



Cresandra Hardeman, Chairperson, Place 3
Julie Leonard, Place 1
Prince John Chavis, Place 2
Felix Paiz, Place 4
Celestine Sermo, Place 5
Cecil Meyer, Place 6
LaKesha Small, Place 7
Barth Timmerman, Developer Representative

Community Impact Fee Advisory Committee Regular Meeting

Wednesday, September 13, 2023, at 7:30 PM

Manor City Hall, Council Chambers, 105 E. Eggleston St.

AGENDA

This meeting will be live streamed on Manor's YouTube Channel
You can access the meeting at <https://www.youtube.com/@cityofmanorsocial/streams>

CALL TO ORDER AND ANNOUNCE A QUORUM IS PRESENT

PUBLIC COMMENTS

Non-Agenda Item Public Comments (white card): Comments will be taken from the audience on non-agenda related topics for a length of time, not to exceed three (3) minutes per person.

Agenda Item Public Comments (yellow card): Comments will be taken from the audience on non-agenda and agenda items combined for a length of time, not to exceed five (5) minutes total per person on all items, except for Public Hearings. Comments on Public Hearing items must be made when the item comes before the Board/Commission/Committee and, not to exceed two (2) minutes per person. No Action or Discussion May be Taken by the Board/Commission/Committee during Public Comments on Non-Agenda Items.

To address the Board/Commission/Committee, please complete the white or yellow card and present it to the city staff designee prior to the meeting.

CONSENT AGENDA

All of the following items on the Consent Agenda are considered to be self-explanatory by the Community Impact Fee Advisory Committee and will be enacted with one motion. There will be no separate discussion of these items unless requested by the Chair or a Committee Member; in which event, the item will be removed from the consent agenda and considered separately.

- 1. Consideration, discussion, and possible action to approve the minutes for the July 12, 2023, Community Impact Fee Advisory Committee Regular Session.**

REGULAR AGENDA

- 2. Consideration, discussion, and possible action on Roadway Impact Fee Calculations.**

3. Consideration, discussion, and possible action on Roadway Impact Fees.

ADJOURNMENT

In addition to any executive session already listed above, the Community Impact Fee Advisory Committee reserves the right to adjourn into executive session at any time during the course of this meeting to discuss any of the matters listed above, as authorized by Texas Government Code Section §551.071 (Consultation with Attorney), §551.072 (Deliberations regarding Real Property), §551.073 (Deliberations regarding Gifts and Donations), §551.074 (Personnel Matters), §551.076 (Deliberations regarding Security Devices) and §551.087 (Deliberations regarding Economic Development Negotiations).

CONFLICT OF INTEREST

In accordance with Section 12.04 (Conflict of Interest) of the City Charter, “No elected or appointed officer or employee of the city shall participate in the deliberation or decision on any issue, subject or matter before the council or any board or commission, if the officer or employee has a personal financial or property interest, direct or indirect, in the issue, subject or matter that is different from that of the public at large. An interest arising from job duties, compensation or benefits payable by the city shall not constitute a personal financial interest.”

Further, in accordance with Chapter 171, Texas Local Government Code (Chapter 171), no City Council member and no City officer may vote or participate in discussion of a matter involving a business entity or real property in which the City Council member or City officer has a substantial interest (as defined by Chapter 171) and action on the matter will have a special economic effect on the business entity or real property that is distinguishable from the effect on the general public. An affidavit disclosing the conflict of interest must be filled out and filed with the City Secretary before the matter is discussed.

POSTING CERTIFICATION

I, the undersigned authority do hereby certify that this Notice of Meeting was posted on the bulletin board, at the City Hall of the City of Manor, Texas, a place convenient and readily accessible to the general public at all times and said Notice was posted on the following date and time: Friday September 8, 2023, by 5:00 p.m. and remained so posted continuously for at least 72 hours preceding the scheduled time of said meeting.

/s/ Lluvia T. Almaraz, TRMC
City Secretary for the City of Manor, Texas

NOTICE OF ASSISTANCE AT PUBLIC MEETINGS:

The City of Manor is committed to compliance with the Americans with Disabilities Act. Manor City Hall and the Council Chambers are wheelchair accessible and accessible parking spaces are available. Requests for accommodations or interpretive services must be made 10 days prior to this meeting. Please contact the City Secretary at 512.215.8285 or e-mail jalmaraz@manortx.gov



AGENDA ITEM SUMMARY FORM

PROPOSED MEETING DATE: September 13, 2023
PREPARED BY: Scott Dunlop, Director
DEPARTMENT: Development Services

AGENDA ITEM DESCRIPTION:

Consideration, discussion, and possible action to approve the minutes for the July 12, 2023, Community Impact Fee Advisory Committee Regular Session.

BACKGROUND/SUMMARY:

LEGAL REVIEW: Not Applicable
FISCAL IMPACT: No
PRESENTATION: No
ATTACHMENTS: Yes

- July 12, 2023, Community Impact Fee Advisory Committee minutes

STAFF RECOMMENDATION:

It is the City Staff's recommendation that the Community Impact Fee Advisory Committee approve the July 12, 2023, Community Impact Fee Advisory Committee minutes.

PLANNING & ZONING COMMISSION: **Recommend Approval** **Disapproval** **None**



**COMMUNITY IMPACT FEE ADVISORY COMMITTEE
REGULAR SESSION MINUTES
JULY 12, 2023**

This meeting was live streamed on Manor's YouTube Channel
You can access the meeting at <https://www.youtube.com/@cityofmanorsocial/streams>

PRESENT:

COMMISSIONERS:

- LaKesha Small, Chair Place 7 (Absent)
- Felix Paiz, Vice Chair, Place 4
- Julie Leonard, Chair, Place 1(Absent)
- Anthony Butler, Place 2 (Absent)
- Cresandra Hardeman, Place 3(Absent)
- Celestine Sermo, Place 5
- Cecil Meyer, Place 6
- Barth Timmermann, Developer Representative

CITY STAFF:

- Pauline Gray, City Engineer
- Scott Dunlop, Development Services Director
- Michael Burrell, Planning Coordinator
- Michael Pachnick, IT Technician
- Sonia Wallace, City Council

REGULAR SESSION: 7:00 P.M.

CALL TO ORDER AND ANNOUNCE A QUORUM IS PRESENT

With a quorum of the Community Impact Fee (CIF) Advisory Committee present, the Regular Session of the Manor CIF Advisory Committee was called to order by Vice Chair Piaiz at 7:01 p.m. on Wednesday July 12, 2023, in the Council Chambers of the Manor City Hall, 105 E. Eggleston St., Manor, Texas.

PUBLIC COMMENTS

Robert Battaile, 502 E. Eggleston St., Manor, Texas, submitted a speaker card to speak during public comment regarding his concerns. He expressed his opposition toward the Manor Comprehensive Plan, the growth rates set by the City, dense population growth near the downtown area and the cemetery, the City's Development Services staff, and the City Council. He stated he was in favor of embracing our history by finding ways to preserve it.

CONSENT AGENDA

1. Consideration, discussion, and possible action to approve the Community Impact Fee Advisory Committee minutes.

- May 10, 2023, Community Impact Fee Advisory Committee Regular Session; and
- June 14, 2023, Community Impact Fee Advisory Committee Regular Session

City Staff recommended that the Community Impact Fee Advisory Committee approve the May 10, 2023, and the June 14, 2023, Community Impact Fee Advisory Committee minutes.

MOTION: Upon a motion made by Commissioner Meyer and seconded by Developer Representative Timmerman to approve the minutes on the consent agenda.

There was no further discussion.

Motion to Approve carried 4-0

REGULAR AGENDA

2. Discussion on Roadway Impact Service Unit Calculations and Vehicle Mile Calculations. Discussion on the growth in vehicle miles between 2023 and 2033 and discussion on the Roadway Impact Fee Calculation Overview – next steps.

City Staff recommended that the Community Impact Fee Advisory Committee discuss the roadway impact service unit calculations and vehicle mile calculations.

Engineer Gray stated she would be limiting the discussion to Service Unit and the Vehicle Mile Calculations and at the next meeting discuss what the impact fees would amount to while comparing them to other cities. She presented a slide show presentation. (see attached)

Engineer Gray reviewed the first steps in calculating the service units which is the vehicle miles. She reviewed how the growth rate, the same used for the Water and Wastewater Impact Fee calculations, calculated over a 10 (ten) year period would be used to determine the cost per service unit.

Engineer Gray explained the steps to determine the Transportation demand factor. She stated they would be using the ITE Trip Generation Manual, 11th Edition to provide the number of trips that are produced by the proposed land use of each corresponding category within the service area.

Engineer Gray explained Trip Length, demand factor calculations, existing vehicle miles and categories based on current data for each service area. She explained how Future Vehicle Miles were calculated. She reiterated these were just estimates.

Engineer Gray answered questions from the Committee regarding the formula used to determine the demand factor and how it was used to calculate the vehicle miles. She answered questions on the reference information within the charts presented.

Discussion was held regarding the proposed multifamily plans within the service areas.

Engineer Gray ensured the Committee that a recheck would be done to make certain the most current and up-to-date information is used to calculate the totals for the Roadway Impact Fees.

Engineer Gray stated the next step to determining the Roadway Impact Fee Calculations. She reviewed how TIAs done in the service would help with the calculations. She reviewed in detail the 12 (twelve) different Roadway Impact Fee Calculation Steps.

Engineer Gray reviewed the Manor Road Impact Fee Map. She stated updates to the map are still needed to identify some county roads and some recent changes in Service Area #3.

Engineer Gray answered questions from the Committee regarding the maps, calculations of the fees and TIAs. She explained some of the limitations based on State regulations.

There was no further discussion.

No Action was taken.

ADJOURNMENT

MOTION: Upon a motion made by Commissioner Meyer and seconded by Commissioner Sermo to adjourn the regularly scheduled Community Impact Fee Advisory Committee at 7:37 p.m. on Wednesday, July 12, 2023.

There was no further discussion.

Motion to Adjourn carried 4-0

These minutes approved by the Community Impact Fee Advisory Committee on the 13th day of September 2023. *(Audio recording archived)*

APPROVED:

Cresandra Hardeman
Chairperson

ATTEST:

Mandy Miller
Development Services Supervisor

CITY OF MANOR ROADWAY Service unit and vehicle mile calculations

Service Units - recap

WHAT IS A SERVICE UNIT?

- ❖ FOR ROADWAY IMPACT FEES THE SERVICE UNIT IS A VEHICLE MILE
- ❖ IN ORDER TO DETERMINE THE COST PER SERVICE UNIT, THE ESTIMATED GROWTH IN VEHICLE MILES IN EACH SERVICE AREA NEEDS TO BE CALCULATED FOR A TEN-YEAR PERIOD (2023-2033)
- ❖ ALL CURRENTLY DEVELOPED LAND AND ALL DEVELOPABLE LAND WILL BE CATEGORIZED AS EITHER RESIDENTIAL OR NON-RESIDENTIAL.
- ❖ NON-RESIDENTIAL WILL BE BROKEN INTO THREE (3) CATEGORIES:
 - ❖ RETAIL, SERVICE, AND BASIC

Non-residential

- ❖ RETAIL WOULD BE LAND-USE ACTIVITIES THAT PROVIDE FOR THE SALE OF GOODS. THIS WOULD INCLUDE SUCH ITEMS AS GROCERY STORES AND RESTAURANTS.
- ❖ SERVICE IS ACTIVITIES THAT PROVIDE PERSONAL AND PROFESSIONAL SERVICES AND WOULD INCLUDE GOVERNMENT AND PROFESSIONAL OFFICES AS WELL AS EDUCATIONAL USES.
- ❖ BASIC WOULD-BE ACTIVITIES THAT PRODUCE GOODS AND SERVICES THAT WOULD BE EXPORTED OUT OF THE LOCAL ECONOMY AND WOULD INCLUDE SUCH THINGS AS MANUFACTURING, CONSTRUCTION, TRANSPORTATION, WHOLESALE, TRADE, WAREHOUSING AND OTHER INDUSTRIAL USES.

