



Planning Department

285 Uptown Blvd., Cedar Hill, TX 75104
O. 972.291.5100 x 1080
F. 972.291.7250

SUPPLEMENTAL NOTICE OF MEETING BY TELEPHONE CONFERENCE

In accordance with an Order of the Office of the Governor issued on March 16, 2020, the Capital Impact Fee Advisory Committee for the City of Cedar Hill, Texas will conduct a Capital Impact Fee Advisory Committee Meeting by telephone conference at 4 pm on Thursday February 4, 2021, in order to advance the public health goal of limiting face-to-face meetings (also called "social distancing") in an effort to slow the spread of the Coronavirus (COVID-19) pandemic. *This is an open meeting conducted by telephone conference. There will be no public access to a physical location.*

Options for public access to the meeting:

Via webinar: zoom.us/join

Meeting ID# 898 2285 3221

Passcode: 035978

OR

Via Phone: Dial 1-346-248-7799 or toll-free 1-877-853-5247

Meeting ID# 898 2285 3221

Passcode: 035978

For more detailed instructions click on [this link](#).

A recording of the telephonic meeting will be made available to the public in accordance with the Open Meetings Act upon written request.

This written notice, the meeting agenda and the agenda packet are posted online at www.cedarhilltx.com



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NOTICE OF MEETING
CAPITAL IMPACT FEE ADVISORY COMMITTEE
AGENDA
THURSDAY, FEBRUARY 4, 2021
4:00 P.M.

- I. Call meeting to order
- II. Approve the [minutes](#) of the August 6, 2020 meeting.
- III. Regular Agenda
 1. Discuss the progress of active, capital projects utilizing impact fees. (Public Works)
 2. Discuss the potential for future, capital projects utilizing impact fees. (Public Works, Planning)
 3. Discuss any perceived inequities in implementing the Capital Improvements Plan or imposing impact fees. (Building Inspections)
 4. Discuss the financial report and capital impact fees collected. (Finance)
 5. Consider approving the [Semiannual Report](#).
- IV. Staff Reports
 1. Updates on other capital projects. (Public Works)
 2. Complete Streets Downtown Plan (Planning)
 3. Comprehensive Plan (Planning)
- V. Adjourn

I certify that the above notice of meeting was posted in accordance with the Texas Open Meetings Act on Thursday, January 28, 2021.

Debra Kalsnes
Planning Secretary

PREMIER STATEMENTS
CEDAR HILL HAS DISTINCTIVE CHARACTER
CEDAR HILL IS SAFE
CEDAR HILL IS CLEAN
CEDAR HILL HAS VIBRANT PARKS, TRAILS AND NATURAL BEAUTY
CEDAR HILL HAS AN ENGAGED COMMUNITY
CEDAR HILL HAS EXCELLENT, SAFE & EFFICIENT INFRASTRUCTURE
CEDAR HILL HAS A STRONG AND DIVERSE ECONOMY
CEDAR HILL HAS TEXAS SCHOOLS OF CHOICE



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TO: Capital Impact Fee Advisory Committee

FROM: Latifia Coleman, Assistant Finance Director
Stacey Graves, Neighborhood Services Director
Tom Johnson, Public Works Director
LaShondra Stringfellow, Planning Director

MEETING DATE: February 4, 2021

RE: Capital Impact Fee Semiannual Report for July – December, 2021

SUMMARY:

Chapter 395 of the Texas Local Government Code specifies provisions for administering impact fees. Impact fees are utilized to finance capital improvements required by new development. Every five years, the city is required to adopt a capital improvements plan (separate from the plan associated with the bond) describing eligible projects for which the impact fees could be utilized. An update was due in 2017. However, on June 13, 2017, City Council passed Resolution No. R17-487 to not update the land use assumptions, capital improvements plan or impact fees due to limited growth and the potential for an update to the Comprehensive Plan.

As required by Chapter 395, this semiannual report includes: the complete list of eligible water, wastewater, and roadway projects; a list of completed and active projects with expenditures; and impact fees collected. There have been no written complaints regarding inequities in implementing the plan or imposing the impact fees.

ACTION REQUIRED:

A majority vote is required to approve the semiannual report. Following consideration by the committee, the report and minutes will be forwarded to City Council.

ATTACHMENTS:

1. Financial Report with Completed and Active Projects
2. Eligible Water Projects
3. Eligible Wastewater Projects
4. Eligible Roadway Projects
5. Impact Fee Schedules
6. Equivalency Tables

IMPACT FEE ADVISORY COMMITTEE FINANCIAL REPORT AS OF December 31, 2020

Impact Fees are authorized under Chapter 395 of the Texas Local Government Code and are defined as a charge imposed against new development to pay for the off-site construction or expansion of infrastructure facilities that are necessitated by and benefit the new development.

CITY OF CEDAR HILL, TEXAS
CAPITAL RECOVERY FEES
SOURCES AND USES OF FUNDS
Reported through 12-31-2020

TRANSACTION	STREETS	WATER	WASTEWATER	TOTAL
Impact Fees Collected	\$ 14,976,002	\$ 10,472,532.65	\$ 4,295,708.25	\$ 29,744,243
Investment Earnings	2,303,053	1,775,513	1,114,619	5,193,185
Miscellaneous Revenue	-	-	-	-
Subtotal-total resources	\$ 17,279,055	\$ 12,248,046	\$ 5,410,327	\$ 34,937,428
Use of resources:				
Transfer to Debt Service Fund	\$ 11,947,349	\$ 746,500	\$ 1,053,500	\$ 13,747,349
Completed Projects:				
Water Projects:				
Meadowcrest Pump Station	\$ -	\$ 387,551	\$ -	\$ 387,551
Highway 67 and Joe Wilson Water Line	-	62,449	-	62,449
Mansfield Road Water Line	-	751,038	-	751,038
Highway 67 Water Line	-	145,765	-	145,765
Joe Wilson Water Line-Phase I	-	576,709	-	576,709
South Lakeridge Parkway Water Line	-	520,594	-	520,594
2 MG Elevated Tank (Parkerville)	-	1,123,189	-	1,123,189
Joe Wilson Water Line-Phase II	-	284,915	-	284,915
Beltline Road Water Line	-	356,448	-	356,448
Joe Wilson Water Line-Phase III	-	750,000	-	750,000
Flameleaf Ground Storage & Pump Station		2,861,674		2,861,674
Duncanville Road Water Line		176,203		176,203
US 67 24-inch Water Line		1,190,986		1,190,986
Sewer Projects:				
Mountain Creek Sewer Station	-	-	1,195,760	1,195,760
FM 1382 Trunk Sewer and Lift Station	-	-	24,240	24,240
Stewart Branch Sewer Line	-	-	614,225	614,225
Bear Creek Sewer Lines	-	-	159,345	159,345
Baggett Branch Sewer Trunk	-	-	70,602	70,602
Bee Branch TRA Interceptor			402,068	402,068
Lake Ridge Lift Station & 10" Force Main (07S2)			200,000	200,000
Active Projects:				
Water Projects:				
Valley Ridge Park 8" Water		-	-	-
Mansfield Road -		761,240	895,833	1,657,073
Sewer Projects:				
Sub-Basin RO-7 Collector			-	-
Mansfield Road			-	-
Other costs:				
Impact fee studies	324,260	232,125	188,175	744,561
Other	11,904	27,070	10,836	49,810
Subtotal-total uses	\$ 12,283,514	\$ 10,954,455	\$ 4,814,584	\$ 28,052,554
Balance as of December 31, 2020	\$ 4,995,541	\$ 1,293,591	\$ 595,743	\$ 6,884,875
CRF Collection FY10-FY20 (10 Year Period)	\$ 420,886	\$ 2,039,538	\$ 720,473	\$ 3,180,897
CRF Collection FY20	236,686	228,417	82,877	547,980
CRF Collections FY21 (Oct - Dec 31)	74,592	81,760	28,350	184,702

