



**CITY OF FARMERSVILLE
FARMERSVILLE ECONOMIC DEVELOPMENT CORPORATION MINUTES
July 18TH, 2019, 6:30 P.M.
COUNCIL CHAMBERS, CITY HALL
205 S. Main Street**

CALL TO ORDER

The Farmersville EDC met in special session on July 18th, 2019 at 6:32 p.m. in the City Hall Council Chambers with the following board members present: Jason Lane, Diane Piwko, Robbie Tedford, Bob Collins and Randy Smith. Special guest recognized Councilman Mike Hurst, Tommy Ellison and Paula Jackson Assistant to City Manager

RECOGNITION OF CITIZENS AND VISITORS

Tommy Ellison

PUBLIC COMMENT

No Comments

ELECTION OF OFFICERS (PRESIDENT, VICE-PRESIDENT, SECRETARY)

On a motion made by Mr. Robbie Tedford to reelect the same officers currently holding positions on the board, a second by Mr. Randy Smith, all in favor motion passed unanimously.

- President – Jason Lane
- Vice President – Robbie Tedford
- Secretary – Diane Piwko

REVIEW, CONSIDER, AND DISCUSS THOROUGHFARE PLAN/LAND USE MAP UPDATE

Mr. Lane asked if there will be any discussion with Mr. White not able to attend this meeting. Mr. Smith stated not quite sure how we can do a thoroughfare plan when we do not know where the thoroughfare is going. Mrs. Piwko stated she does not understand if it is going to be in the current alignment or quarter mile south, how is it

really going to change the basic residential area. Mr. Lane this is a little outside our scope for this committee. Mr. Lane recommended to table this item until Mr. White is able to attend our meeting. Mr. Smith wanted to add to Mrs. Piwko comment stating it has to do with the amount of cars that are currently on the existing Highway 380 where most of the commerce will be done. Item was tabled until next regular scheduled meeting.

REVIEW, CONSIDER AND DISCUSS COMMERCIAL RETAIL ZONING

Mr. Smith stated what he is asking for is the whole commercial retail zoning document be reviewed by the EDC 4A board and add any comments or suggestions. Mr. Smith stated this is what we did with the Industrial zoning section. Mr. Smith stated just want to review and see what we can do for commercial and retail customers. Motion to table this item made by Mr. Smith and seconded by Mr. Collins motion passed all in favor.

CONSIDER, DISCUSS AND ACT UPON FINANCIAL STATEMENTS FOR JUNE 2019 AND BUDGET AMENDMENTS

- Motion made by Mr. Tedford to approve financials with changes noted on the June 2019 financials, second by Mr. Smith. Motion passed all in favor.
(Move cost from electrical substation to Collin College Loop)

CONSIDER, DISCUSS AND ACT UPON MEETING MINUTES FOR MAY 16TH, 2019 AND JUNE 27TH, 2019

- Motion made by Mr. Tedford to approve meeting minutes with noted changes, second by Mrs. Piwko. Motion passed all in favor.

CITY MANAGER REPORT

Mr. White was not available for this report.

Tommy Ellison spoke to the Board regarding impact fee study. Mr. Ellison had handouts with information on impact fees and distributed information to the board. (Information is attached)

Mr. Ellison stated first step is to adopt an ordinance for impact fees, but in order to do this the City will need a capital improvement plan, land use plan, and street improvement plan in place in order to perform a study for impact fees. Mr. Ellison stated he is personally convinced that the City does not have enough building activity to justify the expense involved in an impact fee study at this time.

Mr. Ellison stated the handout is information from City of McKinney and what they went through developing an impact fee schedule. Impact fees are assessed to accommodate capital improvements that are necessary for a particular development going in. You

cannot use them to do maintenance or improvements of existing facilities. It will need to be new development and must be in the capital improvement plan. You cannot collect impact fees outside of your City limits. Mr. Ellison stated water and sewer you can go out into the ETJ. Water and sewer you have to look at drainage areas and need to determine the fees. Bottom line City will need to have a capital improvement plan, thoroughfare plan, land use plan, and street improvement plan in place first.

