

**ORDINANCE NO. 2014-03**  
**ROADWAY IMPACT FEES**

**AN ORDINANCE OF THE CITY OF TAYLOR, TEXAS, 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;

**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:**

ROADWAY IMPACT FEES

## **SECTION 1.0 GENERAL PROVISIONS**

**Section 1.1 Short Title.** This Ordinance shall be known and cited as the Roadway Impact Fee Ordinance.

**Section 1.2 Intent.** This Ordinance is intended to impose roadway impact fees, as established in this Ordinance, in order to finance public facilities, the demand for which is generated by new development in the designated service area.

**Section 1.3 Authority.** The City is authorized to enact this Ordinance 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 Ordinance 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 Ordinance. Guidelines may be developed by resolution or otherwise to implement and administer this Ordinance.

**Section 1.4 Definitions.** As applied in this Ordinance, the following words and terms shall be used:

**(1) 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.

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

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

**(4) 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.

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

**(6) City** - City of Taylor.

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

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

**(9) 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.

**(10) 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 ordinance.

**(11) Existing Development** - All development within the service area as of the date of the adoption of this Ordinance.

**(12) 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.

**(13) 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.

**(14) 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:

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

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

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

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

(e) Administrative and operating costs of the City; or

(f) 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.

**(15) 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.

**(16) 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.

**(17) Living Unit Equivalent (LUE)** - Basis for establishing equivalency among and within various land

uses, with traffic generated by one low-density residential unit equal to one LUE. .

**(18) 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.

**(19) 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.

**(20) 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.

**(21) 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.

**(22) 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 Ordinance.

**(23) 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.

**(24) 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.

**(25) 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.

**(26) 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 1.5 Applicability of Impact Fees.** This Ordinance 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 Ordinance.

**Section 1.6 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 Ordinance, and no building permit shall be issued unless the applicant has paid the impact fees imposed by and calculated herein under.

**Section 1.7 Establishment of Roadway Service Areas.** Service areas are established as shown on the Service Area Map which is attached as Exhibit A for this Ordinance. 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 1.8 Land Use Assumptions.** Land use assumptions used in the development of the impact fee are contained in Exhibit B of this Ordinance. 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 1.9 Service Units.**

**1.9.1** Service units are established in accordance with generally accepted engineering and planning standards.

**1.9.2** Service units shall be calculated based upon projected vehicle-miles of traffic generation for the specific land use type, as set forth in Exhibit D of this ordinance.

**1.9.6** 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 1.10 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 to this Ordinance.

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 to this ordinance.



**Section 1.11 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 1.10. 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 Ordinance.

(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 Exhibit C.

(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 1.9. 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 1.12 Calculation of Impact Fees.** Following the request for new development as provided in Section 1.11 of this Ordinance, 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 1.10; and

(2) Fee offsets shall be subtracted as determined by the process proscribed in Section 1.14 of this Ordinance.

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 1.10 by the number of service units generated by the development.

### **Section 1.13 Collection of Impact Fees.**

**1.13.1** 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.

**1.13.2** Impact fees shall be paid at the time of the issuance of a building permit, except as provided in Section 1.13.3 through Section 1.13.6.

**1.13.3** 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 1.14 Suspension of Fee Collection.** For any new development which has received final plat approval prior to the effective date of this Ordinance in accordance with Texas Local Government Code, Ordinance 212, or pursuant to the City's subdivision regulations, or for which an application for final plat approval has been made prior to the effective date of this Ordinance, the City may assess, but shall not collect any impact fee as herein defined, on any service unit for which a valid building permit is issued within one (1) year subsequent to the effective date of this Ordinance.

If the building permit, which is obtained within the period provided for above subsequently expires, and no new application is made and approved within such period, the new development shall be subject to the payment of a capital recovery fee, as provided in Section 1.13.

**Section 1.15 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 Ordinance 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 ordinance 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 Ordinance 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 1.9, 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 1.16 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 Ordinance. Interest earned by each account shall be credited to that account and shall be used solely for the purposes specified for funds authorized in Section 1.16.

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 Section 1.16. 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 Ordinance; 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 1.18 of this Ordinance, and such other information as may be necessary for the proper implementation of this Ordinance.

**Section 1.17 Use of Proceeds of Impact Fee Accounts.**

The impact fees collected pursuant to this Ordinance 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 Ordinance 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 1.18 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 1.19 Refunds.**

**1.19.1** Any impact fee or portion thereof collected pursuant to this Ordinance 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.

**1.19.2** 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 1.16 within ten (10) years following the date of payment exceeds the total fees collected for such improvements or expansions during such period.

**1.19.3** If a refund is due pursuant to subsections (1.19.1) and (1.19.2), 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.

**1.19.4** 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.

**1.19.5** 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 1.20 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 1.21 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 1.22 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 1.23 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 1.24 Impact Fees as Additional and Supplemental Regulation.** Impact fees established by this Ordinance 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 Ordinance 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 1.25 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 ordinance 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 the ordinance 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 1.26 Certification of Compliance Required.** The City Manager or his/her designee shall submit a written certification verifying compliance with this chapter to the attorney general each year not later than the last day of the City's fiscal year.