Street CRF Worksheet
Updated: 06-30-2020

	ZONE 1 FUND 2511 (CPS FUND 601)	ZONE 2 FUND 2512 (CPS FUND 602)	ZONE 3 FUND 2513 (CPS FUND 603)	ZONE 4 FUND 2514 (CPS FUND 604)	TOTALS
Revenues					
Impact Fees	\$ 1,245,351	\$ 6,586,896	\$ 1,860,964	\$ 1,233,714	\$ 14,976,002
Investment Earnings	123,454	908,880	210,272	141,624	2,303,053
Transfer from Old Cells	-	-	1,019,614	-	1,019,614
Total Revenues	\$ 1,368,805	\$ 7,495,776	\$ 3,090,849	\$ 1,375,338	\$ 18,298,669
Expenditures:					
Transfer to Debt Service Fund	595,160	4,193,156	2,696,178	664,977	11,947,349
Bank Fees	124	782	225	95	11,904
CRF Studies	44,871	43,827	45,785	50,048	324,260
Transfer to New Cell/Misc	-	-	-	-	1,019,614
Total Expenditures	\$ 640,155	\$ 4,237,765	\$ 2,742,188	\$ 715,120	\$ 13,303,127
Available Funds (Cash on hand)	\$ 728,650	\$ 3,258,012	\$ 348,661	\$ 660,219	\$ 4,995,541
Rolling 10-year Collection	\$ 66,109	\$ 217,701	\$ 83,423	\$ 53,653	\$ 420,886
Check with TB	✓	✓	✓	✓	✓

Note: If Rolling 10-year average is less than total expenditures then this means that the City is spending funds within target ranges of first in first out...

WS CRF Worksheet**Updated: 12-31-2020**

	FUND 5000 (Water)	FUND 5001 (Sewer)	TOTALS
Revenues			
Roll Forward prior years	\$ 8,879,982	\$ 3,734,041	\$ 12,614,024
Impact Fees FY 2014	154,504	66,615	221,118
Impact Fees FY 2015	156,019	56,050	212,068
Impact Fees FY 2016	154,683	60,610	215,293
Impact Fees FY 2017	227,309	76,741	304,049
Impact Fees FY 2018	253,875	76,933	330,808
Impact Fees FY 2019	335,985	113,493	449,478
Impact Fees FY 2020	228,417	82,877	311,294
Impact Fees FY 2021	81,760	28,350	110,110
Investment Earnings	1,775,513	1,114,619	2,890,132
Transfer from Old Cells			-
Total Revenues	\$ 12,248,046	\$ 5,410,327	\$ 17,658,373
Expenditures:			
Transfer to Debt Service Fund	746,500	1,053,500	1,800,000
Bank Fees	-	-	-
CRF Studies	259,195	199,012	458,207
Transfer to New Cell	-	-	-
Project expense	9,948,760	3,562,072	13,510,833
Total Expenditures	\$ 10,954,455	\$ 4,814,584	\$ 15,769,040
Available Funds	\$ 1,293,591	\$ 595,743	\$ 1,889,334
Rolling 10-year Collection	2,039,538	720,473	2,760,011

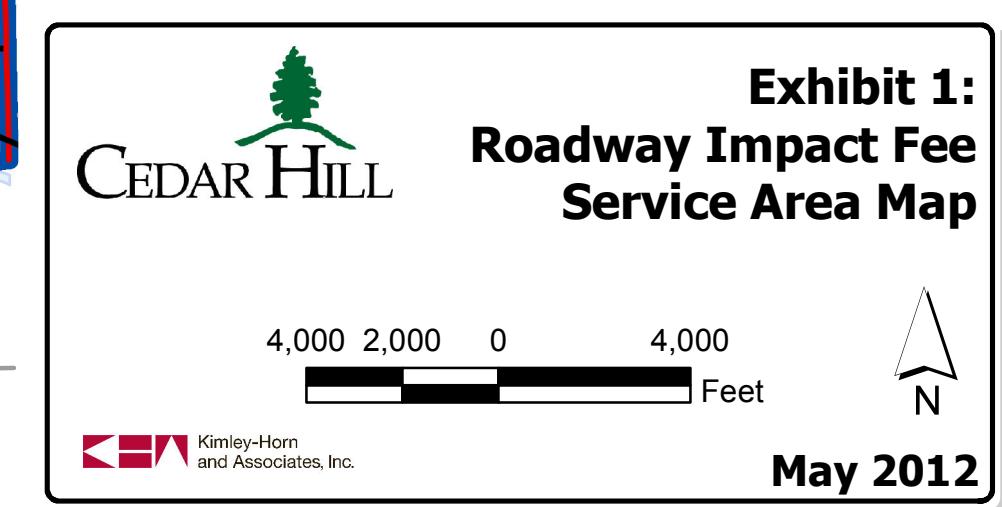
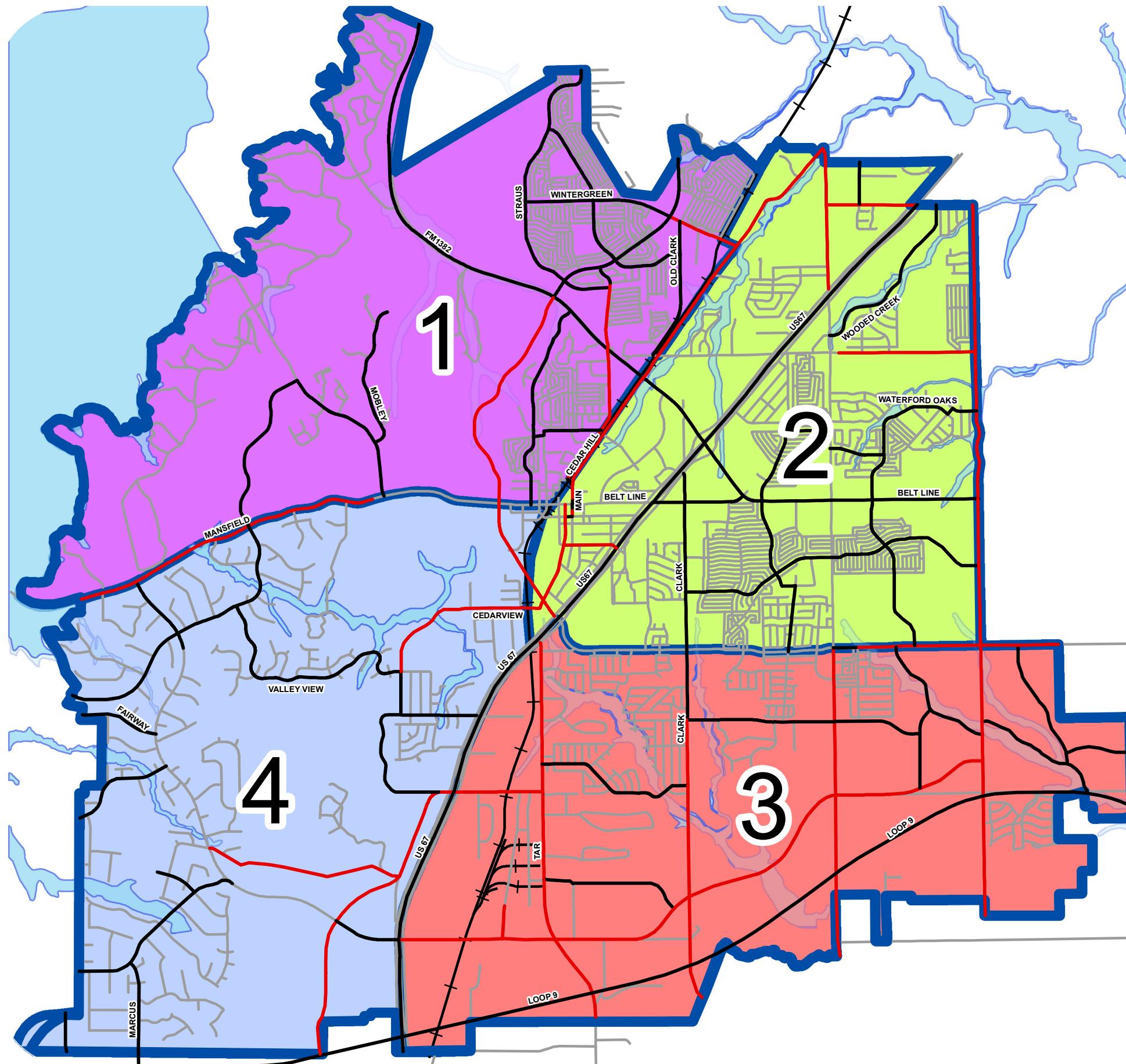


