



Roadway Impact Fee Public Hearing Land Use Assumptions and Capital Improvements Plan

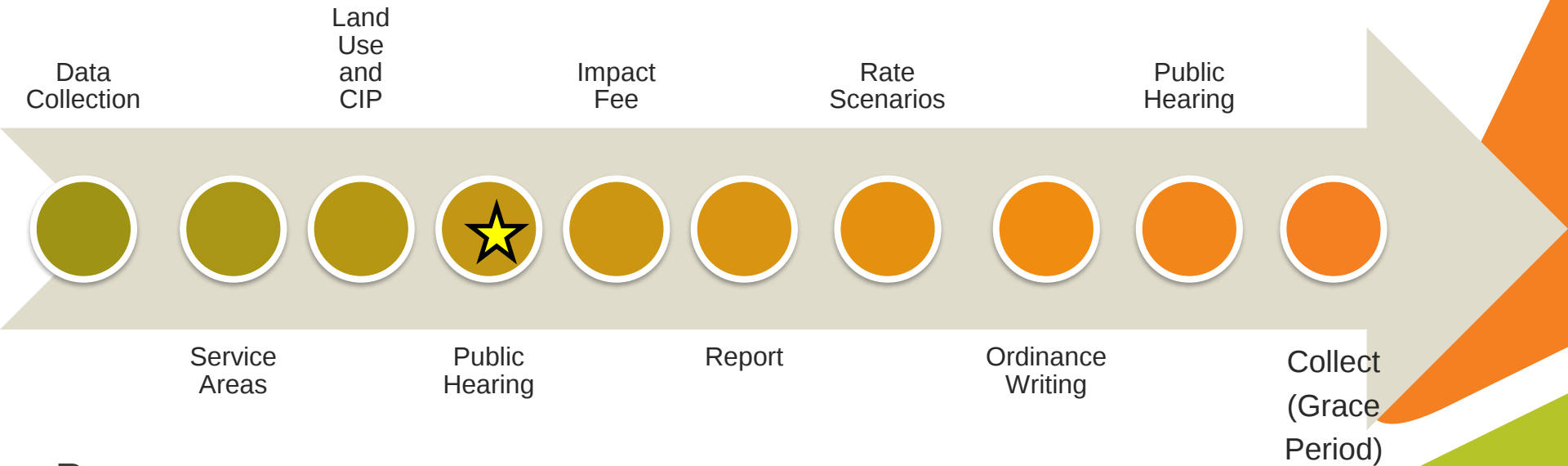
Kimley»Horn

July 26, 2018

Overview

- Roadway Impact Fee Process
- Impact Fee Overview
- Summary of Land Use Assumptions and CIP
- CIAC Comments and Recommendations
- Next Steps
- Today's Action

Process



Process

- Today - LUA / CIP (Chapter 1 – 4)
- Future – Impact Fee Rate (Chapter 5 -6)
- Requires two public hearings
 - LUA and CIP (July 26th)
 - Report/Ordinance/Policy (September 13th)

Process

Land Use Assumptions and Impact Fee CIP

- ✓ Council Briefing – June 12th
- ✓ Set Public Hearing – June 14th
- ✓ Stakeholder Meeting – June 15th
- ✓ Capital Improvement Advisory Committee – June 20th
- ✓ Capital Improvement Advisory Committee – July 18th
- Hold a Public Hearing – July 26th (Assumptions Only)

Impact Fees Overview

- Why Impact Fees?
 - **Impact Fees Are Not New**
 - Water and Wastewater in Round Rock since 1989
 - **Consistent:**
 - This same process should speed up the process time. The focus of the TIA can shift to determining site concerns and potential uses for the Impact Fee and not focused on determining development contribution.
 - **Equitable:**
 - Development pays an equal fee whether first to develop or last to develop. Note other ordinances might require certain developments to build adequate infrastructure.
 - Every new development pays.
 - **Predictable:**
 - Fee schedule is available online
 - **Proportional:**
 - Directly related to the amount of traffic generated
 - Calculation based on systemwide impact

Transportation Funding

- We need a system that:
 - **Funds Transportation Improvements;** Continues to fund transportation improvements through the development process.
 - **Fair Among Future Developments;** Fee is consistent on when developers build (first or last)
 - **Encourages Existing Infrastructure:** Allows flexibility to required infrastructure to be built up front.
 - **All New Development can Contribute;** All developments can pay regardless of meeting a TIA threshold.

