



Impact Fee Update Public Hearing

Land Use Assumptions, Capital
Improvements Plan and Road Impact Fee

May 2, 2023





AGENDA

1. Process and Overview
2. Land Use Assumptions, Road CIP, and Impact Fee Calculation
3. Consideration of LUA, CIP and Road Impact Fee





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PROCESS & OVERVIEW

IMPACT FEE UPDATE PROCESS



Impact Fee Advisory Committee

- Comment and Input:
 - Land Use Assumptions
 - Road CIP
 - Cost per Service Unit Calcs and Resultant Impact Fee Calculations
- 3 Meetings
 - Aug. 14th – 101 & Growth Rates
 - Dec 14th - LUA and Draft CIP
 - Apr. 21st - CIP and \$/SU Calc
- IFAC – April 19th
 - Recommendation Letter

What are Impact Fees



One-time charge assessed to new development for a ***portion of costs*** related to specific capital improvements

“Growth Paying for Growth”

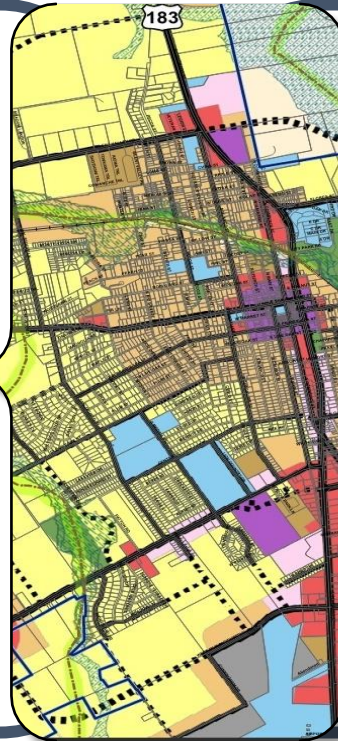
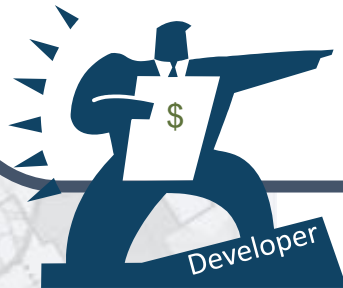
- Policy Implemented in 2001; updated in 2007, 2012, and 2017
- Systematic and structured approach
- Update required every five years
- Fee must be proportional to development’s impact on system



WHO PAYS FOR GROWTH?