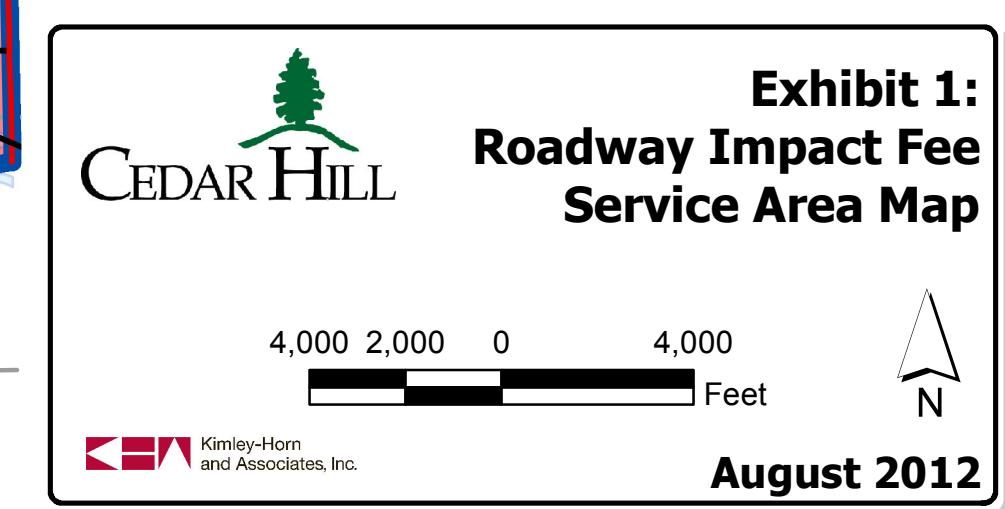
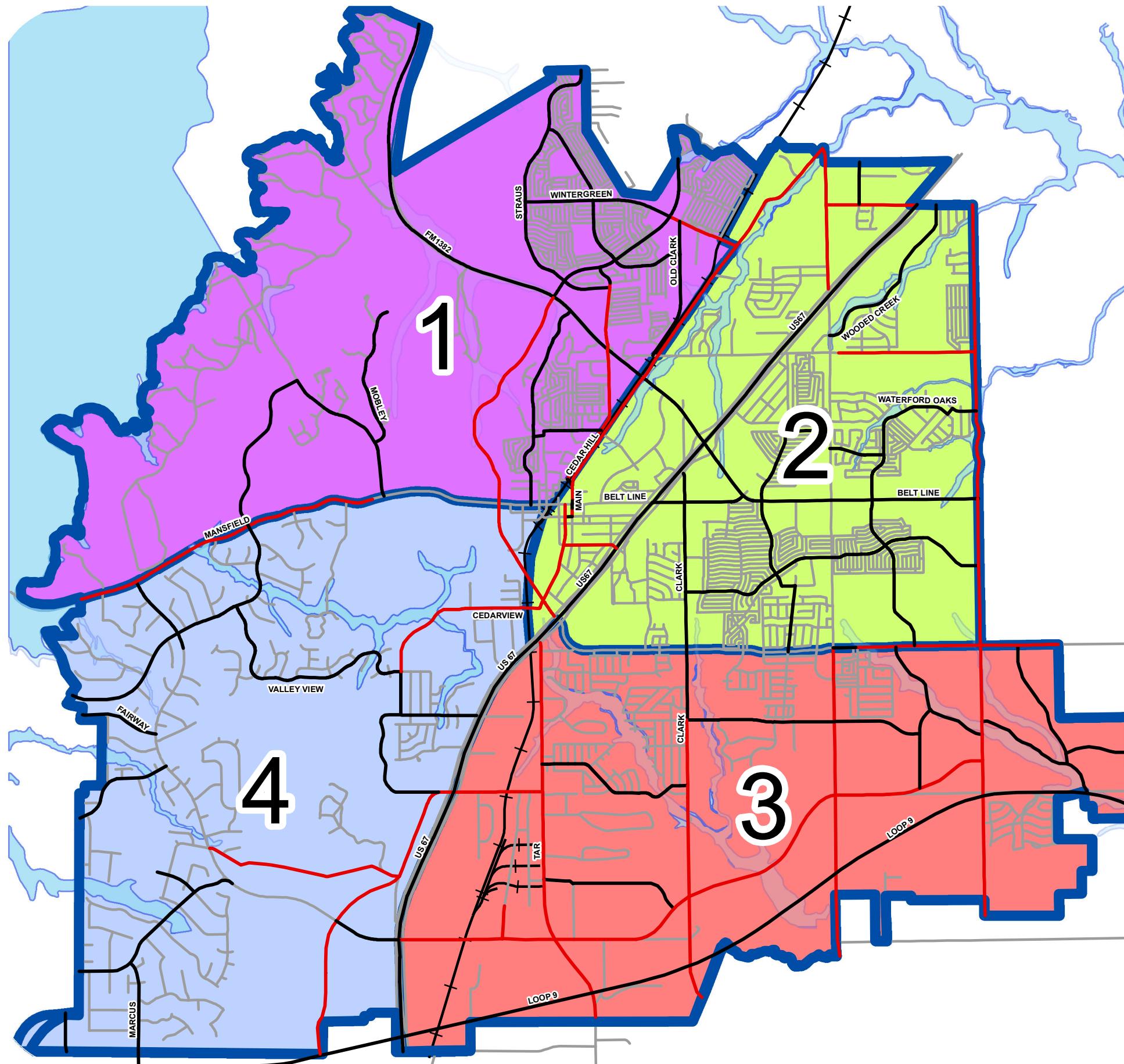
Table 3-4 Water System Impact Fee Eligible Projects

