**ORDINANCE NO. 2023-20**
**ROADWAY IMPACT FEES**

**AN ORDINANCE OF THE CITY OF TAYLOR, TEXAS, AMENDING ORDINANCE NO. 2014-03 AND CHAPTER 25, ARTICLE V. OF THE CODE OF ORDINANCES OF THE CITY OF TAYLOR BY UPDATING IMPACT FEES FOR ROADWAYS; PROVIDING FOR COLLECTION OF IMPACT FEES; ESTABLISHING ACCOUNTS AND RECORDS OF IMPACT FEES COLLECTED; PROVIDING FOR USE OF PROCEEDS FROM IMPACT FEE ACCOUNTS; PROVIDING FOR AN ADVISORY COMMITTEE; PROVIDING FOR EXEMPTIONS FROM THIS ORDINANCE; PROVIDING FOR SEVERABILITY CLAUSE; AND PROVIDING FOR A PENALTY CLAUSE FOR VIOLATIONS OF THIS ORDINANCE.**

**WHEREAS,** the City of Taylor is responsible for and committed to the provision of public facilities and services (including roadways) at levels necessary to cure any existing public service deficiencies in already developed areas; and

**WHEREAS,** such facilities and service levels shall be provided by the City of Taylor utilizing funds allocated in the capital budget and capital improvements programming processes and relying upon the funding sources indicated therein; and

**WHEREAS,** new residential and nonresidential development causes and imposes increased demands upon Taylor public facilities and services, including roadways, that would not otherwise occur; and

**WHEREAS,** planning projections indicate that such development will continue and will place ever-increasing demands on the City to provide necessary public facilities; and

**WHEREAS,** the development potential and value of properties is strongly influenced and encouraged by City policy as expressed in the Comprehensive Plan and Thoroughfare Plan and as implemented via the City zoning ordinance and map; and

**WHEREAS,** to the extent that such new development places demands upon the public facility infrastructure, those demands should be satisfied by more equitably assigning responsibility for financing the provision of such facilities

from the public at large to the developments actually creating the demands for them; and

**WHEREAS**, the amount of the impact fee to be imposed shall be determined by the cost of the additional public facilities needed to support such development, which public facilities shall be identified in a capital improvements program; and

**WHEREAS**, the City Council, after careful consideration of the matter, hereby finds and declares that impact fees imposed upon residential and nonresidential development to finance specified major public facilities, the demand for which is created by such development, is in the best interests of the general welfare of the City and its residents, is equitable, and does not impose an unfair burden on such development; and

**WHEREAS**, in 1987 the Texas Legislature adopted Senate Bill 336, now Chapter 395 of the Texas Local Government Code, and subsequently amended said Chapter from time to time; and

**WHEREAS**, the City Council finds that in all things the City has complied with said statute in the notice, adoption, promulgation and methodology necessary to adopt Impact Fees.

**NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAYLOR, TEXAS:**

SECTION 1. The facts and recitations contained in the preamble of this ordinance are hereby found and declared to be true and correct and are incorporated by reference herein and expressly made a part hereof, as if copied verbatim.

SECTION 2. Ordinance No. 20014-03 and Chapter 25, Article V. of the Code of Ordinances of the City of Taylor, Texas is hereby amended to replace the entirety of Chapter 25, Article V. with the provisions as shown in EXHIBIT "A."

SECTION 3. All ordinances and resolutions, or parts of ordinances and resolutions, in conflict with this Ordinance are hereby repealed, and are no longer of any force and effect.

SECTION 4. This ordinance shall be and is hereby declared to be cumulative of all other ordinances of the City, and

this ordinance shall not operate to repeal or affect any of such other ordinances except insofar as the provisions thereof might be inconsistent or in conflict with the provisions of this ordinance, in which event such conflicting provisions, if any, in such other ordinance or ordinances are hereby repealed.

SECTION 5. If any sentence, section, subsection, clause, phrase, part or provision of this Ordinance be declared by a court of competent jurisdiction to be invalid, the same shall not affect the validity of the ordinance as a whole, or any part thereof, other than the part declared to be invalid.

SECTION 6. The provisions of this Ordinance shall be liberally construed to effectively carry out its purposes, which are hereby found and declared to be in furtherance of the public health, safety, and welfare. Any member of the Council or any City official or employee charged with the enforcement of this ordinance, acting for the City in the discharge of his or her duties, shall not thereby render himself or herself personally liable; and is hereby relieved from all personal liability for any damage that might accrue to persons or property as a result of any act required or permitted in the discharge of said duties.

SECTION 7. Any person violating the provisions of this Ordinance shall be deemed guilty of a misdemeanor and, upon conviction in the municipal court of the City of Taylor, Texas, or any other Court of proper jurisdiction, shall be subject to a fine not to exceed the sum of Five Hundred Dollars ($500.00) for each offense, except however, where a different penalty has been established by state law for such offense the penalty shall be that fixed by state law, and for any offense which is a violation of any provision of law that governs fire safety, zoning, or public health and sanitation, including dumping of refuse, the penalty shall be a fine not to exceed the sum of two thousand dollars ($2,000.00) for each offense; and each and every day said violation is continued shall constitute a separate offense. Any violation of this ordinance can be enjoined by a suit filed in the name of the City in court of competent jurisdiction, and this remedy shall be in addition to the penal provision in this ordinance.

SECTION 8. In accordance with Article VIII, Section 1, of the City Charter, Ordinance No. 2023-20 was introduced before the Taylor City Council on the 25th day of May, 2023.

PASSED, APPROVED, and ADOPTED on this 8 day of June, 2023.

Brandt Rydell, Mayor

**ATTEST:**

Dianna McLean, City Clerk

**APPROVED AS TO FORM:**

Mark J. Schroeder, City Attorney

**CERTIFICATE**

THE STATE OF TEXAS

COUNTY OF WILLIAMSON

I, Dianna McLean, being the current City Clerk of the City of Taylor, Texas, do hereby certify that the attached is a true and correct copy of Ordinance No. 2023-20, passed and approved by the City Council of the City of Taylor, Texas, on the 8 day of June, 2023, and such Ordinance was duly introduced, passed, approved and adopted at meetings open to the public and notices of the meetings, giving the dates, places, and subject matter thereof, were posted as prescribed by Government Code Section 551.043.

Witness my hand and seal of office on this 8 day of June, 2023.

Dianna McLean, City Clerk

## EXHIBIT "A"

## CHAPTER 25

## ARTICLE V. - ROADWAY IMPACT FEES

### DIVISION 1. - GENERAL PROVISIONS

**Section 25-125 - Short Title.**

This Article shall be known and cited as the Roadway Impact Fee Ordinance.

**Section 25-126 - Intent.**

This article is intended to impose roadway impact fees, as established in this article, in order to finance public facilities, the demand for which is generated by new development in the designated service area.

**Section 25-127. - Authority.**

The City is authorized to enact this article by Chapter 395 of the Texas Local Government Code, which authorizes home-rule cities, among others, to enact or impose impact fees on land within their corporate boundaries as charges or assessments imposed against new development in order to generate revenue for funding or recouping the costs of capital improvements or facility expansions necessitated by and attributable to such new development; and by the Taylor City Charter. The provisions of this article shall not be construed to limit the power of the City to adopt such ordinance pursuant to any other source of local authority, nor to utilize any other methods or powers otherwise available for accomplishing the purposes set forth herein, either in substitution of or in conjunction with this article. Guidelines may be developed by resolution or otherwise to implement and administer this article.

