identify highest need areas.	Short-term	\$\$	<ul style="list-style-type: none"> City of Buda budget allocation Grants and State funding Public-private partnerships 	<ul style="list-style-type: none"> City of Buda Departments Transportation agencies Local businesses and community organizations 	  
			ii	Develop a prioritized plan for implementing interventions based on the assessment.					
			iii	Collaborate with stakeholders, businesses, and other organizations to gather input.					
			iv	Allocate an annual budget to be applied to sidewalk and pedestrian improvements.					
			v	Implement the identified interventions in a phased approach across downtown.					
B2	Apply for Cultural District Designation through the Texas Commission of the Arts.	A Texas Commission of the Arts Cultural District aims to harness the power of cultural resources to stimulate economic development and community vitality. These designated districts attract artists, businesses, and tourists while addressing community needs, preserving historic buildings, and fostering local cultural development. Cultural districts become focal points for artistic and economic growth, promoting civic pride in the community.	i	Conduct a needs assessment to determine the feasibility and necessary requirements.	Mid-term	\$	<ul style="list-style-type: none"> Government grants Private sponsorships Philanthropic contributions Cultural and arts funding programs Tourism development funds 	<ul style="list-style-type: none"> Local government agencies Texas Commission on the Arts Artists and cultural organizations Business associations and chambers of commerce Educational institutions and schools Community foundations and nonprofits 	  
			ii	Engage with local artists and cultural organizations to gather input and support.					
			iii	Develop an application and evaluation process aligned with the guidelines set by the State.					
			iv	Explore and pursue various funding sources.					
			v	Create a comprehensive marketing and promotion strategy to raise awareness.					
B3	Implement the Parking Action Plan	The program involves creating an Employee Permit Parking Program in off-street locations, implementing effective parking enforcement through a customer-service-oriented approach, and adopting parking technologies for streamlined permit management.	i	Identify and evaluate suitable off-street parking locations in downtown for employees.	Short-term	\$\$	<ul style="list-style-type: none"> City of Buda budget allocation Parking revenue Grants and sponsorships 	<ul style="list-style-type: none"> Downtown business owners Parking management companies Transportation agencies Employee associations Technology providers Planners and engineers 	 
			ii	Develop permit guidelines and pricing based on demand, maintenance, and affordability.					
			iii	Design application and permit management process for employees.					
			iv	Implement parking enforcement strategy and procedures for consistent monitoring.					
			v	Provide employee communication and support to educate and increase awareness.					

#	Recommendation	Description	#	Action Items	Phase	Level of Investment	Potential Funding Sources	Potential Partnerships	Goals Addressed
Policies									
C1	Update Buda's Unified Development Code.	To support the revitalization of downtown Buda, zoning designations should be updated based on the recommendations of the Future Land Use Map. This involves rezoning floodplain areas as open space, discouraging industrial development, and accommodating increased density in specific nodes.	i	Identify all properties where existing zoning districts are not aligned with the goals of the downtown plan.	Short-term	\$	<ul style="list-style-type: none"> City of Buda budget allocation Grants and funding programs 	<ul style="list-style-type: none"> City of Buda Planning Department Downtown Buda stakeholders, including business owners and property developers Main Street Board Urban planners and other consultants 	 
			ii	Engage directly with property owners to provide options for new more appropriate zoning districts.					
			iii	Prepare and draft amendments to the zoning ordinance to reflect the desired changes.					
			iv	Present the proposed amendments to the City Council for review and approval.					
			v	Implement the approved zoning changes by updating the official zoning map.					
			vi	Repeat this process as new public investments are made in downtown.					
C2	Establish a Downtown Financing District	To fund projects, the City of Buda can establish a Public Improvement District (PID) and a Tax Increment Finance District (TIF).	i	Conduct a feasibility study to assess the potential impact of a TIF District.	Short-term	\$	<ul style="list-style-type: none"> Incremental property tax revenue generated by increased property values within the TIF district Grants or funding programs offered by state or federal agencies for infrastructure development projects 	<ul style="list-style-type: none"> Property owners within the TIF district City government departments responsible for finance, planning, and infrastructure development State or federal agencies providing funding or resources for community development and infrastructure projects 	
			ii	Collaborate with legal experts to draft the necessary ordinances and agreements.					
			iii	Develop a strategic plan for allocating and managing funds generated.					
			iv	Regularly monitor and evaluate the performance of these districts.					
C3	Regional Stormwater Management Plan	This policy aims to address frequent flooding events and protect existing properties and developments. The project involves implementing regional detention and offering developers options to construct conveyance improvements or make payments for regional flooding solutions. This will mitigate flooding risks, promote infill development, and enhance the resilience of downtown Buda.	i	Review and analyze the issues and concerned areas outlined in the Drainage Master Plan.	Mid-term	\$	<ul style="list-style-type: none"> Municipal funds allocated for storm water management Grants and funding programs from state and federal agencies Developer and land owner contributions through payments for participation in the flooding solutions 	<ul style="list-style-type: none"> Planning/engineering firms and hydrology experts Developers and real estate stakeholders Local, regional, and state agencies City departments 	
			ii	Collaborate with experts to develop a regional detention and drainage plan.					
			iii	Engage with developers and stakeholders to present the options for regional detention.					
			iv	Finalize and implement the regional detention plan.					
			v	Continuously monitor and evaluate the effectiveness of the regional detention plan.					