TRANSPORTATION demand factor

- ❖ THE PROPOSED TRANSPORTATION FACTORS WILL COME FROM THE ITE TRIP GENERATION MANUAL, 11TH EDITION.
- ❖ THE ITE TRIP GENERATION MANUAL, 11TH EDITION PROVIDES THE NUMBER OF TRIPS THAT ARE PRODUCED BY THE PROPOSED LAND USE FOR EACH DWELLING UNIT, SQUARE FOOT OF BUILDING, OR OTHER CORRESPONDING UNITS.

Variables:

$$TDF = T * (1 - P_b) * L_{max}$$

$$\text{where... } L_{max} = \min(L * OD \text{ or } 6)$$

- TDF = Transportation Demand Factor,
- T = Trip Rate (peak hour trips / unit),
- P_b = Pass-By Discount (% of trips),
- L_{max} = Maximum Trip Length (miles),
- L = Average Trip Length (miles), and
- OD = Origin-Destination Reduction (50%)

Transportation demand factor

- ❖ THE MAXIMUM TRIP LENGTH WILL VARY BETWEEN THE THREE SERVICE AREAS.
- ❖ FOR SERVICE AREA 1, THE MAXIMUM TRIP LENGTH IS 2 MILES.
- ❖ FOR SERVICE AREA 2, THE MAXIMUM TRIP LENGTH IS 3 MILES.
- ❖ FOR SERVICE AREA 3, THE MAXIMUM TRIP LENGTH IS 4 MILES.

- ❖ THE ORIGIN-DESTINATION REDUCTION (OD) IS USED TO ADJUST THE AVERAGE TRIP LENGTH IN THE COMPUTATION OF THE MAXIMUM TRIP LENGTH. THIS WILL PREVENT TRIPS FROM BEING COUNTED TWICE AS BOTH RESIDENTIAL AND NON-RESIDENTIAL. IF THIS WAS NOT ADJUSTED, THEN A TRIP FROM HOME TO WORK WITH A STOP AT A STORE WOULD RESULT IN THIS BEING COUNTED AS TWO TRIPS. ONLY HALF OF THE TRIP WOULD BE COUNTED AS RESIDENTIAL AND THE OTHER HALF WOULD BE COUNTED AS NON-RESIDENTIAL.

Transportation demand factor calculations

Variable	Residential Single Family	Residential Multifamily	Basic	Service	Retail
T	0.94	0.51	0.65	1.44	2.24
P _b	0%	0%	0%	0%	35%
L	8.59	8.59	12.89	6.76	6.35
L _{max}	4.30	4.30	6.00	3.38	3.18
TDF	4.04	2.19	3.90	4.87	4.62
The max length is less than 6 miles for each of the service areas, so the lower trip length is used rather than 6 miles.					

Variables:

$$TDF = T * (1 - P_b) * L_{max}$$

where... $L_{max} = \min(L * OD \text{ or } 6)$

- TDF = Transportation Demand Factor,
- T = Trip Rate (peak hour trips / unit),
- P_b = Pass-By Discount (% of trips),
- L_{max} = Maximum Trip Length (miles),
- L = Average Trip Length (miles), and
- OD = Origin-Destination Reduction (50%)

Existing vehicle miles

Service Area	Residential Vehicle Miles (Existing)				Nonresidential SF (Existing)			Trans. Demand Factor			Nonresidential Vehicle Miles (Existing)				Total Vehicle Miles (Existing)	
	Single Family Units	Trip Rate TDF	Multifamily	Trip Rate TDF	Vehicle Miles	Basic	Service	Retail	Basic	Service	Retail	Basic	Service	Retail	Total	
		0.94		0.51					0.65	1.44	2.24					
1	1519		1870		10,232	443,218	1,249,580	457,950				1,729	6,085	2,116	9,930	20,162
2	1845	4.04	0	2.19	7,454	0	35,000	0	3.9	4.87	4.62	0	162	0	162	7,616
3	1961		0		7,922	0	0	0				0	0	0	0	7,922
TOTALS	5325		1870		25,608	443,218	1,284,580	457,950				1,729	6,247	2,116	10,091	35,700

Vehicle miles calculations

❖ THE VEHICLE MILES FOR RESIDENTIAL ARE CALCULATED BY MULTIPLYING THE TDF FOR EITHER SINGLE-FAMILY OR MULTIFAMILY BY THE NUMBER OF DWELLING UNITS

❖ THE NON-RESIDENTIAL VEHICLE MILES WERE CALCULATED BY ESTIMATING THE SQUARE FOOTAGE OF EACH NON-RESIDENTIAL USE AND THEN MULTIPLYING THE TDF BY THE NUMBER OF THOUSAND SQUARE FEET FOR EACH LAND USE.

❖ THE RESIDENTIAL AND NON-RESIDENTIAL VEHICLE MILES WERE ADDED TOGETHER TO GET A TOTAL VEHICLE MILES FOR EACH SERVICE AREA.

Future vehicle miles

10-YEAR GROWTH PROJECTIONS	
SERVICE AREA	VEHICLE-MILES
1	15,787
2	12,312
3	13,500

Future vehicle miles

Service Area	Residential Vehicle Miles (Future)				Nonresidential SF (Future)			Trans. Demand Factor			Nonresidential Vehicle Miles (Future)				Total Vehicle Miles (Future)	
	Single Family Units	Trip Rate TDF	Multifamily	Trip Rate TDF	Vehicle Miles	Basic	Service	Retail	Basic	Service	Retail	Basic	Service	Retail	Total	
		0.94		0.51					0.65	1.44	2.24					
1	1500	4.04	1000	2.19	8,250	351,470	155,144	1,171,220	3.9	4.87	4.62	1,371	756	5,411	7,537	15,787
2	2584		224		10,930	100,000	50,000	162,000				390	244	748	1,382	12,312
3	1961		0		7,922	250,000	300,000	680,000				975	1,461	3,142	5,578	13,500
TOTALS	6045		1224		27,102	701,470	505,144	2,013,220				2,736	2,460	9,301	14,497	41,599

NEXT STEPS

- ❖ MAXIMUM ASSESSABLE ROADWAY IMPACT FEE CALCULATION

 - ❖ ROADWAY IMPACT FEE CIP PROJECTS WILL NEED TO BE DETERMINED

 - ❖ THE ROADWAY IMPACT FEE CIP WILL CONSIST OF ROADWAY SEGMENT IMPROVEMENTS.

Roadway impact fee calculation steps

- ❖ STEP 1: CALCULATE THE TOTAL NUMBER OF VEHICLE MILES ADDED TO THE SERVICE AREA BASED ON THE CAPACITY, LENGTH, AND NUMBER OF LANES IN EACH PROPOSED CIP PROJECT.
 - EACH PROJECT IDENTIFIED IN THE RIF CIP WILL ADD A CERTAIN AMOUNT OF CAPACITY TO THE CITY'S ROADWAY NETWORK. BASED ON ITS LENGTH AND CLASSIFICATION. THIS WOULD BE THE TOTAL AMOUNT ADDED WITHIN EACH SERVICE AREA.

Roadway impact fee calculation steps

- ❖ STEP 2: TOTAL VEHICLE MILES OF EXISTING DEMAND. A MEASURE OF THE AMOUNT OF TRAFFIC CURRENTLY USING THE ROADWAY FACILITIES UPON WHICH CAPACITY IS BEING ADDED
 - A NUMBER OF FACILITIES IDENTIFIED IN THE RIF CIP HAVE TRAFFIC CURRENTLY UTILIZING A PORTION OF THEIR EXISTING CAPACITY. THIS LINE DISPLAYS THE TOTAL AMOUNT OF CAPACITY ALONG THESE FACILITIES CURRENTLY BEING USED BY EXISTING TRAFFIC.

Roadway impact fee calculation steps

❖ STEP 3: CALCULATION OF THE TOTAL VEHICLE MILES OF EXISTING DEFICIENCIES. NUMBER OF VEHICLE-MILES OF TRAVEL THAT ARE NOT ACCOMMODATED BY THE EXISTING ROADWAY SYSTEM

- IN ORDER TO ENSURE THAT EXISTING DEFICIENCIES ON THE CITY'S ROADWAY NETWORK ARE NOT RECOVERABLE THROUGH IMPACT FEES, THIS IS BASED ON THE ENTIRE ROADWAY NETWORK WITHIN THE SERVICE AREA. ANY ROADWAY WITHIN THE SERVICE AREA THAT IS DEFICIENT – EVEN THOSE NOT IDENTIFIED ON THE ROADWAY IMPACT FEE CIP – WILL HAVE THESE ADDITIONAL TRIPS REMOVED FROM THE CALCULATION.

Roadway impact fee calculation steps

- ❖ **STEP 4: CALCULATION OF THE NET AMOUNT OF VEHICLE MILES OF CAPACITY ADDED. A MEASUREMENT OF THE AMOUNT OF VEHICLE MILES ADDED BY THE RIF CIP THAT WILL NOT BE UTILIZED BY EXISTING DEMAND.**
 - THIS CALCULATION IDENTIFIES THE PORTION OF THE RIF CIP (IN VEHICLE MILES) THAT MAY BE RECOVERABLE THROUGH THE COLLECTION OF IMPACT FEES.

Roadway impact fee calculation steps

❖ **STEP 5: TOTAL COST OF THE ROADWAY IMPACT FEE CIP WITHIN EACH SERVICE AREA IS CALCULATED.**

- THIS WILL IDENTIFY THE TOTAL COST OF ALL THE ROADWAY PROJECTS IDENTIFIED IN EACH SERVICE AREA.

Roadway impact fee calculation steps

❖ STEP 6: CALCULATION OF COST OF NET CAPACITY SUPPLIED.

- USING THE RATIO OF VEHICLE-MILES ADDED BY THE ROADWAY IMPACT FEE CIP AVAILABLE TO SERVE FUTURE GROWTH TO THE TOTAL VEHICLE-MILES ADDED, THE TOTAL COST OF THE RIF CIP IS REDUCED TO THE AMOUNT AVAILABLE FOR FUTURE GROWTH (I.E. EXCLUDING EXISTING USAGE AND DEFICIENCIES).

Roadway impact fee calculation steps

❖ STEP 7: CALCULATION OF THE COST TO MEET EXISTING NEEDS AND USAGE

- THIS IS USED TO IDENTIFY THE PORTION OF THE TOTAL COST OF THE ROADWAY IMPACT FEE CIP THAT IS REQUIRED TO MEET EXISTING DEMAND.

