1. Introduction

Chapter 395 of the Texas Local Government Code describes the procedure Texas cities must follow in order to create and implement Impact Fees. Senate Bill 243 (SB 243) amended Chapter 395 in September 2001 to define an Impact Fee as "a charge or assessment imposed by a political subdivision against new development in order to generate revenue for funding or recouping the costs of capital improvements or facility expansions necessitated by and attributable to the new development."

The City has retained Kimley-Horn and Associates, Inc. to provide professional transportation engineering services for the 2016 development of their Roadway Impact Fees. This report includes the details of the Roadway Impact Fee calculation methodology in accordance with Chapter 395 and the development of the Land Use Assumptions, Capital Improvement Plan, and Land Use Equivalency Table.

This report introduces and references two of the basic inputs to the Roadway Impact Fee:

1. Land Use Assumptions (Pg. 2)
2. Capital Improvement Plan (Pg. 4)

Information from the Land Use Assumptions and this Capital Improvement Plan is used extensively throughout the remainder of the report.

The final report will consist of a detailed discussion of the methodology for the computation of impact fees and is broken down into two components:

3. Methodology for Roadway Impact Fees (Being Developed)
4. Roadway Impact Fee Calculation (Being Developed)

The components of the Methodology for Roadway Impact Fee includes development of:

- Service Areas
- Service Units
- Cost Per Service Unit
- Cost of the CIP
- Service Unit Calculation

The components of the Roadway Impact Fee Calculation include:

- Maximum Assessable Impact Fee Per Service Unit
- Service Unit Demand Per Unit of Development

This report also includes a section concerning the Plan for Awarding the Roadway Impact Fee Credit. This plan details the maximum assessable impact fee per service unit the City of Seguin may apply under Chapter 395 of the Texas Local Government Code.

The final section of the report is the Conclusion, which presents the findings of the analysis and summarizes the report.

2. Roadway Impact Fee Calculation Inputs

A. Land Use Assumptions

In order to assess an impact fee, land use assumptions must be developed to provide the basis for population and employment growth projections within a political subdivision. As defined by Chapter 395 of the Texas Local Government Code, these assumptions include a description of changes in land uses, densities, and population in the service area in a 10-year span. The land use assumptions used in this report were developed using information found in the City of Seguin Future Land Use Plan, and with input from City staff.

The geographic boundaries of the impact fee service areas for roadway facilities are shown in Exhibit 1. The City of Seguin is divided into four (4) service areas, each based on a six (6) mile limit as required in Chapter 395.

Table 1 summarizes the residential and non-residential 10-year growth projections by service area within the City of Seguin.

Table 1 – Residential and Non-Residential 10-Year Growth Projections for the City of Seguin

	Residential	Employment		
Service Area	Single & Multi Family	Basic (Low) (i.e. Industrial)	Service (Med) (i.e. Office)	Retail (High)
	Dwelling Units	Sq. Ft.	Sq. Ft.	Sq. Ft.
A	1,000	544,500	174,240	1,110,780
B	203	359,370	174,240	326,700
C	540	544,500	174,240	653,400
D	500	544,500	174,240	849,420
Sub-Total	2,243	1,992,870	696,960	2,940,300
Total	**2,243**	**5,630,130**		