The certification must be signed by the presiding officer of the City Council and include a statement that reads substantially similar to the following: "This statement certifies compliance with Chapter 395, Local Government Code."

## **SECTION 2.0 ROADWAY FACILITIES IMPACT FEES**

**Section 2.1 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 1.7.

**Section 2.2 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 2.3 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 1.10.

**SECTION 3.0.** 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 4.0.** 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 5.0.** 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 6.0.** 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 7.0.** In accordance with Article VIII, Section 1, of the City Charter, Ordinance No. 2014-03 was introduced before the Taylor City Council on the 23rd day of January, 2014.

PASSED, APPROVED and ADOPTED this the 13th day of February, 2014.

\_\_\_\_\_  
Jesse Ancira, Jr., Mayor

**ATTEST:**

\_\_\_\_\_  
Susan Brock, City Clerk

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Ted W. Hejl, City Attorney

**CERTIFICATE**

THE STATE OF TEXAS  
COUNTY OF WILLIAMSON

I, Susan Brock, being the City Clerk of the City of Taylor, Texas, do hereby certify that the attached is a true and correct copy of Ordinance No. 2014-03, passed and approved by the City Council of the City of Taylor, Texas, on the 13th day of February, 2014, 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 this the 13th day of February, 2014.

\_\_\_\_\_  
Susan Brock  
City Clerk

EXHIBIT A  
SERVICE AREA MAP

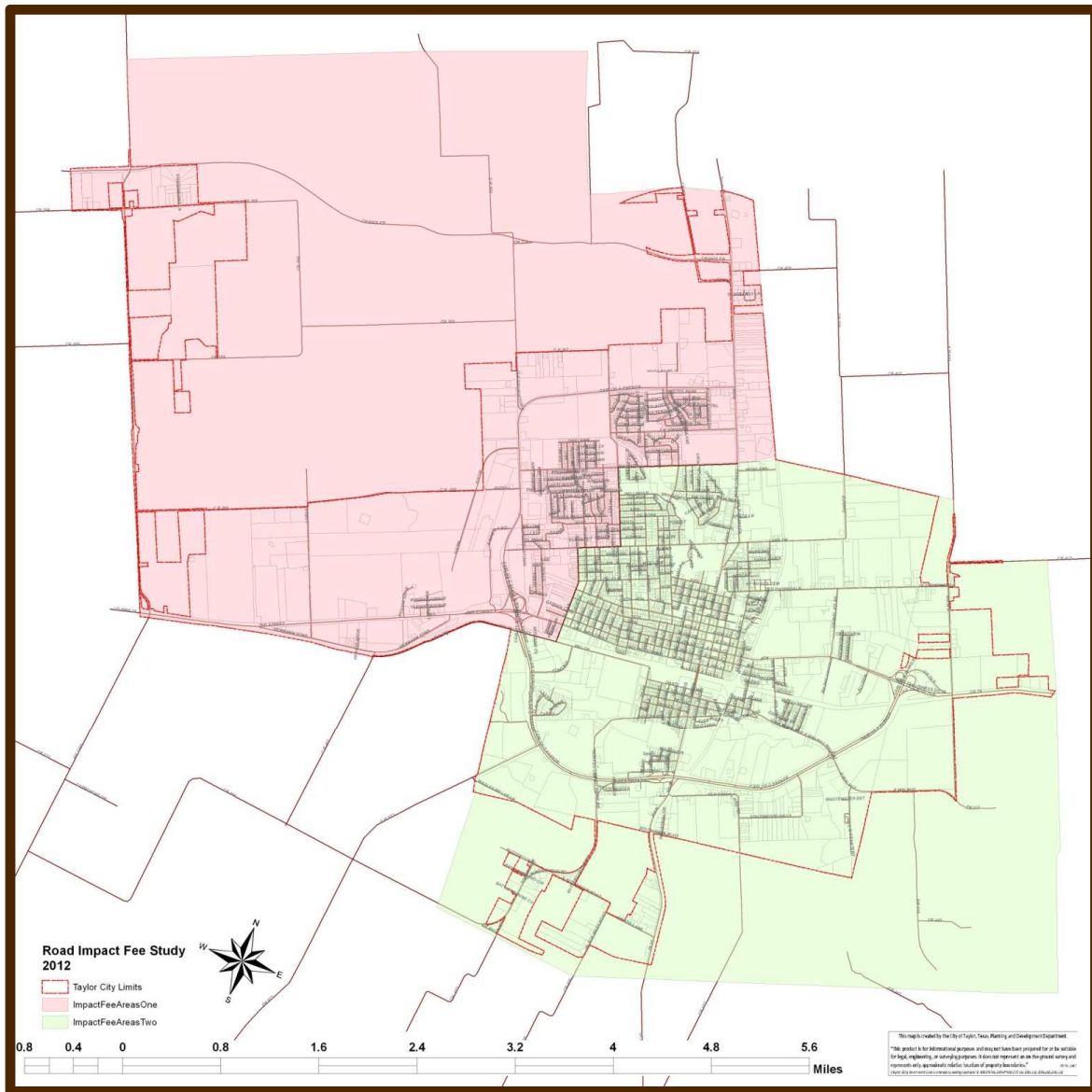


EXHIBIT B  
LAND USE ASSUMPTIONS

**TABLE 1A**  
**POPULATION AND LAND USE PROJECTIONS FOR THE CITY OF TAYLOR**  
**Roadway Service Area 1**

LAND USE	2013			2023			FULL BUILDOUT		
	ACRES	%	ACRES / 100 POP	ACRES	%	ACRES / 100 POP	ACRES	%	ACRES / 100 POP
<b><u>WITHIN CORPORATE LIMITS</u></b>									
Single-Family Residential	681.12	15.44%	11.68	1,000.89	22.68%	13.73	2,383.67	54.02%	13.73
Manufactured Homes	4.25	0.10%	0.07	4.25	0.10%	0.06	10.12	0.23%	0.06
Multi-Family Residential	27.27	0.62%	0.47	27.27	0.62%	0.37	64.95	1.47%	0.37
Parks and Open Space	91.29	2.07%	1.57	121.29	2.75%	1.66	288.86	6.55%	1.66
Public and Semi-Public	199.86	4.53%	3.43	199.86	4.53%	2.74	475.98	10.79%	2.74
