

RESOLUTION NO. 15-96

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MESQUITE, TEXAS, APPROVING THE CITY OF MESQUITE LAND USE ASSUMPTIONS FOR IMPACT FEES IN COMPLIANCE WITH CHAPTER 395 OF THE LOCAL GOVERNMENT CODE.

WHEREAS, Chapter 395 of the Local Government Code ("Chapter 395") authorizes political subdivisions to finance capital improvements associated with new development in municipalities;

WHEREAS, Chapter 395 prescribes a process that incorporates the required methodology, the procedures for public hearings, and the reporting components related to impact fees; and

WHEREAS, Chapter 395 has authorized an impact fee study to determine whether to adopt water, wastewater and roadway impact fees in accordance with Chapter 395; and

WHEREAS, Chapter 395 requires that a public hearing be held on the land use assumptions, and the City Council has held such hearing, properly noticed, at which the land use assumptions were presented; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MESQUITE, TEXAS:

SECTION 1. That the City Council of the City of Mesquite hereby approves the land use assumptions attached hereto as Exhibit "A" and incorporated by reference herein.

SECTION 2. The land use assumptions may be amended from time to time, or new land use assumptions may be adopted, in accordance with the procedures established in Chapter 395, Local Government Code, or in such ordinances as may be approved by the City Council of the City of Mesquite.

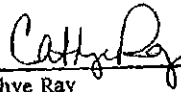
SECTION 3. The approval of the land use assumptions does not approve or enact any impact fees.

SECTION 4. That this resolution shall take effect immediately upon date of passage as the law in such cases provides.

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Page 2

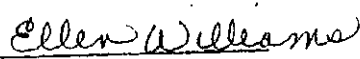
DULY RESOLVED by the City Council of the City of Mesquite, Texas, on the 6th day of May 1996.



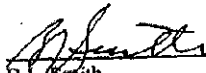
Cathye Ray
Mayor

ATTEST:

APPROVED:



Ellen Williams
City Secretary



B.J. Smith
City Attorney

J. T. Dunkin & Associates, Inc.
Urban Planners - Landscape Architects
Dallas, Texas

Prepared by:

February 12, 1996

CITY OF MESQUITE, TEXAS
LAND USE ASSUMPTIONS FOR IMPACT FEES

00011
EXHIBIT A
Page 1 of 37

CITY OF MESQUITE
LAND USE ASSUMPTIONS
FOR
IMPACT FEES

PURPOSE

Chapter 395 (formerly S.B. 336) of the Texas Local Government Code prescribes the process by which cities in Texas must formulate development impact fees. *The initial process is the establishment of land use assumptions.* These land use assumptions which include population and employment will become the basis for the preparation of impact fee capital improvement plans for water, wastewater, and roadway facilities.

To assist the City of Mesquite in determining the need and timing of capital improvements to serve future development, a reasonable estimation of future growth is required. The purpose of this report is to formulate growth and development projections based on assumptions pertaining to the type, location, quantity, and timing of various future land uses in the community, and to establish and document the methodology used for preparing the growth and land use assumptions.

ELEMENTS OF THIS LAND USE ASSUMPTION REPORT

This report contains:

- I. **Methodology** - Explanation of the general methodology used to prepare the land use assumptions
- II. **Service Zone Maps** (Plates 1, 2, and 3) - The impact fee service areas for water, wastewater, and roadway facilities based on data collection zones and/or traffic survey zones
- III. **Base Data** - Information on population, employment, and land use for Mesquite as of January, 1995 for each data collection zone and service area
- IV. **Ten-Year Growth Assumptions** - Population and employment growth assumptions for 10 years by data collection zones or traffic survey zones (TSZ) and impact fee service areas
- V. **Ultimate Projections** - Projections which reflect a completely developed condition based on the City's ultimate "built out" scenario
- VI. **Summary** - Brief synopsis of the land use assumptions report

I. METHODOLOGY

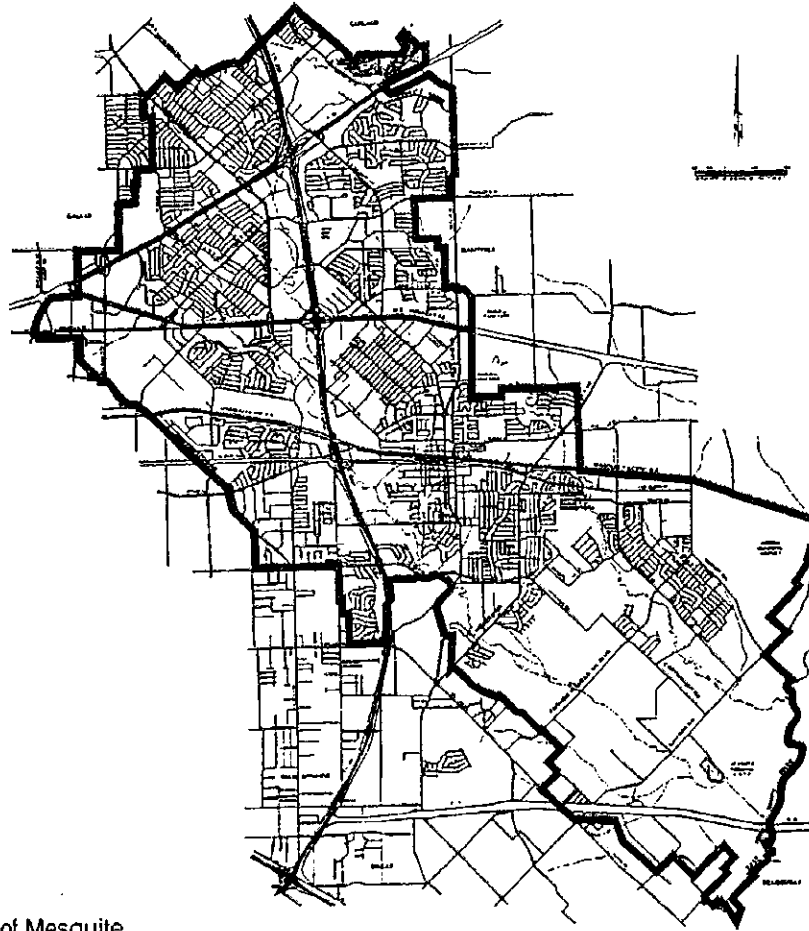
Based on the growth assumptions and the capital improvements needed to support growth, it is possible to develop an impact fee structure which fairly allocates improvement costs to growth areas in relationship to their impact on the entire infrastructure system. The database and projections in this report have been formulated using reasonable and generally accepted planning principles.