IMPACT FEES

New development shares in part of this responsibility

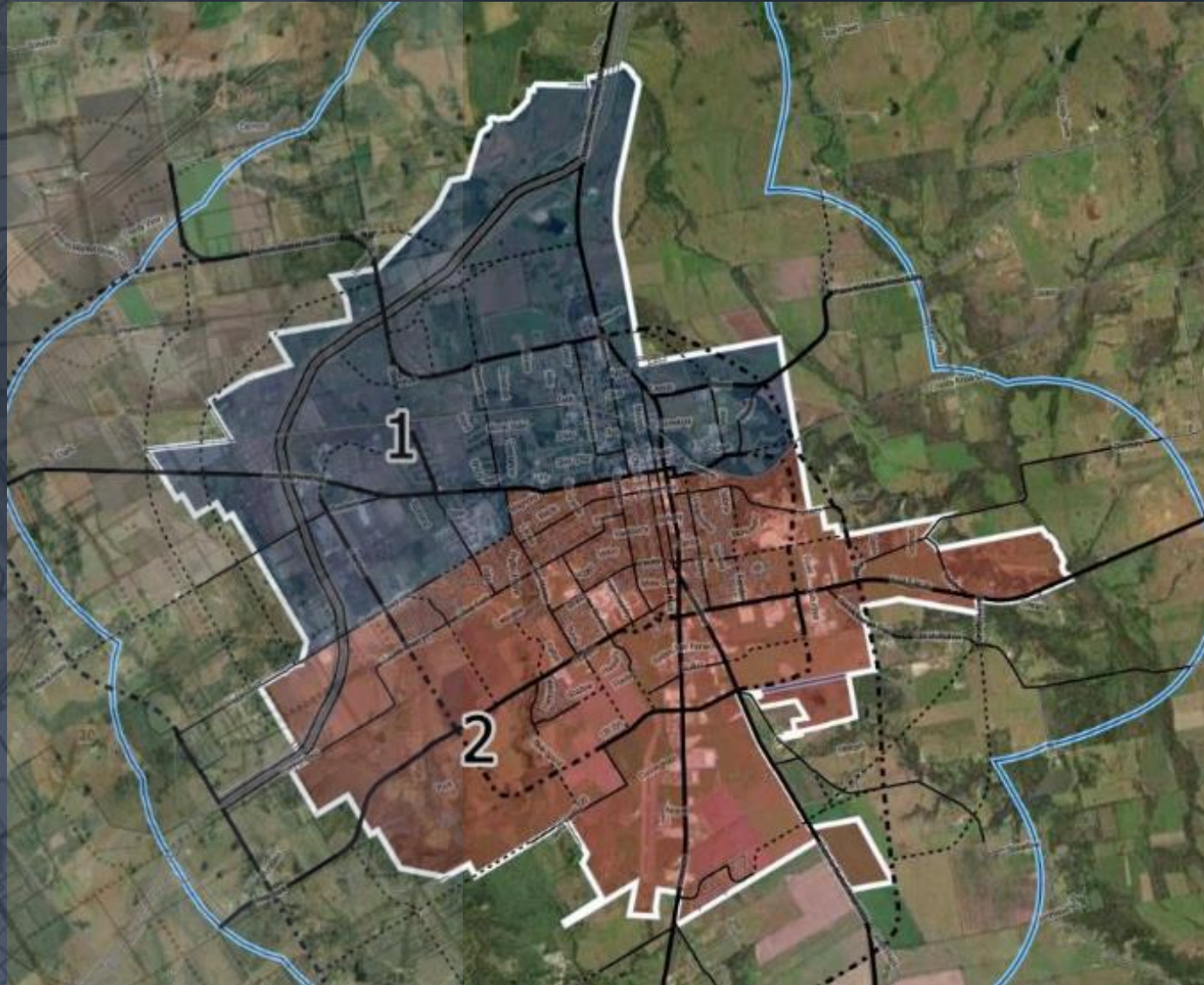


NO IMPACT FEES

Existing and future tax payers build all capital facilities



ROADWAY SERVICE AREAS



Sec. 1

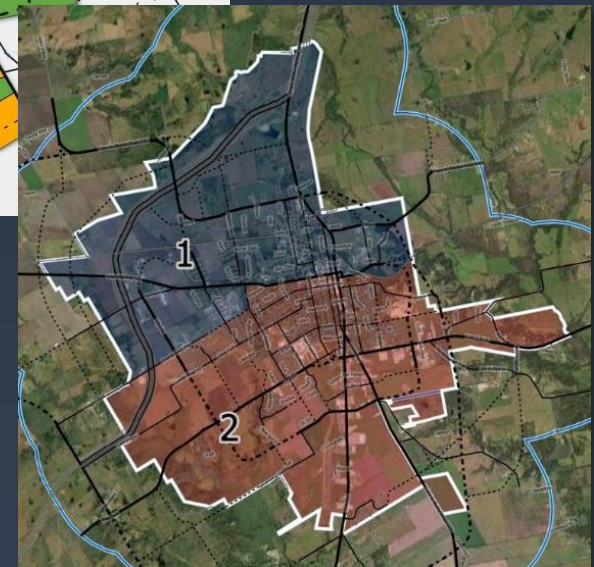
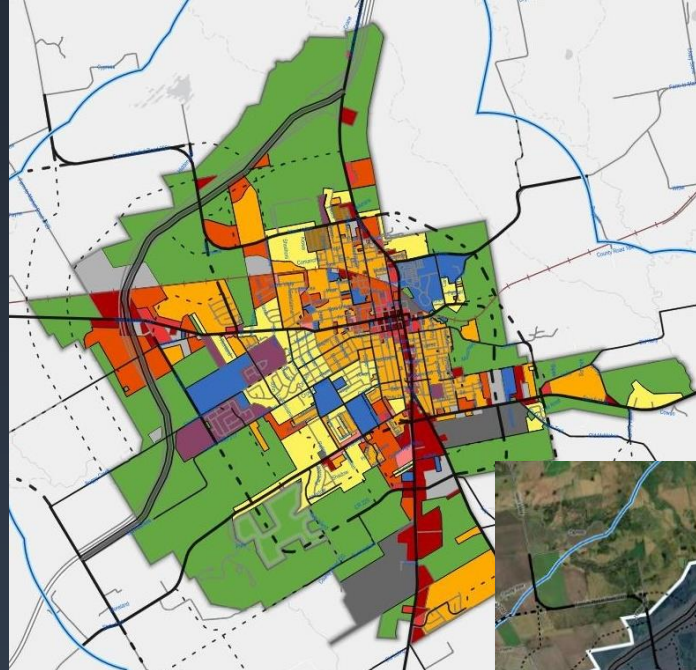
A light gray map of a city area with various streets and landmarks. A dark blue rounded rectangle is overlaid on the left side of the map, containing a white circle with the number 2 inside.

