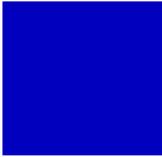
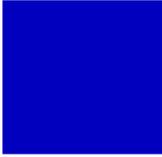
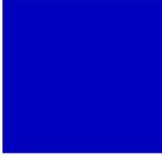
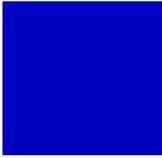




ROADWAY IMPACT FEE 2008 - 2017



Prepared For



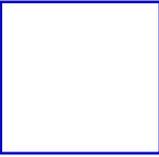
CITY OF WYLIE

Prepared By

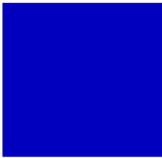


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October 2007

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MATT HICKEY, P.E.

October 25, 2007

Chris Holsted, P.E.
City Engineer
City of Wylie
949 Hensley Lane
Wylie, Texas 75098

Re: 2008-2017 – Roadway Impact Fee Update

Dear Mr. Holsted:

We are pleased to present the results of the City of Wylie Roadway Impact Fee Update for the planning years 2008 through 2017. This report includes discussions on Land Use Assumptions, impact fee methodology, the Impact Fee Capital Improvement Plan, Capital Improvement Plan maps, utilized capacity calculations, and maximum impact fee by service unit equivalent tabulations. The opinion of cost was updated for each project studied in the 2006-2015 Roadway Impact Fee and new projects were added as you requested.

The maximum allowable fees per service unit from the 2006-2015 Roadway Impact Fee Report, adjusted to fifty percent (50%) of the maximum calculated fees are as follows:

Service Area W: Maximum Roadway Impact Fee per Service Unit \$434.82
Service Area E: Maximum Roadway Impact Fee per Service Unit \$718.50

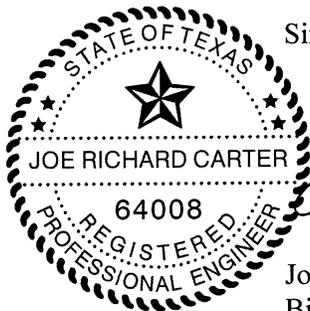
The City Wylie City Council adopted an ordinance maintaining the roadway impact fee amounts established in 2006. The maximum allowable fees per service unit from the 2008-2017 Roadway Impact Fee Report, adjusted to fifty percent (50%) of the maximum calculated fees are as follows:

Service Area W: Maximum Roadway Impact Fee per Service Unit \$742.50
Service Area E: Maximum Roadway Impact Fee per Service Unit \$1,259.00

Table 5 summarizes service unit equivalencies for different types of land use and Table 6 lists the maximum roadway impact fee for the west and east service zones. Table 7 provides the service units for various types of land use and sample calculations of impact fees are shown on the final page of the report.

We enjoyed working with the City of Wylie on this important project. We are available to discuss this impact fee update at your convenience and look forward to our continued working relationship.

Sincerely yours,



Joe R. Carter, P.E.
Birkhoff, Hendricks & Conway, L.L.P.



Kelly D. Parma, P.E.
Lee Engineering

CITY OF WYLIE

THOROUGHFARE CAPITAL IMPROVEMENT PLAN

ROADWAY IMPACT FEES

The first step in the development impact fee process is the development of a 10-year Capital Improvement Plan (CIP). This capital improvement plan includes projects intended for construction by the City of Wylie in the next 10 years to serve existing and future development. The 2006 Roadway CIP developed by the City of Wylie has been updated to add two new projects and for aesthetic improvements for all projects in the CIP.

Existing Facilities

The City of Wylie arterial and major collector street system is partially developed at this time. Several roadways in developed areas are partially built to current thoroughfare plan standards. Many existing streets are two-lane (20' - 40' width) asphalt roadways with open surface drainage.

The existing major arterial roadways within the City include State Highway 78 (SH 78), FM 544, FM 1378, Ballard Avenue, Brown Street, and Stone Road. Several of the arterial roadways including SH 78, FM 544 and FM 1378 are under the operation and maintenance jurisdiction of the Texas Department of Transportation (TxDOT). The City is planning to remove FM 1378 from the TxDOT system and if successful the City will operate and maintain that roadway.

Proposed Facilities

The City of Wylie adopted a revised Comprehensive Plan including an updated thoroughfare plan in 2005 that 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 classification of roadway is the Principal Arterial type facility. These roadways are generally multiple lanes (4 or 6) 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 development. The character of the developments served should determine the sizes and alignments of collector roadways.