Mr. Lane asked if City Council has indicated to move forward. Mr. Ellison stated no this is information only.

Mrs. Piwko stated the reason this item came up was during the 4A EDC budget discussion. Mrs. Piwko suggested to budget some seed money for this item not necessarily for an impact fee study. Just to get some handle on when we could possibly start this process of developing an impact fee.

Mr. Ellison said it would be in the best interest of the City to focus on getting the thoroughfare plan done.

Mr. Smith stated impact fees are similar to the TIRZ District.

Mrs. Piwko stated when the College road is built in 2020 everyone is going to look at that plan wide open prime location, we would be entitled to impact fees in that area. Mrs. Piwko feels we are at a point now to study this or we are going to miss out.

Mr. Collins stated whether or not the land is in the City or the ETJ it does not impact the fact that we need to do a land use map and a thorough fare plan. Mr. Ellison stated yes all this will need to be done first.

Mrs. Piwko stated adding this to a line item in the budget keeps it in front of the board. Mr. Smith feels we spend the bulk of EDC 4A funds on studies maybe we are getting something to show for it, just no jobs. Mr. Smith stated we have funds allocated for school if there is a valid school for this I have no issues. I do have two problems with this one being the timing, second do not know how the impact of the College is going to affect the City. Mrs. Piwko development is coming up from Josephine a need for 4 lane highway will be needed.

BUDGET WORKSHOP

Mr. Lane began the workshop reminding the EDC board about the discussion in the prior meeting on the budget workshop and hopefully everyone has had the time to review and share ideas on what the EDC 4A wants to accomplish.

Mr. Tedford stated he has reviewed the trends on our revenues and feels it is a good number.

Mr. Smith stated there are funds budgeted for the land use map.

Mr. Lane asked where the funds are coming from for the land use map. Mr. Hurst stated the City would fund the biggest amount and we will be asking 4A to assist.

The board reviewed the budget numbers and discussed. Mr. Tedford stated that he and Daphne had worked on this but not sure on the addition of the numbers in the marketing section.

Under development:

EDC 4A Board added 30,000.00 to the 2019-2020 budget under the planner land use/thoroughfare map.

Mr. Lane brought up to the board the Electric for the College. If not spent in current budget year to carry forward into budget year 2019-2020.

EDC Board agreed to continue with the Façade in the amount 50,000.00

Mr. Smith would like to see line item for low interest loans. Mr. Lane stated if it was legal for the Board to loan funds to companies. We are not a bank. Mr. Smith stated it's not that we would have to give it to them but have it available.

Mrs. Piwko stated maybe the Board needs to look for businesses that we really need. She mentioned the laundry mat that was needed very bad and the Mexican food restaurant on Highway 380 that is having issues getting the building finished.

Mr. Lane stated that we can add a line item to the proposed 2019-2020 budget and label TBD.

Mr. Ellison stated that City doesn't make loans and feels that it should be called a payback Grant.

Mrs. Piwko stated she would like to see a Grant in place for the Fire Sprinkler / Health for the businesses. Maybe 10,000.00. Which is the estimated cost for a 3,000 sq. ft. building.

Mr. Tedford stated in regards to the loans just do not feel that the City will ever get the money back.

Attachment "A" is a results of the Budget Workshop

REQUESTS TO BE PLACED ON FUTURE AGENDAS


Concrete facilities - TCEQ
Update on Collin College (someone from College)
TIRZ update
Info on Life
Monthly update from City Manager

ADJOURNMENT

On a motion from Mr. Lane with a second from Mr. Tedford meeting was adjourned at 8:28 p.m.

ATTEST:

APPROVE:



Diane C. Piwko, Secretary



Jason Lane, Chairman

Impact Fees

About Impact Fees

Impact Fees are authorized under Chapter 395 of the Texas Local Government Code and are defined as a charge imposed against new development to pay for the off-site construction or expansion of infrastructure facilities that are necessitated by and benefit the new development. For more information about existing impact fees, please contact [Karen McCutcheon](#) at [972-547-7411](tel:972-547-7411).

