

Roadway Impact Fee Stakeholder Meeting #1 Notes

Questions & Answers

June 15, 2018; 11:30 a.m. – 1:30 p.m.

Rabb House, 151 A.W. Grimes Blvd

The below questions are based on the discussion that occurred at the Rabb House. Some questions or answers have been elaborated on to provide more in-depth explanation for those who did not attend.

Q&A Notes:

- Q: When would a roadway impact fee be due?
 - A: The roadway impact fee would be paid at building permit at the rate at which Council has set.

- Q: What happens if the land use changes after initial building permit?
 - A: Roadway Impact Fees are based on the amount of traffic generated. If the traffic increases, the net increase of traffic could be charged a fee. Several cities set a policy to not charge a change of use impact fee unless the traffic increase X times. For “shell buildings” developers do not always know the tenants until after the building is complete. In these cases, the most common land uses are typically utilized (office, industrial, retail). If the build out permit is more intense the delta is charged.

- Q: Do roadway impact fees eliminate the need for TIAs? Or how do TIAs change?
 - A: A roadway impact fee does not eliminate the requirement of a TIA. Since a fee is predetermined, it can shift the focus of the TIAs to what needs to be built for system to function with the site. More details of the potential changes to the TIA process will be further discussed during the development of the Impact Fee Ordinance which will begin after the July 26th Public Hearing on the Land Use Assumptions and Capital Improvements Plan.

- Q: Would deceleration lanes get credit towards the roadway impact fee?
 - A: A roadway impact fee is a charge on new development to pay for the construction or expansion of a system facility that are necessitated and benefit the new development. If a deceleration lane is at a system facility and not a site facility (i.e. driveway) then credit toward impact fee would be eligible.

- Q: Does roadway impact fees only apply in city limits?
 - A: Yes.

- Q: The study shows a growth of approximately 11,000 residential units. What does this refer to?

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- A: This include single family and multi-family dwelling unit growth for 10 years. This growth assumption was based on CAMPO's growth assumptions and known development projects in the City of Round Rock.
- Attendee Response: Seems low
- Follow-Up Response: It is slightly higher than the previous ten years of growth.

- Q: Have you looked at economic impact of roadway impact fees in a before and after scenario for cities?
 - A: No official research has not been completed. However residential permits have been observed in several cities to see building permits before and after impact fees are initiated or raised. Some of the cities with the highest roadway impact fees also have the highest growth rates. Anecdotally, it appears the overall economy is a more solid dictator of permits than impact fees.

- Comment: All for equity among developments, but affordability is an issue in Central Texas.
 - A: Affordability may be another goal of the City and that may be a consideration in the ordinance.

- Q: Who is on the Capital Improvements Advisory Committee (CIAC)?

The Capital Improvements Advisory Commission (CIAC) serves in advisory capacity to the City Council regarding impact fees. The CIAC advises and assists the Council in adopting land use assumptions, reviews the Capital Improvements Plan, and monitors its implementation. All regular members of the Planning & Zoning Commission (P&Z) serve on the CIAC, and additional ad hoc members may be appointed by the City Council.

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- Q: Is there grandfathering of current developments?
 - A: State law requires a one-year grace period for previously platted properties. A property that does not have to plat would likely receive a one-year grace period as well. After that period of time, the development would be subject to a fee. This will be considered further in the ordinance development of the roadway impact fee.

- Q: What will the roadway impact fee amounts be?
 - A: TBD – The first phase of the study is the land use and capital improvements plan. That will be going for public engineering on July 26th. The max fee will be presented at the August 7th stakeholder meeting. Council will decide what collection impact fee rate to adopt which is often less than maximum fee.

- Q: Are the roadway impact fees the same for multifamily and single-family homes?
 - A: No, rates are different because they produce different amounts of trips. Multi-family would pay a different rate.

- Q: Are the roadway impact fees the same for all three service areas?
 - A: Each service area will have a different calculated maximum impact fee. However, Council may choose to set the collection rate flat rate across city.

- Q: What about the Northeast Road District (NERD)? How does that relate to fees?
 - A: Further research is necessary.

- Q: How are TxDOT roads accounted for?
 - A: Study currently assumes a 20% city contribution to the cost of TxDOT facilities.

- Q: How are County roads accounted for?
 - A: County roads are typically in the ETJ and not city limits. As a result, County roads are not in this study.

- Q: What happens in ETJ?
 - Roadway impact fees are not applicable in the ETJ. If a property is annexed there could be a requirement to update the impact fee with annexation.

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- Q: What if a development constructs an improvement not on Impact Fee CIP map used to develop impact fee, does that count towards impact fee credit?
 - If it's a local road or site-specific road, no. However, if it's a collector or arterial system facility that can be amended to the Master Transportation Plan, yes.

- Q: Analysis assumptions – looking at ultimate or widening?
 - A: For many widening projects the ultimate cross section was analyzed. However, in some cases where the ultimate is a 6-lane facility, we are only assuming 4 lanes is needed in the 10-year window.

- Q: What about credits for Right-of-Way dedication? How is the value calculated?
 - A: The right-of-way policy will be determined in the ordinance.

- Q: Will there be alerts to update people who signed in about updates to the project?
 - A: Yes, communication will be sent on updates if you signed in.



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- Q: What about developments that are really big that have lots of improvements up front on the project?
 - A: Credits are tied to the plat. Can discuss policy options for this during the ordinance writing process with council.