Capital Improvement Plan for Impact Fees

The thoroughfare facilities determined for inclusion in the Capital Improvement Plan of this study are tabulated in **Table 1** 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 2007 CIP are identified in the City of Wylie 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 are based on data provided by the City of Wylie and on roadway project construction bids. Financing costs for the projects in the thoroughfare CIP were also included in the total estimated cost and the interest rate of 6% was provided by the City of Wylie.

**Table 1
Thoroughfare Capital Improvement Plan
City of Wylie 2007 Impact Fee Update**

ARTERIAL	PROJECT NUMBER	BOUNDARY		EXISTING	PROJECT DESCRIPTION	LENGTH (ft)	CONSTRUCTION COST TO THE TOWN	COST OF FINANCING	TOTAL PROJECT COST ELIGIBLE FOR RECOVERY
		FROM	TO						
FM 1378	W1	FM 544	W Brown St	2 lanes	Build a 4-lane divided section	3,500	\$ 1,633,350.00	\$ 1,029,011.00	\$ 2,662,361.00
FM 1378	W2	W Brown St	Parker Rd	2 lanes	Build a 4-lane divided section	13,200	\$ 14,970,000.00	\$ 9,431,100.00	\$ 24,401,100.00
W Brown Street	W3	FM 1378	Ballard Ave	2 lanes	Build a 4-lane divided section	9,500	\$ 12,645,000.00	\$ 7,966,350.00	\$ 20,611,350.00
Hensley Lane (East)	W4	Hensley	Hooper	---	Build a 3-lane undivided section	3,100	\$ 2,965,000.00	\$ 1,867,950.00	\$ 4,832,950.00
Country Club Road	W5	FM 544	Hooper	---	Build a 4-lane divided section	5,500	\$ 6,800,000.00	\$ 4,284,000.00	\$ 11,084,000.00
McMillen Road	W6	Lewis	Country Club (FM 1378)	2 lanes	Realign and build a 4-lane divided section	6,000	\$ 9,410,000.00	\$ 5,928,300.00	\$ 15,338,300.00
McCreary Road	W7	FM 544	South City Limit	---	Build a 4-lane divided section	3,350	\$ 6,550,000.00	\$ 4,126,500.00	\$ 10,676,500.00
Springwell Pkwy	W8	FM 544	Hensley Lane (West)	---	Build a 4-lane undivided section	2,700	\$ 2,850,000.00	\$ 1,795,500.00	\$ 4,645,500.00
Hensley Lane (West)	W9	McCreary Rd.	Country Club Rd.	---	Build a 4-lane undivided section	5,100	\$ 5,095,000.00	\$ 3,209,850.00	\$ 8,304,850.00
Sub Total							\$ 62,918,350.00	\$ 39,638,561.00	\$ 102,556,911.00
Alanis Drive	E1	Century Way	S Ballard	3 lanes	Build a 4-lane divided section	4,400	\$ 9,750,000.00	\$ 6,142,500.00	\$ 15,892,500.00
Alanis Drive	E2	Twin Lakes	FM 544	3 lanes	Build a 4-lane divided section	2,700	\$ 3,080,000.00	\$ 1,940,400.00	\$ 5,020,400.00
Kirby Street	E3	SH 78	Birmingham	4 lanes	Build a 4-lane divided section	1,400	\$ 1,964,293.00	\$ 1,237,505.00	\$ 3,201,798.00
Stone Road	E4	Birmingham	S Ballard	2 lanes	Build a 4-lane divided section	8,300	\$ 1,122,000.00	\$ 706,860.00	\$ 1,828,860.00
Stone Road	E5	Ballard	Akin	2 lanes	Build a 4-lane divided section	2,800	\$ 3,110,000.00	\$ 1,959,300.00	\$ 5,069,300.00
S Ballard Avenue	E6	Stone Rd	Alanis Dr	2 lanes	Build a 4-lane divided section	3,600	\$ 4,140,000.00	\$ 2,608,200.00	\$ 6,748,200.00
S Ballard Avenue	E7	Alanis Dr	County Line	2 lanes	Build a 4-lane divided section	6,200	\$ 7,430,000.00	\$ 4,680,900.00	\$ 12,110,900.00
Stone Road	E8	Alkin	Vinson	2 lanes	Build a 4-lane divided section	13,500	\$ 12,965,000.00	\$ 8,167,950.00	\$ 21,132,950.00
Brown Street	E9	SH 78	Stone	2 lanes	Build a 4-lane divided section	11,100	\$ 13,505,000.00	\$ 8,508,150.00	\$ 22,013,150.00
SH 78	E10	Eubanks	Spring Creek Pkwy	2 lanes	Build a 4-lane divided highway section	3,200	\$ 3,552,000.00	\$ 2,237,760.00	\$ 5,789,760.00
Sub Total							\$ 60,618,293.00	\$ 38,189,525.00	\$ 98,807,818.00
Grand Total:							\$ 123,536,643.00	\$ 77,828,086.00	\$ 201,364,729.00

