



Transportation Impact Fees Item G  
IFAC Meeting: Max Fees & Policy Decision  
Framework

**Kimley»Horn**

November 13, 2020



# Presentation Overview

- Final Draft of Study and Maximum Fees Overview
- Policy Framework Discussion



# STUDY AND MAXIMUM FEES OVERVIEW

# Impact Fee Components

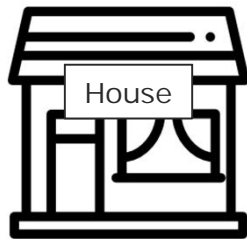
- Service Areas\*
  - Land Use Assumptions\*\*
  - Capital Improvements Plan\*\*
  - Service Units\*\*\*
  - Maximum Fee Calculation\*\*\*
  - Initial Collection Rate
  - Policy
- Kimley-Horn Study
- Ordinance / Policy Decision (Always adjustable)

\* Council Approved 11-26-2019  
\*\* Council Approved 10-27-2020  
\*\*\* Today's Meeting Review

# Service Unit

- Chapter 395 “Service unit” definition
  - Standardized measure of consumption attributable to an individual unit of development calculated in accordance with generally accepted engineering or planning standards and based on historical data and trends applicable to the political subdivision in which the individual unit of development is located during the previous 10 years
- Roadway utilizes **vehicle miles** - One vehicle to travel one mile
  - Based off of local travel lengths and national ITE Trip Generation standards
- Water utilizes meter size, fixed route system

# Service Units



Trips	0.99 Vehicles (PM Peak) (ITE Trip Generation)
X Trip Length	4.30 Miles (1/2 Home to Work)
Vehicle-Miles	4.26 Vehicle-Miles



Trips	3.81 Vehicles (PM Peak) (ITE Trip Generation)
Reduction for Pass-by Trips	34% (ITE Trip Generation Handbook) 2.51 Vehicles (PM Peak)
X Trip Length	3.18 Miles
Vehicle-Miles	7.98 Vehicle-Miles

# Land Use-Vehicle Mile Equivalency Table (LUVMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi)	Veh-Mi Per Dev-Unit
<b>PORT AND TERMINAL</b>											
Truck Terminal	030	1,000 SF GFA	1.87			1.87	10.70	50%	5.35	5.35	10.00
<b>INDUSTRIAL</b>											
General Light Industrial	110	1,000 SF GFA	0.63			0.63	12.89	50%	6.45	6.00	3.78
Industrial Park	130	1,000 SF GFA	0.40			0.40	12.89	50%	6.45	6.00	2.40
Manufacturing	140	1,000 SF GFA	0.67			0.67	12.89	50%	6.45	6.00	4.02
Warehousing	150	1,000 SF GFA	0.19			0.19	12.89	50%	6.45	6.00	1.14
Mini-Warehouse	151	1,000 SF GFA	0.17			0.17	12.89	50%	6.45	6.00	1.02
<b>RESIDENTIAL</b>											
Single-Family Detached Housing	210	Dwelling Unit	0.99			0.99	8.59	50%	4.30	4.30	4.26
Multifamily Housing (Low-Rise)	220	Dwelling Unit	0.56			0.56	8.59	50%	4.30	4.30	2.41
Multifamily Housing (Mid-Rise)	221	Dwelling Unit	0.44			0.44	8.59	50%	4.30	4.30	1.89
Multifamily Housing (High-Rise)	222	Dwelling Unit	0.36			0.36	8.59	50%	4.30	4.30	1.55
Mobile Home Park / Manufactured Hom	240	Dwelling Unit	0.46			0.46	8.59	50%	4.30	4.30	1.98
Senior Adult Housing-Detached	251	Dwelling Unit	0.30			0.30	8.59	50%	4.30	4.30	1.29
Senior Adult Housing-Attached	252	Dwelling Unit	0.26			0.26	8.59	50%	4.30	4.30	1.12
Assisted Living	254	Beds	0.26			0.26	8.59	50%	4.30	4.30	1.12

