



**Town Council/Board of Trustees
Town of Westlake**
Council Chamber, 1500 Solana Blvd
Building 7, Suite 7100 Westlake, TX 76262



Monday, August 25, 2025, 4:00 PM

SPECIAL MEETING AGENDA

The Town Council of the Town of Westlake also serves as the governing Board of Trustees for Westlake Academy. This agenda may contain both municipal and Westlake Academy items, which will be clearly identified. Town Council/Board of Trustees meetings are available for viewing online via live-stream or on-demand at <https://www.westlake-tx.org/787/Watch-Meetings-Live>. In an effort of meeting efficiency, any residents wishing to speak must submit a speaker request form to the Town Secretary prior to the start of the meeting.

Pursuant to Texas Government Code Section 551.127, one or more members of the Town Council may participate in this meeting by videoconference call. A quorum of the Town Council and the presiding officer will be present at the physical location of the meeting.

NOTE: As authorized by Section 551.071 of the Texas Government Code, Town Council may enter into closed Executive Session for the purpose of seeking confidential legal advice from the Town/School Attorney on any agenda item listed herein.

A. CALL SPECIAL MEETING TO ORDER AND ANNOUNCE A QUORUM PRESENT

B. PRESENTATION AND PUBLIC HEARING

- B.1. Receive the Roadway, Water and Wastewater Impact Fee Study Report prepared by consultant Freese and Nichols and Conduct a Public Hearing to receive comments from citizens and other interested parties concerning the potential adoption and imposition of roadway, water and wastewater impact fees.

C. ACTION ITEM

- C.1. Discuss, consider and act to approve and adopt Ordinance No.1028 amending the Town of Westlake Code of Ordinances by amending Chapter 82 titled "Subdivisions", to establish Article XV. entitled "Impact Fees"; establishing water, wastewater and roadway capital impact fees; establishing a maximum allowable impact fee per service unit; establishing procedures for the assessment, computation, collection, deposit, refund, expenditure and general administration of said impact fees; establishing an appeal procedure; establishing an effective date of August 25, 2025; providing for penalties; providing a severability clause; and finding and determining that the meeting at which this Ordinance is adopted is open to the Public as required by law.

D. ADJOURNMENT

I certify that the above notice was posted on the bulletin board at Town of Westlake, Town Hall, located at 1500 Solana Blvd., Building 7, Suite 7100, Westlake, TX 76262, in compliance with the Texas Open Meetings Act, Chapter 551 of the Texas Government Code.



Town Secretary Dianna Buchanan

Disabilities Notice: If you plan to attend the meeting and have a disability that requires special needs, please contact the Town Secretary's Office 48 hours in advance at Ph. 817-490-5711 and reasonable accommodations will be made to assist you.



Town Council/Board of Trustees AGENDA ITEM REPORT



DATE: August 25, 2025 **AGENDA ITEM NO:** B.1.
FROM: Cheryl Taylor, Public Works Director, Public Works
SUBJECT: Receive the Roadway, Water and Wastewater Impact Fee Study Report prepared by consultant Freese and Nichols and Conduct a Public Hearing to receive comments from citizens and other interested parties concerning the potential adoption and imposition of roadway, water and wastewater impact fees.

ATTACHMENTS:

1. Final Westlake Impact Fee Report

SUMMARY :

Town Council will receive the Roadway, Water and Wastewater Impact Fee Study Report prepared by consulting firm Freese and Nichols. Then the required public hearing to receive public input will be conducted.

BACKGROUND AND DISCUSSION:

The Town Council approved Resolution 25-11 on March 24, 2025, appointing a Capital Improvements Advisory Committee for the purpose of advising the Town Council on the potential adoption of Impact Fees for Water, Wastewater and Roadway Facilities under Chapter 395 of the Texas Local Government Code. Consulting firm Freese and Nichols prepared the Roadway, Water and Wastewater Impact Fee Study Report for the Town of Westlake which has been reviewed by the CIAC and is being presented to Town Council this evening. The report contains information regarding Land Use Assumptions (2025-2035), eligible Capital Improvement Plans for each infrastructure component and associated costs, and the resultant cost per service unit calculations for determining the maximum allowable impact fees.

Following the report presentation, Town Council will conduct the required Public Hearing to receive input from citizens and other interested parties concerning the potential adoption and imposition of impact fees. The public hearing notice was advertised as required in the Star-Telegram and Denton Record Chronicle. An item to consider the adoption and imposition of impact fees is next on the agenda.

FISCAL IMPACT:

N/A

LEGAL REVIEW:

N/A

RECOMMENDATION:

Receive the report and Hold the Public Hearing regarding the adoption and imposition of Water, Wastewater and Roadway Impact Fees.

ACTION OPTIONS:

Receive the report. Hold the Public Hearing.

ROADWAY, WATER, AND WASTEWATER IMPACT FEE STUDY REPORT

August 2025

Prepared for:

Town of Westlake



Prepared by:

FREESE AND NICHOLS, INC.

801 Cherry Street, Suite 2800

Fort Worth, Texas 76102

817-735-7300

FNI Project Number: WSK25020

ROADWAY, WATER AND WASTEWATER IMPACT FEE STUDY REPORT

Prepared for:

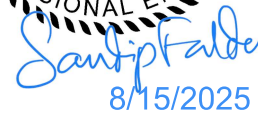
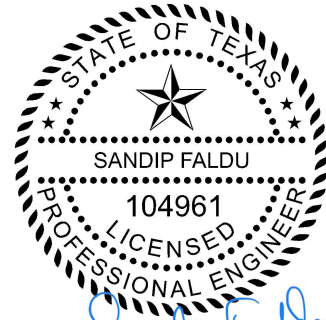
Town of Westlake



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Appendix C:	Roadway Projected 10-Year Growth
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EXECUTIVE SUMMARY

1.0 Background

An impact fee is a fee imposed by the local government on new development to pay for a portion of the costs of providing public infrastructure to meet increasing system demands resulting from new growth. Impact fees are a one-time, up-front charge imposed to help fund and pay for construction or needed expansion of specific off-site capital improvements and provide a structured and predictable cost for new development rather than “negotiated” developer agreements. This fee is aimed at reducing the economic burden of infrastructure while dealing with continued growth both within the town and extraterritorial jurisdiction (ETJ). Codified under Chapter 395, Texas Local Government Code (TLGC) (Chapter 395), impact fee programs have been implemented by many communities across Texas since enabling legislation was approved in 1989.

Recognizing the need to maintain pace of infrastructure investment with growth, the Town of Westlake (Town) enacted upon the development of an impact fee program a funding mechanism to implement specific projects within the Town. The purpose of this report is to summarize the methodology used in the development of the impact fee program. The methodology used herein satisfies the requirements of Chapter 395, TLGC.

Chapter 395 stipulates the technical requirements of such program with the development of land use assumptions (LUAs) for a 10-year planning period (2025-2035), associated Capital Improvement Plans (CIP) and costing for each infrastructure component, derivation of service areas, service units and cost per service unit, and a service unit equivalent (SUEs) to quantify the cost impact from new development. The law also mandates specific administrative requirements for the implementation of such a program including the following: appointment of a Capital Improvements Advisory Committee (CIAC) to provide comment on LUAs, CIPs, and calculated impact fees, public noticing and approval, and two-step public hearings process with the Town Council to consider the imposition of impact fees in Westlake.

2.0 Land Use Assumptions

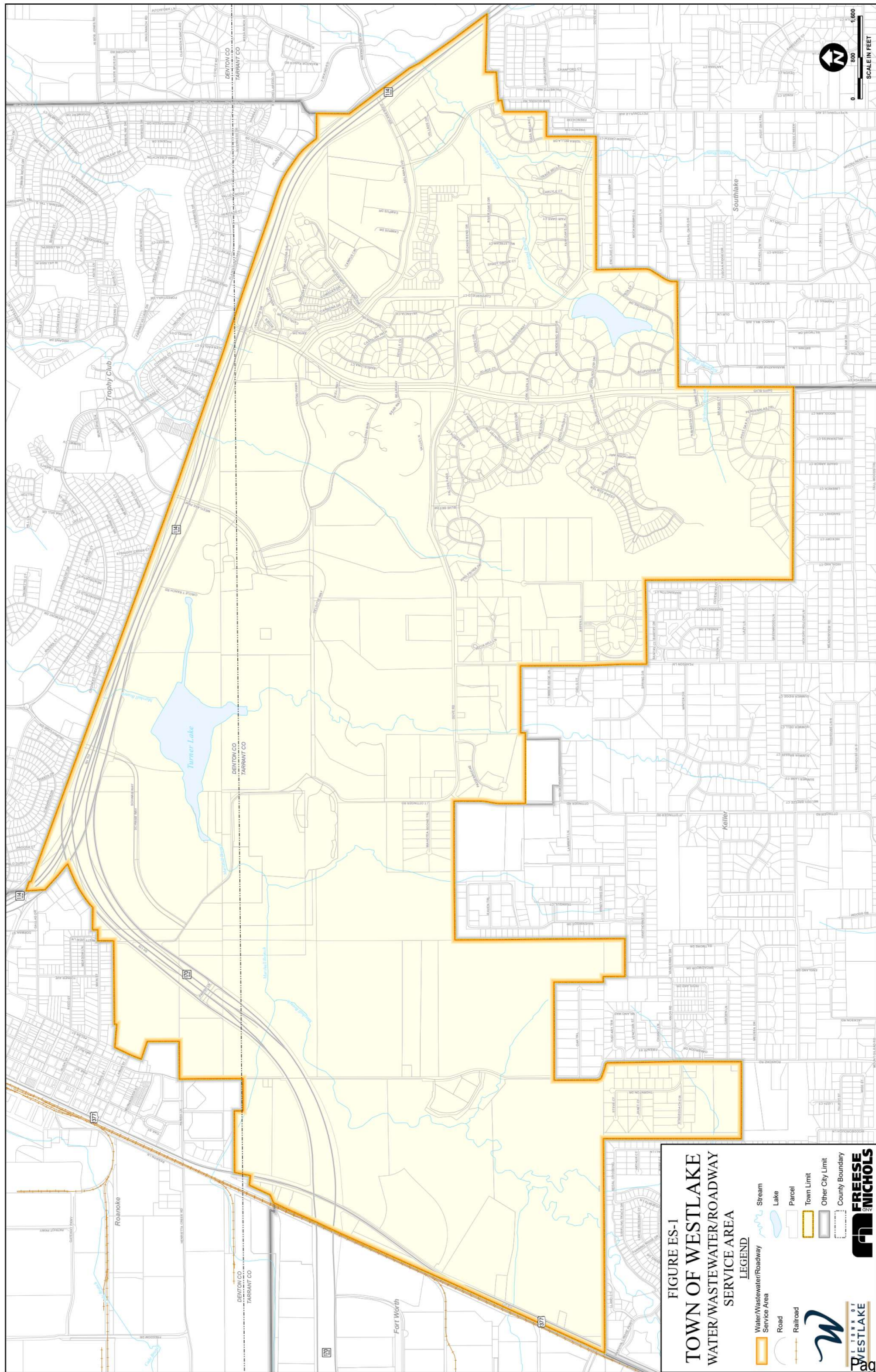
A key component at the outset of the development of the impact fees is the establishment of LUAs that address growth and development over a 10-year planning period (TLGC Section 395.001(5)) and were developed for the 2025-2035 period. Growth and future development projections were formulated based on assumptions pertaining to the type, location, quantity, and timing of various future land uses within the community. These LUAs, which include population and employment projections, served as the basis

for the preparation of impact fee CIP (IFCIP). Through collaboration between Freese and Nichols, Inc. (FNI) and the Town, FNI developed growth projections to estimate service connections and travel demand for the planning period.

- Within the town limits, the population of Westlake is forecasted to grow annually at slightly over 5% over the 10-year period.
- The current 2025 population within Westlake town limit is approximately 2,073 persons with an estimated employment of 18,078 jobs.
- Based on anticipated developments and projects produced in the 2023 Comprehensive Plan update and provided by the Town, Westlake's 10-year growth projections were calculated for each service area.
- The 10-year (2035) population growth projection within Westlake's town limit is 3,469 persons, an increase of 1,396 persons. Employment is projected to increase by 16,560 to a total of 34,638 jobs by 2035.

TLGC Chapter 395 requires that service areas be defined for impact fees to ensure that facility improvements are located in close proximity to areas generating needs. The water and wastewater service areas are defined as the town limits.

Legislative requirements stipulate that roadway service areas be limited to a 6-mile maximum and must be located within the current Town Limits. Transportation service areas are different from water and wastewater systems, which can include the Town Limits and its ETJ or other defined service area. This is primarily because roadway systems are "open" to both local and regional (non-town) use as opposed to a defined level of utilization from residents within a water and wastewater system. The water, wastewater, and roadway service area established for the Town is illustrated in **Figure ES-1**.



3.0 Roadway Impact Fee Analysis

Capital improvements identified for the roadway impact fee program are rooted from the Town's Thoroughfare Plan, capital improvement planning, town staff input, and 10-year land use assumptions, as described above.

Vehicle-miles of travel in the PM peak hour were determined to be the most effective service unit for calculating and assessing impact fees. Vehicle-miles establish a relationship between the intensity of land development and the demand on the roadway system using published trip generation data and average trip length. The PM peak hour is used as a more finite approach to the determination of capacity, utilization, and adequacy as well as the peak hour is typically used for roadway design.

Projected growth, expressed in terms of vehicle-miles over the 10-year planning period, was based on population and employment data developed as part of land use assumptions, as described above. Based on this growth, the projected vehicle-miles of demand generated in the 10-year period was calculated to be 48,665 vehicle-miles and is summarized in **Table ES-1**.

Table ES-1: 10-Year Roadway Demand

Service Area	Projected 10-Year Growth (Vehicle-Miles)
1	48,665
Total	48,665

The impact fee CIP in **Table ES-2** is aimed at facilitating growth in Westlake. Projects defined into the program include both new roadways, roadway widenings, and road recoupments (completed projects to which the Town contributed funds). All projects identified on the impact fee CIP align with facilities defined as Arterial or Collector Class in the current official Town Thoroughfare Plan. Projects identified in the impact fee CIP reflect new system capacity enhancements and are aimed at facilitating continued growth in the Town. Cost estimates for new projects include construction, engineering, right-of-way, and debt service on an individual project basis.

The roadway impact fee program contains 21 project segments totaling \$100.6 million and provides 19,973 vehicle-miles of net new capacity. State legislation requires that a credit be applied for the portion of ad-valorem tax and utility service revenues generated by new service units during the program period that is used for payment of improvements, or a credit equal to 50% of the total projected cost of implementing a roadway impact fee capital improvements program be given. Applying the 50% credit to



the CIP, the credited CIP projects totals \$50.3 million of which all is attributable to new development in the 10-year period.

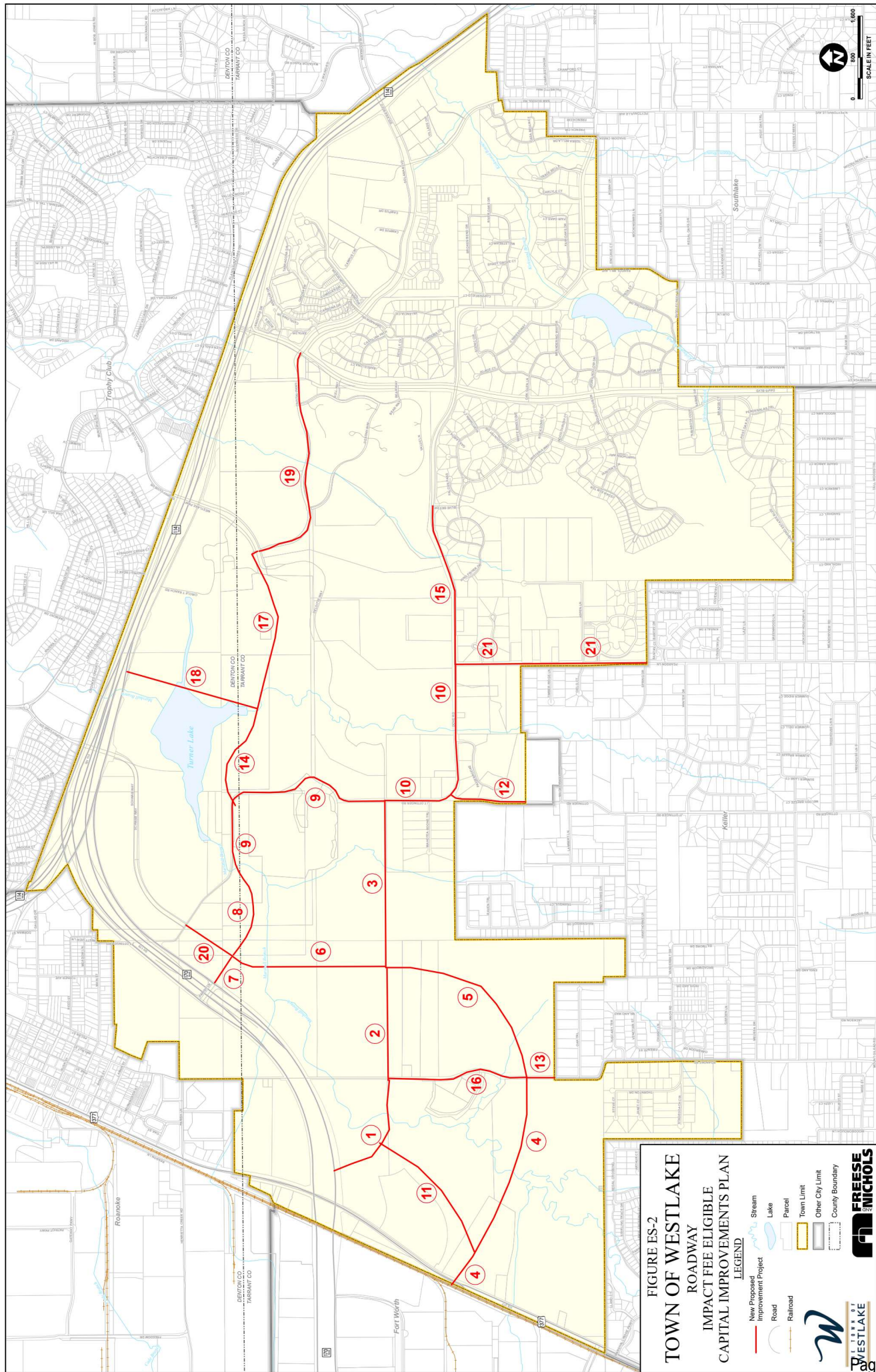


FIGURE ES-2
TOWN OF WESTLAKE
ROADWAY
IMPACT FEE ELIGIBLE
CAPITAL IMPROVEMENTS PLAN

LEGEND

- New Proposed Improvement Project
- Road
- Railroad
- Stream
- Lake
- Parcel
- Town Limit
- Other City Limit
- County Boundary



The cost per service unit was calculated based on the cost attributable to new development and the projected 10-year demand. Applying the 50% credit to the CIP cost, the maximum allowable cost per service unit was calculated.

The determination of fees due from new development is based upon the size of development, its associated service unit generation (equivalency table) and the cost per service unit derived and/or the adopted collection rate for each service area. This data is summarized in **Table ES-2**.

Table ES-2: Maximum Roadway Impact Fee Calculation

Roadway Impact Fee	Service Area 1
Total Eligible Capital Improvement Costs	\$100,667,133
Percent Attributable to Growth	100%
Total Eligible Impact Fee Costs	\$100,667,133
Growth in Service Units	48,665
Maximum Roadway Impact Fee per Service Unit ⁽¹⁾	\$2,068
Impact Fee Credit per Service Unit ⁽²⁾	\$1,034
Maximum Allowable Roadway Impact Fee ⁽³⁾	\$1,034

(1) Total Eligible Costs divided by the Growth in Service Units.

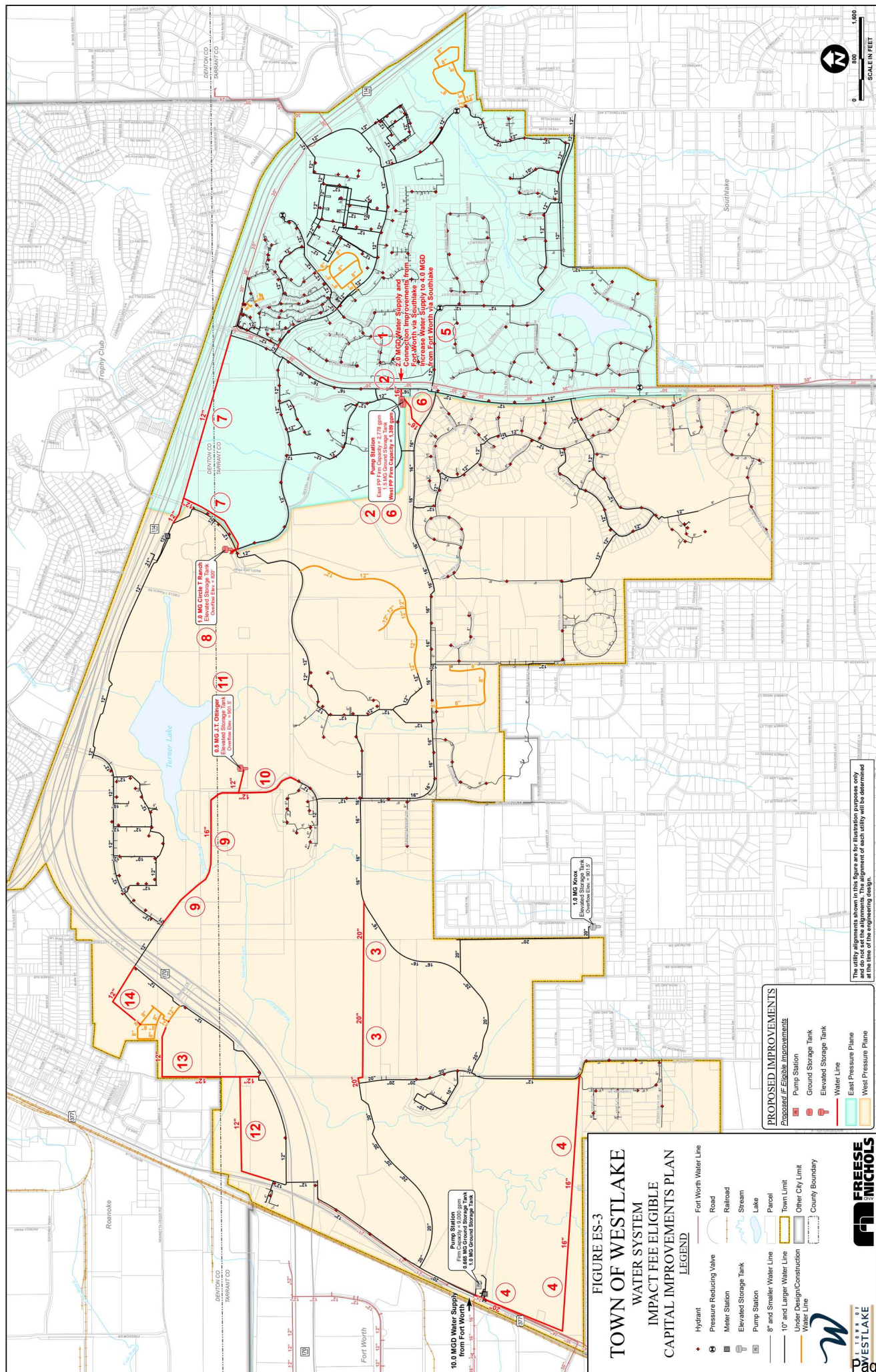
(2) Credit is 50% of Maximum Roadway Impact Fee per Service Unit.

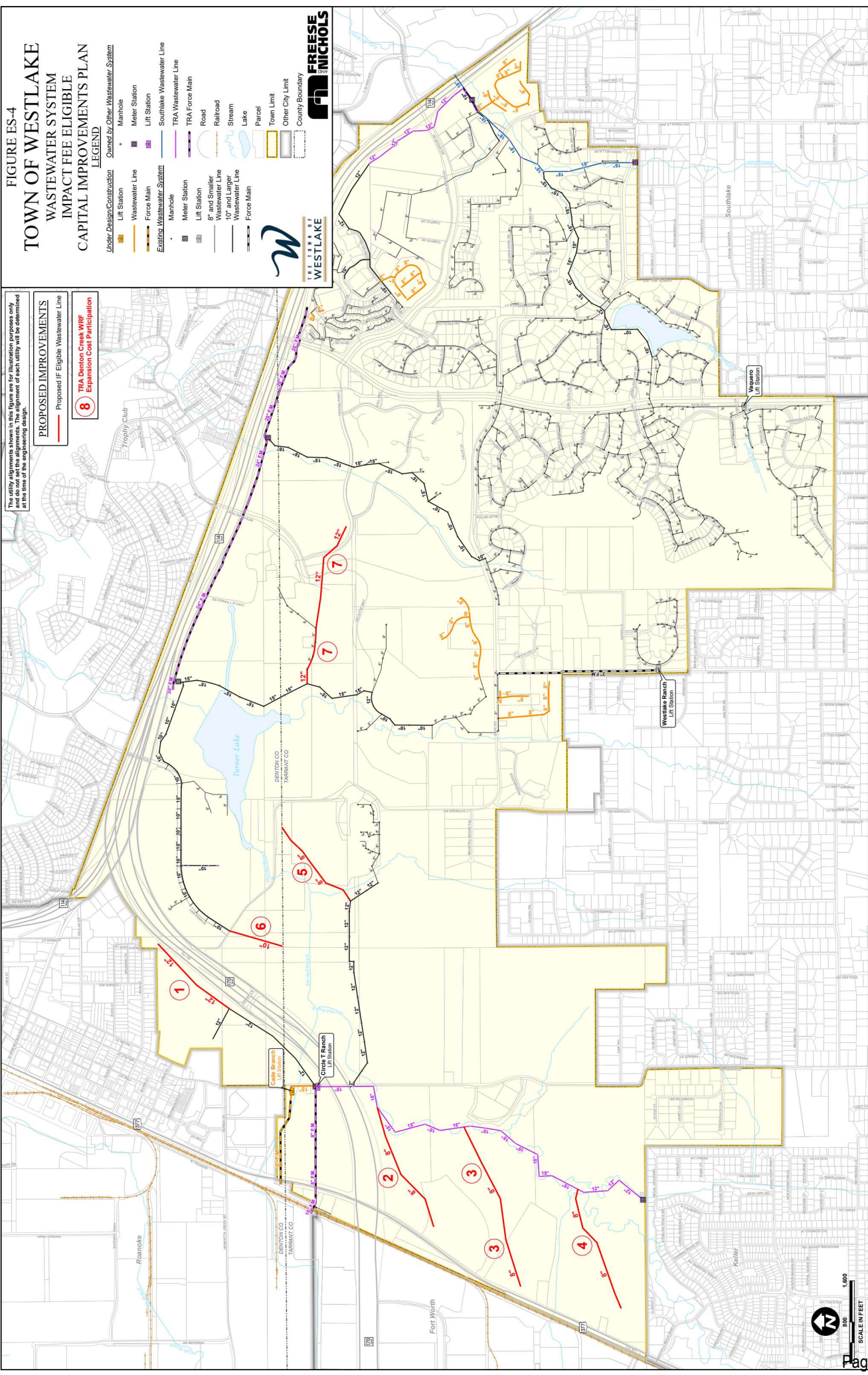
(3) Maximum Allowable Roadway Impact Fee is Maximum Roadway Impact Fee less the Impact Fee Credit per Service Unit.

4.0 Water and Wastewater Impact Fee Analysis

The water and wastewater impact fee analysis was built on the land use assumptions discussed above and the 2025 Water Master Plan. According to Chapter 395, a single service area for the water and wastewater system can be used. The service area for this project is defined by the town limits.

The impact fee CIP for the water system is shown on **Figure ES-3** and the impact fee CIP for the wastewater system is shown on **Figure ES-4**.





The utility department has reviewed the map and the proposed improvements and does not set the alignments. The alignment of each utility will be determined at the time of the engineering design.

PROPOSED IMPROVEMENTS
 — Proposed IF Eligible Wastewater Line

(8) TRA Denton Creek WRP Expansion Cost Participation

FIGURE ES-4
TOWN OF WESTLAKE
WASTEWATER SYSTEM
IMPACT FEE ELIGIBLE
CAPITAL IMPROVEMENTS PLAN

LEGEND

Under Design/Construction	Owned by Other Wastewater System
Lift Station	Manhole
Wastewater Line	Meier Station
Force Main	Lift Station
Existing Wastewater System	
Manhole	Southlake Wastewater Line
Meier Station	TRA Wastewater Line
Lift Station	TRA Force Main
8" and Smaller Wastewater Line	Road
10" and Larger Wastewater Line	Railroad
Force Main	Stream
	Lake
	Parcel
	Town Limit
	Other City Limit
	County Boundary

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The utilization for each project was calculated by referencing the demands in the water system hydraulic mode, and a desktop capacity analysis was performed for the wastewater system. Only the portion of each project serving growth over the next 10 years is considered toward eligible cost to recover within this impact fee assessment. Therefore, the total eligible costs for recovery is less than the anticipated total cost of the infrastructure. The cost of water capital improvements to serve development projected to occur between 2025 and 2035 (including financing costs) is \$23,150,813. The cost of wastewater capital improvements to serve development projected to occur between 2025 and 2035 (including financing costs) is \$12,103,140.

The projected growth is translated into SUEs based on the water meter type and size used to serve the development. The standard water meter size for residential use of 3/4-inch is used to establish the standard service unit. The maximum allowable flow for each meter type and size according to American Water Works Association standards is normalized by a 3/4-inch meter to calculate the SUE for each meter type. The number of existing meters is scaled up by the projected population and employment growth to calculate the total number of additional SUEs anticipated over the next 10 years. Most Town water meters are also tied to wastewater service, but not all. The increase in the number of service, units due to growth over the next 10 years is projected as 2,160 service units for the water system and wastewater system.

The maximum allowable water impact fee per SUE is then calculated by dividing the total eligible costs by the number of project service units. A state mandated 50% credit is subtracted from the maximum impact fee. **Table ES-3** summarizes the maximum allowable impact fee calculations for the Town's water system for a 3/4-inch meter.

Table ES-4 summarizes the maximum allowable impact fee calculations for the Town's wastewater collection system for a 3/4-inch meter.

Table ES-3: Maximum Water Impact Fee Calculation

Water Impact Fee	
Total Eligible Capital Improvement Costs	\$16,392,411
Total Eligible Financing Costs	\$6,803,402
Total Eligible Impact Fee Costs	\$23,150,813
Growth in Service Units	2,160
Maximum Water Impact Fee per Service Unit ⁽¹⁾	\$10,718
Impact Fee Credit per Service Unit ⁽²⁾	\$5,359
Maximum Allowable Water Impact Fee ⁽³⁾	\$5,359

⁽¹⁾ Total Eligible Costs divided by the Growth in Service Units.

⁽²⁾ Credit is 50% of Maximum Water Impact Fee per Service Unit.

⁽³⁾ Maximum Allowable Water Impact Fee is Maximum Water Impact Fee minus the Impact Fee Credit per Service Unit.

Table ES-4: Maximum Wastewater Impact Fee Calculation

Wastewater Impact Fee	
Total Eligible Capital Improvement Costs	\$8,553,253
Total Eligible Financing Costs	\$3,549,888
Total Eligible Impact Fee Costs	\$12,103,140
Growth in Service Units	2,160
Maximum Wastewater Impact Fee per Service Unit ⁽¹⁾	\$5,603
Impact Fee Credit per Service Unit ⁽²⁾	\$2,801
Maximum Allowable Wastewater Impact Fee ⁽³⁾	\$2,801

⁽¹⁾ Total Eligible Costs divided by the Growth in Service Units.

⁽²⁾ Credit is 50% of Maximum Wastewater Impact Fee per Service Unit.

⁽³⁾ Maximum Allowable Wastewater Impact Fee is Maximum Wastewater Impact Fee minus the Impact Fee Credit per Service Unit.

1.0 BACKGROUND

Chapter 395 of the TLGC defines 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.” Impact fees have been implemented and maintained in numerous communities across Texas since the early 1990s to serve as a mechanism for exacting and funding infrastructure projects in a fair and equitable manner from new development. Chapter 395 mandates procedural and administrative requirements for implementing such programs as well as defining eligible costs, including the following:

- Construction contract price,
- Surveying and engineering fees,
- Land acquisition costs,
- Fees paid to the consultant preparing or updating the impact fee capital improvement plan (CIP) and,
- Projected interest charges and other finance costs for projects identified in the CIP.

Chapter 395 also identifies items that impact fees **cannot** be used to pay for, such as:

- Construction, acquisition, or expansion of public facilities or assets other than those identified on the CIP,
- Repair, operation, or maintenance of existing or new capital improvements,
- Upgrading, updating, expanding, or replacing existing capital improvements to serve existing development to meet stricter safety, efficiency, environmental, or regulatory standards,
- Upgrading, updating, expanding, or replacing existing capital improvements to provide better service to existing development,
- Administrative and operating costs of the political subdivision, and
- Principal payments and interest or other finance charges on bonds or other indebtedness, except as allowed above.

As a funding mechanism for capital improvements, impact fees allow cities to recover the costs associated with new or facility expansion in order to serve future development. Legislatively, roadway impact fees may consider arterial and collector status roads on the Town's official Thoroughfare Plan. Statutory requirements mandate that impact fees be based on a specific list of improvements identified in a CIP and only the cost attributed (and necessitated) by new growth over a 10-year period may be considered. As projects in the program are completed, planned costs are updated with actual costs to reflect the capital expenditure of the program more accurately. Additionally, new capital improvement projects may be added to the system.

The Town of Westlake authorized Freese and Nichols, Inc. (FNI) to develop the Town's water, wastewater, and roadway impact fee program. The methodology used herein satisfies the requirements of the TLGC Chapter 395 for the establishment of impact fees.

At the outset of study, the Town appointed the Planning and Zoning Commission to act as the Capital Improvements Advisory Committee (CIAC). Membership from this Committee meets the state mandate for representation from the building, real estate, and development industries. Throughout the planning process, FNI met with the CIAC to not only educate on the program, but to receive comment on the derived land use assumptions (LUAs), CIPs, and impact fee calculations. At the conclusion of the CIAC involvement, formal comment was provided to the Town Council as part of the public hearings process. Two public hearings were held, with the first addressing LUAs (2025-2035) and recommended CIPs for each infrastructure component, and the second, the consideration of the imposition of impact fees in Westlake. Appropriate public noticing, public hearings, and supporting approval documentation per Chapter 395 requirements were met.

Table 1-1 provides a list of abbreviations used in this report.

Table 1-1: List of Abbreviations

Abbreviation	Full Nomenclature
AWWA	American Water Works Association
CIAC	(Impact Fee) Capital Improvements Advisory Committee
CIP	Capital Improvements Plan
CCN	Certificate of Convenience and Necessity
EST	Elevated Storage Tank
ETJ	Extraterritorial Jurisdiction
FNI	Freese and Nichols, Inc.
GFA	Gross Floor Areas
gpm	gallons per minute
IFCIP	Impact Fee Capital Improvements Plan
I/I	Inflow and Infiltration
ITE	Institute of Transportation Engineers
LOS	Level of Service
LS	Lift Station
LUA	Land Use Assumptions
MGD	Million Gallons per Day
NAICS	North American Industry Classification System
NCTCOG	North Central Texas Council of Governments
PP	Pressure Plane
STARS	Statewide Traffic Analysis and Reporting System
TSZ	Traffic Survey Zone
veh-mi	Vehicle-miles
Town	Town of Westlake
TxDOT	Texas Department of Transportation
VMT	Vehicle-miles of travel
WRF	Water Reclamation Facility
WWTP	Wastewater Treatment Plant

2.0 LAND USE ASSUMPTIONS

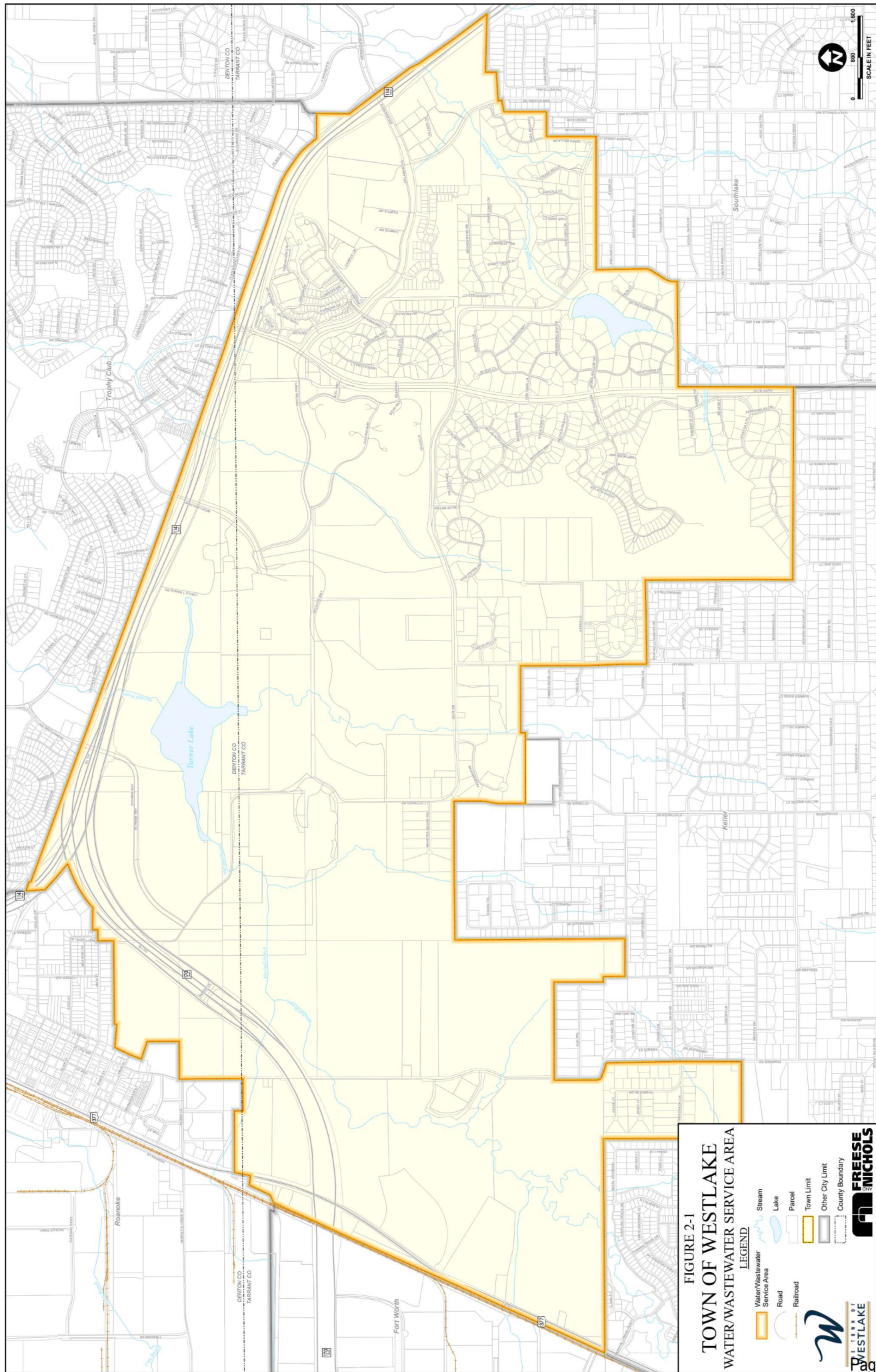
An initial step in the impact fee development process is the establishment of land use assumptions that address growth and development for a 10-year planning period (TLGC Section 395.001(5)). To assist in the determination of need and timing of capital improvements to serve future development, a reasonable estimation of future growth is required. Growth and future development projections were formulated based on assumptions pertaining to the type, location, quantity, and timing of various future land uses within the community. These land use assumptions, which include population and employment projections for the 10-year planning period of 2025-2035, are the basis for the preparation of impact fee capital improvement plans for water, wastewater and roads.