What is an Impact Fee?

- Mechanism to recover costs associated with infrastructure needed to serve future development
- Governed by Chapter 395 of the Texas Local Government Code
- Determines the proportional share of infrastructure for all future development
- One year grace period for existing development
- **One-time fee**

What is an Impact Fee? Components

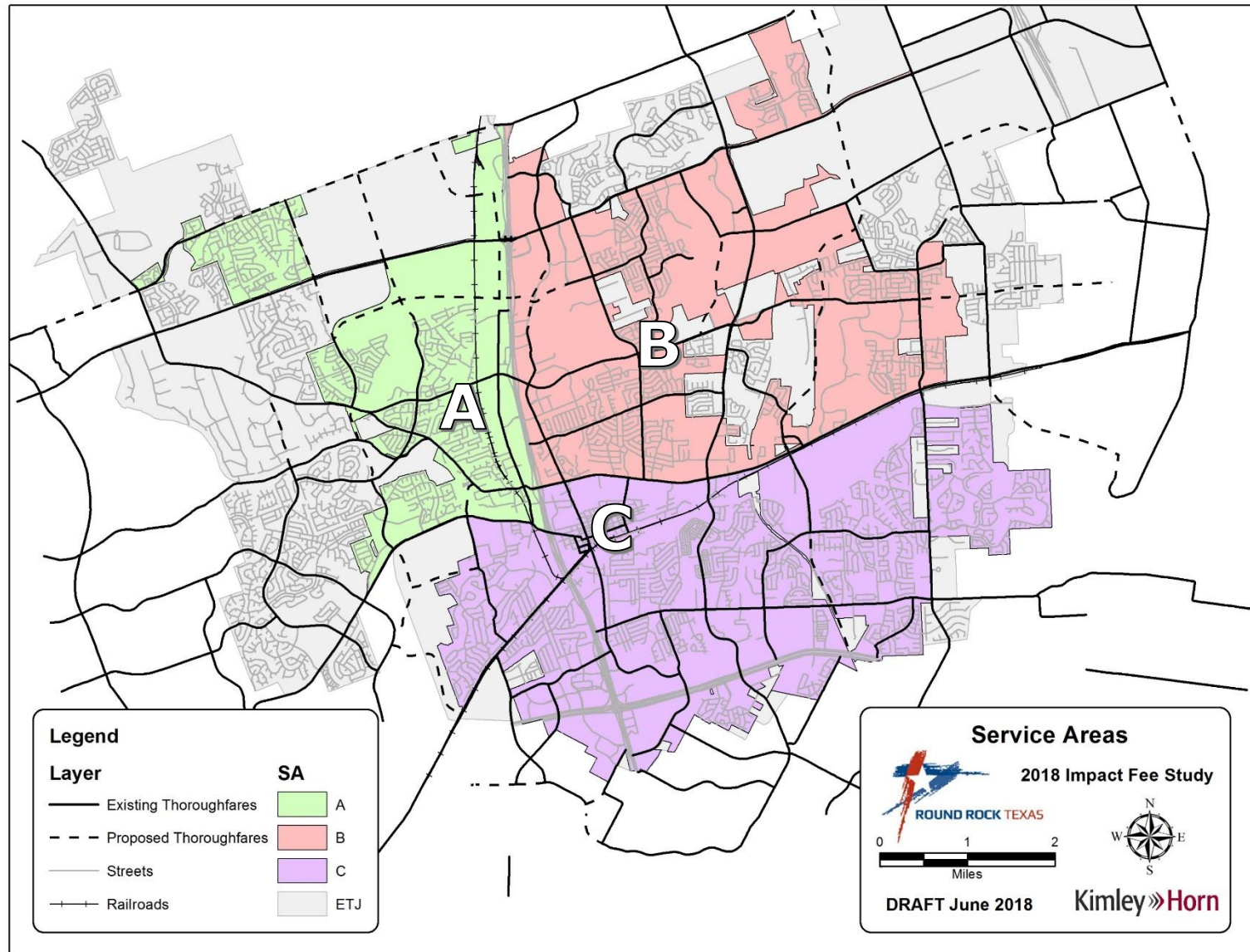
- Service Areas
- Land Use Assumptions
- Capital Improvement Plans
- Service Units (Not Today)
- Impact Fee Calculation (Not Today)
- Collection Rate (Not Today)
- Ordinance (Not Today)