2017 Impact Fee Amendment - new utility fees effective February 13, 2017!

Recent changes in city practice have necessitated an amendment to the Utility Impact Fee Ordinance. At the January 10 Planning and Zoning Commission meeting, staff presented the recommended changes to the Commission (acting as the Capital Improvements Advisory Committee). Information about the proposed amendment is available in the [meeting details](#).

At the February 7, 2017 meeting, City Council approved a minor amendment to the Utility Impact Fee Ordinance to modify the fee structure based on recent changes in City practice. Information about the City Council meeting is available in the [meeting details](#).

New fees will become effective on Monday, February 16th and only apply to those projects with plats file on or after November 20, 2013. The new fees are as follows:

Meter Size/Type		3/4" simple
Water Impact Fee	\$1,294.70	
Wastewater Impact Fee	\$162.14	
Meter Size/Type		1" simple
Water Impact Fee	\$2,200.99	
Wastewater Impact Fee	\$275.64	
Meter Size/Type		2" ultrasonic
Water Impact Fee	\$10,746.01	
Wastewater Impact Fee	\$1,345.76	
Meter Size/Type		3" ultrasonic

Water Impact Fee	\$21,621.49	
Wastewater Impact Fee	\$2,707.74	
Meter Size/Type		4" ultrasonic
Water Impact Fee	\$43,113.51	
Wastewater Impact Fee	\$5,399.26	
Meter Size/Type		6" ultrasonic
Water Impact Fee	\$69,007.51	
Wastewater Impact Fee	\$8,642.06	
Meter Size/Type		8" ultrasonic
Water Impact Fee	\$120,795.51	
Wastewater Impact Fee	\$15,127.66	
Meter Size/Type		10"- 12" ultrasonic
Water Impact Fee	\$237,318.51	
Wastewater Impact Fee	\$29,720.26	

Semi-Annual Impact Fee Report

On February 5, 2019, McKinney City Council approved the Semiannual Impact Fee Report. This report is filed twice per year per Chapter 395 of the Texas Local Government Code. [Approved Report](#)

2012-2013 Impact Fee Update

On November 19, 2013, McKinney City Council approved fee amendments as part of the 2012-2013 Impact Fee Update. This action marks the close of the five-year update. For more information about the update process, contact [Jennifer Arnold](#).

[Online Impact Fee Calculator](#)

Current Roadway Impact Fee Information

[Roadway Impact Fee Ordinance](#)
[Chapter 130 Code of Ordinances](#)
 (Last Amended November 2013)

- o [Approved 2013 Land Use Assumptions Report](#)
- o [Approved 2013 Capital Improvement Plan for Roadway for Impact Fees](#)
- o [Service Area Maps](#)
- o [Fee Schedule 1, Table A \(approved 2013\)](#)

- [Fee Schedule 1, Table B](#)
(approved 2013).
- [Fee Schedule 1, Table C](#)
(approved 2013)
- [Fee Schedule 1, Table D](#)
(approved 2013)

Current Utility Impact Fee Information

[Utility Impact Fee Ordinance](#)
[Chapter 130 Code of Ordinances](#)
(Last Amended February 2017)

- [Approved 2013 Land Use Assumptions Report](#)
- [Approved -Updated 2017 Capital Improvement Plans for Water and Wastewater Impact Fees](#)
- ◦ [Service Area Map](#)
- [Schedule 1 \(approved 2017\).](#)
- [Fee Schedule 2 \(approved 2017\)](#)

Contact Us

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[Directory](#)

FAQs

- [The information in these FAQs is adapted from Chapter 395 of the Texas Local Government Code](#)
- [What are Impact Fees?](#)
- [Who is authorized to enact or impose Impact Fees?](#)

[VIEW ALL](#)