2

Land Use Assumptions, Roadway CIP and Impact Fee Calculation

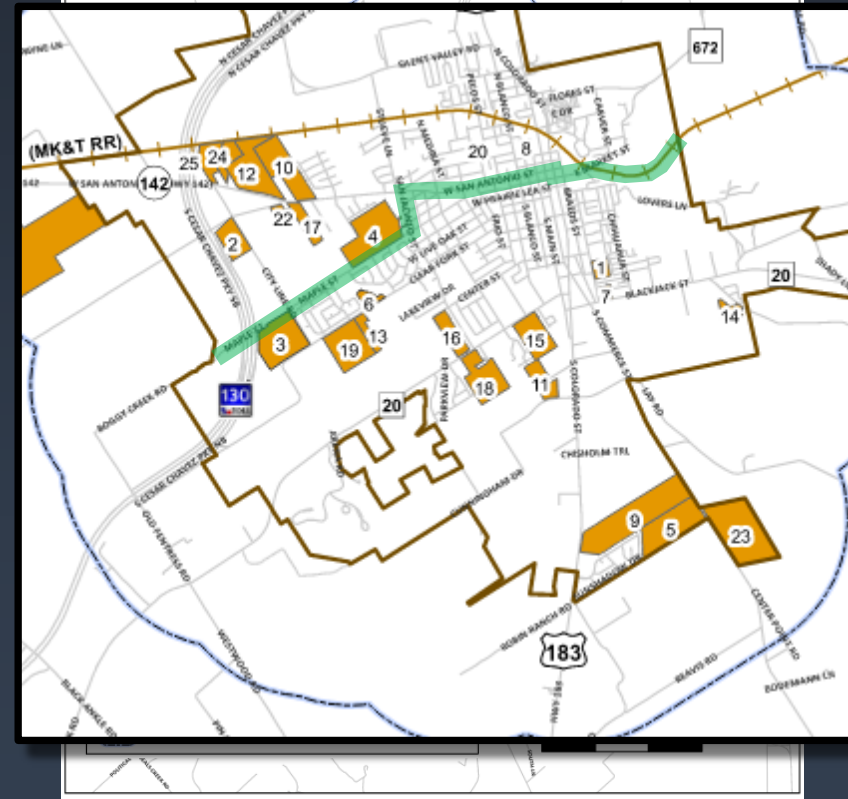
LAND USE ASSUMPTIONS

- 10-year growth projections for impact fees
- By service area
- Based on trend/forecasted community growth
 - Residential Growth: Added population/dwelling units
 - Non-Residential Growth: Basic, Service, Retail Employment
- Derivation of demands
- Basis for CIP development



Development Activity

- Service Area 1
 - Residential: Centerpoint Meadows, Vintage Springs, Hansford, Lockhart Farms, The Stanton
 - Employment: Lockhart Industrial Park III
- Service Area 2
 - Residential: Maple Park, Spyglass, Cavalry, Golden Eagle, Ramendu, Summerside, Seawillow Ranch
 - Employment: IronOx, Lockhart Industrial Park



Population Growth Projection

- 4.25% CAGR
- 10-Yr Population Increase: 8,095 persons
- Growth by Service Area:
 - SA 1: 4.05% (2,926 person increase)
 - SA 2: 4.40% (5,169 person increase)

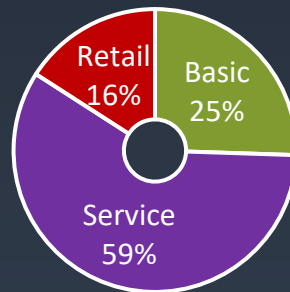
Year	Population	Annual Increase
2022	15,600	
2023	16,292	692
2024	16,984	692
2025	17,706	722
2026	18,458	753
2027	19,243	784
2028	20,061	818
2029	20,913	853
2030	21,802	889
2031	22,729	927
2032	23,695	966
Net 10-yr increase		+ 8,095

	2022	2032	Net Growth (2022-2032)
Service Area 1	6,004	8,930	2,926
Service Area 2	9,596	14,765	5,169
Total	15,600	23,695	8,095

Based on a 2022 estimate of 15,600 total population and a 2032 estimate of 23,695 total population

Employment Growth Projection

- 4.00% CAGR
- 10-Yr Employment Increase: 3,084 jobs
- Growth by Service Area:
 - SA 1: 1,079 more jobs
 - SA 2: 2,005 more jobs



Year	Employment	Annual Increase
2022	6,420	
2023	6,677	257
2024	6,944	267
2025	7,222	278
2026	7,511	289
2027	7,811	300
2028	8,124	312
2029	8,449	325
2030	8,787	338
2031	9,138	351
2032	9,504	366
Net 10-yr increase		+ 3,084

	2022				2032				Net Growth (2022-2032)
	Basic	Service	Retail	Total	Basic	Service	Retail	Total	
Service Area 1	573	1,316	357	2,247	849	1,948	529	3,326	1,079
Service Area 2	1,065	2,444	664	4,173	1,577	3,618	983	6,178	2,005
Total	1,638	3,760	1,021	6,420	2,425	5,566	1,512	9,504	3,084

Based on a 2022 estimate of 6,420 total jobs and a 2032 estimate of 9,504 total jobs

LUA Summary (2022-2032)

	2022	2032	Net Growth (2022-2032)
Service Area 1	6,004	8,930	2,926
Service Area 2	9,596	14,765	5,169
Total	15,600	23,695	8,095

Based on a 2022 estimate of 15,600 total population and a 2032 estimate of 23,695 total population

	2022				2032				Net Growth (2022-2032)
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PROJECTED 10-YEAR DEMAND

Vehicle-Mile Trip Generation by Service Area

Based on 2022-2032 Land Use Assumptions dated Nov. 2022

Estimated Residential Growth Vehicle-Mile Trip Generation

Service Area	Conversion Factors		Vehicle-Miles per DU	Total Vehicle-Miles
	Added Population	Added Dwelling Units		
1	2,690	961	1.09	1,093
2	5,405	1,930	1.09	2,146