**Section 25-128 Definitions.**

As applied in this article, the following words and terms shall be used:

**Assessment** - The determination of the amount of the maximum impact fee per service unit which can be imposed on new development pursuant to this article.

**Building Permit** - Written permission issued by the City for the construction, repair, alteration or addition to a structure.

**Capital Construction Cost of Service** - Costs of constructing capital improvements or facility expansions, including and limited to the construction contract price, surveying and engineering fees, land acquisition costs (including land purchases, court awards and costs, attorney's fees, and expert witness fees), and the fees actually paid or contracted to be paid to an independent qualified engineer or financial consultant preparing or updating the capital improvements plan who is not an employee of the City.

**Capital Improvements Program (CIP)** - Plan which identifies roadway capital improvements or facility expansions pursuant to which impact fees may be assessed.

**City** - City of Taylor.

**City Council (Council)** - Governing body of the City of Taylor.

**City Manager (Manager)** - Chief executive officer of the City, appointed by the Council.

**Comprehensive Plan** - The comprehensive long-range plan, adopted by the City Council, which is intended to guide the growth and development of the City which includes analysis, recommendations and proposals for the City regarding such topics as population, economy, housing, transportation, community facilities and land use.

**Effective Impact Fee** - Amount of impact fee collected per service unit, which may be equal to or less than the maximum impact fees as set forth in Exhibit "C" to this article.

**Existing Development** - All development within the service area as of the date of the adoption of this article.

**Facility Expansion** - The expansion of the capacity of an existing facility which serves the same function as an

otherwise necessary new capital improvement in order that the existing facility may serve new development. Facility expansion does not include the repair, maintenance, modernization, or expansion of an existing facility to better serve existing development.

**Final Subdivision Plat (Final Plat)** - The map, drawing or chart on which is provided a subdivider's plan of a subdivision, and which has received final approval by the Planning and Zoning Commission or City Council and which is recorded with the office of the County Clerk.

**Growth-Related Costs** - Capital construction costs of service related to providing additional service units to new development, either from excess capacity in existing facilities, from facility expansions or from new capital facilities. Growth-related costs do not include:

(1) Construction, acquisition, or expansion of public facilities or assets other than capital improvements or facility expansions identified in the capital improvements plan;

**(2)** Repair, operation, or maintenance of existing or new capital improvements or facility expansions;

**(3)** Upgrading, updating, expanding, or replacing existing capital improvements to serve existing development in order to meet stricter safety, efficiency, environmental, or regulatory standards;

**(4)** Upgrading, updating, expanding, or replacing existing capital improvements to provide better service to existing development;

**(5)** Administrative and operating costs of the City; or

**(6)** Principal payments and interest or other finance charges on bonds or other indebtedness, except for such payments for growth-related facilities contained in the capital improvements program.

**Impact Fee** - Charge or assessment to be imposed by the City upon new development to generate revenue for funding or recouping the costs of capital improvements or facility expansions necessitated by and attributable to new

development. The term includes amortized charges, lump-sum charges, impact fees, contributions in aid of construction, and any other fee that functions as described by this definition. Impact fees do not include dedication of rights-of-way or easements, or construction or dedication of site-related roadway facilities, or streets, sidewalks, or curbs if the dedication or construction is required by other valid ordinances of the City Code and is necessitated by and attributable to the new development.

**Impact Fee Advisory Committee** - Advisory committee, appointed by the City Council, consisting of at least five members which are not employees of the City, not less than 40 percent of which shall be representatives of the real estate, development or building industries; or consisting of the Planning and Zoning Commission, including one regular or ad hoc member who is not an employee of the City and who is representative of the real estate, development, or building industry; which committee is appointed to regularly review and update the capital improvements program in accordance with the requirements of Chapter 395 of the Texas Local Government Code, and its successors.

**Land Use Assumptions** - Description of the service area and projections of changes in land uses, densities, intensities, and population therein over at least a 10-year period, adopted by the City, as may be amended from time to time, upon which the capital improvement plan is based.

**New Development** - Subdivision of land; or the construction, reconstruction, redevelopment, conversion, structural alteration, relocation, or enlargement of any structure; or any use or extension of the use of land; any of which increases the number of service units.

**Offset** - The amount of the reduction of an impact fee designed to fairly reflect the value of system-related facilities, pursuant to rules herein established or administrative guidelines, provided and funded by a developer pursuant to the City's subdivision regulations or requirements.

**Roadway Facility** - Arterial or collector streets or roads that have been designated on an officially adopted roadway plan of the City, together with all necessary appurtenances. The term includes the City's share of costs for roadways and associated improvements designated on the

federal or Texas highway system, including local matching funds and costs related to utility line relocation and the establishment of curbs, gutters, sidewalks, drainage appurtenances, and rights-of-way.

**Roadway Facility Expansion** - Expansion of the capacity of any existing roadway facility for the purpose of serving new development, not including the repair, maintenance, modernization or expansion of an existing roadway facility to serve existing development.

**Roadway Capital Improvements Plan (Roadway CIP)** - Portion of the Roadway CIP, as may be amended from time to time, which identifies the roadway facilities or roadway expansions and their associated growth-related costs which are necessitated by and which are attributable to new development, for a period not to exceed ten (10) years, which are to be financed in whole or in part through the imposition of roadway impact fees pursuant to this article.

**Service Area** - Area within the corporate boundaries, to be served by the roadway capital improvements or facilities expansions specified in the capital improvements program applicable to the service area. The service area represents the general geographic basis for planning the roadway capital improvement program, used to formulate the fees. The service area is limited to an area within the corporate boundaries of the City and shall not exceed six miles.

**Service Unit** - Standardized measure of consumption, use, generation, or discharge attributable to an individual unit of development calculated in accordance with generally accepted engineering or planning standards for a particular category of capital improvements or facility expansions expressed in living units equivalent.

**Site-related Facility** - Improvement or facility which is for the primary use or benefit of a new development and/or which is for the primary purpose of serving the new development, and which is not included in the capital improvements plan, and for which the developer or property owner is solely responsible under subdivision and other applicable regulations.

**System-related Facility** - A capital improvement or facility expansion which is designated in the Capital Improvements Plan and which is not a site-related facility.

A system-related facility may include a capital improvement which is located offsite, within or on the perimeter of the development site.

**Section 25-129. Applicability of Impact Fees.**

This article shall be uniformly applicable to new development which occurs within the roadway service area. No new development shall be exempt from the assessment of impact fees as defined in this article.

**Section 25-130 Impact Fees as Conditions of Development Approval.**

No application for new development shall be approved within the City without assessment of impact fees pursuant to this article, and no building permit shall be issued unless the applicant has paid the impact fees imposed by and calculated herein under.

**Section 25-131 Establishment of Roadway Service Areas.**

Service areas are established as shown on the Service Area Map which is attached as Exhibit A for this article. The service areas shall be established consistent with any facility service areas established in the CIP. Additions to the service areas may be designated by the City Council consistent with the procedure set forth in Chapter 395 of the Texas Local Government Code and its successors.

**Section 25-132 Land Use Assumptions.**

Land use assumptions used in the development of the impact fee are contained in Exhibit B of this article. These assumptions may be revised by the City Council according to the procedure set forth in Chapter 395 of the Texas Local Government Code and its successors.