Appendices

APPENDIX A: PROJECT COST ESTIMATES

APPENDIX B: DOWNTOWN BUDA PARKING MANAGEMENT GUIDELINES

Appendix A: Project Cost Estimates

Preliminary Estimate of Probable Construction Costs

A1 - Austin Street					
Item	Description	Quantity	Unit	Unit Price	Total
Demolition & Site Preparation					
Site Preparation / Mobilization (Allowance)	Clearing vegetation/preparing soil and stormwater pollution protection, demolition, and construction barricades	1	LS	\$ 500,000.00	\$ 500,000.00
Asphalt Road Removal	15' Removal of asphalt and existing base	3,500	CY	\$ 25.00	\$ 87,500.00
Construction					
Flexible Base (12')	Crushed stone	2500	CY	\$ 80.00	\$ 200,000.00
Concrete Curb and Gutter	Raised curb along northern edge, ribbon curb along southern edge	4400	LF	\$ 30.00	\$ 132,000.00
HMAC Roadway Paving and Parking	Driveline paving, parking spots paving, driveways	7500	SY	\$ 29.00	\$ 217,500.00
Lime Stabilize Subgrade	Assumed 8" depth, 5% lime	7500	SY	\$ 9.00	\$ 67,500.00
Drainage (Allowance)	Converting roadside ditch to underground drainage system	2200	LF	\$ 125.00	\$ 275,000.00
Concrete Sidewalks	6' sidewalk	26400	SF	\$ 8.00	\$ 211,200.00
Street Crossings	ADA ramps, collapsible bollards, wooden bollards, crosswalk	22	EA	\$ 8,000.00	\$ 176,000.00
Signing and Striping	84 new parking spaces, road pavement markings, road signage	1	LS	\$ 60,000.00	\$ 60,000.00
Water Quality	Rain garden	12	EA	\$ 65,000.00	\$ 780,000.00
Site Furnishings					
Underground Electric	Duct bank, conduit, transformer, meters	2200	LF	\$ 400.00	\$ 880,000.00
Streetscape Elements (Allowance)	Shared Dumpsters, benches, shade structures, trash receptacles, picnic tables	1	LS	\$ 120,000.00	\$ 120,000.00
Streetscape Lighting	Pedestrian light w/pole and foundation spaced every 40' on both sides at stub street entrance, conduit, groundboxes, electric panels	110	EA	\$ 15,000.00	\$ 1,650,000.00
Landscaping					
Street Trees	Native Tree (3" Caliper)	110	EA	\$ 1,250.00	\$ 137,500.00
Landscaping	8' vegetative buffer, topsoil and sodding	2000	SY	\$ 10.00	\$ 20,000.00
Irrigation	Drip & Spray Irrigation	18000	SF	\$ 1.15	\$ 20,700.00
ESTIMATED CONSTRUCTION COST				\$	5,534,900.00
CONTINGENCY (30%)				\$	1,660,470.00
SOFT COSTS (I.E. DESIGN, SURVEY & TESTING - 15%)				\$	830,235.00
Total Cost				\$	8,025,605.00