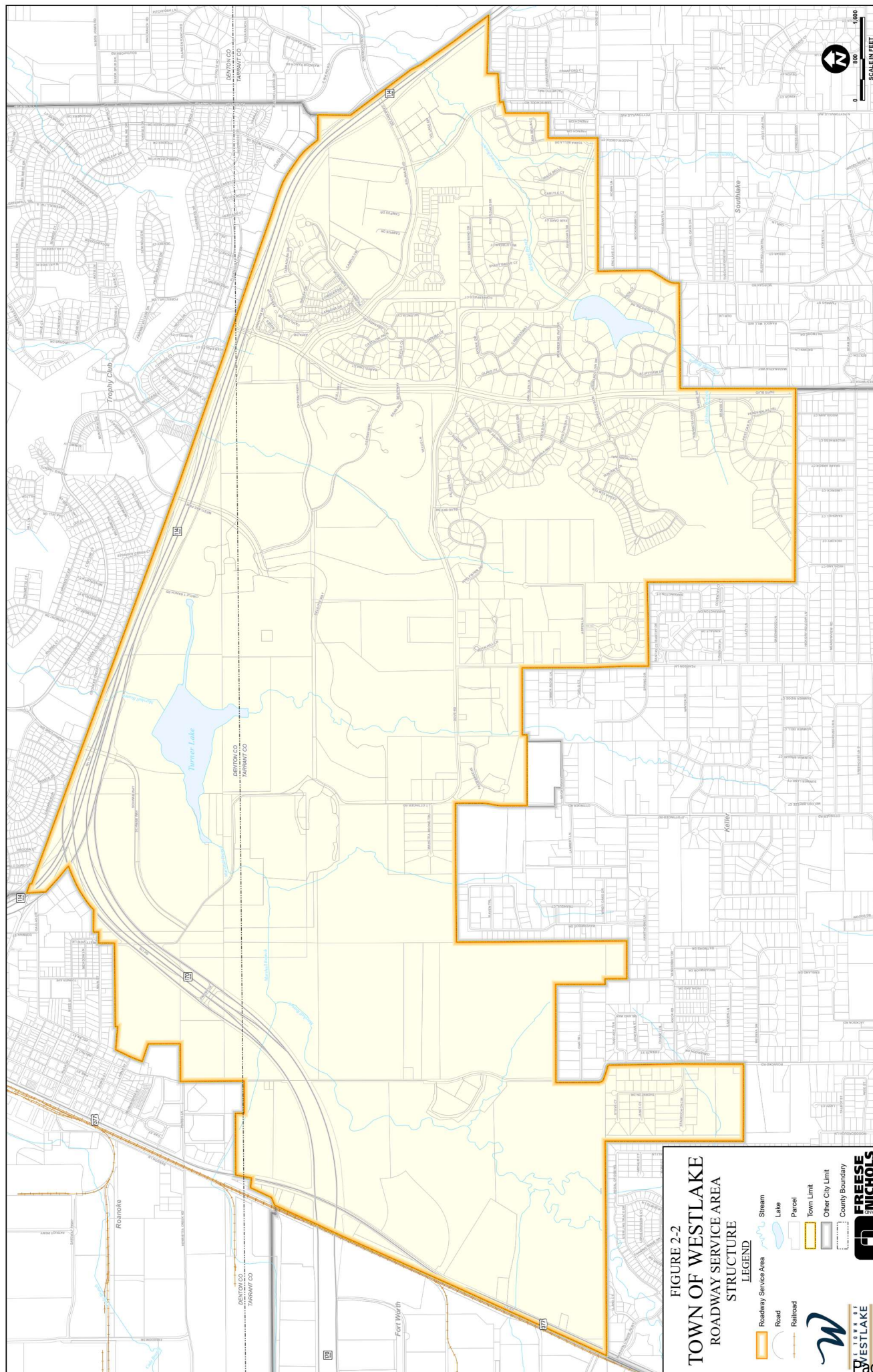
- Population within the town limit is currently 2,073 persons. The current estimated employment in 2025 is 18,078 jobs.
- Based on known and anticipated development within the Town, and recent historic growth trends, Westlake's 10-year (2035) projected population is 3,469 persons, an increase of 1,396 persons and an annual growth rate of 5.28%. Employment is projected to increase by 16,560 to a total of 34,638 jobs by 2035 and represents a 6.72% annual growth rate.

2.1 SERVICE AREAS

TLGC Chapter 395 requires that service areas be defined for impact fees to ensure that facility improvements are located in close proximity to areas generating needs. The water and wastewater service areas are defined as the town limits. **Figure 2-1** illustrates the water and wastewater service area for the Westlake Impact Fee study.

Legislative requirements stipulate that roadway service areas be limited to a six-mile maximum and must be located within the current Town Limits. Transportation service areas are different from water and wastewater systems, which can include the Town Limits and its extra-territorial jurisdiction (ETJ) or other defined service area. This is primarily because roadway systems are "open" to both local and regional (non-town) use as opposed to a defined level of utilization from residents within a water and wastewater system. The roadway service area established for the Town is illustrated in **Figure 2-2**.





2.2 HISTORICAL POPULATION

FNI reviewed the Town's historical population data collected from the North Central Texas Council of Governments (NCTCOG) and the U.S. Census Bureau. Based on the NCTCOG and U.S. Census Bureau data, the Town experienced an average population growth rate of approximately 6.77% and 5.98% over the last 10 years, respectively. Generally, the Town has maintained a high growth rate since 2010. The historical population is shown in **Table 2-1**.

Table 2-1: Historical Population

Year	NCTCOG Population ⁽¹⁾	NCTCOG Growth Rate	U.S. Census Population ⁽²⁾	U.S. Census Growth Rate
2010	992	--	992	--
2011	990	-0.20%	999	0.71%
2012	1,010	2.02%	1,029	3.00%
2013	1,040	2.97%	1,076	4.57%
2014	1,050	0.96%	1,112	3.35%
2015	1,120	6.67%	1,207	8.54%
2016	1,230	9.82%	1,276	5.72%
2017	1,310	6.50%	1,390	8.93%
2018	1,380	5.34%	1,483	6.69%
2019	1,610	16.67%	1,555	4.86%
2020	1,623	0.81%	1,623	4.37%
2021	1,780	9.67%	1,681	3.57%
2022	1,842	3.48%	1,778	5.77%
2023	1,922	4.34%	1,920	7.99%
2024	2,006	4.37%	--	--
10-Year Average Growth Rate		6.77%	--	5.98%
5-Year Average Growth Rate		4.53%	--	5.31%
3-Year Average Growth Rate		4.06%	--	5.78%

⁽¹⁾ Source: North Central Texas Council of Governments

⁽²⁾ Source: U.S. Census Bureau

2.3 CURRENT POPULATION AND EMPLOYMENT

NCTCOG provided a breakdown of population and employment data by traffic survey zones (TSZ) for planning years 2025 and 2045. Employment data by TSZ was allocated by service area. For roadways, the employment was broken down into basic, retail, and service uses as defined by the North American Industry Classification System (NAICS) code. Existing townwide population and roadway service area population aligns with data from the 2025 Water Master Plan. Existing water and wastewater service area population was interpolated between the planning years evaluated in the 2025 Master Plan. Employment

was not assessed as part of the master plan because land use and acreage were used to assess the non-residential demands and flows. **Table 2-2** summarizes the base year population and employment.

Table 2-2: Base Year (2025) Demographics for Westlake

Demographic	Value
Housing Units	651
Population	2,073
Total Employment	18,078
<i>Basic Employment</i>	<i>5,188</i>
<i>Retail Employment</i>	<i>2,739</i>
<i>Service Employment</i>	<i>10,151</i>

2.4 PROJECTED POPULATION AND EMPLOYMENT

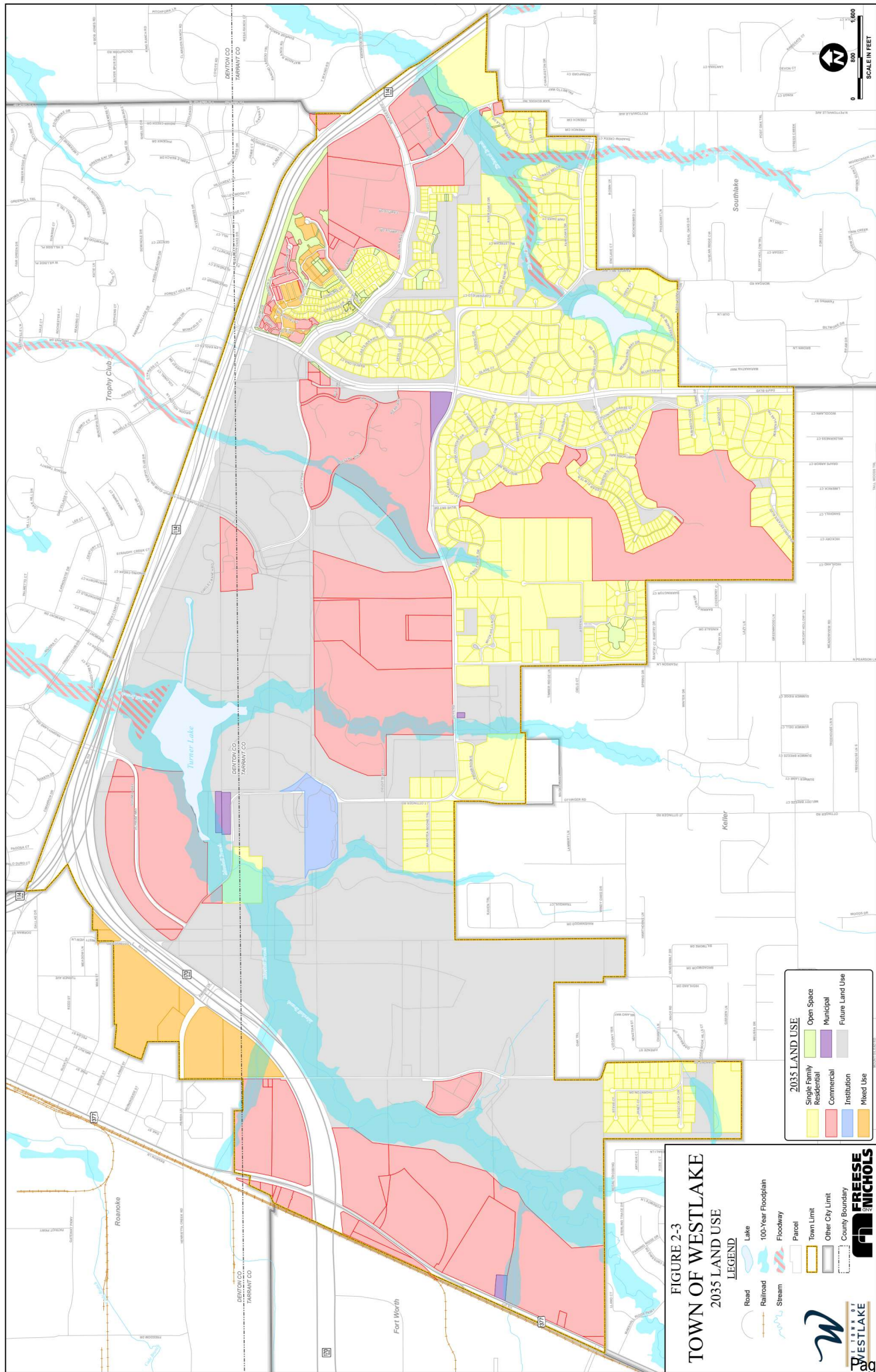
2.5 PROJECTED POPULATION

Projected populations were developed based on information provided by the Town, recent town growth patterns, and known or anticipated developments by the Town Planning Department. Water, Wastewater, and Roadway Service Area populations were developed for planning years 2025 and 2035.

To derive the updated 10-year population forecast, data from the following sources were used:

- NCTCOG publications and model data
- Development data provided by the Town (shapefiles and ordinance data)
- U.S. Census

Population growth over the impact fee assessment period is expected to take place within the town limits such that the population for each utility service will be assumed to be equal. **Figure 2-3** shows the anticipated location for non-residential development over the next 10 years and were approved by the CIAC in June 2025.



The roadway service areas follow the town limits, thus the roadway population aligned with the NCTCOG 2025 estimate of 2,073 persons. The projected annual population growth rate is 5.28%, which results in a 2035 population of 3,469. **Table 2-3** and **Table 2-4** summarizes the final population projections by planning year by service area developed as part of this study. The base year and projected population for each service area were reviewed and approved by the CIAC at the meeting in June 2025.

Table 2-3: Town of Westlake Projected Population by Water/Roadway Service Area

Planning Period	Served Population	Connections	Non-Residential Acreage
Existing	2,073	1,002	581
10-year	3,469	1,676	1,150
10-year CAGR	5.28%	5.28%	7.07%

Table 2-4: Wastewater Service Area Population Projections

Planning Period	Served Population	Non-Residential Acreage
Existing	1,856	581
10-year	3,252	1,150
10-year CAGR	5.28%	7.07%

2.5.1 Projected Employment

To capture growth related to commercial, retail, office, institutional, and industrial development, base and 10-year employment estimates were developed using interpolated TSZ data from NCTCOG. **Table 2-5** shows the total employment for the base year, projected employment for 2035, the net growth, and growth rate.

Table 2-5: Town of Westlake Projected Employment by Roadway Service Area

Planning Period	Employment Type			Total
	Basic	Service	Retail	
Existing	5,188	10,151	2,739	18,078
10-year	5,292	24,098	5,248	34,638
10-Year CAGR				6.72%

3.0 ROADWAY IMPACT FEE ANALYSIS

The impact fee CIP is aimed at facilitating continued growth in the Town and is rooted in the Town Thoroughfare Plan, forecasted 10-year growth, and staff input. All projects identified on the impact fee CIP align with facilities defined as Arterial or Collector class on the Thoroughfare Plan. Projects contained within the CIP reflect new system capacity enhancements, either new roads or roadway widenings, in which only the added lanes are considered.

3.1 METHODOLOGY

To develop the roadway impact fee program, a series of work tasks were undertaken and are described below.

- Meetings were held with the Town of Westlake, CIAC and Town Staff to discuss the methodology to be used in the update.
- One roadway service area was established and spans the town limits.
- Vehicle-miles of travel in the PM peak hour were identified as the service unit measure for roadway impact fee calculations.
- A roadway conditions inventory was conducted to define existing lane geometries, roadway classifications and segment lengths within the town. Traffic volume counts were collected throughout the town in February 2025 to provide a snapshot of existing system utilization. Directional traffic volume counts were collected at 15 locations.
- Projected growth (service units) by service area over the 10-year planning period was determined using data from the LUA (**Section 2.0**) in conjunction with the Land Use Equivalency Table (**Table 3-3**) projected service units of growth were forecast over the 10-year planning period.
- A roadway impact fee capital improvements program (IFCIP) was identified from the Town Thoroughfare Plan and forecasted growth needs. New roadways and road widening projects were defined within the town.
- Planning level cost estimates were prepared by FNI for each project identified in the impact fee CIP based on bid-tab data of Schwab Way as well as the Texas Department of Transportation (TxDOT) 12-month average unit costs from similar roadway types in the Fort Worth District of North Texas. Conservative level cost estimates include construction,

engineering, and right-of-way (net increase to achieve Thoroughfare Plan standard). Debt service was also included.

- The impact fee CIP cost of capacity provided, maximum cost per service unit, and cost attributable to new development were calculated by service area.
- A Land Use Equivalency Table defining service unit generation by specific land use categories was established. Trip rate data was obtained from *Trip Generation, Eleventh Edition* by the Institute of Transportation Engineers (ITE). Trip length statistics of the Town were obtained from the NCTCOG travel demand model.
- Results of these analyses are presented in the following sections.

3.1.1 Service Areas

Legislative mandate requires that service areas be defined for roadway impact fees to ensure that facility improvements are in close proximity to areas generating the needs. Chapter 395 further stipulates that roadway service areas are limited to a six-mile maximum and must be located within the current town limits. Roadway service areas are different from water and wastewater systems, which can include the town limits and its ETJ or other defined service area. This is primarily because roadway systems are "open" to both local and regional (non-town) travel as opposed to a "closed" system of improvements within a water and wastewater system. The result is that new development can only be assessed an impact fee based on the cost of necessary capital improvements within that service area. Westlake's roadway service area structure is shown in **Figure 2-2**.

3.1.2 Service Units

Service units establish a relationship between roadway projects and demand placed on the street system by development, as well as provide the ability to calculate and assess impact fees for specific development proposals. As defined in Chapter 395, "Service unit means a standardized measure of consumption, use, generation, or discharge attributable to an individual unit of development in accordance with generally accepted engineering or planning standards for a particular category of capital improvements or facility expansions."

To determine the roadway impact fee for a particular development, the service unit must quantify the impact that the development will have on the major roadway system (i.e., arterial and collector roads) serving the development. This impact is a combination of the number of new trips generated by the

development, the particular peaking characteristics of the land use(s) within the development, and the length of each new trip on the transportation system.

The service unit must also reflect the capacity which is provided by the CIP as well as the demand placed on the system during the time at which peak, or design, conditions are present on the system. Transportation facilities are designed and constructed to accommodate volumes expected to occur during the peak hours (design hours). These peak hour volumes typically occur during the typical weekday as motorists travel to and from work.

The vehicle-mile during the PM peak hour will serve as the service unit for impact fees in Westlake. This service unit establishes a more precise measure of capacity, utilization and intensity of land development through the use of published trip generation data. It also recognizes legislative requirements with regards to trip length. This service unit has been tested and validated since the inception of impact fee legislation in 1989.

Service units create a link between supply (roadway projects) and demand (development). Both can be expressed as a combination of the number of vehicles traveling during the peak hour and the distance traveled by these vehicles in miles.

Service Unit Supply

For roadway capital improvement projects, the number of service units provided during the peak hour is simply the product of the capacity of the roadway in one hour and the length of the product. For example:

Given a four-lane divided roadway project with a 600 vehicle per hour per lane capacity and a length of two miles, the number of service units provided is:

$$600 \text{ vehicles per hour per lane} \times 4 \text{ lanes} \times 2 \text{ miles} = 4,800 \text{ vehicles-miles}$$

Service Unit Demand

The demand placed on the system can be expressed in a similar manner. For example, a development generating 100 vehicle trips in the PM peak hour with an average trip length of two miles would generate:

$$100 \text{ vehicle-trips} \times 2 \text{ miles/trip} = 200 \text{ vehicle-miles}$$

Similarly, demand placed on the existing roadway network is calculated in the same manner with a known traffic volume (peak hour roadway counts) on a street and a given segment length.

3.1.3 Service Unit Equivalency

An important objective in the development of the impact fee system is the development of a specific service unit equivalency for individual developments. The vehicle-miles generated by a new development are a function of the trip generation and average trip length characteristics of that development. The following describes the process used to develop the vehicle-equivalency table, which relates land use types and sizes to the resulting vehicle-miles of demand created by that development.

Trip Generation

Trip generation information for the PM peak hour was based on data published in the Eleventh Edition of *Trip Generation* by the ITE. *Trip Generation* is a reference publication that contains travel characteristics of over 100 land uses across the nation and is based on empirical data gathered from over 3,200 studies that were reported to the Institute by public agencies, developers, and consulting firms.

Pass-by and Diverted Trips Adjustments

The actual "traffic impact" of a specific site for impact fee purposes is based on the amount of traffic added to the street system. To accurately estimate new trips generated by a new development, adjustments must be made to trip generation rates and equations to account for pass-by and diverted trips. The added traffic is adjusted so that each development is assigned only for a portion of trips associated with that specific development, reducing the possibility of over-counting by counting only primary trips generated.

Pass-by trips are those trips that are already on a particular route for a different purpose and simply stop at a particular development on that route. For example, a stop at a convenience store on the way home from the office is a pass-by trip for the convenience store. A pass-by trip does not create an additional burden on the street system and therefore should not be counted in the assessment of impact fees of a convenience store.

A diverted trip is a similar situation, except that a diversion is made from the regular route to make an interim stop. On a system-wide basis, this trip places a slightly additional burden on the street system but in many cases, this burden is minimal. Trip generation rates were reduced by the percentages presented in **Table 3-1** to isolate the primary trip purpose. Adjustments were based on studies conducted by ITE and other published studies.

Detailed descriptions for all land use categories in the tables that follow can be found in **Appendix A**.

Table 3-1: Trip Reduction Estimates (PM Peak Hour)

ITE Land Use	ITE Code	Development Unit	A Trip Gen Rate (PM)	B Pass By Rate	C Diverted Rate	D = A x (1-B-C) Ave. Trip Rate w/ Deductions
RESIDENTIAL						
Single-family detached housing	210	Dwelling Units	0.94	0.00%	0.00%	0.94
Single-Family Attached Housing	215	Dwelling Units	0.57	0.00%	0.00%	0.57
Multifamily Housing (Low-Rise, 1-3 floors)	220	Dwelling Units	0.51	0.00%	0.00%	0.51
Low-Rise Residential w/Ground Floor Commercial (1-3 Floors)	230	Dwelling Units	0.36	0.00%	0.00%	0.36
Mid-Rise Residential w/Ground Floor Commercial (4-10 Floors)	231	Dwelling Units	0.17	0.00%	0.00%	0.17
High-Rise Residential w/ Ground Floor Commercial	232	1,000 Sq Ft GFA	2.16	0.00%	0.00%	2.16
Assisted Living Center	254	Beds	0.24	0.00%	0.00%	0.24
Continuing Care Retirement Community	255	Dwelling Units	0.19	0.00%	0.00%	0.19
Others Not Specified		Dwelling Units	0.94	0.00%	0.00%	0.94
COMMERCIAL/RETAIL						
Lodging						
Hotel	310	Rooms	0.59	0.00%	0.00%	0.59
Business Hotel	312	Rooms	0.31	0.00%	0.00%	0.31
Recreational						
City Park	411	Acres	0.11	0.00%	0.00%	0.11
Golf Course	430	Holes	2.91	0.00%	0.00%	2.91
Golf Driving Range	432	Driving Positions	1.25	0.00%	0.00%	1.25
Batting Cages	433	Cages	2.22	0.00%	0.00%	2.22
Rock Climbing Gym	434	1,000 Sq Ft GFA	2.42	0.00%	0.00%	2.42
Multi-Recreational Facility	435	1,000 Sq Ft GFA	3.58	0.00%	0.00%	3.58
Trampoline Park	436	1,000 Sq Ft GFA	1.50	15.00%	0.00%	1.28
Bowling Alley	437	Bowling Lanes	1.30	15.00%	0.00%	1.11
Movie Theater	445	Screens	13.96	15.00%	0.00%	11.87
Soccer Complex	488	Fields	16.43	0.00%	0.00%	16.43
Tennis and Pickleball Courts	490	Courts	4.21	0.00%	0.00%	4.21
Racquet/Tennis Club	491	Courts	3.82	0.00%	0.00%	3.82
Health/Fitness Club	492	1,000 Sq Ft GFA	3.45	0.00%	0.00%	3.45
Athletic Club	493	1,000 Sq Ft GFA	6.29	0.00%	0.00%	6.29
Medical						
Hospital	610	Beds	0.86	0.00%	0.00%	0.86
Nursing Home	620	1,000 Sq Ft GFA	0.59	0.00%	0.00%	0.59
Clinic	630	1,000 Sq Ft GFA	3.69	0.00%	0.00%	3.69
Animal Hospital/Veterinary Clinic	640	1,000 Sq Ft GFA	3.53	0.00%	0.00%	3.53
Free-Standing Emergency Room	650	1,000 Sq Ft GFA	1.52	0.00%	0.00%	1.52
Retail						
Variety Store	814	1,000 Sq Ft GFA	6.70	34.00%	0.00%	4.42
Hardware/Paint Store	816	1,000 Sq Ft GFA	2.98	26.00%	28.00%	1.37
Garden Center	817	1,000 Sq Ft GFA	6.94	0.00%	0.00%	6.94
Nursery (Wholesale)	818	1,000 Sq Ft GFA	5.24	0.00%	0.00%	5.24
Retail/Shopping Center	820	1,000 Sq Ft GFA	3.40	34.00%	26.00%	1.36
Shopping Plaza (40-150K)	821	1,000 Sq Ft GFA	9.03	34.00%	26.00%	3.61
Strip Retail Plaza (<40K)	822	1,000 Sq Ft GFA	6.59	38.90%	22.70%	2.53
Supermarket	850	1,000 Sq Ft GFA	8.95	36.00%	28.00%	3.22
Convenience Store / Market	851	1,000 Sq Ft GFA	49.11	51.00%	20.00%	14.24
Discount Club	857	1,000 Sq Ft GFA	4.19	37.00%	0.00%	2.64
Farmers Market	858	Acres	179.84	0.00%	0.00%	179.84
Wholesale Market	860	1,000 Sq Ft GFA	1.76	0.00%	0.00%	1.76
Sporting Goods Superstore	861	1,000 Sq Ft GFA	2.14	34.00%	26.00%	0.86
Home Improvement Superstore	862	1,000 Sq Ft GFA	2.29	44.00%	24.00%	0.73
Electronic Superstore	863	1,000 Sq Ft GFA	4.25	40.00%	33.00%	1.15
Toy/Children's Superstore	864	1,000 Sq Ft GFA	5.00	40.00%	33.00%	1.35
Baby Superstore	865	1,000 Sq Ft GFA	1.82	40.00%	33.00%	0.49
Pet Supply Superstore	866	1,000 Sq Ft GFA	3.55	40.00%	33.00%	0.96
Office Supply Superstore	867	1,000 Sq Ft GFA	2.77	40.00%	33.00%	0.75
Book Superstore	868	1,000 Sq Ft GFA	15.83	0.00%	0.00%	15.83
Discount Home Furnishing Superstore	869	1,000 Sq Ft GFA	1.57	40.00%	33.00%	0.42
Department Store	875	1,000 Sq Ft GFA	1.95	0.00%	0.00%	1.95



Table 3-1 continued from previous page						
ITE Land Use	ITE Code	Development Unit	A Trip Gen Rate (PM)	B Pass By Rate	C Diverted Rate	D = A x (1-B-C) Ave. Trip Rate w/ Deductions
Apparel Store	876	1,000 Sq Ft GFA	4.12	0.00%	0.00%	4.12
Arts and Crafts Store	879	1,000 Sq Ft GFA	6.21	30.00%	0.00%	4.35
Pharmacy without drive thru	880	1,000 Sq Ft GFA	8.51	53.00%	14.00%	2.81
Furniture Store	890	1,000 Sq Ft GFA	0.52	53.00%	31.00%	0.08
Liquor Store	899	1,000 Sq Ft GFA	16.62	36.00%	37.88%	4.34
Other Not Specified		1,000 Sq Ft GFA	6.70	34.00%	0.00%	4.42
Services						
Hair Salon	918	1,000 Sq Ft GFA	1.45	0.00%	0.00%	1.45
Copy, Print, and Express Ship Store	920	1,000 Sq Ft GFA	7.42	0.00%	0.00%	7.42
Dining						
Food Cart Pod	926	Food Carts	6.16	0.00%	0.00%	6.16
Fast Casual Restaurant	930	1,000 Sq Ft GFA	12.55	44.00%	27.00%	3.64
Quality Restaurant	931	1,000 Sq Ft GFA	7.80	44.00%	27.00%	2.26
High Turnover Restaurant (Sit-down)	932	1,000 Sq Ft GFA	9.05	42.58%	25.88%	2.85
Fast-Food Restaurant w/o Drive-Through Window	933	1,000 Sq Ft GFA	33.21	50.00%	23.29%	8.87
Coffee/Donut Shop w/o Drive-Thru Window	936	1,000 Sq Ft GFA	32.29	0.00%	0.00%	32.29
Wine Tasting Room	970	1,000 Sq Ft GFA	7.31	44.00%	0.00%	4.09
Brewery Tap Room	971	1,000 Sq Ft GFA	9.83	44.00%	0.00%	5.50
Drinking Place/Bar	975	1,000 Sq Ft GFA	11.36	44.00%	27.00%	3.29
Automotive						
Gasoline/Service Station	944	Fueling Positions	13.91	42.00%	31.22%	3.72
Convenience Store / Gas Station (2-4k sf)	945	Fueling Positions	18.42	56.00%	31.22%	2.35
Convenience Store / Gas Station (4-5.5k sf)	945	Fueling Positions	18.42	56.00%	31.22%	2.35
Convenience Store / Gas Station (5.5-10k sf)	945	Fueling Positions	18.42	56.00%	31.22%	2.35
Self-Service Car Wash	947	Wash Stalls	5.54	47.00%	25.67%	1.51
Automated Car Wash	948	Wash Tunnels	77.50	47.00%	25.67%	21.18
Car Wash and Detail Center	949	Wash Stalls	13.60	47.00%	25.67%	3.72
INDUSTRIAL						
General Light Industrial	110	1,000 Sq Ft GFA	0.65	0.00%	0.00%	0.65
Warehousing	150	1,000 Sq Ft GFA	0.18	0.00%	0.00%	0.18
Mini-Warehouse/Self Storage	151	1,000 Sq Ft GFA	0.15	0.00%	0.00%	0.15
Data Center	160	1,000 Sq Ft GFA	0.09	0.00%	0.00%	0.09
Utility	170	1,000 Sq Ft GFA	2.16	0.00%	0.00%	2.16
Specialty Trade Contractor	180	1,000 Sq Ft GFA	2.16	0.00%	0.00%	2.16
OFFICE						
General Office	710	1,000 Sq Ft GFA	1.44	0.00%	0.00%	1.44
Small Office Building	712	1,000 Sq Ft GFA	2.16	0.00%	0.00%	2.16
Corporate Headquarters Building	714	1,000 Sq Ft GFA	1.30	0.00%	0.00%	1.30
Medical-Dental Office	720	1,000 Sq Ft GFA	3.93	0.00%	0.00%	3.93
Government Building	730	1,000 Sq Ft GFA	1.71	0.00%	0.00%	1.71
U.S. Post Office	732	1,000 Sq Ft GFA	11.21	70.00%	0.00%	3.36
Office Park	750	1,000 Sq Ft GFA	1.30	0.00%	0.00%	1.30
Business Park	770	1,000 Sq Ft GFA	1.22	0.00%	0.00%	1.22
Others Not Specified		1,000 Sq Ft GFA	1.44	0.00%	0.00%	1.44
INSTITUTIONAL						
Elementary School	520	Students	0.16	0.00%	0.00%	0.16
Middle School/Junior High School	522	Students	0.15	0.00%	0.00%	0.15
High School	525	Students	0.14	0.00%	0.00%	0.14
School District Office	528	1,000 Sq Ft GFA	2.04	0.00%	0.00%	2.04
Private School (K-8)	530	Students	0.26	0.00%	0.00%	0.26
Private School (K-12)	532	Students	0.17	0.00%	0.00%	0.17
Charter Elementary School	536	Students	0.16	0.00%	0.00%	0.16
University / College	550	Students	0.15	0.00%	0.00%	0.15
Place of Worship	560	1,000 Sq Ft GFA	0.49	0.00%	0.00%	0.49
Day Care Center	565	Students	0.79	44.00%	32.00%	0.19
Cemetery	566	Acres	0.46	0.00%	0.00%	0.46
Fire and Rescue Station	575	1,000 Sq Ft GFA	0.48	0.00%	0.00%	0.48
Museum	580	1,000 Sq Ft GFA	0.18	0.00%	0.00%	0.18
Library	590	1,000 Sq Ft GFA	8.16	0.00%	0.00%	8.16

The resulting recommended trip rates are illustrated as part of the Land Use/Vehicle-Mile Equivalency Table. Rates were developed in lieu of equations to simplify the assessment of impact fees by the Town and likewise, the estimation of impact fees by persons who may be required to pay an impact fee in conjunction with a development project.

A local study may also be conducted to confirm rates in *Trip Generation* or to change rates reflecting local conditions. In such cases, a minimum of three similar sites should be counted. Selected sites should be isolated in nature with driveways that specifically serve the development and no other land uses. The results should be plotted on the scatter diagram of the selected land use contained in *Trip Generation* for comparison purposes. It is recommended that no change be approved unless the results show a variation of at least 15 percent across the range of the sample size surveyed.

Trip Length

Trip lengths (in miles) are used in conjunction with site trip generation to estimate vehicle-miles of travel. Trip length data was based on a combination of travel statistics generated from the NCTCOG Travel Demand Model and information generated in NCTCOG's Workplace Survey. **Table 3-2** summarizes the average trip lengths derived for major land use categories. These trip lengths represent the average distance that a vehicle will travel between an origin and destination of which either the origin or destination contains the land-use category identified. Where specific land uses were considered to exhibit different trip length characteristics than those identified in the Workplace Survey, previous studies and engineering judgment were used to estimate the average trip length.

Origin and Destination Adjustments

Trip lengths were adjusted to "localize" trip activity to the local network by removing a percentage of travel occurring on the federal system. Modeled network statistics from NCTCOG indicate that that over 70% of travel generated from within the town use non-main lane highway facilities.

Additionally, the assessment of an individual development's impact fee is based on the premise that each vehicle-trip has an origin and a destination, and that the development end should pay for one-half of the cost necessary to complete each trip. To prevent the potential of double charging, trip lengths were divided by two to reflect half of the vehicle trip associated with development. **Table 3-2** illustrates the adjusted trip length.

Finally, as the service area structure was based on a six-mile boundary, those land uses that exhibited trip lengths greater than six miles would be capped at this threshold.