Impact Fee Components:

Service Areas

- A Service Area is a geographic area within which a unique maximum impact fee is determined
- Roadway Service Areas are limited to maximum of six (6) mile limit by state law
- For roadway facilities, the service areas as required by state law are limited to areas within the current corporate limits
- Money collected in each Service Area must be spent on Impact Fee Capital Improvement Projects in that Service Area

Impact Fee Components: Service Areas



Impact Fee Components: Land Use Assumptions

- Establishes Infrastructure Demands and Master Plans
- Population and Employment Projections
- Coordinate with Future Land Use
- Consistent with Transportation Model adopted in 2017

Residential and Employment 10-Year Projections

(Transportation Categories)

Service Area	Year	Residential (Units)		Employment (Sq. Ft.)			
		Single Family	Multi-Family	Basic	Service	Retail	Total
A	2018-2028	621	932	1,300,000	600,000	500,000	2,400,000
B		1,826	2,739	600,000	2,300,000	900,000	3,800,000
C		1,720	3,485	2,200,000	2,600,000	1,500,000	6,300,000
Total		4,167	6,250	4,100,000	5,500,000	2,900,000	12,500,000

10-Year Growth Units by Service Area

Service Area A

Res: 1,553 DU

Non-Res: 2.4M Sq. Ft.

Service Area B

Res: 4,565 DU

Non-Res: 3.8M Sq. Ft.

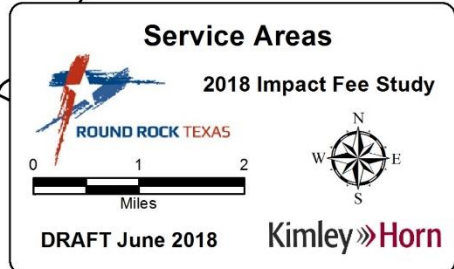
Service Area C

Res: 5,205 DU

Non-Res: 6.3M Sq. Ft.