No.	Description of Project	Percent Utilization			Cost Based on 2012 Dollars			
		2012*	2022	2012-2022	Capital Cost	Current Development	10-Year (2012-2022)	Beyond 2022
EXISTING PROJECTS								
A	US 67 24-inch water line	25%	40%	15%	\$1,513,430	\$378,358	\$227,015	\$908,058
B	Flameleaf Ground Storage and Pump Improvements	0%	30%	30%	\$5,013,092	\$0	\$1,503,928	\$3,509,164
C	Meadowcrest Pumping Improvements	35%	85%	50%	\$3,250,626	\$1,137,719	\$1,625,313	\$487,594
D	Joe Wilson Phase 3 Water Line	60%	85%	25%	\$1,096,966	\$658,180	\$274,242	\$164,545
E	Pleasant Run Water Line, East of US 67	40%	85%	45%	\$145,108	\$58,043	\$65,299	\$21,766
F	2012 Impact Fee Study	0%	100%	100%	\$67,000	\$0	\$67,000	\$0
Existing Project Sub-total					\$11,086,222	\$2,232,299	\$3,762,795	\$5,091,127
PROPOSED PROJECTS								
1	8-inch water line in Lakeridge	80%	90%	10%	\$69,560	\$55,648	\$6,956	\$6,956
2	Lakeridge Parkway Ground Storage Tank and 12-inch water line	0%	60%	60%	\$2,351,970	\$0	\$1,411,182	\$940,788
3	8/12-inch water lines parallel to Sunset Ridge	20%	30%	10%	\$852,740	\$170,548	\$85,274	\$596,918
4	16/20-inch water line along US 67	35%	70%	35%	\$1,242,650	\$434,928	\$434,928	\$372,795
5	12-inch water lines and PRV near Cedar Hill State Park	40%	50%	10%	\$2,041,300	\$816,520	\$204,130	\$1,020,650
6	16/20-inch water line west of US 67 along Valley View Drive	15%	45%	30%	\$1,170,160	\$175,524	\$351,048	\$643,588
7	16-inch waterline along Wintergreen and Duncanville Road	0%	50%	50%	\$1,881,530	\$0	\$940,765	\$940,765
8	16-inch water line along Duncanville Road	0%	50%	50%	\$2,869,020	\$0	\$1,434,510	\$1,434,510
9	12-inch water line along Belt Line Road west of Duncanville Road	0%	40%	40%	\$873,740	\$0	\$349,496	\$524,244
10	12-inch water line in southwest portion of the City	0%	40%	40%	\$1,367,860	\$0	\$547,144	\$820,716
11	12-inch water line along Mansfield Road	0%	50%	50%	\$1,774,860	\$0	\$887,430	\$887,430
12	Meadowcrest 6.0 MG Ground Storage Tank	50%	85%	35%	\$5,520,000	\$2,760,000	\$1,932,000	\$828,000
13	20-inch water line along Cedar Hill Road	10%	60%	50%	\$2,637,050	\$263,705	\$1,318,525	\$1,054,820
14	20-inch water line east of US 67 at Lake Ridge Drive	0%	60%	60%	\$1,273,610	\$0	\$764,166	\$509,444
15	16-inch water line along Clark Road	30%	80%	50%	\$1,263,290	\$378,987	\$631,645	\$252,658
16	16-inch water line along Texas Plume Road	0%	60%	60%	\$1,150,460	\$0	\$690,276	\$460,184
17	12-inch water line along Wooded Creek Drive	0%	50%	50%	\$1,380,480	\$0	\$690,240	\$690,240
18	12/16-inch water line along Clark Road south of Parkerville	15%	60%	45%	\$2,565,740	\$384,861	\$1,154,583	\$1,026,296
19	12-inch water line east of Weaver Street and south of Shadywood	0%	70%	70%	\$627,740	\$0	\$439,418	\$188,322
20	16-inch water line along Parkerville Road and Joe Wilson Road	20%	70%	50%	\$2,149,800	\$429,960	\$1,074,900	\$644,940
21	12-inch water line along Little Creek Road	30%	75%	45%	\$1,171,740	\$351,522	\$527,283	\$292,935
22	12-inch water line along Bear Creek Road	0%	50%	50%	\$1,941,500	\$0	\$970,750	\$970,750
23	12-inch water line along FM 1382	0%	50%	50%	\$2,135,690	\$0	\$1,067,845	\$1,067,845
Proposed Project Sub-total					\$40,312,490	\$6,222,203	\$17,914,494	\$16,175,794
Total Cost					\$51,398,712	\$8,454,502	\$21,677,289	\$21,266,921

* Utilization in 2012 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.