An **impact fee** is a fee that is imposed by a local government within the United States on a new or proposed development project to pay for all or a portion of the costs of providing public services to the new development.^[1] Impact fees are considered to be a charge on new development to help fund and pay for the construction or needed expansion of offsite capital improvements.^[2] These fees are usually implemented to help reduce the economic burden on local jurisdictions that are trying to deal with population growth within the area.^[1]

History

Impact fees were first implemented in Hinsdale, Illinois in 1947. To finance a water treatment plant expansion, the Hinsdale Sanitary District president John A. McElwain implemented a "tap-in" fee of \$50 per new residential sewer line. The sanitary district was sued by the Illinois Home Building Association, but the district prevailed. The case was appealed to the Illinois Supreme Court and that court ruled that impact fees are legal if used for capital expenditures, but not legal if used for operating expenses.

Impact fees became more widely accepted in the United States in the 1950s and 1960s. First used to help fund capital recovery fees for water and sewer facilities, then in the 1970s, with the decline of available Federal and State grants for local governments, their use increased and expanded to non-utility uses including roads, parks, schools, and other public services. Finally, in the 1980s the impact fee became a universally used funding approach for services and started to include municipal facilities such as fire, police, and libraries. After court cases in states such as Florida and California approved their legal use, many other states enacted laws which approved the use of impact fees by local jurisdictions.^[2]

Impact fees have developed as an offspring of in lieu fees but have had a more

significant effect on funding infrastructure. In some cases, the use of the impact fee has developed its own phrase of "growth should pay its own way".^[2]

In lieu fee

The use of impact fees originated in environmental law practices and in lieu fees. In Lieu fees are different from impact fees and are not as flexible because they relate only to required dedications where they can be appropriately used. Because the use of the in lieu fee may not always be efficient, planners and cities are now turning to impact fees as a more appropriate way to collect money for facilities and services. Impact fees can be more easily applied to needed infrastructure or facilities while in lieu fees cannot. Impact fees can be applied before new development is started or completed, which may allow costs to be transferred to future residents in the area. Another advantage of using an impact fee compared to the in lieu fee is that it can be applied to any new construction from single family homes, apartments, and even commercial development. In lieu fees may not always be as easily applied to any specific zone. Finally, impact fees can be implemented earlier than in lieu fees so that the capital need matches the need for services.^[1]

Implementation and legal basis

There are two main rationales that focus on how to implement impact fees. The first focuses on recognizing that the fees are positive exactions of funds for a community and should be used in that manner. Second, impact fees should be used for any need in the community. At the time when impact fee usage first started people argued whether they should just focus on utility types or include other types of special services or facilities. Some argued for just utility types because only the people paying the actual fee would receive the service. This is known as a closed ended use. An open ended use, such as parks or libraries,

allows anyone to use the service, even if they have not directly paid for the service. Still people argue and believe that development can affect all services and should help contribute to them.^[1] When it comes to implementing impact fees there is a legal basis that must be considered or followed in order for legal implementation. They must follow the rational nexus and roughly proportional rules or guidelines. There must be a connection between the new development and the need for the new facilities in the region. Also, the impact fee must be able to benefit the person paying the fee along with calculating the fee on a fair proportionate formula for all residents.^[2] One main dilemma with implementing the fee is characterized as the exclusiveness of benefit. It focuses on determining who should pay for what in the case of impact fees. Some may have to pay for the fee, but may not get to use the service which can be seen as a tax, but by using impact fees on people that cause the need for the new service it helps to not cause a tax on everyone and allows those that are not using the service to be excluded from paying the fee.^[1]

How they are used

Impact fees have become the most important method in infrastructure financing and an essential part of local governments to fund infrastructure or public services. Impact fees may help to assist in the development of needed parks, schools, roads, sewer, water treatment, utilities, libraries, and public safety buildings to the newly developed area. In most cases impact fees are used in new development. An example of this would be when a new neighborhood or commercial development is constructed the developer may be forced to pay the fee for new infrastructure or a new fire station in the area due to the demand the new development causes. In some cases the developer may pass on the fee to the future property owners through housing costs or charges. It can be seen as a growth management tool that collects development funding payment as a way to exercise police power. Impact Fees are seen as a regulation tool, but at the

same time their revenue raising purpose can be seen as a tax to some. Still most states recognize and allow the use of impact fees as a way to regulate land use.^[1]