Roadway impact fee calculation steps

- ❖ **STEP 8: TOTAL VEHICLE MILES OF NEW DEMAND CALCULATED FOR THE NEXT TEN YEARS. THIS IS BASED ON GROWTH PROJECTIONS. IT WILL ESTIMATE THE NUMBER OF NEW VEHICLE MILES IN EACH SERVICE AREA OVER THE 10-YEAR PERIOD.**

Roadway impact fee calculation steps

- ❖ **STEP 9: PERCENT OF CAPACITY ADDED THAT CAN BE ATTRIBUTED TO NEW GROWTH IN THE SERVICE AREA. THIS IS REQUIRED BY CHAPTER 395.**
 - THIS IS TO VERIFY THAT ANY VEHICLE MILES ADDED BY PROPOSED ROADWAY CIP PROJECTS DO NOT EXCEED THE AMOUNT THAT IS NEEDED TO ACCOMMODATE GROWTH IN THE 10-YEAR PERIOD.

Roadway impact fee calculation steps

❖ STEP 10: THE COST OF ROADWAY IMPACT FEE CIP THAT CAN BE ATTRIBUTED TO NEW GROWTH IN EACH SERVICE AREA.

- THIS CALCULATION IS FOR THE TOTAL ROADWAY IMPACT FEE CIP PROJECT COSTS (EXCLUDING FINANCIAL COSTS) THAT MAY BE RECOVERED THROUGH IMPACT FEES.

Roadway impact fee calculation steps

❖ **STEP 11: CALCULATE CREDIT FOR PREVIOUS CONTRIBUTIONS. THE TOTAL CONTRIBUTIONS BY DEVELOPMENT TOWARD THE BUILDING OF IMPROVEMENTS IN THE ROADWAY IMPACT FEE CIP.**

- THIS IS THE TOTAL OF ALL FINANCIAL CONTRIBUTIONS TOWARDS FUTURE IMPROVEMENTS IN THE ROADWAY IMPACT FEE CIP. THIS WILL BE USED AS A CREDIT TO DEVELOPMENT IN ORDER TO NOT DOUBLE CHARGE FOR PREVIOUS CONTRIBUTIONS FOR ROADWAY CAPACITY IMPROVEMENTS.

Roadway impact fee calculation steps

❖ STEP 12: COST OF TOTAL ROADWAY IMPACT FEE CIP PROJECTS THAT CAN BE ATTRIBUTED TO NEW GROWTH OVER THE TEN-YEAR PERIOD. THE CALCULATION INCLUDES ADDING THE COST OF THE ROADWAY IMPACT FEE CIP ATTRIBUTABLE TO NEW GROWTH MINUS ANY CREDITS FOR PREVIOUS CONTRIBUTIONS MADE BY THE DEVELOPER.

- THIS VALUE IS THE TOTAL ROADWAY IMPACT FEE CIP PROJECT COST (EXCLUDING FINANCIAL COSTS) THAT MAY BE RECOVERED THROUGH IMPACT FEES AND IS DETERMINED USING THE LIMITATIONS TO IMPACT FEES REQUIRED BY THE TEXAS LEGISLATURE (CHAPTER 395).

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AGENDA ITEM SUMMARY FORM

PROPOSED MEETING DATE: September 13, 2023
PREPARED BY: Scott Dunlop, Director
DEPARTMENT: Development Services

AGENDA ITEM DESCRIPTION:

Consideration, discussion, and possible action on Roadway Impact Fee Calculations.

BACKGROUND/SUMMARY:

Discussing preliminary calculation for impact fees for service areas 1, 2, and 3 based on approved TIAs. The Thoroughfare Plan has also been provided and discussion will be held about adding streets from that transportation plan to the impact fees.

LEGAL REVIEW: *Not Applicable*
FISCAL IMPACT: *NO*
PRESENTATION: *NO*
ATTACHMENTS: *YES*

- Roadway Impact Fee Presentation
- Thoroughfare Plan

STAFF RECOMMENDATION:

It is the City Staff’s recommendation that the Community Impact Fee Advisory Committee discuss the roadway impact fee calculations.

PLANNING & ZONING COMMISSION: **Recommend Approval** **Disapproval** **None**

CITY OF MANOR ROADWAY IMPACT FEE CALCULATIONS

SERVICE UNITS - RECAP

WHAT IS A SERVICE UNIT?

- ❖ FOR ROADWAY IMPACT FEES THE SERVICE UNIT IS A VEHICLE MILE
- ❖ IN ORDER TO DETERMINE THE COST PER SERVICE UNIT, THE ESTIMATED GROWTH IN VEHICLE MILES IN EACH SERVICE AREA NEEDS TO BE CALCULATED FOR A TEN-YEAR PERIOD (2023-2033)
- ❖ ALL CURRENTLY DEVELOPED LAND AND ALL DEVELOPABLE LAND WILL BE CATEGORIZED AS EITHER RESIDENTIAL OR NON-RESIDENTIAL.
- ❖ NON-RESIDENTIAL WILL BE BROKEN INTO THREE (3) CATEGORIES:
 - ❖ RETAIL, SERVICE, AND BASIC

NON-RESIDENTIAL

- ❖ RETAIL WOULD BE LAND-USE ACTIVITIES THAT PROVIDE FOR THE SALE OF GOODS. THIS WOULD INCLUDE SUCH ITEMS AS GROCERY STORES AND RESTAURANTS.
- ❖ SERVICE IS ACTIVITIES THAT PROVIDE PERSONAL AND PROFESSIONAL SERVICES AND WOULD INCLUDE GOVERNMENT AND PROFESSIONAL OFFICES AS WELL AS EDUCATIONAL USES.
- ❖ BASIC WOULD-BE ACTIVITIES THAT PRODUCE GOODS AND SERVICES THAT WOULD BE EXPORTED OUT OF THE LOCAL ECONOMY AND WOULD INCLUDE SUCH THINGS AS MANUFACTURING, CONSTRUCTION, TRANSPORTATION, WHOLESALE, TRADE, WAREHOUSING AND OTHER INDUSTRIAL USES.

TRANSPORTATION DEMAND FACTOR

- ❖ THE MAXIMUM TRIP LENGTH WILL VARY BETWEEN THE THREE SERVICE AREAS.
- ❖ FOR SERVICE AREA 1, THE MAXIMUM TRIP LENGTH IS 2 MILES.
- ❖ FOR SERVICE AREA 2, THE MAXIMUM TRIP LENGTH IS 3 MILES.
- ❖ FOR SERVICE AREA 3, THE MAXIMUM TRIP LENGTH IS 4 MILES.
- ❖ THE ORIGIN-DESTINATION REDUCTION (OD) IS USED TO ADJUST THE AVERAGE TRIP LENGTH IN THE COMPUTATION OF THE MAXIMUM TRIP LENGTH. THIS WILL PREVENT TRIPS FROM BEING COUNTED TWICE AS BOTH RESIDENTIAL AND NON-RESIDENTIAL. IF THIS WAS NOT ADJUSTED, THEN A TRIP FROM HOME TO WORK WITH A STOP AT A STORE WOULD RESULT IN THIS BEING COUNTED AS TWO TRIPS. ONLY HALF OF THE TRIP WOULD BE COUNTED AS RESIDENTIAL AND THE OTHER HALF WOULD BE COUNTED AS NON-RESIDENTIAL.

EXISTING VEHICLE MILES

Service Area	Residential Vehicle Miles (Existing)				Nonresidential SF (Existing)			Trans. Demand Factor			Nonresidential Vehicle Miles (Existing)				Total Vehicle Miles (Existing)	
	Single Family Units	Trip Rate TDF	Multifamily	Trip Rate TDF	Vehicle Miles	Basic	Service	Retail	Basic	Service	Retail	Basic	Service	Retail	Total	
		0.94		0.51					0.65	1.44	2.24					
1	1519		1870		10,232	443,218	1,249,580	457,950				1,729	6,085	2,116	9,930	20,162
2	1845	4.04	0	2.19	7,454	0	35,000	0	3.9	4.87	4.62	0	162	0	162	7,616
3	1961		0		7,922	0	0	0				0	0	0	0	7,922
TOTALS	5325		1870		25,608	443,218	1,284,580	457,950				1,729	6,247	2,116	10,091	35,700

VEHICLE MILES CALCULATIONS

- ❖ THE VEHICLE MILES FOR RESIDENTIAL ARE CALCULATED BY MULTIPLYING THE TDF FOR EITHER SINGLE-FAMILY OR MULTIFAMILY BY THE NUMBER OF DWELLING UNITS
- ❖ THE NON-RESIDENTIAL VEHICLE MILES WERE CALCULATED BY ESTIMATING THE SQUARE FOOTAGE OF EACH NON-RESIDENTIAL USE AND THEN MULTIPLYING THE TDF BY THE NUMBER OF THOUSAND SQUARE FEET FOR EACH LAND USE.
- ❖ THE RESIDENTIAL AND NON-RESIDENTIAL VEHICLE MILES WERE ADDED TOGETHER TO GET A TOTAL VEHICLE MILES FOR EACH SERVICE AREA.

FUTURE VEHICLE MILES

10-YEAR GROWTH PROJECTIONS	
SERVICE AREA	VEHICLE-MILES
1	15,787
2	12,312
3	13,500

FUTURE VEHICLE MILES

Service Area	Residential Vehicle Miles (Future)				Nonresidential SF (Future)			Trans. Demand Factor			Nonresidential Vehicle Miles (Future)				Total Vehicle Miles (Future)	
	Single Family Units	Trip Rate TDF	Multifamily	Trip Rate TDF	Vehicle Miles	Basic	Service	Retail	Basic	Service	Retail	Basic	Service	Retail	Total	
		0.94		0.51					0.65	1.44	2.24					
1	1500		1000		8,250	351,470	155,144	1,171,220				1,371	756	5,411	7,537	15,787
2	2584	4.04	224	2.19	10,930	100,000	50,000	162,000	3.9	4.87	4.62	390	244	748	1,382	12,312
3	1961		0		7,922	250,000	300,000	680,000				975	1,461	3,142	5,578	13,500
TOTALS	6045		1224		27,102	701,470	505,144	2,013,220				2,736	2,460	9,301	14,497	41,599

VEHICLE MILES

❖ THE TOTAL ESTIMATED VEHICLE MILES TO BE ADDED BETWEEN 2023 AND 2033:

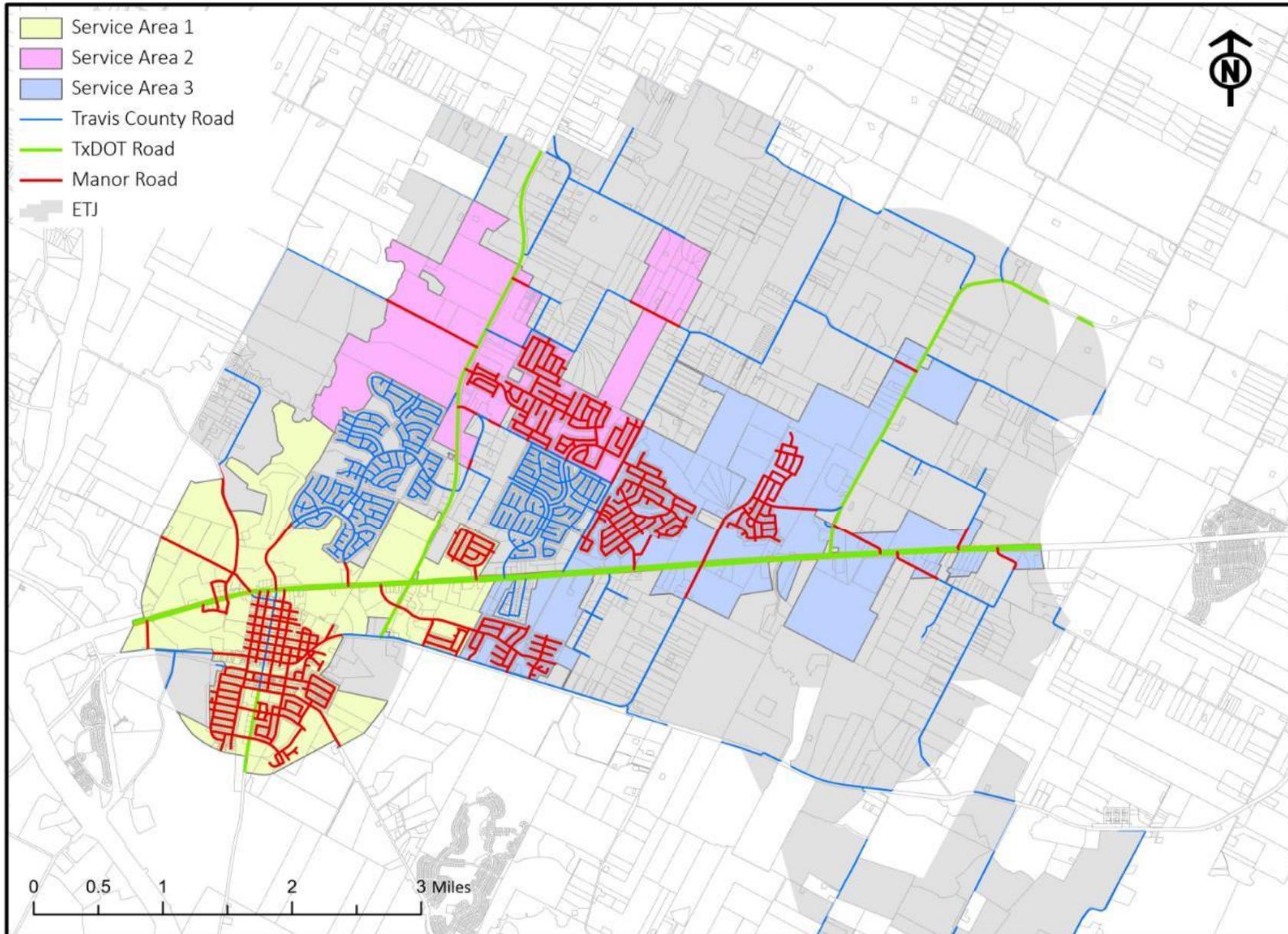
❖ SERVICE AREA 1 = 15,787 MILES

❖ SERVICE AREA 2 = 12,312 MILES

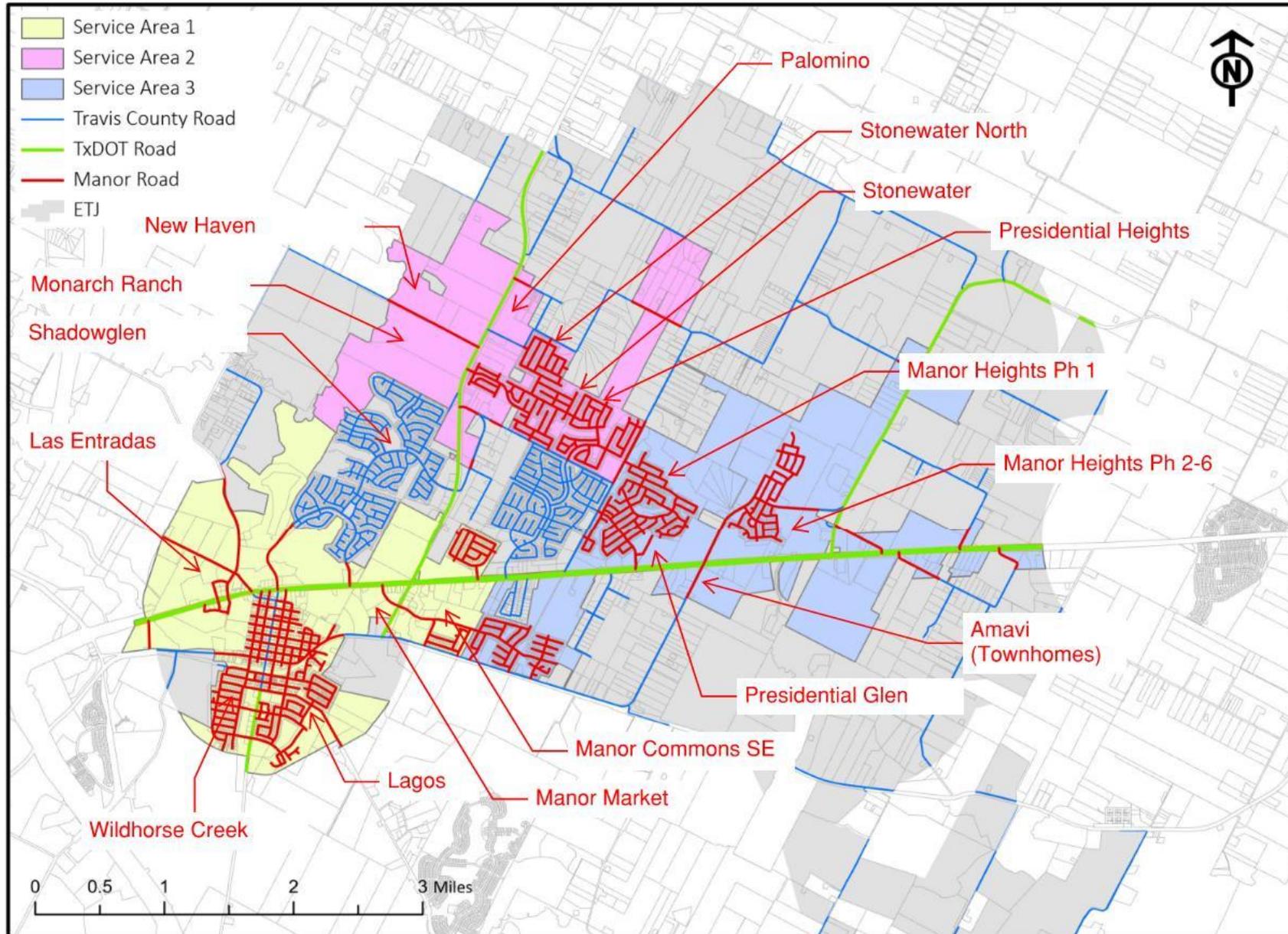
❖ SERVICE AREA 3 = 13,500

❖ TOTAL MILES ADDED = 41,599 (ALL 3 SERVICE AREAS)

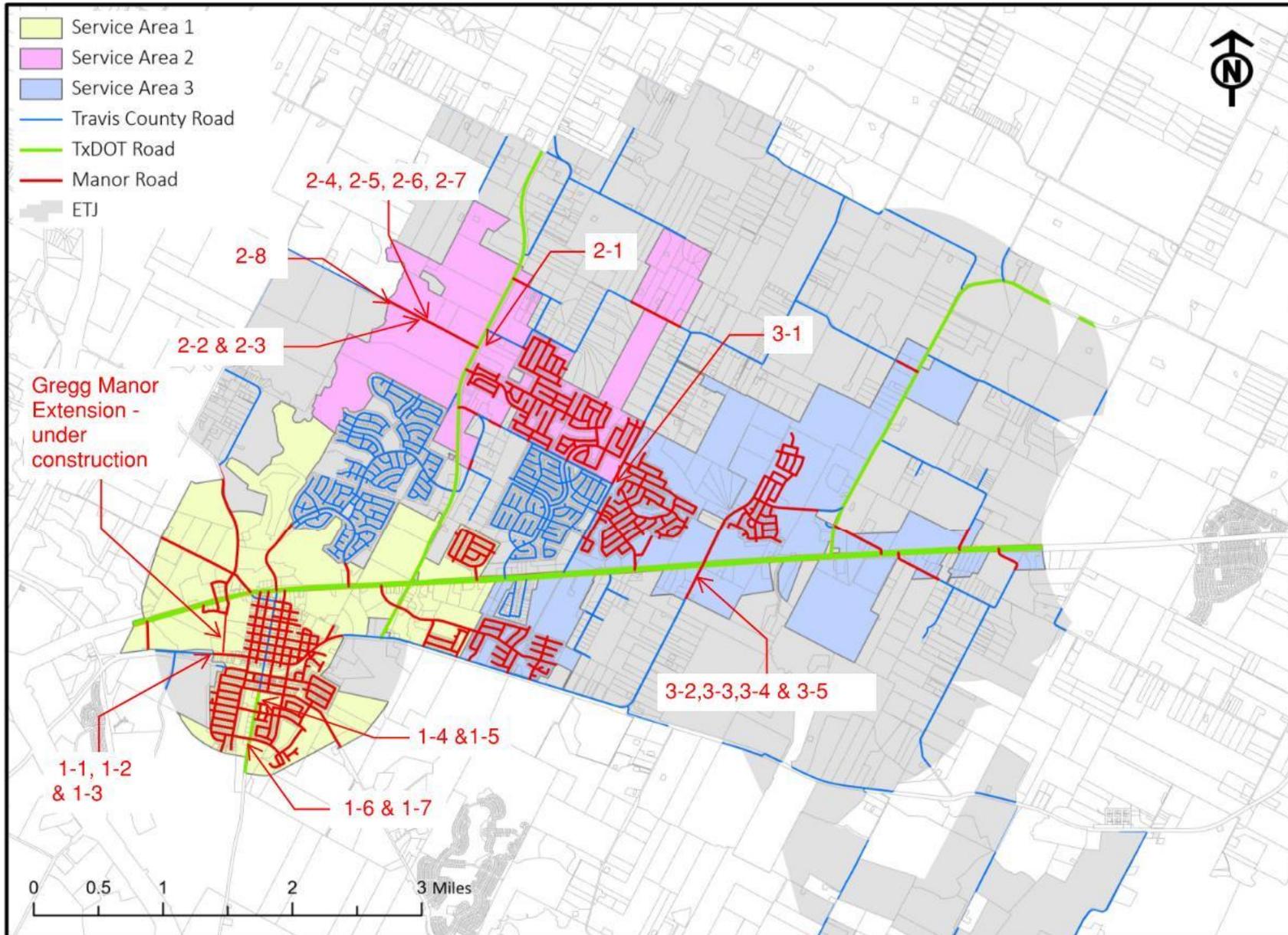
Manor Road Impact Fee Map



Manor Road Impact Fee Map



Manor Road Impact Fee Map



Capital Improvement Projects for Roadway Impact Fees - Service Area 1

Service Area	Proj. #	Roadway	Project	% in Service Area	Estimated Cost	TIA
1	1-1	West Parsons	Construction of a left turn lane on eastbound approach	100%	\$500,000.00	Las Entradas
	1-2	West Parsons	Construction of right turn lane on the westbound approach	100%	\$500,000.00	Las Entradas
	1-3	West Parsons/Gregg Manor	Installation of a traffic signal	100%	\$650,000.00	Las Entradas
	1-4	LaPoyner/Lexington	NB left turn lane - 100 ft storage & 100 ft of taper	100%	\$200,000.00	Wildhorse Commercial
	1-5	LaPoyner/ Lexington EB	Restripe approach providing exclusive left and through-righter turn lanes	100%	\$10,000.00	Wildhorse Commercial
	1-6	Murchison @ FM 973 EB	Restripe approach providing exclusive left and through-righter turn lanes	100%	\$10,000.00	Wildhorse Commercial
	1-7	Murchison @ FM 973 NB	NB left turn lane - 100 ft storage & 100 ft of taper	100%	\$200,000.00	Wildhorse Commercial