**Section 25-133 Service Units.**

(a) Service units are established in accordance with generally accepted engineering and planning standards.

(b) Service units shall be calculated based upon projected vehicle-miles of traffic generation for the specific land use type, as set forth in Exhibit E of this article.

(c) The City Council may revise the service unit designation according to the procedure set forth in Chapter 395 of the Texas Local Government Code and its successors.

**Section 25-134 Impact Fees Per Service Unit.**

The maximum impact fee per service unit for each service area shall be computed by dividing the growth-related capital construction cost of service in the service area identified in the capital improvements plan for that category of capital improvements, by the total number of projected service units anticipated within the service area which are necessitated by and attributable to new development, based on the land use assumptions for that service area, and adjusted by subtracting credits in the form of future rate or tax contributions to roadway CIP funding. Maximum impact fees per service unit for each service area shall be set forth in Exhibit C.

Exhibit C may be amended by the City Council according to the procedure set forth in Chapter 395 of the Texas Local Government Code and its successors.

The effective Impact Fees per service unit may be amended from time to time by the City Council through ordinance amendment to any amount less than that set forth in Exhibit C.

**Section 25-135 Assessment of Impact Fees.**

The approval of any subdivision of land or of any new development shall include as a condition the assessment of the impact fee applicable to such development. Assessment of the impact fee for any new development shall be made as follows:

**(1)** For new development which is submitted for approval pursuant to the City's subdivision regulations following the effective date of this Ordinance, assessment shall be at the time of final subdivision plat approval, and shall be the value of the effective impact fee per service unit then in effect, as provided in Exhibit C as set forth in Section 25-134. The City may provide the subdivider with a copy of Exhibit C prior to final subdivision plat approval, but such shall not constitute assessment within the meaning of this article.

**(2)** For new development which has received final plat approval prior to the effective date of this Ordinance and for which no replatting is necessary prior to the issuance of a building permit, assessment shall be upon the issuance of a building permit, and shall be the value of the effective impact fee per service unit set forth in Roadway Impact Ordinance prior to the effective date of this Ordinance.

**(3)** For new development which occurs or is proposed to occur without platting, assessment shall be upon the issuance of a building permit, and shall be the value of the effective impact fee per service unit set forth in Exhibit C.

**(4)** Following assessment of the impact fee, no additional impact fees or increases thereof shall be assessed against that development unless the number of service units increases, as set forth under Section 25-133. Following the lapse or expiration of approval for a plat, a new assessment must be performed at the time a new application for such development is filed.

**Section 25-136 Calculation of Impact Fees.**

Following the request for new development as provided in Section 25-135, the City shall compute impact fees due for the new development in the following manner:

**(1)** The total service units for the new development shall be multiplied by the appropriate per-unit effective fee value determined as set forth in Section 25-134; and

**(2)** Fee offsets shall be subtracted as determined by the process proscribed in Section 25-138.

The value of each impact fee due for a new development shall not exceed a value computed by multiplying the effective fee assessed per service unit pursuant to Section 25-134 by the number of service units generated by the development.

**Section 25-137 Collection of Impact Fees.**

(a) No building permit shall be issued until all impact fees have been paid to the City, or until a "notice of impact fee due" is recorded as provided in this Section, except as provided otherwise by contract.

(b) Impact fees shall be paid at the time of the issuance of a building permit, except as provided in this section

(c) The City may, at its sole discretion, enter into contracts to establish a different date of fee collection than those provided in this Section.

**Section 25-138 Suspension of Fee Collection.**

**Intentionally Deleted.**

**Section 25-139 Offsets Against Impact Fees.**

The City shall offset the value of any system-related facilities identified on the capital improvement plan, pursuant to rules established in this section, which have been dedicated to and have been received by the City, including the value of rights-of-way or capital improvements constructed pursuant to an agreement with the City, against the value of the impact fee due for that category of capital improvement.

All offsets against impact fees shall be subject to the following limitations and shall be granted based on this article and additional standards promulgated by the City, which may be adopted as administrative guidelines. Any construction of, contributions to, or dedications of off-site roadway facilities agreed to or required by the City as a condition of development approval shall be credited against roadway facilities impact fees otherwise due from the development.

**(1)** No offset shall be given for the dedication or construction of site-related facilities.

**(2)** The unit costs used to calculate the offsets shall not exceed those assumed for the capital improvements included in the capital improvements plan for the category of facility within the service area for which the impact fee is imposed.

**(3)** If an offset applicable to a plat has not been completed within ten (10) years from the date of the issuance of the first building permit after the effective date of this article or within such period as

may be otherwise designated by contract, such offset shall lapse.

**(4)** In no event will the City reimburse the property owner or developer for an offset when no impact fees for the new development can be collected pursuant to this article or for any value exceeding the total impact fees due for the development for that category of capital improvement, unless otherwise agreed to by the City.

An applicant for new development must apply for an offset against impact fees due for the development either at or before the time of plat recordation. The applicant shall file a petition for offsets with the City on a form provided for such purpose. The contents of the petition shall be established by administrative guidelines. The City must provide the applicant, in writing, with a decision on the offset request, including the reasons for the decision. The decision shall specify the maximum value of the offset which may be applied against an impact fee, which value and the date of the determination shall be associated with the plat for the new development.

The available offset associated with the plat shall be applied against an impact fee in the following manner:

**(1)** Such offset shall be prorated equally among all service units, as calculated in Section 25-133, and remain applicable to such service units, to be applied at time of filing and acceptance of an application for a building permit, against impact fees due.

**(2)** If the total number of service units used by the City in the original offset calculation described in (1) is eventually exceeded by the number of total service units realized by the actual development, the City may, at its sole discretion, collect the full impact fee exclusive of any associated offset for the excess service units.

**Section 25-140 Establishment of Accounts and Records.**

The City shall establish separate interest-bearing accounts, in a bank authorized to receive deposits of City funds, for each major category of capital facility for which an impact fee is imposed pursuant to this article. Interest earned by each account shall be credited to that account and

shall be used solely for the purposes specified for funds authorized in this section.

The City shall establish adequate financial and accounting controls to ensure that impact fees disbursed from the account are utilized solely for the purposes authorized in this section. Disbursement of funds shall be authorized by the City at such times as are reasonably necessary to carry out the purposes and intent of this article; provided, however, that any fee paid shall be expended within a reasonable period of time, but not to exceed ten (10) years from the date the fee is deposited into the account.

The City shall maintain and keep adequate financial records for each such account, which shall show the source and disbursement of all revenues, which shall account for all monies received, and which shall ensure that the disbursement of funds from each account shall be used solely and exclusively for the provision of uses specified in the capital improvements program as system-related facilities. The City shall also maintain such records as are necessary to ensure that refunds are appropriately made under the provision in Section 25-142 of this article, and such other information as may be necessary for the proper implementation of this article.