IMPACT FEE CALCULATION

I. INTRODUCTION

The next step of the Development Impact Fee process is the determination of the maximum fee per service unit 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 by the number of service units of growth forecast to occur. The specific steps, as described in following paragraphs of this section include:

1. Determination of a standard service unit;
2. Identification of service areas for the City;
3. Identification of that portion of the total capital improvements necessary to serve the projected growth over the next 10-year period;
4. Analysis of the total capacity, level of current usage, and commitment for usage of capacity of existing improvements;
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.

II. 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 “Trip Generation, 7th 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 City of Wylie. **Table 2** shows the typical service units for each land use type.

Table 2
Service Unit Calculation by Land Use Type
City of Wylie 2007 Roadway Impact Fee Study Update

	Variable	PM Peak Trips ¹ (vehicles)	Trip Length ² (miles)	Vehicle-Miles
Residential	Dwelling Unit	1.01	3.0	3.03
Office	1,000 ft ²	1.49	3.0	4.47
Commercial / Retail	1,000 ft ²	3.75	2.4	9.00
Industrial	1,000 ft ²	0.98	3.0	2.94
Public and Institutional	1,000 ft ²	1.01	2.1	2.12
Parks and Recreational	Acre	13.01	2.1	27.32

¹ Based on *ITE Trip Generation, 7th Edition*

² Based on NCTCOG data

III. 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 service areas (West and East) were established for the City of Wylie to ensure that funds are spent within six miles of where they are collected. The service areas include most of the developable land within the city limits of Wylie. Within Wylie, the growth and intensities of growth for the ultimate development of the City and that portion of the service area expected to occur during the 10-year period, 2008-2017, is forecast. The two service areas are shown in **Figure 2**.