Table 3-2: Trip Lengths and Adjustments

ITE Land Use	ITE Code	Development Unit	E Average Trip Length (mi)	F = E x 0.7 Localized Trip Length (mi)	G = F x 0.5 (max 6) O-D Adjusted Trip Length (mi)
RESIDENTIAL					
Single-family detached housing	210	Dwelling Units	11.27	7.89	3.94
Single-Family Attached Housing	215	Dwelling Units	11.16	7.81	3.91
Multifamily Housing (Low-Rise, 1-3 floors)	220	Dwelling Units	11.16	7.81	3.91
Low-Rise Residential w/Ground Floor Commercial (1-3 Floors)	230	Dwelling Units	11.16	7.81	3.91
Mid-Rise Residential w/Ground Floor Commercial (4-10 Floors)	231	Dwelling Units	11.16	7.81	3.91
High-Rise Residential w/ Ground Floor Commercial	232	1,000 Sq Ft GFA	11.16	7.81	3.91
Assisted Living Center	254	Beds	8.05	5.64	2.82
Continuing Care Retirement Community	255	Dwelling Units	8.05	5.64	2.82
Others Not Specified		Dwelling Units	11.27	7.89	3.94
COMMERCIAL/RETAIL					
Lodging					
Hotel	310	Rooms	4.15	2.91	1.45
Business Hotel	312	Rooms	4.15	2.91	1.45
Recreational					
City Park	411	Acres	3.30	2.31	1.16
Golf Course	430	Holes	3.30	2.31	1.16
Golf Driving Range	432	Driving Positions	3.30	2.31	1.16
Batting Cages	433	Cages	3.30	2.31	1.16
Rock Climbing Gym	434	1,000 Sq Ft GFA	3.30	2.31	1.16
Multi-Recreational Facility	435	1,000 Sq Ft GFA	3.30	2.31	1.16
Trampoline Park	436	1,000 Sq Ft GFA	3.30	2.31	1.16
Bowling Alley	437	Bowling Lanes	3.30	2.31	1.16
Movie Theater	445	Screens	3.30	2.31	1.16
Soccer Complex	488	Fields	3.30	2.31	1.16
Tennis and Pickleball Courts	490	Courts	3.30	2.31	1.16
Racquet/Tennis Club	491	Courts	3.30	2.31	1.16
Health/Fitness Club	492	1,000 Sq Ft GFA	2.06	1.44	0.72
Athletic Club	493	1,000 Sq Ft GFA	2.35	1.65	0.82
Medical					
Hospital	610	Beds	5.18	3.63	1.81
Nursing Home	620	1,000 Sq Ft GFA	8.05	5.64	2.82
Clinic	630	1,000 Sq Ft GFA	5.18	3.63	1.81
Animal Hospital/Veterinary Clinic	640	1,000 Sq Ft GFA	5.18	3.63	1.81
Free-Standing Emergency Room	650	1,000 Sq Ft GFA	5.18	3.63	1.81
Retail					
Variety Store	814	1,000 Sq Ft GFA	2.35	1.65	0.82
Hardware/Paint Store	816	1,000 Sq Ft GFA	1.61	1.13	0.56
Garden Center	817	1,000 Sq Ft GFA	2.63	1.84	0.92
Nursery (Wholesale)	818	1,000 Sq Ft GFA	2.63	1.84	0.92
Retail/Shopping Center	820	1,000 Sq Ft GFA	4.12	2.88	1.44
Shopping Plaza (40-150K)	821	1,000 Sq Ft GFA	2.35	1.65	0.82
Strip Retail Plaza (<40K)	822	1,000 Sq Ft GFA	4.12	2.88	1.44
Supermarket	850	1,000 Sq Ft GFA	1.84	1.29	0.64
Convenience Store / Market	851	1,000 Sq Ft GFA	1.77	1.24	0.62
Discount Club	857	1,000 Sq Ft GFA	3.98	2.79	1.39
Farmers Market	858	Acres	2.70	1.89	0.95
Wholesale Market	860	1,000 Sq Ft GFA	2.70	1.89	0.95
Sporting Goods Superstore	861	1,000 Sq Ft GFA	3.98	2.79	1.39
Home Improvement Superstore	862	1,000 Sq Ft GFA	4.12	2.88	1.44
Electronic Superstore	863	1,000 Sq Ft GFA	3.98	2.79	1.39
Toy/Children's Superstore	864	1,000 Sq Ft GFA	3.98	2.79	1.39
Baby Superstore	865	1,000 Sq Ft GFA	3.98	2.79	1.39
Pet Supply Superstore	866	1,000 Sq Ft GFA	3.98	2.79	1.39
Office Supply Superstore	867	1,000 Sq Ft GFA	3.98	2.79	1.39
Book Superstore	868	1,000 Sq Ft GFA	3.98	2.79	1.39
Discount Home Furnishing Superstore	869	1,000 Sq Ft GFA	3.98	2.79	1.39
Department Store	875	1,000 Sq Ft GFA	2.70	1.89	0.95

Table 3-2 continued from previous page					
ITE Land Use	ITE Code	Development Unit	Average Trip Length (mi)	Localized Trip Length (mi)	O-D Adjusted Trip Length (mi)
Apparel Store	876	1,000 Sq Ft GFA	3.39	2.37	1.19
Arts and Crafts Store	879	1,000 Sq Ft GFA	3.98	2.79	1.39
Pharmacy without drive thru	880	1,000 Sq Ft GFA	1.93	1.35	0.68
Furniture Store	890	1,000 Sq Ft GFA	4.68	3.28	1.64
Liquor Store	899	1,000 Sq Ft GFA	3.39	2.37	1.19
Other Not Specified		1,000 Sq Ft GFA	2.35	1.65	0.82
Services					
Hair Salon	918	1,000 Sq Ft GFA	2.63	1.84	0.92
Copy, Print, and Express Ship Store	920	1,000 Sq Ft GFA	2.63	1.84	0.92
Dining					
Food Cart Pod	926	Food Carts	3.53	2.47	1.24
Fast Casual Restaurant	930	1,000 Sq Ft GFA	3.75	2.63	1.31
Quality Restaurant	931	1,000 Sq Ft GFA	3.75	2.63	1.31
High Turnover Restaurant (Sit-down)	932	1,000 Sq Ft GFA	3.75	2.63	1.31
Fast-Food Restaurant w/o Drive-Through Window	933	1,000 Sq Ft GFA	3.53	2.47	1.24
Coffee/Donut Shop w/o Drive-Thru Window	936	1,000 Sq Ft GFA	3.53	2.47	1.24
Wine Tasting Room	970	1,000 Sq Ft GFA	3.75	2.63	1.31
Brewery Tap Room	971	1,000 Sq Ft GFA	3.75	2.63	1.31
Drinking Place/Bar	975	1,000 Sq Ft GFA	3.87	2.71	1.35
Automotive					
Gasoline/Service Station	944	Fueling Positions	1.77	1.24	0.62
Convenience Store / Gas Station (2-4k sf)	945	Fueling Positions	1.77	1.24	0.62
Convenience Store / Gas Station (4-5.5k sf)	945	Fueling Positions	1.77	1.24	0.62
Convenience Store / Gas Station (5.5-10k sf)	945	Fueling Positions	1.77	1.24	0.62
Self-Service Car Wash	947	Wash Stalls	1.77	1.24	0.62
Automated Car Wash	948	Wash Tunnels	2.63	1.84	0.92
Car Wash and Detail Center	949	Wash Stalls	2.63	1.84	0.92
INDUSTRIAL					
General Light Industrial	110	1,000 Sq Ft GFA	9.95	6.97	3.48
Warehousing	150	1,000 Sq Ft GFA	8.84	6.19	3.09
Mini-Warehouse/Self Storage	151	1,000 Sq Ft GFA	6.34	4.44	2.22
Data Center	160	1,000 Sq Ft GFA	8.21	5.75	2.87
Utility	170	1,000 Sq Ft GFA	7.99	5.59	2.80
Specialty Trade Contractor	180	1,000 Sq Ft GFA	9.95	6.97	3.48
OFFICE					
General Office	710	1,000 Sq Ft GFA	11.88	8.32	4.16
Small Office Building	712	1,000 Sq Ft GFA	12.07	8.45	4.22
Corporate Headquarters Building	714	1,000 Sq Ft GFA	12.07	8.45	4.22
Medical-Dental Office	720	1,000 Sq Ft GFA	9.64	6.75	3.37
Government Building	730	1,000 Sq Ft GFA	10.92	7.64	3.82
U.S. Post Office	732	1,000 Sq Ft GFA	8.10	5.67	2.84
Office Park	750	1,000 Sq Ft GFA	12.07	8.45	4.22
Business Park	770	1,000 Sq Ft GFA	12.07	8.45	4.22
Others Not Specified		1,000 Sq Ft GFA	11.88	8.32	4.16
INSTITUTIONAL					
Elementary School	520	Students	3.49	2.44	1.22
Middle School/Junior High School	522	Students	3.49	2.44	1.22
High School	525	Students	3.49	2.44	1.22
School District Office	528	1,000 Sq Ft GFA	4.20	2.94	1.47
Private School (K-8)	530	Students	4.12	2.88	1.44
Private School (K-12)	532	Students	4.12	2.88	1.44
Charter Elementary School	536	Students	4.12	2.88	1.44
University / College	550	Students	5.00	3.50	1.75
Place of Worship	560	1,000 Sq Ft GFA	2.48	1.74	0.87
Day Care Center	565	Students	1.64	1.15	0.57
Cemetery	566	Acres	3.00	2.10	1.05
Fire and Rescue Station	575	1,000 Sq Ft GFA	2.64	1.85	0.92
Museum	580	1,000 Sq Ft GFA	3.30	2.31	1.16
Library	590	1,000 Sq Ft GFA	1.35	0.95	0.47

Since 2020, average trip lengths for most major land use categories have shown slight decreases and is likely due to a variety of factors, including remote/virtual work, online retail, the emergence of mixed use developments with a variety of land use types, telehealth and virtual services, among others.

Land Use Vehicle Mile Equivalency Table

The result of combining the trip generation and trip length information is an equivalency table which establishes the service unit rate for various land uses. These service unit rates are based on an appropriate development unit for each land use. For example, a dwelling unit is the basis for residential uses, while 1,000 square feet of gross floor area (GFA) is the basis for office, commercial, and retail uses. Other, less common land uses are based on appropriate independent variables. The updated equivalency table is illustrated in **Table 3-3**. The equivalencies for the four land uses in blue (210, 820, 110, and 710) were used to derive the projected vehicle miles of new demand.

Table 3-3: Land Use Vehicle-Mile Equivalency

ITE Land Use	ITE Code	Development Unit	D Ave. Trip Rate w/ Deductions	G O-D Adjusted Trip Length (mi)	H Service Unit Equivalency
RESIDENTIAL					
Single-family detached housing	210	Dwelling Units	0.94	3.94	3.70
Single-Family Attached Housing	215	Dwelling Units	0.57	3.91	2.23
Multifamily Housing (Low-Rise, 1-3 floors)	220	Dwelling Units	0.51	3.91	1.99
Low-Rise Residential w/Ground Floor Commercial (1-3 Floors)	230	Dwelling Units	0.36	3.91	1.41
Mid-Rise Residential w/Ground Floor Commercial (4-10 Floors)	231	Dwelling Units	0.17	3.91	0.66
High-Rise Residential w/ Ground Floor Commercial	232	1,000 Sq Ft GFA	2.16	3.91	8.45
Assisted Living Center	254	Beds	0.24	2.82	0.68
Continuing Care Retirement Community	255	Dwelling Units	0.19	2.82	0.54
Others Not Specified		Dwelling Units	0.94	3.94	3.70
COMMERCIAL/RETAIL					
Lodging					
Hotel	310	Rooms	0.59	1.45	0.86
Business Hotel	312	Rooms	0.31	1.45	0.45
Recreational					
City Park	411	Acres	0.11	1.16	0.13
Golf Course	430	Holes	2.91	1.16	3.38
Golf Driving Range	432	Driving Positions	1.25	1.16	1.45
Batting Cages	433	Cages	2.22	1.16	2.58
Rock Climbing Gym	434	1,000 Sq Ft GFA	2.42	1.16	2.81
Multi-Recreational Facility	435	1,000 Sq Ft GFA	3.58	1.16	4.15
Trampoline Park	436	1,000 Sq Ft GFA	1.28	1.16	1.48
Bowling Alley	437	Bowling Lanes	1.11	1.16	1.29
Movie Theater	445	Screens	11.87	1.16	13.77
Soccer Complex	488	Fields	16.43	1.16	19.06
Tennis and Pickleball Courts	490	Courts	4.21	1.16	4.88
Racquet/Tennis Club	491	Courts	3.82	1.16	4.43
Health/Fitness Club	492	1,000 Sq Ft GFA	3.45	0.72	2.48
Athletic Club	493	1,000 Sq Ft GFA	6.29	0.82	5.16
Medical					
Hospital	610	Beds	0.86	1.81	1.56
Nursing Home	620	1,000 Sq Ft GFA	0.59	2.82	1.66
Clinic	630	1,000 Sq Ft GFA	3.69	1.81	6.68
Animal Hospital/Veterinary Clinic	640	1,000 Sq Ft GFA	3.53	1.81	6.39
Free-Standing Emergency Room	650	1,000 Sq Ft GFA	1.52	1.81	2.75
Retail					
Variety Store	814	1,000 Sq Ft GFA	4.42	0.82	3.62
Hardware/Paint Store	816	1,000 Sq Ft GFA	1.37	0.56	0.77
Garden Center	817	1,000 Sq Ft GFA	6.94	0.92	6.38
Nursery (Wholesale)	818	1,000 Sq Ft GFA	5.24	0.92	4.82
Retail/Shopping Center	820	1,000 Sq Ft GFA	1.36	1.44	1.96
Shopping Plaza (40-150K)	821	1,000 Sq Ft GFA	3.61	0.82	2.96
Strip Retail Plaza (<40K)	822	1,000 Sq Ft GFA	2.53	1.44	3.64
Supermarket	850	1,000 Sq Ft GFA	3.22	0.64	2.06
Convenience Store / Market	851	1,000 Sq Ft GFA	14.24	0.62	8.83
Discount Club	857	1,000 Sq Ft GFA	2.64	1.39	3.67
Farmers Market	858	Acres	179.84	0.95	170.85
Wholesale Market	860	1,000 Sq Ft GFA	1.76	0.95	1.67
Sporting Goods Superstore	861	1,000 Sq Ft GFA	0.86	1.39	1.20
Home Improvement Superstore	862	1,000 Sq Ft GFA	0.73	1.44	1.05
Electronic Superstore	863	1,000 Sq Ft GFA	1.15	1.39	1.60
Toy/Children's Superstore	864	1,000 Sq Ft GFA	1.35	1.39	1.88
Baby Superstore	865	1,000 Sq Ft GFA	0.49	1.39	0.68
Pet Supply Superstore	866	1,000 Sq Ft GFA	0.96	1.39	1.33
Office Supply Superstore	867	1,000 Sq Ft GFA	0.75	1.39	1.04
Book Superstore	868	1,000 Sq Ft GFA	15.83	1.39	22.00
Discount Home Furnishing Superstore	869	1,000 Sq Ft GFA	0.42	1.39	0.58
Department Store	875	1,000 Sq Ft GFA	1.95	0.95	1.85

Table 3-2 continued from previous page					
ITE Land Use	ITE Code	Development Unit	D Ave. Trip Rate w/ Deductions	G O-D Adjusted Trip Length (mi)	H Service Unit Equivalency
Apparel Store	876	1,000 Sq Ft GFA	4.12	1.19	4.90
Arts and Crafts Store	879	1,000 Sq Ft GFA	4.35	1.39	6.05
Pharmacy without drive thru	880	1,000 Sq Ft GFA	2.81	0.68	1.91
Furniture Store	890	1,000 Sq Ft GFA	0.08	1.64	0.13
Liquor Store	899	1,000 Sq Ft GFA	4.34	1.19	5.16
Other Not Specified		1,000 Sq Ft GFA	4.42	0.82	3.62
Services					
Hair Salon	918	1,000 Sq Ft GFA	1.45	0.92	1.33
Copy, Print, and Express Ship Store	920	1,000 Sq Ft GFA	7.42	0.92	6.83
Dining					
Food Cart Pod	926	Food Carts	6.16	1.24	7.64
Fast Casual Restaurant	930	1,000 Sq Ft GFA	3.64	1.31	4.77
Quality Restaurant	931	1,000 Sq Ft GFA	2.26	1.31	2.96
High Turnover Restaurant (Sit-down)	932	1,000 Sq Ft GFA	2.85	1.31	3.73
Fast-Food Restaurant w/o Drive-Through Window	933	1,000 Sq Ft GFA	8.87	1.24	11.00
Coffee/Donut Shop w/o Drive-Thru Window	936	1,000 Sq Ft GFA	32.29	1.24	40.04
Wine Tasting Room	970	1,000 Sq Ft GFA	4.09	1.31	5.36
Brewery Tap Room	971	1,000 Sq Ft GFA	5.50	1.31	7.21
Drinking Place/Bar	975	1,000 Sq Ft GFA	3.29	1.35	4.44
Automotive					
Gasoline/Service Station	944	Fueling Positions	3.72	0.62	2.31
Convenience Store / Gas Station (2-4k sf)	945	Fueling Positions	2.35	0.62	1.46
Convenience Store / Gas Station (4-5.5k sf)	945	Fueling Positions	2.35	0.62	1.46
Convenience Store / Gas Station (5.5-10k sf)	945	Fueling Positions	2.35	0.62	1.46
Self-Service Car Wash	947	Wash Stalls	1.51	0.62	0.94
Automated Car Wash	948	Wash Tunnels	21.18	0.92	19.49
Car Wash and Detail Center	949	Wash Stalls	3.72	0.92	3.42
INDUSTRIAL					
General Light Industrial	110	1,000 Sq Ft GFA	0.65	3.48	2.26
Warehousing	150	1,000 Sq Ft GFA	0.18	3.09	0.56
Mini-Warehouse/Self Storage	151	1,000 Sq Ft GFA	0.15	2.22	0.33
Data Center	160	1,000 Sq Ft GFA	0.09	2.87	0.26
Utility	170	1,000 Sq Ft GFA	2.16	2.80	6.05
Specialty Trade Contractor	180	1,000 Sq Ft GFA	2.16	3.48	7.52
OFFICE					
General Office	710	1,000 Sq Ft GFA	1.44	4.16	5.99
Small Office Building	712	1,000 Sq Ft GFA	2.16	4.22	9.12
Corporate Headquarters Building	714	1,000 Sq Ft GFA	1.30	4.22	5.49
Medical-Dental Office	720	1,000 Sq Ft GFA	3.93	3.37	13.24
Government Building	730	1,000 Sq Ft GFA	1.71	3.82	6.53
U.S. Post Office	732	1,000 Sq Ft GFA	3.36	2.84	9.54
Office Park	750	1,000 Sq Ft GFA	1.30	4.22	5.49
Business Park	770	1,000 Sq Ft GFA	1.22	4.22	5.15
Others Not Specified		1,000 Sq Ft GFA	1.44	4.16	5.99
INSTITUTIONAL					
Elementary School	520	Students	0.16	1.22	0.20
Middle School/Junior High School	522	Students	0.15	1.22	0.18
High School	525	Students	0.14	1.22	0.17
School District Office	528	1,000 Sq Ft GFA	2.04	1.47	3.00
Private School (K-8)	530	Students	0.26	1.44	0.37
Private School (K-12)	532	Students	0.17	1.44	0.24
Charter Elementary School	536	Students	0.16	1.44	0.23
University / College	550	Students	0.15	1.75	0.26
Place of Worship	560	1,000 Sq Ft GFA	0.49	0.87	0.43
Day Care Center	565	Students	0.19	0.57	0.11
Cemetery	566	Acres	0.46	1.05	0.48
Fire and Rescue Station	575	1,000 Sq Ft GFA	0.48	0.92	0.44
Museum	580	1,000 Sq Ft GFA	0.18	1.16	0.21
Library	590	1,000 Sq Ft GFA	8.16	0.47	3.84

3.2 EXISTING CONDITIONS ANALYSIS

An inventory of the collector and arterial roadway facilities was conducted to determine the capacity provided by the existing roadway system, the demand currently placed on the system, and the potential existence of deficiencies on the system. Data for the inventory was obtained from traffic volume count data collected throughout the town in February 2025.

The roadways were divided into segments based on changes in lane configuration, major intersections, or area development that may influence roadway characteristics. For individual segment assessment, lane capacities were assigned to each segment based on roadway functional class and type of cross-section as shown in **Table 3-4**. Roadway hourly volume capacities are based on general carrying capacity values and reflect level-of-service “D” operation, which is typically identified as the minimum acceptable traffic operational condition by cities. The values in **Table 3-4** are consistent with those used by NCTCOG for their assessment of network segment level of service.

Table 3-4: Roadway Facility Vehicle Lane Capacities

Roadway Facility	Designation	Hourly Vehicle Capacity Per Lane-Mile of Roadway Facility
Undivided Collector	UC	450
Divided Collector	DC	500
Undivided Arterial	UA	550
Divided Arterial	DA	600
Special Arterial ⁽¹⁾	SA	650
One Way	OW	600

⁽¹⁾ Roadway with continuous two-way left turn lane

3.2.1 Existing Volumes

Current directional PM peak hour volumes were obtained from traffic counts collected on February 18, 2025 at 15 locations on major roadways throughout the town. Supplemental data from NCTCOG’s traffic database and TxDOT Statewide Traffic Analysis and Reporting System (STARS) were also used for analysis. For segments not counted, existing volumes were used, or estimates were developed based on data from adjoining roadway counts.

This data was compiled for roadway segments throughout the town and entered into the database for use in calculations. A summary of volumes by roadway segment is included in the **Appendix B** as part of the existing capital improvements database.

Vehicle-Miles of Existing Capacity (Supply)

An analysis of the total capacity for each service area was performed. For each roadway segment, the existing vehicle-miles of capacity supplied were calculated using the following:

$$\text{Vehicle-Miles of Capacity} = \frac{\text{Link capacity per peak hour per lane}}{\text{Link capacity per peak hour per lane}} \times \text{No. of lanes} \times \text{Length of Segment (miles)}$$

A summary of the current capacity available on the roadway system is shown in **Table 3-5**. It is important to note that the roadway capacity depicted is system-wide for all roadways and not restricted to those roadways proposed in the impact fee capital improvements plan. For a detailed listing of vehicle-miles of capacity by roadway segment, refer to **Appendix B**.

Vehicle-Miles of Existing Demand

The level of current usage in terms of vehicle-miles was calculated for each roadway segment. The vehicle-miles of existing demand were calculated by the following equation:

$$\text{Vehicle-Miles of Demand} = \frac{\text{PM Peak Hour Volume}}{\text{PM Peak Hour Volume}} \times \text{Length of segment (miles)}$$

Table 3-5 also lists total vehicle-miles of demand. **Appendix B** includes a detailed listing of vehicle-miles of demand by directional roadway segment.

3.2.2 Vehicle-Miles of Existing Excess Capacity or Deficiencies

The existing conditions analysis was used for the purpose of determining if deficiencies exist in the system. For each roadway segment, the existing vehicle-miles of excess capacity and/or deficiencies were calculated. Each direction was evaluated to determine if vehicle demands exceeded the available capacity. If demand exceeded capacity in one or both directions, the deficiency is deducted from the supply associated with the impact fee CIP. The concept is that new capacity made available by the impact fee CIP will address needs created by the deficiency from a systemwide standpoint. A summary of peak hour excess capacity and deficiencies is also shown in **Table 3-5**. A detailed listing of existing excess capacity and deficiencies by roadway segment is also located in **Appendix B**.

Table 3-5: Summary of Peak Hour Vehicle-Miles of Existing Capacity, Demand, Excess Capacity and Deficiencies by Service Area

Service Area	Capacity	Demand	Excess Capacity	Existing Deficiencies
1	20,080	6,795	13,285	0
Total	20,080	6,795	13,285	0

3.3 PROJECTED CONDITIONS ANALYSIS

Chapter 395 requires a description of all capital improvements or facility expansions and their costs necessitated by and attributable to new development within the service area. This section describes the projected growth, vehicle-miles of new demand, capital improvements program, vehicle-miles of new capacity supplied, and costs of the roadway improvements.

The projected growth for the roadway service area is represented by the increase in the number of new vehicle-miles generated over the 10-year planning period. The basis for the calculation of new demand is the population and employment projections that were prepared as part of the Westlake Land Use Assumptions for Impact Fees (**Section 2.0**). Estimates of population and employment were prepared for the years 2025 and 2035.

Population data was provided in terms of the number of dwelling units and persons. Employment data was broken into three classes of employees that include basic, retail, and service, and comprise a variety of employment groupings. Basic employment generally encompasses the industrial and manufacturing uses; retail employment includes commercial, and retail uses; and service employment generally encompasses government and office uses.

3.3.1 Projected Vehicle-Miles of New Demand

Projected vehicle-miles of demand were calculated based on the net growth expected to occur over the 10-year planning period and the service unit generation for each of the population and employment data components (basic, service and retail). Separate calculations were performed for each data component and were then aggregated for each service area. Vehicle-miles of demand for population growth were based on dwelling units (residential), and vehicle-miles of demand for employment were based on the number of employees and estimates of square footage per employee (industrial, office and retail uses). **Table 3-6** lists the 10-year projected vehicle-miles of demand by service area for Westlake. **Appendix C** details the derivation of the projected demand calculations.

Table 3-6: 10-Year Projected Service Units of Growth

Service Area	Projected 10-Year Growth (Vehicle-Miles)
1	48,665
Total	48,665

3.4 CAPITAL IMPROVEMENTS PLAN

The impact fee capital improvements plan is aimed at addressing growth-related needs within the town. Considerations in the amendment of the roadway impact fee CIP include community growth (land use assumptions), the Comprehensive Plan, financial considerations, the Thoroughfare Plan, and Town Staff input. Projects identified in the CIP reflect system capacity (new) available for addressing growth.

3.4.1 Eligible Projects

Legislative mandate stipulates that the impact fee CIP contains only those roadways which are included on the Town's official Thoroughfare Plan that are classified as Arterial or Collector class facilities. A review of the Thoroughfare Plan identified projects which were eligible for consideration by impact fees. Roadway projects, which have been completed with excess capacity, are also eligible for inclusion in the impact fee system, however only costs incurred by the Town may be eligible for consideration. Roadways constructed with private funding cannot be included for impact fee consideration. Additionally, state and federal facilities are eligible for inclusion in the impact fee system, but only the portion of cost incurred by the Town is eligible for consideration.

The road CIP contains all lane additions to achieve Thoroughfare Plan standard. This approach was taken to enable the Town to consider developer contributions that may occur throughout the town. Under impact fee law, if an eligible improvement was not listed on the impact fee CIP, credits could not be provided unless an amendment was made to include the project. This would require both technical and administrative (CIAC comment, public hearing and adoption) processes to be completed. By incorporating the full system of thoroughfares, the time necessary for programmatic updates is eliminated and the development process streamlined. It is important to note that since the impact fee considers only the necessitated portion of CIP as a result of 10-year growth, only that portion of cost is considered in the derivation of the cost per service unit.

3.4.2 Eligible Costs

In general, those costs associated with the design, right-of-way acquisition, and construction and financing of all items necessary to implement the roadway projects identified in the impact fee CIP are eligible. Eligible costs are based on roadway sections identified in the Town's Thoroughfare Plan. It is important to note that upon completion of the capital improvements identified in the CIP, the Town must recalculate the impact fee using the *actual* project costs. Chapter 395.012 identifies roadway costs eligible for impact fee recovery. The law states that:

"An impact fee may be imposed only to pay the cost of constructing capital improvements for facility expansions, including and limited to the construction contract price, surveying and engineering fees, land acquisition costs, including land purchases, court awards and costs, attorney fees, and expert witness fees; and fees actually paid or contracted to be paid to an independent qualified engineer or financial consultant preparing or updating the capital improvements plan who is not an employee of the political subdivision."

"Projected interest charges and other finance costs may be included in determining the amount of impact fees only if the impact fees are used for the payment of principal and interest on bonds, notes, or other obligations issued by or on behalf of the political subdivision to finance the capital improvements or facility expansions identified in the capital improvements plan and are not used to reimburse bond funds expended for facilities that are not identified in the capital improvements plan."

The following details the individual cost components of the impact fee CIP.

Construction: Construction costs include those costs which are normally associated with construction, including: paving, dirt work (including sub-grade preparation, embankment fill and excavation), clearing and grubbing, retaining walls or other slope protection measures, and general drainage items which are necessary in order to build the roadway and allow the roadway to fulfill its vehicle carrying capability. Individual items may include bridges, culverts, inlets and storm sewers, junction boxes, manholes, curbs and/or gutters, and channel linings and other erosion protection appurtenances. Other items included in cost estimates may include sidewalks, traffic control devices at select locations (initial cost only), pavement markings and signage, and minimal sodding/landscaping. Unit cost data was obtained from both Town bid-tabs and TxDOT 12-month rolling averages for projects situated in suburban areas with the Dallas District of North Texas.

Engineering: These are the costs associated with the design and surveying necessary to construct the roadway. Because the law specifically references fees, it has generally been understood that in-house Town design and surveying cannot be included. Only those services that are contracted out can be included and it may be necessary to use outside design and surveying firms to perform the work. For planned projects, a percentage based on typical engineering contracts was used to estimate these fees.

Right-of-Way: Any land acquisition cost estimated to be necessary to construct a roadway can be included in the cost estimate. For planning purposes, only the additional amount of land needed to bring a roadway right-of-way to thoroughfare standard was considered. For example, if a 120' right-of-way for an arterial road was needed and 80' of right-of-way currently existed, only 40' would be considered in the acquisition cost.

The cost for right-of-way may vary depending on the location of the project and could be based on the most current County Appraisal District data. For impact fee planning purposes, the cost per square foot of right-of-way was conservatively assumed to be \$1.00 per square foot.

Debt Service: Interest charges and finance costs may be included in determining the amount of impact fees only if the impact fees are used for the payment of principle and interest on bonds, notes, or other obligations issued by the Town to finance capital improvements identified in the impact fee CIP. They cannot be used to reimburse bond funds for other facilities. Debt service was conservatively estimated and included at 4% annual interest over a 10-year period.

Study Updates: The fees paid or contracted to be paid to an independent qualified engineer or financial consultant preparing or updating the capital improvements plan who is not an employee of the political subdivision can be included in the impact fees. The cost of one five-year update was included in the program.

Only the cost necessitated by new development is considered for impact fee consideration. For example, if only 60% of the capacity provided by the impact fee CIP is needed over the 10-year window, then only 60% of the cost associated with those facilities is considered in the cost per service unit calculation.

3.4.3 Staff Input and Project Achievability

The roadway CIP aligns with the Town Thoroughfare Plan with Town Staff providing input to project development over the 10-year planning period. The road impact fee CIP was presented to the CIAC for comment and approval in June 2025.

3.4.4 Capital Improvements Plan

The road CIP consists of 21 project segments that includes both new roadway facilities and road widenings. Only projects lying within the town limits were included in the roadway impact fee CIP.

Project costs were prepared based on planning level estimates compiled by FNI. Project cost worksheets were prepared for each impact fee project and include costing for construction, engineering, right-of-way, and debt service. Additionally, the cost of one impact fee study update (year five of the 10-year program) was included and allocated by project capacity. The full cost for the road impact fee CIP program totals approximately \$100.6 million. **Figure 3-1** and **Table 3-7** illustrate and list the capital improvement projects and their associated total cost for the road impact fee program.

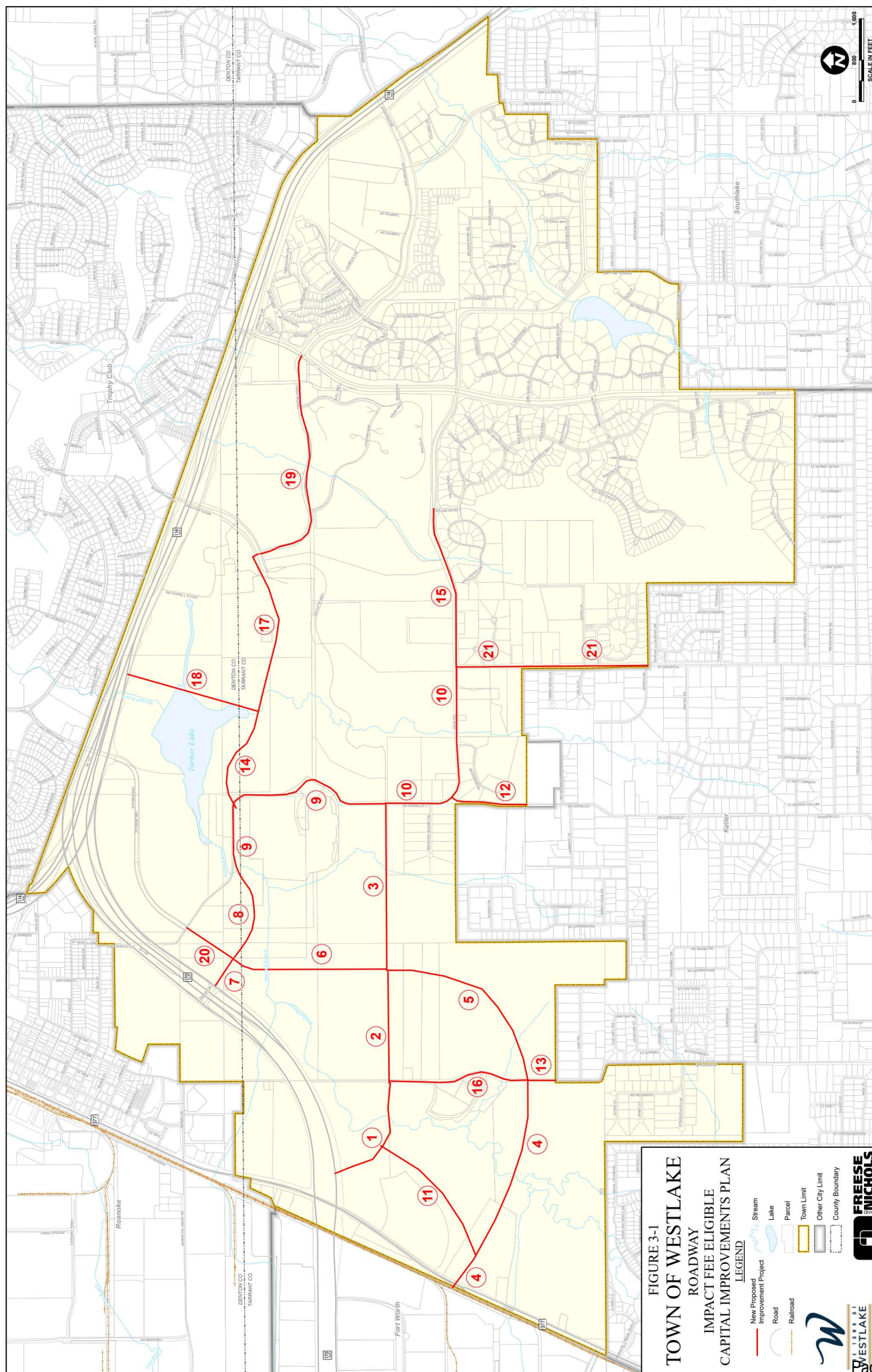


Table 3-7: Roadway Impact Fee CIP Project Listing

Proj. No.	Roadway	From	To	Length (mi)	Added Lanes	Type	% in Serv. Area	Total Project Cost
1	New Road A	SH 170	Roanoke Rd	0.45	4	DA	100%	\$4,349,400
2	New Road A	Roanoke Rd	Liberty Ext	0.41	4	DA	100%	\$3,965,700
3	New Road A	Liberty Ext	Ottinger Rd	0.61	4	DA	100%	\$5,894,000
4	Liberty Ext	US 377	Roanoke Rd	0.82	4	DA	100%	\$7,922,800
5	Liberty Ext	Roanoke Rd	New Road A	0.74	4	DA	100%	\$7,151,500
6	Liberty Ext	New Road A	New Road B	0.57	4	DA	100%	\$5,510,500
7	New Road B	SH 170	Liberty Ext	0.11	4	DA	100%	\$996,900
8	New Road B	Liberty Ext	Ottinger Rd	0.37	4	DA	100%	\$3,576,900
9	Ottinger Rd	New Road B	New Road A	0.85	2	DA	100%	\$4,254,500
10	Ottinger/Dove Rd	New Road A	N Pearson Ln	0.73	2	DA	100%	\$3,594,600
11	New Road C	Liberty Ext	New Road A	0.54	4	DA	100%	\$5,224,200
12	Ottinger Rd	Dove Rd	Town Limits	0.27	2	DA	50%	\$697,800
13	Roanoke Rd	Liberty Ext	Town Limits	0.10	2	DA	100%	\$634,100
14	Westlake Pkwy	New Road E	Ottinger Rd	0.40	4	DA	100%	\$3,863,800
15	Dove Rd	N Pearson Ln	Blue Sky Dr	0.59	2	DA	100%	\$2,852,400
16	Roanoke Rd	New Road A	Liberty Ext	0.52	2	DA	100%	\$3,229,900
17	Westlake Pkwy	Capital Way	New Road E	0.61	2	DA	100%	\$5,894,000
18	New Road E	SH 114	Westlake Pkwy	0.49	4	DA	100%	\$4,742,900
19	Capital Pkwy	Westlake Pkwy	Davis Blvd	0.85	2	DA	100%	\$5,237,300
20	Schwab Way	Ottinger Rd	New Road B	0.20	4	DA	100%	\$1,810,300
21	N Pearson	Dove Rd	50' S of Spring Dr	0.70	2	DA	100%	\$3,449,300
Proposed Project Subtotals								\$84,852,800
Future Impact Fee Study Update								\$75,000
Finance/Interest Costs for Proposed Projects ¹								\$15,739,333
Total Impact Fee Eligible Costs								\$100,667,133

¹Finance costs are based on the interest paid over an entire 20-year bond, to be collected within the 10-year Impact Fee period at a 4.0% interest rate.

3.4.5 Projected Vehicle-Miles Capacity Available for New Growth

The vehicle-miles of new capacity supply were calculated similar to the vehicle-miles of existing capacity supplied. The equation used was:

Vehicle-Miles of New Capacity = Link capacity per peak hour per lane x No. of Lanes x Length of segment (miles)

Vehicle-miles of new supply provided by the CIP are listed in **Table 3-8** and depict the net availability of capacity supplied by the CIP. **Appendix D** details capacity calculations provided by project in the program.

Table 3-8: Vehicle-Miles of New Capacity Supplied

	A	B	C = A – B	D	E = C – D
Service Area	Capacity Supplied by CIP (veh-mi)	Existing Utilization (veh-mi)	Excess Capacity (veh-mi)	Existing Deficiencies (veh-mi)	Net Capacity Supplied by CIP (veh-mi)
1	19,973	0	19,973	0	19,973
Total	19,973	0	19,973	0	19,973

3.4.6 Cost of Roadway Improvements

The total cost, including study update costs, and cost of net capacity supplied to implement the roadway improvements plan projects by service area are shown in **Table 3-9**. Per state law, a credit for the portion of ad-valorem tax revenues generated by improvements over the program period, or a credit equal to 50% of the total projected cost of implementing the capital improvements plan, must be given. The credit analysis was not conducted for this inaugural study and therefore a 50% credit was applied to the impact fee CIP. Detailed roadway project cost estimates are included in **Appendix E**.

Table 3-9: Cost of Net Capacity Supplied by the CIP

Service Area	Total Cost of Proposed IFCIP Projects	Credited Cost of Proposed IFCIP Projects (with 50% CIP Credit)	Cost of Net Capacity Supplied (with 50% CIP Credit)	Cost to Meet Existing Utilization (with 50% CIP Credit)
1	\$100,667,133	\$50,333,567	\$50,333,567	\$0
Total	\$100,667,133	\$50,333,567	\$50,333,567	\$0

3.5 CALCULATION OF IMPACT FEES

This section discusses the cost attributable to new development followed by the calculation of the cost per service unit and the calculation of roadway impact fees. The roadway impact fee will vary by specific land uses proposed and size/intensity of impact from the development. Examples are included to better illustrate the method by which the roadway impact fees are calculated.

