

City of Killeen 2019 Impact Fee Study – CIAC Comment Response

The following document is a detailed comment response from Kimley-Horn and Associates to the Capital Improvement Advisory Committee (CIAC) regarding the City of Killeen’s 2019 Impact Fee Update. Comments from CIAC members were taken directly from email correspondence and have been labeled by committee member and date received.

Responses noted in **green** indicate a change made to the Capital Improvement Plan (CIP) based on CIAC comments. Responses noted in **yellow** indicate no change.

Committee Member	Comment	KHA/City Response
Rowe (6/17/2019)	Cunningham & Elems road- Cunningham & Little Nolan Rd- East Stagecoach & Aurora. These are storm water drainage issues.	Noted. Impact Fees cannot be used to remedy existing stormwater drainage issues.
	Rosewood- Need 2 lights in the left lane to get on the highway, traffic is backed up	One intersection project was added at Rosewood Drive & Central Texas Expressway.
	Intersections of East Trimmier and Sulpher Springs to Stagecoach & loop road-These are newly reconstructed road and already have asphalt failure.	Noted. Impact Fees cannot be used to remedy existing failures or pavement conditions.
	From the intersection of 195 and Stagecoach, East to Stagecoach and Trimmier intersection we have a newly constructed road that also has asphalt failure. Located by the career center.	Noted. Impact Fees cannot be used to remedy existing failures or pavement conditions.
Frederick (6/17/2019)	Two intersections in area B <ul style="list-style-type: none"> Chaparral and Trimmier because of the KISD Bus barn Chaparral and Featherline Both will have heavy usage with the new High School.	Two intersection projects were added at Chaparral & Trimmier and Chaparral & Featherline.
“Tails a Waggin Groomin and Roomin” (6/17/2019)	While reviewing both plans I find the population of growth to be overstated; possibly the sprawl south along with blight in rhe north? Its hard to know the thorough plan fiture requirements since the past and current plans were not implemented; allowing requests for rezoning to take priority instead of sticking to FLUM and COMP. Also allowing KISD to put schools, transportation, admin building along thoroughgs is not wise. Schools need to buried within housing developments outside thorough fares period.	The population/household assumptions were presented on 02/07/2019 and reviewed on 04/02/2019, and the assumptions are aligned with the historic trends as directed by the CIAC.
Welch (6/17/2019)	Service Area A Streets: <ul style="list-style-type: none"> No comment 	Understood.
	Service Area B Streets: <ul style="list-style-type: none"> B-11 Rosewood is already under construction. Can impact fee money still be used on this project? The B-1 and B-2 Cunningham extension is most likely farther out than the next 10 years and can be removed from this plan. Currently there are very few driveways on it and Stan Schluter services the purpose of taking traffic to I-14. CS-4 HWY 195 corridor study should be removed. This 	<ul style="list-style-type: none"> Yes. Rosewood Drive costs were updated based on project costs provided by the City of Killeen. Based on City input, Cunningham Road will remain and is needed in the 10-year window. We suggest keeping the CS-4

City of Killeen 2019 Impact Fee Study – CIAC Comment Response

	<p>road is already a divided 4 lane highway.</p> <ul style="list-style-type: none"> • Instead of the CS-4 corridor study a potential intersection improvements should be studied at the intersection of Chaparral and HWY 195. 	<p>study to monitor traffic conditions along the corridor. To supplement the study, we have also added the committee-suggested intersection project of Chaparral and Highway 195.</p>
	<p>Service Area C Streets:</p> <ul style="list-style-type: none"> • I think more intersection improvements in general need to be looked at particularly between Stan Schlueter and Watercrest. 	<p>No changes were made.</p>
	<p>Water and Wastewater: Why does the area not include all of the area of Killeen's ETJ. There is growth potential outside of the boundary shown that will probably occur in the next 10 years.</p>	<p>Noted. Based on City input and the latest Master Plan draft, the CIP list has been updated.</p>
	<p>Water:</p> <ul style="list-style-type: none"> • Is there a water model to guide this plan in addition to just the masterplan? There are items in existing parts of town that is difficult to understand the nexus between new growth and development and these improvements shown on the plan. • Items 8, 11, 13, and 21 are improvements in an area that hasn't grown much in recent years and the land available for growth and development is very limited. • Item 18 should be removed as this area is already divided into ranchette type properties or has very limited development potential. • Item 17 west of HWY 195 has already been subdivided in the county and more growth opportunity is very limited. 	<ul style="list-style-type: none"> • Modeling was used in the development of the masterplan. • Based on City input and the latest Master Plan draft, the CIP list has been updated.
	<p>Wastewater:</p> <ul style="list-style-type: none"> • What growth potential is driving the need for item 5? There are not many other properties with development potential in this area. • The improvements along south HWY need to be moved. The property on the west of 195 is already developed into acreage lots. The property on the East of 195 flows to the east. The lift station should be planned to go down 2484 as there are large parcels that could still be developed. In this area and it appears to me that a single lift station could open many of them up. Potentially a much better bang for the buck. 	<p>Noted. Based on City input and the latest Master Plan draft, the CIP list has been updated.</p>