- 63 Land Uses in full table from ITE for common development types

# LUVMET Descriptions

Land Use Category	ITE Land Use Code	Land Use Description
<b>PORT AND TERMINAL</b>		
Truck Terminal	030	Point of good transfer between trucks, between trucks and rail, or between trucks and ports
<b>INDUSTRIAL</b>		
General Light Industrial	110	Emphasis on activities other than manufacturing in a free-standing facility devoted to a single use
Industrial Park	130	Contains a number of industrial or related facilities; characterized by a mix of highly diversified facilities
Manufacturing	140	Primary activity is conversion of raw materials or parts into finished products
Warehousing	150	Devoted to storage of materials but may include office and maintenance areas
Mini-Warehouse	151	Facilities with a number of units rented to others for the storage of goods
<b>RESIDENTIAL</b>		
Single-Family Detached Housing	210	Single-family detached homes on individual lots
Multifamily Housing (Low-Rise)	220	One or two levels (floor) per building such as duplexes or townhomes
Multifamily Housing (Mid-Rise)	221	Multi-family housing between three and ten levels (floors) per building
Multifamily Housing (High-Rise)	222	Multi-family housing more than ten levels (floors) per building
Mobile Home Park / Manufactured Home	240	Consists of manufactured homes that are sited and installed on permanent foundations
Senior Adult Housing-Detached	251	Consists of detached independent living developments that include amenities such as golf courses and swimming pools
Senior Adult Housing-Attached	252	Consists of attached independent living developments that include limited social or recreation services
Assisted Living	254	Residential settings that provide either routine general protective oversight or assistance with activities.

