Capital Improvement Advisory and Impact Fee Committee Meeting

Aubrey City Council Chambers
226 Countryside Dr.
Aubrey, TX 76227
February 12, 2025
6:00 PM

**(Notice of Potential Quorum for City Council, Planning & Zoning Commission, Library Board, Municipal Development District, Parks & Recreation Board, and Home Rule Charter Commission - even though a quorum of the members of these boards may or may not be present, no official action will be taken by their members.)*

Notice Regarding Participation of Committee

Pursuant to Section 551.127, Texas Government Code, one or more Committee Members may attend this meeting remotely using videoconferencing technology. A quorum of the Committee will be physically present at the location provided above.

Call to Order - Determine if a Quorum is Present:

Invocation & Pledge of Allegiance: Pledge of Allegiance to the Texas Flag - “Honor the Texas flag; I pledge allegiance to thee, Texas, one state, under God, one, and indivisible.”

Community Announcements: Items of community interest may include recognizing Citizens and Staff for outstanding contributions to the community, a reminder about an upcoming event that is organized or sponsored by the governing body, and announcements of an imminent threat to public safety that has arisen after the posting of this agenda.

Citizen Input: Any person may address the Board. If your comments are concerning an agenda item, you may wait until the discussion on that item if you prefer. Once recognized by the chairperson, please step forward to the speaker’s podium, state your name and address and speak directly into the microphone so that people in the room can hear comments and see presentations. Citizen comments are limited to three (3) minutes per individual unless additional time is otherwise required by law. No discussion or action may be taken at this meeting on any item not listed on the agenda, other than to make statements of factual information or recite existing policy in response to a citizen's inquiry.

New Business: New items requested for consideration.

1. Receive a briefing from Lee Engineering and have a discussion regarding potential updates to the Land Use Assumptions, Capital Improvements Plans and Impact Fees related to City of Aubrey Roadway Impact Fees; take appropriate action to make a recommendation to the City Council regarding updates of the land use assumptions, capital improvements plan, and potential roadway impact fee updates.

2. Approve minutes of the March 6, 2023 meeting.

-ADJOURN-

I, Jenny Hicks, City Secretary, certify that this Notice of Meeting was posted, per the Open Meetings Act, on the official bulletin board at the City Hall of the City of Aubrey, Texas and on the City's website at www.aubreytx.gov in accordance with Chapter 551, Texas Government Code, and shall remain posted until the meeting is adjourned.

I certify that the attached notice and agenda of items to be considered by the Capital Improvements Advisory and Impact Fee Committee of the City of Aubrey, Texas was removed by me from the official bulletin board of the City of Aubrey, Texas, 107 South Main St, Aubrey, Texas on the _________day of ____________________, 2025.

(The Commitee reserves the right to adjourn into closed session at any time during the course of this meeting to consult with its attorney regarding any of the matters listed on this document, as authorized by Texas Government Code Section 551.071 Consultation with Attorney.)

This facility is wheelchair accessible and accessible parking spaces are available. Requests for accommodation or interpretive services must be made 48 hours prior to this meeting. Please contact the City Secretary's office at (940) 440-9343 for further information.

Capital Improvement Advisory and Impact Fee Committee Meeting
Staff Report
February 12, 2025

Agenda Item

Receive a briefing from Lee Engineering and have a discussion regarding potential updates to the Land Use Assumptions, Capital Improvements Plans and Impact Fees related to City of Aubrey Roadway Impact Fees; take appropriate action to make a recommendation to the City Council regarding updates of the land use assumptions, capital improvements plan, and potential roadway impact fee updates.

Staff Contact

Leanne Wilson, Executive Director of Operations
lwilson@aubreytx.gov

Summary

Chapter 395 of the Texas Local Government Code allows the city to impose fees on each new development project to pay for the costs of constructing capital improvements and facility expansions necessary to serve new development.

The city must update the land use assumptions and capital improvement plan at least every five years. This item amends the current land use assumption and capital improvement plan.

The CIP-Impact Fee Committee advises the City Council on adopting land use assumptions and reviews capital improvement plans and impact fees.

These impact fees are developed using the following three steps:
1. Development of land use assumptions to identify types and intensities of land use within the City.
2. Develop a Capital Improvement Plan that includes improvements planned for the next 10 years to accommodate the City's growth.
3. Development of the maximum calculated impact fee.

The maximum impact fees for roadway facilities are calculated by dividing the costs of the necessary roadway facilities or their expansions identified in the capital improvements plan by the number of service units of growth anticipated during the ten-year planning period, as determined by the land use assumptions.

Financial Summary

Staff Recommended Action

Staff Recommended Motion

N/A

A. ROADWAY IMPACT FEES

1) INTRODUCTION

Chapter 395 of the Texas Local Government Code allows for the financing of capital improvements by municipalities through the implementation of impact fees. The development of these impact fees is undertaken using the following three steps:

1. Development of land use assumptions to identify types and intensities of land use within the City.
2. Development of a Capital Improvement Plan to include improvements planned for the next 10-year period to accommodate growth in the City.
3. Development of the maximum *calculated* impact fee.