--- Proposed Thoroughfares
— Streets
— Railroads

B
C
ETJ



Impact Fee Components

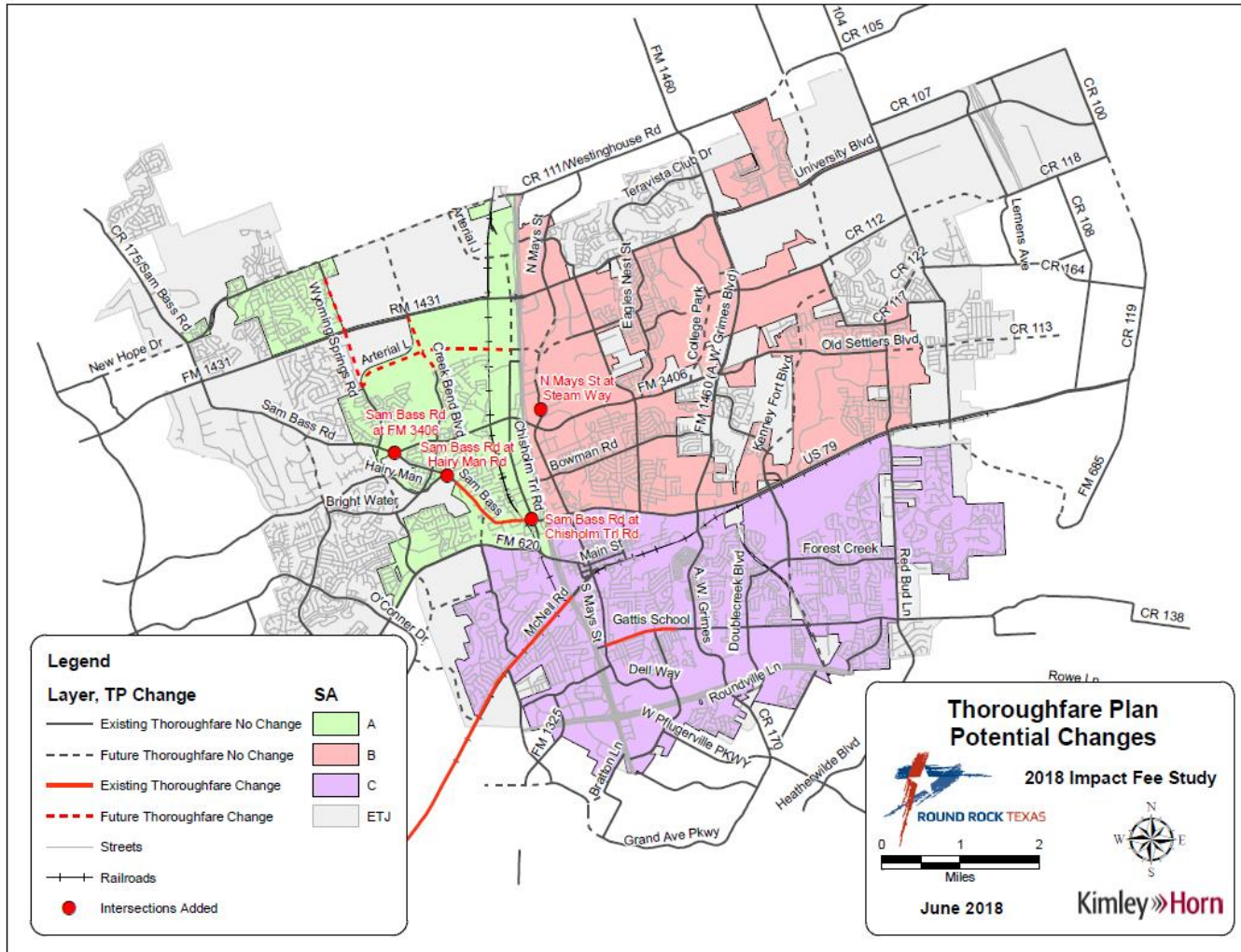
Capital Improvement Plan

- Based upon Transportation Master Plan (TMP)
- TMP Minor Tweaks
 - Intersections
 - Sam Bass at FM 3406
 - Signal (not in TMP 25 listed intersections: identified in field)
 - Sam Bass at Hairy Man Rd
 - Intersection Improvement (not in TMP 25 – KH identified in field)
 - Sam Bass at Chisholm Trail Rd –
 - NB turn lane and ROW acquisition on SE corner
 - N Mays at Steam Way
 - Southbound Right turn lane – previously constructed, Costs from city

Impact Fee Components Capital Improvement Plan

- TMP Minor Tweaks
 - Segments
 - Wyoming Springs Rd –
 - Added future alignment per city request (existing end to New Hope piece)
 - Arterial L –
 - Extended from Creek Bend Blvd extension to Wyoming Springs
 - Creek Bend Blvd
 - Formerly did not connect and was Wyoming Springs – extending to Creek Bend
 - Sam Bass Rd
 - Leaving as existing for the highlighted portion, not able to widen to 4D based on buildings
 - McNeil Rd –
 - Leaving as existing 4U, not feasible to widen to 6D per MTP
 - Gattis School Rd
 - Highlighted portion staying as 4D, not 6D per each side