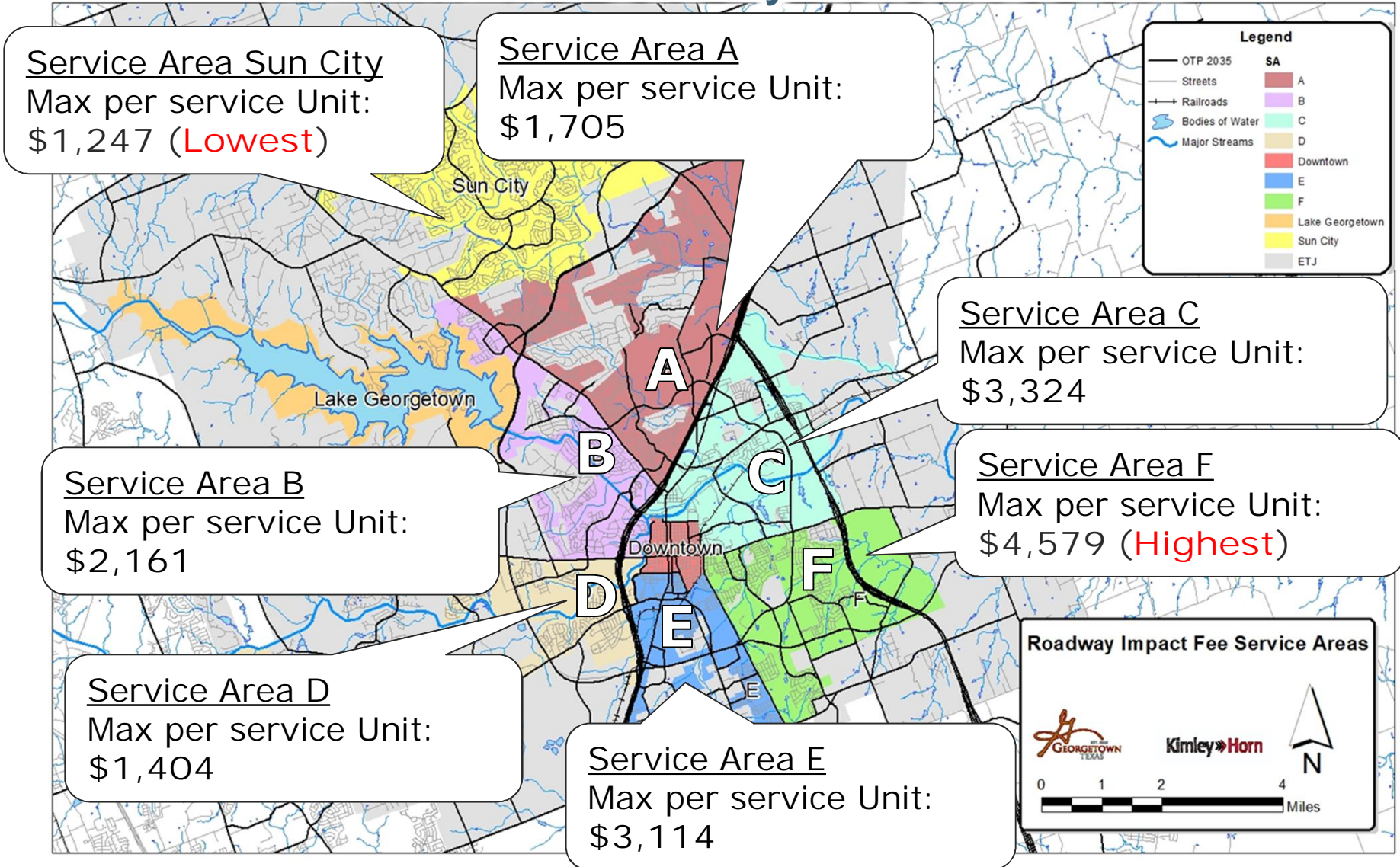


# Impact Fee Components: Maximum Fee

$$\text{Max. Impact Fee Per Service Unit} = \frac{\text{Recoverable Cost of the CIP (\$)}}{\text{New Service Units (vehicle-miles)}}$$

- New Service Units are derived from Land Use Assumptions (10-Year Growth) and Future Land Use Plan
- Impact Fee Capital Improvements Plan based on the portion of the Overall Transportation Plan needed for future growth
- Credits against impact fees due when a developer constructs or contributes to a thoroughfare facility
  - Dedication of Right-of-Way is not included in this
- Impact Fee calculations must be updated at least every 5 years

# Maximum Fees by Service Area



## Impact Fee Components: Maximum Fee Application

- Ex. Rate: \$1,000/vehicle-mile (per service unit)

X.XX – this is the number of service units each land use generates in PM Peak (# of trips \* trip length)

### 1. Single Family –

- \$1,000 \* 3.96 = \$3,960

### 2. 15,000 square foot shopping center:

- 15 \* \$1,000 \* 7.30 = \$109,500

- Rate collected is based on Council decision (Policy).



# POLICY FRAMEWORK DISCUSSION

# Policy Decisions Outline

- Effective Date
- Collection Rate
- Other Considerations

# Effective Date

State law requires minimum 1 year grace period from Ordinance effective date for previously platted properties

## OTHER CONSIDERATIONS

- Effective date could be any date after adoption of an ordinance
- Could extend grace period length and coverage (to properties not yet platted at effective date)
- Phased-In Approach – rate varies by length of time after adoption (ramps up fees)