Table 3-5 Wastewater System Impact Fee Eligible Projects

No.	Description of Project	Percent Utilization			Cost Based on 2012 Dollars			
		2012*	2022	2012-2022	Capital Cost	Current Development	10-Year (2012-2022)	Beyond 2022
EXISTING PROJECTS								
A	2012 Impact Fee Study	0%	100%	100%	\$67,000	\$0	\$67,000	\$0
Existing Project Sub-total				\$67,000		\$0	\$67,000	\$0
PROPOSED PROJECTS								
1	New 1.0 MG Lift Station in TCS-4 and 10-inch gravity line and 12/10/8-inch gravity line	0%	30%	30%	\$2,489,850	\$0	\$746,955	\$1,742,895
2	8-inch gravity connecting existing gravity lines in TCS-2	0%	30%	30%	\$195,110	\$0	\$58,533	\$136,577
3	12/15/18-inch gravity line in Basin TM-3	55%	70%	15%	\$1,955,400	\$1,075,470	\$293,310	\$586,620
4	Hollings Lift Station Expansion	10%	80%	70%	\$379,500	\$37,950	\$265,650	\$75,900
5	8/10-inch gravity line and decommission Mt. Lebanon Lift Station	10%	50%	40%	\$498,690	\$49,869	\$199,476	\$249,345
6	10/18/21-inch gravity line in RO-1	0%	80%	80%	\$1,787,070	\$0	\$1,429,656	\$357,414
7	Lake Ridge Lift Station I Expansion	0%	50%	50%	\$818,100	\$0	\$409,050	\$409,050
8	Baggett Branch Lift Station Expansion	0%	75%	75%	\$765,880	\$0	\$574,410	\$191,470
9	8/10/12-inch gravity lines in RO-2	0%	40%	40%	\$2,003,660	\$0	\$801,464	\$1,202,196
10	10/12-inch gravity line and decommission High Meadows Lift Station	5%	40%	35%	\$1,038,080	\$51,904	\$363,328	\$622,848
11	10/12-inch Gravity Mains in TM-1	15%	85%	70%	\$883,140	\$132,471	\$618,198	\$132,471
12	24-inch gravity line between RO-3 and RO-2	30%	65%	35%	\$1,027,710	\$308,313	\$359,699	\$359,699
13	10/12/15-inch gravity lines in TM-4 and decommission the Windsor Park Lift Station	40%	85%	45%	\$1,340,260	\$536,104	\$603,117	\$201,039
14	10/12/18-inch gravity lines and Springfield Lift Station decommission	60%	80%	20%	\$2,018,780	\$1,211,268	\$403,756	\$403,756
15	10/15-inch gravity lines and decommission the Highlands Lift Station	70%	90%	20%	\$980,220	\$686,154	\$196,044	\$98,022
16	12-inch gravity line and decommission the American Lift Station	20%	60%	40%	\$895,490	\$179,098	\$358,196	\$358,196
17	10-inch gravity line in the TCN-1 Basin	0%	15%	15%	\$707,360	\$0	\$106,104	\$601,256
18	8/10/12-inch gravity lines in TCS-3 and decommission the Lake Ridge II Lift Station	30%	40%	10%	\$875,120	\$262,536	\$87,512	\$525,072
Proposed Project Sub-total					\$20,659,420	\$4,531,137	\$7,874,458	\$8,253,826
Total Cost					\$20,726,420	\$4,531,137	\$7,941,458	\$8,253,826
* Utilization in 2012 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.								



B. ROADWAY IMPACT FEE CAPITAL IMPROVEMENT PROGRAM

The City has identified the City-funded transportation projects needed to accommodate the projected growth within the City. The Roadway Impact Fee CIP is made up of:

- Recently completed projects with excess capacity available to serve new growth;
- Projects currently under construction; and
- Remaining projects needed to complete the City's Thoroughfare Plan.

The Roadway Impact Fee CIP includes arterial and collector class roadway facilities as well as intersection improvements. All of the arterial facilities are part of the currently adopted Thoroughfare Plan.

The Roadway Impact Fee CIP for the 2012 Impact Fee Study is listed in **Tables 2A, 2B, 2C** and **2D** and mapped in **Exhibits 2A, 2B, 2C** and **2D**. A citywide exhibit is provided in **Appendix A**. The Roadway Impact Fee CIP Thoroughfare Classification is mapped in **Exhibit 3**. The tables show the length of each project as well as the facility's Thoroughfare Plan classification. The Roadway Impact Fee CIP was developed in conjunction with input from City of Cedar Hill staff and represents those projects that will be needed to accommodate the growth projected in **Table 1B**.

Table 2A. Roadway Impact Fee Capital Improvement Program – Service Area 1

Service Area	Proj. #	Class	Roadway	Limits	Length (mi)	% In Service Area
SA 1	1-A, 4-A	P6D	Mansfield Rd. (1)	W. City Limits to Lakeridge Pkwy.	0.40	50%
	1-B, 4-B	M4D	Mansfield Rd. (2)	Lakeridge Pkwy. to 430' W. of W. Belt Line Rd.	1.73	50%
	1-C, 4-C	M4D	Belt Line Rd. (Phase IIA)	430' W. of W. Belt Line Rd. to Fire Station	0.74	50%
	1-D, 4-D	M4D	Belt Line Rd. (Phase I)	Fire Station to BNSF RR	0.50	50%
	1-E	M4D	Road A	FM 1382 to Belt Line Rd.	1.61	100%
	1-F	P6D	New Clark Rd.	N. City Limits to 430' N. of Couch Rd.	0.20	50%
	1-G,2-B	M4D	Cedar Hill Rd. (1)	Main St. to Wintergreen Rd.	1.94	50%
	1-H	M4D	Wintergreen Rd. (1)	New Clark Rd. to BNSF RR	0.38	100%
	1-I,2-R	M4D	Wintergreen Rd. (2)	BNSF RR to Cedar Hill Rd.	0.11	50%
	1-J	P6D	Pleasant Run Rd. (1)	FM 1382 to BNSF RR	0.21	100%
	1-K,2-U	P6D	Pleasant Run Rd. (2)	BNSF RR to Cedar Hill Rd.	0.04	100%
	1-L	C4U	Old Strauss Rd.	Wolfe St. to FM 1382	0.45	100%
	1-M	C4U	Strauss Rd.	FM 1382 to Wylie St.	0.97	100%
	I-1		Signal Installation	Mansfield Rd. & Lake Ridge Pkwy.		50%
	I-2		Signal Installation	Mansfield Rd. & Road A		50%
	I-3		Signal Installation	New Clark Rd. & Wintergreen Rd.		100%