Commercial	161.57	3.66%	2.77	161.57	3.66%		384.79	8.72%	2.22
Industrial	72.02	1.63%	1.23	72.02	1.63%	0.99	171.52	3.89%	0.99
Institutional	190.53	4.32%	3.27	265.53	6.02%	3.64	632.37	14.33%	3.64
Agriculture	2,969.58	67.30%	50.91	2,559.58	58.01%	35.11	0.00	0.00%	0.00
Vacant Lots	14.77	0.33%	0.25	0.00	0.00%	0.00	0.00	0.00%	0.00
<b>Total Service Area</b>	<b>4,412.26</b>	<b>100.00%</b>	<b>75.64</b>	<b>4,412.26</b>	<b>100.00%</b>	<b>60.52</b>	<b>4,412.26</b>	<b>100.00%</b>	<b>25.41</b>
<b>CITY POPULATION</b>	5,833			7,291			17,364		
Population per Developed Acres	4.04			3.94			3.94		
Population per Total Acres	1.32			1.65			3.94		

Sources: Area 1 Population (2013, 2023): City of Taylor Staff, 2013. 2013-2023 LAND USE ASSUMPTION TABLE 9-6-2013.xlsx.  
Area 1 Population (Ultimate): Based on maximum carrying capacity of service area, with 2023 distribution of land uses per 100 population.

**TABLE 1B**  
**POPULATION AND LAND USE PROJECTIONS FOR THE CITY OF TAYLOR**  
**Roadway Service Area 2**

LAND USE	2013			2023			FULL BUILDOUT		
	ACRES	%	ACRES / 100 POP	ACRES	%	ACRES / 100 POP	ACRES	%	ACRES / 100 POP
<b><u>WITHIN CORPORATE LIMITS</u></b>									
Single-Family Residential	1,021.20	17.48%	10.15	1,500.20	25.67%	11.93	3,109.91	53.22%	11.93
Manufactured Homes	15.06	0.26%	0.15	15.06	0.26%	0.12	31.22	0.53%	0.12
Multi-Family Residential	48.77	0.83%	0.48	48.77	0.83%	0.39	101.10	1.73%	0.39
Parks and Open Space	236.77	4.05%	2.35	264.77	4.53%	2.11	548.87	9.39%	2.11
Public and Semi-Public	165.21	2.83%	1.64	235.21	4.03%	1.87	487.59	8.34%	1.87
Commercial	163.54	2.80%	1.63	163.54	2.80%	1.30	339.02	5.80%	1.30
Industrial	258.27	4.42%	2.57	258.27	4.42%	2.05	535.39	9.16%	2.05
Institutional	254.74	4.36%	2.53	329.74	5.64%	2.62	683.55	11.70%	2.62
Agriculture	3,588.42	61.41%	35.67	2,936.42	50.25%	23.35	0.00	0.00%	0.00
Vacant Buildings	6.43	0.11%	0.06	6.43	0.11%	0.05	6.43	0.11%	0.03
Vacant Lots	84.67	1.45%	0.84	84.67	1.45%	0.67	0.00	0.00%	0.00
<b>Total Service Area</b>	<b>5,843.08</b>	<b>100.00%</b>	<b>58.08</b>	<b>5,843.08</b>	<b>100.00%</b>	<b>46.46</b>	<b>5,843.08</b>	<b>100.00%</b>	<b>22.41</b>
<b>CITY POPULATION</b>									
	10,061			12,576			25,281		
Population per Developed Acres	4.46			4.33			4.33		
Population per Total Acres	1.72			2.15			4.33		

Sources: Area 1 Population (2013, 2023): City of Taylor Staff, 2013. 2013-2023 LAND USE ASSUMPTION TABLE 9-6-2013.xlsx.