Total Cost \$2,070,000.00

Total Cost \$2,070,000.00

1-1	Murchison @ FM 973 NB	NB left turn lane - 100 ft storage & 100 ft of taper	100%	\$200,000.00	Wildhorse Commercial
1-2	LaPoyner/ Lexington EB	Restripe approach providing exclusive left and through-righter turn lanes	100%	\$10,000.00	Wildhorse Commercial

Capital Improvement Projects for Roadway Impact Fees - Service Area 2

Service Area	Proj. #	Roadway	Project	% in Service Area	Estimated Cost	TIA
	2-1	FM 973/Gregg Lane	Westbound through-receiving lane - 850 feet	100%	\$300,000.00	Palomino
	2-2	Gregg Ln between FM 973 and driveway 3	Expand roadway cross section	100%	\$1,700,000.00	Monarch Ranch
	2-3	Driveway 3 and Gregg Ln	Add EB right turn bay	100%	\$150,000.00	Monarch Ranch
	2-4	Gregg Ln at Roadway 1	Install 425' eastbound left turn lane	100%	\$145,000.00	New Haven
	2-5	Gregg Ln at Roadway 1	Install 235' westbound right turn lane	100%	\$145,000.00	New Haven
	2-6	Gregg Lane at Roadway 2	Install 425' eastbound left turn lane	100%	\$145,000.00	New Haven
	2-7	Gregg Lane at Commercial Driveway 1	Install 415' westbound right turn lane	100%	\$145,000.00	New Haven
	2-8	Gregg Lane	Widen to 1-34E from Roadway 1 to FM 973	100%	\$945,000.00	New Haven
Total Cost					\$3,675,000.00	

Capital Improvement Projects for Roadway Impact Fees - Service Area 3

Service Area	Proj. #	Roadway	Project	% in Service Area	Estimated Cost	TIA
3	3-1	Bois D'arc	Expand roadway by 4' - City Portion	100%	\$700,000.00	Minimax
	3-2	Old Kimbro Road (SB)	Add 375 LF and 100' Taper SBR Lane	100%	\$125,000.00	Manor Heights
	3-3	Old Kimbro Road	Install 700' EB Right turn Lane (550' deceleration lane with 150' taper)	100%	\$280,000.00	Amavi
	3-4	Old Kimbro Road	Extend the existing left turn lane by an additional 750' and a new 150' taper (constructed with residential - 1st Phase)	100%	\$360,000.00	Amavi
	3-5	Old Kimbro Road	Install 300' NB right turn lane (250' storage + 50' taper)	100%	\$120,000.00	Amavi
Total Cost					\$1,585,000.00	

Total Cost					\$1,282,000.00	
	3-2	Old Kimbro Road	Install 300' NB right turn lane (250' storage + 50' taper)	100%	\$120,000.00	Amavi
	3-4	Old Kimbro Road	Extend the existing left turn lane by an additional 750' and a new 150' taper (constructed with residential - 1st Phase)	100%	\$360,000.00	Amavi

ROADWAY IMPACT FOR EACH SERVICE AREA

- The maximum impact fee allowable in each of the three service areas is calculated by dividing the Roadway Impact Fee CIP Attributable to Growth by the number of vehicle-miles in the corresponding Service Area.
- This calculation is performed for each service area individually; each service area has a stand-alone Roadway Impact Fee CIP and 10-year growth projection.

ROADWAY IMPACT FEES PER SERVICE AREA

- CALCULATIONS = SERVICE AREA IMPROVEMENT COSTS/NUMBER OF VEHICLE MILES ADDED
- SERVICE AREA 1 = $\$2,070,000/15787 = \131.12 per vehicle mile
- SERVICE AREA 2 = $\$3,675,000/12312 = \298.49 per vehicle mile
- SERVICE AREA 3 = $\$1,585,000/13500 = \117.41 per vehicle mile

ROADWAY IMPACT FEE CALCULATIONS

- The Roadway Impact Fee is determined by multiplying the impact fee rate by the number of service units projected for the proposed development. For this purpose, the City will utilize the Land Use/Vehicle-Mile Equivalency Table (LUVMET).

TRANSPORTATION DEMAND FACTOR CALCULATIONS

Variable	Residential Single Family	Residential Multifamily	Basic	Service	Retail
T	0.94	0.51	0.65	1.44	2.24
P _b	0%	0%	0%	0%	35%
L	8.59	8.59	12.89	6.76	6.35
L _{max}	4.30	4.30	6.00	3.38	3.18
TDF	4.04	2.19	3.90	4.87	4.62
The max length is less than 6 miles for each of the service areas, so the lower trip length is used rather than 6 miles.					

Variables:

$$TDF = T * (1 - P_b) * L_{max}$$

where... $L_{max} = \min(L * OD \text{ or } 6)$

- TDF = Transportation Demand Factor,
- T = Trip Rate (peak hour trips / unit),
- P_b = Pass-By Discount (% of trips),
- L_{max} = Maximum Trip Length (miles),
- L = Average Trip Length (miles), and
- OD = Origin-Destination Reduction (50%)

LUVMET TABLE

LAND USE/VEHICLE MILE EQUIVALENCY TABLE (LUVMET)									
Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Trip Rate	Trip Length (mi)	Adj. for O-D	Adj. Trip Length (mi)	Max Trip Length (mi) (Max 6.00)	Veh-Mile Per Dev-Unit
PORT AND TERMINAL									
Truck Terminal	030	1,000 SF GFA	1.87	1.87	10.70	50%	5.35	5.35	10.0
INDUSTRIAL									
Light Industrial	110	1,000 SF GFA	0.63	0.63	12.89	50%	6.45	6.00	3.8
Manufacturing	140	1,000 SF GFA	0.67	0.67	12.89	50%	6.45	6.00	4.0
Warehouse	150	1,000 SF GFA	0.19	0.19	12.89	50%	6.45	6.00	1.1
RESIDENTIAL									
Single-Family Detached Housing	210	Dwelling Unit	0.99	0.99	8.59	50%	4.30	4.30	4.3
Multifamily Housing (Low-Rise)	220	Dwelling Unit	0.56	0.56	8.59	50%	4.30	4.30	2.4
Multifamily Housing (Mid-Rise)	221	Dwelling Unit	0.44	0.44	8.59	50%	4.30	4.30	1.9
Mobile Home Park / Manufactured Home	240	Dwelling Unit	0.46	0.46	8.59	50%	4.30	4.30	2.0
Senior Adult Housing-Attached	252	Dwelling Unit	0.26	0.26	8.59	50%	4.30	4.30	1.1
Assisted Living	254	Beds	0.26	0.26	8.59	50%	4.30	4.30	1.1

LUVMET TABLE

LODGING									
Hotel	310	Room	0.60	0.60	5.41	50%	2.71	2.71	1.6
RECREATIONAL									
Recreational Community Center	495	1,000 SF GFA	2.31	2.31	6.35	50%	3.18	3.18	7.4
Miniature Golf Course	431	Hole	0.33	0.33	6.35	50%	3.18	3.18	1.1
Multiplex Movie Theater	445	Screens	13.73	13.73	6.35	50%	3.18	3.18	43.66
INSTITUTIONAL									
Religious Place of Worship	560	1,000 SF GFA	0.49	0.49	6.30	50%	3.15	3.15	1.5
Day Care Center	565	1,000 SF GFA	11.12	6.23	3.39	50%	1.70	1.70	10.5
Elementary and Middle School (K-8)	520/2	Students	0.17	0.17	3.39	50%	1.70	1.70	0.3
High School	530	Students	0.14	0.14	3.39	50%	1.70	1.70	0.2
MEDICAL									
Clinic	630	1,000 SF GFA	3.28	3.28	6.76	50%	3.38	3.38	11.0
Hospital	610	1,000 SF GFA	0.97	0.97	6.76	50%	3.38	3.38	3.3
Nursing Home	620	Beds	0.22	0.22	6.76	50%	3.38	3.38	0.7
Animal Hospital/Veterinary Clinic	640	1,000 SF GFA	3.53	2.47	6.76	50%	3.38	3.38	8.4
OFFICE									
General Office Building	710	1,000 SF GFA	1.15	1.15	6.76	50%	3.38	3.38	3.9
Medical-Dental Office Building	720	1,000 SF GFA	3.46	3.46	6.76	50%	3.38	3.38	11.6
Single Tenant Office Building	715	1,000 SF GFA	1.71	1.71	6.76	50%	3.38	3.38	5.8
Office Park	750	1,000 SF GFA	1.07	1.07	6.76	50%	3.38	3.38	3.6

LUMMET TABLE

COMMERCIAL - Automobile Related									
Automobile Care Center	942	1,000 SF GFA	3.11	1.87	5.41	50%	2.71	2.71	5.1
Automobile Parts Sales	843	1,000 SF GFA	4.91	2.80	5.41	50%	2.71	2.71	7.6
Gasoline/Service Station	944	Vehicle Fueling Position	14.03	8.14	1.20	50%	0.60	0.60	4.9
Gasoline/Service Station w/ Conv Market and Car Wash	945	Vehicle Fueling Position	13.99	6.16	1.20	50%	0.60	0.60	3.7
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85	2.91	5.41	50%	2.71	2.71	7.9
Self-Service Car Wash	947	Stall	5.54	3.32	1.20	50%	0.60	0.60	2.0
Tire Store	848	1,000 SF GFA	3.98	2.87	5.41	50%	2.71	2.71	7.8
COMMERCIAL - Dining									
Fast Food Restaurant with Drive-Thru Window	934	1,000 SF GFA	32.67	16.34	3.39	50%	1.70	1.70	27.7
Fast Food Restaurant without Drive-Thru Window	933	1,000 SF GFA	28.34	14.17	3.39	50%	1.70	1.70	24.0
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.77	5.57	5.41	50%	2.71	2.71	15.0
Quality Restaurant	931	1,000 SF GFA	7.80	4.37	5.41	50%	2.71	2.71	11.8
Coffee/Donut Shop with Drive-Thru Window	937	1,000 SF GFA	43.38	13.01	1.20	50%	0.60	0.60	7.8

LUVMET TABLE

COMMERCIAL - Other Retail									
Nursery (Garden Center)	817	1,000 SF GFA	6.94	4.86	6.35	50%	3.18	3.18	15.4
Home Improvement Superstore	862	1,000 SF GFA	2.33	1.21	6.35	50%	3.18	3.18	3.9
Pharmacy/Drugs store w/o Drive-Through Window	880	1,000 SF GFA	8.51	4.00	6.35	50%	3.18	3.18	12.7
Pharmacy/Drugs store w/ Drive-Through Window	881	1,000 SF GFA	10.29	5.25	6.35	50%	3.18	3.18	16.7
Shopping Center	820	1,000 SF GLA	3.81	2.51	6.35	50%	3.18	3.18	8.0
Supermarket	850	1,000 SF GFA	9.24	5.91	6.35	50%	3.18	3.18	18.7
Toy/Children's Superstore	864	1,000 SF GFA	5.00	3.50	6.35	50%	3.18	3.18	11.1
Department Store	875	1,000 SF GFA	1.95	1.37	6.35	50%	3.18	3.18	4.4
SERVICES									
Walk-In Bank	911	1,000 SF GFA	12.13	7.28	3.39	50%	1.70	1.70	12.3
Drive-In Bank	912	Drive-in Lanes	27.15	17.65	3.39	50%	1.70	1.70	30.0
Hair Salon	918	1,000 SF GLA	1.45	1.02	3.39	50%	1.70	1.70	1.7

CALCULATION OF ROADWAY IMPACT FEES

- The calculation of roadway impact fees for new development involves a two-step process. Step one is the calculation of the total number of service units that will be generated by the development. Step two is the calculation of the impact fee due by the new development.