Table 2B. Roadway Impact Fee Capital Improvement Program – Service Area 2

Service	Proj. #	Class	Roadway	Limits	Length	% In
SA 2	2-A	M4D	Belt Line Rd. (3)	BNSF RR to US 67 SBFR	0.68	100%
	1-G,2-B	M4D	Cedar Hill Rd. (1)	Main St. to Wintergreen Rd.	1.94	50%
	2-C	M4D	Cedar Hill Rd. (2)	Wintergreen Rd. to N. City Limits	0.90	100%
	2-D	M4D	Main St. (1)	150' N of Belt Line Rd. to Wylie St.	0.14	100%
	2-E	M4D	Main St. (2)	130' S of Belt Line Rd. to Cedar St.	0.06	100%
	2-F	M4D	Houston St.	Belt Line Rd. to Tidwell St.	0.68	100%
	2-G	M4U	Cedarview Dr. (1)	BNSF RR to Tidwell	0.13	100%
	2-H	M4D	Uptown Blvd.	FM 1382 to Belt Line Rd.	0.95	100%
	2-I	M4U	Pioneer Tr.	Cedar Hill Rd. to Uptown Blvd.	0.29	100%
	2-J	M4U	S Clark Rd. (1)	FM 1382 to US 67 SBFR	0.31	100%
	2-K	M4D	Joe Wilson Rd. (1)	Cedar Hill Rd. to 490' S of Cedar Hill Rd.	0.09	50%
	2-L	M4D	Joe Wilson Rd. (2)	490' S of Cedar Hill Rd. to US 67 SBFR	0.86	100%
	2-M	M4D	Joe Wilson Rd. (Phase III)	US 67 SBFR to 360' S. of FM 1382	1.46	100%
	2-N	M4D	Joe Wilson Rd. (Phases I&II)	360' S. of FM 1382 to Parkerville Rd.	0.93	100%
	2-O	P6D	Duncanville Rd. (1)	Wintergreen Rd. to Pleasant Run Rd.	1.00	50%
	2-P	M4D	Duncanville Rd. (2)	Pleasant Run Rd. to Belt Line Rd.	1.01	50%
	2-Q	M4D	Duncanville Rd. (3)	Belt Line Rd. to Parkerville Rd.	1.00	50%
	1-I,2-R	M4D	Wintergreen Rd. (2)	BNSF RR to Cedar Hill Rd.	0.11	50%
	2-S	M4D	Wintergreen Rd. (3)	Joe Wilson Rd. to US 67 SBFR	0.61	100%
	2-T	P6D	Wintergreen Rd. (4)	US 67 NBFR to E. City Limits	0.38	100%
	1-K,2-U	P6D	Pleasant Run Rd. (2)	BNSF RR to Cedar Hill Rd.	0.04	50%
	2-V	P6D	Pleasant Run Rd. (3)	Cedar Hill Rd. to US 67 SBFR	0.81	100%
	2-W	P6D	Pleasant Run Rd. (4)	US 67 NBFR to 320' E. of Joe Wilson Rd.	0.41	100%
	2-X	M4D	Pleasant Run Rd. (5)	320' E. of Joe Wilson Rd. to Duncanville Rd.	0.93	100%
	2-Y	M4D	Tidwell St. (1)	Houston St. to US 67 SBFR	0.12	100%
	2-Z	M4D	Tidwell St. (2)	Houston St. to BNSF RR	0.18	100%
	2-AA,3-A	M4D	Tidwell St. / Parkerville Rd.	US 67 NBFR to Joe Wilson Rd.	1.96	50%
	2-BB,3-B	M4D	Parkerville Rd. (1)	Springfield Dr. to Duncanville Rd.	0.85	50%
	2-CC	C4U	Cooper St.	Houston St. to US 67 SBFR	0.37	100%
	I-4		Signal Installation	US 67 & Tidwell St.		75%
	I-5		Signal Installation	Parkerville Rd. & Joe Wilson Rd.		50%
	I-6		Signal Installation	Parkerville Rd. & Duncanville Rd.		25%
	I-7		Signal Installation	Pleasant Run Rd. & Duncanville Rd.		50%
	I-8		Signal Installation	Wintergreen Rd. & Duncanville Rd.		25%
	I-9		Signal Installation	US 67 & Joe Wilson Rd.		100%



Table 2C. Roadway Impact Fee Capital Improvement Program – Service Area 3

Service	Proj. #	Class	Roadway	Limits	Length	% In
SA 3	2-AA,3-A	M4D	Tidwell St. / Parkerville Rd.	US 67 NBFR to Joe Wilson Rd.	1.96	50%
	2-BB,3-B	M4D	Parkerville Rd. (1)	Springfield Dr. to Duncanville Rd.	0.85	50%
	3-C	M4D	Parkerville Rd. (2)	Duncanville Rd. to E. City Limits	0.53	50%
	3-D	M4D	Cedar Hill Rd. S.	US 67 NBFR to Mt. Lebanon Rd.	1.01	100%
	3-E	M4D	Tar Rd. (1)	Mt. Lebanon Rd. to Rocky Acres Rd.	0.60	100%
	3-F	M4D	Tar Rd. (2)	Rocky Acres Rd. to Bear Creek Rd.	0.42	100%
	3-G	P6D	Tar Rd. (3)	Bear Creek Rd. to 425' N. of S. City Limits	0.53	100%
	3-H	P6D	Tar Rd. (4)	425' N. of S. City Limits to S. City Limits	0.08	100%
	3-I	M4D	Clark Rd. S. (1)	Little Creek Rd. to Capricorn Dr.	0.45	100%
	3-J	M4D	Clark Rd. S. (2)	Capricorn Dr. to S. City Limits	1.46	100%
	3-K	M4D	Joe Wilson Rd. (5)	Parkerville Rd. to Bear Creek Rd.	1.00	100%
	3-L	M4D	Joe Wilson Rd. (6)	Bear Creek Rd. to S. City Limits	0.68	100%
	3-M	M4D	Joe Wilson Rd. (7)	S. City Limits to S. City Limits	0.42	50%
	3-N	P6D	Duncanville Rd. (4)	Parkerville Rd. to Bear Creek	0.77	100%
	3-O	M4D	Duncanville Rd. (5)	Bear Creek to S. City Limits	0.95	100%
	3-P	M4D	Duncanville Rd. (6)	S. City Limits to S. City Limits	0.11	50%
	3-Q	M4D	Cockrell Hill Rd.	N. City Limits to S. City Limits	0.68	50%
	3-R	M4U	Mt. Lebanon Rd. (1)	US 67 NBFR to Cedar Hill Rd. S.	0.60	100%
	3-S	M4D	Bear Creek Rd. (1)	US 67 NBFR to Tar Rd.	1.19	100%
	3-T	M4D	Bear Creek Rd. (2)	Tar Rd. to Future Bear Creek Rd. Curve	0.42	100%
	3-U	M4D	Bear Creek Rd. (3)	Future Bear Creek Rd. Curve to Joe Wilson Rd.	1.74	100%
	3-V	M4D	Bear Creek Rd. (4)	Joe Wilson Rd. to 1,915' E. of Joe Wilson Rd.	0.36	100%
	3-W	M4D	Bear Creek Rd. (5)	1,915' E. of Joe Wilson Rd. to Duncanville Rd.	0.69	100%
	3-X	C2U	Edgefield Way.	Future Bear Creek Rd. to 1,185' N. of Future Bear Creek	0.22	100%
	I-5		Signal Installation	Parkerville Rd. & Joe Wilson Rd.		50%
	I-6		Signal Installation	Parkerville Rd. & Duncanville Rd.		25%
	I-10		Signal Installation	Clark Rd. & Bear Creek Rd.		100%
	I-11		Signal Installation	Joe Wilson Rd. & Bear Creek Rd.		100%
	I-12		Signal Installation	Duncanville Rd. & Bear Creek Rd.		100%
	I-13		Interchange	Bear Creek Rd. & US 67 Interchange		50%