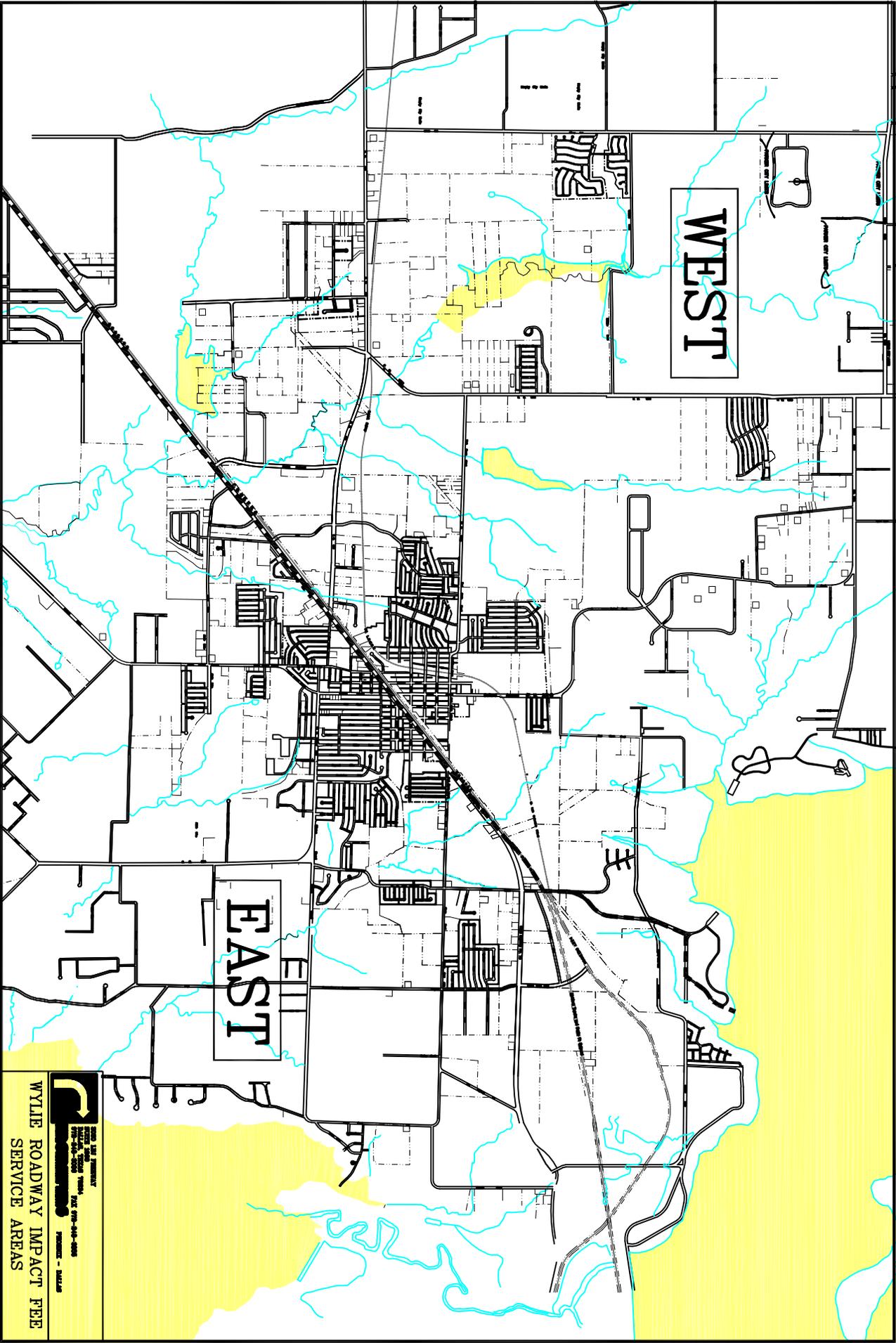
IV. ASSUMPTIONS AND EVALUATION CRITERIA

Determination of the eligible costs of capital improvements to serve the forecast growth over the 10-year period from 2008 to 2017 was based on data provided by the City of Wylie. The basic criteria and assumptions made for this study include the following:

1. Costs of existing facilities constructed to serve new development have been included, and City of Wylie staff identified projects of this type.
2. Bond interest costs are included.
3. Street facility improvements, although necessary for additional capacity by new growth, 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 the build-out.

Table 3 shows the portion of ultimate build-out service units that will be attributable to growth within the next 10 years and is used to pro-rate the identified costs in the service area.

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.



FOR THE TOWN OF WYLIE
PLANNING DEPARTMENT
100 W. WYLIE ROAD, SUITE 100
WYLIE, NC 27588
PHONE - 919.446.1000
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WYLIE ROADWAY IMPACT FEE
SERVICE AREAS

Table 3
Summary of Vehicle - Mileage Distribution by Development Period
City of Wylie 2007 Roadway Impact Fee Study Update

Service Area	Existing		2008 - 2017		Year 2018 - Ultimate		Ultimate Vehicle-Miles
	Vehicle-Miles 2007	Portion of Ultimate Vehicle-Miles	Vehicle-Miles Added 2008-2017	Portion of Ultimate Vehicle-Miles	Vehicle-Miles Added 2018 - Ultimate	Portion of Ultimate Vehicle-Miles	
W	37,408	0.541	30,585	0.443	1,092	0.016	69,085
E	20,957	0.535	18,083	0.461	165	0.004	39,205
Total	58,366		48,668		1,256		108,289

V. ELIGIBLE COSTS

Table 4 presents a summary of the roadway capital improvement costs for the two service areas. The 10-year portion of the total costs was calculated using the data from **Table 3**.

Costs of each of the individual street projects were accumulated, or apportioned, for the service area in which they were located. Boundaries of the service areas were located to be coincident with natural barriers, the center of existing or proposed street facilities included in the capital improvements plan or along city limit lines. Costs of these projects included only those costs that will be paid for by the City of Wylie.

VI. DETERMINATION OF STANDARD SERVICE UNIT AND EQUIVALENCY

The determination of growth of service units and resulting impact fee rates were then made. **Table 5** presents the derivation of service unit equivalents for each of the six defined land use types. The service unit equivalents are referenced to and based on the residential land use.

