

## II. ROADWAY IMPACT FEE CALCULATION INPUTS

### A. LAND USE ASSUMPTIONS

In order to assess an impact fee, Land Use Assumptions must be developed to provide the basis for population and employment growth projections within a political subdivision. As defined by Chapter 395 of the Texas Local Government Code, these assumptions include a description of changes in land uses, densities, and population in the service area. In addition, these assumptions are useful in assisting the City of Mansfield in determining the need and timing of capital improvements to serve future development. The land use assumptions data was provided by the North Central Texas Council of Governments (NCTCOG). Each Service Area is comprised of traffic survey zones (TSZs), which are planning areas used for traveling modeling and demographic estimates and projections. The data contained in each of the TSZs was converted to the necessary demographic information need for Land Use Assumptions.

The residential and non-residential estimates and projections were all compiled in accordance with the following categories:

- Units:* Number of dwelling units, both single and multi-family.
- Population:* Number of people, based on person per dwelling unit factors.
- Employment:* Square feet of building area based on retail, service, and basic land uses. Each classification has unique trip making characteristics.

Retail: Land use activities which provide for the retail sale of goods that primarily serve households and whose location choice is oriented toward the household sector, such as grocery stores and restaurants.

Service: Land use activities which provide personal and professional services such as government and other professional administrative offices.

Basic: Land use activities that produce goods and services such as those that are exported outside of the local economy, such as manufacturing, construction, transportation, wholesale, trade, warehousing, and other industrial uses.

The geographic boundaries of the impact fee service areas for roadway facilities are shown in **Exhibit 1**. The City of Mansfield is divided into four (4) service areas. The Service Areas match those from the 2004 Roadway Impact Fee Update and were based upon input from the City of Mansfield staff. For roadway facilities, the service areas are limited to those areas within the current corporate limits. Therefore, areas within the extraterritorial jurisdiction (ETJ) are excluded from this study. It should be noted that at locations where service area boundaries follow a thoroughfare facility, the proposed boundary is intended to follow the centerline of the roadway. In cases where a service area boundary follows the City Limits, only those portions of the facility within the City Limits are included in the service area.



**Table 1** summarizes the residential and non-residential projections by service area within the City of Mansfield for 2009, as well as the residential and non-residential projections by service area within the City of Mansfield for 2019.

**Table 1. Residential and Non-Residential Projections for the City of Mansfield  
(Derived from NCTCOG Projections)**

SA	Year	Dwelling Units	Employment (Square Feet)			
			Basic	Service	Retail	Total
A	2009	4,848	716,100	550,200	1,492,000	2,758,300
	2019	7,646	990,000	730,100	2,107,200	3,827,300
B	2009	7,664	1,516,600	662,400	510,400	2,689,400
	2019	8,881	2,582,800	905,500	801,600	4,289,900
C	2009	2,195	2,339,700	385,700	549,600	3,275,000
	2019	5,152	3,036,000	484,100	717,600	4,237,700
D	2009	3,469	436,700	172,600	953,600	1,562,900
	2019	6,844	1,213,300	413,700	3,362,400	4,989,400
<b>Total 2009</b>		<b>18,176</b>	<b>5,009,100</b>	<b>1,770,900</b>	<b>3,505,600</b>	<b>10,285,600</b>
<b>Total 2019</b>		<b>28,523</b>	<b>7,822,100</b>	<b>2,533,400</b>	<b>6,988,800</b>	<b>17,344,300</b>