These Land Use Assumptions and future growth projections take into consideration several factors influencing development patterns, including:

1. The character, type, density, and quantity of existing development
2. Existing zoning patterns
3. Anticipated future land use
4. Availability of land for future expansion and the physical holding capacity of the City
5. Current growth trends in the City
6. Location and configuration of vacant land
7. Employment and population absorption rates
8. Known or anticipated development projects
9. Sewer availability
10. Comparison to historical growth rates of area cities

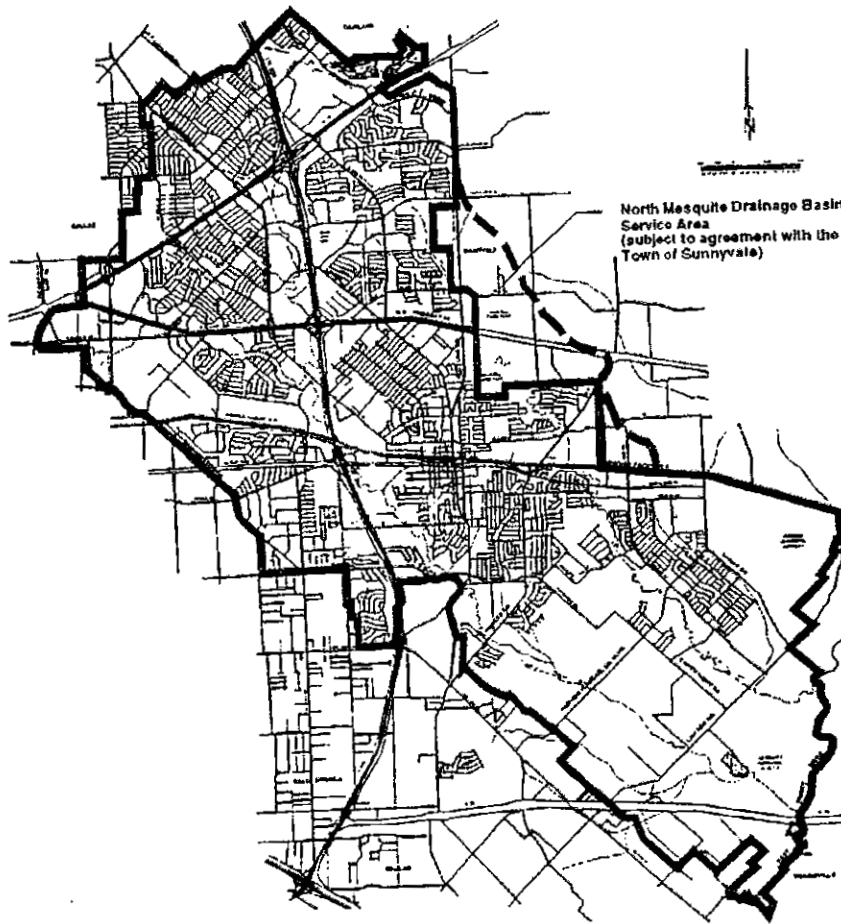
Following is the general methodology used for the preparation of this report:

1. Establish impact fee service areas for water, wastewater and roadway facilities based on data collection zones and/or traffic survey zones (Section II - Service Area Maps)
2. Collect/determine benchmark data on population, employment and land use as of January 1, 1995 (Section III - Base Year Data)
3. Project population and employment growth for ten years by impact fee service areas and data collection zones (Section IV - Ten-Year Growth Assumptions)
4. Project the ultimate population and land use (by land use category) for a fully developed city (Section V - Ultimate Projection)



City of Mesquite
SERVICE AREA for WATER IMPACT FEES

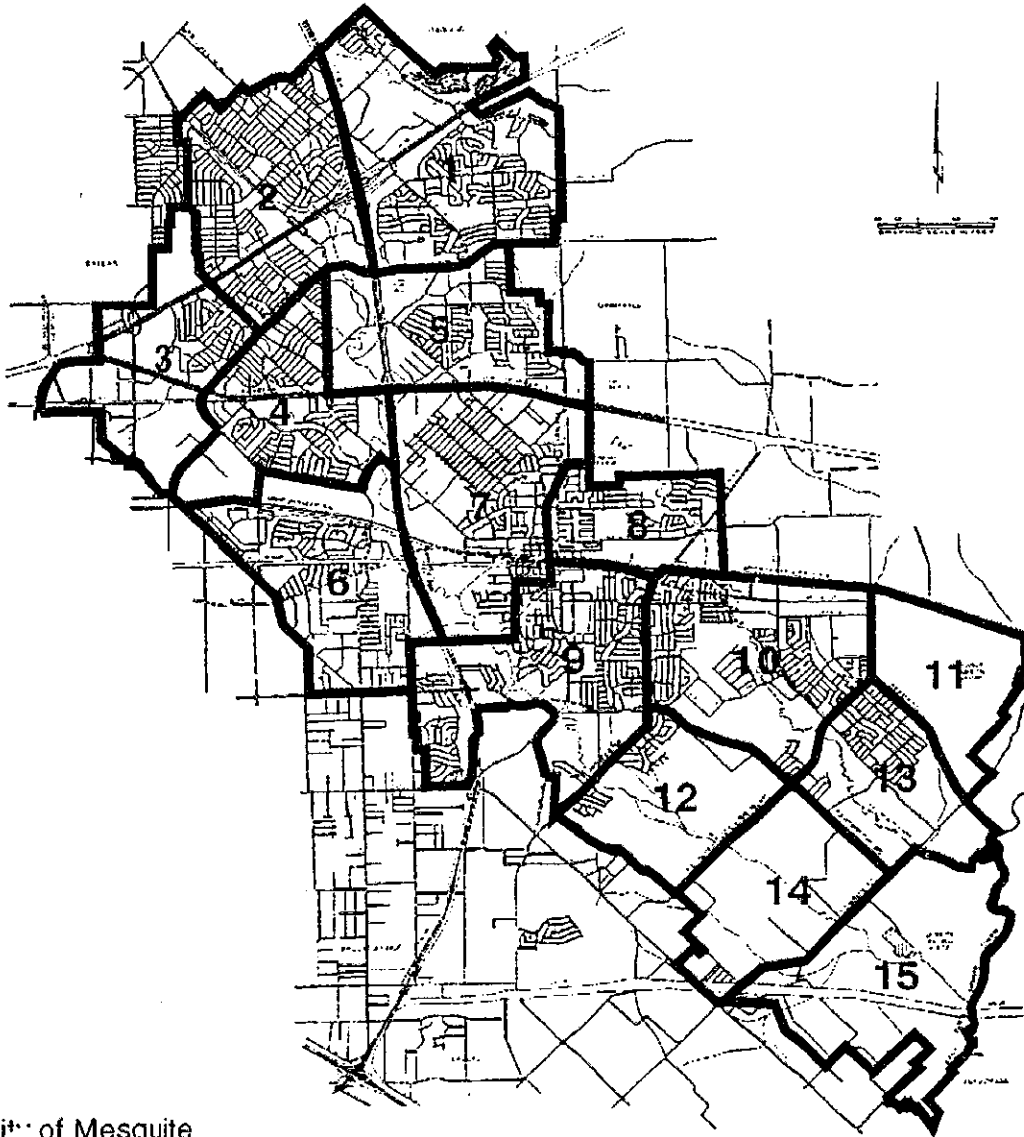
PLATE 1



North Mesquite Drainage Basin
Service Area
(subject to agreement with the
Town of Sunnyvale)

City of Mesquite
SERVICE AREA for WASTEWATER IMPACT FEES

PLATE 2



City of Mesquite
SERVICE AREAS for ROADWAY IMPACT FEES

PLATE 3

Detailed methodology for each of the above is contained in the respective sections.