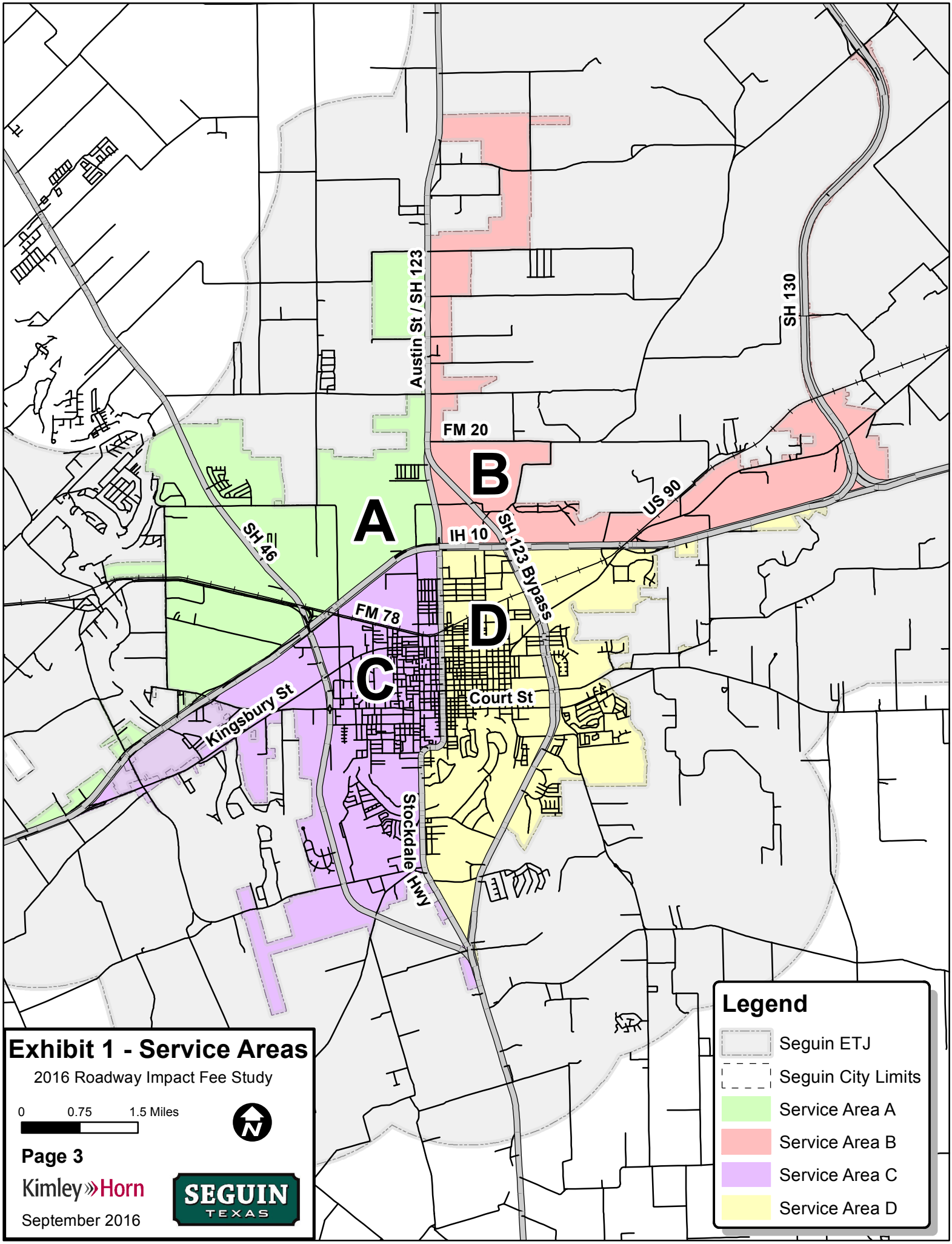

Exhibit 1 - Service Areas

2016 Roadway Impact Fee Study

0 0.75 1.5 Miles

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B. Capital Improvement Plan

The City has identified the City-funded roadway projects needed to accommodate the projected growth within the City in the next 10 years. The Capital Improvement Plan (CIP) for Roadway Impact Fees is made up of the following:

- Recently completed projects with excess capacity available to serve new growth;
- Projects currently under construction; and
- All remaining projects needed to complete the City's Master Thoroughfare Plan.

The CIP includes arterial, parkway, major collector and collector class roadway facilities as well as intersection improvements. All of the facilities are part of the draft Master Thoroughfare Plan.

The CIP for the Roadway Impact Fees 2016 is listed in Tables 2A-D and mapped in Exhibits 2A-D. The tables show the length of each project as well as the facility's Master Thoroughfare Plan classification by service area. The CIP was developed in conjunction with input from City of Seguin staff and represents those projects that will be needed to accommodate the growth projected by the 2016 Land Use Assumptions for Roadway Impact Fee.