The cost of an impact fee can vary from state to state. Generally, areas in the Western United States charge higher fees than other places in the country. They can also vary depending on the type of need by a community with school facilities causing the greatest cost of an impact fee.^[2]

Depending on the region or stated impact fees can be classified under different types of names. Early on they were known as Capital Recovery or Expansion fees. In some states such as Oregon they are known as system development charges while in North Carolina they are known as facility fees. No matter the title of the fee within a state they all function on the same premise.^[2]

Today, impact fees have become a popularly used method. About 60% of all cities with over 25,000 residents along with 40% of metropolitan counties use impact fees on new developments for public services or infrastructure. In some cities or states such as Florida, 90% of communities use Impact Fees. Twenty six states have implemented the use of impact fees in the western portion of the country, along the Atlantic coast, and within the Great Lakes region.^[2]

Court cases

Court cases along the way have dealt with the issue of impact fees. Two main cases that dealt with impact fees development have been Pioneer Trust and Savings Bank v. Mount Prospect and Gulest Associate Incorporated v. Newburgh.^[1] Another is Krupp versus Breckenridge Sanitation District, whereby the Colorado Supreme Court found that a wastewater impact fee was lawful and not subject to a takings analysis.^[3] The U.S. Constitution's Takings Clause was found to apply to an impact fee by the U.S. Supreme Court in *Koontz v. St.*

Linkage and mitigation fees

Since impact fees have been so widely accepted with cities, counties, and states they have helped to lead to the development/encroachment of other types of regulation fees. Two main examples are linkage fees and mitigation fees.

Linkage fees are levied in some states (like MA, NJ & CA) on nonresidential and market-rate multifamily residential projects, normally upon receipt of the building permit or prior to construction. The proceeds are used to fund the construction of affordable housing residential developments. Arguments against linkage fees are similar to impact fees, including the question of whether local governments have the right to enact these types of programs.^[1] Linkage fees and Inclusionary zoning regulations are two examples of local government methods to boost the supply of affordable housing.

Mitigation fees are similar to impact and linkage fees but they differ in their focus on the environment. These fees are charged to reimburse or compensate the community for the negative impact that development may have on the community. In some cases these fees are used to help preserve a component of the local environment and regulate pollution. There is debate about whether these types of fees are a legally acceptable form of government funding like impact and linkage fees are.

Criticism

Impact fees are accepted forms of financing in many communities in the country. Still, their use is not universally accepted, and the use of impact fees as

a means to collect revenue is still controversial in many communities. One argument against impact fees is that they may constrain and hurt the local economy. The argument includes the assertion that they may serve as a de facto tax which can have a result of slowing or ending development in an area and instead cause investment in other areas that do not levy impact fees. Another argument is that the fees increase the price of housing—especially new construction, where developers who pay the fees pass the cost of the fees onto the future property owners. Another concern is that the negative effect that they may have on a local economy may directly hurt job growth and reduce the number of jobs that are available in an area.^[4]

See also

- Economic development
- Exaction
- Public finance
- Taxation
- Value capture

Notes

1. Juergensmeyer, Julian C., and Thomas E. Roberts. *Land Use Planning and Development Regulatory Law*. St. Paul, MN: West Group, 2003. 351-373.
2. Duncan Plan & Associates. "Impact Fees - The nation's best resource for online information relating to impact fees" www.impactfee.com. Retrieved 4 June 2015.
3. KRUPP v. BRECKENRIDGE SANITATION DISTRICT Supreme Court of Colorado 19 P.3d 687; 2001 Colo. LEXIS 134; 2001 Colo. J. C.A.R. 930

February 26, 2001, Decided

4. Arthur C. Nelson (1 June 2003). "Paying for Prosperity: Impact Fees and Job Growth"^[a]. *The Brookings Institution*. Retrieved 4 June 2015.

