



# Roadway Impact Fee Study Results

**Kimley»Horn**

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# Impact Fee Process

- One-time fee
- Only accessed to new development
- Impact Fee is assessed at **Final Plat**
- Impact Fee is paid at Building Permit

# Collection Rate Proposal

RATE CONSIDERATION	DESCRIPTION
Before January 1, 2021	No Impact Fees for building permits
Final Plat Issued Prior to January 1, 2022	Residential land uses — \$753 per service unit Non-residential land uses — \$502 per service unit
Final Plat Issued Between January 1, 2022 to December 31, 2023	Residential land uses — \$1,130 per service unit Non-residential land uses — \$628 per service unit
Final Plat Issued After January 1, 2024	Residential land uses — \$1,507 per service unit Non-residential land uses — \$753 per service unit

# Collection Rate Considerations

LAND USE	Prior to January 1, 2022	Between January 1, 2022 to December 31, 2023	After January 1, 2024
Single Family Home*	\$3,208	\$4,814	\$6,420
Multifamily (Low-Rise)*	\$1,815	\$2,723	\$3,632
3,000 ft <sup>2</sup> restaurant*	\$22,726	\$28,430	\$34,088
10,000 ft <sup>2</sup> office*	\$19,528	\$24,429	\$29,292
50,000 ft <sup>2</sup> Retail*	\$200,298	\$250,572	\$300,447
300,000 ft <sup>2</sup> Warehouse*	\$171,684	\$214,776	\$257,526
*No Roadway Impact Fee Prior to January 1, 2021			

# Sample Development Collection Rate Considerations

DEVELOPMENT	UNITS
Single Family* 286 units	Residential: 286 Single Family Lots
Single Family* 1,200 units	Residential: 1,200 Single Family Lots
Large Commercial*	Large Commercial: 111,000 ft <sup>2</sup> Retail, 4,000 ft <sup>2</sup> Bank, 4,000 ft <sup>2</sup> High Turnover Restaurant, 2,200 ft <sup>2</sup> Donut Shop
Small Retail*	Small Retail: 2,200 ft <sup>2</sup> Restaurant, 6,860 ft <sup>2</sup> Retail
Small Retail*	Small Retail: 7,350 ft <sup>2</sup> Restaurant, 11,837 ft <sup>2</sup> Retail

# Sample Development TIA Collection Rate Considerations

DEVELOPMENT	Contribution
Single Family* 286 units	Pro-Rata for Signal - \$19,500 Pro-Rata for Red Bud Lane and CR 122 - \$25,000 Sidewalk along Red Bud Lane and CR 122 - \$122,925 (est) Deceleration Lane - \$58,410 (est) TOTAL - \$225,835
Single Family* 1,200 units	Pro-Rata for Signals (3) - \$232,500 (est) Construct Site Access Locations (3) - \$590,440 (est) Deceleration Lanes along University - \$187,159 (est) TOTAL - \$1,010,099
Large Commercial* 121,200 square feet	Deceleration Lane along SBFR - \$12,340 (est) Deceleration Lane along Louis Henna Blvd - \$57,587 (est) TOTAL - \$69,927
Small Retail* 9,060 square feet	TOTAL - \$40,000
Small Retail* 19,187 square feet	TOTAL - \$0

# Sample Development Collection Rate Considerations

DEVELOPMENT	Prior to January 1, 2022	Between January 1, 2022 to December 31, 2023	After January 1, 2024	Actual System Impact	TIA Contribution
Single Family* 286 units	\$ 917,425	\$ 1,376,745	\$ 1,836,070	\$3,059,302	\$225,835
Single Family* 1,200 units	\$ 3,849,336	\$ 5,776,560	\$7,703,784	\$12,836,232	\$1,010,099
Large Commercial* 121,200 square feet	\$ 485,524	\$ 607,389	\$ 728,286	\$2,428,606	\$69,927
Small Retail* 9,060 square feet	\$ 36,295	\$ 45,404	\$ 54,442	\$181,544	\$ 40,000
Small Retail* 19,187 square feet	\$ 76,861	\$ 96,153	\$ 115,291	\$384,469	\$0

\*Based on 2018 Study for Service Area C  
 \*\*Non residential land uses discounted 25%

# Collection Rate Considerations

LAND USE	College Station	Denton	Frisco*** (60%)	Prior to January 1, 2022	McKinney	Between January 1, 2022 to December 31, 2023	Prosper (Low)	Frisco*** (60%)	Prosper (High)	After January 1, 2024
Single Family Home	\$1,500	\$2,000	\$2,358	\$3,208	\$3,800	\$4,814	\$4,589	\$5,260	\$6,053	\$6,420
Apartment Unit	\$930	\$1,241	\$1,462	\$1,815	\$4,340	\$2,723	\$3,556	\$3,261	\$4,690	\$3,632
3,000 ft <sup>2</sup> restaurant	\$2,011	\$11,700	\$11,844	\$22,726	\$31,950	\$28,430	\$16,677	\$26,418	\$21,999	\$34,088
10,000 ft <sup>2</sup> office	\$4,768	\$27,368	\$31,990	\$19,528	\$10,704	\$24,429	\$38,910	\$71,360	\$51,320	\$29,292
50,000 ft <sup>2</sup> Retail	\$19,600	\$104,999	\$154,700	\$200,298	\$188,050	\$250,572	\$188,100	\$345,050	\$248,100	\$300,447
300,000 ft <sup>2</sup> Warehouse	\$30,720	\$176,325	\$204,000	\$171,684	\$428,102	\$214,776	\$495,900	\$455,100	\$654,300	\$257,526



# Process

- Recommended Implementation Date
  - **No impact fees charged for building permits issued before January 1, 2021**
  - 2 year grace period

# Process

- Implementation is Simple – Don't Over Complicate
  - Offsets have been included in the Draft Ordinance
  - Build Improvements = Receive Offset
  - The process:
    - Until January 1, 2021 - No change (Grace Period)
    - After January 1, 2021
      - Fee will be applied
      - TIAs and Improvements will be an offset
    - **In Process Developments**
      - Offsets applied to infrastructure
      - Offsets applied to existing and future building permits
      - Two years to formulate agreements

# Process

- Shell Buildings
  - Default land use based on land use assumptions
    - Shopping Center
    - General Office
    - Warehouse
  - Reality
    - Not typical
    - Note ordinance allows city the right to enter into an agreement with a developer for a different time and manner of payment of roadway impact fees in which case the agreement shall determine the time and manner of payment

# Schedule – Step 2

- February 28
  - Public Hearing on Fees and Plan
  - 1<sup>st</sup> Reading of Ordinance
  - 30 days for Adoption
- March 14
  - 2<sup>nd</sup> Reading of Ordinance
  - Adoption

# Questions