II. SERVICE AREA MAPS

Plates 1, 2 and 3 show the proposed service areas for water, wastewater and roadway facilities respectively. The boundary for water facilities (Plate 1) is the existing city limits. The boundary for wastewater facilities is the existing city limits plus the North Mesquite drainage basin in the Town of Sunnyvale (Plate 2).

Plate 3, entitled "Service Areas for Roadway Impact Fees," depicts the 15 proposed service areas for roadway facilities. The proposed roadway service area boundaries encompass anywhere from 1 to 20 traffic survey zones. A Traffic Survey Zone (TSZ) is a type of data collection zone, established by the North Central Texas Council of Governments (NCTCOG) for all areas within the NCTCOG region, including within the corporate city limits of Mesquite. The Traffic Survey Zones in Mesquite vary in size from about 14 to 1212 acres. These zones are based on the areas used for transportation computer modeling for Mesquite and termed traffic survey zones. The traffic survey zones were formulated on the basis of homogeneity and traffic generation potential using major arterials, creeks, railroad lines and other physical boundaries for delineation. Since the data needed for calculation of roadway impact fees is required to be compiled by TSZs, the land use assumptions are compiled by the same traffic survey zones or combinations thereof. The Traffic Survey Zone Map is a standardized map available at the NCTCOG and the City of Mesquite municipal offices. These traffic survey zones will be aggregated into different areas to form service areas for roadway impact fees.

The roadway service areas were formulated based on three primary parameters: one, the boundaries of each service area are generally consistent with the boundaries of the TSZs; two, each zone is less than three miles in diameter (a size requirement specified in Subchapter A, Section 395.001 of the Impact Fee Statute); and three, a conceptual roadway capital improvement plan was used for a comparison of proposed projects as they related to the service zone boundaries.

Although the capital improvement plan and impact fees will be prepared as a separate document for roadway facilities, the geographic boundaries of the roadway service areas will be the same as shown on Plate 3.

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III. BASE DATA

This section documents historical growth trends and base data for the City. This "benchmark" information provides a starting basis of 1995 data for the 10 year growth assumptions in the following section.

One method of predicting future growth is looking at past growth. The historical growth rates for Mesquite are shown in Table 1 below:

Table 1
HISTORICAL GROWTH RATE

	Mesquite	% Change	Average Annual % Change	Compounded Average Annual % Change
1960*	27,526	---	---	---
1970*	55,131	100.3	10.3	7.2
1980*	67,053	21.6	2.2	2.0
1990*	101,484	51.3	5.1	4.2
1995**	108,450	7.8 (5 yr. increment)	1.7	1.6

* Source: U.S. Census

**Source: NCTCOG January 1, 1995

Another comparison and useful base data source for population growth is the past trends in residential construction. Table 2 shows the trend in residential building permits over the last ten years.

Table 2
RESIDENTIAL BUILDING PERMITS
CITY OF MESQUITE

Year	Single-Family	Multi-Family	Total
1985	1,592	348	1940
1986	1,222	70	1,292
1987	1,004	0	1,004
1988	549	0	549
1989	478	0	478
1990	520	93	613
1991	577	0	577
1992	827	0	827
1993	764	0	764
1994	535	0	535
Total	8,068	511	8,579
Average/Year	806.8	51.1	857.9

For the purposes of documenting changes in population, land use, density, and intensity, the data format to be used as a basis to formulate the land use assumptions will be principally population and employment. By taking a "snapshot" of existing land uses and considering the proposed plans of individual cities, NCTCOG has established population and employment estimates and projections for all cities in the Dallas/Fort Worth metroplex. These estimates from NCTCOG were used as a basis for the projections for Mesquite.

1. Population - The difference between the total of the NCTCOG 1990 population estimates by TSZ and the overall NCTCOG 1995 population estimate was allocated proportionally to individual TSZs based on the number of dwelling units constructed by TSZ since 1990. (Mesquite's Community Development department maintains a summary of residential development indicating number of planned lots, platted lots, building permits issued and available lots by subdivision.) In 1995 (not counting group quarters) there were 31,699 (74.7%) single-family units and 10,736 (25.3%) multi-family units for a total of 42,435 housing units in Mesquite. The 1995 population estimates by TSZ can be found in Appendix "A".
2. Employment - The values for the 1995 employment by TSZ were deduced by a two-step process. First, preliminary 1995 estimates by Standard Industrial Classification (SIC) code for each TSZ were obtained by interpolating between NCTCOG 1990 and 2010 employment estimates. Second, these values were compared to changes of zoning anticipated or actual construction since 1990 - the date of the last available data from NCTCOG - to determine if the interpolation resulted in "under counts" and "over counts" by TSZ versus the actual development in Mesquite. As a result, the employment values were then adjusted upward to reflect major additional employment - retail development, new and expanded public schools, and industrial development. The 1995 employment estimates by TSZ can be found in Appendix "B". The following table is a summary of the 1995 employment for the City as a whole.

TABLE 3
EXISTING EMPLOYMENT - 1995
CITY OF MESQUITE

1995 Basic Employment *	14,190
1995 Retail Employment *	9,338
1995 Service Employment *	13,485
1995 Total Employment *	37,013

* Source: NCTCOG (adjusted to January 1995)

Prior to an evaluation and projection of future land use patterns, a thorough understanding of existing conditions is essential. A documentation of existing land use patterns was made and used as a base line for future growth projections. This also documents the present physical composition and condition of the City.

To obtain accurate information on existing conditions, the existing land use inventory that is maintained in the Mesquite Planning Division was updated by the City staff to January, 1995, based on survey data and permit records. In this inventory, the City was classified according to the following land use categories:

Residential

- Single-Family Detached
- Single-Family Attached
- Multi-Family
- Group Quarters
- Retail/Services
- Public/Semi-Public/Schools
- Industrial
- Parks/Open Space/Drainage Areas
- Major Streets/Transportation
- Vacant

Each of the above categories was counted and tabulated on a parcel-by-parcel basis and recorded for all areas of the City. Table 4-A shows a summary of existing land uses for the area in Mesquite's city limits.