3.5.1 Cost Attributable to New Development

The cost attributable to new development is the function of service units of demand relative to service units of capacity provided by the impact fee CIP. If forecast growth consumes capacity provided, then the cost of capacity is spread over the service units of growth. If there is more capacity than required to meet the project growth, then only the cost of necessitated capacity is considered.

For the roadway program, all of the capacity provided by the impact Fee CIP will be consumed by forecasted growth and is shown in **Table 3-10**.

Table 3-10: Summary of Roadway Improvements Plan Cost Analysis

Service Area	Credited Cost of Net Capacity Supplied (with 50% CIP Credit)	Net Capacity Supplied by CIP (veh-mi)	Projected 10-Year Demand (Veh-Mi)	Percent of CIP Attributable to New Development (10-Yr)	Cost Attributable to New Development (with 50% Credit)
1	\$50,333,567	19,973	48,665	100.0	\$50,333,567
Total	\$50,333,567	19,973	48,665	100.0	\$50,333,567

3.5.2 Cost per Service Unit

The cost per service unit is calculated by dividing the cost of the CIP necessitated by growth by the projected service units of growth over the 10-year planning period.

Table 3-11 lists the results of this calculation. The maximum allowable cost per service unit reflects the maximum fee per service unit that can be charged by the Town to new development. The actual cost per service unit reflects the true burden to the Town for the implementation of the roadway capital improvements program. **Appendix F** details the maximum fee per service unit calculation by service area.

Table 3-11: Cost per Service Unit Summary

	A	B	A/B	(A/B) / 50%
Service Area	Cost Attributable to New Development	Projected 10-Year Demand (Veh-Mi)	Maximum Allowable (50%) Cost per Service Unit	Actual Cost per Service Unit
1	\$50,333,567	48,665	\$1,034.00	\$2,068.00
Total	\$50,333,567	48,665	\$1,034.00	\$2,068.00

Calculation of Roadway Impact Fees

The calculation of roadway impact fees for new development involves a two-step process. *Step One* is the calculation of the total number of service units that will be generated by the development. *Step Two* is the calculation of the impact fee due by the new development.

Step 1: Determine number of service units (vehicle-miles) generated by the development using the equivalency table.

$$\text{No. of Development Units} \times \text{Vehicle-miles per Development Unit} = \text{Development's vehicle-miles}$$

Step 2: Calculate the impact fee based on the fee per service unit for the service area where the development is located.

$$\text{Development's vehicle-miles} \times \text{Fee per vehicle-mile} = \text{Impact Fee due from Development}$$

Examples: The following fees would be assessed for new developments in Service Area 1 if the cost per service unit were \$1,034.00 for residential uses and non-residential uses.

Single-Family Dwelling

1 dwelling unit x 3.70 vehicle-miles/dwelling unit = 3.70 vehicle-miles

3.70 vehicle-miles x \$1,034.00/vehicle-mile = \$3,825.80

20,000 square foot (s.f.) Office Building

20 (1,000 s.f. units) x 5.59 vehicle-miles/1,000 s.f. units = 111.80 vehicle-miles

111.80 vehicle-miles x \$1,034.00/vehicle-mile = \$115,601.20

10,000 square foot (s.f.) Retail Center

10 (1,000 s.f. units) x 1.96 vehicle-miles/1,000 s.f. units = 19.60 vehicle-miles

19.60 vehicle-miles x \$1,034.00/vehicle-mile = \$20,266.40

4.0 WATER AND WASTEWATER CAPITAL IMPROVEMENT PLAN

The water, wastewater, and roadway impact fee analysis involves determining the eligible portion of total projected costs to serve new development and the projected number of service units attributed to new development over the next 10 years. The total projected costs include the 10-year capital costs, financing costs for the capital improvements, and consultant costs for preparing and updating the study.

The water, wastewater, and roadway impact fee CIP was developed for the Town to provide high quality infrastructure based on the growth patterns detailed in the land use assumptions. The eligible existing and future improvements were designed to provide the required capacity to meet projected water, wastewater, and roadway demands through the next 10 years and are sized to 20-year conditions. The water, wastewater, and roadway projects required to meet growth in the 10-year period were used in the impact fee analysis and calculation.

4.1 WATER AND WASTEWATER DEMAND AND FLOW PROJECTIONS

A water utility must be able to supply water at rates that fluctuate over time. Yearly, monthly, daily, and hourly variations in water use occur, with higher use during dry years and in hot months. Also, water use typically follows a diurnal pattern, being low at night and peaking in the early morning and late afternoon. Flow rates most important to the hydraulic design and operation of a water treatment plant and distribution system are average day and maximum day demands. Average day use is the total annual water use divided by the number of days in the year and is typically used in water supply planning. The average day demand is also typically used as a basis for estimating maximum day demands. Maximum day demand is the maximum quantity of water used on any one day of the year. Water supply facilities, such as treatment plants and pump stations, are typically designed based on the maximum day demand. Therefore, estimating future water demands directly impacts the projects needed to serve future growth.

Future water demands were developed by utilizing per-capita usage rates applied to the projected service connection count. Known Town commercial flows were also added to projected future demand. A maximum day to average day peaking factor was then used to estimate future maximum day demands.

Table 4-1 displays the projected water demands.

Table 4-1: Water Demand Projections

Year	Pressure Plane	Population	Connections	Non-Residential Acreage	Average Day Demand (MGD)	Maximum Day Demand (MGD)	Peak Hour Demand (MGD)
2025	East	731	353	124	0.6	1.68	3.11
	West	1,342	648	457	1.28	3.58	6.63
	Sum	2,073	1,001	581	1.88	5.26	9.74
2035	East	1,148	555	271	0.96	2.69	4.97
	West	2,321	1,121	879	3.38	7.31	12.74
	Sum	3,469	1,676	1,150	4.34	10.00	17.72

Wastewater flows in a municipal collection system vary by time of day, wastewater discharge source, and weather conditions. Average daily flow is defined as the total wastewater flow over a one-year period divided by the number of days in that year. Wastewater treatment plants are typically sized in terms of average daily flow. Peak wastewater flow consists of the peak dry weather flow plus infiltration and inflow (I/I). Infiltration is the seepage of groundwater into the sewer pipe and appurtenances. Inflow is the measurement of storm water runoff that enters the wastewater collection system during wet weather rain events. I/I is typically expressed in terms of a wet weather peaking factor for the purposes of estimating future wastewater flows. The collection system is sized to convey peak wastewater flows. Therefore, developing future wastewater flows directly impacts the projects needed to serve future growth. **Table 4-2** displays the projected wastewater flows for the Town of Westlake.

Table 4-2: Wastewater Flow Projections

Year	Population	Non-Residential Acreage	Average Day Flow (MGD)	Peak Wet Weather Flow (MGD)
2025	1,856	581	0.26	1.45
2035	3,252	1,150	0.48	2.65

4.2 WATER AND WASTEWATER SYSTEM IMPROVEMENTS

Proposed wastewater projects were developed using planning-level desktop analyses. No hydraulic modeling was performed to prepare the wastewater CIP. Proposed water system improvement projects were developed based on hydraulic modeling to determine projects required to support growth for the 5-year and 10-year periods. Projects were sized for 20-year growth, but only projects serving growth in the 10-year period were included. FNI also received input from Town staff to right-size the proposed improvements. The proposed 10-year eligible water system projects are summarized in **Table 4-3**.



Proposed 10-year eligible wastewater projects are summarized in **Table 4-4**. Detailed water and wastewater costs sheets can be found in **Appendix H and I**, respectively.

Table 4-3: Cost Allocation for Water System Eligible CIP

Proj. No.	Description of Project	Percent Utilization			Capital Cost	Current Development	10-Year 2025-2035	Beyond 2035
		2025 ¹	2035	10-Year 2025-2035				
PROPOSED								
1	Water Supply Connection Improvements at the Davis Blvd Pump Station from Fort Worth	0%	100%	100%	\$1,151,300	\$0	\$1,151,300	\$0
2	4.0 MGD Firm Capacity at the Davis Boulevard Pump Station (East PP) and 1.5 MG Ground Storage Tank	53%	84%	31%	\$11,855,400	\$6,283,362	\$3,675,174	\$1,896,864
3	20-inch Dove Road Water Line Extension	0%	30%	30%	\$2,253,500	\$0	\$676,050	\$1,577,450
4	16/20-inch US 377 Water Line Loop	0%	37%	37%	\$3,737,800	\$0	\$1,382,986	\$2,354,814
5	2.0 MGD Water Supply Increase at the Davis Blvd Pump Station from Fort Worth (4.0 MGD Total)	0%	29%	29%	\$500,000	\$0	\$145,000	\$355,000
6	2.0 MGD Firm Capacity at the Davis Boulevard Pump Station (West PP)	10%	66%	56%	\$2,980,800	\$298,080	\$1,669,248	\$1,013,472
7	12-inch SH 114 Water Line Loop	0%	42%	42%	\$1,942,500	\$0	\$815,850	\$1,126,650
8	1.0 MG Circle T Ranch Elevated Storage Tank	42%	68%	26%	\$6,809,200	\$2,859,864	\$1,770,392	\$2,178,944
9	16-inch J.T. Ottinger Road Water Line	0%	49%	49%	\$1,529,800	\$0	\$749,602	\$780,198
10	12-inch J.T. Ottinger Road Water Line	0%	90%	90%	\$674,000	\$0	\$606,600	\$67,400
11	0.5 MG Elevated Storage Tank	25%	62%	37%	\$6,408,500	\$1,602,125	\$2,371,145	\$2,435,230
12	12-inch US 377 Water Line Loop	0%	32%	32%	\$1,051,700	\$0	\$336,544	\$715,156
13	12-inch Parish Lane Water Line Loop	0%	54%	54%	\$977,300	\$0	\$527,742	\$449,558
14	12-inch Main Street Water Line Loop	0%	82%	82%	\$572,900	\$0	\$469,778	\$103,122
Proposed Project Subtotal					\$42,444,700	\$11,043,431	\$16,347,411	\$15,053,858
Future Water Impact Fee Study Update								
Finance/Interest Costs for Proposed Projects ²					\$45,000			
Total Impact Fee Eligible Water Capital Improvement Cost					\$6,803,402			
					\$0			
					--			
					\$23,150,813			

¹Utilization in 2025 on proposed projects indicates a portion of the project that will be used to address deficiencies within the existing system, and therefore are not eligible for impact fee cost recovery for future growth.

²Finance costs are based on the interest paid over an entire 20-year bond, to be collected within the 10-year Impact Fee period at a 4.0% interest rate.

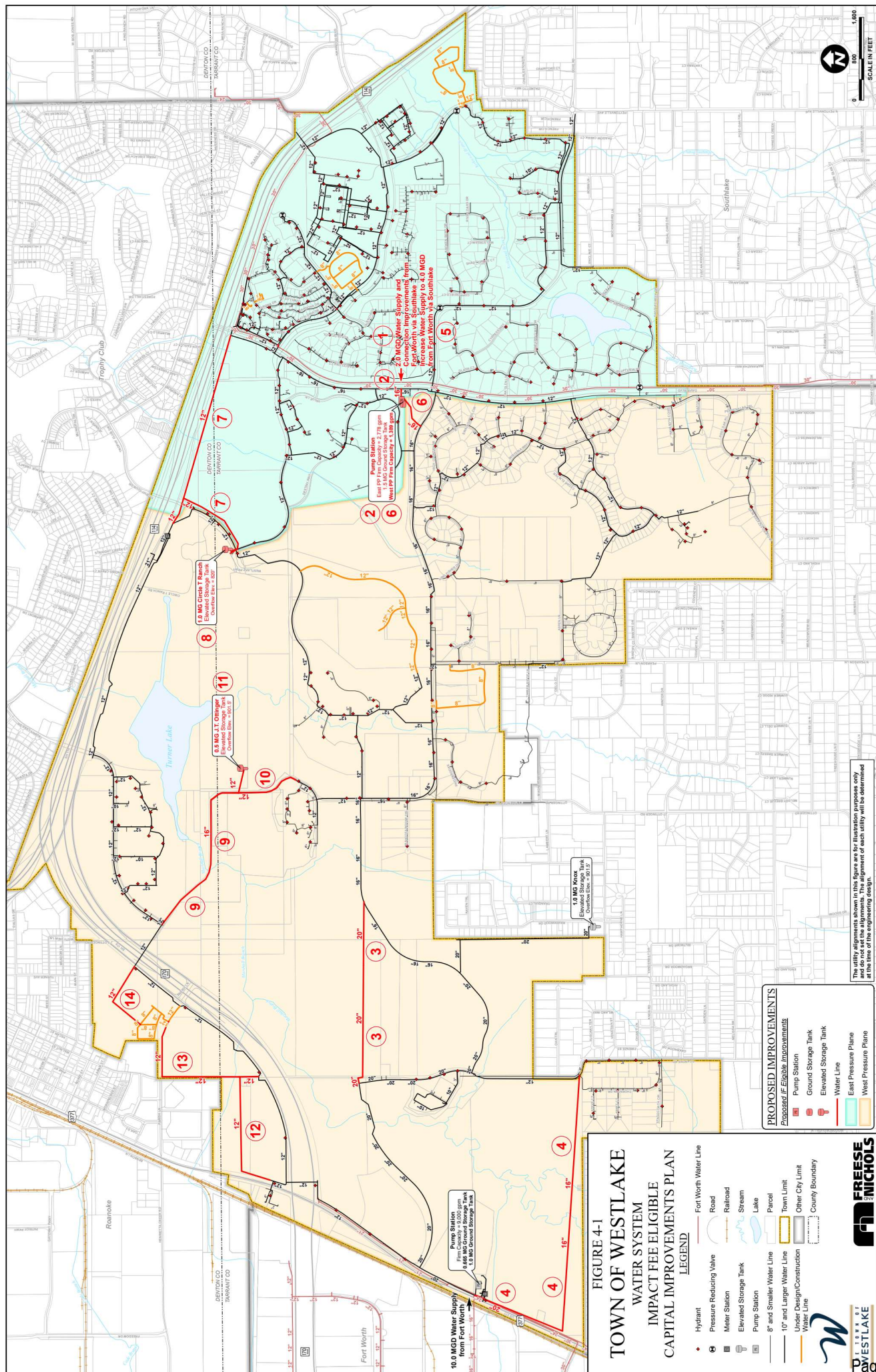
Table 4-4: Cost Allocation for Wastewater System Eligible CIP

Proj. No.	Description of Project	Percent Utilization			Capital Cost	Current Development	10-Year 2025-2035	Beyond 2035
		2025 ¹	2035	10-Year 2025-2035				
PROPOSED								
1	12-inch Parish Lane Gravity Main	0%	100%	100%	\$1,043,700	\$0	\$1,043,700	\$0
2	8-inch Marshall Branch Gravity Main Extension 1	0%	100%	100%	\$1,042,100	\$0	\$1,042,100	\$0
3	8-inch Marshall Branch Gravity Main Extension 2	0%	100%	100%	\$1,323,800	\$0	\$1,323,800	\$0
4	8-inch Marshall Branch Gravity Main Extension 3	0%	5%	5%	\$1,007,800	\$0	\$50,390	\$957,410
5	8-inch J.T. Ottinger Rd Gravity Main	14%	15%	1%	\$801,900	\$112,266	\$8,019	\$681,615
6	10-inch Schwab Way Gravity Main	0%	16%	16%	\$540,600	\$0	\$86,496	\$454,104
7	12-inch Turner Lake Replacement and Gravity Main Extension	6%	7%	1%	\$2,278,500	\$136,710	\$22,785	\$2,119,005
8	TRA Denton Creek WRF Expansion Cost Participation ³	0%	5%	5%	\$98,619,250	\$0	\$4,930,963	\$4,580,316
		Proposed Project Subtotal			\$106,657,650	\$248,976	\$8,508,253	\$8,792,450
		Future Wastewater Impact Fee Study Update						
		Finance/Interest Costs for Proposed Projects ²						
		\$3,549,888						\$0
		Total Impact Fee Eligible Wastewater Capital Improvement Cost						
		\$12,103,140						--

¹Utilization in 2025 on proposed projects indicates a portion of the project that will be used to address deficiencies within the existing system, and therefore are not eligible for impact fee cost recovery for future growth.

²Finance costs are based on the interest paid over an entire 20-year bond, to be collected within the 10-year Impact Fee period at a 4.0% interest rate.

³Beyond 2035 cost determined by utilization of expansion for buildout wastewater projections.



5.0 WATER AND WASTEWATER IMPACT FEE ANALYSIS

The impact fee analysis involves determining the utilization of existing and proposed projects required as defined by the capital improvement plan to serve new development over the next 10-year period. For both existing and proposed projects, the impact fee eligible cost is calculated as a percentage of the total project cost. This percentage is based on the portion of the project's capacity needed to serve development projected to occur between 2025 and 2035. Capacity serving existing development and development projected to occur more than 10 years in the future cannot be included in the maximum allowable impact fee calculations. The total eligible cost is then divided by the anticipated growth in service units to determine to cost per service unit.

5.1 SERVICE UNITS

According to Chapter 395 of the TLGC, the maximum allowable impact fee may not exceed the amount calculated by dividing the cost of required capital improvements by the total number of service units attributed to new development during the impact fee eligibility period. A water service unit equivalent (SUE) is defined as a service equivalent to one water connection for a single-family residence. The Town does not directly meter wastewater flows and instead bills for wastewater services based on each customer's water consumption. Consequently, a wastewater service unit is defined as the wastewater service provided to a customer with a water connection for a single-family residence.

Public, commercial, and industrial connections are converted into SUEs based upon the capacity of each meter used to provide service. The number of service units required to represent each meter size is based on the safe maximum operating capacity of the appropriate meter type. American Water Works Association (AWWA) standards C700 and C710 (Displacement Meters), C701 (Turbine Meters), C702 (Compound Meters), and C715 (Ultrasonic meters) were used to determine the safe maximum operating capacity, as these meter types represent those in place and stocked by the Town. **Table 5-1** shows a summary of the count of the current water and wastewater meters for the Town of Westlake. These meters were used in the calculation of the existing number of service units.

Table 5-1: Existing Water and Wastewater Meter Counts

Meter Size	2025 Water Meter Count	2025 Estimated Wastewater Connections Count
3/4"	188	172
1"	626	567
1-1/2"	141	128
2"	109	106
3"	9	9
4"	10	10
6"	2	2
Total	1,085	994

The service associated with metered connections is converted into service units based upon the capacity of the meter used to provide service. The number of service units required to represent each meter size is based on the maximum rated capacity of the meters as shown from AWWA *Manual M6 Water Meters – Selection, Installation, Testing, and Maintenance, 5th Edition* Standards C700, C701, C702, C703, and C715. The SUE for each meter size used by the Town is listed in **Table 5-2**.

Table 5-2: Service Unit Equivalency Table

Meter Size	Maximum Flow Rate (gpm)	Service Unit Equivalent (SUE)
3/4"	30	1.00
1"	50	1.67
1.5"	100	3.33
2"	160	5.33
3"	350	11.67
4"	600	20.00
6"	1,400	46.67

Single-family residences are typically served with ¾-inch water meters within the Town. Larger meters represent public, commercial and industrial water use. The Town provided data that included the meter size of each active water meter as of January 2025. The growth in meters was projected using the 10-year growth in population and employment. The growth in SUEs was determined by subtracting the 2035 SUEs from the existing SUEs and results in a growth of 2,160 SUEs over the 10-year period for water and wastewater. **Table 5-3** shows the water service units for 2025 and the projected service units for 2035. **Table 5-4** shows the wastewater service units for 2025 and the projected service units for 2035.

Table 5-3: Projected Water Service Units

Meter Size	Existing Meters	Existing SUEs	2035 Meters	2035 SUEs	10-Year Growth in SUEs
3/4"	188	188	326	326	138
1"	626	1,045	1,076	1,796	751
1-1/2"	141	469	243	809	340
2"	109	580	209	1,113	533
3"	9	105	18	210	105
4"	10	200	20	400	200
6"	2	93	4	186	93
Total	1,085	2,680	1,896	4,840	2,160

Table 5-4: Projected Wastewater Service Units

Meter Size ¹	Existing Meters	Existing SUEs	2035 Meters	2035 SUEs	10-Year Growth in SUEs
3/4"	188	188	326	326	138
1"	535	893	985	1,644	751
1-1/2"	141	469	243	809	340
2"	109	580	209	1,113	533
3"	9	105	18	210	105
4"	10	200	20	400	200
6"	2	93	4	186	93
Total	994	2,528	1,805	4,688	2,160

¹Septic users assumed to be on a 1" water meter

5.2 MAXIMUM IMPACT FEE CALCULATIONS

Chapter 395 of the TLGC states that the maximum impact fee may not exceed the amount determined by dividing the cost of capital improvements required by the total number of service units attributed to new development during the impact fee eligibility period less a credit to account for water and wastewater revenues and property taxes used to finance capital improvement plans. The total projected costs include the projected capital improvement costs to serve 10-year development and the consultant cost for preparing and updating the CIP.

The total eligible cost associated with the existing and proposed water system improvements with financing costs to meet projected growth over the next 10 years is \$23,150,813. The increase in the number of service units due to growth over the next 10 years is projected as 2,160 water service units. The state mandated 50% credit lowers the maximum water impact fee from \$10,718 per service unit to

\$5,359 per service unit. **Table 5-5** shows a summary of the maximum allowable impact fee calculations for the Town of Westlake water system.

Table 5-5: Maximum Water Impact Fee Calculation

Water Impact Fee	
Total Eligible Capital Improvement Costs	\$16,392,411
Total Eligible Financing Costs	\$6,803,402
Total Eligible Impact Fee Costs	\$23,150,813
Growth in Service Units	2,160
Maximum Water Impact Fee per Service Unit ⁽¹⁾	\$10,718
Impact Fee Credit per Service Unit ⁽²⁾	\$5,359
Maximum Allowable Water Impact Fee ⁽³⁾	\$5,359

⁽¹⁾ Total Eligible Costs divided by the Growth in Service Units.

⁽²⁾ Credit is 50% of Maximum Water Impact Fee per Service Unit.

⁽³⁾ Maximum Allowable Wastewater Impact Fee is Maximum Wastewater Impact Fee minus the Impact Fee Credit per Service Unit.

The total eligible cost associated with the existing and proposed wastewater system improvements to meet projected growth over the next 10 years is \$12,103,140. The increase in the number of service units due to growth over the next 10 years is projected is 2,160 service units. The state mandated 50% credit lowers the maximum wastewater impact fee from \$5,603 per service unit to \$2,801 per service unit. **Table 5-6** shows a summary of the maximum allowable impact fee calculations for the Town of Westlake wastewater system.

Table 5-6: Maximum Wastewater Impact Fee Calculation

Wastewater Impact Fee	
Total Eligible Capital Improvement Costs	\$8,553,253
Total Eligible Financing Costs	\$3,549,888
Total Eligible Impact Fee Costs	\$12,103,140
Growth in Service Units	2,160
Maximum Wastewater Impact Fee per Service Unit ⁽¹⁾	\$5,603
Impact Fee Credit per Service Unit ⁽²⁾	\$2,801
Maximum Allowable Wastewater Impact Fee ⁽³⁾	\$2,801

⁽¹⁾ Total Eligible Costs divided by the Growth in Service Units.

⁽²⁾ Credit is 50% of Maximum Wastewater Impact Fee per Service Unit.

⁽³⁾ Maximum Allowable Wastewater Impact Fee is Maximum Wastewater Impact Fee minus the Impact Fee Credit per Service Unit.

Appendix A: Roadway Land Use Equivalency Definitions

APPENDIX A:
LAND USE DEFINITIONS
Roadway Impact Fee Program
Town of Westlake

Roadway Impact Fee Equivalency Table

Land uses for the roadway impact fee service unit equivalency table have been grouped into the major categories of residential, office, commercial, industrial and institutional uses. The following is a listing of land uses from the Institute of Traffic Engineers, *Trip Generation, 11th Edition*, which apply within each category. The Town Engineer's best judgment should be used for any land uses not specified herein.

Residential

Single-Family detached (210) - Any single-family detached home on an individual lot is included in this category. A typical example of this land use is a home in a suburban subdivision.

Single-Family Attached Housing (215) - Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space. This land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

Multifamily Housing (Low-Rise, 1-3 floors) (220) - Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily Housing (Mid-Rise, 4-10 floors) (221) - Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of

living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Low-Rise Res. w/Ground Floor Com (.25k, 1-3 floors) (230) - Low-rise residential with ground-floor commercial is a mixed-use multifamily housing building with two or three floors of residential living space and commercial space open to the public on the ground level. These facilities are typically found in dense multi-use urban and center city core settings.

Mid-Rise Residential w/Ground Floor Com (4-10 floors) (231) - Mid-rise residential with ground-floor commercial is a mixed-use multifamily housing building with between four and 10 floors of residential living space and commercial space open to the public on the ground level. These facilities are typically found in dense multi-use urban and center city core settings.

Mobile Home Park (240) – A mobile home park generally consists of manufactured homes that are sited and installed on permanent foundations. The mobile home park typically includes community facilities such as a recreation room, swimming pool, and laundry facilities.

Senior Adult Housing - Multi-Family (252) - Senior adult housing—multifamily sites are independent living developments that are called various names including retirement communities, age-restricted housing, and active adult communities. The development has a specific age restriction for its residents, typically a minimum of 55 years of age for at least one resident of the household. Residents in these communities are typically considered active and require little to no medical supervision. The percentage of retired residents varies by development. The development may include amenities such as a golf course, swimming pool, 24-hour security, transportation, and common recreational facilities. They generally lack centralized dining and on-site health facilities. The dwelling units share both floors and walls with other units in the residential building.

Assisted Living Center (254) - An assisted living complex is a residential setting that provides either routine general protective oversight or assistance with activities necessary for independent living to persons with mental or physical limitations. The typical resident has difficulty managing in an independent living arrangement but does not require nursing home care. Its centralized services typically include dining, housekeeping, social and physical activities, medication administration, and communal transportation. The complex commonly provides separate living quarters for each resident. Alzheimer's and ALS care are commonly offered at an assisted living facility. Living quarters for these patients may be located separately from the other residents.

Assisted care commonly bridges the gap between independent living and a nursing home. In some areas of the country, an assisted living residence may be called personal care, residential care, or domiciliary care. Staff may be available at an assisted care facility 24 hours a day, but skilled medical care, which is limited in nature, is not required.

Continuing Care Retirement Home (255) - A continuing care retirement community (CCRC) is a land use that provides multiple elements of senior adult living. CCRCs combine aspects of independent living with increased care, as lifestyle needs change with time. Housing options may include various combinations of senior adult (detached), senior adult (attached), congregate care, assisted living, and skilled nursing care—aimed at allowing the residents to live in one community as their medical needs change. The communities may also contain special services such as medical, dining, recreational, and some limited, supporting retail facilities. CCRCs are usually self-contained villages.

Residential – Other Land Uses Not Specified - For land uses not specified within this category, the Single-Family Residential (ITE 210) land use shall serve as a default use. The Town Engineer shall make the final determination for a specific use in calculating impact fees.

Office

General Office Building (710) - A general office building houses one or more tenants and is the location where affairs of a business are conducted. The building or buildings may be limited to one tenant, either the owner or lessee, or contain a mixture of tenants including professional services, insurance companies, investment brokers, company headquarters, and services for the tenants such as a bank or savings and loan, a restaurant or cafeteria, and service retail facilities. Also included in this category are other office uses not specified above.

Corporate Headquarters Building (714) - A corporate headquarters building is a single tenant office building that houses the corporate headquarters of a company or organization. The building generally consists of offices, meeting rooms, space for file storage and data processing, a restaurant or cafeteria and other service functions.

Medical-Dental Office Building (720) - A medical office building is a facility that provides diagnosis and outpatient care, but which is unable to provide prolonged in-house medical/surgical care. One or more private physicians generally operate this type of building. Also included in this category are dental facilities with one or more private dentists.

United States Post Office (732) - A United States post office is a federal building that contains service windows for mailing packages and letters, post office boxes, offices, sorting and distributing facilities for mail, and vehicle storage areas.

Research and Development Center (760) - A research and development center is a facility or group of facilities devoted almost exclusively to research and development activities. The range of specific types of businesses contained in this land use category varies significantly. Research and development centers may contain offices and light fabrication areas.

Business Park (770) - Business parks consist of a group of one or multi-story buildings served by a common roadway system similar to an office or industrial park. The tenant space is flexible to house a variety of uses. Tenants may be start-up companies or fully matured relatively small

companies that require a variety of space. Offices, retail and wholesale sales, restaurants, and recreation, as well as warehousing, manufacturing, light industrial, and scientific research uses are typical within this land use. Other similar uses include research and development centers, office parks, corporate headquarter buildings, single-tenant buildings and other uses not specified above.

Office – Other Land Uses Not Specified - For land uses not specified within this category, the General Office (ITE 710) land use shall serve as a default use. The Town Engineer shall make the final determination for a specific use in calculating impact fees.

Lodging

Hotel (310) - A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops.

All Suites Hotel (311) - An all-suites hotel is a place of lodging that provides sleeping accommodations, a small restaurant and lounge, and small amounts of meeting space. Each suite includes a sitting room and separate bedroom; limited kitchen facilities are provided within the suite.

Motel (320) - A motel is a place of lodging that provides sleeping accommodations and provides little or no meeting space and few supporting facilities. Exterior corridors accessing rooms (immediately adjacent to a parking lot) is common for a motel.

Recreational

Golf Driving Range (432) - A golf driving range is an outdoor facility that contains driving tees for golfers to practice. The range may include a pro shop or small refreshment facility. The range may provide individual or small group lessons. A driving range affiliated with full-sized golf course is included in golf course (Land Use 430).

Rock Climbing Gym (434) - A rock climbing gym is a recreational facility that houses artificial rock walls for the purpose of teaching and training individuals of all ages to climb. It may also offer other entertainment opportunities or special events for individuals or groups of children or adults. Afterschool programs and camps may also be offered.

Multi-Recreational Facility (435) – A multipurpose recreational facility contains two or more of the following land uses combined at one site: miniature golf, batting cages, video arcade, bumper boats, go-carts, and golf driving range. A refreshment area may also be provided.

Movie Theater (445) - This land use consists of a movie or live theater and contains audience seating, single or multiple auditoriums, lobby, offices and refreshment stands.

Tennis and Pickleball Courts (490)—Tennis or pickleball courts are indoor or outdoor facilities specifically designed for playing tennis or pickleball. They can be public or private and do not typically include any ancillary facilities other than limited spectator seating.

Health/Fitness Club (492) - A health/fitness club is a privately-owned facility that primarily focuses on individual fitness or training. It typically provides exercise classes, fitness equipment, a weight room, spa, locker rooms, and a small restaurant or snack bar. This land use may also include ancillary facilities, such as a swimming pool, whirlpool, sauna, limited retail, and tennis, pickleball, racquetball, or handball courts. These facilities are membership clubs that may allow access to the general public for a fee.

Medical

Hospital (610) - A hospital is any institution where medical or surgical care and overnight accommodations are provided to non-ambulatory and ambulatory patients. In this context, the term “hospital” does not refer to a medical clinic (a facility that provides diagnoses and outpatient care only) or a nursing home (a facility devoted to the care of persons unable to care for themselves), which are covered elsewhere in this report.

Nursing Home (620) - Skilled nurses and nursing aides are present 24 hours a day at these sites. Residents often require treatment from a registered healthcare professional for ongoing medical issues. A nursing home resident is not capable of operating a vehicle. Traffic is entirely generated by employees, visitors, and deliveries.

Retail

Building Materials and Lumber Store (812) - A building materials and lumber store is a free-standing building that sells hardware, building materials, and lumber. The lumber may be stored in the main building, yard, or storage shed.

Free-Standing Discount Superstore (813) - A discount superstore is similar to a free-standing discount store with the exception that it also contains a full-service grocery department under the same roof that shares entrances and exits with the discount store area. These stores usually offer a variety of customer services, centralized cashiering, and a wide range of products. They typically maintain long store hours, seven days a week. The stores included in this land use are often the only ones on the site, but they can also be found in mutual operation with a related or unrelated garden center or service station, or as a part of a shopping center, with or without their own dedicated parking area.

Hardware/Paint Store (816) - A hardware/paint store is a free-standing building that sells hardware and paint supplies.

Garden Center (817) - A nursery or garden center is a free-standing building with an outside storage area for planting or landscape stock. The nurseries surveyed primarily serve the general public. Some have large greenhouses and offer landscaping services. Most have office, storage, and shipping facilities. Nurseries are characterized by seasonal variations in trip characteristics.

Nursery (Wholesale) (818) - A wholesale nursery is a free-standing building with an outside storage area for planting or landscape stock. The nurseries surveyed primarily serve contractors and suppliers. Some have large greenhouses and offer landscaping services. Most have office, storage, and shipping facilities. Nurseries are characterized by seasonal variations in trip characteristics.

Retail/Shopping Center (820) - A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands.

Strip Retail Plaza (<40K) (822) - Small strip shopping centers containing a variety of retail shops that typically specialize in apparel, hard goods, services such as real estate, investment, dance studios, florists, and small restaurants.

Supermarket (850) - A supermarket is a free-standing retail store selling a complete assortment of food, food preparation and wrapping materials, and household cleaning items. Supermarkets may also contain the following products and services: ATMs, automobile supplies, bakeries, books and magazines, dry cleaning, floral arrangements, greeting cards, limited-service banks, photo centers, pharmacies, and video rental areas. Some facilities may be open 24 hours a day.

Discount Club (857) - A discount club is a discount store or warehouse where shoppers pay a membership fee in order to take advantage of discounted prices on a wide variety of items such as food, clothing, tires, and appliances; many items are sold in large quantities or bulk. Some sites may include on-site fueling pumps.

Home Improvement Superstore (862) - A home improvement superstore is a free-standing facility that specializes in the sale of home improvement merchandise. These stores generally offer a variety of customer services and centralized cashiering. Home improvement superstores typically maintain long store hours 7 days a week. Examples of items sold in these stores include lumber, tools, paint, lighting, wallpaper and paneling, kitchen and bathroom fixtures, lawn equipment, and plant and garden accessories. The stores included in this land use are often the only ones on the site, but they can also be found in mutual operation with a related or unrelated garden center. Home improvement superstores are sometimes found as separate

parcels within a retail complex, with or without their own dedicated parking. The buildings contained in this land use usually range in size from 50,000 to 200,000 square feet gross floor area. This land use does not include interior design stores.

Electronic Superstore (863) - An electronics superstore is a free-standing facility that specializes in the sale of electronic merchandise. A superstore generally offers a variety of customer services and centralized cashiers and typically maintains long store hours 7 days a week. Examples of items sold in these stores include televisions, audio and video players and recorders, software, telephones, computers, and general electronic accessories. Major home appliances may also be sold at these facilities. An electronics superstore is sometimes placed as a separate parcel within a retail complex, with or without its own dedicated parking.

Apparel Store (876) - An apparel store is an individual store specializing in the sale of clothing.

Pharmacy with drive thru (881) - A pharmacy/drugstore is a retail facility that primarily sells prescription and non-prescription drugs. These facilities may also sell cosmetics, toiletries, medications, stationery, personal care products, limited food products, and general merchandise. The drug stores in this category contain drive-through windows.

Furniture Store (890) - A furniture store is a full-service retail facility that specializes in the sale of furniture and often carpeting. Furniture stores are generally large and may include storage areas. The sites surveyed included both traditional retail furniture stores and warehouse stores with showrooms. Although some home accessories may be sold, furniture stores primarily focus on the sale of pre-assembled furniture. A majority of items sold at these facilities must be ordered for delivery.

Liquor Store (899) - A liquor store specializes in the sale of prepackaged alcoholic beverages intended to be consumed off the store's premises.

Retail – Other Land Uses Not Specified – For land uses not specified within this category, the Shopping Center (ITE 820) land use shall serve as a default use. The Town Engineer shall make the final determination for a specific use in calculating impact fees.

Services

Walk-in Bank (911) - A bank is a financial institution that can offer a wide variety of financial services. A walk-in bank does not have drive-in lanes but typically has a non-drive-through automatic teller machine (ATM). A walk-in bank can be free-standing with its own parking lot or part of a larger retail complex.

Drive-in Bank (912) - A bank with drive-thru provides banking facilities for motorists who conduct financial transactions from their vehicles; many also serve patrons who walk into the building. The drive-in lanes may or may not provide automatic teller machines (ATMs).

Dining

Quality Restaurant (931) - This land use consists of high quality, full-service eating establishments with a typical duration of stay of at least one hour. Quality restaurants generally do not serve breakfast; some do not serve lunch; all serve dinner. This type of restaurant often requests and sometimes requires reservations and is generally not part of a chain. Patrons commonly wait to be seated, are served by a waiter/waitress, order from menus and pay for meals after they eat. While some of the study sites have lounge or bar facilities (serving alcoholic beverages), they are ancillary to the restaurant.

High Turnover (Sit-Down) Restaurant (932) - This land use consists of sit-down, full-service eating establishments with typical duration of stay of approximately one hour. This type of restaurant is usually moderately priced and frequently belongs to a restaurant chain. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not take reservations. Patrons commonly wait to be seated, are served by a waiter/waitress, order from menus and pay for their meal after they eat. Some facilities contained within this land use may also contain a bar area for serving food and alcoholic drinks.

Fast-Food Restaurant w/Drive-Thru Window (934) - This category includes fast-food restaurants with drive-through windows. This type of restaurant is characterized by a large drive-through clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. These limited-service eating establishments do not provide table service. Non-drive-through patrons generally order at a cash register and pay before they eat.