2) LAND USE ASSUMPTIONS

One of the initial steps in developing roadway impact fees includes the identification of data related to the planned land uses for land within the existing City of Aubrey city limits. The land use data provided by the City of Aubrey included projected growth by land use type to occur over the next 10 years (2024-2034) and at build-out. A summary of the land use data provided for the land within the existing city limits of Aubrey by roadway service area at each period of time is provided in **Table 1**.

Table 1 - Summary of Land Use Data

Service Area 1	Land Use	Residential	Industrial	Retail	Office/Institutional
	Unit	Dwelling Units	Square Feet	Square Feet	Square Feet
Year	2024	1,700	299,387	984,503	970,861
	2034	2,300	402,186	1,324,073	1,305,393
	Ultimate	2,300	402,186	1,324,073	1,305,393
Service Area 2	**Land Use**	**Residential**	**Industrial**	**Retail**	**Office/Institutional**
	Unit	Dwelling Units	Square Feet	Square Feet	Square Feet
Year	2024	1,649	0	0	0
	2034	2,097	0	0	0
	Ultimate	2,097	0	0	0

3) CAPITAL IMPROVEMENT PLAN

After the land use assumptions within the City have been identified, and with the help of the City's Thoroughfare Plan, a 10-year Capital Improvement Plan (CIP) is developed. This capital improvement plan includes projects intended for construction or partially funded by the City of Aubrey in the next 10 years to serve both existing and future development. In order to be funded by roadway impact fees, a roadway project must be included in the 10-year CIP.

Existing Facilities

The City of Aubrey major roadway and collector street system is partially developed at this time. Several roadways in developed areas are partially built to current thoroughfare plan standards. Most of the existing streets are two-lane (20' - 40' width) asphalt roadways with open surface drainage. Many of the proposed roadway segments on the thoroughfare plan do not currently exist or are outside the current City Limits. The existing major roadways within the City include US Highway 377 (US 377), FM 428 (both Sherman Road west of South Main Street and Spring Hill Road), FM 1385, FM 2931 and FM 3524 (Sherman Road east of South Main Street), FM . All of the major roadways identified above are under the operation and maintenance jurisdiction of the Texas Department of Transportation (TxDOT).

Proposed Facilities

The City of Aubrey Thoroughfare Plan is the basis for development of the future street system. The thoroughfare system is a conventional network conforming to a hierarchical, functional classification system developed to support the forecast traffic demands of future land use.

The highest classifications of roadway are the Arterial facilities (Principal, Major & Minor). These roadways are multiple lane (4 or 6) facilities with medians that serve the function of controlling access, separating opposing traffic movements and providing an area for the storage of left turning vehicles. The lower classifications are the Collector facilities that are developed to serve the adjoining developments. The character of the developments served should determine the sizes and alignments of Collector roadways.

Capital Improvement Plan for Roadway Impact Fees

Any roadway included in the Thoroughfare Plan was considered for inclusion in the Capital Improvement Plan. The thoroughfare facilities determined for inclusion in the Capital Improvement Plan of this study are tabulated in **Table 2** and graphically illustrated in **Figure 1**. Each listed project includes a description of the planned improvements, the approximate project length, and an engineer's opinion of probable cost to the City. In addition, under existing State Statute, a municipalities' cost associated with TxDOT facilities can be financed with impact fees. All roadways included in the 2024 CIP are identified in the City of Aubrey Thoroughfare Plan.

The engineer's opinions of probable construction cost were prepared without the benefit of a detailed preliminary engineering study for each project. The costs were developed with the assistance of Birkhoff, Hendricks & Carter and are based on roadway project construction bids. Costs of these projects included only those costs that will be paid for by the City of Aubrey. Financing costs for the projects in the CIP were also included in the total estimated cost and the interest rate of 5% was provided by the City of Aubrey for use in this study.