**Section 25-141 Use of Proceeds of Impact Fee Accounts.**

The impact fees collected pursuant to this article may be used to finance or to recoup capital construction costs of service. Impact fees may also be used to retire bonds or to pay the principal sum and interest and other finance costs on bonds, notes or other obligations issued by or on behalf of the City to finance such capital construction costs of service. Impact fees collected pursuant to this article shall not be used to pay for any of the following expenses:

**(1)** Construction, acquisition or expansion of capital improvements or assets other than those identified in the associated capital improvements plans;

**(2)** Repair, operation, or maintenance of existing or new capital improvements or facilities expansions;

**(3)** Upgrading, expanding or replacing existing capital improvements to serve existing development in order to

meet stricter safety, efficiency, environmental or regulatory standards;

**(4)** Upgrading, expanding or replacing existing capital improvements to provide better service to existing development; provided however, that impact fees may be used to pay the costs of upgrading, expanding or replacing existing capital improvements in order to meet the need for new capital improvements generated by new development; or

**(5)** Administrative and operating costs of the City.

**Section 25-142 Appeals.**

The property owner or applicant for new development may appeal the following decisions to the City Manager or his/her designee:

**(1)** The applicability of an impact fee to the development;

**(2)** The basis for fee calculation;

**(3)** The availability or the value of an offset;

**(4)** The application of an offset against an impact fee due;

**(5)** The amount of the refund due, if any.

The burden of proof shall be on the appellant to demonstrate that the value of the fee or the value of the offset was not calculated according to the applicable impact fee schedule or the guidelines established for determining offsets.

The appellant must file a notice of appeal with the City Manager of Taylor within thirty (30) days following the decision. If the notice of appeal is accompanied by a bond or other sufficient surety satisfactory to the City Manager in an amount equal to the original determination of the impact fee due, the development application or tap purchase or building permit application may be processed while the appeal is pending.

**Section 25-143 Refunds.**

(a) Any impact fee or portion thereof collected pursuant to this article which has not been expended within ten (10) years from the date of payment, shall be refunded, upon application, to the record owner of the property at the time the refund is paid, or, if the impact fee was paid by another governmental entity, to such governmental entity, together with interest calculated from the date of collection to the date of refund at the statutory rate as set forth in Article 1.03, Title 79, Revised Statutes (Article 5069-1.03, Vernon's Texas Civil Statutes), or any successor statute.

(b) An impact fee collected pursuant to this Ordinance shall be considered expended if the total expenditures for capital improvements or facilities expansions authorized in Section 25-140 within ten (10) years following the date of payment exceeds the total fees collected for such improvements or expansions during such period.

(c) If a refund is due pursuant to subsections (a) and (b), the City shall pro-rate the same by dividing the difference between the amount of expenditures and the amount of the fees collected by the total number of service units assumed within the service area for the period to determine the refund due per service unit. The refund to the record owner or governmental entity shall be calculated by multiplying the refund due per service unit by the number of service units for the development for which the fee was paid, and interest due shall be calculated upon that amount.

(d) Upon the request of an owner of the property on which an impact fee has been paid, the City shall refund such fees if:

(1) Existing service is available and service is denied; or

(2) Service was not available when the fee was collected and the City has failed to commence construction of facilities to provide service within two years of fee payment; or

(3) Service was not available when the fee was collected and has not subsequently been made available within a reasonable period of time considering the type of capital improvement or facility expansion to be constructed, but in any

event later than five years from the date of fee payment.

(e) Petition for refunds shall be submitted to the City on a form provided by the City for such purpose. Within one month of the date of receipt of a petition for refund, the City must provide the petitioner, in writing, with a decision on the refund request, including the reasons for the decision. If a refund is due to the petitioner, the City Manager shall cause a refund payment be made to the petitioner.

**Section 25-144 Updates to Plan and Revision of Fees.**

The City shall review the land use assumptions and capital improvements plan for roadway facilities at least every five years, the first five-year period commencing from the date of adoption of the capital improvements plan referenced herein. The City Council shall accordingly then make a determination of whether changes to the land use assumptions, capital improvements plan or impact fees are needed and shall, in accordance with the procedures set forth in Chapter 395 of the Texas Local Government Code, or any successor statute, either update the fees or make a determination that no update is necessary.

**Section 25-145 Functions of Impact Fee Advisory Committee.**

The functions of the Impact Fee Advisory Committee are those set forth in Chapter 395 of the Texas Local Government Code, or any successor statute, and shall include the following:

**(1)** Advise and assist the City in adopting land use assumptions;

**(2)** Review the capital improvements plan regarding roadway capital improvements and file written comments thereon;

**(3)** Monitor and evaluate implementation of the capital improvements program;

**(4)** Advise the City of the need to update or revise the land use assumptions, capital improvements program and impact fees; and

**(5)** File semiannual reports evaluating the progress of the City in achieving the capital improvements plans and identifying any problems in implementing the plans or administering the impact fees, and any perceived inequities in administration of the fee.

The City shall make available to the Impact Fee Advisory Committee any professional reports prepared in the development or implementation of the capital improvements plan.

The Council shall adopt procedural rules for the committee to follow in carrying out its duties.

**Section 25-146 Agreement for Capital Improvements.**

The City Council may approve the owner of a new development to construct or finance some of the public improvements identified in the CIP. In the case of such approval, the property owner must enter into an agreement with the City prior to fee collection. The agreement shall be on a form approved by the City, and shall establish the estimated cost of improvement, the schedule for initiation and completion of the improvement, a requirement that the improvement shall be completed to City standards, and any other terms and conditions the City deems necessary. The City Manager or his/her designee shall review the improvement plan, verify costs and time schedules, determine if the improvement is contained in the CIP, and determine the amount of the applicable offset for such improvement to be applied to the otherwise applicable impact fee before submitting the proposed agreement to the Council for approval.

**Section 25-147 Use of Other Financing Mechanisms.**

The City may finance roadway capital improvements or facilities expansions designated in the capital improvements plan through the use of operating cash transfers, through the issuance of bonds, through the formation of public improvement districts or other assessment districts, or through any other authorized mechanism, in such manner and subject to such limitations as may be provided by law, in addition to the use of impact fees.

Except as herein otherwise provided, the assessment and collection of an impact fee shall be additional and supplemental to, and not in substitution of, any other tax,

fee, charge or assessment which is lawfully imposed on and due against the property.

**Section 25-148 Impact Fees as Additional and Supplemental Regulation.**

Impact fees established by this article are additional and supplemental to, and not in substitution of, any other requirements imposed by the City on the development of land or the issuance of building permits or the issuance of certificates of occupancy. Such fees are intended to be consistent with and to further the policies of City's Comprehensive Plan, capital improvements plan, zoning ordinance, subdivision regulations and other City policies, ordinances and resolutions by which the City seeks to ensure the provision of adequate public facilities in conjunction with the development of land.

This article shall not affect, in any manner, the permissible use of property, density of development, design, and improvement standards and requirements, or any other aspect of the development of land or provision of public improvements subject to the zoning and subdivision regulations or other regulations of the City, which shall be operative and remain in full force and effect without limitation with respect to all such development.

**Section 25-149 Relief Procedures.**

Any person who has paid an impact fee or an owner of land upon which an impact fee has been paid may petition the City Manager to determine whether any duty required by this article has not been performed within the time so prescribed. The petition shall be in writing and shall state the nature of the unperformed duty and request that the act be performed within sixty (60) days of the request. If the Manager determines that the duty is required pursuant to this article and is late in being performed, it shall cause the duty to commence within sixty (60) days of the date of the request and to continue until completion.

**Section 25-150**

INTENTIONALLY DELETED.

## DIVISION 2. - ROADWAY FACILITIES IMPACT FEES

**Section 25-181 Roadway Service Areas.**

There is hereby established roadway service areas as depicted on Exhibit A, attached hereto and incorporated herein by reference. The boundaries of the roadway service areas may be amended from time to time, and new roadway service areas may be delineated, pursuant to the procedures in Section 25-131.