Automotive

Automobile Sales (New) (840) - An automobile sales dealership is typically located along a major street characterized by abundant commercial development. The sale or leasing of new or used cars is the primary business at these facilities; however, automobile services and parts sales may also be available. Some dealerships also include leasing options, truck sales, and servicing.

Automobile Sales (Used) (841) - A used automobile sales dealership is typically located along a major arterial street characterized by abundant commercial development. The sale or lease of used cars is the primary business at these facilities. Automobile servicing and parts sales may also be available. The dealerships may also provide truck sales and servicing.

Automobile Parts Sales (843) - An automobile parts sales facility specializes in the sale of automobile parts for maintenance and repair. Items sold at these facilities include spark plugs,

oil, batteries, and a wide range of automobile parts. These facilities are not equipped for on-site vehicle repair.

Tire Store (848) - The primary business associated with a tire store is the sale of tires for automotive vehicles. Services offered by these stores usually include tire installation and repair, as well as other automotive maintenance or repair services and customer assistance. These stores generally do not contain large storage or warehouse areas.

Tire Superstore (849) - A tire superstore is a warehouse-like facility with the primary function of selling and installing tires for automobiles and small trucks. Other services provided may include automotive maintenance functions, such as wheel alignment or shock and brake service, and customer services. A tire display, customer waiting lounge, restroom facilities, staff office space, and significant storage area are also provided. General mechanical repairs and bodywork are usually not conducted at these facilities.

Quick Lubrication Vehicle Shop (941) - A quick lubrication vehicle shop is a business where the primary activity is to perform oil change services for vehicles. Other ancillary services provided may include preventative maintenance, such as fluid and filter changes. Automobile repair service is generally not provided.

Automotive Care Center (942) - An automobile care center houses numerous businesses that provide automobile-related services, such as repair and servicing, stereo installation, and seat cover upholstery.

Gasoline/Service Station (944) - This land use includes gasoline/service stations with convenience markets where the primary business is the fueling of motor vehicles. These service stations may also have ancillary facilities for servicing and repairing motor vehicles and may have a car wash. Some commonly sold convenience items are newspapers, coffee or other beverages, and snack items that are usually consumed in the car.

Convenience Store / Gas Station (945) - This land use includes convenience markets with gasoline pumps where the primary business is the selling of convenience items, not the fueling of motor vehicles.

Self-Service Car Wash (947) - A self-service car wash allows manual cleaning of vehicles by providing stalls for a motorist to park and wash a vehicle.

Automated Car Wash (948) - An automated car wash is a facility that allows for the mechanical cleaning of the exterior of vehicles. Manual cleaning services may also be available at the facility.

Car Wash and Detail Center (949) - A car wash and detail center is a facility that provides for the manual cleaning of the exterior of vehicles, as well as interior car-detailing services.

Industrial

General Light Industrial (110) - Light industrial facilities usually employ fewer than 500 persons and have an emphasis on activities other than manufacturing. Typical light industrial activities include printing plants, material testing laboratories, assemblers of data processing equipment, power stations and warehousing of less than 35,000 square feet; most facilities are freestanding and devoted to a single use.

Industrial Park (130) - Industrial parks are areas containing a number of industrial or related facilities. They are characterized by a mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities - some with a large number of small businesses and others with one or two dominant industries.

Manufacturing (140) - Manufacturing facilities are sites where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary from one site to another. In addition to actual production of goods, manufacturing facilities generally also have office, warehouse, research and associated functions.

Warehousing (150) - A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas.

Mini-Warehouse (151) - A mini-warehouse is a building in which a storage unit or vault is rented for the storage of goods. Each unit is physically separated from other units and access is usually provided through an overhead door or other common access point.

Data Center (160) - A data center is a free-standing warehouse type of facility that is primarily used for off-site storage of computer systems and associated components including applications and secure data. Some data centers may include maintenance areas and a small office. Single or multiple tenants may occupy data centers. Data centers typically have a small number of employees and visitors.

Utility (170) - A utility is a free-standing building that can house office space, a storage area, and electromechanical or industrial equipment that supports a local electrical, communication, water supply or control, or sewage treatment utility.

Industrial – Other Land Uses Not Specified – For land uses not specified within this category, the General Light Industrial (ITE 110) land use shall serve as a default use. The Town Engineer shall make the final determination for a specific use in calculating impact fees.

Institutional

Private School (K-8) (530) - A private school (K-8) serves students attending kindergarten through the eighth grade. The school may also offer pre-kindergarten classes and extended care and day care. Students may travel a long distance from their residence to the private school.

Private School (K-12) (532) - A private school (K-12) primarily serves students attending kindergarten through the eighth grade but may also include students beginning with pre-K classes. These schools may also offer extended care and day care. Students may travel a long distance to get to private schools.

Charter Elementary School (536) - A charter elementary school is an elementary school that is publicly funded and privately managed. The school serves students attending kindergarten through the fifth, sixth, or eighth grade. The school may also offer extended care and daycare.

Jr./Community College (540) - This land use includes two-year junior colleges or community colleges. Several two-year institutions have sizable evening programs.

University/College (550) - This land use includes 4-year universities or colleges that may or may not offer graduate programs.

Place of Worship (560) - A place of worship is a building in which public worship services are held in an assembly hall or sanctuary. It may also house meeting rooms, classrooms, and, occasionally, dining, catering, or party facilities.

Synagogue (561) - A synagogue is a building in which public worship services are held. A synagogue may also house a sanctuary, meeting rooms, classrooms and, occasionally, dining, catering, or event facilities.

Day Care Center (565) - A day care center is a facility where care for pre-school age children is provided, normally during the daytime hours. Day care facilities generally include classrooms, offices, eating areas, and playgrounds. Some centers also provide after-school care for older children, including after school care.

Other: Land Use not contained within Equivalency Table – *This table contains typical land uses experienced within the town. Uses not specified herein should be discussed with the Town Engineer. Data may be provided by an Applicant for consideration by the Town Engineer. The Town Engineer shall have the final determination in land use identification for impact fee purposes.*

Source: Trip Generation Manual, Institute of Transportation Engineers
Freese and Nichols, Inc.



Appendix B: Roadway Existing Facilities Inventory

Westlake Roadway Impact Fee Study
2025 Existing System Analysis

Serv. Area	Roadway	From	To	Length (mi)	No. of Lanes	Type	PM Peak Hr Capacity/Lane	% in Serv. Area	Peak Hour Volume A Direction	Peak Hour Volume B Direction	Total Peak Hour Volume	Peak Hr VMT Supply Total	Peak Hr VMT Demand Total	Excess VMT Capacity	Existing VMT Deficiencies
1	Solana Blvd	SH 114	Sam School Rd	0.22	6	DA	600	100%	836	282	1,118	794	247	548	0
1	Solana Blvd	Sam School Rd	Campus Court	0.41	6	DA	600	100%	755	360	1,115	1,485	460	1,025	0
1	Solana Blvd	Campus Court	David Blvd.	0.46	6	DA	600	100%	236	404	640	1,672	297	1,375	0
1	Sam School Rd	Solana Blvd	Kirkwood Branch Br.	0.31	4	UC	450	100%	116	138	254	559	79	480	0
1	Sam School Rd	Kirkwood Branch Br.	City Limits	0.10	2	UC	450	100%	116	138	254	87	24	62	0
1	Davis Blvd	SH 114	Solana Blvd	0.20	6	DA	600	100%	1,114	1,465	2,579	707	507	201	0
1	Davis Blvd	Solana Blvd	W Dove Rd	0.60	6	DA	600	100%	714	1,292	2,006	2,163	1,205	958	0
1	Davis Blvd	W Dove Rd	City Limits	1.23	4	DA	600	100%	616	650	1,266	2,952	1,557	1,395	0
1	Capital Pkwy	Davis Blvd	Westlake Pkwy	0.83	2	UA	550	100%	395	23	418	915	348	567	0
1	Westlake Pkwy	Capital Pkwy	SH 114	0.32	6	DA	600	100%	619	56	675	1,156	217	940	0
1	W Dove Rd	Ottlinger Rd	N Pearson Ln	0.12	2	UA	550	100%	157	245	402	135	49	86	0
1	W Dove Rd	N Pearson Ln	Blue Sky Dr	0.59	2	UA	550	100%	217	272	489	649	288	360	0
1	W Dove Rd	Blue Sky Dr	Davis Blvd	0.55	4	DA	600	100%	257	322	579	1,330	321	1,009	0
1	N Pearson Ln	City Limits	W Dove Rd	0.24	2	UA	550	100%	75	137	212	267	51	216	0
1	Schwab Way	SH 114	Ottlinger Rd	0.76	4	DA	600	100%	388	58	446	1,818	338	1,480	0
1	Ottlinger Rd	SH170	Schwab Way	0.13	2	UA	550	100%	204	175	379	140	48	92	0
1	Ottlinger Rd	Schwab Way	Deloitte Way	1.14	2	UA	550	100%	154	178	332	1,254	378	876	0
1	Ottlinger Rd	Deloitte Way	W Dove Rd	0.25	2	UA	550	100%	42	52	93	272	23	249	0
1	Parish Ln	Roanoke Rd	SH 170	0.30	4	DA	600	100%	121	202	323	713	96	617	0
1	Roanoke Rd	City Limits	SH 170	0.92	2	UA	550	100%	127	157	284	1,012	261	751	0
															0
												20,080	6,795	13,285	0



Appendix C: Roadway Projected 10-Year Growth

Vehicle-Mile Trip Generation by Service Area, Westlake Impact Fee Study

Based on 2025-2035 Land Use Assumptions adopted February 2025

Service Unit Equivalency

Residential	3.70	Service Employment	5.99
Basic Employment	2.26	Retail Employment	1.96

Estimated Growth: Vehicle-Mile Trip Generation

Population

	Added Population	Persons per Household (2020)	Added Dwelling Units	Vehicle-Miles per Dwelling	Total Vehicle-Miles
Population	1,396	3.18	439	3.70	1,624

Estimated Growth: Vehicle-Mile Trip Generation

Conversion Factor:

	Added Employees	Sq Ft/Employee	Total Square Feet	Vehicle-Miles per 1,000 Sq Ft	Total Vehicle-Miles
Basic	104	1,500	155,652	2.26	352
Service	13,947	500	6,973,696	5.99	41,772
Retail	2,509	1,000	2,508,840	1.96	4,917

Total 10-Year Growth in Vehicle-Miles					48,665
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Appendix D: Roadway CIP Service Units of Supply

Westlake Roadway Impact Fee Study
2025 Impact Fee Capital Improvements Plan (IFCIP) Service Units of Supply

Serv. Area	Roadway	From	To	Length (mi)	Added Lanes	Type	PM Peak Hr Capacity/Lane	% in Serv. Area	Peak Hour Volume A Direction	Peak Hour Volume B Direction	Total Peak Hour Volume	Peak Hr VMT Supply Total	Peak Hr VMT Demand Total	Excess VMT Capacity	Existing VMT Deficiencies
PROPOSED															
1	New Road A	SH 170	Roanoke Rd	0.45	4	DA	600	100%	0	0	0	1,080	0	1,080	0
2	New Road A	Roanoke Rd	Liberty Ext	0.41	4	DA	600	100%	0	0	0	984	0	984	0
3	New Road A	Liberty Ext	Ottinger Rd	0.61	4	DA	600	100%	0	0	0	1,464	0	1,464	0
4	Liberty Ext	US 377	Roanoke Rd	0.82	4	DA	600	100%	0	0	0	1,968	0	1,968	0
5	Liberty Ext	Roanoke Rd	New Road A	0.74	4	DA	600	100%	0	0	0	1,776	0	1,776	0
6	Liberty Ext	New Road A	New Road B	0.57	4	DA	600	100%	0	0	0	1,368	0	1,368	0
7	New Road B	SH 170	Liberty Ext	0.11	4	DA	600	100%	0	0	0	264	0	264	0
8	New Road B	Liberty Ext	Ottinger Rd	0.37	4	DA	600	100%	0	0	0	888	0	888	0
9	Ottinger Rd	New Road B	New Road A	0.85	2	DA	600	100%	0	0	0	1,020	0	1,020	0
10	Ottinger/Dove Rd	New Road A	N Pearson Ln	0.73	2	DA	600	100%	0	0	0	876	0	876	0
11	New Road C	Liberty Ext	New Road A	0.54	4	DA	600	100%	0	0	0	1,296	0	1,296	0
12	Ottinger Rd	Dove Rd	Town Limits	0.27	2	DA	600	100%	0	0	0	328	0	328	0
13	Roanoke Rd	Liberty Ext	Town Limits	0.10	2	DA	600	100%	0	0	0	120	0	120	0
14	Westlake Pkwy	New Road E	Ottinger Rd	0.40	4	DA	600	100%	0	0	0	960	0	960	0
15	Dove Rd	N Pearson Ln	Blue Sky Dr	0.59	2	DA	600	100%	0	0	0	708	0	708	0
16	Roanoke Rd	New Road A	Liberty Ext	0.52	2	DA	600	100%	0	0	0	624	0	624	0
17	Westlake Pkwy	Capital Way	New Road E	0.61	2	DA	600	100%	0	0	0	732	0	732	0
18	New Road E	SH 114	Westlake Pkwy	0.49	4	DA	600	100%	0	0	0	1,176	0	1,176	0
19	Capital Pkwy	Westlake Pkwy	Davis Blvd	0.85	2	DA	600	100%	0	0	0	1,020	0	1,020	0
20	Schwab Way	Ottinger Rd	New Road B	0.20	4	DA	600	100%	0	0	0	480	0	480	0
21	N Pearson	Dove Rd	50' S of Spring Dr	0.70	2	DA	600	100%	0	0	0	841	0	841	0
												19,973	0	19,973	0



Appendix E: Roadway Improvement Plan Cost Analysis

Westlake Roadway Impact Fee Study
2025 Impact Fee Capital Improvements Plan (IFCIP) Cost Analysis

Proj. No.	Roadway	From	To	Length (mi)	Added Lanes	Type	% in Serv. Area	Roadway Costs				Study Update Cost	Total Project Cost
								Engineering	ROW	Construction	Finance		
PROPOSED													
1	New Road A	SH 170	Roanoke Rd	0.45	4	DA	100%	\$467,600	\$285,100	\$3,596,700	\$806,770	\$4,055	\$5,160,225
2	New Road A	Roanoke Rd	Liberty Ext	0.41	4	DA	100%	\$426,300	\$259,800	\$3,279,600	\$735,597	\$3,695	\$4,704,992
3	New Road A	Liberty Ext	Ottinger Rd	0.61	4	DA	100%	\$633,600	\$386,500	\$4,873,900	\$1,093,277	\$5,497	\$6,992,775
4	Liberty Ext	US 377	Roanoke Rd	0.82	4	DA	100%	\$851,700	\$519,600	\$6,551,500	\$1,469,599	\$7,390	\$9,399,789
5	Liberty Ext	Roanoke Rd	New Road A	0.74	4	DA	100%	\$768,800	\$468,800	\$5,913,900	\$1,326,531	\$6,669	\$8,484,700
6	Liberty Ext	New Road A	New Road B	0.57	4	DA	100%	\$592,400	\$361,200	\$4,556,900	\$1,022,142	\$5,137	\$6,537,779
7	New Road B	SH 170	Liberty Ext	0.11	4	DA	100%	\$114,700	\$-	\$882,200	\$184,915	\$991	\$1,182,806
8	New Road B	Liberty Ext	Ottinger Rd	0.37	4	DA	100%	\$384,500	\$234,500	\$2,957,900	\$663,479	\$3,335	\$4,243,713
9	Ottinger Rd	New Road B	New Road A	0.85	2	DA	100%	\$461,100	\$246,800	\$3,546,600	\$789,167	\$3,830	\$5,047,497
10	Ottinger/Dove Rd	New Road A	N Pearson Ln	0.73	2	DA	100%	\$395,800	\$154,200	\$3,044,600	\$666,762	\$3,289	\$4,264,651
11	New Road C	Liberty Ext	New Road A	0.54	4	DA	100%	\$561,700	\$342,100	\$4,320,400	\$969,036	\$4,867	\$6,198,103
12	Ottinger Rd	Dove Rd	Town Limits	0.27	2	DA	50%	\$75,300	\$43,350	\$579,150	\$129,435	\$1,232	\$828,466
13	Roanoke Rd	Liberty Ext	Town Limits	0.10	2	DA	100%	\$69,300	\$31,700	\$533,100	\$117,619	\$451	\$752,170
14	Westlake Pkwy	New Road E	Ottinger Rd	0.40	4	DA	100%	\$415,400	\$253,400	\$3,195,000	\$716,696	\$3,605	\$4,584,101
15	Dove Rd	N Pearson Ln	Blue Sky Dr	0.59	2	DA	100%	\$321,000	\$62,300	\$2,469,100	\$529,091	\$2,659	\$3,384,150
16	Roanoke Rd	New Road A	Liberty Ext	0.52	2	DA	100%	\$352,600	\$164,800	\$2,712,500	\$599,114	\$2,343	\$3,831,357
17	Westlake Pkwy	Capital Way	New Road E	0.61	2	DA	100%	\$633,600	\$386,500	\$4,873,900	\$1,093,277	\$2,749	\$6,990,026
18	New Road E	SH 114	Westlake Pkwy	0.49	4	DA	100%	\$509,900	\$310,400	\$3,922,600	\$879,760	\$4,416	\$5,627,076
19	Capital Pkwy	Westlake Pkwy	Davis Blvd	0.85	2	DA	100%	\$574,100	\$246,800	\$4,416,400	\$971,466	\$3,830	\$6,212,596
20	Schwab Way	Ottinger Rd	New Road B	0.20	4	DA	100%	\$208,300	\$-	\$1,602,000	\$335,792	\$1,802	\$2,147,895
21	N Pearson	Dove Rd	50' S of Spring Dr	0.70	2	DA	100%	\$379,800	\$148,000	\$2,921,500	\$639,810	\$3,158	\$4,092,268
Proposed Project Subtotals								\$9,197,500	\$4,905,850	\$70,749,450		\$75,000	
Future Impact Fee Study Update											\$15,739,333		
Finance/Interest Costs for Proposed Projects ¹													
Total Impact Fee Eligible Costs													\$100,667,133

¹Finance costs are based on the interest paid over an entire 20-year bond, to be collected within the 10-year Impact Fee period at a 4.0% interest rate.



Appendix F: Roadway Service Area Analysis Summary

Westlake Roadway Impact Fee Study
2025 Service Area Analysis Summary

	A	B	C	D = A - B - C	E	F = E x 0.5	G = F x (D/A)	H = F - G	I	J = I / D (max: 100%)	K = G x J	L = K / I	M
Service Area	Capacity Supplied by CIP (veh-mi)	Existing Utilization (veh-mi)	Existing Deficiencies (veh-mi)	Net Capacity Supplied by CIP (veh-mi)	Total Project Cost of CIP	Credited Project Cost of CIP (50% Credit)	Cost of Net Capacity (50% Credit)	Cost to Meet Existing Utilization (50% Credit)	Projected New Development (10-Yr Demand) (veh-miles)	Percent of CIP Attributable to New Dev.	Credited Cost Attributable to New Dev. (50% Credit)	Credited Cost per Service Unit (Maximum Allowable) (50% Credit)	Actual Cost per Service Unit (Full Cost)
1	19,973	0	0	19,973	\$100,667,133	\$50,333,567	\$50,333,567	\$0	48,665	100.0	\$50,333,567	\$1,034.00	\$2,068.00



Appendix G: Roadway Project Cost Estimates

Town of Westlake

Planning Level Cost Estimate Worksheet

New Road A
SH 170 to Roanoke Rd

Roadway Information:			
Functional Classification:	Principal Arterial	No. of Lanes:	4
Length (lf):	2,376		
Right-of-Way Width (ft.):	120		
Median Type:	Raised		
Pavement Width (BOC to BOC):	46		
Description:	Construct new roadway to thoroughfare standard		

Roadway Construction Cost Estimate:				
I. Paving Construction Cost Estimate				
Item No.	Item Description	Quantity	Unit	Item Cost
1	Right of Way Preparation	24	STA	\$ 72,000
2	Unclassified Street Excavation	8,100	CY	\$ 243,000
3	8" Lime Stabilized Subgrade	12,700	SY	\$ 101,600
4	Lime for Stabilization (48 lb/SY)	300	TON	\$ 120,000
5	CRCP	12,200	SY	\$ 1,220,000
6	Curb & Gutter	4,760	LF	\$ 214,200
7	Concrete Sidewalk and Ramps	28,520	SF	\$ 342,240
8	Furnishing and Placing Topsoil	16,400	SY	\$ 82,000
Paving Estimate Subtotal:				\$ 2,395,040
II. Non-Paving Construction Components				
Item No.	Item Description	Pct. Of Paving	Item Cost	
9	Pavement Markings & Signage	2%	\$	48,000
10	Traffic Control	5%	\$	119,800
11	Erosion Control	3%	\$	71,900
12	Drainage Improvements (RCP, Inlets, MH, Outfalls)	15%	\$	359,300
13	Landscaping	2%	\$	48,000
14	Illumination	3%	\$	71,900
Other Components Estimate Subtotal:				\$ 718,900
III. Special Construction Components				
Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	\$ -	\$ -
16	Bridge Structures	None	\$ -	\$ -
17	Traffic Signals	None	\$ -	\$ -
18	Other	None	\$ -	\$ -
Special Components Estimate Subtotal:				\$ -
I, II, & III Construction Subtotal:				\$ 3,113,940
Mobilization				\$ 155,700
Contingency				\$ 327,000
Construction Cost Estimate Total:				\$ 3,596,700

Impact Fee Cost Estimate Summary			
Item Description	Notes	Allowance	Item Cost
Construction		-	\$ 3,596,700
Engineering/Survey/Testing		13.0%	\$ 467,600
Right-of-Way Acquisition	Cost per sq. ft.: \$ 1.00	\$ 285,100	\$ 285,100
Impact Fee Project Cost Estimate Total:			\$ 4,349,400

Town of Westlake Planning Level Cost Estimate Worksheet

New Road A
Roanoke Rd to Liberty Ext

Roadway Information:			
Functional Classification:	Principal Arterial	No. of Lanes:	4
Length (lf):	2,165		
Right-of-Way Width (ft.):	120		
Median Type:	Raised		
Pavement Width (BOC to BOC):	46		
Description:	Construct new roadway to thoroughfare standard		

Roadway Construction Cost Estimate:				
I. Paving Construction Cost Estimate				
Item No.	Item Description	Quantity	Unit	Item Cost
1	Right of Way Preparation	22	STA	\$ 66,000
2	Unclassified Street Excavation	7,400	CY	\$ 222,000
3	8" Lime Stabilized Subgrade	11,600	SY	\$ 92,800
4	Lime for Stabilization (48 lb/SY)	280	TON	\$ 112,000
5	CRCP	11,100	SY	\$ 1,110,000
6	Curb & Gutter	4,330	LF	\$ 194,850
7	Concrete Sidewalk and Ramps	25,980	SF	\$ 311,760
8	Furnishing and Placing Topsoil	14,900	SY	\$ 74,500
Paving Estimate Subtotal:				\$ 2,183,910
II. Non-Paving Construction Components				
Item No.	Item Description	Pct. Of Paving	Item Cost	
9	Pavement Markings & Signage	2%	\$	43,700
10	Traffic Control	5%	\$	109,200
11	Erosion Control	3%	\$	65,600
12	Drainage Improvements (RCP, Inlets, MH, Outfalls)	15%	\$	327,600
13	Landscaping	2%	\$	43,700
14	Illumination	3%	\$	65,600
Other Components Estimate Subtotal:				\$ 655,400
III. Special Construction Components				
Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	\$ -	\$ -
16	Bridge Structures	None	\$ -	\$ -
17	Traffic Signals	None	\$ -	\$ -
18	Other	None	\$ -	\$ -
Special Components Estimate Subtotal:				\$ -
I, II, & III Construction Subtotal:				\$ 2,839,310
Mobilization				\$ 142,000
Contingency				\$ 298,200
Construction Cost Estimate Total:				\$ 3,279,600

Impact Fee Cost Estimate Summary				
Item Description	Notes	Allowance	Item Cost	
Construction		-	\$	3,279,600
Engineering/Survey/Testing		13.0%	\$	426,300
Right-of-Way Acquisition	Cost per sq. ft.:	\$ 1.00	\$ 259,800	\$ 259,800
Impact Fee Project Cost Estimate Total:				\$ 3,965,700

Town of Westlake Planning Level Cost Estimate Worksheet

New Road A

Liberty Ext to Ottinger Rd

Roadway Information:			
Functional Classification:	Principal Arterial	No. of Lanes:	4
Length (lf):	3,221		
Right-of-Way Width (ft.):	120		
Median Type:	Raised		
Pavement Width (BOC to BOC):	46		
Description:	Construct new roadway to thoroughfare standard		

Roadway Construction Cost Estimate:				
I. Paving Construction Cost Estimate				
Item No.	Item Description	Quantity	Unit	Item Cost
1	Right of Way Preparation	33	STA	\$ 99,000
2	Unclassified Street Excavation	11,000	CY	\$ 330,000
3	8" Lime Stabilized Subgrade	17,200	SY	\$ 137,600
4	Lime for Stabilization (48 lb/SY)	410	TON	\$ 164,000
5	CRCP	16,500	SY	\$ 1,650,000
6	Curb & Gutter	6,450	LF	\$ 290,250
7	Concrete Sidewalk and Ramps	38,660	SF	\$ 463,920
8	Furnishing and Placing Topsoil	22,200	SY	\$ 111,000
Paving Estimate Subtotal:				\$ 3,245,770
II. Non-Paving Construction Components				
Item No.	Item Description	Pct. Of Paving	Item Cost	
9	Pavement Markings & Signage	2%	\$	65,000
10	Traffic Control	5%	\$	162,300
11	Erosion Control	3%	\$	97,400
12	Drainage Improvements (RCP, Inlets, MH, Outfalls)	15%	\$	486,900
13	Landscaping	2%	\$	65,000
14	Illumination	3%	\$	97,400
Other Components Estimate Subtotal:				\$ 974,000
III. Special Construction Components				
Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	\$ -	\$ -
16	Bridge Structures	None	\$ -	\$ -
17	Traffic Signals	None	\$ -	\$ -
18	Other	None	\$ -	\$ -
Special Components Estimate Subtotal:				\$ -
I, II, & III Construction Subtotal:				\$ 4,219,770
Mobilization				\$ 211,000
Contingency				\$ 443,100
Construction Cost Estimate Total:				\$ 4,873,900

Impact Fee Cost Estimate Summary				
Item Description	Notes	Allowance	Item Cost	
Construction		-	\$	4,873,900
Engineering/Survey/Testing		13.0%	\$	633,600
Right-of-Way Acquisition	Cost per sq. ft.:	\$ 1.00	\$ 386,500	\$ 386,500
Impact Fee Project Cost Estimate Total:				\$ 5,894,000

Town of Westlake Planning Level Cost Estimate Worksheet

Liberty Ext
US 377 to Roanoke Rd

Roadway Information:			
Functional Classification:	Principal Arterial	No. of Lanes:	4
Length (lf):	4,330		
Right-of-Way Width (ft.):	120		
Median Type:	Raised		
Pavement Width (BOC to BOC):	46		
Description:	Construct new roadway to thoroughfare standard		

Roadway Construction Cost Estimate:				
I. Paving Construction Cost Estimate				
Item No.	Item Description	Quantity	Unit	Item Cost
1	Right of Way Preparation	44	STA	\$ 132,000
2	Unclassified Street Excavation	14,800	CY	\$ 444,000
3	8" Lime Stabilized Subgrade	23,100	SY	\$ 184,800
4	Lime for Stabilization (48 lb/SY)	550	TON	\$ 220,000
5	CRCP	22,200	SY	\$ 2,220,000
6	Curb & Gutter	8,660	LF	\$ 389,700
7	Concrete Sidewalk and Ramps	51,960	SF	\$ 623,520
8	Furnishing and Placing Topsoil	29,800	SY	\$ 149,000
Paving Estimate Subtotal:				\$ 4,363,020
II. Non-Paving Construction Components				
Item No.	Item Description	Pct. Of Paving	Item Cost	
9	Pavement Markings & Signage	2%	\$	87,300
10	Traffic Control	5%	\$	218,200
11	Erosion Control	3%	\$	130,900
12	Drainage Improvements (RCP, Inlets, MH, Outfalls)	15%	\$	654,500
13	Landscaping	2%	\$	87,300
14	Illumination	3%	\$	130,900
Other Components Estimate Subtotal:				\$ 1,309,100
III. Special Construction Components				
Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	\$ -	\$ -
16	Bridge Structures	None	\$ -	\$ -
17	Traffic Signals	None	\$ -	\$ -
18	Other	None	\$ -	\$ -
Special Components Estimate Subtotal:				\$ -
I, II, & III Construction Subtotal:				\$ 5,672,120
Mobilization				\$ 283,700
Contingency				\$ 595,600
Construction Cost Estimate Total:				\$ 6,551,500

Impact Fee Cost Estimate Summary				
Item Description	Notes	Allowance	Item Cost	
Construction		-	\$	6,551,500
Engineering/Survey/Testing		13.0%	\$	851,700
Right-of-Way Acquisition	Cost per sq. ft.:	\$ 1.00	\$ 519,600	\$ 519,600
Impact Fee Project Cost Estimate Total:				\$ 7,922,800

Town of Westlake Planning Level Cost Estimate Worksheet

Liberty Ext
Roanoke Rd to New Road A

Roadway Information:			
Functional Classification:	Principal Arterial	No. of Lanes:	4
Length (lf):	3,907		
Right-of-Way Width (ft.):	120		
Median Type:	Raised		
Pavement Width (BOC to BOC):	46		
Description:	Construct new roadway to thoroughfare standard		

Roadway Construction Cost Estimate:				
I. Paving Construction Cost Estimate				
Item No.	Item Description	Quantity	Unit	Item Cost
1	Right of Way Preparation	40	STA	\$ 120,000
2	Unclassified Street Excavation	13,400	CY	\$ 402,000
3	8" Lime Stabilized Subgrade	20,900	SY	\$ 167,200
4	Lime for Stabilization (48 lb/SY)	500	TON	\$ 200,000
5	CRCP	20,000	SY	\$ 2,000,000
6	Curb & Gutter	7,820	LF	\$ 351,900
7	Concrete Sidewalk and Ramps	46,890	SF	\$ 562,680
8	Furnishing and Placing Topsoil	26,900	SY	\$ 134,500
Paving Estimate Subtotal:				\$ 3,938,280
II. Non-Paving Construction Components				
Item No.	Item Description	Pct. Of Paving		Item Cost
9	Pavement Markings & Signage	2%	\$	78,800
10	Traffic Control	5%	\$	197,000
11	Erosion Control	3%	\$	118,200
12	Drainage Improvements (RCP, Inlets, MH, Outfalls)	15%	\$	590,800
13	Landscaping	2%	\$	78,800
14	Illumination	3%	\$	118,200
Other Components Estimate Subtotal:				\$ 1,181,800
III. Special Construction Components				
Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	\$ -	\$ -
16	Bridge Structures	None	\$ -	\$ -
17	Traffic Signals	None	\$ -	\$ -
18	Other	None	\$ -	\$ -
Special Components Estimate Subtotal:				\$ -
I, II, & III Construction Subtotal:				\$ 5,120,080
Mobilization				\$ 256,100
Contingency				\$ 537,700
Construction Cost Estimate Total:				\$ 5,913,900

Impact Fee Cost Estimate Summary				
Item Description	Notes	Allowance	Item Cost	
Construction		-	\$	5,913,900
Engineering/Survey/Testing		13.0%	\$	768,800
Right-of-Way Acquisition	Cost per sq. ft.: \$ 1.00	\$ 468,800	\$	468,800
Impact Fee Project Cost Estimate Total:				\$ 7,151,500

Town of Westlake Planning Level Cost Estimate Worksheet

Liberty Ext
New Road A to New Road B

Roadway Information:			
Functional Classification:	Principal Arterial	No. of Lanes:	4
Length (lf):	3,010		
Right-of-Way Width (ft.):	120		
Median Type:	Raised		
Pavement Width (BOC to BOC):	46		
Description:	Construct new roadway to thoroughfare standard		

Roadway Construction Cost Estimate:				
I. Paving Construction Cost Estimate				
Item No.	Item Description	Quantity	Unit	Item Cost
1	Right of Way Preparation	31	STA	\$ 93,000
2	Unclassified Street Excavation	10,300	CY	\$ 309,000
3	8" Lime Stabilized Subgrade	16,100	SY	\$ 128,800
4	Lime for Stabilization (48 lb/SY)	390	TON	\$ 156,000
5	CRCP	15,400	SY	\$ 1,540,000
6	Curb & Gutter	6,020	LF	\$ 270,900
7	Concrete Sidewalk and Ramps	36,120	SF	\$ 433,440
8	Furnishing and Placing Topsoil	20,700	SY	\$ 103,500
Paving Estimate Subtotal:				\$ 3,034,640
II. Non-Paving Construction Components				
Item No.	Item Description	Pct. Of Paving		Item Cost
9	Pavement Markings & Signage	2%		\$ 60,700
10	Traffic Control	5%		\$ 151,800
11	Erosion Control	3%		\$ 91,100
12	Drainage Improvements (RCP, Inlets, MH, Outfalls)	15%		\$ 455,200
13	Landscaping	2%		\$ 60,700
14	Illumination	3%		\$ 91,100
Other Components Estimate Subtotal:				\$ 910,600
III. Special Construction Components				
Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	\$ -	\$ -
16	Bridge Structures	None	\$ -	\$ -
17	Traffic Signals	None	\$ -	\$ -
18	Other	None	\$ -	\$ -
Special Components Estimate Subtotal:				\$ -
I, II, & III Construction Subtotal:				\$ 3,945,240
Mobilization				\$ 197,300
Contingency				\$ 414,300
Construction Cost Estimate Total:				\$ 4,556,900

Impact Fee Cost Estimate Summary			
Item Description	Notes	Allowance	Item Cost
Construction		-	\$ 4,556,900
Engineering/Survey/Testing		13.0%	\$ 592,400
Right-of-Way Acquisition	Cost per sq. ft.: \$ 1.00	\$ 361,200	\$ 361,200
Impact Fee Project Cost Estimate Total:			\$ 5,510,500

Town of Westlake Planning Level Cost Estimate Worksheet

New Road B
SH 170 to Liberty Ext

Roadway Information:			
Functional Classification:	Principal Arterial	No. of Lanes:	4
Length (lf):	581		
Right-of-Way Width (ft.):	120		
Median Type:	Raised		
Pavement Width (BOC to BOC):	46		
Description:	Construct new roadway to thoroughfare standard		

Roadway Construction Cost Estimate:				
I. Paving Construction Cost Estimate				
Item No.	Item Description	Quantity	Unit	Item Cost
1	Right of Way Preparation	6	STA	\$ 18,000
2	Unclassified Street Excavation	2,000	CY	\$ 60,000
3	8" Lime Stabilized Subgrade	3,100	SY	\$ 24,800
4	Lime for Stabilization (48 lb/SY)	70	TON	\$ 28,000
5	CRCP	3,000	SY	\$ 300,000
6	Curb & Gutter	1,170	LF	\$ 52,650
7	Concrete Sidewalk and Ramps	6,980	SF	\$ 83,760
8	Furnishing and Placing Topsoil	4,000	SY	\$ 20,000
Paving Estimate Subtotal:				\$ 587,210
II. Non-Paving Construction Components				
Item No.	Item Description	Pct. Of Paving	Item Cost	
9	Pavement Markings & Signage	2%	\$	11,800
10	Traffic Control	5%	\$	29,400
11	Erosion Control	3%	\$	17,700
12	Drainage Improvements (RCP, Inlets, MH, Outfalls)	15%	\$	88,100
13	Landscaping	2%	\$	11,800
14	Illumination	3%	\$	17,700
Other Components Estimate Subtotal:				\$ 176,500
III. Special Construction Components				
Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	\$ -	\$ -
16	Bridge Structures	None	\$ -	\$ -
17	Traffic Signals	None	\$ -	\$ -
18	Other	None	\$ -	\$ -
Special Components Estimate Subtotal:				\$ -
I, II, & III Construction Subtotal:				\$ 763,710
Mobilization				5% \$ 38,200
Contingency				10% \$ 80,200
Construction Cost Estimate Total:				\$ 882,200

Impact Fee Cost Estimate Summary				
Item Description	Notes	Allowance	Item Cost	
Construction		-	\$	882,200
Engineering/Survey/Testing		13.0%	\$	114,700
Right-of-Way Acquisition	Cost per sq. ft.: \$ 1.00	\$ -	\$	-
Impact Fee Project Cost Estimate Total:				\$ 996,900

Town of Westlake Planning Level Cost Estimate Worksheet

New Road B

Liberty Ext to Ottinger Rd

Roadway Information:			
Functional Classification:	Principal Arterial	No. of Lanes:	4
Length (lf):	1,954		
Right-of-Way Width (ft.):	120		
Median Type:	Raised		
Pavement Width (BOC to BOC):	46		
Description:	Construct new roadway to thoroughfare standard		