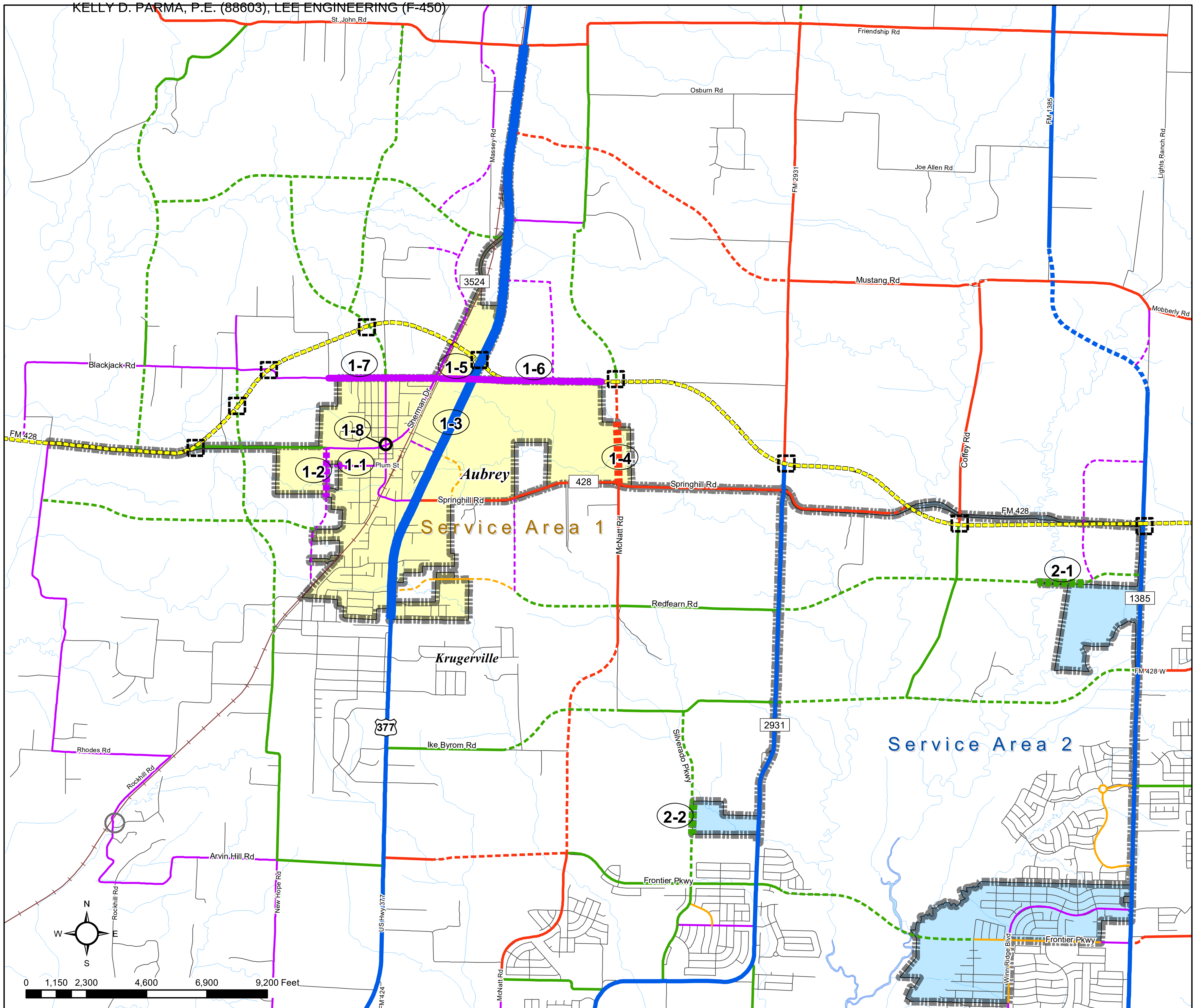
Table 2 - Proposed Roadway Capital Improvements

Project #	Road Name	From	To	Segment Length (ft)	Existing Condition	Planned Configuration	Ultimate Configuration	Notes	Capital Cost	Debt Service (1)	Total Project Cost
Service Area 1											
1-1	Plum St	City Limit	Plum St (W terminus)	385	-	2U	4U	BHC #2	$ 475,588	$ 287,660	$ 763,248
1-2	Rockhill Rd Extension	City Limit	Sherman Dr (FM 428)	1,735	-	4U	4U	BHC #6	$ 3,410,730	$ 2,062,986	$ 5,473,716
1-3	US 377	North City Limit (St. John Rd / Friendship Rd)	South City Limit (S of Concho St)	22,860	2U	6D	6D	TxDOT Project (Landscaping & Lighting)	$ 10,287,000	$ 6,222,110	$ 16,509,110
1-4	McNatt Rd Extension	City Limit	Spring Hill Rd (FM 428)	2,330	-	4D	6D	BHC #1	$ 8,422,920	$ 5,094,618	$ 13,517,538
1-5	Blackjack Rd	Magnolia St	US 377	1,170	2U	1 SB / 2 NB	1 SB / 2 NB	BHC #4	$ 2,210,000	$ 1,336,722	$ 3,546,722
1-6	Blackjack Rd	US 377	City Limits	2,425	2U	3U	4U	BHC #11	$ 3,042,485	$ 1,840,252	$ 4,882,737
1-7	Blackjack Rd	Wilson Cemetery Rd	Sherman Dr (FM 428)	3,720	2U	4U	4U	0	$ 7,280,000	$ 4,403,321	$ 11,683,321
1-8	FM 428/Sherman Dr @ Main St (FM 428)			840	-	-	-	TxDOT - Addition of turn lanes (ROW, Lighting & Design)	$ 297,000	$ 179,641	$ 476,641
									$ -	$ -	$ -
-	Number of Traffic Signals to Construct in Service Area 1:			**0**					$ -	$ -	$ -
								TOTAL	**$ 35,425,723**	**$ 21,427,310**	**$ 56,853,033**
Service Area 2											
2-1	Redfearn Rd	W Duck Point	E Duck Point	913	-	4D	4D		$ 9,285,000	$ 5,616,048	$ 14,901,048
2-2	Silverado Pkwy	N of Frontier Pkwy	N of EMLI Pecan Creek	630	-	4D	4D		$ 2,070,000	$ 1,252,043	$ 3,322,043
									$ -	$ -	$ -
-	Number of Traffic Signals to Construct in Service Area 2:			**0**					$ -	$ -	$ -
								TOTAL	**$ 11,355,000**	**$ 6,868,091**	**$ 18,223,091**

