

# S.M.A.R.T Terminal FAQ

- **How will development of this property affect the San Marcos Regional Airport?**
  - The developer is in conversations with Texas Aviation Partners, the organization that manages the San Marcos Regional Airport. Both groups understand that development of this site cannot disrupt future plans to extend runway 35/17.
  - Details regarding the runway expansion will be written into a 380 agreement for Smart Terminal.
- **What is the process for annexation of this property?**
  - The annexation process for this property began in October when the developer and property submitted an application requesting annexation.
  - There have been two public hearings held at City Council.
  - First and second readings for the annexation ordinance are scheduled for January 15 and January 29 respectively. These readings will run concurrently with zoning.
  - A portion of the proposed development is within a disputed area of San Marcos and Martindale's ETJ. San Marcos staff is working with the City of Martindale to get this boundary resolved. If it is not resolved by second reading of the zoning change and annexation ordinances, then staff will remove this area from the request.
- **What roadway improvements are in this area?**
  - The developer has discussed improvements to Hwy 80 with TxDOT and anticipates the need for center and right turn lanes in the vicinity, which should improve safety in the area.
  - A traffic impact analysis will be required and will determine which improvements are necessary.
  - Construction of FM 110 is scheduled to begin in 2020-2021 and will help alleviate traffic in the area.
- **How will this affect the number of trains in the area?**
  - There are currently approximately 21 trains per day along this rail line.
  - The applicant indicated that development of this site at peak buildout would increase locomotive traffic by 1 to 3 trains a week.
  - Caldwell County has applied for a Department of Transportation Grant for rail improvements.
  - Deferring to rail transportation can reduce a company's road miles by up to 80%. One of the potential projects of the S.M.A.R.T. terminal has stated that the company currently drives 15,000,000 road miles per year. By using this terminal, 80% of those road miles would be taken off the highway system.
- **What is in the approved 380 Economic Development Incentive Agreement?**
  - 66 Acres are affected by an approved economic incentives development agreement for a project known as Kattera.
  - The company has agreed to employ at least 542 individuals and invest \$109 million in the project.
  - This agreement waives the following development standards:
    - Block perimeter maximums

- Dead end street maximums.
  - Maximum blank wall area on a building.
- This agreement also waives a portion of the property taxes for the site.
- **Why is the zoning of all 934 acres being requested by the developer as opposed to the 66 acres for the Katerra site?**
  - There is a substantial investment necessary to develop a rail park. The estimated infrastructure necessary for the project is estimated at \$45M. The developer needs a level of security that the entire property will be zoned accordingly in order to financially justify the investment.
- **What is the economic benefit to San Marcos?**
  - The applicant has stated that this project will invest \$45 million in infrastructure improvements and an estimated \$3 to \$4 billion in increased property values. To put this in perspective, the current City of San Marcos' property tax values for residential and commercial are approximately \$4.5 billion in total.
- **Fire Stations / ISO Rating**
  - This property is within the recommended five miles from Fire Station #5, which gives the property a sufficient ISO rating. This helps minimize hazard insurance premiums for commercial properties located within the development.
  - A new fire station will likely be located closer to this site in the future. The new location may be near Hwy 80 and Hwy 21. This project is not driving the need for a future fire station at this location.
- **Floodplain Regulations**
  - While the zoning district allows a maximum of 80% impervious cover, the developer states that approximately 200 acres will have restricted impervious cover due to existing floodplain and proposed rail development.
  - City Ordinance treats all floodplain as floodway.
  - Hydraulic analysis is required for improvement within the floodplain showing no-rise.
  - Floodplain storage volume must be maintained.
  - Building lowest floor elevation must be 2-feet above the floodplain.
- **Water Quality Requirements**
  - Site is located outside Recharge Zone, Transition Zone, SM River Protection Zone, and SM River Corridor and stormwater quality treatment is not required.
  - Water Quality and Buffer Zones are located within the development.
- **Additional Impervious Cover Restrictions**
  - Existing slopes between 15% and 25% are limited to 35% impervious cover.
  - Existing slopes greater than 25% are limited to 20% impervious cover.
  - No impervious cover is allowed within a Water Quality Zone, except for limited instances
  - Limited impervious cover is allowed within a Buffer Zone.
- **Other Drainage Requirements**

- Increased runoff from increased impervious cover must be addressed with development. Rate of runoff after development must be equal to or less than the rate of runoff prior to development for the 2, 10, 25, and 100-year storms.
  - Timing of how flows come together downstream of development, as one creek enters another, must also be analyzed to show there is no increase in water surface.
  - Post project improvements cannot increase water surface elevations off-site.
  - Upstream flow, based on ultimate buildout conditions, must be conveyed through site.
  - Drainage infrastructure must be designed for the 25-year storm with the 100-year contained within a drainage easement or ROW.
- **Who will provide utilities to the site?**
    - Bluebonnet Electric Cooperative will provide electric service to the development.
    - This site is within both City of San Marcos and Maxwell's water CCNs. Water service will be provided by both organizations unless the CCN map is adjusted.
    - City of San Marcos will provide wastewater service to the site.