Area 2 Population (Ultimate): Based on maximum carrying capacity of service area, with 2023 distribution of land uses per 100 population. (No change predicted in vacant buildings).

EXHIBIT C  
MAXIMUM AND EFFECTIVE IMPACT FEES

The maximum allowable fee for roadways in Area 1 is \$1,004.29, and in Area 2 the maximum allowable fee is \$318.02.

The effective fee for roadways in Area 1 is \$480.00, and in Area 2 the effective fee is \$318.00.



EXHIBIT D  
ROADWAY IMPROVEMENTS PLAN

**TABLE 2**  
**ROADWAY IMPACT FEE STUDY**  
**ASSUMPTIONS USED IN FEE CALCULATION**

FACTOR	VALUE/RATIONALE
<b>ROADWAY FEE ASSUMPTIONS:</b>	
PM Peak Trips, based on ITE Trip Generation, 8th Edition:	
Single Family Residential	1.01 trips / dwelling unit
Multi-Family Residential	0.62 trips / dwelling unit
Commercial / Retail	3.74 trips / 1,000 sq. ft.
Industrial	0.98 trips / 1,000 sq. ft.
Prison	2.91 trips / 1,000 sq. ft.
Schools	0.2 trips / student
Trip Length	
Single Family Residential	4.8 miles / trip
Multi-Family Residential	4.8 miles / trip
Commercial / Retail	3.2 miles / trip
Industrial	5 miles / trip
Prison	4 miles / trip
Schools	2.1 miles / trip
Pass-By Traffic	
Commercial / Retail	30%
Vehicle-Miles:	
Single Family Residential	4.85 vehicle-miles per peak trip
Multi-Family Residential	2.98 vehicle-miles per peak trip
Commercial / Retail	8.38 vehicle-miles per peak trip
Industrial	4.90 vehicle-miles per peak trip
Prison	11.64 vehicle-miles per peak trip
Schools	0.42 vehicle-miles per peak trip

**TABLE 3**  
**ROADWAY LUE EQUIVALENCIES FOR VARIOUS LAND USES**

LAND USE	UNIT	PM PEAK TRIPS / UNIT	TRIP LENGTH (Miles)	VEHICLE- MILES / UNIT	LUE EQUIVALENCY
Single Family Residential	Dwelling Unit	1.01	4.8	4.85	1.00
Multi-Family Residential	Dwelling Unit	0.62	4.8	2.98	0.61
Retail / Commercial	1000 Sq. Ft.	3.74	3.2	8.38	1.73
Industrial	1000 Sq. Ft.	0.98	5.0	4.90	1.01
Prison	1000 Sq. Ft.	2.91	4.0	11.64	2.40
Schools	Student	0.20	2.1	0.42	0.09

Source: Sledge Engineering, 2006.

**TABLE 4A**  
**ESTIMATED SERVICE DEMAND AND LUE'S FOR VARIOUS LAND USES**  
**Roadway Service Area 1**

LAND USE	DEMAND		
	2013	2023	ULTIMATE
<b>SINGLE FAMILY RESIDENTIAL</b>			
Dwelling Units	1,913	2,391	5,695
Vehicle-Miles / Dwelling Unit	4.85	4.85	4.85
Vehicle-Miles of Demand	9,274	11,592	27,608
Vehicle-Miles per LUE	4.85	4.85	4.85
<b>Subtotal LUE's</b>	<b>1,912</b>	<b>2,390</b>	<b>5,692</b>
<b>MULTI-FAMILY RESIDENTIAL</b>			
Dwelling Units	267	334	795
Vehicle-Miles / Dwelling Unit	2.98	2.98	2.98
Vehicle-Miles of Demand	795	993	2,365
Vehicle-Miles per LUE	4.85	4.85	4.85
<b>Subtotal LUE's</b>	<b>164</b>	<b>205</b>	<b>488</b>
<b>RETAIL / COMMERCIAL</b>			
1000 sq. ft.	1,652	2,065	4,919
Vehicle-Miles / 1000 sq. ft.	8.38	8.38	8.38
Vehicle-Miles of Demand	13,843	17,303	41,208
Vehicle-Miles per LUE	4.85	4.85	4.85
<b>Subtotal LUE's before Pass-through Adjustment</b>	<b>2,854</b>	<b>3,568</b>	<b>8,497</b>
Less pass-through traffic (30%)	856	1,070	2,549
<b>Subtotal LUE's</b>	<b>1,998</b>	<b>2,497</b>	<b>5,948</b>
<b>INDUSTRIAL</b>			
1000 sq. ft.	574	718	1,710
Vehicle-Miles / 1000 sq. ft.	4.90	4.90	4.90
Vehicle-Miles of Demand	2,814	3,518	8,377
Vehicle-Miles per LUE	4.85	4.85	4.85
<b>Subtotal LUE's</b>	<b>580</b>	<b>725</b>	<b>1,727</b>
<b>PRISON</b>			
1000 sq. ft.	0	0	0
Vehicle-Miles / 1000 sq. ft.	11.64	11.64	11.64
Vehicle-Miles of Demand	0	0	0
Vehicle-Miles per LUE	4.85	4.85	4.85
<b>Subtotal LUE's</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SCHOOL</b>			
Students	1,172	1,465	3,489
Vehicle-Miles / student	0.42	0.42	0.42
Vehicle-Miles of Demand	492	615	1,465
Vehicle-Miles per LUE	4.85	4.85	4.85
<b>Subtotal LUE's</b>	<b>101</b>	<b>127</b>	<b>302</b>
<b>TOTALS</b>			
<b>Vehicle-Miles of Demand</b>	<b>27,218</b>	<b>34,021</b>	<b>81,024</b>
<b>LUE's</b>	<b>4,756</b>	<b>5,944</b>	<b>14,157</b>