Roadway Construction Cost Estimate:				
I. Paving Construction Cost Estimate				
Item No.	Item Description	Quantity	Unit	Item Cost
1	Right of Way Preparation	20	STA	\$ 60,000
2	Unclassified Street Excavation	6,700	CY	\$ 201,000
3	8" Lime Stabilized Subgrade	10,500	SY	\$ 84,000
4	Lime for Stabilization (48 lb/SY)	250	TON	\$ 100,000
5	CRCP	10,000	SY	\$ 1,000,000
6	Curb & Gutter	3,910	LF	\$ 175,950
7	Concrete Sidewalk and Ramps	23,450	SF	\$ 281,400
8	Furnishing and Placing Topsoil	13,500	SY	\$ 67,500
Paving Estimate Subtotal:				\$ 1,969,850
II. Non-Paving Construction Components				
Item No.	Item Description	Pct. Of Paving	Item Cost	
9	Pavement Markings & Signage	2%	\$	39,400
10	Traffic Control	5%	\$	98,500
11	Erosion Control	3%	\$	59,100
12	Drainage Improvements (RCP, Inlets, MH, Outfalls)	15%	\$	295,500
13	Landscaping	2%	\$	39,400
14	Illumination	3%	\$	59,100
Other Components Estimate Subtotal:				\$ 591,000
III. Special Construction Components				
Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	\$ -	\$ -
16	Bridge Structures	None	\$ -	\$ -
17	Traffic Signals	None	\$ -	\$ -
18	Other	None	\$ -	\$ -
Special Components Estimate Subtotal:				\$ -
I, II, & III Construction Subtotal:				\$ 2,560,850
Mobilization				\$ 128,100
Contingency				\$ 268,900
Construction Cost Estimate Total:				\$ 2,957,900

Impact Fee Cost Estimate Summary			
Item Description	Notes	Allowance	Item Cost
Construction		-	\$ 2,957,900
Engineering/Survey/Testing		13.0%	\$ 384,500
Right-of-Way Acquisition	Cost per sq. ft.: \$ 1.00	\$ 234,500	\$ 234,500
Impact Fee Project Cost Estimate Total:			\$ 3,576,900

Town of Westlake
Planning Level Cost Estimate Worksheet
Ottinger Rd
New Road B to New Road A

Roadway Information:			
Functional Classification:	Principal Arterial	No. of Lanes:	4
Length (lf):	4,488		
Right-of-Way Width (ft.):	120		
Median Type:	Raised		
Pavement Width (BOC to BOC):	23		
Description:	Widen roadway to thoroughfare standard		

Roadway Construction Cost Estimate:
I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	45	STA	\$ 3,000.00	\$ 135,000
2	Unclassified Street Excavation	7,700	CY	\$ 30.00	\$ 231,000
3	8" Lime Stabilized Subgrade	12,500	SY	\$ 8.00	\$ 100,000
4	Lime for Stabilization (48 lb/SY)	300	TON	\$ 400.00	\$ 120,000
5	HMAC Type D	1,300	TON	\$ 200.00	\$ 260,000
6	6" Compacted Flex Base	11,500	SY	\$ 25.00	\$ 287,500
7	Prime & Tack Coat	2,900	GAL	\$ 8.00	\$ 23,200
8	Curb & Gutter	8,980	LF	\$ 45.00	\$ 404,100
9	Concrete Sidewalk and Ramps	53,860	SF	\$ 12.00	\$ 646,320
10	Furnishing and Placing Topsoil	30,900	SY	\$ 5.00	\$ 154,500
Paving Estimate Subtotal:					\$ 2,361,620

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
11	Pavement Markings & Signage	2%	\$ 47,300
12	Traffic Control	5%	\$ 118,100
13	Erosion Control	3%	\$ 70,900
14	Drainage Improvements (RCP, Inlets, MH, Outfalls)	15%	\$ 354,300
15	Landscaping	2%	\$ 47,300
16	Illumination	3%	\$ 70,900
Other Components Estimate Subtotal:			\$ 708,800

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
17	Drainage Structures	None	\$ -	\$ -
18	Bridge Structures	None	\$ -	\$ -
19	Traffic Signals	None	\$ -	\$ -
20	Other	None	\$ -	\$ -
Special Components Estimate Subtotal:				\$ -

I, II, & III Construction Subtotal: \$ 3,070,420

Mobilization 5% \$ 153,600

Contingency 10% \$ 322,500

Construction Cost Estimate Total: \$ 3,546,600

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	\$ 3,546,600
Engineering/Survey/Testing		13.0%	\$ 461,100
Right-of-Way Acquisition	Cost per sq. ft.: \$ 1.00	\$ 246,800	\$ 246,800
Impact Fee Project Cost Estimate Total:			\$ 4,254,500

Town of Westlake
Planning Level Cost Estimate Worksheet
Ottinger Rd
New Road A to N Pearson Ln

Roadway Information:			
Functional Classification:	Principal Arterial	No. of Lanes:	4
Length (lf):	3,854		
Right-of-Way Width (ft.):	120		
Median Type:	Raised		
Pavement Width (BOC to BOC):	23		
Description:	Widen roadway to thoroughfare standard		

Roadway Construction Cost Estimate:
I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	39	STA	\$ 3,000.00	\$ 117,000
2	Unclassified Street Excavation	6,600	CY	\$ 30.00	\$ 198,000
3	8" Lime Stabilized Subgrade	10,800	SY	\$ 8.00	\$ 86,400
4	Lime for Stabilization (48 lb/SY)	260	TON	\$ 400.00	\$ 104,000
5	HMAC Type D	1,100	TON	\$ 200.00	\$ 220,000
6	6" Compacted Flex Base	9,900	SY	\$ 25.00	\$ 247,500
7	Prime & Tack Coat	2,500	GAL	\$ 8.00	\$ 20,000
8	Curb & Gutter	7,710	LF	\$ 45.00	\$ 346,950
9	Concrete Sidewalk and Ramps	46,250	SF	\$ 12.00	\$ 555,000
10	Furnishing and Placing Topsoil	26,500	SY	\$ 5.00	\$ 132,500
Paving Estimate Subtotal:					\$ 2,027,350

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
11	Pavement Markings & Signage	2%	\$ 40,600
12	Traffic Control	5%	\$ 101,400
13	Erosion Control	3%	\$ 60,900
14	Drainage Improvements (RCP, Inlets, MH, Outfalls)	15%	\$ 304,200
15	Landscaping	2%	\$ 40,600
16	Illumination	3%	\$ 60,900
Other Components Estimate Subtotal:			\$ 608,600

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
17	Drainage Structures	None	\$ -	\$ -
18	Bridge Structures	None	\$ -	\$ -
19	Traffic Signals	None	\$ -	\$ -
20	Other	None	\$ -	\$ -
Special Components Estimate Subtotal:				\$ -

I, II, & III Construction Subtotal: \$ 2,635,950

Mobilization 5% \$ 131,800

Contingency 10% \$ 276,800

Construction Cost Estimate Total: \$ 3,044,600

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	\$ 3,044,600
Engineering/Survey/Testing		13.0%	\$ 395,800
Right-of-Way Acquisition	Cost per sq. ft.: \$ 1.00	\$ 154,200	\$ 154,200
Impact Fee Project Cost Estimate Total:			\$ 3,594,600

Town of Westlake Planning Level Cost Estimate Worksheet

New Road C

Liberty Ext to New Road A

Roadway Information:			
Functional Classification:	Principal Arterial	No. of Lanes:	4
Length (lf):	2,851		
Right-of-Way Width (ft.):	120		
Median Type:	Raised		
Pavement Width (BOC to BOC):	46		
Description:	Construct new roadway to thoroughfare standard		

Roadway Construction Cost Estimate:				
I. Paving Construction Cost Estimate				
Item No.	Item Description	Quantity	Unit	Item Cost
1	Right of Way Preparation	29	STA	\$ 87,000
2	Unclassified Street Excavation	9,800	CY	\$ 294,000
3	8" Lime Stabilized Subgrade	15,300	SY	\$ 122,400
4	Lime for Stabilization (48 lb/SY)	370	TON	\$ 148,000
5	CRCP	14,600	SY	\$ 1,460,000
6	Curb & Gutter	5,710	LF	\$ 256,950
7	Concrete Sidewalk and Ramps	34,220	SF	\$ 410,640
8	Furnishing and Placing Topsoil	19,600	SY	\$ 98,000
Paving Estimate Subtotal:				\$ 2,876,990
II. Non-Paving Construction Components				
Item No.	Item Description	Pct. Of Paving	Item Cost	
9	Pavement Markings & Signage	2%	\$	57,600
10	Traffic Control	5%	\$	143,900
11	Erosion Control	3%	\$	86,400
12	Drainage Improvements (RCP, Inlets, MH, Outfalls)	15%	\$	431,600
13	Landscaping	2%	\$	57,600
14	Illumination	3%	\$	86,400
Other Components Estimate Subtotal:				\$ 863,500
III. Special Construction Components				
Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	\$ -	\$ -
16	Bridge Structures	None	\$ -	\$ -
17	Traffic Signals	None	\$ -	\$ -
18	Other	None	\$ -	\$ -
Special Components Estimate Subtotal:				\$ -
I, II, & III Construction Subtotal:				\$ 3,740,490
Mobilization				\$ 187,100
Contingency				\$ 392,800
Construction Cost Estimate Total:				\$ 4,320,400

Impact Fee Cost Estimate Summary				
Item Description	Notes	Allowance	Item Cost	
Construction		-	\$	4,320,400
Engineering/Survey/Testing		13.0%	\$	561,700
Right-of-Way Acquisition	Cost per sq. ft.: \$ 1.00	\$ 342,100	\$	342,100
Impact Fee Project Cost Estimate Total:				\$ 5,224,200

Town of Westlake
Planning Level Cost Estimate Worksheet
Ottinger Rd
Dove Rd to Town Limits

Roadway Information:			
Functional Classification:	Principal Arterial	No. of Lanes:	4
Length (lf):	1,445		
Right-of-Way Width (ft.):	120		
Median Type:	Raised		
Pavement Width (BOC to BOC):	23		
Description:	Widen roadway to thoroughfare standard		

Roadway Construction Cost Estimate:
I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	15	STA	\$ 3,000.00	\$ 45,000
2	Unclassified Street Excavation	2,500	CY	\$ 30.00	\$ 75,000
3	8" Lime Stabilized Subgrade	4,100	SY	\$ 8.00	\$ 32,800
4	Lime for Stabilization (48 lb/SY)	100	TON	\$ 400.00	\$ 40,000
5	HMAC Type D	450	TON	\$ 200.00	\$ 90,000
6	6" Compacted Flex Base	3,700	SY	\$ 25.00	\$ 92,500
7	Prime & Tack Coat	950	GAL	\$ 8.00	\$ 7,600
8	Curb & Gutter	2,890	LF	\$ 45.00	\$ 130,050
9	Concrete Sidewalk and Ramps	17,340	SF	\$ 12.00	\$ 208,080
10	Furnishing and Placing Topsoil	10,000	SY	\$ 5.00	\$ 50,000
Paving Estimate Subtotal:					\$ 771,030

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
11	Pavement Markings & Signage	2%	\$ 15,500
12	Traffic Control	5%	\$ 38,600
13	Erosion Control	3%	\$ 23,200
14	Drainage Improvements (RCP, Inlets, MH, Outfalls)	15%	\$ 115,700
15	Landscaping	2%	\$ 15,500
16	Illumination	3%	\$ 23,200
Other Components Estimate Subtotal:			\$ 231,700

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
17	Drainage Structures	None	\$ -	\$ -
18	Bridge Structures	None	\$ -	\$ -
19	Traffic Signals	None	\$ -	\$ -
20	Other	None	\$ -	\$ -
Special Components Estimate Subtotal:				\$ -

I, II, & III Construction Subtotal: \$ 1,002,730

Mobilization 5% \$ 50,200

Contingency 10% \$ 105,300

Construction Cost Estimate Total: \$ 1,158,300

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	\$ 1,158,300
Engineering/Survey/Testing		13.0%	\$ 150,600
Right-of-Way Acquisition	Cost per sq. ft.: \$ 1.00	\$ 86,700	\$ 86,700
Impact Fee Project Cost Estimate Total:			\$ 1,395,600

Town of Westlake Planning Level Cost Estimate Worksheet

Roanoke Rd
Liberty Ext to Town Limits

Roadway Information:			
Functional Classification:	Principal Arterial	No. of Lanes:	4
Length (lf):	528		
Right-of-Way Width (ft.):	120		
Median Type:	Raised		
Pavement Width (BOC to BOC):	23		
Description:	Widen roadway to thoroughfare standard		

Roadway Construction Cost Estimate:				
I. Paving Construction Cost Estimate				
Item No.	Item Description	Quantity	Unit	Item Cost
1	Right of Way Preparation	6	STA	\$ 18,000
2	Unclassified Street Excavation	900	CY	\$ 27,000
3	8" Lime Stabilized Subgrade	1,500	SY	\$ 12,000
4	Lime for Stabilization (48 lb/SY)	40	TON	\$ 16,000
5	CRCP	1,400	SY	\$ 140,000
6	Curb & Gutter	1,060	LF	\$ 47,700
7	Concrete Sidewalk and Ramps	6,340	SF	\$ 76,080
8	Furnishing and Placing Topsoil	3,600	SY	\$ 18,000
Paving Estimate Subtotal:				\$ 354,780
II. Non-Paving Construction Components				
Item No.	Item Description	Pct. Of Paving		Item Cost
9	Pavement Markings & Signage	2%	\$	7,100
10	Traffic Control	5%	\$	17,800
11	Erosion Control	3%	\$	10,700
12	Drainage Improvements (RCP, Inlets, MH, Outfalls)	15%	\$	53,300
13	Landscaping	2%	\$	7,100
14	Illumination	3%	\$	10,700
Other Components Estimate Subtotal:				\$ 106,700
III. Special Construction Components				
Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	\$ -	\$ -
16	Bridge Structures	None	\$ -	\$ -
17	Traffic Signals	None	\$ -	\$ -
18	Other	None	\$ -	\$ -
Special Components Estimate Subtotal:				\$ -
I, II, & III Construction Subtotal:				\$ 461,480
Mobilization				5% \$ 23,100
Contingency				10% \$ 48,500
Construction Cost Estimate Total:				\$ 533,100

Impact Fee Cost Estimate Summary				
Item Description	Notes	Allowance	Item Cost	
Construction		-	\$	533,100
Engineering/Survey/Testing		13.0%	\$	69,300
Right-of-Way Acquisition	Cost per sq. ft.:	\$ 1.00	\$ 31,700	\$ 31,700
Impact Fee Project Cost Estimate Total:				\$ 634,100

Town of Westlake Planning Level Cost Estimate Worksheet

Westlake Pkwy
New Road E to Ottinger Rd

Roadway Information:			
Functional Classification:	Principal Arterial	No. of Lanes:	4
Length (lf):	2,112		
Right-of-Way Width (ft.):	120		
Median Type:	Raised		
Pavement Width (BOC to BOC):	46		
Description:	Construct new roadway to thoroughfare standard		

Roadway Construction Cost Estimate:				
I. Paving Construction Cost Estimate				
Item No.	Item Description	Quantity	Unit	Item Cost
1	Right of Way Preparation	22	STA	\$ 66,000
2	Unclassified Street Excavation	7,200	CY	\$ 216,000
3	8" Lime Stabilized Subgrade	11,300	SY	\$ 90,400
4	Lime for Stabilization (48 lb/SY)	270	TON	\$ 108,000
5	CRCP	10,800	SY	\$ 1,080,000
6	Curb & Gutter	4,230	LF	\$ 190,350
7	Concrete Sidewalk and Ramps	25,350	SF	\$ 304,200
8	Furnishing and Placing Topsoil	14,500	SY	\$ 72,500
Paving Estimate Subtotal:				\$ 2,127,450
II. Non-Paving Construction Components				
Item No.	Item Description	Pct. Of Paving	Item Cost	
9	Pavement Markings & Signage	2%	\$	42,600
10	Traffic Control	5%	\$	106,400
11	Erosion Control	3%	\$	63,900
12	Drainage Improvements (RCP, Inlets, MH, Outfalls)	15%	\$	319,200
13	Landscaping	2%	\$	42,600
14	Illumination	3%	\$	63,900
Other Components Estimate Subtotal:				\$ 638,600
III. Special Construction Components				
Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	\$ -	\$ -
16	Bridge Structures	None	\$ -	\$ -
17	Traffic Signals	None	\$ -	\$ -
18	Other	None	\$ -	\$ -
Special Components Estimate Subtotal:				\$ -
I, II, & III Construction Subtotal:				\$ 2,766,050
Mobilization				\$ 138,400
Contingency				\$ 290,500
Construction Cost Estimate Total:				\$ 3,195,000

Impact Fee Cost Estimate Summary				
Item Description	Notes	Allowance	Item Cost	
Construction		-	\$	3,195,000
Engineering/Survey/Testing		13.0%	\$	415,400
Right-of-Way Acquisition	Cost per sq. ft.:	\$ 1.00	\$ 253,400	\$ 253,400
Impact Fee Project Cost Estimate Total:				\$ 3,863,800

Town of Westlake
Planning Level Cost Estimate Worksheet
Ottinger Rd
Dove Rd to Town Limits

Roadway Information:			
Functional Classification:	Principal Arterial	No. of Lanes:	4
Length (lf):	3,115		
Right-of-Way Width (ft.):	120		
Median Type:	Raised		
Pavement Width (BOC to BOC):	23		
Description:	Widen roadway to thoroughfare standard		

Roadway Construction Cost Estimate:
I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	32	STA	\$ 3,000.00	\$ 96,000
2	Unclassified Street Excavation	5,400	CY	\$ 30.00	\$ 162,000
3	8" Lime Stabilized Subgrade	8,700	SY	\$ 8.00	\$ 69,600
4	Lime for Stabilization (48 lb/SY)	210	TON	\$ 400.00	\$ 84,000
5	HMAC Type D	900	TON	\$ 200.00	\$ 180,000
6	6" Compacted Flex Base	8,000	SY	\$ 25.00	\$ 200,000
7	Prime & Tack Coat	2,000	GAL	\$ 8.00	\$ 16,000
8	Curb & Gutter	6,230	LF	\$ 45.00	\$ 280,350
9	Concrete Sidewalk and Ramps	37,380	SF	\$ 12.00	\$ 448,560
10	Furnishing and Placing Topsoil	21,500	SY	\$ 5.00	\$ 107,500
Paving Estimate Subtotal:					\$ 1,644,010

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
11	Pavement Markings & Signage	2%	\$ 32,900
12	Traffic Control	5%	\$ 82,300
13	Erosion Control	3%	\$ 49,400
14	Drainage Improvements (RCP, Inlets, MH, Outfalls)	15%	\$ 246,700
15	Landscaping	2%	\$ 32,900
16	Illumination	3%	\$ 49,400
Other Components Estimate Subtotal:			\$ 493,600

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
17	Drainage Structures	None	\$ -	\$ -
18	Bridge Structures	None	\$ -	\$ -
19	Traffic Signals	None	\$ -	\$ -
20	Other	None	\$ -	\$ -
Special Components Estimate Subtotal:				\$ -

I, II, & III Construction Subtotal: \$ 2,137,610

Mobilization 5% \$ 106,900

Contingency 10% \$ 224,500

Construction Cost Estimate Total: \$ 2,469,100

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	\$ 2,469,100
Engineering/Survey/Testing		13.0%	\$ 321,000
Right-of-Way Acquisition	Cost per sq. ft.: \$ 1.00	\$ 62,300	\$ 62,300
Impact Fee Project Cost Estimate Total:			\$ 2,852,400

Town of Westlake Planning Level Cost Estimate Worksheet

Roanoke Rd
New Road A to Liberty Ext

Roadway Information:			
Functional Classification:	Principal Arterial	No. of Lanes:	4
Length (lf):	2,746		
Right-of-Way Width (ft.):	120		
Median Type:	Raised		
Pavement Width (BOC to BOC):	23		
Description:	Widen roadway to thoroughfare standard		

Roadway Construction Cost Estimate:				
I. Paving Construction Cost Estimate				
Item No.	Item Description	Quantity	Unit	Item Cost
1	Right of Way Preparation	28	STA	\$ 84,000
2	Unclassified Street Excavation	4,700	CY	\$ 141,000
3	8" Lime Stabilized Subgrade	7,700	SY	\$ 61,600
4	Lime for Stabilization (48 lb/SY)	180	TON	\$ 72,000
5	CRCP	7,100	SY	\$ 710,000
6	Curb & Gutter	5,500	LF	\$ 247,500
7	Concrete Sidewalk and Ramps	32,960	SF	\$ 395,520
8	Furnishing and Placing Topsoil	18,900	SY	\$ 94,500
Paving Estimate Subtotal:				\$ 1,806,120
II. Non-Paving Construction Components				
Item No.	Item Description	Pct. Of Paving	Item Cost	
9	Pavement Markings & Signage	2%	\$	36,200
10	Traffic Control	5%	\$	90,400
11	Erosion Control	3%	\$	54,200
12	Drainage Improvements (RCP, Inlets, MH, Outfalls)	15%	\$	271,000
13	Landscaping	2%	\$	36,200
14	Illumination	3%	\$	54,200
Other Components Estimate Subtotal:				\$ 542,200
III. Special Construction Components				
Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	\$ -	\$ -
16	Bridge Structures	None	\$ -	\$ -
17	Traffic Signals	None	\$ -	\$ -
18	Other	None	\$ -	\$ -
Special Components Estimate Subtotal:				\$ -
I, II, & III Construction Subtotal:				\$ 2,348,320
Mobilization				5% \$ 117,500
Contingency				10% \$ 246,600
Construction Cost Estimate Total:				\$ 2,712,500

Impact Fee Cost Estimate Summary				
Item Description	Notes	Allowance	Item Cost	
Construction		-	\$	2,712,500
Engineering/Survey/Testing		13.0%	\$	352,600
Right-of-Way Acquisition	Cost per sq. ft.:	\$ 1.00	\$ 164,800	\$ 164,800
Impact Fee Project Cost Estimate Total:				\$ 3,229,900

Town of Westlake

Planning Level Cost Estimate Worksheet

Westlake Pkwy
Capital Way to New Road E

Roadway Information:			
Functional Classification:	Principal Arterial	No. of Lanes:	4
Length (lf):	3,221		
Right-of-Way Width (ft.):	120		
Median Type:	Raised		
Pavement Width (BOC to BOC):	46		
Description:	Construct new roadway to thoroughfare standard		

Roadway Construction Cost Estimate:				
I. Paving Construction Cost Estimate				
Item No.	Item Description	Quantity	Unit	Item Cost
1	Right of Way Preparation	33	STA	\$ 99,000
2	Unclassified Street Excavation	11,000	CY	\$ 330,000
3	8" Lime Stabilized Subgrade	17,200	SY	\$ 137,600
4	Lime for Stabilization (48 lb/SY)	410	TON	\$ 164,000
5	CRCP	16,500	SY	\$ 1,650,000
6	Curb & Gutter	6,450	LF	\$ 290,250
7	Concrete Sidewalk and Ramps	38,660	SF	\$ 463,920
8	Furnishing and Placing Topsoil	22,200	SY	\$ 111,000
Paving Estimate Subtotal:				\$ 3,245,770
II. Non-Paving Construction Components				
Item No.	Item Description	Pct. Of Paving	Item Cost	
9	Pavement Markings & Signage	2%	\$ 65,000	
10	Traffic Control	5%	\$ 162,300	
11	Erosion Control	3%	\$ 97,400	
12	Drainage Improvements (RCP, Inlets, MH, Outfalls)	15%	\$ 486,900	
13	Landscaping	2%	\$ 65,000	
14	Illumination	3%	\$ 97,400	
Other Components Estimate Subtotal:				\$ 974,000
III. Special Construction Components				
Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	\$ -	\$ -
16	Bridge Structures	None	\$ -	\$ -
17	Traffic Signals	None	\$ -	\$ -
18	Other	None	\$ -	\$ -
Special Components Estimate Subtotal:				\$ -
I, II, & III Construction Subtotal:				\$ 4,219,770
Mobilization				\$ 211,000
Contingency				\$ 443,100
Construction Cost Estimate Total:				\$ 4,873,900

Impact Fee Cost Estimate Summary			
Item Description	Notes	Allowance	Item Cost
Construction		-	\$ 4,873,900
Engineering/Survey/Testing		13.0%	\$ 633,600
Right-of-Way Acquisition	Cost per sq. ft.: \$ 1.00	\$ 386,500	\$ 386,500
Impact Fee Project Cost Estimate Total:			\$ 5,894,000

Town of Westlake Planning Level Cost Estimate Worksheet

New Road E

SH 114 to Westlake Pkwy

Roadway Information:			
Functional Classification:	Principal Arterial	No. of Lanes:	4
Length (lf):	2,587		
Right-of-Way Width (ft.):	120		
Median Type:	Raised		
Pavement Width (BOC to BOC):	46		
Description:	Construct new roadway to thoroughfare standard		

Roadway Construction Cost Estimate:				
I. Paving Construction Cost Estimate				
Item No.	Item Description	Quantity	Unit	Item Cost
1	Right of Way Preparation	26	STA	\$ 78,000
2	Unclassified Street Excavation	8,900	CY	\$ 267,000
3	8" Lime Stabilized Subgrade	13,800	SY	\$ 110,400
4	Lime for Stabilization (48 lb/SY)	330	TON	\$ 132,000
5	CRCP	13,300	SY	\$ 1,330,000
6	Curb & Gutter	5,180	LF	\$ 233,100
7	Concrete Sidewalk and Ramps	31,050	SF	\$ 372,600
8	Furnishing and Placing Topsoil	17,800	SY	\$ 89,000
Paving Estimate Subtotal:				\$ 2,612,100
II. Non-Paving Construction Components				
Item No.	Item Description	Pct. Of Paving	Item Cost	
9	Pavement Markings & Signage	2%	\$	52,300
10	Traffic Control	5%	\$	130,700
11	Erosion Control	3%	\$	78,400
12	Drainage Improvements (RCP, Inlets, MH, Outfalls)	15%	\$	391,900
13	Landscaping	2%	\$	52,300
14	Illumination	3%	\$	78,400
Other Components Estimate Subtotal:				\$ 784,000
III. Special Construction Components				
Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	\$ -	\$ -
16	Bridge Structures	None	\$ -	\$ -
17	Traffic Signals	None	\$ -	\$ -
18	Other	None	\$ -	\$ -
Special Components Estimate Subtotal:				\$ -
I, II, & III Construction Subtotal:				\$ 3,396,100
Mobilization				5% \$ 169,900
Contingency				10% \$ 356,600
Construction Cost Estimate Total:				\$ 3,922,600

Impact Fee Cost Estimate Summary				
Item Description	Notes	Allowance	Item Cost	
Construction		-	\$	3,922,600
Engineering/Survey/Testing		13.0%	\$	509,900
Right-of-Way Acquisition	Cost per sq. ft.:	\$ 1.00	\$ 310,400	\$ 310,400
Impact Fee Project Cost Estimate Total:				\$ 4,742,900

Town of Westlake Planning Level Cost Estimate Worksheet

Capital Pkwy
Westlake Pkwy to Davis Blvd

Roadway Information:			
Functional Classification:	Principal Arterial	No. of Lanes:	4
Length (lf):	4,488		
Right-of-Way Width (ft.):	120		
Median Type:	Raised		
Pavement Width (BOC to BOC):	23		
Description:	Widen roadway to thoroughfare standard		

Roadway Construction Cost Estimate:				
I. Paving Construction Cost Estimate				
Item No.	Item Description	Quantity	Unit	Item Cost
1	Right of Way Preparation	45	STA	\$ 135,000
2	Unclassified Street Excavation	7,700	CY	\$ 231,000
3	8" Lime Stabilized Subgrade	12,500	SY	\$ 100,000
4	Lime for Stabilization (48 lb/SY)	300	TON	\$ 120,000
5	CRCP	11,500	SY	\$ 1,150,000
6	Curb & Gutter	8,980	LF	\$ 404,100
7	Concrete Sidewalk and Ramps	53,860	SF	\$ 646,320
8	Furnishing and Placing Topsoil	30,900	SY	\$ 154,500
Paving Estimate Subtotal:				\$ 2,940,920
II. Non-Paving Construction Components				
Item No.	Item Description	Pct. Of Paving	Item Cost	
9	Pavement Markings & Signage	2%	\$	58,900
10	Traffic Control	5%	\$	147,100
11	Erosion Control	3%	\$	88,300
12	Drainage Improvements (RCP, Inlets, MH, Outfalls)	15%	\$	441,200
13	Landscaping	2%	\$	58,900
14	Illumination	3%	\$	88,300
Other Components Estimate Subtotal:				\$ 882,700
III. Special Construction Components				
Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	\$ -	\$ -
16	Bridge Structures	None	\$ -	\$ -
17	Traffic Signals	None	\$ -	\$ -
18	Other	None	\$ -	\$ -
Special Components Estimate Subtotal:				\$ -
I, II, & III Construction Subtotal:				\$ 3,823,620
Mobilization				5% \$ 191,200
Contingency				10% \$ 401,500
Construction Cost Estimate Total:				\$ 4,416,400

Impact Fee Cost Estimate Summary				
Item Description	Notes	Allowance	Item Cost	
Construction		-	\$	4,416,400
Engineering/Survey/Testing		13.0%	\$	574,100
Right-of-Way Acquisition	Cost per sq. ft.:	\$ 1.00	\$ 246,800	\$ 246,800
Impact Fee Project Cost Estimate Total:				\$ 5,237,300

Town of Westlake Planning Level Cost Estimate Worksheet

Schwab Way
Ottinger Rd to New Road B

Roadway Information:			
Functional Classification:	Principal Arterial	No. of Lanes:	4
Length (lf):	1,056		
Right-of-Way Width (ft.):	120		
Median Type:	Raised		
Pavement Width (BOC to BOC):	46		
Description:	Construct new roadway to thoroughfare standard		

Roadway Construction Cost Estimate:				
I. Paving Construction Cost Estimate				
Item No.	Item Description	Quantity	Unit	Item Cost
1	Right of Way Preparation	11	STA	\$ 33,000
2	Unclassified Street Excavation	3,600	CY	\$ 108,000
3	8" Lime Stabilized Subgrade	5,700	SY	\$ 45,600
4	Lime for Stabilization (48 lb/SY)	140	TON	\$ 56,000
5	CRCP	5,400	SY	\$ 540,000
6	Curb & Gutter	2,120	LF	\$ 95,400
7	Concrete Sidewalk and Ramps	12,680	SF	\$ 152,160
8	Furnishing and Placing Topsoil	7,300	SY	\$ 36,500
Paving Estimate Subtotal:				\$ 1,066,660
II. Non-Paving Construction Components				
Item No.	Item Description	Pct. Of Paving	Item Cost	
9	Pavement Markings & Signage	2%	\$	21,400
10	Traffic Control	5%	\$	53,400
11	Erosion Control	3%	\$	32,000
12	Drainage Improvements (RCP, Inlets, MH, Outfalls)	15%	\$	160,000
13	Landscaping	2%	\$	21,400
14	Illumination	3%	\$	32,000
Other Components Estimate Subtotal:				\$ 320,200
III. Special Construction Components				
Item No.	Item Description	Notes	Allowance	Item Cost
15	Drainage Structures	None	\$ -	\$ -
16	Bridge Structures	None	\$ -	\$ -
17	Traffic Signals	None	\$ -	\$ -
18	Other	None	\$ -	\$ -
Special Components Estimate Subtotal:				\$ -
I, II, & III Construction Subtotal:				\$ 1,386,860
Mobilization				\$ 69,400
Contingency				\$ 145,700
Construction Cost Estimate Total:				\$ 1,602,000

Impact Fee Cost Estimate Summary				
Item Description	Notes	Allowance	Item Cost	
Construction		-	\$	1,602,000
Engineering/Survey/Testing		13.0%	\$	208,300
Right-of-Way Acquisition	Cost per sq. ft.: \$ 1.00	\$ -	\$	-
Impact Fee Project Cost Estimate Total:				\$ 1,810,300

Town of Westlake Planning Level Cost Estimate Worksheet

N Pearson

Dove Rd to 50' S of Spring Dr

Roadway Information:			
Functional Classification:	Principal Arterial	No. of Lanes:	4
Length (lf):	3,700		
Right-of-Way Width (ft.):	120		
Median Type:	Raised		
Pavement Width (BOC to BOC):	23		
Description:	Widen roadway to thoroughfare standard		

Roadway Construction Cost Estimate:

I. Paving Construction Cost Estimate

Item No.	Item Description	Quantity	Unit	Unit Cost	Item Cost
1	Right of Way Preparation	37	STA	\$ 3,000.00	\$ 111,000
2	Unclassified Street Excavation	6,400	CY	\$ 30.00	\$ 192,000
3	8" Lime Stabilized Subgrade	10,300	SY	\$ 8.00	\$ 82,400
4	Lime for Stabilization (48 lb/SY)	250	TON	\$ 400.00	\$ 100,000
5	HMAC Type D	1,050	TON	\$ 200.00	\$ 210,000
6	6" Compacted Flex Base	9,500	SY	\$ 25.00	\$ 237,500
7	Prime & Tack Coat	2,400	GAL	\$ 8.00	\$ 19,200
8	Curb & Gutter	7,400	LF	\$ 45.00	\$ 333,000
9	Concrete Sidewalk and Ramps	44,400	SF	\$ 12.00	\$ 532,800
10	Furnishing and Placing Topsoil	25,500	SY	\$ 5.00	\$ 127,500
Paving Estimate Subtotal:					\$ 1,945,400

II. Non-Paving Construction Components

Item No.	Item Description	Pct. Of Paving	Item Cost
11	Pavement Markings & Signage	2%	\$ 39,000
12	Traffic Control	5%	\$ 97,300
13	Erosion Control	3%	\$ 58,400
14	Drainage Improvements (RCP, Inlets, MH, Outfalls)	15%	\$ 291,900
15	Landscaping	2%	\$ 39,000
16	Illumination	3%	\$ 58,400
Other Components Estimate Subtotal:			\$ 584,000

III. Special Construction Components

Item No.	Item Description	Notes	Allowance	Item Cost
17	Drainage Structures	None	\$ -	\$ -
18	Bridge Structures	None	\$ -	\$ -
19	Traffic Signals	None	\$ -	\$ -
20	Other	None	\$ -	\$ -
Special Components Estimate Subtotal:				\$ -

I, II, & III Construction Subtotal: \$ 2,529,400

Mobilization 5% \$ 126,500

Contingency 10% \$ 265,600

Construction Cost Estimate Total: \$ 2,921,500

Impact Fee Cost Estimate Summary

Item Description	Notes	Allowance	Item Cost
Construction		-	\$ 2,921,500
Engineering/Survey/Testing		13.0%	\$ 379,800
Right-of-Way Acquisition	Cost per sq. ft.: \$ 1.00	\$ 148,000	\$ 148,000
Impact Fee Project Cost Estimate Total:			\$ 3,449,300



Appendix H: Water System Project Cost Estimates

Town of Westlake



Impact Fee Eligible Capital Improvement Cost Estimate

July 2025

Construction Project Number: 1

Project Name: 2.0 MGD Water Supply and Connection Improvements from Fort Worth

Project Description:

This project includes the water supply and connection improvements from Fort Worth on Davis Boulevard in the East Pressure Plane. This water supply will feed into the Town's system at the proposed Davis Boulevard Pump Station.

Project Drivers:

The project will provide water to the proposed East Pressure Plane.

Vicinity Map



Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	20" WL & Appurtenances	700	LF	\$ 360	\$ 252,000
2	20"x16" Water Supply Connection	1	LS	\$ 486,000	\$ 486,000
SUBTOTAL:					\$ 738,000
CONTINGENCY				30%	\$ 221,400
SUBTOTAL:					\$ 959,400
ENG/SURVEY				20%	\$ 191,900
SUBTOTAL:					\$ 1,151,300
Estimated Project Total:					\$ 1,151,300

Comments: The Engineer has no control over the cost and labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to the Engineer at this time and represent only the Engineer's judgement as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs. These costs were developed as part of the Pump Station Condition Assessment project, and details can be found in the report.

Town of Westlake



Impact Fee Eligible Capital Improvement Cost Estimate

July 2025

Construction Project Number: 2

Project Name: 4.0 MGD Firm Capacity at the Davis Boulevard Pump Station (East PP) and 1.5 MG Ground Storage Tank

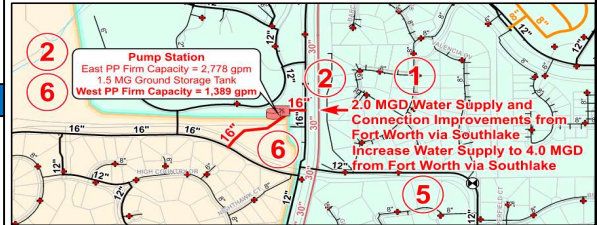
Project Description:

This project includes the construction of a 4.0 MGD firm capacity at the Davis Boulevard Pump Station (East PP) and a 1.5 MGD ground storage tank.

Project Drivers:

This project will provide pumping capacity to meet the maximum day demand in the East Pressure Plane.

Vicinity Map



Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	Pump Station - New 2,778 gpm	1	LS	\$ 4,167,000	\$ 4,167,000
2	1.5 MG Ground Storage Tank	1	LS	\$ 3,375,000	\$ 3,375,000
3	16" WL & Appurtenances	200	LF	\$ 288	\$ 57,600
				SUBTOTAL:	\$ 7,599,600
				CONTINGENCY	30%
				SUBTOTAL:	\$ 9,879,500
				ENG/SURVEY	20%
				SUBTOTAL:	\$ 11,855,400
				Estimated Project Total:	\$ 11,855,400

Comments: The Engineer has no control over the cost and labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to the Engineer at this time and represent only the Engineer's judgement as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs. These costs were developed as part of the Pump Station Condition Assessment project, and details can be found in the report.

Town of Westlake



Impact Fee Eligible Capital Improvement Cost Estimate

July 2025

Construction Project Number: 3

Project Name: 20-inch Dove Road Water Line Extension

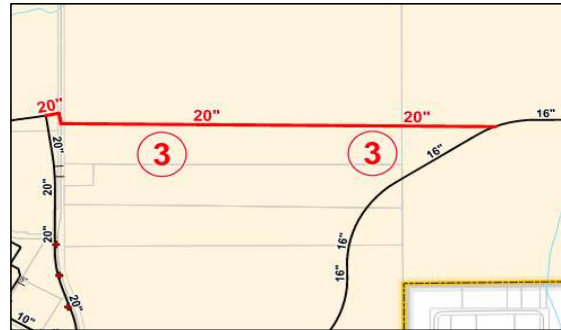
Project Description:

This project includes the extension of a 20-inch water line that connects to the 24-inch line on Roanoke Road, extends east, and connects to the existing 16-inch water line (to be replaced by Project 26).