**Section 25-182 Roadway Improvements Plan.**

The Roadway Improvements Plan for the City is hereby adopted as Exhibit D attached hereto and incorporated by reference herein. The Roadway Improvements Plan may be amended from time to time, pursuant to the procedures set forth in Chapter 395 of the Texas Local Government Code and its successors.

**Section 25-183 Roadway Impact Fees.**

The maximum impact fee values per service unit for roadway facilities are hereby adopted and incorporated in Exhibit C attached hereto and made a part hereof by reference. The impact fee values per service unit for roadway facilities may be amended from time to time, pursuant to the procedures in Section 25-134.

EXHIBIT A
SERVICE AREA MAP

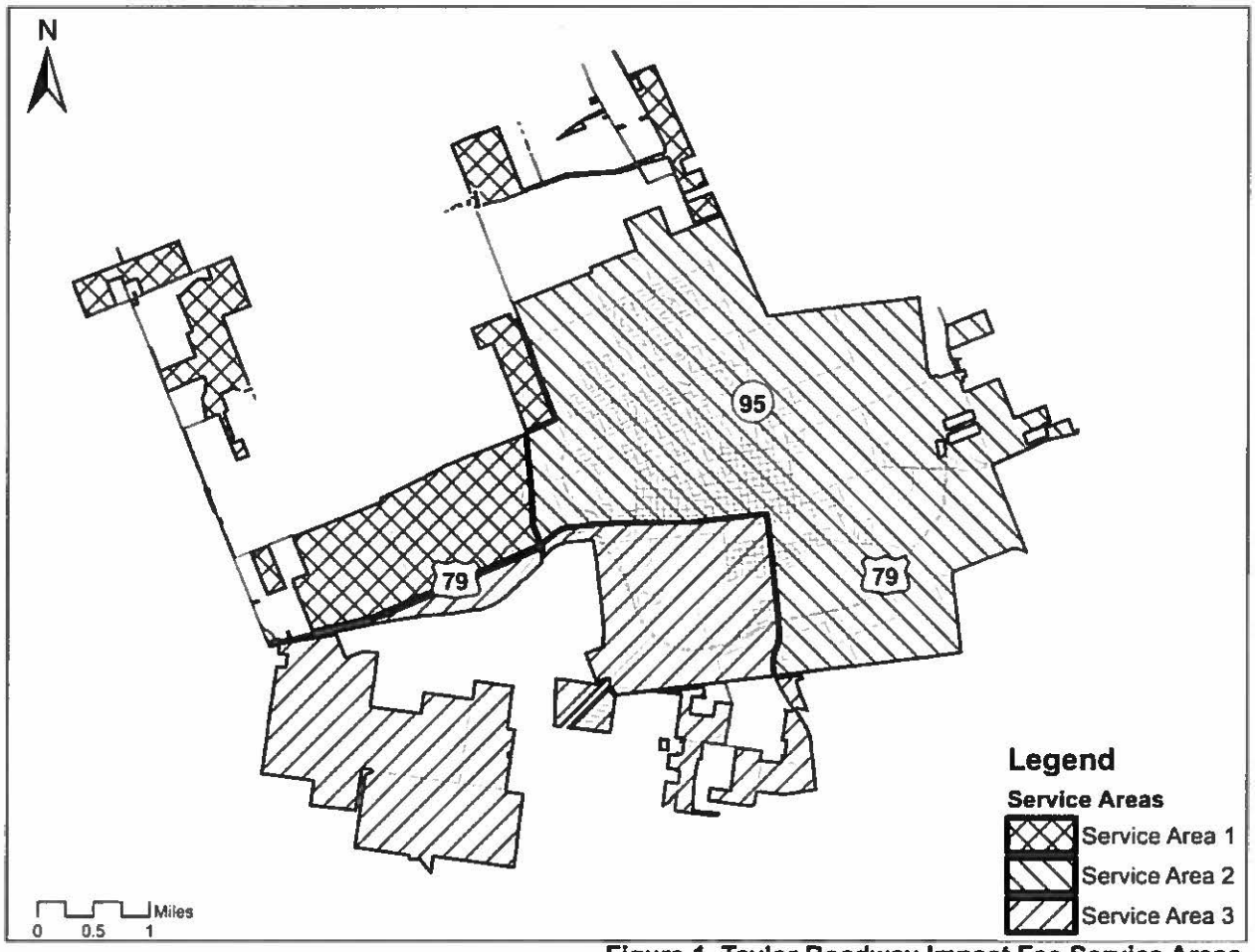


**Figure 1. Taylor Roadway Impact Fee Service Areas**

EXHIBIT B
LAND USE ASSUMPTIONS

| Land Use | 2022 | 2032 | 10 Year Increment |
|---|---|---|---|
| Residential (DUs[1]) | 7,081 | 10,484 | 3,403 |
| Basic (KSF[2]) | 2,216 | 11,951 | 9,735 |
| Retail (KSF) | 1,131 | 1,668 | 537 |
| Service (KSF) | 1,244 | 2,554 | 1,309 |

[1] Dwelling Units

[2] 1,000 Square Feet

EXHIBIT C
MAXIMUM AND EFFECTIVE IMPACT FEES

The maximum allowable fee for roadways is as follows:

- Service Area 1 - $7,988/Service Unit
- Service Area 2 - $1,847/Service Unit
- Service Area 3 - $710/Service Unit

The effective fee for roadways in is as follows:

- Service Area 1 - $1,500/Service Unit
- Service Area 2 - $710/Service Unit
- Service Area 3 - $710/Service Unit

EXHIBIT D
ROADWAY IMPROVEMENTS PLAN

| CIP ID | Roadway CIP Projects | Rough Order of Magnitude Cost ($) |
|---|---|---|
| 1 | Main St (SH 95) | $ 3,865,000 |
| 2 | 2nd St | $ 20,380,000 |
| 3 | Rio Grande St (CR 404) | $ 15,025,000 |
| 4 | Carlos G Parker Blvd (FM 397) | $ 4,730,000 |
| 5 | Mallard Ln | $ 5,100,000 |
| 6 | TH Johnson Dr | $ 2,675,000 |
| 7 | Lake Dr | $ 7,710,000 |
| 8 | North Dr | $ 2,670,000 |
| 9 | Davis St | $ 1,455,000 |
| 10 | Justin Ln | $ 18,000,000 |
| 11 | Proposed N/S Community Blvd east of CR 373 | $ 24,000,000 |
| 12 | Carlos G Parker Blvd (FM 397) Extension | $ 4,600,000 |
| 13 | TH Johnson Dr Extension | $ 4,300,000 |
| 14 | Mallard Ln Extension | $ 4,300,000 |
| 15 | Proposed E/W Neighborhood Ave south of Mallard Ln | $ 5,000,000 |
| 16 | Proposed N/S Neighborhood Ave east of Main St (SH 95) | $ 16,400,000 |
| 17 | FM 973 | $ 7,600,000 |
| 18 | MLK Jr Blvd (FM 112) | $ 2,210,000 |
| | Total: | $ 150,020,000 |