Source: City of Taylor, 2013, ROADWAYFEEDATA2013.xlsx, with adjustments by Sledge Engineering, 7/11/13.

**TABLE 4B**  
**ESTIMATED SERVICE DEMAND AND LUE'S FOR VARIOUS LAND USES**  
**Roadway Service Area 2**

LAND USE	DEMAND		
	2013	2023	ULTIMATE
<b>SINGLE FAMILY RESIDENTIAL</b>			
Dwelling Units	3,213 <sup>↑</sup>	4,016	8,074
Vehicle-Miles / Dwelling Unit	4.85	4.85	4.85
Vehicle-Miles of Demand	15,577	19,470	39,141
Vehicle-Miles per LUE	4.85	4.85	4.85
<b>Subtotal LUE's</b>	<b>3,212</b>	<b>4,015</b>	<b>8,070</b>
<b>MULTI-FAMILY RESIDENTIAL</b>			
Dwelling Units	747 <sup>↑</sup>	934	1,877
Vehicle-Miles / Dwelling Unit	2.98	2.98	2.98
Vehicle-Miles of Demand	2,223	2,779	5,586
Vehicle-Miles per LUE	4.85	4.85	4.85
<b>Subtotal LUE's</b>	<b>458</b>	<b>573</b>	<b>1,152</b>
<b>RETAIL / COMMERCIAL</b>			
1000 sq. ft.	2,668	3,335	6,704
Vehicle-Miles / 1000 sq. ft.	8.38	8.38	8.38
Vehicle-Miles of Demand	22,350	27,937	56,161
Vehicle-Miles per LUE	4.85	4.85	4.85
<b>Subtotal LUE's</b>	<b>4,608</b>	<b>5,760</b>	<b>11,580</b>
Less pass-through traffic (30%)	1,382	1,728	3,474
<b>Subtotal LUE's</b>	<b>3,226</b>	<b>4,032</b>	<b>8,106</b>
<b>INDUSTRIAL</b>			
1000 sq. ft.	1,768	2,209	4,442
Vehicle-Miles / 1000 sq. ft.	4.90	4.90	4.90
Vehicle-Miles of Demand	8,661	10,826	21,764
Vehicle-Miles per LUE	4.85	4.85	4.85
<b>Subtotal LUE's</b>	<b>1,786</b>	<b>2,232</b>	<b>4,487</b>
<b>PRISON</b>			
1000 sq. ft.	118	118	118
Vehicle-Miles / 1000 sq. ft.	11.64	11.64	11.64
Vehicle-Miles of Demand	1,374 <sup>↑</sup>	1,374 <sup>↑</sup>	1,374
Vehicle-Miles per LUE	4.85	4.85	4.85
<b>Subtotal LUE's</b>	<b>283</b>	<b>283</b>	<b>283</b>
<b>SCHOOL</b>			
Students	2,028 <sup>↑</sup>	2,535	5,096
Vehicle-Miles / student	0.42	0.42	0.42
Vehicle-Miles of Demand	852 <sup>↑</sup>	1,065 <sup>↑</sup>	2,140
Vehicle-Miles per LUE	4.85	4.85	4.85
<b>Subtotal LUE's</b>	<b>176</b>	<b>220</b>	<b>441</b>
<b>TOTALS</b>			
<b>Vehicle-Miles of Demand</b>	<b>51,036</b>	<b>63,451</b>	<b>126,165</b>
<b>LUE's</b>	<b>9,140</b>	<b>11,355</b>	<b>22,540</b>

Source: City of Taylor, 2013, ROADWAYFEEDATA2013.xlsx, with adjustments by Sledge Engineering, 7/11/13.