Table 4-A
EXISTING LAND USE - 1995
CITY OF MESQUITE

<u>Land Use Category</u>	<u>Acres Used</u>	<u>Percent of Development</u>	<u>Acres per 100 Persons*</u>
Single-Family Detached	8656.0	52.4	7.9
Single-Family Attached	150.4	0.9	0.1
Multi-Family	520.6	3.2	0.5
Group Quarters	10.4	0.1	0.0
Retail/Services	1,286.0	7.8	1.2
Public-Semi-Public/Schools	1,148.0	7.0	1.1
Parks, Open Space, Drainage Areas	1,692.7	10.3	1.5
Industrial	736.6	4.4	0.7
Major Streets/Transportation ⁽¹⁾	<u>2,298.2</u>	<u>13.9</u>	--
Total Developed Area	16,498.9	61.7	13.0
Vacant Land	<u>10,248.1</u>	<u>38.3</u>	
Total Acres	26,747.0	100.0%	

Source: City of Mesquite, Community Development Department

*Based on population of 109,450, 1-1-95 NCTCOG

⁽¹⁾Gross acres, includes only major street rights-of-way, airport, railroad

The City of Mesquite provides sanitary sewer service to a portion of a drainage area within the Town of Sunnyvale. The area served is shown on Plate 2 (North Mesquite Creek Drainage Basin). The City of Mesquite may assess impact fees in this area pending agreements with the Town of Sunnyvale. Consequently, the existing land use for the Sunnyvale area is shown in Table 4B.

TABLE 4-B
EXISTING LAND USE, 1995
TOWN OF SUNNYVALE
(North Mesquite Drainage Basin)

<u>Category</u>	<u>Acres Used</u>	<u>Percent</u>
Single-Family	165.0	25.8
Public/Semi-Public/Schools	29.6	4.6
Parks and Open Space	95.0	14.9
Retail/Services	31.8	5.0
Industrial	157.0	24.6
Rights-of-Way	<u>160.0</u>	<u>25.1</u>
Total Developed	638.4	100.0%
Vacant Land	<u>1,001.6</u>	
Total Area	1,610.0	

IV. TEN-YEAR GROWTH ASSUMPTIONS

Growth is characterized in two forms: population (residential) and employment (nonresidential land use). Several assumptions were necessary to arrive at reasonable growth rates for population and employment. The following assumptions have been made as a basis from which ten-year projections could be initiated.

1. Future land uses will occur as in a similar pattern as developed areas
2. The City will be able to finance the necessary improvements to water, sewer and roadways to accommodate growth
3. School facilities will accommodate increases in population
4. Densities will be as projected based on anticipated zoning districts.
5. Known or anticipated development projects
6. Data received and used from the NCTCOG is generally accepted as the best available forecast data

The ten-year projections or land use assumptions are based upon the establishment of a reasonable growth rate based on past trends. Considering the historical issuance of residential building permits (Table 2) and the historical development and subsequent absorption of lots within residential subdivisions, the anticipated growth rate the next 10 years is that which results from 650 residential building permits per year. In 1994, the number of residential building permits issued was below this number but the average over the last ten years was higher. Using this growth rate, a population of approximately 127,000 was projected for the ten-year growth projection. This rate would generate a population of about 1,735 persons per year. The following shows the formula for calculating the ten-year growth assumptions.

$650 \text{ dwelling units} \times 0.95 \text{ occupancy rate} = 617.5 \text{ occupied dwelling units/year}$
 $617.5 \text{ occupied dwelling units/year} \times 2.81 \text{ household size} = 1,735 \text{ persons/year}$
 $1,735 \text{ persons/year} \times 10 \text{ years} = 17,350 \text{ persons growth}$
 $109,450 \text{ existing 1995 population} + 17,350 \text{ growth} = 126,800 \text{ population in ten years or about 127,000 persons}$

All projections and estimates are for January 1 of their respective years. This rate, which represents an approximate 1.5 percent compounded average annual growth rate, was determined to be a reasonable rate at which Mesquite could be expected to grow. The annual

growth rate from 1980 to 1990 was higher at 5.1% but the rate for 1990-95 was relatively the same at 1.7%, a growth of 1.5% also corresponds more closely with NCTCOG projections. This rate and the resulting population projection of 127,000 for year 2005 is a conservative growth rate but considered reasonable for Mesquite.

The 2005 population estimate of 127,000 was allocated by assigning the increase in households to TSZs based on known or anticipated residential development. Then the total households were multiplied by the average household size to arrive at a population by TSZ (Appendix "A").

Starting with the adjusted 1995 employment totals, the ten-year employment projections were derived by prorating the NCTCOG 20-year (2010) projections equally for each year (approximately 950 employees per year.)¹ Each 2005 employment estimate by TSZ was reviewed and revised, if necessary, to reflect known or anticipated employment.

Appendices "A" and "B" show the ten-year growth projections for population and employment for each TSZ and roadway service area. Tables 5A and 5B show a summary of the population and employment projections for Mesquite. Table 5C shows the ten-year growth projections for the portion of the wastewater service in Sunnyvale.

¹1990 NCTCOG employment, 32,271; 2010 NCTCOG employment, 51,241; 950 employees X 15 years - 14,250 + 32,271 = 46,521 rounded to 46,500 employees.

TABLE 5A
TEN-YEAR POPULATION PROJECTIONS - MESQUITE

Roadway Service Areas	1995		2005	
	Units	Population	Units	Population

1	5,369	13,732	5,602	14,124
2	7,902	18,876	8,232	19,527
3	2,252	5,374	2,231	5,380
4	3,640	9,364	3,691	9,571
5	3,985	9,156	4,301	9,208
6	2,331	6,531	2,556	7,062
7	4,890	12,502	5,827	14,732
8	2,035	5,582	2,413	6,644
9	4,825	13,493	5,342	15,121
10	3,059	8,350	3,773	10,680
11	19	38	19	38
12	955	2,800	2,664	7,324
13	1,150	3,178	1,651	4,371
14	89	249	734	1,975
15	73	225	435	1,243
Total	42,555	109,450	49,471	127,000

"56 units are within Roadway Service Area #15 and the Water Service Area but excluded from the Wastewater Service Area.