Note:

(1) Debt service cost calculated for financing over 20-years at a 5% annual interest rate

DRAFT - RELEASED FOR REVIEW PURPOSES ONLY (1-17-2025)
KELLY D. PARMA, P.E. (88603), LEE ENGINEERING (F-450)



4) IMPACT FEE CALCULATION

After the land use assumptions and CIP have been finalized, this information is used to determine the maximum fee per service unit (impact fee) that can be charged by the City for new developments. The fee is calculated by dividing the costs of the capital improvements identified as necessary to serve growth forecast to occur during the 10-year planning period (CIP) by the number of service units of growth forecast to occur (using the land use assumptions). The specific steps, as described in following paragraphs of this section include:

1. Determination of a standard service unit;
2. Identification of service area(s) for the City;
3. Analysis of the total capacity, level of current usage, and commitment for usage of capacity of existing improvements;
4. Identification of that portion of the total capital improvements necessary to serve the projected growth over the next 10-year period;
5. Determination of the "standard service unit" and equivalency tables establishing the ratio of a service unit to the types of land use forecast for growth;
6. Calculating the resulting eligible costs per service unit (impact fee) for new developments in the service area.

Service Unit

To determine the impact fee rate applied to thoroughfare facilities the standard service unit selected was **"PM Peak Hour Vehicle-Miles."** This service unit can be obtained by multiplying the number of trips generated by a specific land use type during the PM peak hour (vehicles) by the average trip length (miles) for that land use. The PM peak hour was chosen because it is usually considered the critical time for roadway analyses. The trip generation data were directly obtained or derived for each defined land use type from the *Trip Generation Manual, 11th Edition* of the Institute of Transportation Engineers, which is the standard data reference to determine vehicle trip generation characteristics of particular land use types and densities. Trip length information for each land use specified was based on data developed for the Dallas-Fort Worth area by the North Central Texas Council of Governments (NCTCOG). The trip length was set at a maximum of three (3) miles for any land use, as this trip length was assumed to be the maximum average distance a trip would travel on roadways within the service areas in the City of Aubrey. **Table 3** shows the typical service units for each land use type used in developing the roadway impact fees.

Table 3 - Service Unit Calculation by Land Use Type

	Variable	PM Peak Trips[1] (vehicles)	Trip Length[2] (miles)	PM Peak Hour Vehicle-Miles
Residential	Dwelling Unit	0.94	3.0	2.82
Office	1,000 ft^2	1.44	3.0	4.32
Commercial / Retail	1,000 ft^2	3.40	3.0	10.20
Industrial	1,000 ft^2	0.65	3.0	1.95

[1] Based on ITE *Trip Generation Manual, 11th Edition*

[2] Based on NCTCOG data

Service Areas

The State Statute governing the imposition of development impact fees require that collection and expenditure of fees imposed for street facilities "*...is limited to an area within the corporate boundaries of the political subdivision and shall not exceed six miles.*" To comply with this State Law, two (2) service areas were established for the City of Aubrey to ensure that funds are spent within six miles of where they are collected. The service areas, which represents land within the current City Limits of the City of Aubrey, is shown in **Figure 2**.

Analysis of 10-Year and Ultimate Growth

The land use assumption data provided by the City of Aubrey was converted to the standard service unit (vehicle-miles) by applying the trip generation and trip length data provided in Table 3. These results were used to provide an estimate of the existing service units (vehicle-miles) within the two (2) service areas, as well as to forecast the growth in service units for both the next 10-year period (2024-2034) and the ultimate development of the City of Aubrey. **Table 4** shows the portion of ultimate build-out service units that will be attributable to growth within the next 10 years.