Table 2A: Capital Improvement Plan for Roadway Impact Fees – Service Area A

Service Area	Proj. #	Impact Fee Class	Project	Limits	Length (mi)	% In Service Area
A	A-1	ARTE	Cordova Rd (1)	1470' W of SH 123 / City Limits to 447' W of SH 123	0.20	50%
	A-2	ARTE	Cordova Rd (2)	447' W of SH 123 to SH 123	0.08	100%
	A-3	PKWY	Outer Loop (1)	FM 1620 to 2345' E of FM 1620	0.44	100%
	A-4	PKWY	Outer Loop (2)	2345' E of FM 1620 to SH 46	0.62	100%
	A-5	PKWY	Outer Loop (3)	SH 46 to Rudeloff Rd	0.71	100%
	A-6	PKWY	Outer Loop (4)	Rudeloff Rd to City Limits	0.63	50%
	A-7	ARTE	Rudeloff Rd (1)	SH 46 to 4432' E of FM 46	0.84	100%
	A-8	ARTE	Rudeloff Rd (2)	4432' E of FM 46 to Beechcraft Ln	0.44	50%
	A-9	ARTE	Rudeloff Rd (3)	Beechcraft Ln to Huber Rd	0.24	100%
	A-10	ARTE	Rudeloff Rd / FM 20 (1)	Huber Rd to 3765' E of Huber Rd	0.84	100%
	A-11	ARTE	Rudeloff Rd / FM 20 (2)	3883' E of Huber Rd to 4156' E of Huber Rd	0.09	100%
	A-12	ARTE	Rudeloff Rd / FM 20 (3)	6126' E of Huber Rd to SH 123	0.27	100%
	A-13	ARTE	Rudeloff Rd / Strempel Rd	Rudeloff Rd / FM 20 to SH 123	1.07	100%
	A-14	ARTE	Huber Rd	IH 10 to Rudeloff Rd	1.30	100%
	A-S1	-	Future Grade Separated	Outer Loop & SH 46	-	100%
	A-S2	-	Signal Installation	SH 123 & FM 20	-	50%
	A-S3	-	Turn Lane Installation	SH 123 & Cordova Rd	-	50%