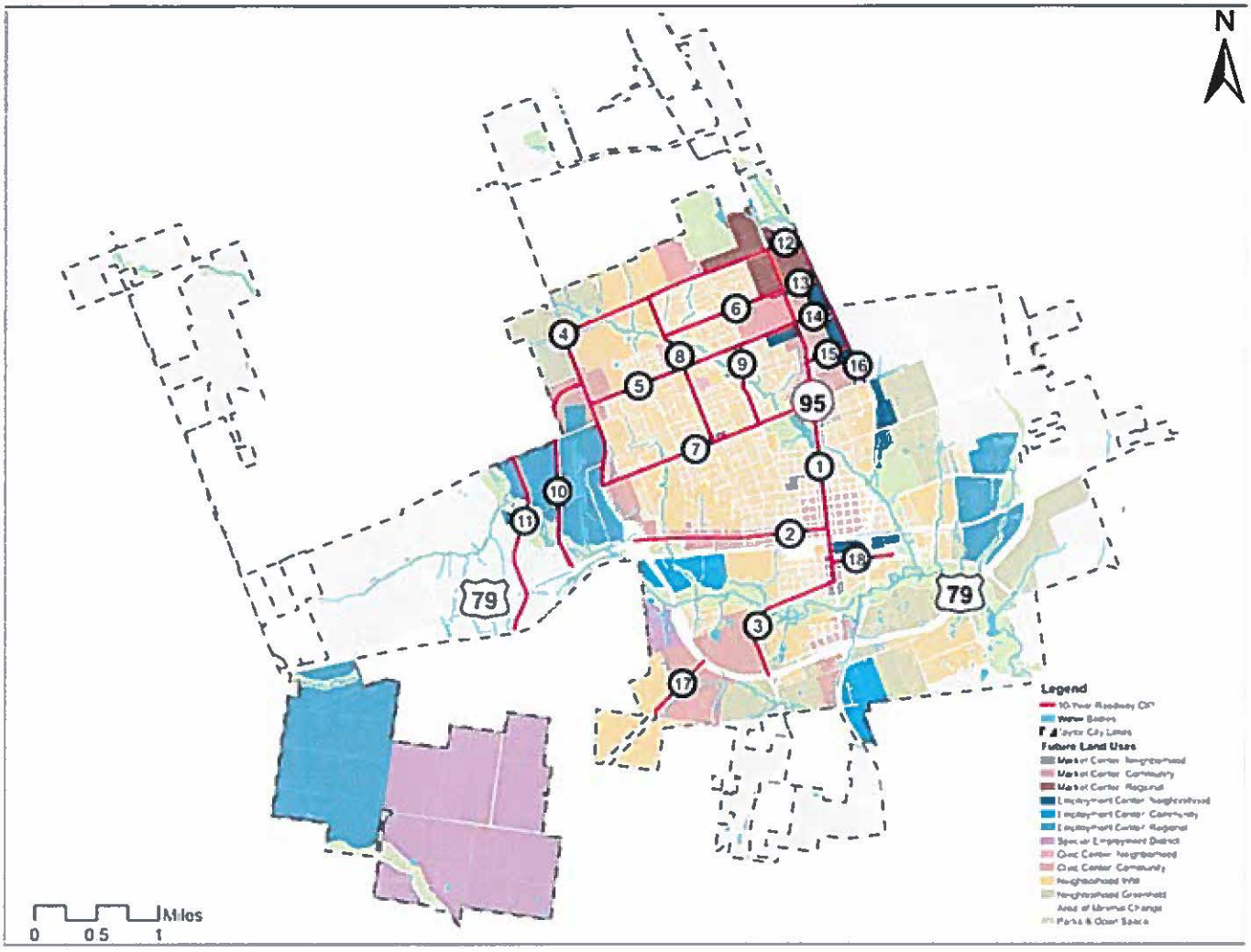
N
95
79
79
Legend
Future Land Uses
Miles
0 0.5 1

EXHIBIT E
LAND USE/VEHICLE-MILE OF TRAVEL EQUIVALENCY TABLE USED TO DETERMINE SERVICE UNITS

**City of Taylor - 2023 Update of the Roadway Impact Fees**
**Land Use/Vehicle-Mile of Travel Equivalency (LUVMET) Table**

| Land Use Category | ITE Land Use Code | Development Unit | Trip Gen Rate (PM) | Pass-By Rate | Pass-By Source | Trip Rate[1] | Trip Length (mi)[2] | Adj. For O-D[3] | Adj. Trip Length (mi.)[4] | Max Trip Length (mi.)[5] | Veh-Mi Per Dev-Unit (TDF)[2] |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **PORT AND TERMINAL** | | | | | | | | | | | |
| Intermodal Truck Terminal | 030 | 1,000 SF GFA | 1.87 | | | 1.87 | 12.89 | 50% | 6.45 | 6.00 | 11.22 |
| Park-and-Ride with Bus Service | 090 | Parking Spaces | 0.49 | | | 0.49 | 12.89 | 50% | 6.45 | 6.00 | 2.94 |
| **INDUSTRIAL** | | | | | | | | | | | |
| General Light Industrial (Default Industrial) | 110 | 1,000 SF GFA | 0.65 | | | 0.65 | 12.89 | 50% | 6.45 | 6.00 | 3.90 |
| Industrial Park | 130 | 1,000 SF GFA | 0.34 | | | 0.34 | 12.89 | 50% | 6.45 | 6.00 | 2.04 |
| Manufacturing | 140 | 1,000 SF GFA | 0.74 | | | 0.74 | 12.89 | 50% | 6.45 | 6.00 | 4.44 |
| Warehousing | 150 | 1,000 SF GFA | 0.18 | | | 0.18 | 12.89 | 50% | 6.45 | 6.00 | 1.08 |
| Mini-Warehouse | 151 | 1,000 SF GFA | 0.15 | | | 0.15 | 12.89 | 50% | 6.45 | 6.00 | 0.90 |
| Utilities | 170 | 1,000 SF GFA | 2.16 | | | 2.16 | 12.89 | 50% | 6.45 | 6.00 | 12.96 |
| **RESIDENTIAL** | | | | | | | | | | | |
| Single-Family Detached Housing (Default Residential) | 210 | Dwelling Unit | 0.94 | | | 0.94 | 9.32 | 50% | 4.66 | 4.66 | 4.38 |
| Multifamily Housing (Low-Rise) | 220 | Dwelling Unit | 0.51 | | | 0.51 | 9.32 | 50% | 4.66 | 4.66 | 2.38 |
| Multifamily Housing (Mid-Rise) | 221 | Dwelling Unit | 0.39 | | | 0.39 | 9.32 | 50% | 4.66 | 4.66 | 1.82 |
| Multifamily Housing (High-Rise) | 222 | Dwelling Unit | 0.32 | | | 0.32 | 9.32 | 50% | 4.66 | 4.66 | 1.49 |
| Mobile Home Park | 240 | Dwelling Unit | 0.58 | | | 0.58 | 9.32 | 50% | 4.66 | 4.66 | 2.70 |
| Senior Adult Housing-Detached - Multifamily | 251 | Dwelling Unit | 0.30 | | | 0.30 | 9.32 | 50% | 4.66 | 4.66 | 1.40 |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| Senior Adult Housing-Attached - Single Family | 252 | Dwelling Unit | 0.25 | | | 0.25 | 9.32 | 50% | 4.66 | 4.66 | 1.17 |
| Congregate Care Facility | 253 | Dwelling Unit | 0.18 | | | 0.18 | 9.32 | 50% | 4.66 | 4.66 | 0.84 |
| Assisted Living | 254 | Beds | 0.24 | | | 0.24 | 9.32 | 50% | 4.66 | 4.66 | 1.12 |
| Timeshare | 265 | Dwelling Unit | 0.63 | | | 0.63 | 9.32 | 50% | 4.66 | 4.66 | 2.94 |
| **LODGING** | | | | | | | | | | | |
| Hotel | 310 | Room | 0.59 | | | 0.59 | 16.56 | 50% | 8.28 | 6.00 | 3.54 |
| All Suites Hotel | 311 | Room | 0.36 | | | 0.36 | 16.56 | 50% | 8.28 | 6.00 | 2.16 |
| Motel | 320 | Room | 0.36 | | | 0.36 | 16.56 | 50% | 8.28 | 6.00 | 2.16 |
| Resort Hotel | 330 | Room | 0.41 | | | 0.41 | 16.56 | 50% | 8.28 | 6.00 | 2.46 |
| **RECREATIONAL** | | | | | | | | | | | |
| Public Park | 411 | Acres | 0.11 | | | 0.11 | 16.56 | 50% | 8.28 | 6.00 | 0.66 |
| Golf Course | 430 | Holes | 2.91 | | | 2.91 | 16.56 | 50% | 8.28 | 6.00 | 17.46 |
| Miniature Golf Course | 431 | Holes | 0.33 | | | 0.33 | 16.56 | 50% | 8.28 | 6.00 | 1.98 |
| Golf Driving Range | 432 | Driving Positions | 1.25 | | | 1.25 | 16.56 | 50% | 8.28 | 6.00 | 7.50 |
| Batting Cages | 433 | Cages | 2.22 | | | 2.22 | 16.56 | 50% | 8.28 | 6.00 | 13.32 |
| Multipurpose Recreational Facility | 435 | 1,000 SF GFA | 3.58 | | | 3.58 | 16.56 | 50% | 8.28 | 6.00 | 21.48 |
| Movie Theater | 445 | Screens | 13.96 | | | 13.96 | 16.56 | 50% | 8.28 | 6.00 | 83.76 |
| Ice Skating Rink | 465 | 1,000 SF GFA | 1.33 | | | 1.33 | 16.56 | 50% | 8.28 | 6.00 | 7.98 |
| Soccer Complex | 488 | Fields | 16.43 | | | 16.43 | 16.56 | 50% | 8.28 | 6.00 | 98.58 |
| Tennis Courts | 490 | Courts | 4.21 | | | 4.21 | 16.56 | 50% | 8.28 | 6.00 | 25.26 |