Impact Fee Components Capital Improvement Plan



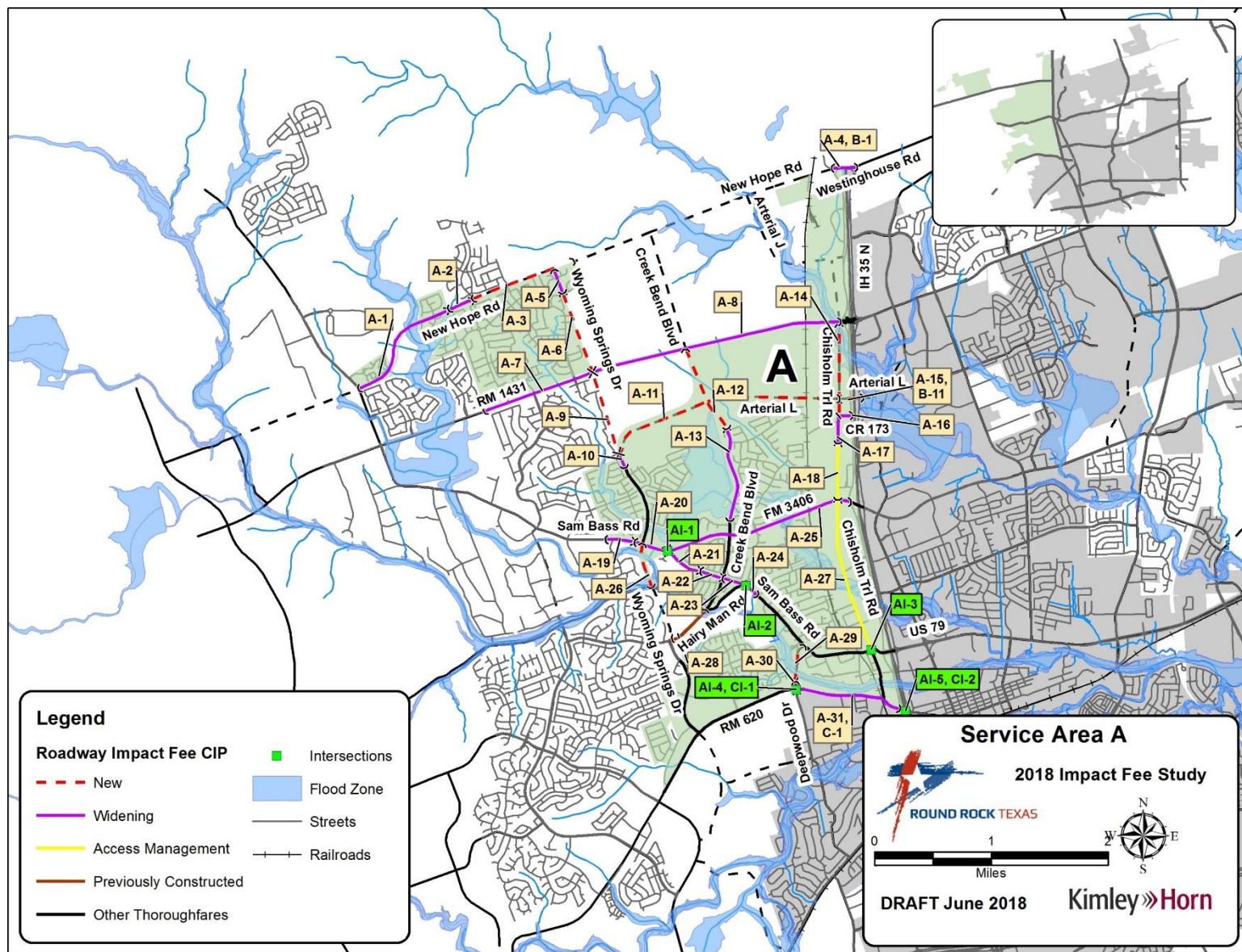
Impact Fee Components

Capital Improvement Plan

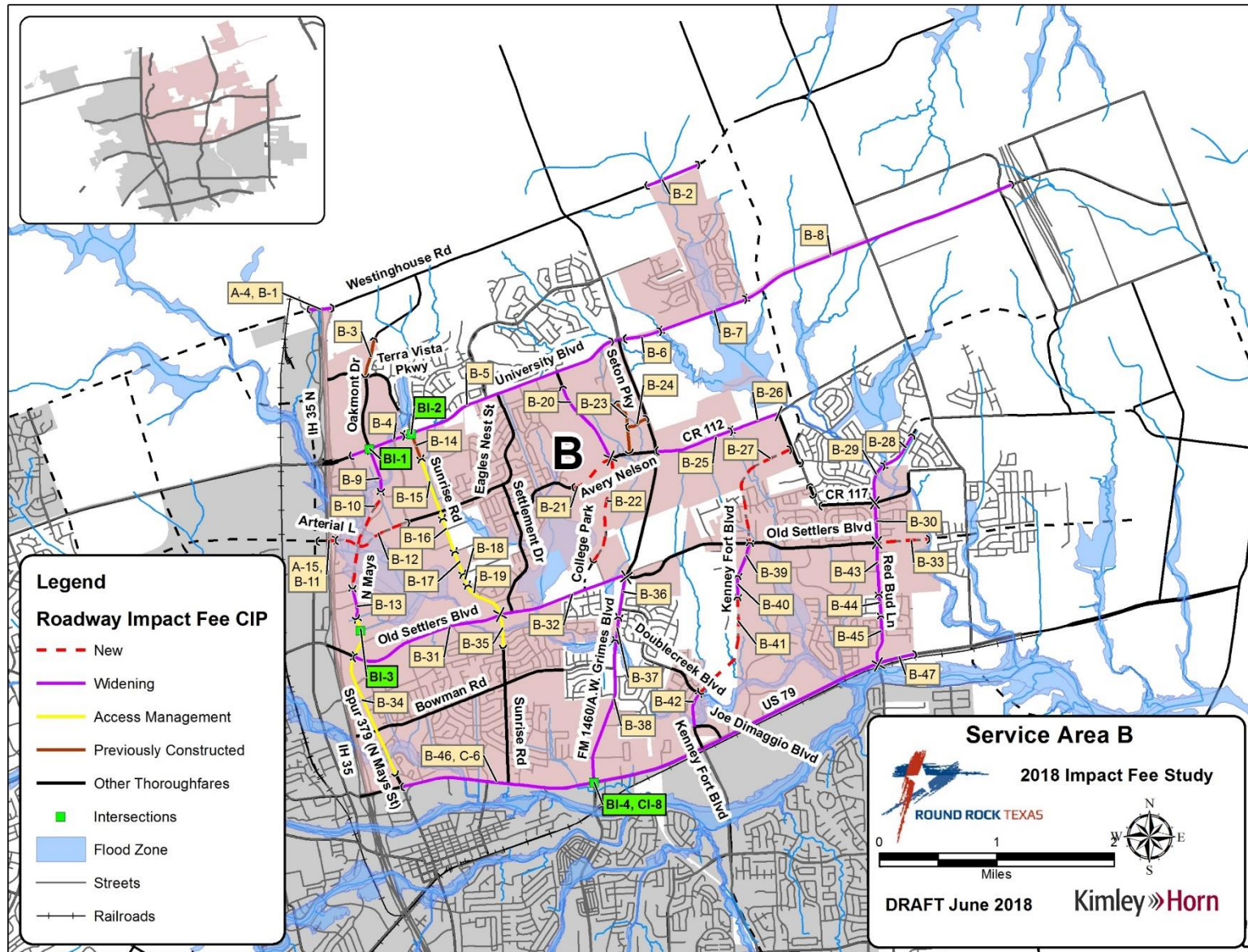
Items Payable with Impact Fees

- Components that can be paid for through an impact fee program:
 - ✓ Construction cost of capital improvements on the CIP
 - Roadway to thoroughfare standard
 - Traffic signals, bridges, sidewalks, etc.
 - ✓ Survey and Engineering fees
 - ✓ Land acquisition costs, including court awards
 - ✓ Debt Service of impact fee CIP
 - ✓ Study/Update Costs
- Components that **cannot** be paid for through an impact fee program:
 - 6 Projects not included in the CIP
 - 6 Repair, operation and maintenance of existing or new facilities
 - 6 Upgrades to serve existing development
 - 6 Administrative costs of operating the program