Preliminary Estimate of Probable Construction Costs

A2 - South Main Street Improvements					
Item	Description	Quantity	Unit	Unit Price	Total
Demolition & Site Preparation					
Site Preparation / Mobilization (Allowance)	Clearing vegetation/preparing soil and stormwater pollution protection, demolition, and construction barricades	1	LS	\$ 300,000.00	\$ 300,000.00
Asphalt Road Removal	15' Removal of asphalt and existing base	1,500	CY	\$ 25.00	\$ 37,500.00
Construction					
Flexible Base (12')	Crushed stone	1350	CY	\$ 80.00	\$ 108,000.00
Concrete Curb and Gutter	New Raised Curb along Main St & Jack C Hays	2000	LF	\$ 30.00	\$ 60,000.00
HMAC Roadway Paving and Parking	Driveline paving, parking spots paving, driveways	4000	SY	\$ 29.00	\$ 116,000.00
Lime Stabilize Subgrade	Assumed 8" depth, 5% lime	4000	SY	\$ 9.00	\$ 36,000.00
Drainage (Allowance)	Underground drainage system	1200	LF	\$ 125.00	\$ 150,000.00
Concrete Sidewalks	6' sidewalk	12000	SF	\$ 8.00	\$ 96,000.00
Street Crossings	ADA ramps, collapsible bollards, wooden bollards, crosswalk	10	EA	\$ 8,000.00	\$ 80,000.00
Signing and Striping	41 new parking spaces, road pavement markings, road signage	1	LS	\$ 25,000.00	\$ 25,000.00
Water Quality	Rain garden	6	EA	\$ 65,000.00	\$ 390,000.00
Site Furnishings					
Streetscape Elements (Allowance)	Benches, shade structures, trash receptacles	1	LS	\$ 40,000.00	\$ 40,000.00
Streetscape Lighting (Allowance)	Pedestrian light w/pole and foundation spaced every 40' on both sides at stub street entrance, conduit, groundboxes, electric panels	60	EA	\$ 15,000.00	\$ 900,000.00
Landscaping					
Street Trees	Native Tree (3" caliper)	170	EA	\$ 1,500.00	\$ 255,000.00
Landscaping	12' vegetative buffer, topsoil and sodding	4500	SY	\$ 10.00	\$ 45,000.00
Irrigation	Drip and Spray Irrigation	2850	SF	\$ 1.15	\$ 3,277.50
ESTIMATED CONSTRUCTION COST				\$	2,641,777.50
CONTINGENCY (30%)				\$	792,533.25
SOFT COSTS (I.E. DESIGN, SURVEY & TESTING - 15%)				\$	396,266.63
Total Cost				\$	3,830,577.38

Preliminary Estimate of Probable Construction Costs

A3 - Two Sided Main Street					
Item	Description	Quantity	Unit	Unit Price	Total
Demolition & Site Preparation					
Site Preparation / Mobilization (Allowance)	Clearing vegetation/preparing soil and stormwater pollution protection, demolition, and construction barricades	1	LS	\$ 300,000.00	\$ 100,000.00
Asphalt Road Removal	15" Removal of asphalt and existing base	1,550	CY	\$ 25.00	\$ 38,750.00
Construction					
Flexible Base (12")	Crushed stone	950	CY	\$ 80.00	\$ 76,000.00
Concrete Curb and Gutter	New raised curb along East Main St, Houston St, Railroad St	1800	LF	\$ 30.00	\$ 54,000.00
HMAC Roadway Paving and Parking	Paving fills for geometry correction of street and laying parking spaces	2800	SY	\$ 29.00	\$ 81,200.00
Lime Stabilize Subgrade	Assumed 8" depth, 5% lime	2800	SY	\$ 9.00	\$ 25,200.00
Drainage (Allowance)	Converting roadside ditch to underground drainage system	1000	LF	\$ 125.00	\$ 125,000.00
Median Construction	New median along Main Street, quantified as total curb and gutter	700	LF	\$ 30.00	\$ 21,000.00
Concrete Sidewalks	6' sidewalk along Main St, Houston St, Railroad St	12000	SF	\$ 8.00	\$ 96,000.00
Street Crossings	ADA ramps, collapsible bollards, wooden bollards, crosswalk	9	EA	\$ 8,000.00	\$ 72,000.00
Signing and Striping	55 new parking spaces, road pavement markings, road signage	1	LS	\$ 25,000.00	\$ 25,000.00
Water Quality	Rain garden	5	EA	\$ 65,000.00	\$ 325,000.00
Site Furnishings					
Streetscape Elements (Allowance)	Benches, shade structures, trash receptacles	1	LS	\$ 40,000.00	\$ 40,000.00
Streetscape Lighting (Allowance)	Pedestrian light w/pole and foundation spaced every 40' on both sides at stub street entrance, conduit, groundboxes, electric panels	40	EA	\$ 15,000.00	\$ 600,000.00
Landscaping					
Street Trees	Native Ornamental Tree (10' height)	170	EA	\$ 1,500.00	\$ 255,000.00
Irrigation	Drip & Spray Irrigation	10800	SF	\$ 1.15	\$ 12,420.00
Landscaping	12' vegetative buffer, topsoil and sodding	1200	SY	\$ 10.00	\$ 12,000.00

