



City of Pflugerville

Legislation Text

File #: RES-1129, **Version:** 2

Approving a resolution with the caption reading: A resolution of the City Council of the City of Pflugerville, Texas, setting a public hearing to discuss and review Chapter 152, Subchapter B, Roadway Impact Fee Ordinance Amendments.

The proposed public hearing is a requirement to amend Chapter 152, Subchapter B, Roadway Impact Fee Ordinance for the proposed 2023 Update. The proposed amendment is an administrative adjustment to add recently annexed area into the service areas that are identified in the Roadway Impact Fee Study, which was last amended in March 2022 by Ordinance No. 1543-22-03-08. No adjustments are proposed to the impact fee, land use assumptions, or capital improvement plan at this time. The public hearing process is a requirement based on the process requirements outlined in the Roadway Impact Fee Study.

Background:

The original Roadway Impact Fee Study was adopted November 2020 by Ordinance No. 1470-20-11-24, and was subsequently amended in March 2022 to update the service area map, and minor revisions providing for methodology in determining the fair market value of right-of-way relating to right-of-way dedication and the determination of rough proportionality. The Roadway Impact Fee Study is an analysis necessary for the city in order to consider impact fees related to roadways and determines the maximum fee rates allowable in Pflugerville under state law. Impact fees are funds collected within a service area to pay for roadway improvements that contribute to the capacity of the roadway system.

Unlike water and wastewater impact fees, which can include a service area that is city wide and includes the extraterritorial jurisdiction, roadway service areas are limited to a six mile trip length and are contained with the corporate city limits.

Roadway Impact Fees are determined based on land use, growth, and capital improvements of each of the identified service areas. Pflugerville is divided into three service areas that meet the provisions required by state law for impact fees. Service area A, includes generally the area located north and west of the intersection of Pflugerville Parkway and SH130. Service Area B is generally the area south and west of the intersection of Pflugerville Parkway and SH130. Service Area C includes area within the city limits east of SH130.

The Roadway Impact Fee Study established a maximum rate that could be collected per service area and would be applicable to new development or redevelopment that generates an increase in trips from existing uses. No changes are proposed to the rates with the 2023 Update and the rates will remain as follows:

Service Area A: Maximum Assessable Fee per Vehicle Mile = \$1,590

Service Area B: Maximum Assessable Fee per Vehicle Mile = \$2,916

Service Area C: Maximum Assessable Fee per Vehicle Mile = \$3,156

In order to continue moving forward with modifications to the ordinance, this resolution is the first step in making modifications to the ordinance which sets a public hearing date for September 26, 2023. Texas Local Government Coder Chapter 395 requires the City Council adopt a resolution to set a public hearing date to consider changes to the impact fee ordinance. Once the public hearing date is set and prior to thirty days before the date set for the hearing, notice of the hearing shall be published in the newspaper and information for period of projections and a description of the impact fees shall be made available to the public.

Capital Improvement Advisory Committee (CIAC) Action

On May 4, 2020, the CIAC recommended approval of Service Area - Option 1 and asked that consideration be given to moving the eastern boundary of Service Area B be the future extension of Pfennig Lane.

On July 6, 2020, the CIAC discussed the various assumptions related to the Roadway Impact Fee Study.

On August 3, 2020, the CIAC acted on the study assumptions. A summary of their action will be provided prior the public hearing.

On January 3, 2021, the CIAC discussed proposed changes to the services areas and possible ordinance amendments.

On August 7, 2023, the CIAC discussed and recommended approval of incorporated the newly annexed territory into the Roadway Impact Fee Ordinance.

Prior City Council Action

On February 25, 2020, City Council approved the supplement to the Transportation Master Plan professional engineering services to prepare a Roadway Impact Fee Study.

On May 12, 2020, City Council approved the Service Area - Option 1 for use in the Roadway Impact Fee Study.

On July 28, 2020, City Council discussed the land use and growth assumptions related to the Roadway Impact Fee Study.

On January 11, 2022, City Council approved a resolution to set a public hearing to consider Chapter 152, Subchapter B, Roadway Impact Fee Ordinance Amendments

On February 10, 2022, City Council approved first reading of amendments to Chapter 152, Subchapter B, Roadway Impact Fee Ordinance for the 2022 Update.

On March 8, 2022, City Council approved second reading of amendments to Chapter 152, Subchapter B, Roadway Impact Fee Ordinance for the 2022 Update.

Deadline for City Council Action

Action is requested on August 22, 2023.

Funding Expected: Revenue ___ Expenditure ___ N/A This is a component of a the Roadway Impact Fee Study implementation.

Budgeted Item: Yes No ___ N/A ___

1295 Form Required? Yes ___ No

Legal Review Required: N/A ___ Required Date Completed: August 8, 2023

Supporting documents attachments

1. Resolution

Recommended Action

Approve the resolution set the public hearing for the Roadway Impact Fee Study on September 26, 2023.