External links

- [impactfees.com](#)^[a]
- [tischlerbise.com](#)^[a]

 **Last edited 3 months ago** by Neils51 

Who is authorized to enact or impose Impact Fees?

Political subdivisions may enact or impose impact fees only by complying with Chapter 395 of the Local Government Code.

Impact fees may not be enacted or imposed in the extraterritorial jurisdiction (ETJ) for roadway facilities.

Political subdivisions may enact or impose impact fees within their corporate boundaries or extraterritorial jurisdiction (ETJ) for utility facilities.

▼ Planning - Impact Fees

[Hide All Answers](#)

1. The information in these FAQs is adapted from Chapter 395 of the Texas Local Government Code

The information provided herein has been adapted from Chapter 395 of the Texas Local Government Code and serves as a guide to answering general questions about Impact Fees in the City of McKinney. For more detailed information about the general application of Impact Fees please refer to Chapter 395 of the Texas Local Government Code which can be accessed through the [Texas Legislative Council online](#)

2. What are Impact Fees?

Impact Fees are authorized under Chapter 395 of the Texas Local Government Code.

Texas Local Government Code defines impact fees 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”

As it relates to Impact Fees, “new development” shall mean the subdivision of land; the construction, reconstruction, redevelopment, conversion, structural, alteration, relocation, or enlargement of any structure; or any use or expansion of the use of land; any of which increases the number of service units.

Categories

- [All Categories](#)
- [Animal Control](#)
- [Apex Centre](#)
- [Apex Centre - Online Registration](#)
- [CERT](#)
- [City Council](#)
- [Code - International Property Maintenance Code](#)
- [CSS](#)
- [CSS Most Commonly Asked Questions](#)
- [Emergency Management - Metro Safe Room Rebate Program](#)
- [Emergency Management - Outdoor Warning System](#)
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- [Environmental Education](#)
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Impact Fees do not include:

- Dedication of land for public parks or payment in lieu of the dedication to serve park needs
- Dedication of rights-of-way or easements or construction or dedication of on-site or off-site water distribution, wastewater collection or drainage facilities, or streets, sidewalks, or curbs if the dedication or construction is required by a valid ordinance and is necessitated by and attributable to the new development
- Lot or acreage fees to be placed in trust funds for the purpose of reimbursing developers for oversizing or constructing water mains, sewer mains or lines
- Other pro rata fees for reimbursement of water or sewer mains or lines extended by the political subdivision

3. Who is authorized to enact or impose Impact Fees?

Political subdivisions may enact or impose impact fees only by complying with Chapter 395 of the Local Government Code.

Impact fees may not be enacted or imposed in the extraterritorial jurisdiction (ETJ) for roadway facilities.

Political subdivisions may enact or impose impact fees within their corporate boundaries or extraterritorial jurisdiction (ETJ) for utility facilities.

4. What are Roadway Impact Fees?

A Roadway Impact Fee is a charge imposed against new development to pay for the off-site construction or expansion of roadway facilities that are necessitated by and benefit the new development. These roadway facilities may be adjacent to the new development or within the same service area as the new development.

Roadway Impact Fees are assessed in proportion to the anticipated traffic generated on roadway facilities by the new development in the service area. In other words, impact fees are assessed as a proportion of the development's impact on the system.

As it relates to Impact Fees "roadway facilities" shall mean arterial or collector streets or roads that have been designated