ESTIMATED CONSTRUCTION COST	\$ 1,958,570.00
CONTINGENCY (30%)	\$ 587,571.00
SOFT COSTS (I.E. DESIGN, SURVEY, UPRR COORDINATION & TESTING - 20%)	\$ 391,714.00
Total Cost	\$ 2,937,855.00

Preliminary Estimate of Probable Construction Costs

A4 - Greenbelt and Trail Corridor					
Item	Description	Quantity	Unit	Unit Price	Total
Demolition & Site Preparation					
Clearing and Grubbing (selective)	Clearing vegetation/preparing soil and stormwater pollution protection along length of trail, and construction barricades	3	AC	\$ 25,000.00	\$ 65,000.00
Mobilization		1	LS	\$ 500,000.00	\$ 500,000.00
Construction					
Trails - Construction	10' ADA accessible pedestrian/bicycle trail	37000	SF	\$ 10.00	\$ 370,000.00
Trailheads/Neighborhood Gateways	ADA ramps, collapsible bollard, wooden bollards, landscaping	2	EA	\$ 27,000.00	\$ 54,000.00
Earthwork	Excavation, embankment, grading	1	LS	\$ 200,000.00	\$ 200,000.00
Street Crossings	ADA ramps, collapsible bollards, signage	3	EA	\$ 8,000.00	\$ 24,000.00
Retaining Walls	Raised sidewalk, ped handrails	1	LS	\$ 500,000.00	\$ 500,000.00
Drainage (allowance)	Upsize Bluff St culverts, Ditch along FM 2770	1	LS	\$ 120,000.00	\$ 120,000.00
Signal	PHB crossing at 967	1	LS	\$ 350,000.00	\$ 350,000.00
Site Furnishings					
Furnishing Elements (Allowance)	Benches, shade structures, trash receptacles, picnic tables, bike racks, drinking fountains	1	LS	\$ 50,000.00	\$ 50,000.00
Trail Lighting (Allowance)	Light poles, railing lights, string/tivoli lights in certain areas	1	LS	\$ 750,000.00	\$ 750,000.00
Signing and Striping	Wayfinding, trail identity signage, location signage, branding	1	LS	\$ 25,000.00	\$ 25,000.00
Landscaping					
Trees	Native Tree (1.5" caliper)	100	EA	\$ 850.00	\$ 85,000.00
Landscaping	Sodding	3000	SY	\$ 10.00	\$ 30,000.00
Irrigation	Drip & Spray Irrigation	27000	SF	\$ 1.15	\$ 31,050.00
Landscaping	Native Seeding and Revegetation	0.5	AC	\$ 15,250.00	\$ 7,625.00

ESTIMATED CONSTRUCTION COST	\$ 3,161,675.00
PUBLIC ACCESS EASEMENT	
CONTINGENCY (30%)	\$ 948,502.50
SOFT COSTS (I.E. DESIGN, SURVEY & TESTING - 15%)	\$ 474,251.25
Total Cost	\$ 4,584,428.75

Appendix B: Downtown Buda Parking Management Guidelines

City of Buda, Texas Downtown Parking Management Guidelines Downtown Master Plan

Prepared by Dixon Resources Unlimited on behalf of Halff Associates Inc.