Table 6 presents a summary of the calculations and resulting eligible costs per service unit. 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. The total eligible costs per service unit are shown in **Table 6**. The City will use either a detailed financial analysis to adjust for tax credits or will use 50 percent of these eligible costs.

VII. 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, determine 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. This calculation for Service Areas W and E are summarized on pages 14 and 15.

Table 4
Summary of Capital Improvement Cost by Service Area
City of Wylie 2007 Roadway Impact Fee Study Update

Service Area	Zone Cost of Thoroughfare	Portion of Capacity of Thoroughfare Attributed to Growth (2008 - 2017)	Cost of Thoroughfare Attributed to Growth (2008 - 2017)
W	\$102,556,911.00	0.443	\$45,432,711.57
E	\$98,807,818.00	0.461	\$45,550,404.10
Totals	\$201,364,729.00		\$90,983,115.67

Table 5
Thoroughfare Land Use Equivalency
City of Wylie 2007 Roadway Impact Fee Study Update

Land Use	Development Unit	Veh-Miles / Development Unit (1)	SU Equivalency (2)
Residential	Dwelling Unit	3.03	1.00
Office	1,000 ft ²	4.47	1.48
Commercial / Retail	1,000 ft ²	9.00	2.97
Industrial	1,000 ft ²	2.94	0.97
Public and Insitutional	1,000 ft ²	2.12	0.70
Parks and Recreational	1,000 ft ²	27.32	9.02

Notes:

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

Table 6
Impact Fee Calculation for Thoroughfare by Service Area
City of Wylie 2007 Roadway Impact Fee Study Update

Service Area	Cost of Thoroughfare Attributed to Growth (2008 - 2017)	Number of New Service Units (2008 - 2017)	Cost Per Service Unit	Cost Per Service Unit (Rounded)
W	\$45,432,711.57	30,585	\$1,485.46	\$1,485
E	\$45,550,404.10	18,083	\$2,518.96	\$2,518
Totals	\$90,983,115.67	48,668		

Calculation for Service Area W

$$\begin{aligned} \text{Cost of Roadway Facilities (Table 1 - Service Area W)} &= \$102,556,911 \\ \text{Proportion of Capacity Attributable to New Growth (Table 3 - Service Area W)} &= 0.443 \\ \text{Cost of Roadway Facilities Attributable to Growth (2008-2017 - Service Area W):} \\ & \$102,556,911 \times 0.443 = \$45,432,711.57 \end{aligned}$$

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 (2008-2017) divided by the total growth in equivalent service units (ESU). The maximum calculated impact fee for Service Area W is:

$$\begin{aligned} \text{Maximum Roadway Impact Fee} &= \frac{\text{Eligible Thoroughfare Cost Attributed to Growth (Table 4)}}{\text{Total Growth in Equivalent Service Units (Table 3)}} \\ &= \frac{\$45,432,711.57}{30,585 \text{ ESU}} \\ &= \$1,485.46 / \text{ESU} = \$1,485 / \text{ESU (Rounded Service Area W)} \end{aligned}$$

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 would be $\$1,485 \times 50\% = \742.50 .

Calculation for Service Area E

$$\begin{aligned} \text{Cost of Roadway Facilities (Table 1 - Service Area E)} &= \$98,807,818 \\ \text{Proportion of Capacity Attributable to New Growth (Table 3 - Service Area E)} &= 0.461 \\ \text{Cost of Roadway Facilities Attributable to Growth (2008-2017 - Service Area E):} \\ & \$98,807,818 \times 0.461 = \$45,550,404.10 \end{aligned}$$

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 (2008-2017) divided by the total growth in equivalent service units (ESU). The maximum calculated impact fee for Service Area E is:

$$\begin{aligned} \text{Maximum Roadway Impact Fee} &= \frac{\text{Eligible Thoroughfare Cost Attributed to Growth (Table 4)}}{\text{Total Growth in Equivalent Service Units (Table 3)}} \\ &= \frac{\$45,550,404.10}{18,083 \text{ ESU}} \\ &= \$2,518.96 / \text{ESU} = \$2,518 / \text{ESU (Rounded Service Area E)} \end{aligned}$$

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 would be $\$2,518 \times 50\% = \$1,259.00$.