**City of Taylor - 2023 Update of the Roadway Impact Fees**
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|---|---|---|---|---|---|---|---|---|---|---|---|
| Racquet / Tennis Club | 491 | Courts | 3.82 | | | 3.82 | 16.56 | 50% | 8.28 | 6.00 | 22.92 |
| Health/Fitness Club | 492 | 1,000 SF GFA | 3.45 | | | 3.45 | 16.56 | 50% | 8.28 | 6.00 | 20.70 |
| Recreational Community Center | 495 | 1,000 SF GFA | 2.50 | | | 2.50 | 16.56 | 50% | 8.28 | 6.00 | 15.00 |
| **INSTITUTIONAL** | | | | | | | | | | | |
| Elementary School | 520 | Students | 0.16 | | | 0.16 | 5.63 | 50% | 2.82 | 2.82 | 0.45 |
| Middle School/Junior High School | 522 | Students | 0.15 | | | 0.15 | 5.63 | 50% | 2.82 | 2.82 | 0.42 |
| High School | 525 | Students | 0.14 | | | 0.14 | 5.63 | 50% | 2.82 | 2.82 | 0.39 |
| Private School (K-8) | 530 | Students | 0.26 | | | 0.26 | 5.63 | 50% | 2.82 | 2.82 | 0.73 |
| Private School (K-12) | 532 | Students | 0.17 | | | 0.17 | 5.63 | 50% | 2.82 | 2.82 | 0.48 |
| Junior/Community College | 540 | Students | 0.11 | | | 0.11 | 5.63 | 50% | 2.82 | 2.82 | 0.31 |
| University / College | 550 | Students | 0.15 | | | 0.15 | 5.63 | 50% | 2.82 | 2.82 | 0.42 |
| Church | 560 | 1,000 SF GFA | 0.49 | | | 0.49 | 7.66 | 50% | 3.83 | 3.83 | 1.88 |
| Day Care Center | 565 | 1,000 SF GFA | 11.12 | 44% | A | 6.23 | 3.17 | 50% | 1.59 | 1.59 | 9.87 |
| Library | 590 | 1,000 SF GFA | 8.16 | | | 8.16 | 5.63 | 50% | 2.82 | 2.82 | 22.97 |
| **MEDICAL** | | | | | | | | | | | |
| Hospital | 610 | Beds | 1.69 | | | 1.69 | 10.00 | 50% | 5.00 | 5.00 | 8.45 |
| Nursing Home | 620 | Beds | 0.14 | | | 0.14 | 10.00 | 50% | 5.00 | 5.00 | 0.70 |
| Clinic | 630 | 1,000 SF GFA | 3.69 | | | 3.69 | 10.00 | 50% | 5.00 | 5.00 | 18.45 |
| Animal Hospital/Veterinary Clinic | 640 | 1,000 SF GFA | 3.53 | 30% | B | 2.47 | 10.00 | 50% | 5.00 | 5.00 | 12.36 |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| **OFFICE** | | | | | | | | | | | |
| General Office Building (Default Office) | 710 | 1,000 SF GFA | 1.44 | | | 1.44 | 12.93 | 50% | 6.47 | 6.00 | 8.64 |
| Corporate Headquarters Building | 714 | 1,000 SF GFA | 1.30 | | | 1.30 | 12.93 | 50% | 6.47 | 6.00 | 7.80 |
| Single Tenant Office Building | 715 | 1,000 SF GFA | 1.76 | | | 1.76 | 12.93 | 50% | 6.47 | 6.00 | 10.56 |
| Medical-Dental Office Building | 720 | 1,000 SF GFA | 3.93 | | | 3.93 | 12.93 | 50% | 6.47 | 6.00 | 23.58 |
| State Motor Vehicles Department | 731 | 1,000 SF GFA | 5.20 | | | 5.20 | 12.93 | 50% | 6.47 | 6.00 | 31.20 |
| United States Post Office | 732 | 1,000 SF GFA | 11.21 | | | 11.21 | 12.92 | 50% | 6.46 | 6.00 | 67.26 |
| Office Park | 750 | 1,000 SF GFA | 1.30 | | | 1.30 | 12.93 | 50% | 6.47 | 6.00 | 7.80 |
| Research and Development Center | 760 | 1,000 SF GFA | 0.98 | | | 0.98 | 12.93 | 50% | 6.47 | 6.00 | 5.88 |
| Business Park | 770 | 1,000 SF GFA | 1.22 | | | 1.22 | 12.93 | 50% | 6.47 | 6.00 | 7.32 |
| **RETAIL** | | | | | | | | | | | |
| Building Materials and Lumber Store | 812 | 1,000 SF GFA | 2.25 | 26% | B | 1.67 | 6.39 | 50% | 3.20 | 3.20 | 5.32 |
| Free-Standing Discount Store | 815 | 1,000 SF GFA | 4.86 | 20% | A | 3.89 | 6.39 | 50% | 3.20 | 3.20 | 12.42 |
| Hardware/Paint Store | 816 | 1,000 SF GFA | 2.98 | 26% | A | 2.21 | 6.39 | 50% | 3.20 | 3.20 | 7.05 |
| Nursery (Garden Center) | 817 | 1,000 SF GFA | 6.94 | 30% | B | 4.86 | 6.39 | 50% | 3.20 | 3.20 | 15.52 |
| Nursery (Wholesale) | 818 | 1,000 SF GFA | 5.24 | 30% | B | 3.67 | 6.39 | 50% | 3.20 | 3.20 | 11.72 |
| Shopping Center (Default Commercial) | 820 | 1,000 SF GFA | 3.40 | 29% | A | 2.41 | 6.39 | 50% | 3.20 | 3.20 | 7.71 |
| Factory Outlet Center | 823 | 1,000 SF GFA | 2.29 | 30% | B | 1.60 | 6.39 | 50% | 3.20 | 3.20 | 5.12 |
| Automobile Sales (New) | 840 | 1,000 SF GFA | 2.42 | 20% | B | 1.94 | 5.46 | 50% | 2.73 | 2.73 | 5.29 |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| Automobile Sales (Used) | 841 | 1,000 SF GFA | 3.75 | 20% | B | 3.00 | 5.46 | 50% | 2.73 | 2.73 | 8.19 |