Project Drivers:

This project will provide increased transmission capacity, looping, and fire flow capacity.

Vicinity Map



Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	20" WL & Appurtenances	4,000	LF	\$ 360	\$ 1,440,000
2	Pavement Repair	50	LF	\$ 90	\$ 4,500
SUBTOTAL:					\$ 1,444,500
CONTINGENCY				30%	\$ 433,400
SUBTOTAL:					\$ 1,877,900
ENG/SURVEY				20%	\$ 375,600
SUBTOTAL:					\$ 2,253,500
Estimated Project Total:					\$ 2,253,500

Comments: The Engineer has no control over the cost and labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to the Engineer at this time and represent only the Engineer's judgement as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Town of Westlake



Impact Fee Eligible Capital Improvement Cost Estimate

July 2025

Construction Project Number: 4

Project Name: 16/20-inch US 377 Water Line Loop

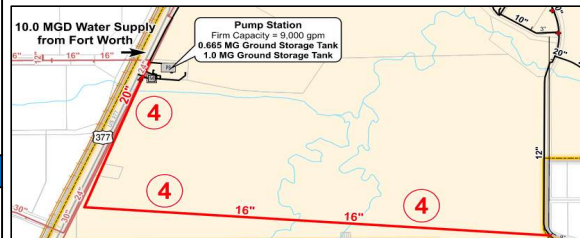
Project Description:

This project includes the construction of a 12/16-inch water line loop along US 377 and the southern Town limits. The project begins at the US 377 Pump Station with a 20-inch water line that extends south along US 377, then connects to a 16-inch water line that extends east and connects to the existing 12-inch water line on Roanoke Road in the West Pressure Plane.

Project Drivers:

This project will provide increased transmission capacity, looping, and fire flow capacity. This project will also provide service to growth in the southwest section of the Town.

Vicinity Map



Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	20" WL & Appurtenances	2,100	LF	\$ 360	\$ 756,000
2	16" WL & Appurtenances	5,500	LF	\$ 288	\$ 1,584,000
3	32" Boring and Casing	50	LF	\$ 1,120	\$ 56,000
				SUBTOTAL:	\$ 2,396,000
				CONTINGENCY	30%
				SUBTOTAL:	\$ 3,114,800
				ENG/SURVEY	20%
				SUBTOTAL:	\$ 3,737,800
				Estimated Project Total:	\$ 3,737,800

Comments: The Engineer has no control over the cost and labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to the Engineer at this time and represent only the Engineer's judgement as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Town of Westlake



Impact Fee Eligible Capital Improvement Cost Estimate

July 2025

Construction Project Number: 5

Project Name: 2.0 MGD Water Supply Increase from Fort Worth (4.0 MGD Total)

Project Description:

This project includes increasing the water supply to 4.0 MGD from Fort Worth at the Davis Boulevard Pump Station in the East Pressure Plane.

Project Drivers:

This project will expand the water supply to the East Pressure Plane to serve projected maximum day demands based on system demands.

Vicinity Map



Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	Water Supply - Expansion to 4 MGD	1	LS	\$ 500,000	\$ 500,000
				SUBTOTAL:	\$ 500,000
				CONTINGENCY	\$ -
				SUBTOTAL:	\$ 500,000
				ENG/SURVEY	\$ -
				SUBTOTAL:	\$ 500,000
				Estimated Project Total:	\$ 500,000

Comments: The Engineer has no control over the cost and labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to the Engineer at this time and represent only the Engineer's judgement as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Town of Westlake



Impact Fee Eligible Capital Improvement Cost Estimate

July 2025

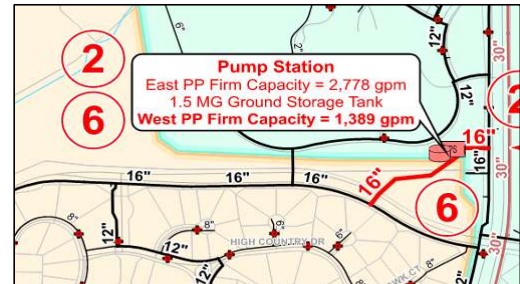
Construction Project Number: 6

Project Name: 2.0 MGD Firm Capacity at the Davis Boulevard Pump Station (West PP)

Project Description:

This project includes the expansion of the Davis Boulevard Pump Station by 2.0 MGD (Firm) to serve the West Pressure Plane.

Vicinity Map



Project Drivers:

This project will provide pumping capacity to the West Pressure Plane to meet the TCEQ pumping capacity requirement.

Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	Pump Station - Expansion 1,389 gpm	1	LS	\$ 1,666,800	\$ 1,666,800
2	16" WL & Appurtenances	800	LF	\$ 288	\$ 230,400
3	Pavement Repair	150	LF	\$ 90	\$ 13,500
				SUBTOTAL:	\$ 1,910,700
				CONTINGENCY	30%
				SUBTOTAL:	\$ 2,484,000
				ENG/SURVEY	20%
				SUBTOTAL:	\$ 2,980,800
				Estimated Project Total:	\$ 2,980,800

Comments: The Engineer has no control over the cost and labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to the Engineer at this time and represent only the Engineer's judgement as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Town of Westlake



Impact Fee Eligible Capital Improvement Cost Estimate

July 2025

Construction Project Number: 7

Project Name: 12-inch SH 114 Water Line Loop

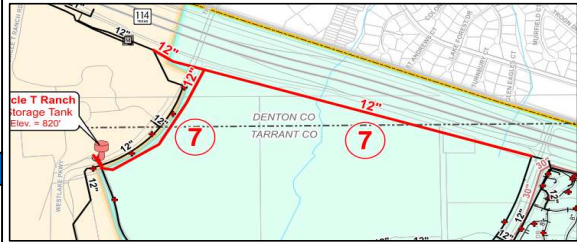
Project Description:

This project includes the construction of a 12-inch water line looping along SH 114. The project starts with a 12-inch water line from the 1.0 MG Circle T Ranch Elevated Storage Tank (Project 14), extending north and looping along SH 114, and connecting to the existing 16-inch and 12-inch line at the intersection of Davis Boulevard and SH 114 in the East Pressure Plane.

Project Drivers:

This project will provide increased transmission capacity, looping, and fire flow capacity. This project will also provide service to growth in the northeast section of the Town.

Vicinity Map



Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	12" WL & Appurtenances	5,600	LF	\$ 216	\$ 1,209,600
2	20" Boring and Casing	25	LF	\$ 700	\$ 17,500
3	Pavement Repair	200	LF	\$ 90	\$ 18,000
				SUBTOTAL:	\$ 1,245,100
				CONTINGENCY	30%
				SUBTOTAL:	\$ 1,618,700
				ENG/SURVEY	20%
				SUBTOTAL:	\$ 1,942,500
Estimated Project Total:					\$ 1,942,500

Comments: The Engineer has no control over the cost and labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to the Engineer at this time and represent only the Engineer's judgement as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Town of Westlake



Impact Fee Eligible Capital Improvement Cost Estimate

July 2025

Construction Project Number: 8

Project Name: 1.0 MG Circle T Ranch Elevated Storage Tank

Project Description:

This project includes the construction of a 1.0 MG elevated storage tank near the intersection of Circle T Ranch Road and Westlake Parkway in the East Pressure Plane.

Project Drivers:

This project will allow the East Pressure Plane to meet the TCEQ requirement for elevated storage.

Vicinity Map



Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	1.0 MG Elevated Storage Tank < 180'	1	LS	\$ 4,000,000	\$ 4,000,000
2	12" WL & Appurtenances	300	LF	\$ 216	\$ 64,800
3	1.0 MG EST SCADA Instrumentation and Controls	1	LS	\$ 300,000	\$ 300,000
				SUBTOTAL:	\$ 4,364,800
				CONTINGENCY	30%
				SUBTOTAL:	\$ 5,674,300
				ENG/SURVEY	20%
				SUBTOTAL:	\$ 6,809,200
				Estimated Project Total:	\$ 6,809,200

Comments: The Engineer has no control over the cost and labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to the Engineer at this time and represent only the Engineer's judgement as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Town of Westlake



Impact Fee Eligible Capital Improvement Cost Estimate

July 2025

Construction Project Number: 9

Project Name: 16-inch J.T. Ottinger Road Water Line

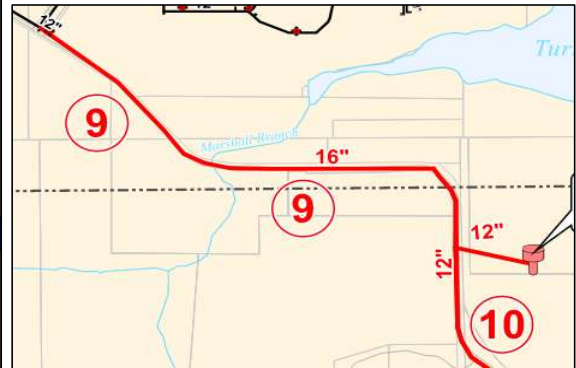
Project Description:

The project includes the construction of a 16-inch water line extending from the intersection of J.T. Ottinger Road and Schwab Way, connecting to the proposed 16-inch water line (Project 27) and to the proposed 12-inch water line (Project 18) along J.T. Ottinger Road in the West Pressure Plane.

Project Drivers:

This project will provide increased transmission capacity, looping, and fire flow capacity. This project will also provide service to growth in the northwest section of the Town.

Vicinity Map



Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	16" WL & Appurtenances	3,100	LF	\$ 288	\$ 892,800
2	30" Boring and Casing	75	LF	\$ 1,050	\$ 78,750
3	Pavement Repair	100	LF	\$ 90	\$ 9,000
				SUBTOTAL:	\$ 980,600
				CONTINGENCY	30%
				SUBTOTAL:	\$ 1,274,800
				ENG/SURVEY	20%
				SUBTOTAL:	\$ 1,529,800
				Estimated Project Total:	\$ 1,529,800

Comments: The Engineer has no control over the cost and labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to the Engineer at this time and represent only the Engineer's judgement as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Town of Westlake



Impact Fee Eligible Capital Improvement Cost Estimate

July 2025

Construction Project Number: 10

Project Name: 12-inch J.T. Ottinger Road Water Line

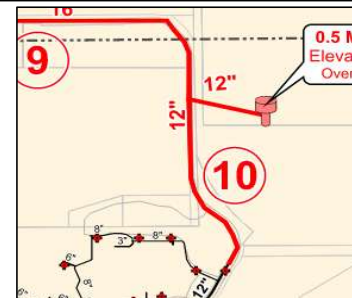
Project Description:

The project includes the construction of a 12-inch water line extending south from the proposed 16-inch water line (Project 17) and connecting to the existing 12-inch water line along J.T. Ottinger Road.

Project Drivers:

This project will provide increased transmission capacity, looping, and fire flow capacity. This project will also provide service to growth in the northwest section of the Town.

Vicinity Map



Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	12" WL & Appurtenances	2,000	LF	\$ 216	\$ 432,000
SUBTOTAL:					\$ 432,000
CONTINGENCY					--
SUBTOTAL:					\$ -
ENG/SURVEY					--
SUBTOTAL:					\$ -
Estimated Project Total:					\$ -

Comments: The Engineer has no control over the cost and labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to the Engineer at this time and represent only the Engineer's judgement as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Town of Westlake



Impact Fee Eligible Capital Improvement Cost Estimate

July 2025

Construction Project Number: 11

Project Name: 0.5 MG Elevated Storage Tank

Project Description:

The project includes the construction of a 0.5 MG elevated storage tank located near the J.T. Ottinger Road in the West Pressure Plane.

Project Drivers:

This project will increase resiliency and capacity in the West Pressure Plane.

Vicinity Map



Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	0.50 MG Elevated Storage Tank > 180'	1	LS	\$ 4,000,000	\$ 4,000,000
2	12" WL & Appurtenances	500	LF	\$ 216	\$ 108,000
				SUBTOTAL:	\$ 4,108,000
				CONTINGENCY	30%
				SUBTOTAL:	\$ 5,340,400
				ENG/SURVEY	20%
				SUBTOTAL:	\$ 6,408,500
Estimated Project Total:					\$ 6,408,500

Comments: The Engineer has no control over the cost and labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to the Engineer at this time and represent only the Engineer's judgement as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Town of Westlake



Impact Fee Eligible Capital Improvement Cost Estimate

July 2025

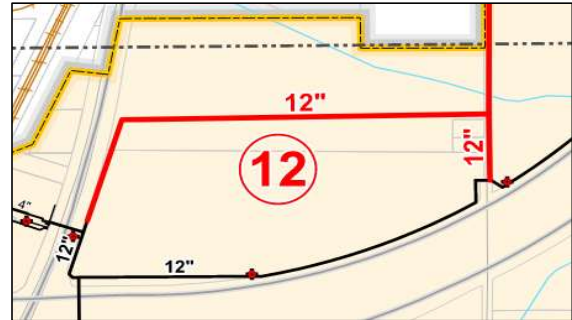
Construction Project Number: 12

Project Name: 12-inch US 377 Water Line Loop

Project Description:

The project includes the construction of a 12-inch water line extending north from the existing 12-inch water line along US 377 and looping along Roanoke Road in the West Pressure Plane.

Vicinity Map



Project Drivers:

This project will provide increased transmission capacity, looping, and fire flow capacity. This project will also provide service to growth in the northwest section of the Town.

Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	12" WL & Appurtenances	3,100	LF	\$ 216	\$ 669,600
2	Pavement Repair	50	LF	\$ 90	\$ 4,500
SUBTOTAL:					\$ 674,100
CONTINGENCY				30%	\$ 202,300
SUBTOTAL:					\$ 876,400
ENG/SURVEY				20%	\$ 175,300
SUBTOTAL:					\$ 1,051,700
Estimated Project Total:					\$ 1,051,700

Comments: The Engineer has no control over the cost and labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to the Engineer at this time and represent only the Engineer's judgement as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Town of Westlake



Impact Fee Eligible Capital Improvement Cost Estimate

July 2025

Construction Project Number: 13

Project Name: 12-inch Parish Lane Water Line Loop

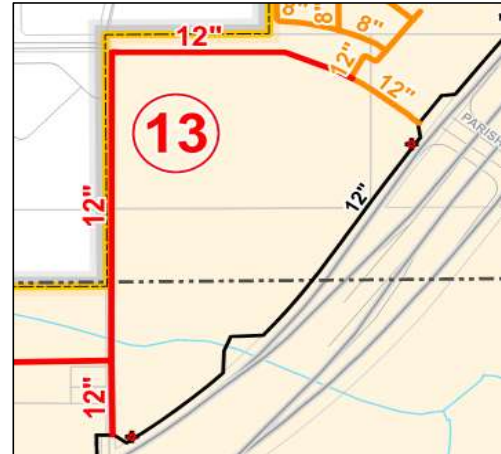
Project Description:

The project includes the construction of a 12-inch water line extending north along Roanoke Road from the proposed 12-inch (Project 20) then looping back along Parish Lane to connect to the under-construction 12-inch water line in the West Pressure Plane.

Project Drivers:

This project will provide increased transmission capacity, looping, and fire flow capacity. This project will also provide service to growth in the northwest section of the Town.

Vicinity Map



Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	12" WL & Appurtenances	2,900	LF	\$ 216	\$ 626,400
SUBTOTAL:					\$ 626,400
CONTINGENCY				30%	\$ 188,000
SUBTOTAL:					\$ 814,400
ENG/SURVEY				20%	\$ 162,900
SUBTOTAL:					\$ 977,300
Estimated Project Total:					\$ 977,300

Comments: The Engineer has no control over the cost and labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to the Engineer at this time and represent only the Engineer's judgement as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Town of Westlake



Impact Fee Eligible Capital Improvement Cost Estimate

July 2025

Construction Project Number: 14

Project Name: 12-inch Main Street Water Line Loop

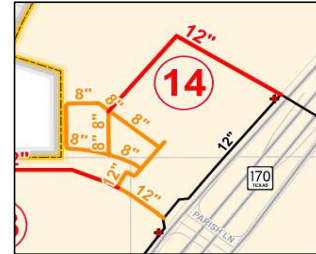
Project Description:

The project includes the construction of a 12-inch water line extending north from the under-construction 8-inch water line then looping back to connect to the existing 12-inch water line along Alliance Gateway Freeway in the West Pressure Plane.

Project Drivers:

This project will provide increased transmission capacity, looping, and fire flow capacity. This project will also provide service to growth in the northwest section of the Town.

Vicinity Map



Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	12" WL & Appurtenances	1,700	LF	\$ 216	\$ 367,200
SUBTOTAL:					\$ 367,200
CONTINGENCY				30%	\$ 110,200
SUBTOTAL:					\$ 477,400
ENG/SURVEY				20%	\$ 95,500
SUBTOTAL:					\$ 572,900
Estimated Project Total:					\$ 572,900

Comments: The Engineer has no control over the cost and labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to the Engineer at this time and represent only the Engineer's judgement as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.



Appendix I: Wastewater System Project Cost Estimates

Town of Westlake



Capital Improvement Cost Estimate

July 2025

Construction Project Number: 1

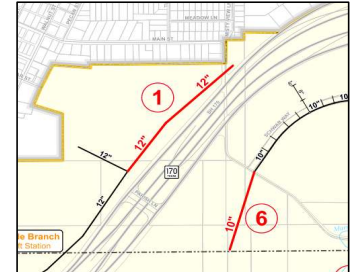
Project Driver: Future Growth

Project Name: 12-inch Parish Lane Gravity Main

Project Description:

Vicinity Map

This project consists of constructing a 12-inch gravity main northeast along SH 170 from the existing main on Parish Lane.



Project Drivers:

This project will convey flow to the future developments in the northwest of SH 170.

Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	12" Gravity Main		LF	\$ 240	
2	48" Diameter Manhole	5	EA	\$ 30,000	\$ 156,000
3	Pavement Repair	100	LF	\$ 90	\$ 9,000

SUBTOTAL: \$ 165,000

CONTINGENCY 30% \$ 49,500

SUBTOTAL: \$ 214,500

ENG/SURVEY 20% \$ 42,900

SUBTOTAL: \$ 257,400

Estimated Project Total: \$ 257,400

Comments: The Engineer has no control over the cost and labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to the Engineer at this time and represent only the Engineer's judgement as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

July 2025

Project Driver: Future Growth

Project Description:

This project will convey flow to the future developments in the southwest portion of the town.

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	8" Gravity Main		LF	\$ 160	
2	48" Diameter Manhole	7	EA	\$ 30,000	\$ 204,000
		SUBTOTAL:			\$ 204,000
		CONTINGENCY	30%	\$	61,200
		SUBTOTAL:			\$ 265,200
		ENG/SURVEY	20%	\$	53,100
		SUBTOTAL:			\$ 318,300
Estimated Project Total:					\$ 318,300

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Town of Westlake



Capital Improvement Cost Estimate

July 2025

Construction Project Number: 3

Project Driver: Future Growth

Project Name: 8-inch Marshall Branch Gravity Main Extension 2

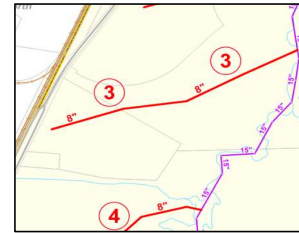
Project Description:

This project consists of constructing a 8-inch gravity main from the 15-inch TRA interceptor southwest towards the Westlake Pump Station site.

Project Drivers:

This project will convey flow to the future developments in the southwest portion of the town.

Vicinity Map



Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	8" Gravity Main		LF	\$ 160	
2	48" Diameter Manhole	8	EA	\$ 30,000	\$ 252,000
3	Pavement Repair	50	LF	\$ 90	\$ 4,500
					SUBTOTAL: \$ 256,500
CONTINGENCY				30%	\$ 77,000
					SUBTOTAL: \$ 333,500
ENG/SURVEY				20%	\$ 66,700
					SUBTOTAL: \$ 400,200
					Estimated Project Total: \$ 400,200

Comments: The Engineer has no control over the cost and labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to the Engineer at this time and represent only the Engineer's judgement as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Town of Westlake



Capital Improvement Cost Estimate

July 2025

Construction Project Number: 4

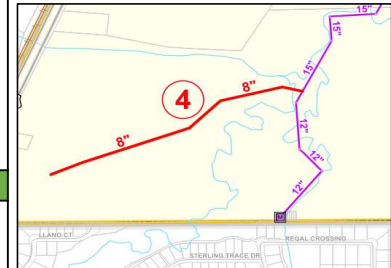
Project Driver: Future Growth

Project Name: 8-inch Marshall Branch Gravity Main Extension 3

Project Description:

Vicinity Map

This project consists of constructing a 8-inch gravity main from the 15-inch TRA interceptor southwest towards the town limits.



Project Drivers:

This project will convey flow to the future developments in the southwest portion of the town.

Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	8" Gravity Main		LF	\$ 160	
2	48" Diameter Manhole	7	EA	\$ 30,000	\$ 198,000
SUBTOTAL:					\$ 198,000
CONTINGENCY				30%	\$ 59,400
SUBTOTAL:					\$ 257,400
ENG/SURVEY				20%	\$ 51,500
SUBTOTAL:					\$ 308,900
Estimated Project Total:					\$ 308,900

Comments: The Engineer has no control over the cost and labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to the Engineer at this time and represent only the Engineer's judgement as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Town of Westlake



Capital Improvement Cost Estimate

July 2025

Construction Project Number: 5

Project Driver: Future Growth

Project Name: 8-inch J.T. Ottinger Rd Gravity Main

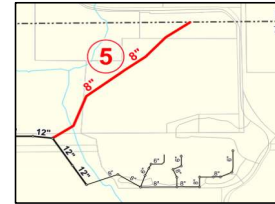
Project Description:

This project consists of constructing a 8-inch gravity main from the existing 12-inch wastewater line northeast towards Ottinger Rd.

Project Drivers:

This project will convey flow to the future developments in the central portion of the town.

Vicinity Map



Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	8" Gravity Main		LF	\$ 160	
2	48" Diameter Manhole	5	EA	\$ 30,000	\$ 162,000
				SUBTOTAL:	\$ 162,000
				OH & P	15%
					\$ 24,300
				SUBTOTAL:	\$ 186,300
				MOBILIZATION	5%
					\$ 9,400
				SUBTOTAL:	\$ 195,700
				CONTINGENCY	30%
					\$ 58,800
				SUBTOTAL:	\$ 254,500
				Estimated Project Total:	\$ 254,500

Comments: The Engineer has no control over the cost and labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to the Engineer at this time and represent only the Engineer's judgement as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Town of Westlake



Capital Improvement Cost Estimate

July 2025

Construction Project Number: 6

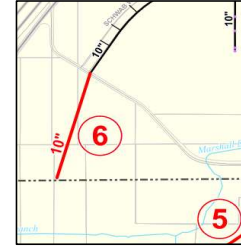
Project Driver: Future Growth

Project Name: 10-inch Schwab Way Gravity Main

Project Description:

This project consists of constructing a 10-inch gravity main from the existing 10-inch wastewater line at Schwab Way southwest towards the Denton and Tarrant County Line.

Vicinity Map



Project Drivers:

This project will convey flow to the future developments in the northwest portion of the town.

Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	10" Gravity Main		LF	\$ 200	
2	48" Diameter Manhole	3	EA	\$ 30,000	\$ 102,000
3	Pavement Repair	50	LF	\$ 90	\$ 4,500
				SUBTOTAL:	\$ 106,500
				CONTINGENCY	30%
					\$ 32,000
				SUBTOTAL:	\$ 138,500
				ENG/SURVEY	20%
					\$ 27,700
				SUBTOTAL:	\$ 166,200
				Estimated Project Total:	
				\$ 166,200	

Comments: The Engineer has no control over the cost and labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to the Engineer at this time and represent only the Engineer's judgement as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Town of Westlake



Capital Improvement Cost Estimate

July 2025

Construction Project Number: 7

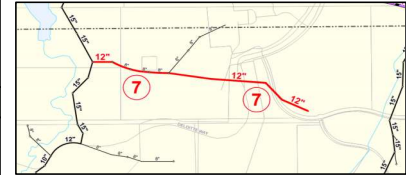
Project Driver: Future Growth

Project Name: 12-inch Turner Lake Replacement and Gravity Main Extension

Project Description:

This project consists of replacing a approximately 1,100 LF of the existing 8-inch wastewater line with a 12-inch gravity main and constructing a 12-inch gravity main from the proposed replacement portion east towards Capital Pkwy.

Vicinity Map



Project Drivers:

This project will increase the capacity of the existing line and convey flow to the future developments in the central portion of the town.

Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	12" Gravity Main		LF	\$ 240	
2	48" Diameter Manhole	6	EA	\$ 30,000	\$ 174,000
3	Pavement Repair	250	LF	\$ 90	\$ 22,500
4	20" Boring and Casing	200	LF	\$ 2,000	\$ 400,000

SUBTOTAL: \$ 596,500

CONTINGENCY 30% \$ 179,000

SUBTOTAL: \$ 775,500

ENG/SURVEY 20% \$ 155,100

SUBTOTAL: \$ 930,600

Estimated Project Total: \$ 930,600

Comments: The Engineer has no control over the cost and labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to the Engineer at this time and represent only the Engineer's judgement as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Town of Westlake



Capital Improvement Cost Estimate

July 2025

Construction Project Number: 8

Project Driver: Future Growth

Project Name: TRA Denton Creek WRF Expansion Cost Participation

Project Description:

Vicinity Map

This project consists of a 4.5 MGD expansion of the TRA Denton Creek WRF to 16 MGD.



Project Drivers:

This project will provide additional treatment capacity for Westlake's wastewater flow.

Opinion of Probable Construction Cost

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	Cost Participation for the TRA Denton Creek WRF Expansion to 16 MGD	1	LS	\$ 98,619,250	\$ 98,619,250
				SUBTOTAL:	\$ 98,619,300
				CONTINGENCY	0%
				SUBTOTAL:	\$ 98,619,300
				ENG/SURVEY	0%
				SUBTOTAL:	\$ 98,619,300
				Estimated Project Total:	
				\$ 98,619,300	

Comments: The Engineer has no control over the cost and labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to the Engineer at this time and represent only the Engineer's judgement as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.



Town Council/Board of Trustees AGENDA ITEM REPORT



DATE: August 25, 2025 **AGENDA ITEM NO:** C.1.
FROM: Cheryl Taylor, Public Works Director, Public Works
SUBJECT: Discuss, consider and act to approve and adopt Ordinance No.1028 amending the Town of Westlake Code of Ordinances by amending Chapter 82 titled "Subdivisions", to establish Article XV. entitled "Impact Fees"; establishing water, wastewater and roadway capital impact fees; establishing a maximum allowable impact fee per service unit; establishing procedures for the assessment, computation, collection, deposit, refund, expenditure and general administration of said impact fees; establishing an appeal procedure; establishing an effective date of August 25, 2025; providing for penalties; providing a severability clause; and finding and determining that the meeting at which this Ordinance is adopted is open to the Public as required by law.

ATTACHMENTS:

1. CIAC Recommendation Letter Impact Fees 8.11.2025
2. Westlake Impact Fee Draft Ord 1028

SUMMARY :

Town Council will consider for adoption Ordinance No. 1028 which will, in accordance with Chapter 395 of the Local Government Code, approve the assessment and imposition of capital impact fees for water, wastewater and roadways; establish a maximum allowable impact fee per service unit of \$5,359 for the water system, \$2,801 for the wastewater system, and \$1,034 for the roadway system; the procedures for the administration of the same; and the specifics of codifying the regulations for impact fees in the Town of Westlake Code of Ordinances.

BACKGROUND AND DISCUSSION:

Chapter 395 of the Local Government Code outlines the requirements for the adoption of impact fees.

As a rapidly growing community, the Town of Westlake has an opportunity to consider the implementation of water, wastewater and roadway impact fees that will allow for development to participate in the cost of necessary future improvements to serve the community. An impact fee is a charge or assessment on new development that generates revenue for funding or recouping the costs of capital improvements or facility expansions attributable to new development. It is a tool that can be used to recoup, from property developers, some of the costs that new development places on City infrastructure. Impact fees ensure that those who place additional demand on the roadway, water, and wastewater systems help pay the costs required to meet that demand.

Town staff and consultant Freese and Nichols have conducted meetings with the Town Council appointed Westlake Capital Improvements Advisory Committee (CIAC) for the study and development of a Water, Wastewater, and Roadway Impact Fee Program. Information analyzed included Land Use Assumptions (2025-2035), eligible Capital Improvement Plans for each infrastructure component and associated costs, and the resultant cost per service unit calculations for determining the maximum allowable impact fees. The CIAC approved the Land Use Assumption and the Capital Improvements Plan at their June 11, 2025 meeting and the Impact Fee Calculations at their August 11, 2025 meeting.

The CIAC recommends Town Council approval of the Water, Wastewater, and Roadway Impact Fee Program and the supporting policy/collection considerations as follows:

- Approval of the calculated credited maximum (50%) cost rate per service unit, as defined below.
 - Water Service Area: \$5,359 (base meter size)
 - Wastewater Service Area: \$2,801 (base meter size)
 - Roadway Service Area: \$1,034 per vehicle-mile
- Implementation of the Impact Fee Program, and the Town Council consider collecting up to the maximum allowable cost per service unit.

The complete recommendation letter from the CIAC is attached to this report.

Town Council received the Roadway, Water and Wastewater Impact Fee Study Report and held the required public hearing earlier in this meeting.

Staff has prepared the attached Ordinance for Town Council consideration of adoption and approval to establish and implement the water, wastewater and roadway impact fees in the Town of Westlake.

FISCAL IMPACT:

TBD

LEGAL REVIEW:

Yes.

RECOMMENDATION:

Staff recommends that Town Council adopt Ordinance 1028 as presented to approve and establish water, wastewater and roadway capital impact fees; establish a maximum allowable impact fee per service unit of \$5,359 for the water system, \$2,801 for the wastewater system, and \$1,034 for the roadway system; establish procedures for the assessment, computation, collection, deposit, refund, expenditure and general administration of said impact fees; establish an appeal procedure; and establish an effective date of August 25, 2025;

ACTION OPTIONS:

Motion to Approve as Presented

Motion to Deny

Motion to Approve with Changes/Conditions

Motion to Continue or Table



THE TOWN OF
WESTLAKE

DISTINCTIVE BY DESIGN

August 11, 2025

TO: Town of Westlake Mayor Kim Greaves and Town Council Members
FROM: Adam Coffey, Chair, Capital Improvements Advisory Committee (CIAC)
SUBJECT: CIAC Recommendation: Water, Wastewater, and Roadway Impact Fee Program and Collection Rates

In accordance with Texas Local Government Code, the Westlake Capital Improvements Advisory Committee (CIAC) has been conducting meetings with Town Staff and the Town's consultants for the development of a Water, Wastewater, and Roadway Impact Fee Program. Over the course of study, the CIAC has received information regarding Land Use Assumptions (2025-2035), eligible Capital Improvement Plans for each infrastructure component and associated costs, and the resultant cost per service unit calculations for determining the maximum allowable impact fees.

After review and consideration of the information, the CIAC recommends the following:

- Approval of the calculated credited maximum (50%) cost rate per service unit, as defined below.
 - Water Service Area: \$5,359 (base meter size)
 - Wastewater Service Area: \$2,801 (base meter size)
 - Roadway Service Area: \$1,034 per vehicle-mile
- Implementation of the Impact Fee Program, and the Town Council consider collecting up to the maximum allowable cost per service unit.

The CIAC believes that the Impact Fee Program would benefit the Town in the development and implementation of specific capital improvements over the long-term growth of the Town, continue to attract quality development, and maintain the character and quality of life expected by Westlake residents.

The CIAC came to these conclusions after deliberation that considered the cost of needed infrastructure to address continued growth of the Town, cost impacts to Westlake, and that a fair share to participate in infrastructure necessitated by growth should be borne by new development. As a funding mechanism for the Town, the CIAC recommends that the Town Council consider approval of the Water, Wastewater, and Roadway Impact Fee Program and the supporting policy/collection considerations as defined above.

Respectfully,

Adam Coffey
Chair, Capital Improvements Advisory Committee

Westlake Capital Improvements Advisory Committee

Mr. Adam Coffey, Chair	Mr. Terry Wilkinson
Mr. Nizar Didarali	Mr. David Ricci
Mr. Lanny Huggins	Mr. Rachit Gupta
Ms. Jennifer Konz-Alt	

TOWN OF WESTLAKE

ORDINANCE NO. 1028

AN ORDINANCE OF THE TOWN OF WESTLAKE, TEXAS, AMENDING THE TOWN OF WESTLAKE CODE OF ORDINANCES BY AMENDING CHAPTER 82 TITLED “SUBDIVISIONS”, TO ESTABLISH ARTICLE XV. ENTITLED “IMPACT FEES”; ESTABLISHING WATER, WASTEWATER AND ROADWAY CAPITAL IMPACT FEES; ESTABLISHING A MAXIMUM ALLOWABLE IMPACT FEE PER SERVICE UNIT; ESTABLISHING PROCEDURES FOR THE ASSESSMENT, COMPUTATION, COLLECTION, DEPOSIT, REFUND, EXPENDITURE AND GENERAL ADMINISTRATION OF SAID IMPACT FEES; ESTABLISHING AN APPEAL PROCEDURE; ESTABLISHING AN EFFECTIVE DATE OF AUGUST 25, 2025; PROVIDING FOR PENALTIES; PROVIDING A SEVERABILITY CLAUSE; AND FINDING AND DETERMINING THAT THE MEETING AT WHICH THIS ORDINANCE IS ADOPTED IS OPEN TO THE PUBLIC AS REQUIRED BY LAW.

WHEREAS, Chapter 395, Texas Local Government Code (the “Statute”) provides the requirements and procedures for the adoption of land use assumptions, a capital improvements plan and impact fees; and

WHEREAS, after Notice of a Public Hearing was given as required by the Statute, the Town Council held a public hearing on July 15, 2025, and by Ordinance No. 1026 adopted and approved the Land Use Assumptions and Capital Improvements Plans for the Potential Implementation of Impact Fees for Water, Wastewater, and Roadway Impact Fee Program; and

WHEREAS, the Capital Improvement Advisory Committee of the Town of Westlake, created pursuant to Sec. 395.058, Texas Local Government Code, filed its written comments and recommendation on the proposed impact fees before the fifth business day before the date of the public hearing on the imposition of the impact fees; and

WHEREAS, after Notice of a Public Hearing was given as required by the Statute, the Town Council held a public hearing on August 25, 2025, to discuss the imposition of the impact fees by this ordinance; and

WHEREAS, the Town Council finds that the Town has fully complied with the Statute in adopting and imposing the impact fees in this ordinance; and

WHEREAS, the Town Council finds it to be in the best interest of the citizens of the Town of Westlake to adopt and approve the impact fees and related administrative processes described herein.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF WESTLAKE, TEXAS:

SECTION 1: That the recitals stated above are hereby adopted and approved and incorporated into the body of this ordinance as fully set forth herein, and the impact fees set forth in this ordinance are hereby approved.

SECTION 2: That the Town of Westlake Code of Ordinances Chapter 82 Titled “Subdivisions” shall be amended to establish and add Article XV. Titled “Impact Fees”, which shall read as follows:

Purpose

This Article is intended to assure the provision of adequate public facilities to serve new development in the Town by requiring each such development to pay its share of the costs of such improvements necessitated by and attributable to such new development.

Definitions

Terms defined herein are specific to this Article and shall not be construed as conflicting with similar terms in other parts of the Municipal Code.

- (A) *Assessment* means the determination of the amount of the maximum impact fee per service unit which can be imposed on new development pursuant to this Article.
- (B) *Capital improvement* means any of the following facilities that have or with a life expectancy of three or more years and are owned and operated by or on behalf of the Town:

- (1) water supply, treatment and distribution facilities; wastewater collection and treatment facilities; whether or not they are located within the service area; and
- (2) roadway facilities.
- (C) *Capital improvements plan* means a plan approved by the Town Council that identifies capital improvements or facility expansions for which impact fees may be assessed.
- (D) *Town* means the Town of Westlake, Texas.
- (E) *Town Council* means the Town Council of the Town of Westlake, Texas.
- (F) *Town Manager* means the Town Manager of the Town of Westlake Texas, or his/her designee.
- (G) *Change of Use* means a new development involving a change in use or occupancy of any existing structure, with the exception of shell structures never previously occupied, that has the effect of increasing the number of service units beyond those attributable to the immediately preceding use, which requires the issuance of a new permit and which may include, but is not limited to, the reconstruction, redevelopment, conversion, structural alteration or enlargement of any structure.
- (H) *Effective date* means August 25, 2025.
- (I) *Facility expansion* means the expansion of the capacity of an existing facility that serves the same function as an otherwise necessary new capital improvement, in order that the existing facility may serve new development. The term does not include the repair, maintenance, modernization or expansion of an existing facility to better serve existing development.
- (J) *Final Plat* means the map of a subdivision (and any required accompanying material) which is presented to the Planning and Zoning Commission, the Town Council or authorized Town staff for approval, and which, if approved, is recorded in the official public records of Tarrant County and Denton County.
- (K) *Impact fee* means a charge or assessment imposed as set forth in this Article 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 term does not include:
 - (1) dedication of land for public parks or payment in lieu of the dedication to serve park needs;

- (2) dedication of rights-of-way or easements or construction or dedication of on-site or off-site water distribution, wastewater collection 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;
 - (3) lot or acreage fees to be placed in trust funds for the purpose of reimbursing developers for oversizing or constructing water or sewer mains or lines; or
 - (4) other pro rata fees for reimbursement of water or sewer mains or lines extended by the political subdivision.
- (L) *Land use assumptions* means a description of the service area and projections of changes in land uses, densities, intensities and population in the service area over at least a 10-year period and approved by the Town Council.
- (M) *New development* means the subdivision of land; the construction, reconstruction, redevelopment, conversion, structural alteration, relocation, or enlargement of any structure; or any use or extension of the use of land; any of which increases the number of service units.
- (N) *Owner* means an owner of real property who is subject to this Article, or an agent, employee or representative thereof who is authorized to act on the real property owner's behalf or a person who has paid an impact fee under this Article.
- (O) *Roadway facilities* means arterial or collector streets or roads which have been designated on an officially adopted thoroughfare plan of the Town, together with all necessary appurtenances. The term includes the Town'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.
- (P) *School District* means a public or private institution for the teaching of students. Includes colleges and universities.
- (Q) *Service area* means:
 - (1) for purposes of water and wastewater, the area within the corporate boundaries of the Town; and
 - (2) for purposes of roadways, an area within the corporate boundaries of the Town that does not exceed six miles within which roadway impact fees for capital

improvements will be collected for new development, and within which fees so collected will be expended for those capital improvements identified in the capital improvements plan to be located therein.