Trash-Off

- Fire
- Fire - Community Risk Reduction
- Fire - Hiring Process
- Fire - Life Safety
- Fire - Self-evaluation - Business
- Fire - Senior Fall Prevention Tips
- Fire - Senior Fire Safety Tips
- Health Compliance
- Historic Preservation
- Historic Preservation - Certificate of Appropriateness
- Historic Preservation - Researching Your Home
- Housing & Community Development
- Human Resources
- Library - Cards and Accounts
- Library - Catalog
- Library - Digital Resources
- Library - Interlibrary Loans
- Library - Programs
- Mosquito Control
- Municipal Court
- Parks - Bingo
- Parks - Senior Recreation Center
- Parks and Recreation
- Parks Construction
- Performing Arts Center - Filming Permits
- Planning
- Planning - Annexations
- Planning - Impact Fees
- Police

on an officially adopted roadway plan of the political subdivision, together with all necessary appurtenances. The term includes the political subdivision's share of costs for roadways and associated improvements designated on the federal or Texas highway system, including local matching funds and costs related to utility line relocation and the establishment of curbs, gutters, sidewalks, drainage appurtenances, and rights-of-way.

5. What are Utility Impact Fees?

A Utility Impact Fee is a charge imposed 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.

Utility impact fees help pay the cost of building or expanding facilities in order to provide the adequate service that a new development requires.

6. Who pays Impact Fees?

Any developer who is seeking a building permit for a new development (residential or commercial) that will generate additional use of roadway and/or utility resources will be responsible for paying Roadway Impact Fees.

As it pertains to Impact Fees, "developer" shall mean any person, company, agency, or entity that is undertaking a project. This includes non-profit entities, churches, and individuals subdividing land for family members as well as those whose primary business is developing land or constructing homes or businesses for profit.

Political subdivisions and other governmental entities must pay impact fees imposed under Chapter 395 of the Local Government Code, except school districts are not required to pay impact fees imposed under Chapter 395 of the Local Government Code unless the Board of Trustees of the school district consents to the payment of the fees by entering a contract with the political subdivision that imposes the fees.

7. When must Impact Fees be paid?

For residential and non-residential developments, a building permit will not be issued until any and all impact fees have been paid.

8. What is a "Service Area" for Roadway Impact Fees?

A service area, or roadway benefit area, refers to the area

- Police - Alarm Permits
- Police - Employment
- Police - Records
- Public Works
- Traffic
- Traffic - Bike McKinney
- Transit Services
- Water Billing

within the corporate boundaries of the political subdivision that will be served by the capital improvements specified in the Roadway Improvements Plan.

For roadway facilities, a service area is limited to an area within the corporate boundaries of the political subdivision and shall not exceed six miles.

For the facilitation of Roadway Impact Fees, the City of McKinney is divided into 13 service areas.

Roadway Impact Fees collected in a Service Area may only be expended in that service area.

9. What is a "Service Area" for Utility Impact Fees?

A service area, or water benefit area, refers to the area within the corporate boundaries or extraterritorial jurisdiction of the political subdivision that will be served by the capital improvements specified in the Capital Improvements Plan.

For storm water, drainage, and flood control facilities, the service area may include all or part of the land within the political subdivision or its extraterritorial jurisdiction, but shall not exceed the area actually served by the storm water, drainage, and flood control facilities designated in the Capital Improvements Plan and shall not extend across watershed boundaries.

For the facilitation of Utility Impact Fees, the City of McKinney identifies its corporate boundaries and extraterritorial jurisdiction as one service area.

10. What is the general process for updating Impact Fees?

Chapter 395 of the Texas Local Government Code mandates that impact fees be reviewed and updated at least every 5 years.

The update of impact fees for Roadway and Utility facilities are determined using Land Use Assumptions and the Capital Improvements Plan.

As mandated by State Law, the updating of impact fees involves three components:

- Land Use Assumptions
- Capital Improvement Planning

- Fee Setting / Adopting the Ordinance - With the final phase of the process, the majority of policy discussion will occur as the City Council should consider actual fee amounts to charge, the phase-in of any fee increases and how credits are calculated.

11. What are Land Use Assumptions?

Land Use Assumptions project growth over a 10-year period. They project population growth by using the number of housing units and non-residential growth by using building square footage and then spatially allocates this growth to designated service areas.

These projections are used in the Capital Improvements Plan to determine the necessary expansions needed to accommodate the increased impacts on infrastructure resulting from new development.

Land Use Assumptions require approval by the Planning and Zoning Commission or other citizens committee following a public hearing.