Table 2D. Roadway Impact Fee Capital Improvement Program – Service Area 4

Service	Proj. #	Class	Roadway	Limits	Length	% In
SA 4	1-A, 4-A	P6D	Mansfield Rd. (1)	W. City Limits to Lakeridge Pkwy.	0.40	50%
	1-B, 4-B	M4D	Mansfield Rd. (2)	Lakeridge Pkwy. to 430' W. of W. Belt Line Rd.	1.73	50%
	1-C, 4-C	M4D	Belt Line Rd. (Phase IIA)	430' W. of W. Belt Line Rd. to Fire Station	0.74	50%
	1-D, 4-D	M4D	Belt Line Rd. (Phase I)	Fire Station to BNSF RR	0.50	50%
	4-E	M4D	Lake Ridge Pkwy. (1)	575' S. of Lakeview Dr. to Mt. Lebanon Rd.	2.56	100%
	4-F	M4D	Road A (2)	Belt Line Rd. to BNSF RR	0.57	100%
	4-G	M4U	Cedarview Dr. (2)	Valley View Dr. to 320' W. of Plateau St.	0.68	100%
	4-H	M4U	Cedarview Dr. (3)	320' W. of Plateau St. to BNSF RR	0.44	100%
	4-I	M4U	Texas Plume Rd.	Lake Ridge Pkwy. To Mt. Lebanon Rd.	1.35	100%
	4-J	M4U	Mt. Lebanon Rd. (2)	US 67 SBFR to Texas Plume Rd.	0.75	100%
	4-K	M4U	Mt. Lebanon Rd. (3)	Texas Plume Rd. to S. City Limits	1.24	100%
	4-L	M4U	Mt. Lebanon Rd. (4)	S. City Limits to S. City Limits	0.21	50%
	I-1		Signal Installation	Mansfield Rd. & Lake Ridge Pkwy.		50%
	I-2		Signal Installation	Mansfield Rd. & Road A		50%
	I-13		Interchange	Bear Creek Rd. & US 67 Interchange		50%
	I-14		Signal Installation	Lake Ridge Pkwy. & Prairie View Blvd.		100%

EXHIBIT 5
Maximum Impact Fee per Service Unit

City of Cedar Hill

SCHEDULE 1

MAXIMUM JUSTIFIED
IMPACT FEES PER SERVICE UNIT FOR
WATER, WASTEWATER AND ROADWAY FACILITIES

	LAND PLATTED PRIOR TO 6/20/87	LAND PLATTED OR REPLATTED BETWEEN 6/21/87 AND 5/22/90	LAND PLATTED OR REPLATTED BETWEEN 5/23/90 AND 2/1/95	LAND PLATTED OR REPLATTED BETWEEN 2/2/95 AND 10/13/98	LAND PLATTED OR REPLATTED BETWEEN 10/13/98 AND 9/24/02	LAND PLATTED OR REPLATTED BETWEEN 9/24/02 AND 9/25/07	LAND PLATTED OR REPLATTED BETWEEN 9/25/07 AND 8/28/12	LAND PLATTED OR REPLATTED AFTER 8/28/12
WATER per SFLUE	\$ 3,574	\$ 675	\$ 1,053	\$ 3,574	\$ 3,574	\$ 4,102	\$ 2,916	\$ 3,519
WASTEWATER per SFLUE	\$ 2,553	\$ 843	\$ 447	\$ 2,553	\$ 2,553	\$ 3,086	\$ 1,258	\$ 1,289
ROADWAY per VEHICLE-MILE								
SVC AREA 1	\$ 1,204	\$ 1,204	\$ 1,204	\$ 1,204	\$ 1,204	\$ 2,366	\$ 1,016	\$ 1,291
SVC AREA 2	\$ 943	\$ 943	\$ 943	\$ 943	\$ 943	\$ 2,151	\$ 984	\$ 915
SVC AREA 3	\$ 914	\$ 914	\$ 914	\$ 914	\$ 914	\$ 2,170	\$ 1,037	\$ 1,188
SVC AREA 4	\$ 992	\$ 992	\$ 992	\$ 992	\$ 992	\$ 1,670	\$ 814	\$ 1,316
SVC AREA 5	\$ 830	\$ 830	\$ 830	\$ 830	\$ 830			
SVC AREA 6	\$ 946	\$ 946	\$ 946	\$ 946	\$ 946			
SVC AREA 7	\$ 888	\$ 888	\$ 888	\$ 888	\$ 888			
SVC AREA 8	\$ 830	\$ 830	\$ 830	\$ 830	\$ 830			
SVC AREA 9	NA	NA	NA	NA	NA			

EXHIBIT 6

Maximum Impact Fee per Service Unit to be Collected

City of Cedar Hill

SCHEDULE 2

IMPACT FEE COLLECTION SCHEDULE PER SERVICE UNIT FOR WATER, WASTEWATER AND ROADWAY FACILITIES

	Impact Fee Rate per Service Unit
WATER per SFLUE	\$ 2,555
WASTEWATER per SFLUE	\$ 945
ROADWAY per Vehicle-Mile	
SVC AREA 1	\$ 577
SVC AREA 2	\$ 577
SVC AREA 3	\$ 577
SVC AREA 4	\$ 577

EQUIVALENCY TABLES

Exhibit 4

WATER AND WASTEWATER

Table 4-1 Service Unit Equivalencies

Meter Size	Meter Type	Safe Maximum Operating Capacity (gpm) ⁽¹⁾	Service Unit Equivalent
3/4"	Displacement	25	1.0
1"	Displacement	40	1.7
1-1/2"	Displacement	50	3.3
2"	Displacement	100	5.3
3"	Compound	320	10.7
4"	Compound	500	16.7
6"	Compound	1,000	33.3
8"	Compound	1,600	53.3
10"	Compound	2,300	76.7