Table 4 - Summary of Vehicle-Mileage Distribution by Development Period

	Existing		2024 - 2034		Year 2034 - Ultimate		
Service Area	Vehicle-Miles 2024	Portion of Ultimate Vehicle-Miles	Vehicle-Miles Added 2024-2034	Portion of Ultimate Vehicle-Miles	Vehicle-Miles Added 2034 - Ultimate	Portion of Ultimate Vehicle-Miles	Ultimate Vehicle-Miles
1	19,614	0.7425	6,801	0.2575	0	0.0000	26,415
2	4,650	0.7864	1,263	0.2136	0	0.0000	5,914
Total	**24,264**		**8,065**		**0**		**32,329**

Capital Improvements Costs Necessary to Serve 10-Year Growth

The total costs for implementing the roadway CIP were identified previously in Table 2. The street facility improvements identified in the CIP will logically serve all existing and future growth by improved safety and drainage characteristics. Therefore, the 10-year eligible costs have been proportioned as the ratio of the 10-year growth to the total number of service units determined for build-out, as provided in Table 4. **Table 5** presents a summary of the roadway capital improvement costs for the two (2) service areas.

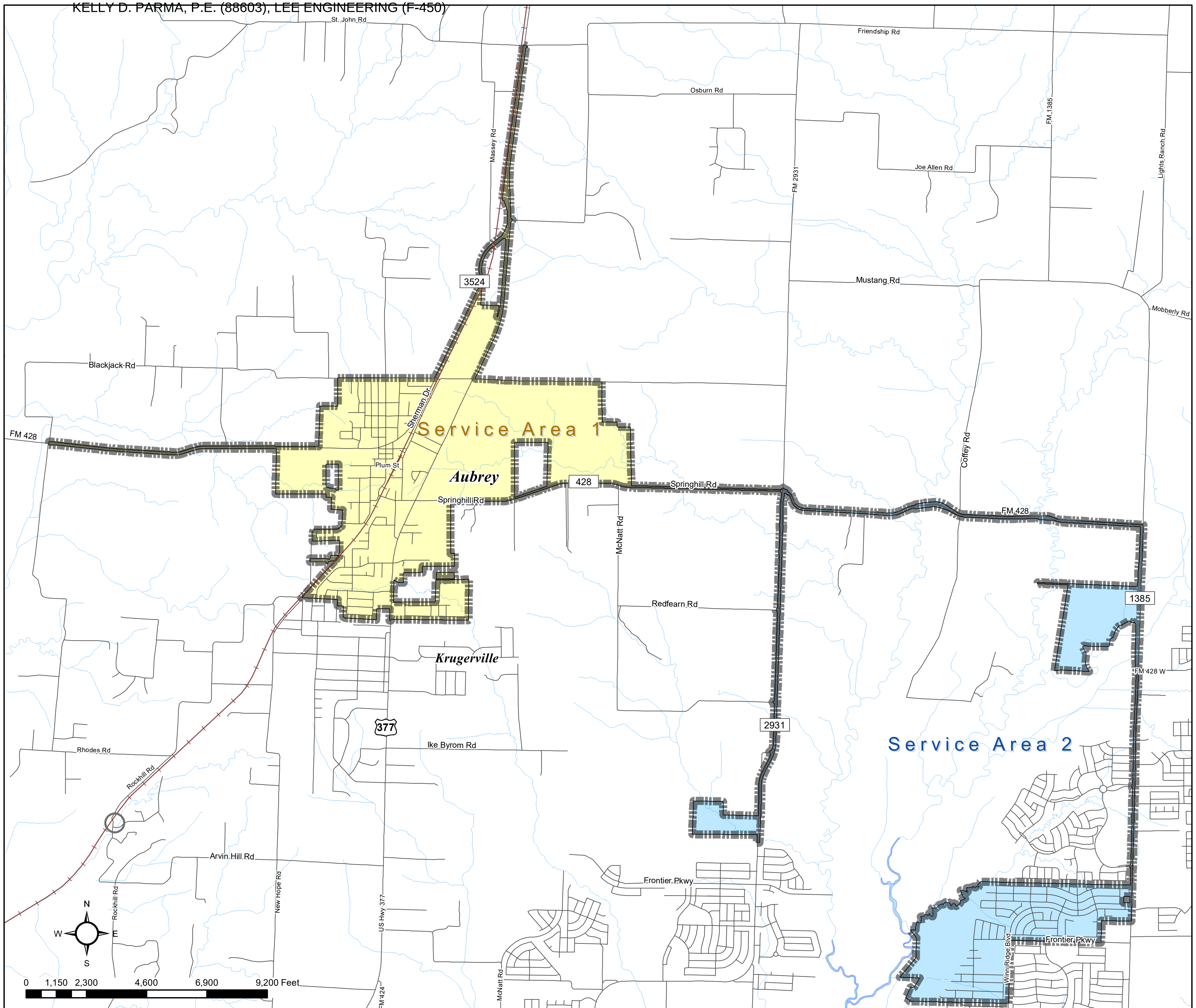
DRAFT - RELEASED FOR REVIEW PURPOSES ONLY (1-17-2025)
KELLY D. PARMA, P.E. (88603), LEE ENGINEERING (F-450)