**TABLE 5A**  
**CIP INVENTORY AND COSTING**  
**Roadway Service Area 1**

FACILITY TYPE / NAME	CONSTRUCTION COST	FACILITY CAPACITY				2013-2023	
		TOTAL	FOR CURRENT USERS	2013-2023	POST - 2023	CAPITAL COST TOTAL	COST PER LUE
<b>MAJOR ARTERIALS</b>							
<b>Future Facilities</b>							
Chandler Rd (Main St to west widening to 4 lane)	\$1,181,258	100.00%	33.59%	8.40%	58.01%	\$99,186	
Chandler Rd (Main St intersection improvements)	\$180,000	100.00%	33.59%	8.40%	58.01%	\$15,114	
Carlos G Parker Blvd N (2nd St to Old Georgetown Rd; widening to 4 lane)	\$2,756,270	100.00%	33.59%	8.40%	58.01%	\$231,435	
Old Georgetown Rd (CGP - N to City limits; widening to CR 101 (US 79 to CR 394 within City limits; widening to Carlos G Parker Blvd NW - CR 366 (CR 366	\$935,163	100.00%	33.59%	8.40%	58.01%	\$78,523	
realignment, signal, turn lanes)	\$5,163,412	100.00%	33.59%	8.40%	58.01%	\$433,555	
Carlos G Parker Blvd NW - CR 366 (Intersection improv	\$1,050,007	100.00%	33.59%	8.40%	58.01%	\$88,166	
signal, turn lanes intersection)	\$130,000	100.00%	33.59%	8.40%	58.01%	\$10,916	
Carlos G Parker Blvd NW - Mallard Ln (Mallard Ln	\$250,000	100.00%	33.59%	8.40%	58.01%	\$20,992	
turn lanes intersection)	\$250,000	100.00%	33.59%	8.40%	58.01%	\$20,992	
Chandler Road (Main St to west 2 lane)	\$0	100.00%	33.59%	8.40%	58.01%	\$0	
Old Georgetown Rd (CGP - N to City limits, 2 lane)	\$0	100.00%	33.59%	8.40%	58.01%	\$0	
US 79 (W City limit E to Carlos G Parker (CGP))	\$0	100.00%	33.59%	8.40%	58.01%	\$0	
CR 101 (US 79 to CR 394 within City limits, 2 lane)	\$0	100.00%	33.59%	8.40%	58.01%	\$0	
Carlos G Parker Blvd N (Welch St north to City limit)	\$0	100.00%	33.59%	8.40%	58.01%	\$0	
Main St (Mallard Ln north to City limits)	\$0	100.00%	33.59%	8.40%	58.01%	\$0	
<b>TOTAL MAJOR ARTERIALS</b>		<b>100.00%</b>	<b>33.59%</b>	<b>8.40%</b>	<b>58.01%</b>	<b>\$998,879</b>	<b>\$840,292</b>
<b>MINOR ARTERIALS</b>							
<b>Future Facilities</b>							
Lorax Ln (From US 79 to CR 398 widening to 4 lane)	\$1,338,760	100.00%	33.59%	8.40%	58.01%	\$112,411	
CR 395 / CR 398 (CR 101 to Justin Ln widening to 4 lan	\$789,606	100.00%	33.59%	8.40%	58.01%	\$66,301	
Justin Ln (CR 398 to CGP widening to 4 lane)	\$779,631	100.00%	33.59%	8.40%	58.01%	\$65,463	
CGP N Sidewalk (CR 366 to Main St)	\$207,415	100.00%	33.59%	8.40%	58.01%	\$17,416	
Carlos G Parker Blvd NE - Extension (Main St E to FM 16	\$4,911,410	100.00%	33.59%	8.40%	58.01%	\$412,396	
E to FM 619)	\$2,100,000	100.00%	33.59%	8.40%	58.01%	\$176,330	
Main St Sidewalk (Mallard north to City limits)	\$285,160	100.00%	33.59%	8.40%	58.01%	\$23,944	
Main St - TH Johnson Dr Intersection improvements	\$120,000	100.00%	33.59%	8.40%	58.01%	\$10,076	
(TH Johnson Dr signal, turn lane)	\$0	100.00%	33.59%	8.40%	58.01%	\$0	
Lorax Ln (US 79 to CR 398)	\$0	100.00%	33.59%	8.40%	58.01%	\$0	
Justin Ln (CR 398 to CGP)	\$0	100.00%	33.59%	8.40%	58.01%	\$0	
West 2nd St (CGP to Sloan St)	\$0	100.00%	33.59%	8.40%	58.01%	\$0	
Main St (Mallard Ln north to City limits)	\$0	100.00%	33.59%	8.40%	58.01%	\$0	
CGP Blvd (CGP (CR 366) to Main St)	\$0	100.00%	33.59%	8.40%	58.01%	\$0	