Table 2B: Capital Improvement Plan for Roadway Impact Fees – Service Area B

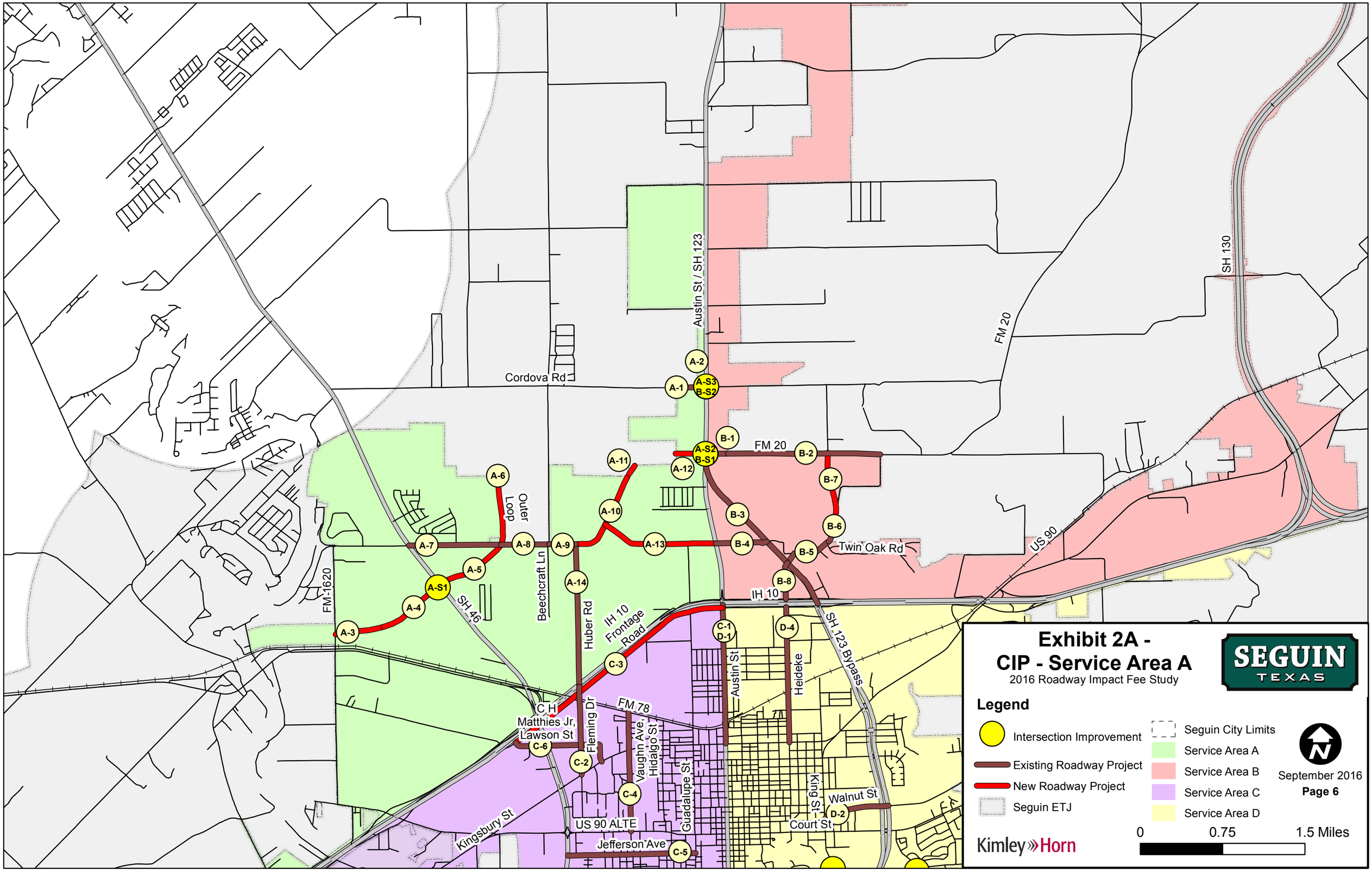
Service Area	Proj. #	Impact Fee Class	Project	Limits	Length (mi)	% In Service Area
B	B-1	MAJC	FM 20 (1)	SH 123 to 1067' E of SH 123	0.20	100%
	B-2	MAJC	FM 20 (2)	1067' E of SH 123 to City Limits	1.39	50%
	B-3	PKWY	SH 123 Bypass	SH 123 to IH 10	1.65	100%
	B-4	ARTE	Strempel Rd	SH 123 to SH 123 Bypass	0.47	100%
	B-5	MAJC	Heideke St / Martindale Rd	SH 123 Bypass to 156' NE of Twin Oak Rd	0.46	100%
	B-6	MAJC	Martindale Rd	156' NE of Twin Oak Rd to 1300' NE of Twin Oak Rd	0.23	50%
	B-7	MAJC	Future Major Collector C	1300' NE of Twin Oak Rd to FM 20	0.60	100%
	B-8	MAJC	Heideke St	IH 10 to SH 123 Bypass	0.33	100%
	B-S1	-	Signal Installation	SH 123 & FM 20	-	50%
	B-S2	-	Turn Lane Installation	SH 123 & Cordova Rd	-	50%

Table 2C: Capital Improvement Plan for Roadway Impact Fees – Service Area C

Service Area	Proj. #	Class	Project	Limits	Length (mi)	% In Service Area
C	C-1	MAJA	SH 123 / Austin St	Kingsbury St to IH 10	1.26	50%
	C-2	ARTE	Fleming Dr	Kingsbury St to IH 10	0.80	100%
	C-3	COL	IH 10 Frontage Road	C H Matthies to SH 123	2.30	100%
	C-4	COL	Hidalgo St	US 90 ALT to FM 78	1.08	100%
	C-5	COL	Jefferson Ave	SH 46 to Guadalupe St	1.16	100%
	C-6	COL	C H Matthies Jr / Lawson St	IH 10 Frontage Road to Kingsbury St	0.94	100%