Estimated Basic Employment Growth Vehicle-Mile Trip Generation

Service Area	Conversion Factors		Vehicle-Miles per 1,000 Sq Ft	Total Vehicle-Miles
	Added Employees	Total Square Feet		
1	276	332,580	0.77	256
2	613	616,000	0.77	475

Service Area	Residential Growth (veh-mi)	Basic Emp. Growth (veh-mi)	Service Emp. Growth (veh-mi)	Retail Emp. Growth (veh-mi)	Total Growth (veh-mi)
1	1,093	256	369	202	1,920
2	2,146	475	686	375	3,682
Total	3,239	731	1,055	577	5,602

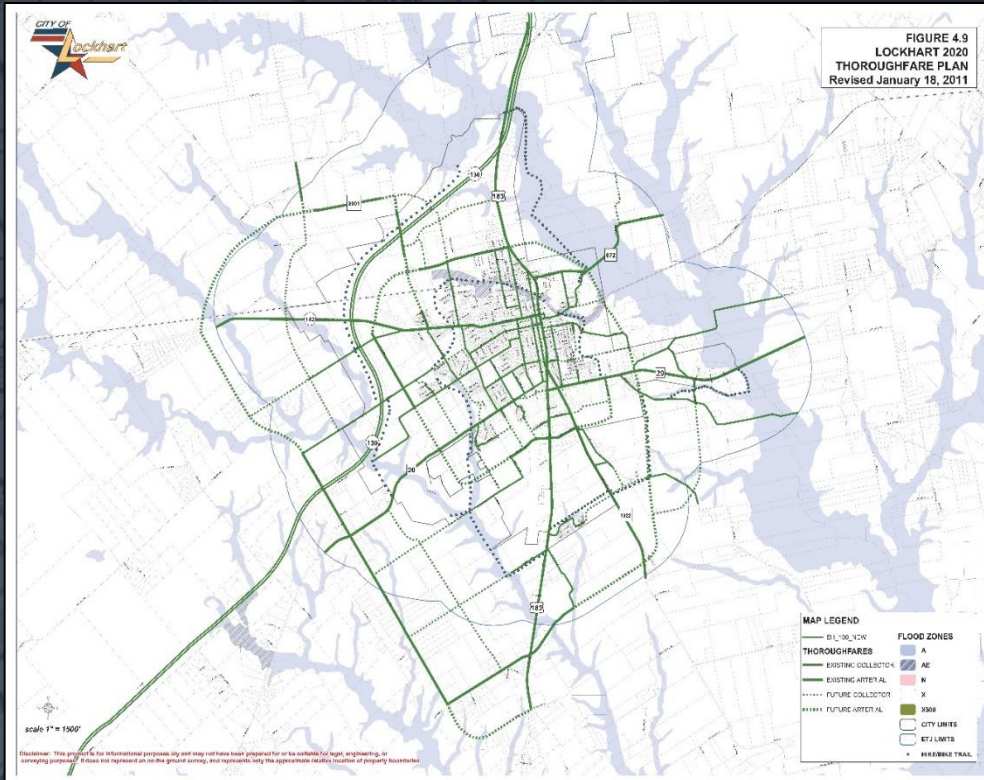
Conversion Factors	Vehicle-Miles per Sq Ft	Total Vehicle-Miles
1.67	1.67	369
1.67	1.67	686

Conversion Factors	Vehicle-Miles per Sq Ft	Total Vehicle-Miles
1.47	1.47	202
1.47	1.47	375

Total Vehicle-Mile Generation Summary

Service Area	Residential Growth Vehicle-Miles	Basic Emp Growth Vehicle-Miles	Service Emp Growth Vehicle-Miles	Retail Emp Growth Vehicle-Miles	Total Growth Vehicle-Miles
1	1,093	256	369	202	1,920
2	2,146	475	686	375	3,682
Total	3,239	731	1,055	577	5,602

ROADWAY IMPACT FEE CIP (IFCIP)