Step 1: Determine number of service units (vehicle-miles) generated by the development using the equivalency table.

$$\begin{array}{rcccl} \text{No. of Development} & & \text{Vehicle-miles} & = & \text{Development's} \\ \text{Units} & \times & \text{per development unit} & & \text{Vehicle-miles} \end{array}$$

Step 2: Calculate the impact fee based on the fee per service unit for the service area where the development is located.

$$\begin{array}{rcccl} \text{Development's} & \times & \text{Fee per} & = & \text{Impact Fee due} \\ \text{Vehicle-miles} & & \text{vehicle-mile} & & \text{from Development} \end{array}$$

CALCULATION EXAMPLES

- SERVICE AREA 1 HAS A COST PER VEHICLE MILE OF \$131.12

Single-Family Dwelling:

500 dwelling units x 4.3 vehicle-miles/dwelling unit = 2150 vehicle-miles
2150 vehicle-miles x \$131.12 /vehicle-mile = \$281,908.00

20,000 square foot (s.f.) Office Building:

20 (1,000 s.f. units) x 3.9 vehicle-miles/1,000 s.f. units = 78 vehicle-miles
78 vehicle-miles x \$131.12 /vehicle-mile = \$10,227.36

CALCULATION EXAMPLES

50,000 s.f. Retail Center:

50 (1,000 s.f. units) x 3.9 vehicle-miles/1,000 s.f. units = 195 vehicle-miles

195 vehicle-miles x \$131.12 /vehicle-mile = \$25,568.40

100,000 s.f. Industrial Development:

100 (1,000 s.f. units) x 3.8 vehicle-miles/1,000 s.f. units = 380 vehicle-miles

380 vehicle-miles x \$131.112 /vehicle-mile = \$49,825.60

CALCULATION EXAMPLES

- SERVICE AREA 2 HAS A COST PER VEHICLE MILE OF \$298.49

Single-Family Dwelling:

500 dwelling units x 4.3 vehicle-miles/dwelling unit = 2150 vehicle-miles
2150 vehicle-miles x \$298.49 /vehicle-mile = \$641,753.50

20,000 square foot (s.f.) Office Building:

20 (1,000 s.f. units) x 3.9 vehicle-miles/1,000 s.f. units = 78 vehicle-miles
78 vehicle-miles x \$298.49 /vehicle-mile = \$23,282.22

CALCULATION EXAMPLES

50,000 s.f. Retail Center:

50 (1,000 s.f. units) x 3.9 vehicle-miles/1,000 s.f. units = 195 vehicle-miles

195 vehicle-miles x \$298.49 /vehicle-mile = \$58,205.55

100,000 s.f. Industrial Development:

100 (1,000 s.f. units) x 3.8 vehicle-miles/1,000 s.f. units = 380 vehicle-miles

380 vehicle-miles x \$298.49 /vehicle-mile = \$113,426.20

CALCULATION EXAMPLES

- SERVICE AREA 3 HAS A COST PER VEHICLE MILE OF \$117.41

Single-Family Dwelling:

500 dwelling units x 4.3 vehicle-miles/dwelling unit = 2150 vehicle-miles
2150 vehicle-miles x \$117.41 /vehicle-mile = \$252,431.50

20,000 square foot (s.f.) Office Building:

20 (1,000 s.f. units) x 3.9 vehicle-miles/1,000 s.f. units = 78 vehicle-miles
78 vehicle-miles x \$117.41 /vehicle-mile = \$9,157.98

CALCULATION EXAMPLES

50,000 s.f. Retail Center:

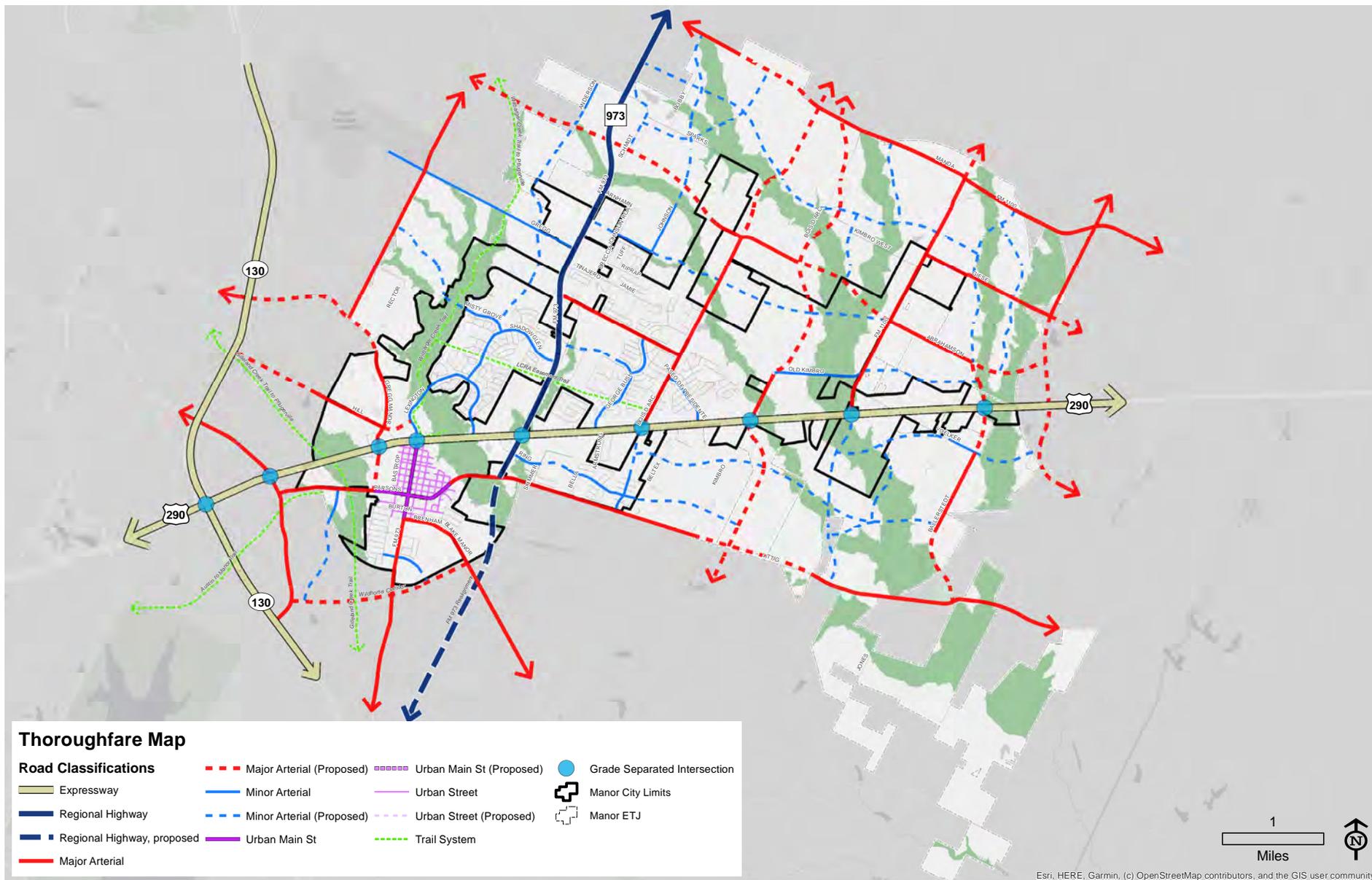
50 (1,000 s.f. units) x 3.9 vehicle-miles/1,000 s.f. units = 195 vehicle-miles

195 vehicle-miles x \$117.41 /vehicle-mile = \$22,894.95

100,000 s.f. Industrial Development:

100 (1,000 s.f. units) x 3.8 vehicle-miles/1,000 s.f. units = 380 vehicle-miles

380 vehicle-miles x \$117.41 /vehicle-mile = \$44,615.80



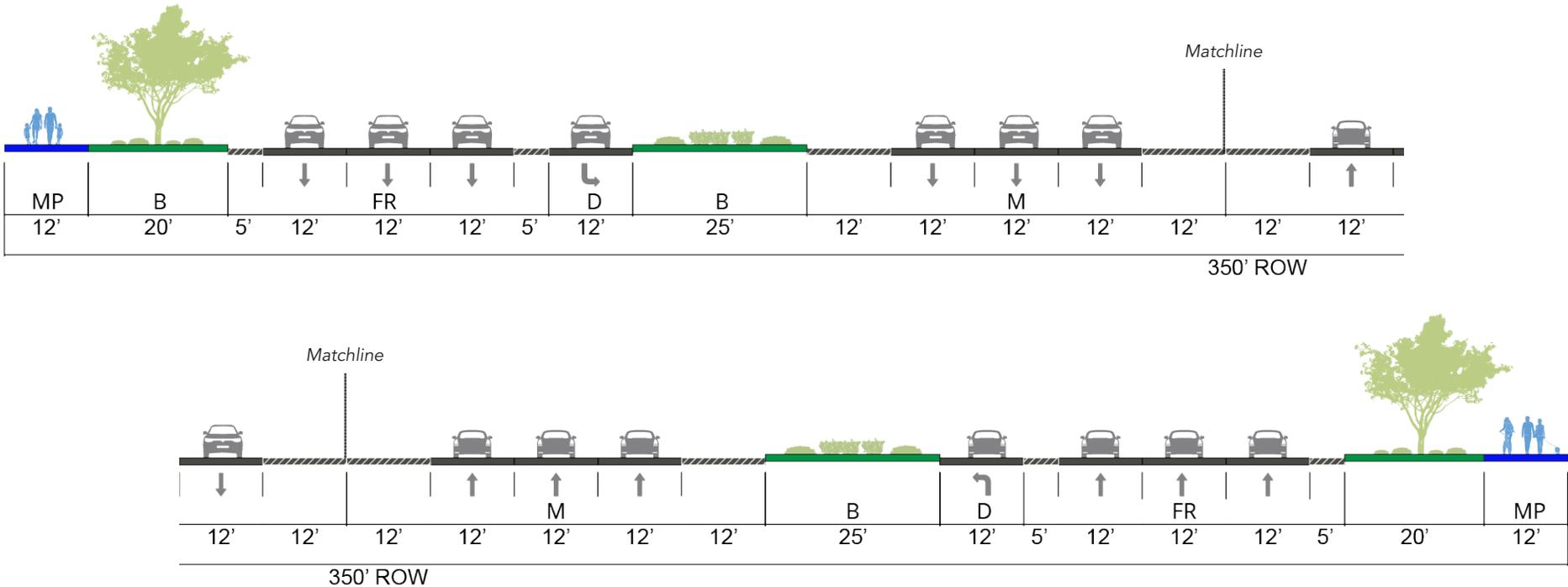
Map 4.1. Thoroughfare Plan

EXPRESSWAY - 350' ROW

SH 290 and SH 130 are the only roadways through Manor that should have an Expressway functional classification in the future. These access-restricted, divided facilities should be designed to provide a high degree of mobility, have high operational speeds, and service a significant portion of travel through Manor. Ideally, a designated multiuse path that is appropriately separated from vehicular conflicts would accommodate cyclists and pedestrians traveling the same route.