Table 2D: Capital Improvement Plan for Roadway Impact Fees – Service Area D

Service Area	Proj. #	Class	Project	Limits	Length (mi)	% In Service Area
D	D-1	MAJA	SH 123 / Austin St	US 90 to IH 10	1.26	50%
	D-2	COL	Walnut St	King St to SH 123 Bypass	0.62	100%
	D-3	COL	Meadow Lake Dr	Stockdale Hwy to SH 123 Bypass	0.65	100%
	D-4	COL	Heideke St	Kingsbury St to IH 10	1.23	100%
	D-5	COL	Tor Dr	Stockdale Hwy to SH 123 Bypass	1.03	100%
	D-S1	-	Realignment	Eastwood Dr & Preston Dr	-	100%
	D-S2	-	Signal and Turn Lanes	King St & Gloria Dr	-	100%


Austin St / SH 123
SH 130
FM 20
Cordova Rd
A-1
A-2
A-S3
B-S2
A-S2
B-S1
B-1
B-2
B-7
B-3
B-6
B-4
B-5
B-8
Twin Oak Rd
US 90
IH 10
A-11
A-12
A-6
Outer Loop
A-10
A-7
A-8
A-9
A-13
A-5
A-S1
A-4
A-3
A-14
FM-1620
SH 46
Beechcraft Ln
Huber Rd
IH 10 Frontage Road
C-3
C-1
D-1
D-4
SH 123 Bypass
Austin St
Heideke
C H
Matthies Jr, Lawson St
C-6
Fleming Dr
FM 78
C-2
Vaughn Ave
Hidalgo St
C-4
Guadalupe St
King St
Walnut St
D-2
Court St
Kingsbury St
US 90 ALTE
Jefferson Ave
C-5
Exhibit 2A -
CIP - Service Area A
2016 Roadway Impact Fee Study
SEGUIN TEXAS
Legend
Intersection Improvement
Existing Roadway Project
New Roadway Project
Seguin ETJ
Seguin City Limits
Service Area A
Service Area B
Service Area C
Service Area D
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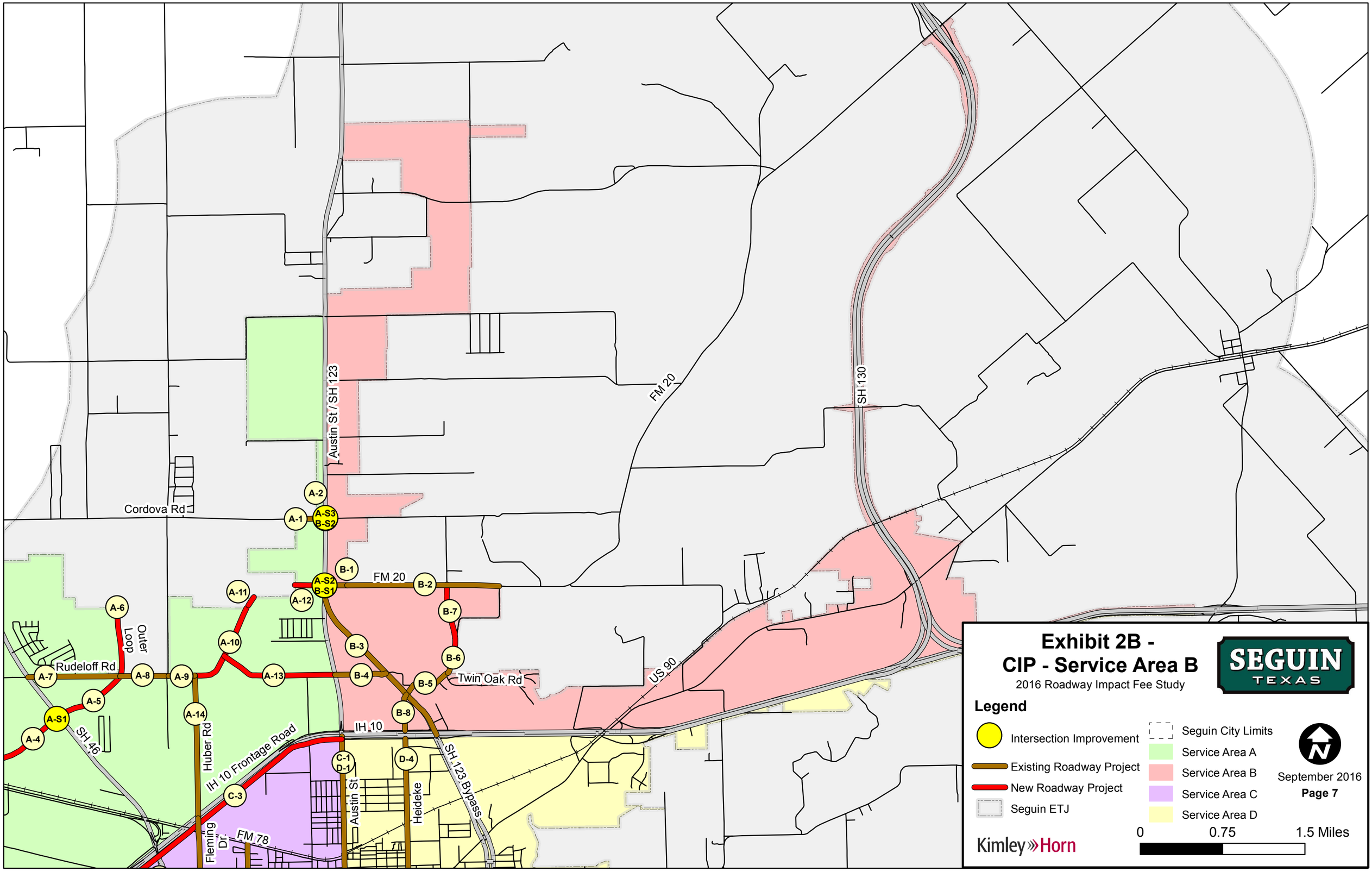
Page 6
Kimley»Horn
0
0.75
1.5 Miles