- (R) *Service unit* means a standardized measure of consumption, use, generation or discharge attributable to an individual unit of development calculated in accordance with generally accepted engineering or planning standards and based on historical data and trends applicable to the Town during the previous 10 years. The service units for purposes of roadways, water and wastewater are more fully described in the study.
- (S) *Site-related facility* means an improvement or facility which is for the primary use or benefit of a new development or which is for the primary purpose of safe and adequate provision of roadway, water or wastewater facilities to serve the new development, and which is not included in the capital improvements plan and for which the owner is solely responsible under subdivision or other applicable regulations or which is located at least partially on the plat which is being considered for impact fee assessment. This term includes that portion of an off-site water or wastewater main, equivalent to a standard size water or wastewater main, which is necessary to connect any new development with the Town's water or wastewater system, the cost of which has not been included in the Town's impact fee capital improvements plan.
- (T) *Study* means, collectively, the roadway impact fee study and the water and wastewater impact fee study on file in the office of the Town's Planning and Development Department.
- (U) *System-related facility* means a capital improvement or facility expansion which is designated in the capital improvements plan, and which is not a site-related facility. This term may include a capital improvement which is located off-site or within or on the perimeter of the development site.
- (V) *Wastewater facility* means a wastewater interceptor or main, lift station or other facility or improvement used for providing wastewater collection and treatment included within the Town's collection system for wastewater. This term includes land, easements or structures associated with such facilities. This term excludes a site-related facility.
- (W) *Water facility* means a water interceptor or main, pump station, storage tank or other facility or improvement used for providing water supply, treatment and distribution

service included within the Town's water storage or distribution system. This term includes, but is not limited to, land, easements or structures associated with such facilities. This term excludes site-related facilities.

Study Adopted

The impact fee study is hereby approved and adopted for all purposes consistent with this Article.

Updates To Plan And Revision of Fees

The Town shall review the land use assumptions and Capital Improvements Plan for water, wastewater, and roadway facilities at least every five years. The Town Council shall then make a determination of whether changes to the land use assumptions, Capital Improvements Plan or impact fees are needed and shall, in accordance with the procedures set forth in the Texas Local Government Code, Ch. 395, or any successor statute, either update the fees or make a determination that no update is necessary.

Applicability

The provisions of this Article apply to all new development within the corporate boundaries of the Town for water, wastewater, and roadway fees.

Impact Fees Adopted

- (A) A maximum allowable water impact fee of \$5,359 per service unit shall be assessed against new development in the service area as set forth in Table 1.

Table 1 –Water System Maximum Allowable Impact Fees (Schedule 1)

Water Meter Size	Service Unit Equivalents	Maximum Allowable Impact Fee	Assessed Impact Fee
3/4"	1.00	\$5,359	\$5,359
1"	1.67	\$8,949	\$8,949
1 1/2"	3.33	\$17,845	\$17,845
2"	5.33	\$28,563	\$28,563
3"	11.67	\$62,539	\$62,539
4"	20.00	\$107,180	\$107,180
6"	46.67	\$250,104	\$250,104

The water system impact fees to be collected from new development in the service area as set forth in Table 2.

Table 2 –Water System Collected Impact Fees (Schedule 2)

Water Meter Size	Service Unit Equivalents	Maximum Allowable Impact Fee	Collected Impact Fee
3/4"	1.00	\$5,359	\$5,359
1"	1.67	\$8,949	\$8,949
1 1/2"	3.33	\$17,845	\$17,845
2"	5.33	\$28,563	\$28,563
3"	11.67	\$62,539	\$62,539
4"	20.00	\$107,180	\$107,180
6"	46.67	\$250,104	\$250,104

- (B) A maximum allowable wastewater impact fee of \$2,801 per service unit shall be assessed and charged against new development in the service area as set forth in Table 3.

Table 3 – Wastewater System Maximum Allowable Impact Fees (Schedule 1)

Water Meter Size	Service Unit Equivalents	Maximum Allowable Impact Fee	Assessed Impact Fee
3/4"	1.00	\$2,801	\$2,801
1"	1.67	\$4,677	\$4,677
1 1/2"	3.33	\$9,327	\$9,327
2"	5.33	\$14,929	\$14,929
3"	11.67	\$32,687	\$32,687
4"	20.00	\$56,020	\$56,020
6"	46.67	\$130,722	\$130,722

The wastewater system impact fees to be collected from new development in the service area as set forth in Table 4.

Table 5 –Wastewater System Collected Impact Fees (Schedule 2)

Water Meter Size	Service Unit Equivalents	Maximum Allowable Impact Fee	Collected Impact Fee
3/4"	1.00	\$2,801	\$2,801
1"	1.67	\$4,677	\$4,677
1 1/2"	3.33	\$9,327	\$9,327
2"	5.33	\$14,929	\$14,929
3"	11.67	\$32,687	\$32,687
4"	20.00	\$56,020	\$56,020
6"	46.67	\$130,722	\$130,722

- (C) A maximum allowable roadway impact fee of \$1,034 per development unit shall be assessed and charged against new development in the service area as set forth in Table 5.

Table 5 – Roadway System Maximum Allowable Impact Fees (Schedule 1)

ITE Land Use	ITE Code	Development Unit	Development Unit Equivalency (DUE)	Maximum Allowable Impact Fee (DUE x \$1,034)
RESIDENTIAL				
Single-family detached housing	210	Dwelling Units	3.70	\$3,825.80
Single-Family Attached Housing	215	Dwelling Units	2.23	\$2,305.82
Multifamily Housing (Low-Rise, 1-3 floors)	220	Dwelling Units	1.99	\$2,057.66
Low-Rise Residential w/Ground Floor Commercial (1-3 Floors)	230	Dwelling Units	1.41	\$1,457.94
Mid-Rise Residential w/Ground Floor Commercial (4-10 Floors)	231	Dwelling Units	0.66	\$682.44
High-Rise Residential w/ Ground Floor Commercial	232	1,000 Sq Ft GFA	8.45	\$8,737.30
Assisted Living Center	254	Beds	0.68	\$703.12
Continuing Care Retirement Community	255	Dwelling Units	0.54	\$558.36
Others Not Specified		Dwelling Units	3.70	\$3,825.80
COMMERCIAL/RETAIL				
Lodging				
Hotel	310	Rooms	0.86	\$889.24
Business Hotel	312	Rooms	0.45	\$465.30
Recreational				
City Park	411	Acres	0.13	\$134.42
Golf Course	430	Holes	3.38	\$3,494.92
Golf Driving Range	432	Driving Positions	1.45	\$1,499.30
Batting Cages	433	Cages	2.58	\$2,667.72
Rock Climbing Gym	434	1,000 Sq Ft GFA	2.81	\$2,905.54
Multi-Recreational Facility	435	1,000 Sq Ft GFA	4.15	\$4,291.10

ITE Land Use	ITE Code	Development Unit	Development Unit Equivalency (DUE)	Maximum Allowable Impact Fee (DUE x \$1,034)
Trampoline Park	436	1,000 Sq Ft GFA	1.48	\$1,530.32
Bowling Alley	437	Bowling Lanes	1.29	\$1,333.86
Movie Theater	445	Screens	13.77	\$14,238.18
Soccer Complex	488	Fields	19.06	\$19,708.04
Tennis and Pickleball Courts	490	Courts	4.88	\$5,045.92
Racquet/Tennis Club	491	Courts	4.43	\$4,580.62
Health/Fitness Club	492	1,000 Sq Ft GFA	2.48	\$2,564.32
Athletic Club	493	1,000 Sq Ft GFA	5.16	\$5,335.44
Medical				
Hospital	610	Beds	1.56	\$1,613.04
Nursing Home	620	1,000 Sq Ft GFA	1.66	\$1,716.44
Clinic	630	1,000 Sq Ft GFA	6.68	\$6,907.12
Animal Hospital/Veterinary Clinic	640	1,000 Sq Ft GFA	6.39	\$6,607.26
Free-Standing Emergency Room	650	1,000 Sq Ft GFA	2.75	\$2,843.50
Retail				
Variety Store	814	1,000 Sq Ft GFA	3.62	\$3,743.08
Hardware/Paint Store	816	1,000 Sq Ft GFA	0.77	\$796.18
Garden Center	817	1,000 Sq Ft GFA	6.38	\$6,596.92
Nursery (Wholesale)	818	1,000 Sq Ft GFA	4.82	\$4,983.88
Retail/Shopping Center	820	1,000 Sq Ft GFA	1.96	\$2,026.64
Shopping Plaza (40-150K)	821	1,000 Sq Ft GFA	2.96	\$3,060.64
Strip Retail Plaza (<40K)	822	1,000 Sq Ft GFA	3.64	\$3,763.76
Supermarket	850	1,000 Sq Ft GFA	2.06	\$2,130.04
Convenience Store / Market	851	1,000 Sq Ft GFA	8.83	\$9,130.22
Discount Club	857	1,000 Sq Ft GFA	3.67	\$3,794.78
Farmers Market	858	Acres	170.85	\$176,658.90
Wholesale Market	860	1,000 Sq Ft GFA	1.67	\$1,726.78
Sporting Goods Superstore	861	1,000 Sq Ft GFA	1.20	\$1,240.80
Home Improvement Superstore	862	1,000 Sq Ft GFA	1.05	\$1,085.70
Electronic Superstore	863	1,000 Sq Ft GFA	1.60	\$1,654.40
Toy/Children's Superstore	864	1,000 Sq Ft GFA	1.88	\$1,943.92
Baby Superstore	865	1,000 Sq Ft GFA	0.68	\$703.12
Pet Supply Superstore	866	1,000 Sq Ft GFA	1.33	\$1,375.22
Office Supply Superstore	867	1,000 Sq Ft GFA	1.04	\$1,075.36
Book Superstore	868	1,000 Sq Ft GFA	22.00	\$22,748.00
Discount Home Furnishing Superstore	869	1,000 Sq Ft GFA	0.58	\$599.72
Department Store	875	1,000 Sq Ft GFA	1.85	\$1,912.90
Apparel Store	876	1,000 Sq Ft GFA	4.90	\$5,066.60
Arts and Crafts Store	879	1,000 Sq Ft GFA	6.05	\$6,255.70
Pharmacy without drive-thru	880	1,000 Sq Ft GFA	1.91	\$1,974.94
Furniture Store	890	1,000 Sq Ft GFA	0.13	\$134.42
Liquor Store	899	1,000 Sq Ft GFA	5.16	\$5,335.44
Other Not Specified		1,000 Sq Ft GFA	3.62	\$3,743.08
Services				
Hair Salon	918	1,000 Sq Ft GFA	1.33	\$1,375.22
Copy, Print, and Express Ship Store	920	1,000 Sq Ft GFA	6.83	\$7,062.22
Dining				
Food Cart Pod	926	Food Carts	7.64	\$7,899.76
Fast Casual Restaurant	930	1,000 Sq Ft GFA	4.77	\$4,932.18
Quality Restaurant	931	1,000 Sq Ft GFA	2.96	\$3,060.64

ITE Land Use	ITE Code	Development Unit	Development Unit Equivalency (DUE)	Maximum Allowable Impact Fee (DUE x \$1,034)
High Turnover Restaurant (Sit-down)	932	1,000 Sq Ft GFA	3.73	\$3,856.82
Fast-Food Restaurant w/o Drive-Through Window	933	1,000 Sq Ft GFA	11.00	\$11,374.00
Coffee/Donut Shop w/o Drive-Thru Window	936	1,000 Sq Ft GFA	40.04	\$41,401.36
Wine Tasting Room	970	1,000 Sq Ft GFA	5.36	\$5,542.24
Brewery Tap Room	971	1,000 Sq Ft GFA	7.21	\$7,455.14
Drinking Place/Bar	975	1,000 Sq Ft GFA	4.44	\$4,590.96
Automotive				
Gasoline/Service Station	944	Fueling Positions	2.31	\$2,388.54
Convenience Store / Gas Station (2-4k sf)	945	Fueling Positions	1.46	\$1,509.64
Convenience Store / Gas Station (4-5.5k sf)	945	Fueling Positions	1.46	\$1,509.64
Convenience Store / Gas Station (5.5-10k sf)	945	Fueling Positions	1.46	\$1,509.64
Self-Service Car Wash	947	Wash Stalls	0.94	\$971.96
Automated Car Wash	948	Wash Tunnels	19.49	\$20,152.66
Car Wash and Detail Center	949	Wash Stalls	3.42	\$3,536.28
INDUSTRIAL				
General Light Industrial	110	1,000 Sq Ft GFA	2.26	\$2,336.84
Warehousing	150	1,000 Sq Ft GFA	0.56	\$579.04
Mini-Warehouse/Self Storage	151	1,000 Sq Ft GFA	0.33	\$341.22
Data Center	160	1,000 Sq Ft GFA	0.26	\$268.84
Utility	170	1,000 Sq Ft GFA	6.05	\$6,255.70
Specialty Trade Contractor	180	1,000 Sq Ft GFA	7.52	\$7,775.68
OFFICE				
General Office	710	1,000 Sq Ft GFA	5.99	\$6,193.66
Small Office Building	712	1,000 Sq Ft GFA	9.12	\$9,430.08
Corporate Headquarters Building	714	1,000 Sq Ft GFA	5.49	\$5,676.66
Medical-Dental Office	720	1,000 Sq Ft GFA	13.24	\$13,690.16
Government Building	730	1,000 Sq Ft GFA	6.53	\$6,752.02
U.S. Post Office	732	1,000 Sq Ft GFA	9.54	\$9,864.36
Office Park	750	1,000 Sq Ft GFA	5.49	\$5,676.66
Business Park	770	1,000 Sq Ft GFA	5.15	\$5,325.10
Others Not Specified		1,000 Sq Ft GFA	5.99	\$6,193.66
INSTITUTIONAL				
Elementary School	520	Students	0.20	\$206.80
Middle School/Junior High School	522	Students	0.18	\$186.12
High School	525	Students	0.17	\$175.78
School District Office	528	1,000 Sq Ft GFA	3.00	\$3,102.00
Private School (K-8)	530	Students	0.37	\$382.58
Private School (K-12)	532	Students	0.24	\$248.16
Charter Elementary School	536	Students	0.23	\$237.82
University / College	550	Students	0.26	\$268.84
Place of Worship	560	1,000 Sq Ft GFA	0.43	\$444.62
Day Care Center	565	Students	0.11	\$113.74
Cemetery	566	Acres	0.48	\$496.32
Fire and Rescue Station	575	1,000 Sq Ft GFA	0.44	\$454.96
Museum	580	1,000 Sq Ft GFA	0.21	\$217.14
Library	590	1,000 Sq Ft GFA	3.84	\$3,970.56

The roadway system impact fees to be collected from new development in the service area as set forth in Table 6.

Table 6 –Roadway System Collected Impact Fees (Schedule 2)

ITE Land Use	ITE Code	Development Unit	Development Unit Equivalency (DUE)	Collected Impact Fee (DUE x \$1,034)
RESIDENTIAL				
Single-family detached housing	210	Dwelling Units	3.70	\$3,825.80
Single-Family Attached Housing	215	Dwelling Units	2.23	\$2,305.82
Multifamily Housing (Low-Rise, 1-3 floors)	220	Dwelling Units	1.99	\$2,057.66
Low-Rise Residential w/Ground Floor Commercial (1-3 Floors)	230	Dwelling Units	1.41	\$1,457.94
Mid-Rise Residential w/Ground Floor Commercial (4-10 Floors)	231	Dwelling Units	0.66	\$682.44
High-Rise Residential w/ Ground Floor Commercial	232	1,000 Sq Ft GFA	8.45	\$8,737.30
Assisted Living Center	254	Beds	0.68	\$703.12
Continuing Care Retirement Community	255	Dwelling Units	0.54	\$558.36
Others Not Specified		Dwelling Units	3.70	\$3,825.80
COMMERCIAL/RETAIL				
Lodging				
Hotel	310	Rooms	0.86	\$889.24
Business Hotel	312	Rooms	0.45	\$465.30
Recreational				
City Park	411	Acres	0.13	\$134.42
Golf Course	430	Holes	3.38	\$3,494.92
Golf Driving Range	432	Driving Positions	1.45	\$1,499.30
Batting Cages	433	Cages	2.58	\$2,667.72
Rock Climbing Gym	434	1,000 Sq Ft GFA	2.81	\$2,905.54
Multi-Recreational Facility	435	1,000 Sq Ft GFA	4.15	\$4,291.10
Trampoline Park	436	1,000 Sq Ft GFA	1.48	\$1,530.32
Bowling Alley	437	Bowling Lanes	1.29	\$1,333.86
Movie Theater	445	Screens	13.77	\$14,238.18
Soccer Complex	488	Fields	19.06	\$19,708.04
Tennis and Pickleball Courts	490	Courts	4.88	\$5,045.92
Racquet/Tennis Club	491	Courts	4.43	\$4,580.62
Health/Fitness Club	492	1,000 Sq Ft GFA	2.48	\$2,564.32
Athletic Club	493	1,000 Sq Ft GFA	5.16	\$5,335.44
Medical				
Hospital	610	Beds	1.56	\$1,613.04
Nursing Home	620	1,000 Sq Ft GFA	1.66	\$1,716.44
Clinic	630	1,000 Sq Ft GFA	6.68	\$6,907.12
Animal Hospital/Veterinary Clinic	640	1,000 Sq Ft GFA	6.39	\$6,607.26
Free-Standing Emergency Room	650	1,000 Sq Ft GFA	2.75	\$2,843.50
Retail				
Variety Store	814	1,000 Sq Ft GFA	3.62	\$3,743.08
Hardware/Paint Store	816	1,000 Sq Ft GFA	0.77	\$796.18
Garden Center	817	1,000 Sq Ft GFA	6.38	\$6,596.92
Nursery (Wholesale)	818	1,000 Sq Ft GFA	4.82	\$4,983.88

ITE Land Use	ITE Code	Development Unit	Development Unit Equivalency (DUE)	Collected Impact Fee (DUE x \$1,034)
Retail/Shopping Center	820	1,000 Sq Ft GFA	1.96	\$2,026.64
Shopping Plaza (40-150K)	821	1,000 Sq Ft GFA	2.96	\$3,060.64
Strip Retail Plaza (<40K)	822	1,000 Sq Ft GFA	3.64	\$3,763.76
Supermarket	850	1,000 Sq Ft GFA	2.06	\$2,130.04
Convenience Store / Market	851	1,000 Sq Ft GFA	8.83	\$9,130.22
Discount Club	857	1,000 Sq Ft GFA	3.67	\$3,794.78
Farmers Market	858	Acres	170.85	\$176,658.90
Wholesale Market	860	1,000 Sq Ft GFA	1.67	\$1,726.78
Sporting Goods Superstore	861	1,000 Sq Ft GFA	1.20	\$1,240.80
Home Improvement Superstore	862	1,000 Sq Ft GFA	1.05	\$1,085.70
Electronic Superstore	863	1,000 Sq Ft GFA	1.60	\$1,654.40
Toy/Children's Superstore	864	1,000 Sq Ft GFA	1.88	\$1,943.92
Baby Superstore	865	1,000 Sq Ft GFA	0.68	\$703.12
Pet Supply Superstore	866	1,000 Sq Ft GFA	1.33	\$1,375.22
Office Supply Superstore	867	1,000 Sq Ft GFA	1.04	\$1,075.36
Book Superstore	868	1,000 Sq Ft GFA	22.00	\$22,748.00
Discount Home Furnishing Superstore	869	1,000 Sq Ft GFA	0.58	\$599.72
Department Store	875	1,000 Sq Ft GFA	1.85	\$1,912.90
Apparel Store	876	1,000 Sq Ft GFA	4.90	\$5,066.60
Arts and Crafts Store	879	1,000 Sq Ft GFA	6.05	\$6,255.70
Pharmacy without drive-thru	880	1,000 Sq Ft GFA	1.91	\$1,974.94
Furniture Store	890	1,000 Sq Ft GFA	0.13	\$134.42
Liquor Store	899	1,000 Sq Ft GFA	5.16	\$5,335.44
Other Not Specified		1,000 Sq Ft GFA	3.62	\$3,743.08
Services				
Hair Salon	918	1,000 Sq Ft GFA	1.33	\$1,375.22
Copy, Print, and Express Ship Store	920	1,000 Sq Ft GFA	6.83	\$7,062.22
Dining				
Food Cart Pod	926	Food Carts	7.64	\$7,899.76
Fast Casual Restaurant	930	1,000 Sq Ft GFA	4.77	\$4,932.18
Quality Restaurant	931	1,000 Sq Ft GFA	2.96	\$3,060.64
High Turnover Restaurant (Sit-down)	932	1,000 Sq Ft GFA	3.73	\$3,856.82
Fast-Food Restaurant w/o Drive-Through Window	933	1,000 Sq Ft GFA	11.00	\$11,374.00
Coffee/Donut Shop w/o Drive-Thru Window	936	1,000 Sq Ft GFA	40.04	\$41,401.36
Wine Tasting Room	970	1,000 Sq Ft GFA	5.36	\$5,542.24
Brewery Tap Room	971	1,000 Sq Ft GFA	7.21	\$7,455.14
Drinking Place/Bar	975	1,000 Sq Ft GFA	4.44	\$4,590.96
Automotive				
Gasoline/Service Station	944	Fueling Positions	2.31	\$2,388.54
Convenience Store / Gas Station (2-4k sf)	945	Fueling Positions	1.46	\$1,509.64
Convenience Store / Gas Station (4-5.5k sf)	945	Fueling Positions	1.46	\$1,509.64
Convenience Store / Gas Station (5.5-10k sf)	945	Fueling Positions	1.46	\$1,509.64
Self-Service Car Wash	947	Wash Stalls	0.94	\$971.96
Automated Car Wash	948	Wash Tunnels	19.49	\$20,152.66
Car Wash and Detail Center	949	Wash Stalls	3.42	\$3,536.28
INDUSTRIAL				

ITE Land Use	ITE Code	Development Unit	Development Unit Equivalency (DUE)	Collected Impact Fee (DUE x \$1,034)
General Light Industrial	110	1,000 Sq Ft GFA	2.26	\$2,336.84
Warehousing	150	1,000 Sq Ft GFA	0.56	\$579.04
Mini-Warehouse/Self Storage	151	1,000 Sq Ft GFA	0.33	\$341.22
Data Center	160	1,000 Sq Ft GFA	0.26	\$268.84
Utility	170	1,000 Sq Ft GFA	6.05	\$6,255.70
Specialty Trade Contractor	180	1,000 Sq Ft GFA	7.52	\$7,775.68
OFFICE				
General Office	710	1,000 Sq Ft GFA	5.99	\$6,193.66
Small Office Building	712	1,000 Sq Ft GFA	9.12	\$9,430.08
Corporate Headquarters Building	714	1,000 Sq Ft GFA	5.49	\$5,676.66
Medical-Dental Office	720	1,000 Sq Ft GFA	13.24	\$13,690.16
Government Building	730	1,000 Sq Ft GFA	6.53	\$6,752.02
U.S. Post Office	732	1,000 Sq Ft GFA	9.54	\$9,864.36
Office Park	750	1,000 Sq Ft GFA	5.49	\$5,676.66
Business Park	770	1,000 Sq Ft GFA	5.15	\$5,325.10
Others Not Specified		1,000 Sq Ft GFA	5.99	\$6,193.66
INSTITUTIONAL				
Elementary School	520	Students	0.20	\$206.80
Middle School/Junior High School	522	Students	0.18	\$186.12
High School	525	Students	0.17	\$175.78
School District Office	528	1,000 Sq Ft GFA	3.00	\$3,102.00
Private School (K-8)	530	Students	0.37	\$382.58
Private School (K-12)	532	Students	0.24	\$248.16
Charter Elementary School	536	Students	0.23	\$237.82
University / College	550	Students	0.26	\$268.84
Place of Worship	560	1,000 Sq Ft GFA	0.43	\$444.62
Day Care Center	565	Students	0.11	\$113.74
Cemetery	566	Acres	0.48	\$496.32
Fire and Rescue Station	575	1,000 Sq Ft GFA	0.44	\$454.96
Museum	580	1,000 Sq Ft GFA	0.21	\$217.14
Library	590	1,000 Sq Ft GFA	3.84	\$3,970.56

Assessment of Impact Fees

- (A) Assessment of impact fees for any new development shall be based on the applicable impact fees per service unit at the time of assessment. No specific act by the Town is required to assess impact fees.
- (B) For a new development which has received final plat approval prior to the adoption of impact fees by the Town, or for which no plat approval is required, impact fees may be assessed on or after the effective date of adoption of the impact fees.
- (C) For a new development which has received final plat approval on or after the effective date, assessment of impact fees shall occur at the time of recordation of the final plat.

- (D) After the assessment of impact fees attributable to a new development or execution of an agreement for payment of impact fees, additional impact fees or increases in fees may not be assessed against the tract unless the number of service units to be developed on the tract increases. In the event of an increase in the number of service units, the impact fees to be imposed on the new development are limited to the amount attributable to the additional service units.

Assessment of Impact Fees as a Condition of Development

Except as otherwise provided in this Article, no building permit shall be issued until the owner has paid the applicable impact fees.

Credits Against Impact Fees

- (A) *General credit.* The Town shall apply against assessed impact fees a credit equal to percent of the total projected cost of implementing the projects listed in the impact fee eligible capital improvements plans.
- (B) *Roadway credit.* Any construction of, contributions to or dedications of roadway facilities that are system-related facilities and are agreed to or required by the Town as a condition of development approval shall be credited against assessed roadway impact fees. To the extent that a credit under this subsection exceeds the roadway impact fees for service units attributable to an owner's new development, the credit shall be applied against the roadway impact fees for service units attributable to each other new development of the owner located on a tract of land that was contained in the same plat of the new development for which the credit was granted.
- (C) *Water credit.* Any construction of, contributions to or dedications of water facilities that are system-related facilities and that are agreed to or required by the Town as a condition of development approval shall be credited against assessed water impact fees. To the extent that a credit under this subsection exceeds the water impact fees for service units attributable to an owner's new development, the credit shall be applied against the water impact fees for service units attributable to each other new development of the owner that is located on a tract of land that was contained in the same plat of the new development

for which the credit was granted.

- (D) *Wastewater credit.* Any construction of, contributions to or dedications of wastewater facilities that are system-related facilities and that are agreed to or required by the Town as a condition of development approval shall be credited against assessed wastewater impact fees. To the extent that a credit under this subsection exceeds the wastewater impact fees for service units attributable to an owner's new development, the credit shall be applied against the wastewater impact fees for service units attributable to each other new development of the owner that is located on a tract of land that was contained in the same plat of the new development for which the credit was granted.
- (E) *Credit by agreement.* The Town and the owner of a new development may agree in writing that the owner may construct or finance system-related facilities and the costs incurred or funds advanced will be credited against the impact fees otherwise due from the new development. The Town Manager is authorized to negotiate and execute such an agreement.
- (F) *No credit for rights-of-way or easements.* Rights-of-way and easements are not included in the study, and no credit shall be granted for the dedication of rights-of-way or easements. Rights-of-way and easements are dedicated as required by the ordinances of the Town, necessitated by and attributable to a new development and do not exceed the amount required for infrastructure improvements that are roughly proportionate to the new development.

Impact Fees As Additional And Supplemental Regulation

- (A) Impact fees established by this Ordinance are additional and supplemental to, and not in substitution of, any other requirements imposed by the Town on the development of land or the issuance of building permits or certificates of occupancy, including but not limited to pass-through fees charged by the City of Fort Worth for water connections.
- (B) This Ordinance shall not affect, in any manner, the permissible use of property, density of development, design, and improvement standards and requirements, or any other aspect of the development of land or provision of public improvements subject to the zoning and subdivision regulations or other regulations and policies of the Town, which shall be operative and remain in full force and effect without limitation with respect to all such

development.

Collection of Impact Fees

- (A) Impact fees shall be collected at the time of issuance of a building permit. At the time of impact fee collection, if the number of service units increase since original platting, the collected impact fee shall be in accordance with Schedule 2 in effect at that time.
- (B) For a new development that received final plat approval before the effective date:
 - (1) Impact fees may not be collected on any service unit for which a valid building permit is issued within one year after the effective date if the new development; provided, however, that such a service unit shall be subject to the collection of impact fees upon the submission of a subsequent application for a building permit if the subsequent application is not submitted and approved within one year after the effective date.

Rebates

If the building permit for a new development for which an impact fee has been paid has expired, and a modified or new application has not been filed, the Town shall, upon written application, rebate the amount of the impact fee to the record owner of the property for which the impact fee was paid in accordance with the laws of Texas Local Government Code, Ch. 395. If no application for rebate pursuant to this section has been filed within this period, no rebate shall become due.

Refunds

- (A) Any impact fee, or portion thereof, collected pursuant to this chapter which has not been expended within ten years from the date of payment, shall be refunded, upon application, to the record owner of the property at the time the refund is paid, or, if the impact fee was paid by another governmental entity, to the governmental entity.
- (B) If a refund is due pursuant to division (A), the town shall pro-rate the same by dividing the difference between the amount of expenditures and the amount of the fees collected by the total number of service units actually developed within the service area for the period to

determine the refund due per service unit. The refund to the record owner or governmental entity shall be calculated by multiplying the refund due per service unit by the number of service units for the development for which the fee was paid and interest due shall be calculated upon that amount.

- (C) Petition for refunds shall be submitted to the Town Manager on a form provided by the town for such purpose. Within 2 months of the date of receipt of a petition for refund, the Town Manager must provide the petitioner, in writing, with a decision on the refund request, including the reasons for the decision. If a refund is due to the petitioner, the Town Manager shall notify the Finance Director and request that a refund payment be made to the petitioner.

Functions of Advisory Committee

- (A) The functions of the Advisory Committee are those set forth in the Local Government Code, Ch. 395, or any successor statute, and shall include the following:
 - (1) Advise and assist the town in adopting land use assumptions.
 - (2) Review the Capital Improvements Plan regarding water, wastewater and roadway capital improvements and file written comments thereon.
 - (3) Monitor and evaluate implementation of the capital improvements program.
 - (4) Advise the town of the need to update or revise the land use assumptions, capital improvements program and impact fees.
 - (5) File a semiannual report evaluating the progress of the Town in achieving the Capital Improvements Plans and identifying any problems in implementing the plans or administering the impact fees.
- (B) The Town shall make available to the Advisory Committee any professional reports prepared in the development or implementation of the Capital Improvements Plan.
- (C) The Committee shall adopt procedural rules for carrying out its duties.

Waivers

Pursuant to Texas Local Government Code § 395.022, as amended, a school district is not required to pay impact fees imposed under this article unless the board of trustees of the district consents to the payment of the fees by entering a contract with the Town imposing the fees.

Deposit; Interest; Expenditure of Funds

- (A) *Deposit of funds.* All funds collected through the adoption of a impact fee shall be deposited in interest-bearing accounts clearly identifying the category of capital improvements or facility expansions within the service area for which the fee was adopted.
- (B) *Interest.* Interest earned on impact fees is considered funds of the account on which it is earned and is subject to all restrictions placed on use of impact fees under Chapter 395 of the Texas Local Government Code.
- (C) *Expenditure of funds.* Impact fee funds may be spent only for the purposes for which the impact fee was imposed as shown by the eligible capital improvements plans and as authorized by Chapter 395 of the Texas Local Government Code.

Use of Other Financing Mechanisms

- (A) The Town may finance water, wastewater, and roadway capital improvements or facilities expansions designated in the Capital Improvements Plan through the issuance of bonds, through the formation of public improvement districts or other assessment districts, or through any other authorized mechanism, in such manner and subject to such limitations as may be provided by law, in addition to the use of impact fees.
- (B) Except as herein otherwise provided, the assessment and collection of an impact fee shall be additional and supplemental to, and not in substitution of, any other tax, fee, charge or assessment which is lawfully imposed on and due against the property.

Appeal Procedure; Remedies

- (A) *Decisions subject to appeal.* An owner may, in accordance with this Section, appeal the following decisions:

- (1) The applicability of an impact fee to the owner's new development;
 - (2) The amount of an impact fee due;
 - (3) The availability of, the application of or the amount of a credit against a impact fee due;
 - (4) The amount of an impact fee due in proportion to the benefit of the services for which the impact fee was assessed that are received by the new development; or
 - (5) The amount of any refund due.
- (B) *Notice of appeal.* Within 30 days following the decision being appealed, the owner shall submit to the Town Manager a written notice of appeal that states the basis for the appeal with particularity. To the extent the owner relies on any studies or other documents as evidence that the owner is entitled to relief, the owner shall submit such studies and documents with the notice of appeal.
- (C) *Burden of proof.* The burden of proof shall be on the owner to demonstrate that the owner is entitled to relief.
- (D) *Resolution of appeal by the Town Manager.*
- (1) Within 10 days of receipt of the notice of appeal, the Town Manager shall issue a written decision granting relief, granting partial relief or denying relief and shall send the decision to the owner by certified mail, return receipt requested or by e-mail if the owner's e-mail address is provided on the notice of appeal or the building permit application that gave rise to the matter being appealed. The Town Manager's written decision shall ask the owner to respond in writing within 10 days of the date of the written decision regarding whether the owner agrees or disagrees with the Town Manager's decision.
 - (2) Upon issuing the written decision, the Town Manager shall refer the appeal to the Town Council for a hearing. The owner shall be provided written notice of the date, time and location of the hearing.
 - (3) If prior to the Town Council hearing the owner agrees in writing with the Town Manager's written decision:
 - i. the appeal shall be considered resolved;

- ii. the Town Manager's referral of the notice of appeal to the Town Council for a hearing shall be withdrawn;
- iii. to the extent that the Town Manager's decision grants relief or partial relief to the owner, the Town Manager shall ensure the owner receives such relief or partial relief; and
- iv. to the extent that the Town Manager's decision requires the owner to pay a impact fee, the owner shall promptly pay the impact fee. The owner's failure to pay the impact fee within five business days after agreeing with the Town Manager's decision shall serve as authority for the Town to present the letter of credit to the financial institution for performance with no other or further notice or contact with the owner.

(E) *Consideration of appeal by Town Council.*

- (1) If the owner disagrees in writing with the Town Manager's written decision or otherwise fails to agree in writing with the Town Manager's written decision, the Town Council shall hold a hearing to consider the appeal and shall act on the appeal within 90 days of the Town Manager's receipt of the notice of appeal.
- (2) The Town Council shall act on the appeal by granting relief, granting partial relief or denying relief.
- (3) To the extent the Town Council grants relief or partial relief to the owner, the Town Manager shall ensure the owner receives such relief or partial relief.
- (4) To the extent the Town Council's action on the appeal requires the owner to pay an impact fee, the owner shall promptly pay the impact fee. The owner's failure to pay the impact fee within five business days after the date of the Town Council's action on the appeal shall serve as authority for the Town to present the letter of credit to the financial institution for performance with no other or further notice or contact with the owner.
- (5) The Town Council's action on the appeal shall constitute the Town's final decision on the matter appealed.

(F) *Costs.* An owner shall bear all costs of the owner's appeal under this Section.

Other Relief; Variance; Waiver

(A) *Failure to perform a duty.*

- (1) A person who has paid an impact fee or an owner of land on which an impact fee has been paid may submit to the Town Manager a written request for the Town Council to determine whether the Town has failed to perform a duty imposed under Chapter 395 of the Texas Local Government Code within the prescribed period. The written request must state the nature of the unperformed duty and request it be performed within 60 days after the date of the request.
- (2) The Town Council shall consider the request, and if the Town Council finds that the duty is required under Chapter 395 of the Texas Local Government Code and is late in being performed, it shall cause the duty to commence within 60 days after the date of the request and continue until completion.

(B) *Variance or waiver.* The Town Council may grant a variance or waiver from any requirement of this Article, upon written request by an owner, following a public hearing, and only upon finding a strict application of such requirement would, when regarded as a whole, result in confiscation or an unconstitutional taking of the property.

SECTION 3. The provisions of any ordinance which are inconsistent with or in conflict with any of the provisions of this ordinance are hereby expressly repealed to the extent of any such inconsistency or conflict.

SECTION 4.. If any section, subsection, sentence, clause or phrase of this ordinance is, for any reason, held to be unconstitutional or invalid, such holding shall not affect the validity of the remaining portions of this ordinance. The Council of the Town of Westlake hereby declares it would have passed this ordinance and each section, subsection, sentence, clause or phrase hereof irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared unconstitutional or invalid.

SECTION 5. The Town Secretary is hereby authorized and directed to publish the descriptive caption of this ordinance in the manner and for the length of time prescribed by the law as an alternative method of publication.

PASSED AND APPROVED ON THIS THE 25TH DAY OF AUGUST 2025.

Kim Greaves, Mayor

ATTEST:

Dianna Buchanan, Town Secretary

APPROVED AS TO FORM & LEGALITY:

Matthew C. G. Boyle, Town Attorney