	Element	Size	Material
MP	Multiuse Path/Sidewalk	12 ft.	Concrete
B	Buffer/Clear Zone	20 ft. & 25 ft.	Landscape
FR	3-Lane Frontage Road + Shoulders	12 ft. (per lane) & 5 ft. (per shoulder)	Concrete or asphalt
D	Diamond Interchange Ramp	12 ft.	Concrete
M	3-Lane Main Expressway + Shoulders	12 ft. (per lane) & 12 ft. (per shoulder)	Concrete or asphalt

Figure 4.11.Expressway Section



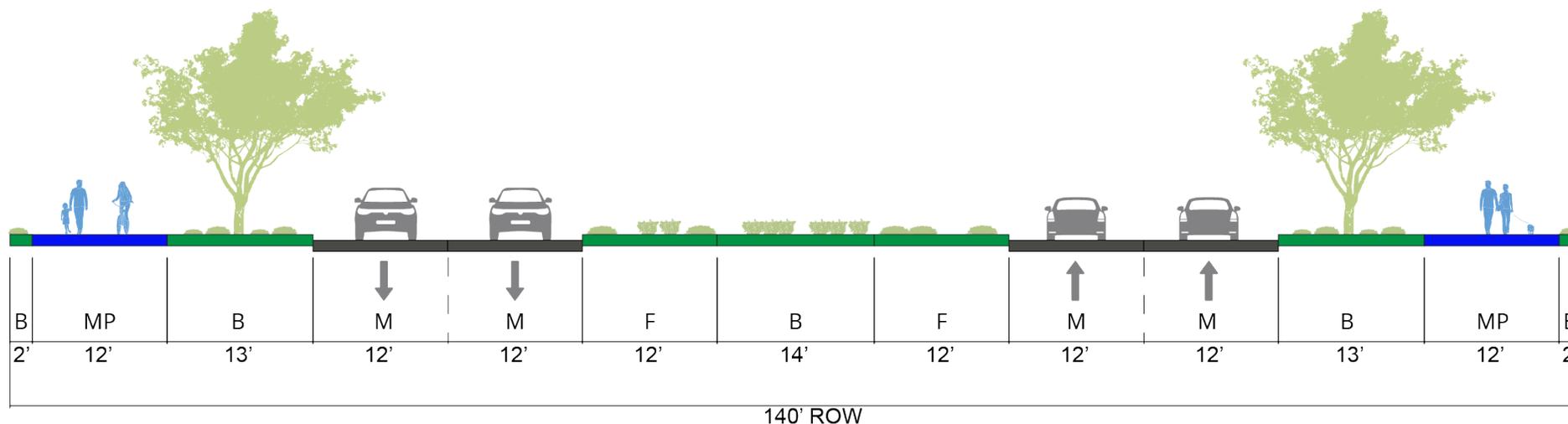
REGIONAL HIGHWAY - 140' ROW

A regional highway—a four- or six- lane divided roadway with space for expansion—should be designed to provide a high degree of mobility, service relatively high traffic volumes, have relatively high operational speeds, and service a significant portion of through travel. FM 973 should be the primary regional highway through Manor.

Expansion of FM 973 should be timed to correspond with the 30-year useful pavement lifecycle, if possible. This would allow expansion, rehabilitation, and new travel lanes to be executed concurrently.

	Element	Size	Material
B	Buffer/Median	2 - 13 ft.	Landscape
MP	Multiuse Path/Sidewalk	12 ft.	Concrete
M	Main Travel Lane	12 ft.	Concrete or asphalt
F	Future 3rd Lane	12 ft.	Concrete or asphalt

Figure 4.12. Regional Highway Section



MAJOR ARTERIAL - 100'-120' ROW

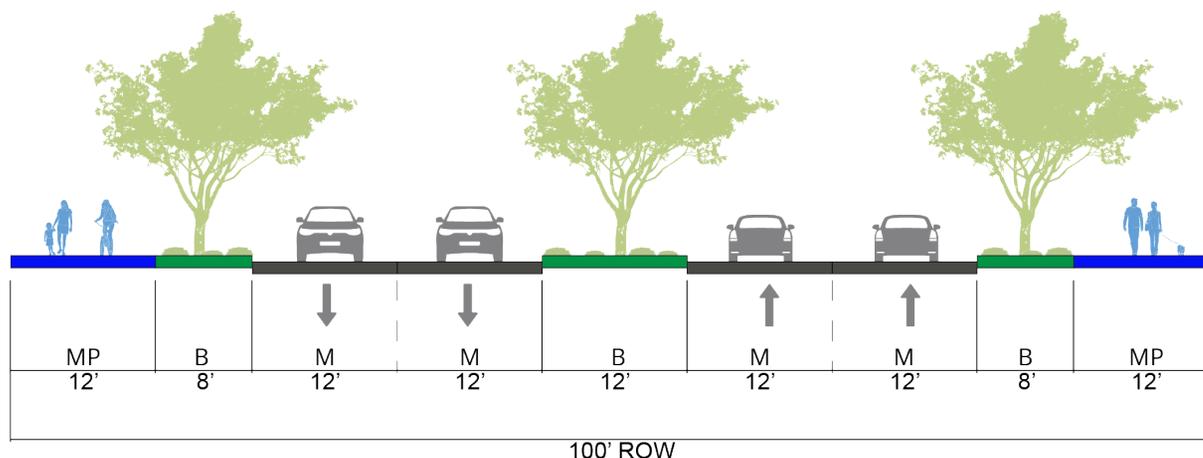
A four-lane divided roadway within 100-120' ROW, major arterials should provide a relatively high degree of mobility and connectivity, serving as a primary grid for network accessibility. They should also be capable of bearing a significantly large portion of through travel, but, as parallel alternatives to the major thoroughfares, can be expected to be used primarily for trips that may be more local in nature. Corridors in Manor such as Gregg Manor Road, Old Highway 20, Bois d'Arc Road, Lexington Road, Parmer Lane, Tower Road, FM 1100, Kimbro West Road, and Blake Manor Road, among others, should be classified and improved as major arterial facilities.

A conceptual typical section is shown in Figure 4.14, and includes two 12-foot main travel lanes in each direction and buffers of at least 8 feet. A center turn lane may be added in place of the median along a divided facility, where necessary. The section shown occupies a 100' envelope, so additional flexibility is available for these wider buffers/medians or added turn lanes.

The minimum recommended spacing between major arterials is one mile, with one mile minimum spacing between signalized arterial to arterial intersections and one-half mile minimum spacing between arterial to urban/local intersections.

	Element	Size	Material
B	Buffer/Median	8 - 12 ft.	Landscape
MP	Multi-use path/sidewalk	12 ft.	Concrete
M	Main Tavel Lane	12 ft.	Concrete or asphalt

Figure 4.13. Major Arterial Section



MINOR ARTERIAL - 70'-90' ROW

Connecting commercial and residential areas to the major arterial system and providing access to local and neighborhood businesses is the primary function of a minor arterial. These facilities are typically three or four lane roadways containing 70'-90' ROW and varying pavement width. This road type also typically serves to support commercial and transitional areas from residential development.

Alternatives for minor arterials in Manor (Figure 4.15 and Figure 4.16) include 10- to 12-foot main travel lanes, with space available for a center turn lane where necessary. The displayed sections encompass a 70' envelope, which leaves an additional 20' for additional turn lanes, medians, or buffers along wider corridors.

Minimum spacing between minor arterials is one-half-mile with one-half-mile minimum spacing between signalized arterial to arterial intersections.

	Element	Size	Material
B	Buffer	3 - 8+ ft.	Landscape
MP	Multiuse Path/Sidewalk	12 ft.	Concrete
M	Main Travel Lane	10 - 12 ft.	Concrete or asphalt
T	Two-way Left Turn Lane	10 ft.	Concrete or asphalt

Figure 4.14.Minor Arterial Section

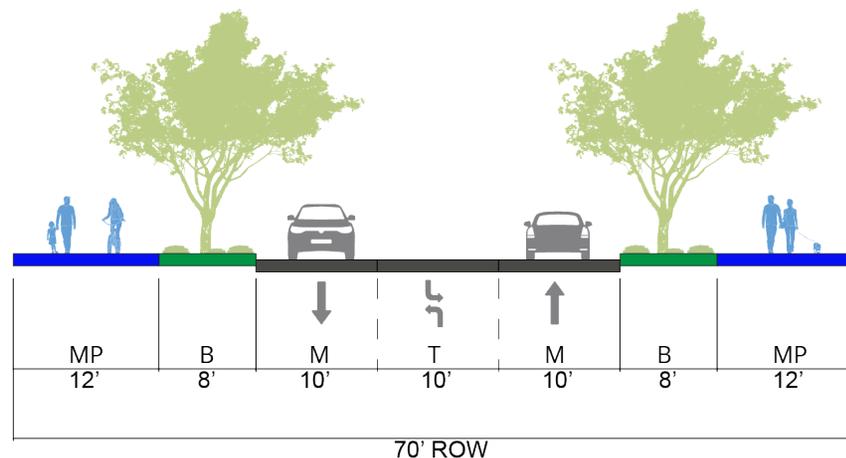
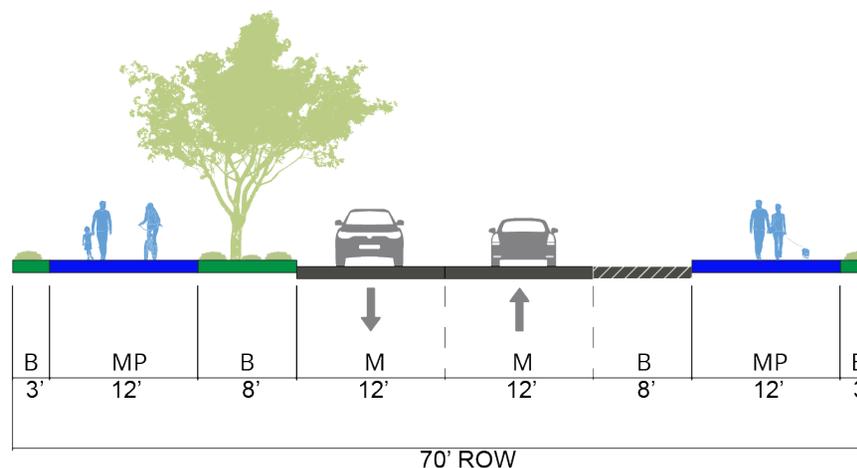


Figure 4.15.Minor Arterial Section (Alternative)



URBAN MAIN STREET - 80' ROW

Urban main streets (such as the portions of Old Highway 20 and Lexington through downtown) should be oriented towards commercial and mixed uses and multimodal traffic. Designed to provide on-street, angled parking, they should encourage pedestrian traffic via the use of street trees, sidewalks, and relatively low speeds. These facilities will also be available as alternative, parallel routes to major thoroughfares in case of an emergency.

Landscaped bump-outs situated between every 3-8 parking spaces should provide shade trees to add to the pedestrian-friendly nature of the corridor. An alternative section with parallel parking on one side instead of angled would allow for a center turn lane in areas where necessary to access cross streets or unconsolidated driveways.