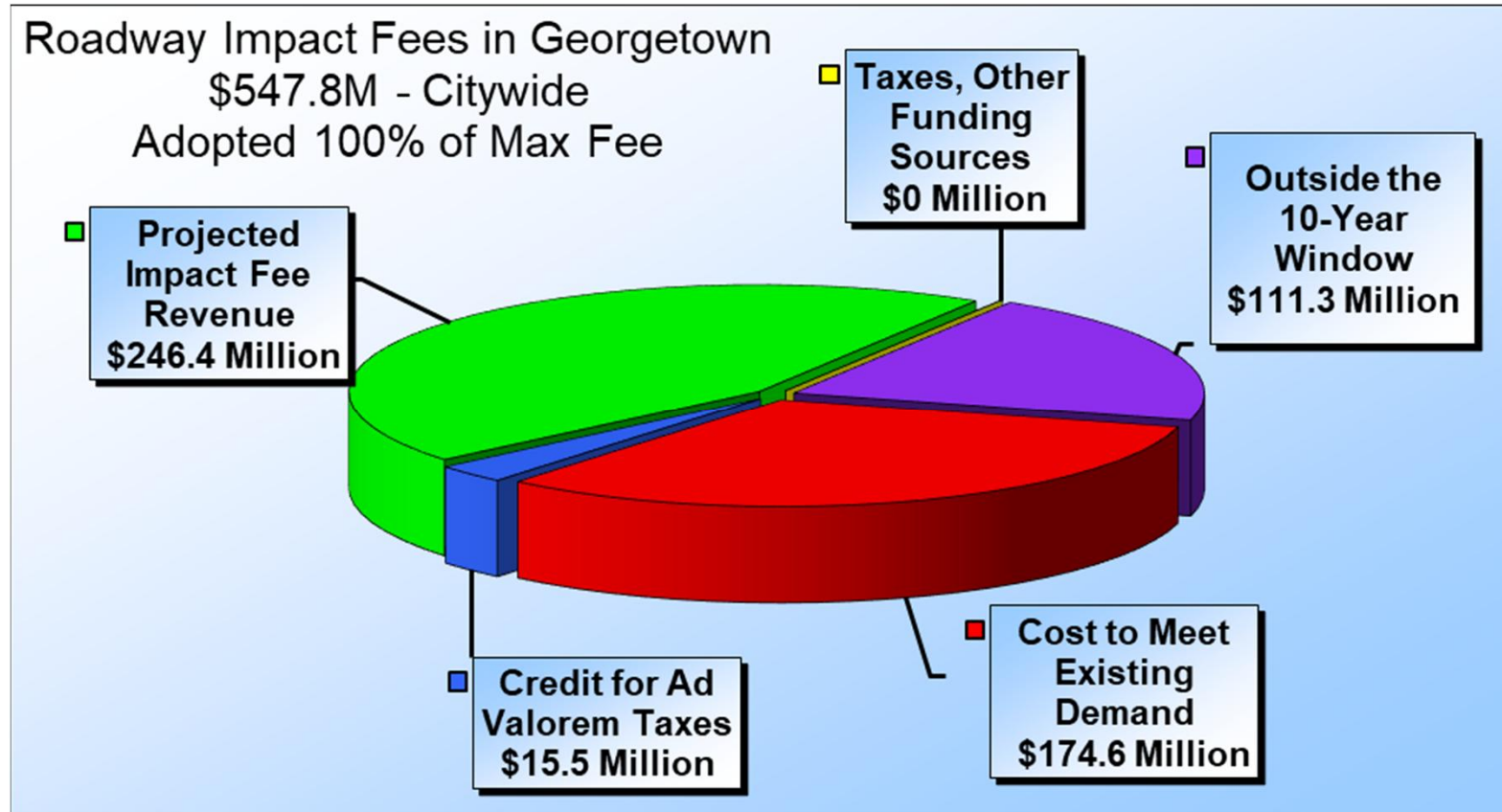
# Collection Rate

Limited by maximum fee in each service area

## OTHER CONSIDERATIONS

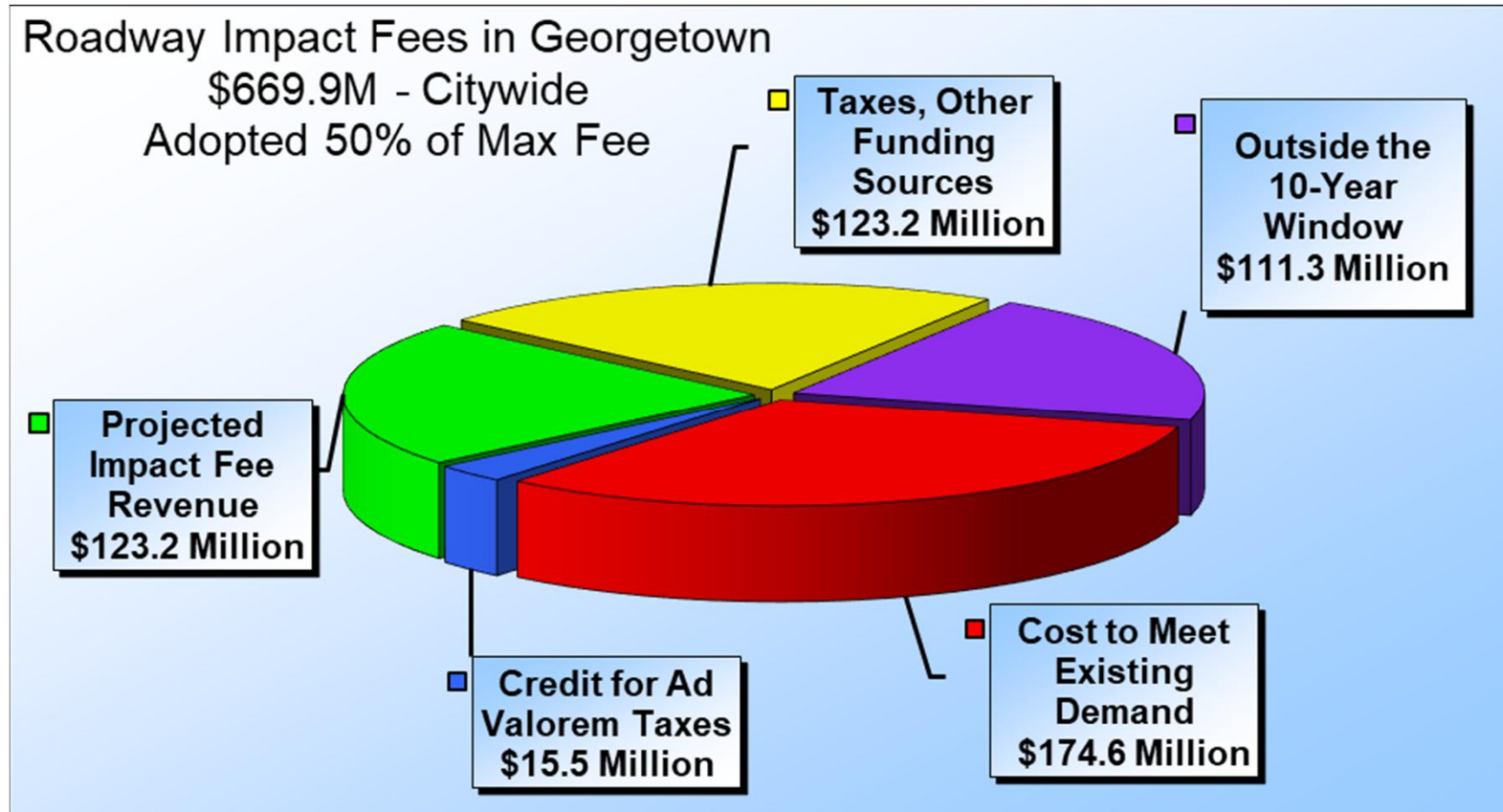
- Flat option – all the same, limited by lowest maximum fee
- Percent (%) option – rate varies by area, but can be flat percentage of maximum
- Vary by Land Use or Land Use Category (Residential, Non-Residential, or more specific)

# Impact Fee Components: Collection Rate





# Impact Fee Components: Collection Rate



# What's Next?

- December – January – IFAC meetings on collection rate & Policy decisions (recommendations Jan 8<sup>th</sup>)
- (September – January): Stakeholder Engagement
- January – Council set Public Hearing on Adopting Study
- (January – Complete): Ordinance drafting with collection rate & policy (IFAC will submit comments on Study & recommendation)