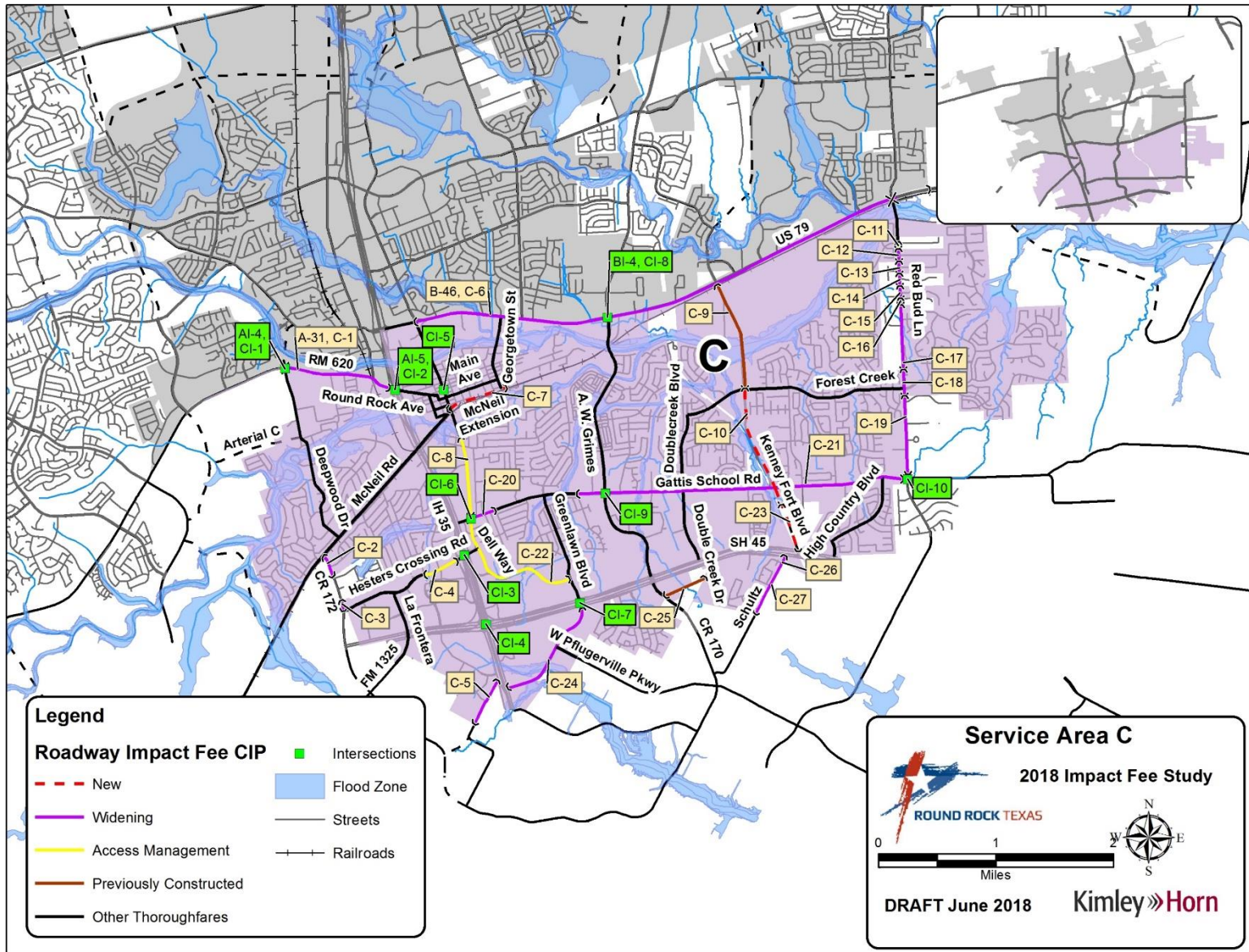
Service Area A Impact Fee CIP



Service Area B Impact Fee CIP



Service Area C Impact Fee CIP



CIAC Comments

- Clarify modifications to Transportation Master Plan and remove roundabout reference
 - Presentation showed minor modifications to the Transportation Master Plan roundabout reference change to Intersection Improvement
- Make the Service Units (Vehicle-Miles) Easy to Calculate for Development
 - Table will be included in Chapter 5.
- Current process should be modified (TIA reform)
 - Will be evaluated. Plan is for pro-rata / negotiations to be limited. TIA (if required) focus can be on specific site questions or safety.
- Provide numerous land use options
 - Any land use studied in the ITE Trip Generation Manual can be considered. Study will have ~40 land uses.

CIAC Recommendation

Land Use and Capital Improvement Plan

- Unanimous Approval to Accept Land Use and Capital Improvement Plan as presented.

Future Schedule Review

July 27th – August 6th : Finish Study

August 7th : Council Maximum Fee Briefing

August 7th : Stakeholder Meeting / Public Open House

August 9th : Set Public Hearing

August 15th : CIAC

September 13th : Council Public Hearing

September 27th : Continued Public Hearing
(Ordinance)

Action

- Hold Pubic Meeting
- Consider a resolution to regarding proposed land use assumptions and a 10-year roadway capital improvements plan for the City's proposed roadway impact fee service areas.