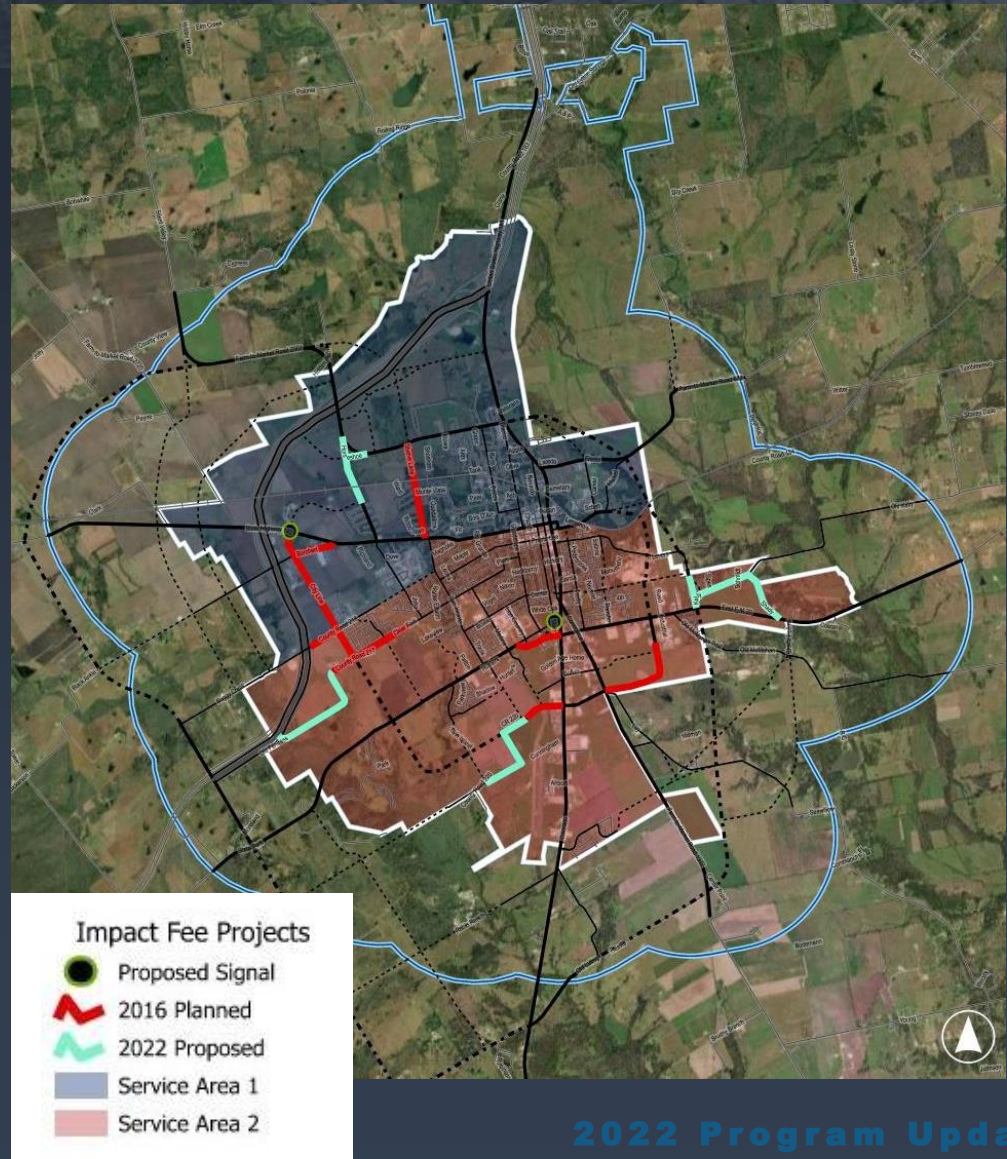
Roadways

- Projects eligible include Arterial or Collector roads on Thoroughfare Plan
- State facilities eligible (City's portion only)
- City's portion of costs for:
 - Construction
 - ROW
 - Engineering
 - Bridges
 - Signals
 - Debt Services
- Recoupment Projects Eligible

PROPOSED ROADWAY IFCIP

Key Changes

- Project Additions
 - Old Fentress Rd (CR 217)
 - Connection of Horseshoe Rd to Mockingbird Ln
 - Cunningham (CR 220)
 - Lovers Ln/Old Kelley Rd/Shady Ln (CR 186, 187, 188)
 - Two Traffic Signals (City Line @SH142; Main @State Park Rd)
- Project Removals
 - Maple St
 - E Market St
 - Connection of Robert E Lee to West MLK



2022 Program Update

COST ASSUMPTIONS

New Projects

- Construction estimates using unit costs
- Engineering: 7% of construction cost
- ROW: \$1.00/sf
- Finance: 3.0% over 10 years