TABLE 5B
TEN-YEAR EMPLOYMENT PROJECTIONS - MESQUITE

	1995	2005
Basic	14,190	18,791
Retail	9,338	11,322
Service	13,485	16,390
Total	37,013	46,503

TABLE 5C
TEN-YEAR PROJECTIONS - SUNNYVALE

	<u>1995</u>	<u>2005</u>	<u>Ultimate</u>
Dwelling Units	209	273	506
Population	603	775	1,396
Basic Employment	423	522	1,650
Retail Employment	64	127	140
Service Employment	68	151	250
Total Employment	555	800	2,040
Retail, Service & Industrial (Acres)	267.8 Acres	338 Acres	1,100 Acres

Changes in population and employment affect the use of land. In the case of Mesquite, increased population and employment is due to the conversion of vacant or agricultural land into residential and other land uses. These land use changes aid in the determination of demand for additional water, wastewater and roadway facilities.

Table 6 shows the projected land use requirements for a population of 127,000. Residential densities were calculated based upon 3.7 dwelling units per acre for single-family detached, 6.9 dwelling units per acre for single-family attached and 22.1 dwelling units per acre for multi-family.

TABLE 6
TEN-YEAR PROJECTIONS - CITY OF MESQUITE

<u>Land Use Category</u>	<u>Future Acres Per 100 Persons</u>	<u>Acres Required For 127,000 Persons</u>
Single-Family	7.7	9,779
Multi-Family	0.5	635
Retail/Services, Public/Quasi-Public, Schools, Industrial	3.1	3,937
Parks and Open Space	1.3	1,651
Flood Plain & Drainage Areas	1.1	<u>1,397</u>
Total	13.7	17,399

V. ULTIMATE PROJECTIONS

An ultimate or holding capacity land use and population projection was also established. First, known densities of development were considered. Then, based on the remaining developable vacant land in Mesquite, densities of anticipated development projects were applied. The ultimate population of the City of Mesquite is a function of residential land use area (acres), housing density (dwelling units per acre), and population density (persons per dwelling unit). Based on the land uses identified, the total ultimate land use areas of low density single-family housing, medium density single-family housing, and multi-family housing is known. The area of each residential classification was multiplied by its respective housing density and population density, and the products were summed to obtain the ultimate population. Housing density values are from observed existing residential development and/or current residential zoning regulations. The following table shows the acres required for an ultimate population of 164,580.

TABLE 7
ULTIMATE FUTURE LAND USE REQUIREMENTS
CITY OF MESQUITE

<u>Land Use Category</u>	<u>Future Acres</u>
Single-Family Detached (Low Density)	11,673.2
Single-Family Attached (Medium Density)	217.5
Multi-Family	988.8
Public and Semi-Public/Schools	1,473.8
Park and Open Space	1,624.6
Retail/Services	3,045.3
Industrial	2,625.1
Flood Plain/Drainage	2,698.2
Transportation/Major Streets	2,400.3
Total	26,746.8

VI. SUMMARY

The data used to compile these land use assumptions were from two sources -- anticipated development for the City of Mesquite and the North Central Texas Council of Governments (NCTCOG) data base used for traffic modeling purposes. The existing base data was prepared by the City of Mesquite's Community Development department and information from the U.S.

Census. The ten-year growth projections were calculated based upon reasonable growth rates and trends. NCTCOG projections for population and employment were used for comparison. The NCTCOG data was utilized principally to compile employment projections by TS2 for roadway impact fees. Ultimate projections were based on the holding capacity of vacant land using land use types and applying densities as established by development policies and known proposed development plans.

The land use assumptions may be summarized as follows:

- Mesquite presently contains approximately 41.8 square miles within the City Limits of which 61.7% is presently developed. It is not anticipated Mesquite will be able to expand its municipal boundaries beyond its present limits.
- Existing population of Mesquite in January, 1995 - 109,450; existing employment was approximately 37,013.
- A compounded annual growth rate of approximately 1.5% was used to calculate the Mesquite 10-year growth projections.
- The ten-year population growth projection for Mesquite is 126,800 or about 127,000. The ten-year employment projection is approximately 46,500.
- The ultimate population of Mesquite is approximately 164,580.
- The ultimate employment of Mesquite is approximately 83,000.

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Page 18 of 37

APPENDICES

00028

Page 18 of 37

APPENDICES

DATA FORMAT

The LUA database (appendices A and B), as well as future projections were formulated according to the following format and categories:

Appendix A - Population

- Roadway Service Area** Correlates to the roadway service areas identified on Plate 3.
- 1995 Dwelling Units** Total number of all living units including single-family, duplex, multi-family, and group quarters. The number of existing housing units has been shown for the base year (January, 1995).
- 1995 Households** Household size for 1995 is based on the actual 1990 Census household size in each TSZ.
- 1995 Population** The 1995 calculated population for each TSZ.
- 2005 Dwelling Units** Projected housing units by service area for the year 2005 (ten-year growth projections).
- 2005 Households** Household size for 2005 for each TSZ.
- 2005 Population** The 2005 and projected population tabulated for each service area.
- Survey Zone/TSZ** Traffic survey zones previously established by NCTCOG and the Highway Department used for data collection purposes and termed TSZs in this report.

Appendix B - Employment

- Roadway Service Area** Correlates to the roadway service areas identified on Plate 3.
- Three classifications were used for employment and compiled for each roadway service area:
- 1995 Basic** BASIC (SIC Code # 1000 to 5199) - 1995 land use activities that produce goods and services such as those exported outside the local economy; manufacturing, construction, transportation, wholesale trade, warehousing, and other industrial uses.
- 1995 Retail** RETAIL (SIC Code # 5200 to 5999) - 1995 land use activities which provide for the retail sale of goods that primarily serve households and whose location choice is oriented to household sector such as grocery stores, restaurants, etc.
- 1995 Service** SERVICE (SIC Code # 6000 to 9999) - 1995 land use activities which provide personal and professional services such as financial, insurance, government, and other professional administrative offices.
- 1995 Total Employment** The 1995 total of the Basic, Retail and Service categories.

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- 2005 Basic BASIC (SIC Code # 1000 to 5199) - 2005 land use activities that produce goods and services such as those exported outside the local economy; manufacturing, construction, transportation, wholesale trade, warehousing, and other industrial uses.
- 2005 Retail RETAIL (SIC Code # 5200 to 5999) - 2005 land use activities which provide for the retail sale of goods that primarily serve households and whose location choice is oriented to household sector such as grocery stores, restaurants, etc.
- 2005 Service SERVICE (SIC Code # 6000 to 9999) - 2005 land use activities which provide personal and professional services such as financial, insurance, government, and other professional administrative offices.
- 2005 Total Employment The 2005 total of the Basic, Retail and Service categories.
- Traffic Survey
Zone/TSZ Traffic survey zones previously established by NCTCOG and the Highway Department used for data collection purposes and termed TSZs in this report.