Introduction

Dixon Resources Unlimited (DIXON) has prepared these Downtown Parking Management Guidelines (Guidelines) on behalf of the City of Buda (City) as part of the City's Downtown Master Plan (Master Plan). The Guidelines outline the recommended implementation steps and strategies to optimize parking management. These Guidelines will identify policies, procedures, and management strategies necessary to address the City's current and future parking needs.

Project Overview

DIXON prepared a Parking Action Plan (PAP) in 2021 following a series of in-person and virtual stakeholder meetings. The PAP included a set of 21 recommendations, many of which are highlighted in the Guidelines. The City is encouraged to adjust the implementation approach as needed to design a program that best fits the unique and ever-changing needs of the community.

Downtown Parking Management Guidelines

Update municipal code to support parking program expansion.

Draft municipal code updates were provided to the City by DIXON in 2021. The City should move forward with adopting the updates to support the recommendations in the Master Plan. These include:

- Establishing no parking zones by signage;
- Enabling a data-driven policy framework; and
- Allowing for time limited parking, employee parking, parking enforcement, and the administrative adjudication of parking violations.

Implementation Steps

1. Update municipal code to establish no parking zones by signage; enable a data-driven policy framework; allow for time limited parking, employee parking, parking enforcement, and the administrative adjudication of parking violations.

Prioritize on-street curb-space for active uses.

As stated in the PAP, it is an industry best practice to designate convenient parking for shorter visits and loading since the proximity minimizes the impact of walk time between a parking space and a destination. For longer visits, walking for extra time between destinations has less of an overall impact on the total trip time. This is because it is less impactful for someone visiting Buda for the entire day to spend five minutes looking for parking, compared to someone who is just trying to run inside a business for a quick food or merchandise pick-up.

The overall goal is to foster a "Park Once" approach, leveraging the convenient on-street parking spaces as shorter-term parking and the off-street parking locations for longer-term parking. This will encourage turnover and provide easy access to downtown businesses.

It is recommended that the City begin with a three-hour time limit on Main Street and Austin Street so that

customers are able to visit multiple businesses in one trip. Balanced parking options should be provided so that longer-term visits are also supported. This means parking should remain unlimited in the off-street lots for those that intend to spend more time in downtown. In conjunction with the time limit, a no-reparking rule is recommended to discourage use of existing three-hour time limit parking spaces by employees and customers visiting beyond three hours.

A no-reparking rule would mean that drivers would be required to move their vehicle a specified distance to repark their vehicle after the expiration of the three-hours period. The City should consider requiring vehicles to park on a different block-face as part of their reparking rule.

Shorter-term parking spaces should also be implemented on each block-face to facilitate quick trips such as food and merchandise pickup and loading. One thirty-minute space should be installed per block-face on Main Street to meet this need.

Parking occupancy and utilization should be regularly monitored to understand parking trends and make program adjustments as needed.

Implementation Steps

1. Transition one to two parking spaces per block to short-term parking to facilitate quick parking sessions for food and merchandise pickup.
2. Order and install signage for on-street time limits.
3. Introduce a 3-hour time limit and no-reparking rule on Main Street and Austin Street.
4. Engage in education and outreach with the downtown businesses regarding the 3-hour time limit and no-reparking rule.
5. Monitor curb use and parking demand trends over time to determine if and when adjustments to space allocations should be considered.

Develop an Employee Permit Parking Program.

With the recommended transition of the unlimited on-street parking spaces to a three-hour time limit, the City will need to identify longer-term parking areas for employee parking. To facilitate this transition, the City should consider implementing an employee permit parking program in specific off-street parking locations such as existing and proposed improved parking lots near/on Main Street, Austin Street, and Railroad Street. Additional possible employee permit parking locations can be considered in private-public partnership locations.

The employee permit parking program should be implemented in conjunction with the on-street time-limited installation. The rate of the permit should be set to sustain the program. Permits should ideally be provided on a monthly basis at an affordable rate (such as \$15.00 per month) because it is important for permit holders to understand the value of parking, especially if a permit will guarantee an easy parking experience.

Implementation Steps

1. Evaluate and determine Employee Permit Parking Program parking locations, which may include potential shared parking locations.
2. Determine the appropriate monthly Employee Parking Permit rate, required proof of employment, hours to park in the designated off-street permit areas, and permit type (physical vs virtual).
3. Design and order signage to designate areas for "Permit Parking Only" to support the Employee Parking Permit Program.
4. Launch a sign-up list for the Employee Parking Permit Program.
5. Begin allowing employees and employers to acquire parking permits.