Recoupment projects include actual project costs

Study update costs

CIP cost credit: 50%



IFCIP LISTING

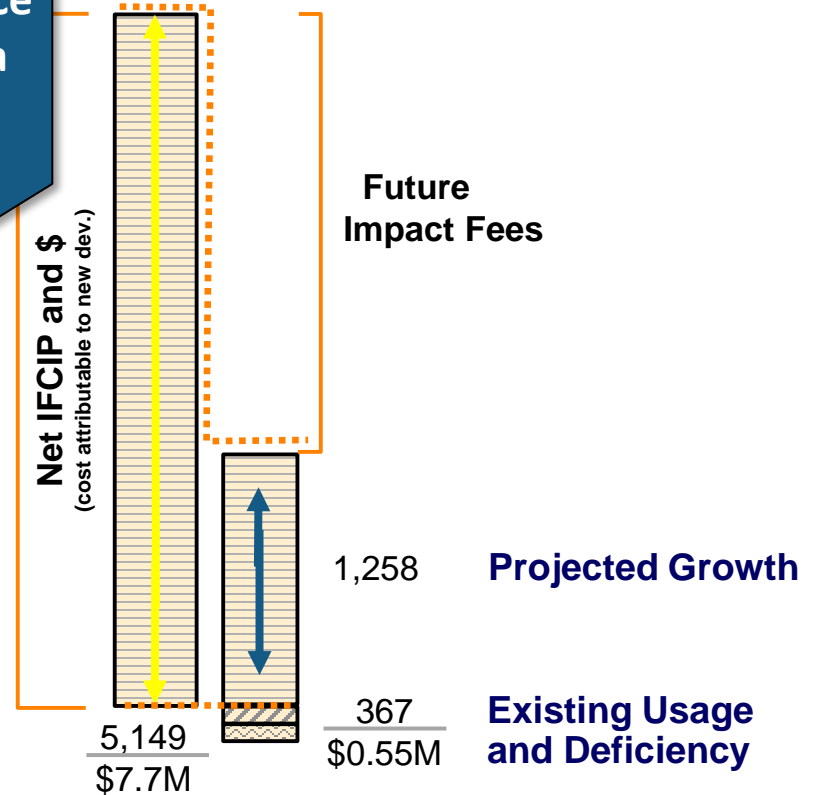
Shared Service Area	Roadway	From	To	Length (mi)	Lanes	Type	Roadway Costs					Total Project Cost
							Engineering	ROW	Construction	Signal	Finance	
1	Stueve Lane	W. San Antonio	FM 2001 (Silent Valley)	0.85	2	UC	\$ 198,121	\$ 44,850	\$ 2,830,300	\$ -	\$ 676,120	\$ 3,749,391
1	Borchert	City Line	W. San Antonio	0.37	2	UC	\$ 77,938	\$ 19,400	\$ 1,113,400	\$ -	\$ 266,362	\$ 1,477,100
1	2 Maple	City Line	SH 130	0.28	3	SC	\$ 30,107	\$ 7,500	\$ 430,100	\$ -	\$ 102,896	\$ 570,603
1	City Line	Maple	W. San Antonio	0.98	4	UA	\$ 287,126	\$ 207,720	\$ 4,101,800	\$ 300,000	\$ 1,066,262	\$ 5,962,908
1	Mockingbird Ext.	N. of Shenandoah Tr.	FM 2001 (Silent Valley)	0.59	4	UA	\$ 191,667	\$ 248,000	\$ 2,738,100	\$ -	\$ 699,109	\$ 3,876,876
1	Horseshoe Rd.	Mockingbird Ext.	FM 2001 (Silent Valley)	0.16	4	UA	\$ 46,039	\$ 24,750	\$ 657,700	\$ -	\$ 160,268	\$ 888,757
Sub-Total Service Area 1				3.23			\$ 830,998	\$ 552,220	\$ 11,871,400	\$ 300,000	\$ 2,971,016	\$ 16,525,634
2	Old Fentress Rd	City Line Rd	SH130	1.21	2	UC	\$ 255,969	\$ 63,888	\$ 3,656,700	\$ -	\$ 874,843	\$ 4,851,400
2	Clear Fork St	City Line Rd	250' W. of Creek Bridge	0.59	2	UC	\$ 124,138	\$ 31,000	\$ 1,773,400	\$ -	\$ 424,278	\$ 2,352,816
2	1 Maple	City Line	SH 130	0.28	3	SC	\$ 30,107	\$ 7,500	\$ 430,100	\$ -	\$ 102,896	\$ 570,603
2	Main	State Park	Blackjack	0.11	3	SC	\$ 24,038	\$ -	\$ 343,400	\$ 300,000	\$ 135,836	\$ 803,274
2	FM 20 Realignment	W. of Guadalupe	Colorado	0.41	2	UA	\$ 97,013	\$ 172,000	\$ 1,385,900	\$ -	\$ 364,081	\$ 2,018,994
2	MLK Jr Industrial Blvd.W	Colorado	Cunningham	0.59	4	UA	\$ 173,670	\$ 93,900	\$ 2,481,000	\$ -	\$ 604,685	\$ 3,353,255
2	MLK Jr Industrial Blvd. E	Commerce	E MLK Jr Industrial	0.82	2	UA	\$ 178,038	\$ 344,800	\$ 2,543,400	\$ -	\$ 674,572	\$ 3,740,810
2	City Line	Clear Fork	Maple	0.29	4	UA	\$ 85,764	\$ 46,410	\$ 1,225,200	\$ -	\$ 298,622	\$ 1,655,996
2	CR220/Cunningham	MLK Jr Industrial Blvd.	W. City Limit	0.64	2	UC	\$ 136,829	\$ 204,300	\$ 1,954,700	\$ -	\$ 505,082	\$ 2,800,911
2	Old Kelley Rd	FM20/Blackjack St	Shady Ln	0.59	2	UC	\$ 126,014	\$ 31,400	\$ 1,800,200	\$ -	\$ 430,675	\$ 2,388,289
2	Shady Ln	Old Kelley	FM20/Blackjack St	0.49	2	UC	\$ 103,306	\$ 25,700	\$ 1,475,800	\$ -	\$ 353,057	\$ 1,957,863
2	Lovers Ln	Old Kelley	Existing Lovers Ln	0.23	2	UC	\$ 49,763	\$ 73,800	\$ 710,900	\$ -	\$ 183,582	\$ 1,018,045
Sub-Total Service Area 2				6.26			\$ 1,384,649	\$ 1,094,698	\$ 19,780,700	\$ 300,000	\$ 4,952,210	\$ 27,512,257
Totals:				8.97			\$ 2,215,647	\$ 1,646,918	\$ 31,652,100	\$ 600,000	\$ 7,923,226	\$ 44,037,891