Aubrey, Texas

Service Areas

Figure 2

January 14, 2025



Legend

- City Limits
- Service Area 1
- Service Area 2
- Streets
- Railroads
- Rivers & Streams

LEE ENGINEERING

Table 5 - Summary of Capital Improvement Cost by Service Area

Service Area	Zone Cost of Thoroughfare	Portion of Capacity of Thoroughfare Attributed to Growth (2024 - 2034)	Cost of Thoroughfare Attributed to Growth (2024 - 2034)
1	$56,853,033.00	0.2575	$14,639,656.00
2	$18,223,091.00	0.2136	$3,892,452.24
Totals	**$75,076,124.00**		**$18,532,108.24**

In order to maintain the equity of impact fee assessment, the cost for streets included in the 10-year Capital Improvement Plan will include the total cost of the street facilities, not reduced by any expected participation. Rather, construction by a developer of an arterial facility within or off-site should be treated as a credit to the impact fee assessment.

Determination of Standard Service Unit Equivalency

Table 6 presents the derivation of service unit equivalents for each of the four defined land use types. The service unit equivalents are referenced to and based on the residential land use.

Table 6 - Thoroughfare Land Use Equivalency

Land Use	Development Unit	Veh-Miles / Development Unit (1)	SU Equivalency (2)
Residential	Dwelling Unit	2.82	1.00
Office	1,000 ft^2	4.32	1.53
Commercial / Retail	1,000 ft^2	10.20	3.62
Industrial	1,000 ft^2	1.95	0.69

Notes:
(1) Based on data from the ITE *Trip Generation Manual* and NCTCOG
(2) Ratio of each land use to service unit of Residential

Cost Per Service Unit (Impact Fee) Calculation

Table 7 presents a summary of the calculations and resulting capital improvement costs attributable to growth per service unit, which represents the maximum *calculated* impact fee. This fee is calculated by taking the cost of the CIP attributable to growth in the next 10 years (Table 5) and dividing it by the estimated growth, or the number of new service units (Table 4), in the next 10 years.

Table 7 - Impact Fee Calculation for Thoroughfare by Service Area

Service Area	Cost of Thoroughfare Attributed to Growth (2024 - 2034)	Number of New Service Units (2024 - 2034)	Cost Per Service Unit	Cost Per Service Unit (Rounded)
1	$14,639,656.00	6,801	$2,152.57	**$2,152**
2	$3,892,452.24	1,263	$3,081.91	**$3,081**
Totals	$18,532,108.24	8,064		

Under current State law, municipalities are required to administer a detailed financial analysis to support the use of an impact fee higher than 50 percent of the eligible costs. As an alternative to performing the financial analysis, the impact fee can be set at or below 50 percent of the total eligible costs, which are shown in Table 7. The City will use either a detailed financial analysis to adjust for tax credits or will use no more than 50 percent of these eligible costs. The resulting maximum *allowable* roadway impact fee would be $1,076/vehicle-mile in Service Area 1 and $1,540.50/vehicle-mile in Service Area 2, if the 50 percent methodology were to be used.

5) SUMMARY OF IMPACT FEE CALCULATION METHODOLOGY

The methodology for calculating the maximum *allowable* impact fee for roadway facilities can be summarized in the following three steps. First, the cost of the roadway facilities (existing roadways eligible for recuperation of construction cost and proposed roadways) that can be attributed to new growth over the 10-year period is determined.

SERVICE AREA 1

Cost of Roadway Facilities (Table 2) = $56,853,033.00

Proportion of Capacity Attributable to New Growth (Table 4) = 0.2575

Cost of Roadway Facilities Attributable to Growth (2024-2034):

$56,853,033.00 x 0.2575 = $14,639,656.00

SERVICE AREA 2

Cost of Roadway Facilities (Table 2) = $18,223,091.00

Proportion of Capacity Attributable to New Growth (Table 4) = 0.2136

Cost of Roadway Facilities Attributable to Growth (2024-2034):

$18,223,091.00 x 0.2136 = $3,892,452.24

The second step is to determine the maximum *calculated* impact fee. The maximum *calculated* impact fee is the ratio of the total cost for roadway facilities attributable to growth in the next ten years (2024-2034) divided by the total growth in equivalent service units (ESU). The maximum *calculated* impact fee is:

SERVICE AREA 1

$$\text{Maximum Roadway Impact Fee} = \frac{\text{Eligible Thoroughfare Cost Attributed to Growth (Table 5)}}{\text{Total Growth in Equivalent Service Units (Table 4)}}$$

$$= \frac{\$14,639,656.00}{6,801 \text{ ESU}}$$

$$= \$2,152.57 \text{ / ESU} = \$2,152 \text{ / ESU (Rounded)}$$

SERVICE AREA 2

$$\text{Maximum Roadway Impact Fee} = \frac{\text{Eligible Thoroughfare Cost Attributed to Growth (Table 5)}}{\text{Total Growth in Equivalent Service Units (Table 4)}}$$

$$= \frac{\$3,892,452.24}{1,263 \text{ ESU}}$$

$$= \$3,081.91 \text{ / ESU} = \$3,081 \text{ / ESU (Rounded)}$$

This amount represents the maximum *calculated* impact fee for roadway facilities. For the final step, the current impact fee legislation requires the City to produce a financial analysis to support a fee greater than 50 percent of the eligible costs or to reduce the maximum calculated impact fee by 50 percent. If the City chooses to use a maximum *allowable* impact fee of 50 percent of the maximum calculated fee, the amount for Service Area 1 would be $2,152 x 50% = **$1,076.00**, while the amount for Service Area 2 would be $3,081 x 50% = **$1,540.50**.

6) IMPACT FEE CALCULATION EXAMPLE

A service units by land use table is provided in **Table 8** and represents an expansion of the basic land uses used for calculating the impact fee. This table identifies the total service units generated by specific uses within each land use category and includes land uses which may develop over the next 10-year period. To obtain the impact fee to be charged for a particular land use, the impact fee per service unit adopted by the City and the service units per development unit generated for that particular land use from Table 8 are used. Examples for calculating the impact fee for both a single-family dwelling unit and a 50,000 ft^2 shopping center (commercial / retail facility) assuming maximum *allowable* impact fees of $1,076.00 per service unit (Service Area 1) and $1,540.50 per service unit (Service Area 2) are shown after Table 8.

Table 8 - Service Units by Land Use

CATEGORY	LAND USE	DEVELOPMENT UNITS[1]	ITE TRIP RATE[2]	TRIP LENGTH[3]	PASS-BY TRAFFIC[4]	SERVICE UNITS[5]	IMPACT FEE / DEVELOPMENT UNIT[6]	
							Service Area 1	Service Area 2
RESIDENTIAL								
	Single-Family Detached	Dwelling Unit	0.94	3.0	0	2.82	$3,034.32	$4,344.21
	Apartment/Multifamily	Dwelling Unit	0.51	3.0	0	1.53	$1,646.28	$2,356.97
OFFICE								
	Office Building	1,000 ft^2 GFA	1.44	3.0	0	4.32	$4,648.32	$6,654.96
COMMERCIAL								
	Automobile Care Center	1,000 ft^2 GFA	3.11	3.0	0.25	7.00	$7,532.00	$10,783.50
	Convenience Stores/Gas Pumps	Fueling Positions	22.76	2.4	0.75	13.66	$14,698.16	$21,043.23
	Discount Superstore	1,000 ft^2 GFA	4.33	2.5	0.29	7.69	$8,274.44	$11,846.45
	Drive-in Bank	1,000 ft^2 GFA	21.01	1.7	0.35	23.22	$24,984.72	$35,770.41
	Fast Food Restaurant	1,000 ft^2 GFA	33.03	2.4	0.55	35.67	$38,380.92	$41,297,869.92
	Golf Course	Acres	0.28	2.5	0	0.70	$753.20	$1,078.35
	High-Turnover (Sit-Down) Restaurant	1,000 ft^2 GFA	9.05	3.0	0.43	15.48	$16,656.48	$17,922,372.48
	Home Improvement Store	1,000 ft^2 GFA	2.29	3.0	0.42	3.98	$4,282.48	$6,131.19
	Hotel	Rooms	0.59	3.0	0	1.77	$1,904.52	$2,726.69
	Pharmacy/Drugstore	1,000 ft^2 GFA	10.25	2.8	0.49	14.64	$15,752.64	$22,552.92
	Shopping Center	1,000 ft^2 GFA	3.40	3.0	0.29	7.24	$7,790.24	$11,153.22
	Supermarket	1,000 ft^2 GFA	8.95	2.5	0.24	17.01	$18,302.76	$26,203.91
	Walk-in Bank	1,000 ft^2 GFA	12.13	1.7	0.35	13.40	$14,418.40	$20,642.70
INDUSTRIAL								
	Industrial	1,000 ft^2 GFA	0.65	3.0	0	1.95	$2,098.20	$3,003.98
	Mini-Warehouse	1,000 ft^2 GFA	0.15	3.0	0	0.45	$484.20	$693.23
INSTITUTIONAL								
	School	Students	0.16	2.1	0	0.34	$365.84	$523.77
	Day Care Center	Students	0.79	2.7	0.44	1.19	$1,280.44	$1,833.20
	Nursing Home	1,000 ft^2 GFA	0.59	2.5	0	1.48	$1,592.48	$2,279.94
	House of Worship	1,000 ft^2 GFA	0.49	2.1	0	1.03	$1,108.28	$1,586.72