APPENDIX "A"
10-YEAR POPULATION PROJECTIONS
CITY OF MESQUITE

Roadway Service Area	1995 Dwelling Units	1995 Households	1995 Population	2005 Dwelling Units	2005 Households	2005 Population	Traffic Survey Zone
1	196	179	595	189	180	560	1174
1	572	522	1,072	571	545	1,048	1270
1	655	597	1,063	655	625	1,161	1271
1	1	1	5	23	22	57	1272
1	249	227	415	241	230	394	2800
1	915	834	2,671	1,001	955	2,848	2827
1	1,512	1,378	4,562	1,492	1,423	4,392	2828
1	410	374	1,205	424	405	1,216	2844
1	859	783	2,144	1,006	960	2,448	2845
Sub-total	5,369	4,895	13,732	5,602	5,345	14,124	
2	739	674	1,239	810	773	1,322	2713
2	19	17	49	19	18	48	2716
2	26	24	76	52	50	147	2760
2	764	697	2,035	760	725	1,969	2780
2	587	535	1,642	617	589	1,681	2781
2	57	52	133	55	52	124	2783
2	291	266	816	547	522	1,495	2786
2	361	329	899	345	329	880	2790
2	323	295	864	309	295	850	2793
2	500	456	1,401	478	456	1,380	2794
2	546	498	1,440	551	526	1,430	2795
2	488	445	1,412	488	466	1,390	2796
2	677	617	1,738	728	695	1,821	2799
2	682	622	1,964	659	629	1,890	2817
2	368	336	1,030	352	336	1,000	2823
2	1,474	1,344	2,138	1,462	1,398	2,100	2824
Sub-total	7,902	7,207	18,876	8,232	7,859	19,527	

Roadway Service Area	1995 Dwelling Units	1995 Households	1995 Population	2005 Dwelling Units	2005 Households	2005 Population	Traffic Survey Zone
3	1	1	2	1	1	2	2805
3	147	134	319	140	134	319	2806
3	0	0	0	0	0	0	2778
3	20	18	67	19	18	67	2805
3	3	3	6	3	3	6	2806
3	1	1	3	1	1	3	2807
3	649	592	1,331	638	609	1,300	2808
3	404	369	1,193	387	369	1,160	2811
3	294	268	810	283	270	790	2812
3	349	318	734	340	324	710	2813
3	0	0	0	0	0	0	2839
3	384	350	909	419	400	1,023	13140
Sub-total	2,252	2,054	5,374	2,231	2,129	5,380	
4	1,157	1,055	2,532	1,111	1,060	2,400	2815
4	395	360	1,037	388	370	1,000	2815
4	653	595	1,617	727	694	1,972	2819A
4	126	115	362	126	120	382	2833
4	415	379	1,168	408	389	1,118	2834
4	135	123	378	136	130	400	2835
4	758	691	2,286	795	758	2,319	2837
4	1	1	2	0	0	0	2838
Sub-total	3,640	3,319	9,364	3,691	3,521	9,571	
5	172	172	172	453	432	822	2819B
5	0	0	0	0	0	0	2825
5	264	241	802	377	360	1,090	2826
5	8	7	19	8	7	18	2827
5	988	901	1,616	949	905	1,517	2832
5	1,016	926	2,673	1,038	990	2,673	2850
5	1,046	954	2,695	1,000	954	2,512	13209

Roadway Service Area	1995 Dwelling Units	1995 Households	1995 Population	2005 Dwelling Units	2005 Households	2005 Population	Traffic Survey Zone
5	0	0	0	0	0	0	13278
5	257	235	633	250	239	600	13279
5	234	213	546	226	216	516	13280
Sub-total	3,985	3,649	9,156	4,301	4,103	9,208	
6	0	0	0	0	0	0	2836
6	2	2	6	2	2	5	2867
6	713	650	2,122	681	650	2,000	2869
6	416	379	1,134	398	380	1,060	2873
6	115	105	313	110	105	295	2876
6	0	0	0	0	0	0	2879
6	685	624	1,890	959	915	2,613	2881
6	85	77	216	85	81	214	2883
6	86	79	229	96	92	250	2884
6	229	209	621	225	215	625	2885
Sub-total	2,331	2,125	6,531	2,556	2,440	7,062	
7	1	1	2	204	195	544	2878
7	377	344	1,010	629	600	1,653	2898
7	787	717	1,691	964	920	2,020	2899
7	403	367	1,038	396	378	1,008	2900
7	212	194	672	230	220	718	2901
7	1	1	1	1	1	3	2902
7	434	396	1,025	690	658	1,606	2903
7	24	22	63	23	22	63	2904
7	137	125	352	131	125	352	2905
7	280	255	793	310	296	881	2906
7	354	323	992	339	323	935	2907
7	260	237	729	248	237	687	2908
7	396	361	1,095	378	361	1,032	2909
7	488	445	1,269	466	445	1,269	2910

00034

Roadway Service Area	1995 Dwelling Units	1995 Households	1995 Population	2005 Dwelling Units	2005 Households	2005 Population	Traffic Survey Zone
7	216	197	511	301	287	702	2925
7	55	50	165	52	50	165	2925
7	0	0	0	0	0	0	2925
7	375	342	900	379	362	900	2926
7	0	0	0	0	0	0	2927
7	89	81	191	85	81	191	2934
7	1	1	1	1	1	3	2935
Sub-total	4,890	4,459	12,602	5,827	5,562	14,732	
8	0	0	0	0	0	0	1207
8	0	0	0	1	1	3	1315
8	0	0	0	0	0	0	1325
8	123	112	316	125	119	317	2913
8	501	457	1,281	483	461	1,208	2920
8	1,399	1,275	3,950	1,499	1,430	4,300	2920
8	0	0	0	293	280	781	2920
8	0	0	0	0	0	0	2921
8	9	8	22	9	8	22	2940
8	3	3	13	3	3	13	2955
Sub-total	2,035	1,855	5,582	2,413	2,302	6,644	
9	165	150	448	330	315	874	2886
9	146	133	400	349	333	955	2887
9	533	486	1,638	509	486	1,638	2888
9	442	403	1,371	422	403	1,371	2889
9	118	108	352	113	108	352	2890
9	433	395	883	414	395	883	2891
9	252	230	644	241	230	644	2942
9	223	203	521	212	203	521	2942
9	106	97	285	102	97	285	2944
9	812	740	2,441	782	746	2,400	2946