Austin St / SH 123
FM 20
SH 130
Cordova Rd
A-1
A-2
A-S3
B-S2
B-1
A-S2
B-S1
B-2
A-11
A-12
B-7
A-6
Outer Loop
A-10
B-3
B-6
Rudeloff Rd
A-7
A-8
A-9
A-13
B-4
B-5
Twin Oak Rd
US 90
A-5
A-S1
A-14
B-8
A-4
SH 46
Huber Rd
IH 10
IH 10 Frontage Road
C-1
D-1
D-4
SH 123 Bypass
C-3
Austin St
Heideke
Fleming Dr
FM 78
Exhibit 2B -
CIP - Service Area B
2016 Roadway Impact Fee Study
SEGUIN
TEXAS
Legend
Intersection Improvement
Existing Roadway Project
New Roadway Project
Seguin ETJ
Seguin City Limits
Service Area A
Service Area B
Service Area C
Service Area D
0
0.75
1.5 Miles
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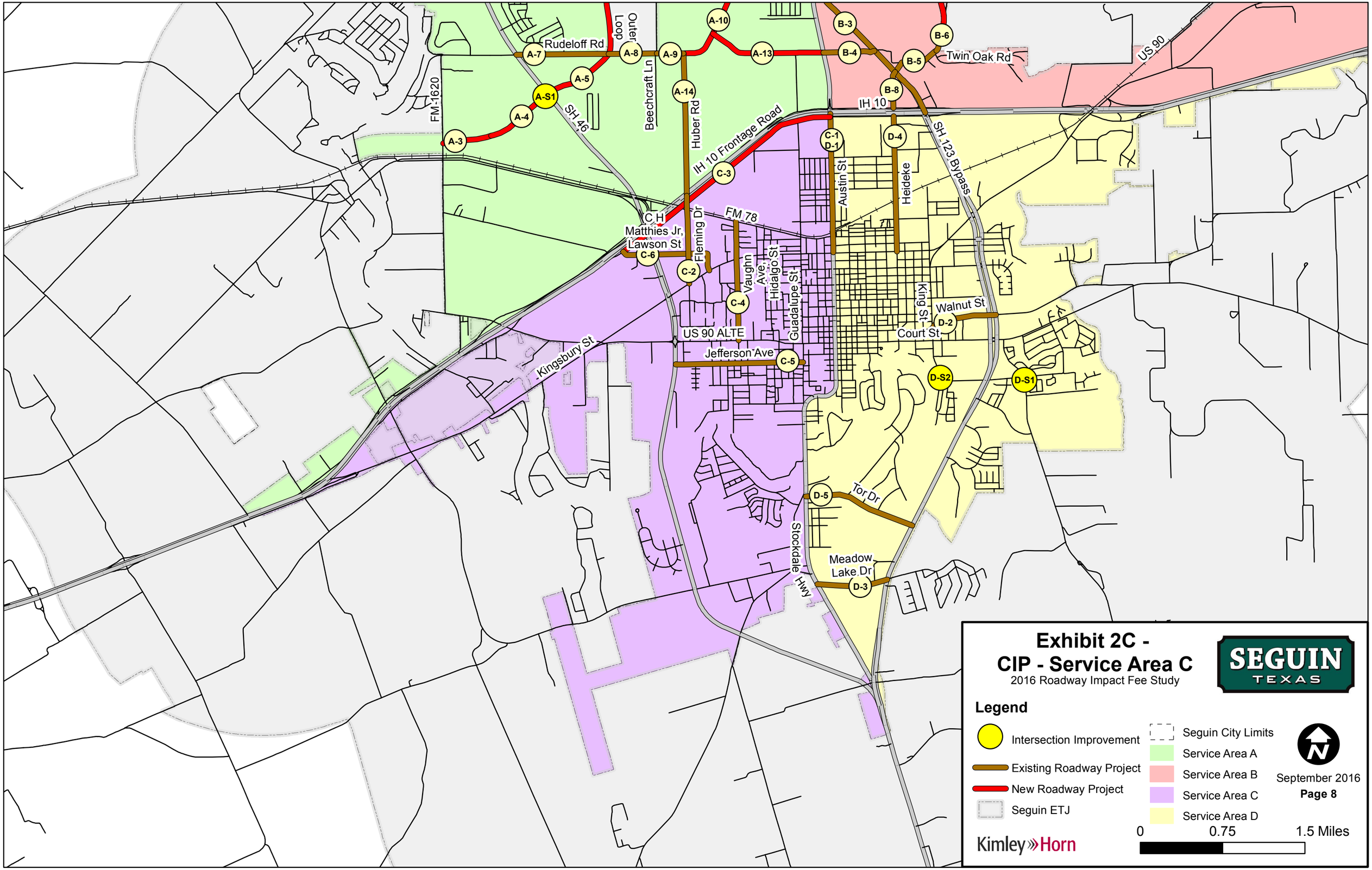