| Automobile Parts Sales | 843 | 1,000 SF GFA | 4.90 | 43% | A | 2.79 | 5.46 | 50% | 2.73 | 2.73 | 7.62 |
| Tire Store | 848 | 1,000 SF GFA | 3.75 | 25% | A | 2.81 | 5.46 | 50% | 2.73 | 2.73 | 7.68 |
| Supermarket | 850 | 1,000 SF GFA | 8.95 | 24% | A | 6.80 | 6.39 | 50% | 3.20 | 3.20 | 21.73 |
| Convenience Market | 851 | 1,000 SF GFA | 49.11 | 51% | B | 24.06 | 1.20 | 50% | 0.60 | 0.60 | 14.44 |
| Discount Club | 857 | 1,000 SF GFA | 4.19 | 34% | A | 2.77 | 6.39 | 50% | 3.20 | 3.20 | 8.84 |
| Sporting Goods Superstore | 861 | 1,000 SF GFA | 2.14 | 30% | B | 1.50 | 6.39 | 50% | 3.20 | 3.20 | 4.79 |
| Home Improvement Superstore | 862 | 1,000 SF GFA | 2.29 | 42% | A | 1.33 | 6.39 | 50% | 3.20 | 3.20 | 4.24 |
| Electronics Superstore | 863 | 1,000 SF GFA | 4.25 | 40% | A | 2.55 | 6.39 | 50% | 3.20 | 3.20 | 8.15 |
| Toy/Children's Superstore | 864 | 1,000 SF GFA | 5.00 | 30% | B | 3.50 | 6.39 | 50% | 3.20 | 3.20 | 11.18 |
| Department Store | 875 | 1,000 SF GFA | 1.95 | 30% | B | 1.37 | 6.39 | 50% | 3.20 | 3.20 | 4.36 |
| Pharmacy/Drugstore without Drive-Thru Window | 880 | 1,000 SF GFA | 8.51 | 53% | A | 4.00 | 1.20 | 50% | 0.60 | 0.60 | 2.40 |
| Pharmacy/Drugstore with Drive-Thru Window | 881 | 1,000 SF GFA | 10.25 | 49% | A | 5.23 | 1.20 | 50% | 0.60 | 0.60 | 3.14 |
| Furniture Store | 890 | 1,000 SF GFA | 0.52 | 53% | A | 0.24 | 6.39 | 50% | 3.20 | 3.20 | 0.78 |
| **SERVICES** | | | | | | | | | | | |
| Walk-In Bank | 911 | 1,000 SF GLA | 12.13 | 40% | B | 7.28 | 5.46 | 50% | 2.73 | 2.73 | 19.87 |
| Drive-in Bank | 912 | Drive-in Lanes | 27.07 | 35% | A | 17.60 | 5.46 | 50% | 2.73 | 2.73 | 48.04 |
| Hair Salon | 918 | 1,000 SF GLA | 1.45 | 30% | B | 1.02 | 5.46 | 50% | 2.73 | 2.73 | 2.77 |
| Fine Dining Restaurant | 931 | 1,000 SF GFA | 7.80 | 44% | A | 4.37 | 6.83 | 50% | 3.42 | 3.42 | 14.92 |
| High Turnover (Sit-Down) Restaurant | 932 | 1,000 SF GFA | 9.05 | 43% | A | 5.16 | 6.83 | 50% | 3.42 | 3.42 | 17.62 |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| Fast Food Restaurant without Drive-Thru Window | 933 | 1,000 SF GFA | 33.21 | 50% | B | 16.61 | 4.66 | 50% | 2.33 | 2.33 | 38.69 |
| Fast Food Restaurant with Drive-Thru Window | 934 | 1,000 SF GFA | 33.03 | 55% | A | 14.86 | 4.66 | 50% | 2.33 | 2.33 | 34.63 |
| Coffee/Donut Shop without Drive-Thru Window | 936 | 1,000 SF GFA | 32.29 | 70% | B | 9.69 | 1.20 | 50% | 0.60 | 0.60 | 5.81 |
| Coffee/Donut Shop with Drive-Thru Window | 937 | 1,000 SF GFA | 38.99 | 70% | B | 11.70 | 1.20 | 50% | 0.60 | 0.60 | 7.02 |
| Quick Lubrication Vehicle Shop | 941 | Servicing Positions | 4.85 | 40% | B | 2.91 | 5.46 | 50% | 2.73 | 2.73 | 7.94 |
| Automobile Care Center | 942 | 1,000 SF GFA | 3.11 | 40% | B | 1.87 | 5.46 | 50% | 2.73 | 2.73 | 5.09 |
| Gasoline/Service Station | 944 | Vehicle Fueling Position | 13.91 | 57% | A | 5.98 | 1.20 | 50% | 0.60 | 0.60 | 3.59 |
| Gasoline/Service Station with Convenience Market | 945 | Vehicle Fueling Position | 18.42 | 56% | A | 8.10 | 1.20 | 50% | 0.60 | 0.60 | 4.86 |
| Self-Service Car Wash | 947 | Stall | 5.54 | 40% | B | 3.32 | 1.20 | 50% | 0.60 | 0.60 | 1.99 |
| Automated Car Wash | 948 | 1,000 SF GFA | 14.20 | 94% | B | 0.85 | 1.20 | 50% | 0.60 | 0.60 | 0.51 |
| Drinking Place | 975 | 1,000 SF GFA | 11.36 | 50% | B | 5.68 | 4.66 | 50% | 2.33 | 2.33 | 13.23 |

[1] Trip Rate = Trip Gen Rate (PM) * (1 - Pass-by Rate)

[2] Trip Lengths are based on information from the National Household Travel Survey (NHTS)

[3] Reduction to account for origin and destination ends of a trip

[4] Adjusted Trip Length = Trip Length * O-D Adjustment

[5] Chapter 395 allows for a maximum service area of six (6) miles

[6] TDF = Trip Rate * Max Trip Length

**Key to Sources of Pass-by Rates:**

A: ITE Trip Generation Manual, 11th Edition (January 2022)

B: Estimated based on ITE rates for similar categories