COST PER SERVICE UNIT CALCULATION

Service Area	A	B	C	D	F	G	H	I	J	K	L	M	N	
	Capacity Supplied by CIP	Existing Utilization	Existing Deficiencies	Net Capacity Supplied by CIP	Total Project Cost of CIP	Cost of Net Capacity	Credited Project Cost of CIP	Credited Cost of Net Capacity	Cost to Meet Existing Utilization	Projected New Development (10-Yr Demand)	Percent of CIP Attributable to New Dev.	Credited Cost Attributable to New Dev.	Actual Cost per Service Unit	Credited Cost per Service Unit (Maximum Allowable)
	(veh-mi)	(veh-mi)	(veh-mi)	(veh-mi)	(Full Cost)	(Full Cost)	(50% Credit)	(50% Credit)	(50% Credit)	(veh-miles)		(50% Credit)	(Full Cost)	(50% Credit)
1	5,516	367	0	5,149	16,567,590	15,465,287	8,283,795	\$7,732,643	\$551,152	1,258	24.4	\$1,889,234	\$3,002.00	\$1,501.00
2	7,631	474	0	7,157	27,570,301	25,857,770	13,785,151	\$12,928,885	\$856,265	2,894	40.4	\$5,227,916	\$3,612.00	\$1,806.00
Totals	13,147	841	0	12,306	\$44,137,891	41,314,436	\$22,068,946	\$20,661,529	\$1,407,417	4,151	33.7	\$7,117,150	\$3,428.00	\$1,714.00
														<i>Average</i>

Service Area 1

Maximum Fee Cost Summary		
Service Area	Fee per Service Unit @ 50% Discount	Actual Cost per Service Unit (veh-mi)
1	\$1,501	\$3,001
2	\$1,806	\$3,612



HISTORIC COMPARISON

Service Area	2016		2022	
	Actual Cost per Service Unit	Credited Cost per Service Unit (50% Credit)	Actual Cost per Service Unit	Credited Cost per Service Unit (50% Credit)
1	\$2,608.00	\$1,304.00	\$3,002.00	\$1,501.00
2	\$2,890.00	\$1,445.00	\$3,612.00	\$1,806.00

Currently collecting at 50% rate for the lower of the two Service Areas

Changes due primarily to:

- Increase in cost of construction

COST PER SERVICE UNIT CALCULATION

Example: New Development located within City Limits with collection rates of Roadway at **\$1,501** per vehicle-mile.

Service Area
1

Single-Family Dwelling

Roads: 1 dwelling unit x 1.09 veh-miles/dwelling unit = 1.09 veh-miles
1.09 veh-miles x \$1,501/veh-mile = **\$1,636.09**

Up from \$1,421

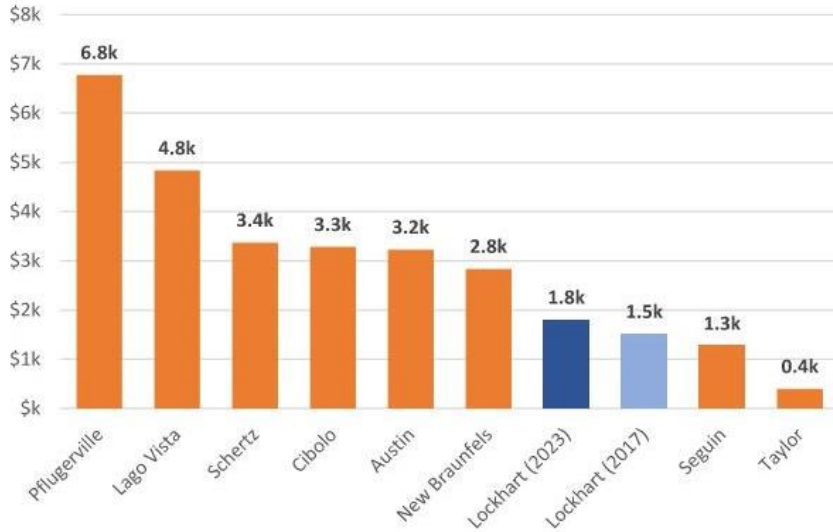
10,000 square foot (s.f.) Office Building

Roads: 10 (1,000 s.f. units) x 1.67 veh-miles/1,000 s.f. units = 16.70 veh-miles
16.70 veh-miles x \$1,501/veh-mile = **\$25,066.70**