Exhibit 2C - CIP - Service Area C

2016 Roadway Impact Fee Study

SEGUIN TEXAS

Legend

- Intersection Improvement
- Existing Roadway Project
- New Roadway Project
- Seguin ETJ
- Seguin City Limits
- Service Area A
- Service Area B
- Service Area C
- Service Area D

0 0.75 1.5 Miles

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September 2016

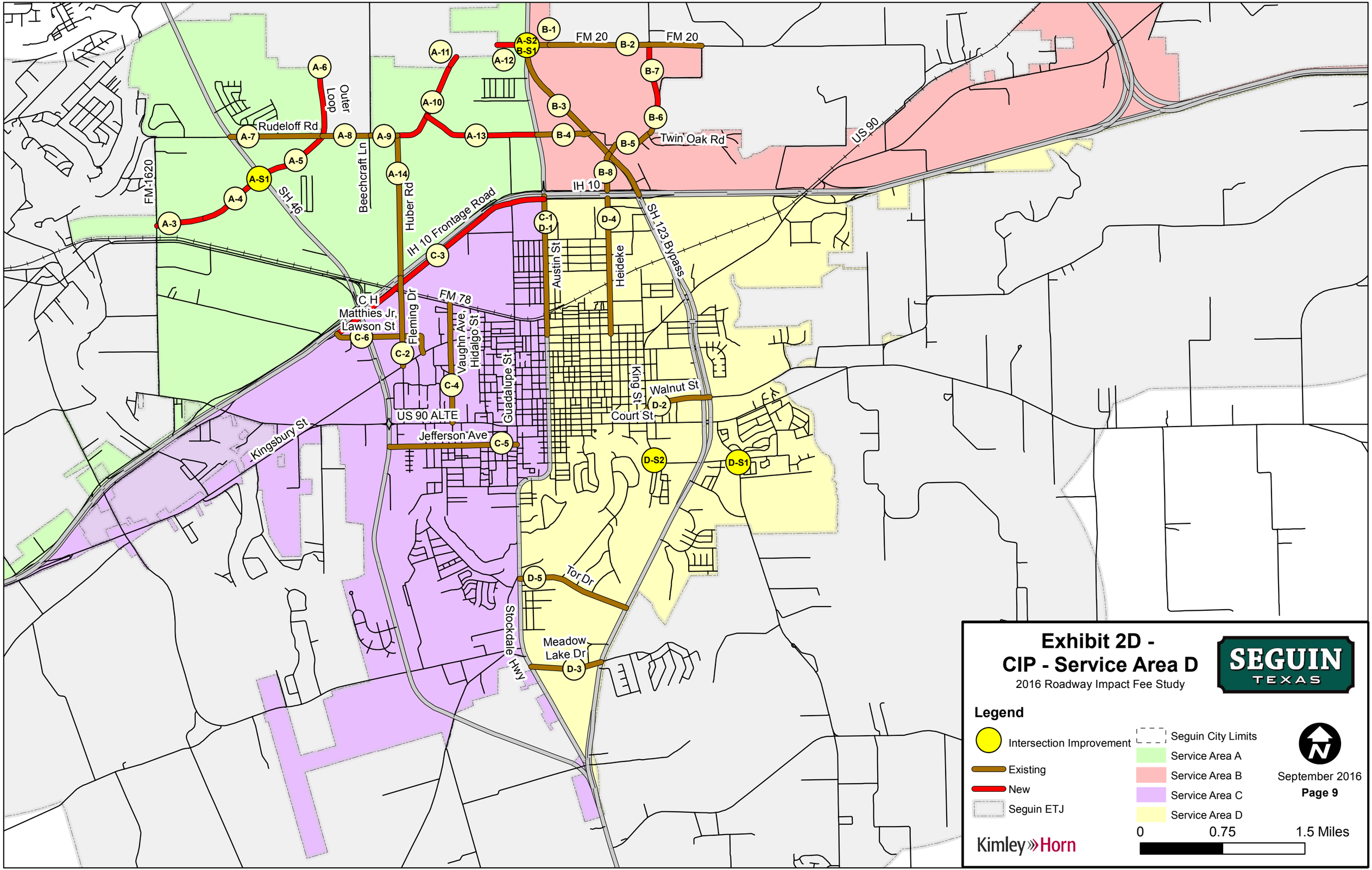

Exhibit 2D - CIP - Service Area D

2016 Roadway Impact Fee Study

SEGUIN TEXAS

Legend

- Intersection Improvement
- Existing
- New
- Seguin ETJ
- Seguin City Limits
- Service Area A
- Service Area B
- Service Area C
- Service Area D

September 2016

0 0.75 1.5 Miles

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