**TABLE 5A**  
**CIP INVENTORY AND COSTING**  
**Roadway Service Area 1**

FACILITY TYPE / NAME	CONSTRUCTION COST	FACILITY CAPACITY				2013-2023	
		TOTAL	FOR CURRENT USERS	2013-2023	POST - 2023	CAPITAL COST TOTAL	COST PER LUE
<b>COLLECTORS</b>							
<b>Future Facilities</b>							
Justin Ln (US 79 to existing Justin Ln)	\$590,629	100.00%	33.59%	8.40%	58.01%	\$49,593	
Justin Ln (bridge)	\$1,340,000	100.00%	33.59%	8.40%	58.01%	\$112,516	
Northpark Blvd (CGP-N to City limits (TRPSC Rd))	\$1,214,071	100.00%	33.59%	8.40%	58.01%	\$101,942	
CR 394 / CR 368 east-west (north-south portion CR 368 to west city limits, widening and sidewalk improvements, intersection improvements)							
Meadow Ln - Lake Dr intersection improvements (Lake Dr turn lanes)	\$1,230,149	100.00%	33.59%	8.40%	58.01%	\$103,292	
Meadow Ln - Mallard Ln intersection improvements	\$180,000	100.00%	33.59%	8.40%	58.01%	\$15,114	
Meadow Ln Sidewalks (alke Dr to Boyer Ln)	\$160,000	100.00%	33.59%	8.40%	58.01%	\$13,435	
North Dr (CGP-N to CR 367)	\$48,816	100.00%	33.59%	8.40%	58.01%	\$4,099	
Mallard Ln Sidewalk (CGP-W to Main St)	\$616,223	100.00%	33.59%	8.40%	58.01%	\$51,742	
TH Johnson Dr Sidewalk (North to Main St)	\$175,001	100.00%	33.59%	8.40%	58.01%	\$14,694	
Lake Dr Sidewalk (CGP-W to North Dr)	\$99,474	100.00%	33.59%	8.40%	58.01%	\$8,353	
Justin Ln (US 79 to City limit)	\$175,001	100.00%	33.59%	8.40%	58.01%	\$14,694	
Sloan St (2nd St to Lake Dr)	\$0	100.00%	33.59%	8.40%	58.01%	\$0	
Meadow Ln (Lake Dr. to Oaklawn)	\$0	100.00%	33.59%	8.40%	58.01%	\$0	
North Dr (Lake Dr to CGP)	\$0	100.00%	33.59%	8.40%	58.01%	\$0	
North Dr (CGP to CR 367)	\$0	100.00%	33.59%	8.40%	58.01%	\$0	
Mallard Ln (CGP to Main St)	\$0	100.00%	33.59%	8.40%	58.01%	\$0	
TH Johnson (North to Main St)	\$0	100.00%	33.59%	8.40%	58.01%	\$0	
Northpark Blvd (TH Johnson to CGP)	\$0	100.00%	33.59%	8.40%	58.01%	\$0	
West Lake Dr (CGP to North Dr)	\$0	100.00%	33.59%	8.40%	58.01%	\$0	
<b>TOTAL COLLECTORS</b>		<b>100.00%</b>	<b>33.59%</b>	<b>8.40%</b>	<b>58.01%</b>	<b>\$489,473</b>	<b>\$411.76</b>
<b>ROADWAYS CONSTRUCTION COST TOTAL</b>						<b>\$2,372,689</b>	<b>\$1,996.00</b>

Source: Sledge Engineering, 2013, Thoroughfare Impact Fee CIP 2013 SEv3.xls.

**TABLE 5B**  
**CIP INVENTORY AND COSTING**  
**Roadway Service Area 2**

FACILITY TYPE / NAME	CONSTRUCTION COST	FACILITY CAPACITY				2013-2023	
		TOTAL	FOR CURRENT USERS	2013-2023	POST-2023	CAPITAL COST TOTAL	COST PER LUE
<b><u>MAJOR ARTERIALS</u></b>							
<b><u>Future Facilities</u></b>							
Carlos G Parker Blvd S (Welch St to east City limits)	\$0	%	40.55%	9.82%	49.62%	\$0	
FM973 (Carlos G Parker S to City limits)	\$0	100.00%	40.55%	9.82%	49.62%	\$0	
Main St (Mallard Ln south to City limits)	\$0	100.00%	40.55%	9.82%	49.62%	\$0	
<hr/>							
<b>TOTAL MAJOR ARTERIALS</b>	<b>\$0</b>	<b>100.00%</b>	<b>40.55%</b>	<b>9.82%</b>	<b>49.62%</b>	<b>\$0</b>	
<hr/>							
<b><u>MINOR ARTERIALS</u></b>							
<b><u>Future Facilities</u></b>							
Windy Ridge (CGP to south, widening to 4 lane)	\$2,399,530	100.00%	40.55%	9.82%	49.62%	\$235,710	
Wesley Miller Lane (East of FM973 to Windy Ridge)	\$1,890,013	100.00%	40.55%	9.82%	49.62%	\$185,660	
TCAT Road (west of Windy Ridge) (CGP to south City li	\$1,260,009	100.00%	40.55%	9.82%	49.62%	\$123,773	
Main St Sidewalk - Area 2 (Mallard south to City limits)	\$495,604	100.00%	40.55%	9.82%	49.62%	\$48,684	
Main St - Dahlberg Blvd Intersection Improvements							
(Dahlberg Blvd signal / turn lanes)	\$160,000	100.00%	40.55%	9.82%	49.62%	\$15,717	
E 4th St Sidewalk (Washburn St to Mariposa Lane)	\$127,106	100.00%	40.55%	9.82%	49.62%	\$12,486	
Gravel Pit Rd (4th St to north City limits)	\$4,200,030	100.00%	40.55%	9.82%	49.62%	\$412,577	
Windy Ridge (CGP to south, 2 lane)	\$0	100.00%	40.55%	9.82%	49.62%	\$0	
Wesley Miller Lane (FM973 to east)	\$0	100.00%	40.55%	9.82%	49.62%	\$0	
West 2nd St (Sloan St to Main St)	\$0	100.00%	40.55%	9.82%	49.62%	\$0	
Main St (Mallard south to City limits)	\$0	100.00%	40.55%	9.82%	49.62%	\$0	
East 4th Street (Main St E to CGP)	\$0	100.00%	40.55%	9.82%	49.62%	\$0	
Gravel Pit Rd (CR 409) (East 4th St N to City limit)	\$0	100.00%	40.55%	9.82%	49.62%	\$0	
Windy Ridge (CR405) (CGP S to City limits)	\$0	100.00%	40.55%	9.82%	49.62%	\$0	
<hr/>							
<b>TOTAL MINOR ARTERIALS</b>	<b>\$10,532,292</b>	<b>100.00%</b>	<b>40.55%</b>	<b>9.82%</b>	<b>49.62%</b>	<b>\$1,034,607</b>	
						<b>\$467.28</b>	