[1] GFA = Gross Floor Area
[2] (Vehicles); Based on ITE *Trip Generation Manual, 11th Edition*
[3] (Miles); Based on NCTCOG Data
[4] Percentage of traffic already passing by site - land use is an intermediate destination
[5] (Vehicle-Miles)
[6] Based on 50% of maximum calculated impact fee ($1,076/veh-mile for Service Area 1 and $1,540.50/veh-mile for Service Area 2)

* This table reflects individual land uses w ithin each category. For land uses not included in the table above, an applicant may provide supporting documentation for the use of a similar land use or an alternative service unit calculation.

Service Area 1 – Example Calculations

SINGLE-FAMILY DWELLING

- Vehicle-Miles per Development Unit for Single-Family Dwelling Unit
  (1 Dwelling Unit) x (2.82 Vehicle-Miles / Dwelling Unit) = 2.82 Vehicle-Miles

- Assume 50 percent of the Maximum Calculated Roadway Impact Fee = $1,076.00 / Service Unit:
  (2.82 Vehicle-Miles) x ($1,076.00 / Vehicle-Miles) = $3,034.00

50,000 ft^2 SHOPPING CENTER

- Vehicle-Miles per Development Unit for Shopping Center
  (50,000 ft^2) x (7.24 Vehicle-Miles / 1,000 ft^2) = 362.00 Vehicle-Miles

- Assume 50 percent of the Maximum Calculated Roadway Impact Fee = $1,076.00 / Service Unit:
  (362.00 Vehicle-Miles) x ($1,076.00 / Vehicle-Miles) = $389,512.00

Service Area 2 – Example Calculations

SINGLE-FAMILY DWELLING

- Vehicle-Miles per Development Unit for Single-Family Dwelling Unit
  (1 Dwelling Unit) x (2.82 Vehicle-Miles / Dwelling Unit) = 2.82 Vehicle-Miles

- Assume 50 percent of the Maximum Calculated Roadway Impact Fee = $1,540.50 / Service Unit:
  (2.82 Vehicle-Miles) x ($1,540.50 / Vehicle-Miles) = $ 4,344.00

50,000 ft^2 SHOPPING CENTER

- Vehicle-Miles per Development Unit for Shopping Center
  (50,000 ft^2) x (7.24 Vehicle-Miles / 1,000 ft^2) = 362.00 Vehicle-Miles

- Assume 50 percent of the Maximum Calculated Roadway Impact Fee = $1,540.50 / Service Unit:
  (362.00 Vehicle-Miles) x ($1,540.50 / Vehicle-Miles) = $557,661.00

AUBREY, TEXAS

Capital Improvements Advisory and Impact Fee Committee Meeting
Aubrey City Hall
107 S. Main St
Aubrey, TX 76227
March 6, 2023
6:00 p.m.

The meeting was called to order at 6:00 p.m.

Present: Gary Hammett, Chair
Jack Hopper
Ashley Lebate Long
Karen English

Absent: Kalista Robinson

Staff Present: City Secretary Jenny Huckabee, City Engineer Andrew Mata, Finance Director Mike English, Director of Public Works and Development Leanne Wilson, Utilities Manager Steven Davis

Invocation & Pledge of Allegiance

Community Announcements: None

Citizen Input: None

Agenda Items:

1. Receive a briefing regarding potential update to the Land Use Assumptions, Capital Improvements Plans and Impact Fees for the City of Aubrey Water and Wastewater Impact Fee Update. Compliant with Chapter 395, Texas Local Government Code, the Capital Improvements Advisory Committee will assist in the review and recommendation of update to the land use assumptions and capital improvements plan for the consideration of potential water and wastewater impact fees update by the City Council in Aubrey.

   City Engineer Andrew Mata provided information.

2. Consider and make a recommendation to City Council regarding the projected 10-year growth rate to be consistent with the updated Land Use Plan and the updated Water and Wastewater Capital Improvements Plan to be consistent with the updated Land Use Plan.

   Jack Hopper made a motion to recommend approval of the projected 10-year growth rate to be consistent with the updated Land Use Plan and the updated Water and Wastewater Capital Improvements Plan to be consistent with the updated Land Use Plan. Karen English seconded. Motion carried unanimously.

3. Consideration and action on approving minutes from the February 7, 2023 Capital Improvements and Impact Fee Advisory Board Meeting.

   Jack Hopper made a motion to approve the minutes. Ashley Long seconded. Motion carried unanimously.

The meeting was adjourned at 7:17 p.m.

PASSED AND APPROVED by the Capital Improvements Advisory and Impact Fee Committee this 12th day of February, 2025.

____
Committee Chair

ATTEST:

____
Jenny Hicks, City Secretary