12. What is a Capital Improvements Plan?

A Capital Improvements Plan is required under Chapter 395 of the Local Government Code and must identify the capital improvements or facility expansions for which impact fees may be assessed.

A capital improvement is defined as water supply, treatment, and distribution facilities; wastewater collection and treatment facilities; storm water, drainage, and flood control facilities; and roadway facilities with a life expectancy of three or more years.

The Capital Improvements Plan for Roadway Impact Fees (known as the Roadway Improvements Plan) identifies and estimates the cost of all roadway improvements projected for each Service Area for a ten-year period.

The Capital Improvements Plan for Utility Impact Fees identifies and estimates the cost of all water and wastewater infrastructure improvements projected for a ten-year period.

The needed improvements identified in the CIP are based on the Land Use Assumptions for the City Limits and ETJ.

The CIP for Roadway Impact Fees is developed by transportation planning professionals. The CIP for Utility Impact Fees is developed by engineering professionals.

The Capital Improvements Plans are reviewed by the Planning and Zoning Commission or other citizens committee and is adopted by the City Council following a public hearing.

13. What is a Service Unit?

A service unit is a standardized measure of consumption, use, generation, or discharge attributable to an individual unit of development.

A service unit is calculated in accordance with generally accepted engineering and/or planning standards and is based on historical data and trends applicable to the political subdivision in which the individual unit of development is located during the previous ten years.

For roadway impact fees, the basic service unit is a vehicle mile of travel during the afternoon peak hour.

For utility impact fees, the basic service unit is a ¾-inch water meter typically used for a single family detached dwelling.

14. What are Impact Fee Credits?

Any construction of, contributions to, or dedications of off-site roadway facilities agreed to or required by a political subdivision as a condition of development approval shall be credited against roadway facilities impact fees otherwise due from the development.

Any construction or dedication of a water or wastewater facility that includes lines which are greater than twelve inches (12") in diameter and similar lines which serve solely the new development and which are on the Impact Fee Capital Improvements Plan shall be credited against utility impact fees otherwise due from the development.

Farmersville Economic Development Corp 4A
"Exhibit A"

REVENUE	2018-2019 Revised Budget	2019-2020 Proposed Budget
Sales Tax	\$225,600.00	\$206,000.00
Interest Earned Independent Bank	\$100.00	\$100.00
Interest Earned Independent Bank CD	\$2,500.00	\$13,250.00
Interest Earned Texpool	\$20,000.00	\$24,000.00
Total Revenue:	\$248,200.00	\$243,350.00
Administration Expenses		
Administration	\$1,000.00	\$1,000.00
Meeting Expenses	\$1,000.00	\$1,000.00
Dues/School/Travel	\$7,700.00	\$7,700.00
Legal Services	\$2,500.00	\$2,500.00
Office Supplies	\$200.00	\$200.00
Total Administration Expenses	\$12,400.00	\$12,400.00
Marketing/Sponsorship/Adver.		
Marketing/Promotion Expenses/Adv	\$11,160.00	\$11,160.00
Chamber Sponsorship	\$1,000.00	\$1,000.00
Rotary Sponsorship	\$500.00	\$500.00
Collin College Sponsorship	\$7,500.00	\$7,500.00
Small Business Conference	\$500.00	\$500.00
Total Expenses:	\$33,060.00	\$33,060.00
Development		
Facade Grant Program	\$50,000.00	\$50,000.00
Electric Substation Loan (210k)	\$210,000.00	\$110,000.00
Land Use Map/Thoroughfare Plan (36k)	\$36,000.00	\$30,000.00
Collin College Electrical Distrib. (150k)	\$15,000.00	\$135,000.00
Total Development Cost:	\$311,000.00	\$325,000.00
Total Expenditures	\$344,060.00	\$358,060.00
Revenue vs. Expenditures	\$(95,860.00)	\$(114,710.00)
From Reserves	\$95,860.00	\$114,710.00
Balance Budget	\$-	