	Element	Size	Material
MP	Multiuse Path/ Sidewalk	10ft.	Concrete
P	45° angle parking Parallel Parking	19 ft. 8 ft.	Concrete or asphalt
M	Main Travel Lane	11 ft.	Concrete or asphalt
T	Two-way left turn lane	11 ft.	Concrete or asphalt

Figure 4.16. Urban Main Street Section

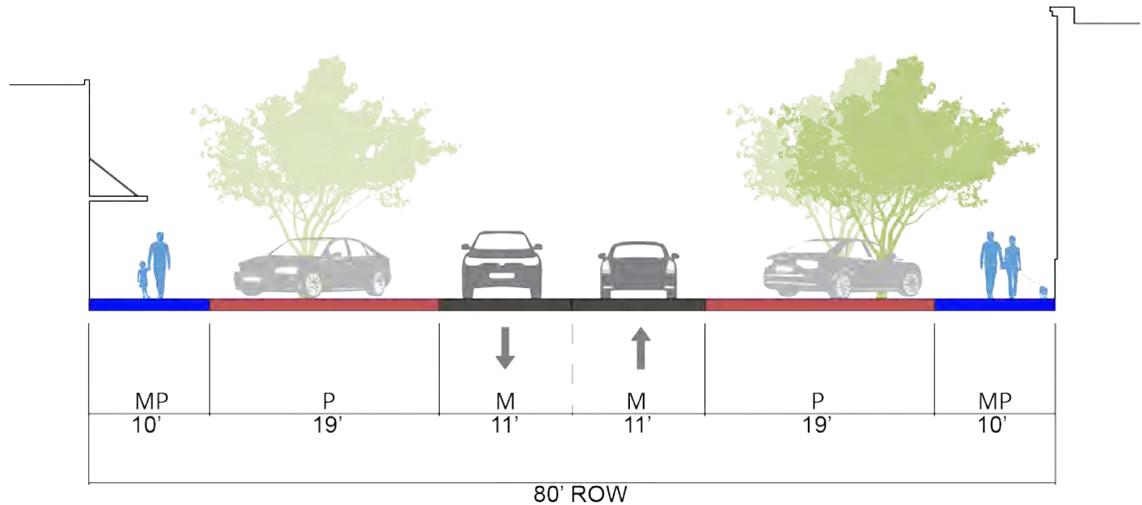
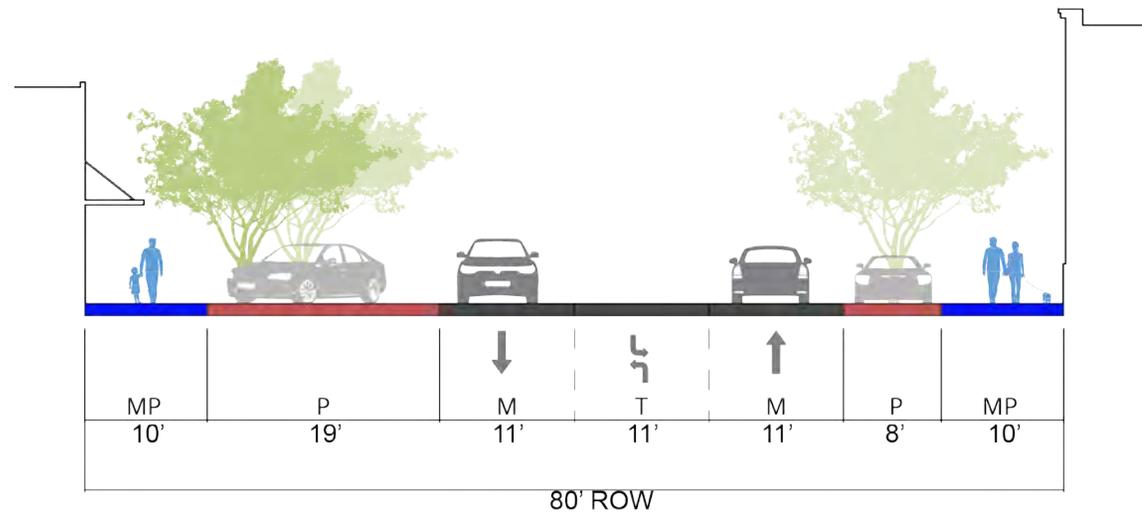


Figure 4.17. Urban Main Street Section (Alternative)



URBAN STREET - 60' ROW

Urban street sections should also be focused in the downtown area, and provide on-street parking to encourage shorter trips to commercial destinations on foot or bike. Depending on the environment, alternatives to this section can include either landscaped bump-outs situated between every 3-6 parking spaces (retail/commercial), or space for trees in landscape areas or tree grates along the sidewalk (residential). Shade trees may also already be present within the building setbacks in a residential setting.

	Element	Size	Material
B	Buffer/Median	5-7 ft.	Landscape
MP	Multiuse Path/ Sidewalk	6-11 ft.	Concrete
M	Main Travel Lane	11 ft.	Concrete or asphalt
P	Parallel parking	8 ft.	Concrete or asphalt

Figure 4.18. Urban Street Section (Retail/Commercial)

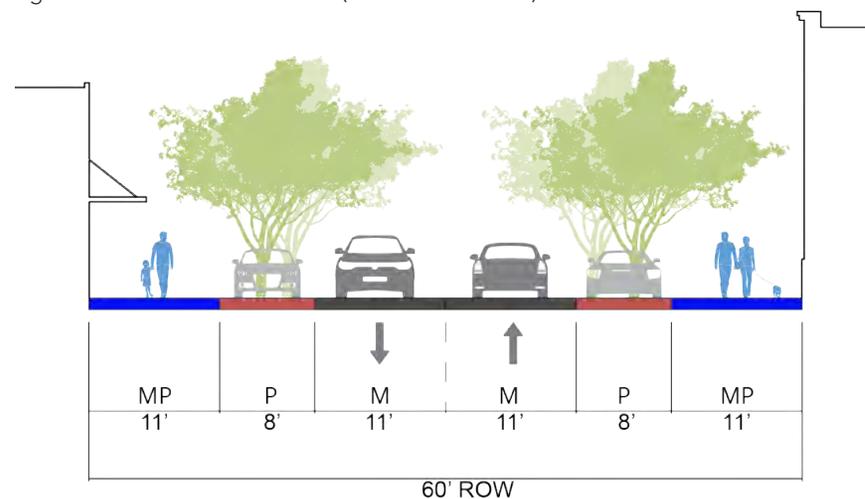
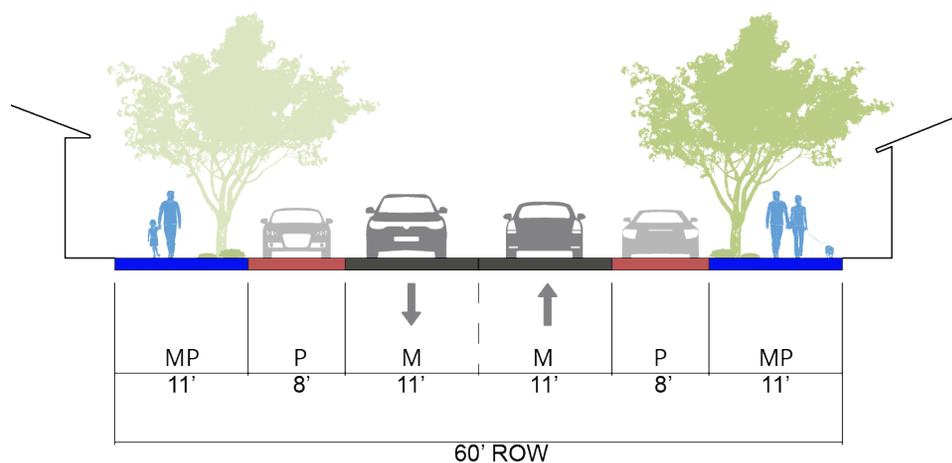


Figure 4.19. Urban Street Section (Residential)

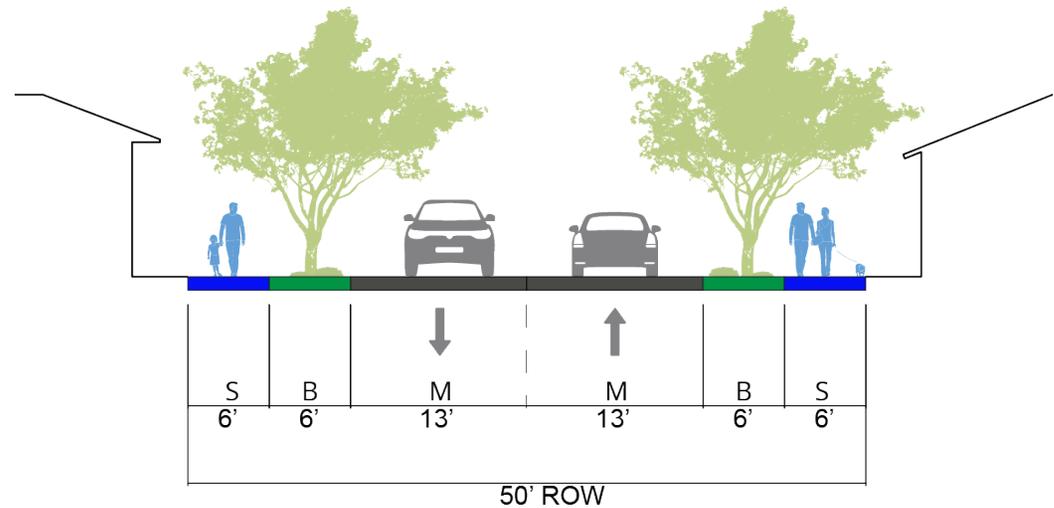


LOCAL STREET - 50' ROW

The purpose of this type of facility is to primarily serve residential land uses, and typically provide access for neighborhoods to collector roadways. Local Streets are contained within a 50' ROW.

	Element	Size	Material
B	Buffer	6 ft.	Landscape
S	Sidewalk	6 ft.	Concrete
M	13' main travel lanes w/ parking one side (unmarked "yield street")	26 ft.	Concrete or asphalt

Figure 4.20. Local Street Section





AGENDA ITEM SUMMARY FORM

PROPOSED MEETING DATE: September 13, 2023

PREPARED BY: Scott Dunlop, Director

DEPARTMENT: Development Services

AGENDA ITEM DESCRIPTION:

Consideration, discussion, and possible action on Roadway Impact Fees.

BACKGROUND/SUMMARY:

LEGAL REVIEW: *Not Applicable*

FISCAL IMPACT: *NO*

PRESENTATION: *NO*

ATTACHMENTS: *YES*

- Comparison table

STAFF RECOMMENDATION:

It is the City Staff’s recommendation that the Community Impact Fee Advisory Committee discuss the roadway impact fees.

PLANNING & ZONING COMMISSION: **Recommend Approval** **Disapproval** **None**

**City of Manor
Roadway Impact Fees
Impact Fee Comparison Chart -September 2023**

City	Roadway Impact Fee
Austin	High = \$5742, Low = \$1472
Bastrop	Working on fees currently
Bartlett	Nothing at this time
Belton	Impact Fees do not seem appropriate, timely, or an affordable process for the community at this time, and would discourage development.
Buda	Nothing at this time
Elgin	Nothing at this time
Florence	Nothing at this time
Georgetown	High = \$4577, Low = \$1247
Harker Heights	Nothing at this time
Holland	Nothing at this time
Jarrell	Nothing at this time
Kyle	Nothing at this time
Liberty Hill	Nothing at this time
Leander	High = \$2179, Low = \$287
Manor	Nothing at this time
Pflugerville	High = \$3156, Low = \$1590
Round Rock	Increases over three years - set fee based on residential or non-residential - currently \$1,130 per residential service unit and \$628 per non-residential service unit
Salado	Nothing at this time
Taylor	Max is \$480.32
Temple	Nothing at this time
Troy	Nothing at this time
Waco	Varies by service area and land use