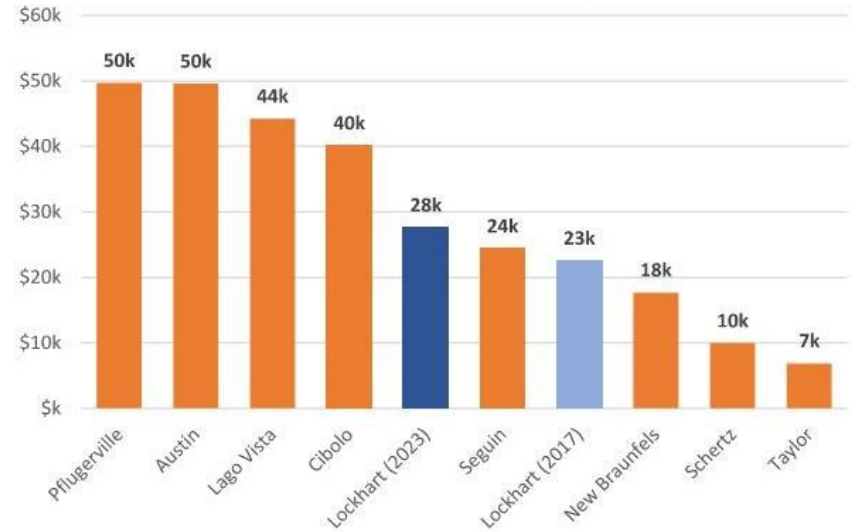
Up from \$21,777

COLLECTION RATE CONSIDERATIONS

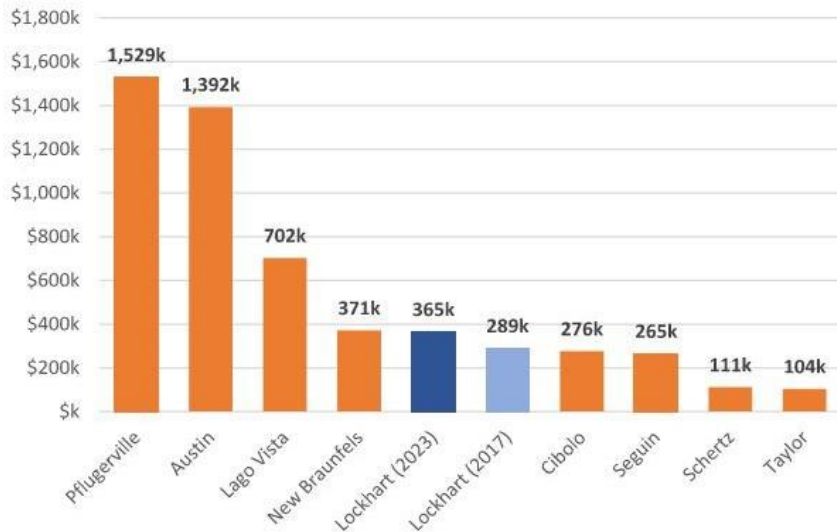
1 Single Family Residence



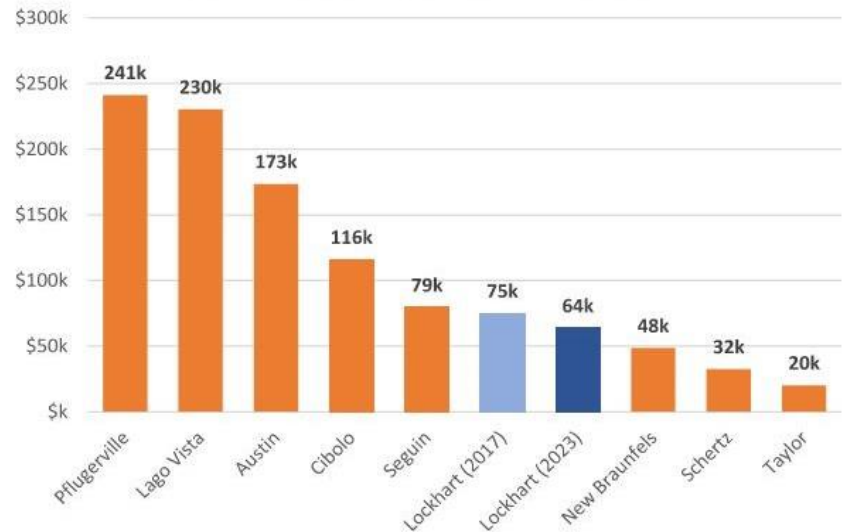
10,000 Sq Ft General Office Development



150,000 Sq Ft Shopping Center Development



50,000 Sq Ft Light Industrial Development



COLLECTION RATE CONSIDERATIONS

- Lower of two Service Areas
- “Across the Board” rate (i.e. \$1600; varying percentage)
- Residential vs. Non-Residential rates
- Percentage of maximum (i.e. 50%)
 - Will result in varying collection rates among roadway service areas
- Other Specific Policy Considerations



A light gray map of a city area with various streets and landmarks. A dark blue rounded rectangle is overlaid on the left side of the map, containing a white circle with the number 3 inside.

3

Consideration of:

- **Land Use Assumptions**
- **Road CIP**
- **Road Impact Fee**

Public Hearing Q&A and Discussion





Thank You!



May 2, 2023