6. Review permit program applications and issue permits.
7. Install "Permit Parking Only" signage in desired Employee Permit Parking Program locations.
8. Continue to meet with the business community throughout the Employee Parking Permit Program pilot to collect feedback.
9. Increase the number of Employee Parking Permit spaces depending on program interest.

Establish parking enforcement.

With the implementation of time limited parking and employee permit parking, the City will need to establish parking enforcement to ensure compliance with the new regulations. Effective parking compliance should be one of the City's highest parking management priorities. Consistent enforcement coverage will result in higher rates of compliance with parking policies, which is critical for the success of the City's parking operation. Without proper enforcement, the City will not be able to reach its overall parking management goals, and investments in parking assets and technology are unlikely to be effective.

By adopting a "Parking Ambassador" approach, parking enforcement will better reflect a customer-service model.

Implementation Steps

1. Identify enforcement staffing needs based on operating times and upcoming program needs and begin the recruitment process. Develop a parking enforcement job title and/or descriptions as needed to accommodate a "Parking Ambassador" model of enforcement.
2. Ongoing gap management evaluation of Parking Ambassador coverage and effectiveness to optimize program compliance.
3. Monitor PEO staffing schedules and coverage and make adjustments based upon the parking management strategies implemented.
4. Launch a robust education and outreach campaign for the new parking program including an initial warning notice period.

Procure parking technologies for parking enforcement and permit management.

Implementing an automated citation and permit management system can streamline operations and provide valuable ongoing data for policy and operational decision-making.

Parking citation management systems (CMS) can track violations, payments, escalations, appeal status, and operational voids. Systems are designed to track detailed parking notes and incidents, which creates efficiencies at the operational level. Such systems typically integrate with municipal court software and/or city financial software systems, which can facilitate seamless processes among departments affected by parking citation processing.

For increased efficiency, the City should consider utilizing mobile license plate recognition (LPR) technology, which can be mounted to the PEO vehicle(s). Mobile LPR captures license plate data, checks for valid parking permits, and tracks time limited parking. The technology involves mounting cameras onto a vehicle, along with a laptop to be visible to the driver. The software cross-references permit holders, time limits, and paid parking status, if applicable. It integrates with the citation management system allowing efficient citation processing.

Another significant benefit of using LPR is that the system will provide a wealth of ongoing information and data that can be leveraged for parking management decisions. Each license plate is scanned with an associated GPS location and time and date stamp which can be used for ongoing occupancy and utilization analysis.

For efficiency and convenience, the City should implement an automated permit management system that can provide easy customer self-management access and link every permit to a license plate number. There are various vendor system options that are designed specifically for parking permits. An online portal should be provided with self-managed accounts to login, create an account, apply for a permit, upload supporting documentation, purchase, and make edits. The system can also automate waitlist management. Administratively, the City (or the vendor, if desired) can review pending applications, review supporting documentation, approve/deny applications, send notifications and alerts, and run reports.

Implementation Steps

1. Evaluate various parking citation management vendor systems specifically designed for parking enforcement.
2. Procure a citation management system with handhelds and one mobile LPR unit. The system should allow for a self-service customer portal to pay and contest citations, integrations with parking permit systems, and a backend management system with reporting tools.
3. Evaluate automated permit management system vendor options through vendor demonstrations and reference checks in nearby municipalities.
4. Procure an automated permit management system for the Employee Parking Permit Program. The City should determine the level of vendor support desired to support permit program administrative tasks and customer service. The system should ideally be optimized for parking permits and offer features including an online self-service customer portal and a backend management system with reporting tools.
5. Work with the selected automated permit management system vendor to configure the system based upon desired business rules.
6. Utilize LPR for ongoing data collection. In particular, the City should monitor occupancy rates throughout downtown Buda including permit parking areas.
7. Facilitate community stakeholder meetings to provide updates on ongoing parking data and discuss potential next steps.
8. Provide periodic updates to stakeholders and Council with parking data results to support future program decision-making based on data.
9. Ongoing evaluation of parking occupancy and turnover to make data-driven decisions about permits, time limits, rate, and/or supply adjustments.