City of Killeen 2019 Impact Fee Study – CIAC Comment Response

<p>Dorroh (6/18/2019)</p>	<p>Major thoughts on</p> <p>Zone A North Killeen – no wastewater infrastructure plans in the immediate available land for development</p> <ul style="list-style-type: none"> - Develop resources ion wastewater plan and water plan to invite the development <p>Zone B – Cunningham as a north south extension seems a little far stretched</p> <p>Highest priority in my opinion is the intersection at 195 and chaparral as well as improving chaparral and the intersections there as that is a high growth corridor now!</p> <p>Zone c – extending Brushkly creek dr to tie into Reese creek dr and maxdale rd to create a north south corridor</p> <p>take castle gap over the hill and connect with generations to create another north south</p> <p>extending Mohawk as a continuos rd with liitle stops for east west 195 to 201</p>	<ul style="list-style-type: none"> • Zone A <ul style="list-style-type: none"> ○ Based on City input and the latest Master Plan draft, the CIP list has been updated. • Zone B: <ul style="list-style-type: none"> ○ Based on City input, Cunningham Road will remain and is needed in the 10-year window. ○ The Chaparral & 195 intersection project has been added, as well as the intersection projects of Chaparral & Trimmier and Chaparral & Featherline. • Zone C: <ul style="list-style-type: none"> ○ Brushy Creek Drive is currently not on the thoroughfare plan and cannot be added as a CIP project. However, an adjacent road exists on the thoroughfare plan south of Mohawk Drive that connects Mohawk Drive to Clear Creek Road, and this road is anticipated to function similarly to the proposed Brushy Creek extension. To create the committee suggested north-south corridor, this adjacent road will be added as a CIP project instead of Brushy Creek Road. ○ The proposed
-------------------------------	--	--

City of Killeen 2019 Impact Fee Study – CIAC Comment Response

		<p>connection of Castle Gap to Generations Drive is not within the city limits of Killeen, and therefore, Impact Fee dollars cannot be used as a funding source.</p> <ul style="list-style-type: none">○ The Mohawk Road project will be extended to Atlas Road.																														
<p>Welch (7/15/2019)</p>	<ul style="list-style-type: none">• Mohawk extending to Atlas should be on the plan.• The service area units for roadway impact fees needs to be tweaked because of the amount of developable property available in the 3 different areas. Here are my suggested changes. <table><tr><th>Service Area</th><th>SF</th><th>MF</th><th>basic</th><th>service</th><th>retail</th></tr><tr><td>A</td><td>700</td><td>600</td><td>200000</td><td>500000</td><td>400000</td></tr><tr><td>B</td><td>4972</td><td>1298</td><td>500000</td><td>1000000</td><td>900000</td></tr><tr><td>C</td><td>1400</td><td>400</td><td>800000</td><td>800000</td><td>800000</td></tr><tr><td>Total</td><td>7072</td><td>2298</td><td>1500000</td><td>2300000</td><td>2100000</td></tr></table>	Service Area	SF	MF	basic	service	retail	A	700	600	200000	500000	400000	B	4972	1298	500000	1000000	900000	C	1400	400	800000	800000	800000	Total	7072	2298	1500000	2300000	2100000	<ul style="list-style-type: none">• The Mohawk Road project will be extended to Atlas Road.• Service area units will be reallocated within the three service areas based on the committee suggestion.
Service Area	SF	MF	basic	service	retail																											
A	700	600	200000	500000	400000																											
B	4972	1298	500000	1000000	900000																											
C	1400	400	800000	800000	800000																											
Total	7072	2298	1500000	2300000	2100000																											
<p>Unknown (7/16/2019)</p>	<p>"I'm not sure if this was in a previous map but East Trimmier to Chaparral needs to be widened."</p>	<p>This project is currently listed as a project on the CIP (Project B-6).</p>																														