Roadway Service Area	1995 Dwelling Units	1995 Households	1995 Population	2005 Dwelling Units	2005 Households	2005 Population	Traffic Survey Zone
9	432	394	1,216	413	394	1,216	2948
9	394	359	1,316	472	450	1,550	2949
9	206	188	607	197	188	607	2956
9	202	185	555	388	370	925	2990
9	0	0	0	0	0	0	13042
9	361	329	816	398	380	900	13043
Sub-total	4,825	4,400	13,493	5,342	5,098	15,121	
10	293	267	844	281	268	786	2958
10	371	338	1,055	354	338	1,055	2959
10	541	493	1,367	516	493	1,367	2965
10	1	1	3	303	289	815	2966
10	320	292	876	306	292	876	2974A
10	620	565	1,695	630	600	1,800	2975
10	793	723	2,170	765	730	2,270	2979
10	121	110	340	618	590	1,711	2987A
Sub-total	3,059	2,789	8,350	3,773	3,600	10,680	
11	19	17	38	19	17	38	2969
12	681	621	2,050	1,467	1,400	4,012	2986
12	0	0	0	0	0	0	2987C
12	274	250	750	1,197	1,140	3,312	2994
Sub-total	955	871	2,800	2,664	2,542	7,324	
13	353	322	1,000	614	586	1,701	2973
13	659	600	1,800	722	689	1,800	2974B
13	137	125	375	210	200	580	2987B
13	1	1	3	105	100	290	3003
Sub-total	1,150	1,048	3,178	1,651	1,574	4,371	

Roadway Service Area	1995 Dwelling Units	1995 Households	1995 Population	2005 Dwelling Units	2005 Households	2005 Population	Traffic Survey Zone
14	2	2	2	338	322	908	85
14	26	24	68	239	229	632	98
14	61	56	179	157	150	435	13036
Sub-total	89	82	249	734	701	1,975	
15	0	0	0	0	0	0	3002
15	4	4	6	4	4	6	13037
15	4	4	14	4	4	14	13038
15	20	19	71	52	50	145	13039
15	11	10	28	105	100	260	13040
15	34	31	106	270	258	818	13041
Sub-total	73	68	225	435	416	1,243	
Total	42,555	38,838	109,450	49,471	47,209	127,000	

APPENDIX "B"
10-YEAR EMPLOYMENT PROJECTIONS
CITY OF MESQUITE

Roadway Service Area(s)	1995 Basic	1995 Retail	1995 Service	1995 Total Emp.	2005 Basic	2005 Retail	2005 Service	2005 Total Emp.	Traffic Survey Zone
1	1	26	35	64	1	35	35	71	1174
1	0	53	0	53	0	61	5	66	1270
1	0	2	26	28	0	12	56	68	1271
1	126	130	77	333	126	130	100	356	1272
1	0	97	0	97	0	102	2	104	2800
1	0	900	20	920	0	1,000	40	1,040	2827
1	0	3	237	240	0	17	200	217	2828
1	0	0	0	0	0	19	29	48	2844
1	0	5	112	117	0	10	120	130	2845
Sub-total	127	1,218	507	1,852	127	1,386	587	2,100	
2	0	10	0	10	0	20	0	20	2713
2	0	0	0	0	0	0	0	0	2716
2	3	217	24	244	3	270	24	297	2760
2	4	16	299	319	4	34	299	337	2780
2	0	45	193	238	0	57	193	250	2781
2	0	0	0	0	0	0	0	0	2783
2	56	305	126	487	56	325	130	511	2786
2	0	30	0	30	0	30	0	30	2790
2	14	173	278	465	14	173	278	465	2793
2	0	0	64	64	0	0	64	64	2794
2	0	13	123	136	0	13	123	136	2795
2	0	0	96	96	0	0	96	96	2796
2	11	219	137	367	11	222	137	370	2799
2	7	28	801	836	20	35	815	870	2817
2	0	88	346	434	0	88	346	434	2823
2	0	498	374	872	0	600	374	974	2824
Sub-total	95	1,642	2,861	4,598	108	1,867	2,879	4,854	

Roadway Service Area(s)	1995 Basic	1995 Retail	1995 Service	1995 Total Emp.	2005 Basic	2005 Retail	2005 Service	2005 Total Emp.	Traffic Survey Zone
5	0	635	0	635	0	665	0	665	13278
5	0	15	0	15	0	30	0	30	13279
5	0	2,223	0	2,223	0	2,323	0	2,323	13280
Sub-total	410	3,657	1,400	5,467	564	3,830	2,026	6,420	
6	4,485	0	0	4,485	5,060	40	50	5,150	2836
6	2,300	0	0	2,300	2,688	70	75	2,833	2867
6	369	13	145	527	550	30	170	750	2869
6	0	7	5	12	0	18	5	23	2873
6	2	0	159	161	2	0	159	161	2876
6	31	7	4	42	75	60	75	210	2879
6	6	24	237	267	6	34	237	277	2881
6	0	0	0	0	0	0	0	0	2883
6	0	0	0	0	0	15	0	15	2884
6	0	20	2	22	0	20	2	22	2885
Sub-total	7,193	71	552	7,816	8,381	287	773	9,441	
7	0	0	40	40	20	40	100	160	2878
7	11	11	303	325	11	29	335	375	2898
7	26	223	399	648	26	230	400	656	2899
7	1	101	77	179	1	101	77	179	2900
7	0	0	43	43	0	4	65	69	2901
7	39	8	352	399	39	150	600	789	2902
7	0	20	0	20	0	33	0	33	2903
7	736	109	180	1,025	740	115	190	1,045	2904
7	1	73	248	322	1	75	260	336	2905
7	73	31	148	252	93	36	148	277	2906
7	0	0	0	0	0	0	0	0	2907
7	0	0	10	10	0	0	10	10	2908
7	2	1	296	299	2	1	296	299	2909
7	2	20	485	507	2	20	485	507	2910

Roadway Service Area(s)	1995 Basic	1995 Retail	1995 Service	1995 Total Emp.	2005 Basic	2005 Retail	2005 Service	2005 Total Emp.	Traffic Survey Zone
9	0	0	0	0	0	5	17	22	2948
9	0	0	153	153	0	9	182	191	2949
9	0	20	0	20	0	20	0	20	2956
9	0	35	0	35	0	44	0	44	2990
9	0	0	0	0	0	0	0	0	13042
9	0	28	0	28	0	50	50	100	13043
Sub-total	45	186	942	1,173	45	446	1,241	1,732	
10	23	15	24	62	23	15	24	62	2958
10	3	15	1	19	3	15	1	19	2959
10	0	0	0	0	0	0	1	1	2965
10	19	0	9	28	119	7	16	142	2966
10	0	0	0	0	0	10	0	10	2974A
10	0	0	10	10	0	0	10	10	2975
10	0	0	40	40	0	0	40	40	2979
10	0	0	0	0	0	0	0	0	2987A
Sub-total	45	30	84	159	145	47	92	284	
11	5	5	18	28	265	15	50	330	2969
12	0	0	0	0	0	3	16	19	2986
12	0	0	0	0	0	15	0	15	2987C
12	5	4	0	9	0	37	0	37	2994
Sub-total	5	4	0	9	0	55	16	71	
13	0	0	0	0	0	0	18	18	2973
13	0	0	0	0	0	12	0	12	2974B
13	0	0	0	0	0	15	0	15	2987B
13	0	0	0	0	0	0	0	0	3003
Sub-total	0	0	0	0	0	27	18	45	