**TABLE 5B**  
**CIP INVENTORY AND COSTING**  
**Roadway Service Area 2**

FACILITY TYPE / NAME	CONSTRUCTION COST	FACILITY CAPACITY				2013-2023	
		TOTAL	FOR CURRENT USERS	2013-2023	POST-2023	CAPITAL COST TOTAL	COST PER LUE
<b><u>COLLECTORS</u></b>							
<b><u>Future Facilities</u></b>							
S Doak St SW (Welch to Rio Grande)	\$41,171	100.00%	40.55%	9.82%	49.62%	\$4,044	
Rio Grande St (CGP-S to S Doak)	\$1,312,509	100.00%	40.55%	9.82%	49.62%	\$128,930	
Rio Grande St (Bridge)	\$1,900,000	100.00%	40.55%	9.82%	49.62%	\$186,641	
4th St Sidewalk (Sloan St to Main St)	\$112,369	100.00%	40.55%	9.82%	49.62%	\$11,038	
7th St Sidewalk(Sloan St to Main St)	\$110,527	100.00%	40.55%	9.82%	49.62%	\$10,857	
Lake Dr Sidewalk (North Dr to Main St)	\$175,001	100.00%	40.55%	9.82%	49.62%	\$17,191	
South Edmond St (CGP to Welch)	\$0	100.00%	40.55%	9.82%	49.62%	\$0	
Welch St (South Edmond to Doak St)	\$0	100.00%	40.55%	9.82%	49.62%	\$0	
Doak St (Welch St to Rio Grande St)	\$0	100.00%	40.55%	9.82%	49.62%	\$0	
Rio Grande St (S Doak St to Main St)	\$0	100.00%	40.55%	9.82%	49.62%	\$0	
Howard (2nd St to Lake Dr)	\$0	100.00%	40.55%	9.82%	49.62%	\$0	
Davis (2nd St to Mallard)	\$0	100.00%	40.55%	9.82%	49.62%	\$0	
4th St (Sloan St to Main St)	\$0	100.00%	40.55%	9.82%	49.62%	\$0	
7th St (Sloan St to Main St)	\$0	100.00%	40.55%	9.82%	49.62%	\$0	
West Lake Dr (North Dr to Main St)	\$0	100.00%	40.55%	9.82%	49.62%	\$0	
East Lake Dr (Main St to Gravel Pit Rd)	\$0	100.00%	40.55%	9.82%	49.62%	\$0	
Old Thorndale Rd (Porter St to FM619)	\$0	100.00%	40.55%	9.82%	49.62%	\$0	
East Walnut St (Main St to City limit)	\$0	100.00%	40.55%	9.82%	49.62%	\$0	
Southwood Hills Dr (Main St to Old Coupland Rd)	\$0	100.00%	40.55%	9.82%	49.62%	\$0	
Old Coupland Road (Southwood Hills to City limit)	\$0	100.00%	40.55%	9.82%	49.62%	\$0	
<b>TOTAL COLLECTORS</b>		<b>100.00%</b>	<b>40.55%</b>	<b>9.82%</b>	<b>49.62%</b>	<b>\$358,701</b>	<b>\$162.01</b>
<b>ROADWAYS CONSTRUCTION COST TOTAL</b>							<b>\$629.29</b>
						<b>\$1,393,308</b>	<b>\$629.29</b>

Source: Sledge Engineering, 2013, Thoroughfare Impact Fee CIP 2013 SEv3.xls.