Impact Fee Calculation Example

The land use equivalency table is provided in **Table 7**. This table identifies the total service units generated by specific uses within each land use category. 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 7** are used. Examples for calculating the impact fee for both a single family dwelling unit and a 50,000 ft² shopping center (commercial / retail facility) assuming impact fees of \$742.50 per service unit (Service Area W) and \$1,259.00 per service unit (Service Area E) are shown page 17.

Table 7
Land Use Equivalency
City of Wylie 2007 Roadway Impact Fee Study Update

CATEGORY	LAND USE	DEVELOPMENT UNITS ¹	ITE TRIP RATE ²	TRIP LENGTH ³	PASS-BY TRAFFIC ⁴	SERVICE UNITS ⁵
RESIDENTIAL						
	Single-Family Detached	Dwelling Unit	1.01	3.0	0	3.03
	Apartment	Dwelling Unit	0.62	3.0	0	1.86
OFFICE						
	Office Building	1,000 ft ² GFA	1.49	3.0	0	4.47
COMMERCIAL						
	Convenience Stores/Gas Pumps	1,000 ft ² GFA	60.61	0.4	0.7	7.27
	Drive-In Bank	1,000 ft ² GFA	45.74	1.7	0.5	38.88
	Home Improvement Store	1,000 ft ² GFA	2.45	3.0	0.2	5.88
	Hotel	Rooms	0.59	3.0	0	1.77
	Restaurant	1,000 ft ² GFA	10.92	2.4	0.2	20.97
	Shopping Center	1,000 ft ² GFA	3.75	3.0	0.3	7.88
INDUSTRIAL						
	Industrial	1,000 ft ² GFA	0.98	3.0	0	2.94
INSTITUTIONAL						
	School	Students	0.15	2.1	0	0.32
	Day Care Center	Students	0.82	2.7	0.9	0.22
	House of Worship	1,000 ft ² GFA	0.66	2.1	0	1.39

¹ GFA = Gross Floor Area

² (Vehicles); Based on *ITE Trip Generation, 7th Edition*

³ (Miles); Based on NCTCOG Data

⁴ Percentage of traffic already passing by site - land use is an intermediate destination

⁵ (Vehicle-Miles)

* The land uses and trip generation characteristics listed in this chart are intended as examples. The complete table of land uses and trip generation characteristics is contained in the Institute of Transportation Engineers "Trip Generation, Seventh Edition," which is incorporated herein by reference.

Service Area W – Example Calculations

SINGLE-FAMILY DWELLING (Service Area W)

- Vehicle-Miles per Development Unit for Single-Family Dwelling Unit
(1 Dwelling Unit) x (3.03 Vehicle-Miles / Dwelling Unit) = 3.03 Vehicle-Miles
- Assume 50 percent of the Maximum Calculated Roadway Impact Fee = \$742.50 / Service Unit:
(3.03 Vehicle-Miles) x (\$742.50 / Vehicle-Miles) = \$ 2,249.77

50,000 ft² SHOPPING CENTER (Service Area W)

- Vehicle-Miles per Development Unit for Shopping Center
(50,000 ft²) x (7.88 Vehicle-Miles / 1,000 ft²) = 394 Vehicle-Miles
- Assume 50 percent of the Maximum Calculated Roadway Impact Fee = \$742.50 / Service Unit:
(394 Vehicle-Miles) x (\$742.50 / Vehicle-Miles) = \$ 292,545.00

Service Area E – Example Calculations

SINGLE-FAMILY DWELLING (Service Area E)

- Vehicle-Miles per Development Unit for Single-Family Dwelling Unit
(1 Dwelling Unit) x (3.03 Vehicle-Miles / Dwelling Unit) = 3.03 Vehicle-Miles
- Assume 50 percent of the Maximum Calculated Roadway Impact Fee = \$1,259.00/Service Unit:
(3.03 Vehicle-Miles) x (\$1,259.00 / Vehicle-Miles) = \$ 3,814.77

50,000 ft² SHOPPING CENTER (Service Area E)

- Vehicle-Miles per Development Unit for Shopping Center
(50,000 ft²) x (7.88 Vehicle-Miles / 1,000 ft²) = 394 Vehicle-Miles
- Assume 50 percent of the Maximum Calculated Roadway Impact Fee = \$1,259.00/Service Unit:
(394 Vehicle-Miles) x (\$1,259.00 / Vehicle-Miles) = \$ 496,046.00