00042

Roadway Service Area(s)	1995 Basic	1995 Retail	1995 Service	1995 Total Emp.	2005 Basic	2005 Retail	2005 Service	2005 Total Emp.	Traffic Survey Zone
14	0	0	0	0	0	0	0	0	85
14	0	0	0	0	0	0	0	0	298
14	0	0	0	0	45	8	9	62	13036
Sub-total	0	0	0	0	45	8	9	62	
15	0	0	10	10	0	0	15	15	3002
15	0	0	0	0	0	4	0	4	13037
15	0	0	0	0	0	5	0	5	13038
15	0	0	0	0	0	14	0	14	13039
15	0	0	0	0	50	9	0	59	13040
15	0	0	0	0	0	18	0	18	13041
Sub-total	0	0	10	10	50	50	15	115	
Total	14,190	9,338	13,485	37,013	18,791	11,322	16,390	46,503	

GLOSSARY OF TERMS AND DEFINITIONS

00044

1. Advisory Committee means the capital improvements advisory committee established by the City for purposes of reviewing and making recommendations to the City Council on adoption and amendment of the City's impact fee program.
2. Area-related facility means a capital improvement or facility expansion which is designated in the impact fee capital improvements plan and which is not a site-related facility. Area-related facility may include a capital improvement which is located offsite, or within or on the perimeter of the development site.
3. Assessment means the determination of the amount of the maximum impact fee per service unit which can be imposed on new development.
4. Capital improvement means either a roadway facility, a water facility or a wastewater facility, with a life expectancy of three or more years, to be owned and operated by or on behalf of the City.
5. City means the City of Mesquite, Texas.
6. Credit means the amount of the reduction of an impact fee due, determined under this ordinance or pursuant to administrative guidelines, that is equal to the value of area-related facilities provided by a property owner pursuant to the City's subdivision or zoning regulations or requirements, for the same type of facility.
7. Facility expansion means either a roadway facility expansion, a water facility expansion or a sewer facility expansion.
8. Final plat approval means the point at which the applicant has complied with all conditions of approval in accordance with the City's subdivision regulations and the plat has been approved for filing with Dallas County.
9. Impact fee means either a fee for roadway facilities, a fee for water facilities or a fee for wastewater facilities imposed on new development by the City pursuant to Chapter 395 of the Local Government Code in order to generate revenue to fund or recoup the costs of capital improvements or facility expansion necessitated by and attributable to such new development. Impact fees do not include the dedication of rights-of-way or easements for such facilities, or the construction of such improvements, imposed pursuant to the City's zoning or subdivision regulations.
10. Impact fee capital improvements plan means either a roadway capital improvements plan, a water capital improvements plan or a wastewater capital improvements plan adopted or revised pursuant to these impact fee regulations.

11. Land use assumptions means the projections of population and employment growth and associated changes in land uses, densities and intensities, over at least a ten-year period, adopted by the City, as may be amended from time to time, upon which the capital improvements plans are based.
12. Land use equivalency table means a table converting the demands for capital improvements generated by various land uses to numbers of service units, as may be amended from time to time.
13. 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.
14. Plat has the meaning given the term in the City's subdivision regulations. Plat includes replat.
15. Platting has the meaning given the term in the City's subdivision regulations. Platting includes replatting.
16. Property owner has the meaning given the term in the City's subdivision regulations. Property owner includes the developer for the new development.
17. Recoupment means the imposition of an impact fee to reimburse the City for capital improvements which the City has previously oversized to serve new development.
18. Roadway means any freeway, expressway, principal or minor arterial or collector roadways designated in the City's adopted Thoroughfare Plan, as may be amended from time to time. Roadway does not include any roadway designated as a numbered highway on the official federal or Texas highway system.
19. Roadway capital improvements plan means the adopted plan, as may be amended from time to time, which identifies the roadway facilities or roadway expansions and their costs for each road service area, which are necessitated by and which are attributable to new development, for a period not to exceed 10 years.
20. Roadway expansion means the expansion of the capacity of an existing roadway in the City, but does not include the repair, maintenance, modernization, or expansion of an existing roadway to better serve existing development.
21. Roadway facility means an improvement or appurtenance to a roadway which includes, but is not limited to, rights-of-way, whether conveyed by deed or easement; intersection improvements; traffic signals; turn lanes; drainage facilities associated with

the roadway; street lighting or curbs.

22. Service area means either a roadway service area, a water service area or wastewater benefit area within the City, within which impact fees for capital improvements or facility expansion will be collected for new development occurring within such area and within which fees so collected will be expended for those types of improvements or expansions identified in the type of capital improvements plan applicable to the service area.
23. Service unit means the applicable standard units of measure shown on the land use equivalency table in the Impact Fees Capital Improvements Plan which can be converted to vehicle miles in p.m. peak hour, for roadway facilities, or one inch (1") water meter equivalents, for water or for wastewater facilities, which serves as the standardized measure of consumption, use or generation attributable to the new unit of development.
24. Site-related facility means an improvement or facility which is for the primary use or benefit of a new development and/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 impact fees capital improvements plan and for which the property owner is solely responsible under subdivision or other applicable development regulations.
25. Utility connection means installation of a water meter for connecting a new development to the City's water system, or connection to the City's wastewater system.
26. Wastewater facility means a wastewater interceptor or main, lift station or other facility included within and comprising an integral component of the City's collection system for wastewater. Wastewater facility includes land, easements or structure associated with such facilities. Wastewater facility excluded a site-related facility.
27. Wastewater facility expansion means the expansion of the capacity of any existing wastewater improvement for the purpose of serving new development, but does not include the repair, maintenance, modernization, or expansion of an existing sewer facility to serve existing development.
28. Wastewater capital improvements plan means the adopted plan, as may be amended from time to time, which identifies the wastewater facilities or wastewater expansions and their associated costs which are necessitated by and which are attributable to new development, for a period not to exceed 10 years.
29. Water facility means a water interceptor or main, pump station, storage tank or other facility included within the comprising an integral component of the City's water

storage or distribution system. Water facility includes land, easements or structures associated with such facilities. Water facility excludes site-related facilities.

30. Water facility expansion means the expansion of the capacity of any existing water facility for the purpose of serving new development, but does not include the repair, maintenance, modernization, or expansion of an existing water improvement to serve existing development.
31. Water improvements plan means the adopted plan, as may be amended from time to time, which identifies the water facilities or water expansions and their associated costs which are necessitated by and which are attributable to new development, for a period not to exceed 10 years.
32. Water meter means a device for measuring the flow of water to a development, whether for domestic or for irrigation purposes.