⁽¹⁾ Safe maximum operating capacity is based on AWWA standards C700 and C702



Table 8. Land Use / Vehicle-Mile Equivalency Table

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	NCTCOG Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi)	Veh-Mi Per Dev-Unit
PORT AND TERMINAL											
Truck Terminal	030	Acre	6.55			6.55	10.02	50%	5.01	4.00	26.20
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.97			0.97	10.02	50%	5.01	4.00	3.88
General Heavy Industrial	120	1,000 SF GFA	0.68			0.68	10.02	50%	5.01	4.00	2.72
Industrial Park	130	1,000 SF GFA	0.86			0.86	10.02	50%	5.01	4.00	3.44
Warehousing	150	1,000 SF GFA	0.32			0.32	10.83	50%	5.42	4.00	1.28
Mini-Warehouse	151	1,000 SF GFA	0.26			0.26	10.83	50%	5.42	4.00	1.04
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	1.01			1.01	17.21	50%	8.61	4.00	4.04
Apartment/Multi-family	220	Dwelling Unit	0.62			0.62	17.21	50%	8.61	4.00	2.48
Residential Condominium/Townhome	230	Dwelling Unit	0.52			0.52	17.21	50%	8.61	4.00	2.08
Mobile Home Park / Manufactured Housing	240	Dwelling Unit	0.59			0.59	17.21	50%	8.61	4.00	2.36
Senior Adult Housing-Detached	251	Dwelling Unit	0.27			0.27	17.21	50%	8.61	4.00	1.08
Senior Adult Housing-Attached	252	Dwelling Unit	0.16			0.16	17.21	50%	8.61	4.00	0.64
Assisted Living	254	Beds	0.22			0.22	17.21	50%	8.61	4.00	0.88
LODGING											
Hotel	310	Room	0.59			0.59	6.43	50%	3.22	3.22	1.90
Motel / Other Lodging Facilities	320	Room	0.47			0.47	6.43	50%	3.22	3.22	1.51
RECREATIONAL											
Golf Driving Range	432	Tee	1.25			1.25	6.43	50%	3.22	3.22	4.03
Golf Course	430	Acre	0.30			0.30	6.43	50%	3.22	3.22	0.97
Recreational Community Center	495	1,000 SF GFA	1.45			1.45	6.43	50%	3.22	3.22	4.67
Ice Skating Rink	465	1,000 SF GFA	2.36			2.36	6.43	50%	3.22	3.22	7.60
Miniature Golf Course	431	Hole	0.33			0.33	6.43	50%	3.22	3.22	1.06
Multiplex Movie Theater	445	Screens	13.64			13.64	6.43	50%	3.22	3.22	43.92
Racquet / Tennis Club	491	Court	3.35			3.35	6.43	50%	3.22	3.22	10.79
INSTITUTIONAL											
Church	560	1,000 SF GFA	0.55			0.55	4.20	50%	2.10	2.10	1.16
Day Care Center	565	1,000 SF GFA	12.46	44%	B	6.98	4.20	50%	2.10	2.10	14.66
Primary/Middle School (1-8)	522	Students	0.16			0.16	4.20	50%	2.10	2.10	0.34
High School	530	Students	0.13			0.13	4.20	50%	2.10	2.10	0.27
Junior / Community College	540	Students	0.12			0.12	4.20	50%	2.10	2.10	0.25
University / College	550	Students	0.21			0.21	4.20	50%	2.10	2.10	0.44
MEDICAL											
Clinic	630	1,000 SF GFA	5.18			5.18	7.55	50%	3.78	3.78	19.58
Hospital	610	Beds	1.31			1.31	7.55	50%	3.78	3.78	4.95
Nursing Home	620	Beds	0.22			0.22	7.55	50%	3.78	3.78	0.83
Animal Hospital/Veterinary Clinic	640	1,000 SF GFA	4.72	30%	B	3.30	7.55	50%	3.78	3.78	12.47
OFFICE											
Corporate Headquarters Building	714	1,000 SF GFA	1.40			1.40	10.92	50%	5.46	4.00	5.60
General Office Building	710	1,000 SF GFA	1.49			1.49	10.92	50%	5.46	4.00	5.96
Medical-Dental Office Building	720	1,000 SF GFA	3.46			3.46	10.92	50%	5.46	4.00	13.84
Single Tenant Office Building	715	1,000 SF GFA	1.73			1.73	10.92	50%	5.46	4.00	6.92
Office Park	750	1,000 SF GFA	1.48			1.48	10.92	50%	5.46	4.00	5.92
COMMERCIAL											
Automobile Related											
Automobile Care Center	942	1,000 SF Occ. GLA	3.38	40%	B	2.03	6.43	50%	3.22	3.22	6.54
Automobile Parts Sales	843	1,000 SF GFA	5.98	43%	A	3.41	6.43	50%	3.22	3.22	10.98
Gasoline/Service Station	944	Vehicle Fueling Position	13.87	42%	A	8.04	1.20	50%	0.60	0.60	4.82
Gasoline/Service Station w/ Conv Market	945	Vehicle Fueling Position	13.38	56%	B	5.89	1.20	50%	0.60	0.60	3.53
Gasoline/Service Station w/ Conv Market and C	946	Vehicle Fueling Position	13.94	56%	A	6.13	1.20	50%	0.60	0.60	3.68
New Car Sales	841	1,000 SF GFA	2.39	20%	B	2.07	6.43	50%	3.22	3.22	6.67
Quick Lubrication Vehicle Shop	941	Servicing Positions	5.19	40%	B	3.11	6.43	50%	3.22	3.22	10.01
Self-Service Car Wash	947	Stall	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Tire Store	848	1,000 SF GFA	4.15	28%	A	2.99	6.43	50%	3.22	3.22	9.63
Dining											
Fast Food Restaurant with Drive-Thru Window	934	1,000 SF GFA	33.84	50%	A	16.92	4.79	50%	2.40	2.40	40.61
Fast Food Restaurant without Drive-Thru Wind	933	1,000 SF GFA	26.15	50%	B	13.08	4.79	50%	2.40	2.40	31.39
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	11.15	43%	A	6.36	4.79	50%	2.40	2.40	15.26
Quality Restaurant	931	1,000 SF GFA	7.49	44%	A	4.19	4.79	50%	2.40	2.40	10.06
Coffee/Donut Shop with Drive-Thru Window	937	1,000 SF GFA	42.93	70%	A	12.88	4.79	50%	2.40	2.40	30.91
Other Retail											
Free-Standing Discount Store	815	1,000 SF GFA	5.00	30%	C	3.50	6.43	50%	3.22	3.22	11.27
Nursery (Garden Center)	817	1,000 SF GFA	3.80	30%	B	2.66	6.43	50%	3.22	3.22	8.57
Home Improvement Superstore	862	1,000 SF GFA	2.37	48%	A	1.23	6.43	50%	3.22	3.22	3.96
Pharmacy/Drugstore w/o Drive-Thru Window	880	1,000 SF GFA	8.42	53%	A	3.96	6.43	50%	3.22	3.22	12.75
Pharmacy/Drugstore w/ Drive-Thru Window	881	1,000 SF GFA	10.35	49%	A	5.28	6.43	50%	3.22	3.22	17.00
Shopping Center	820	1,000 SF GLA	3.73	34%	A	2.46	6.43	50%	3.22	3.22	7.92
Supermarket	850	1,000 SF GFA	10.50	36%	A	6.72	6.43	50%	3.22	3.22	21.64
Toy/Children's Superstore	864	1,000 SF GFA	4.99	30%	B	3.49	6.43	50%	3.22	3.22	11.24
Department Store	875	1,000 SF GFA	1.78	30%	B	1.25	6.43	50%	3.22	3.22	4.03
Video Rental Store	896	1,000 SF GFA	13.60	50%	B	6.80	6.43	50%	3.22	3.22	21.90
SERVICES											
Walk-In Bank	911	1,000 SF GFA	12.13	40%	B	7.28	3.39	50%	1.70	1.70	12.38
Drive-In Bank	912	Drive-in Lanes	27.41	47%	A	14.53	3.39	50%	1.70	1.70	24.70
Hair Salon	918	1,000 SF GLA	1.45	30%	B	1.02	3.39	50%	1.70	1.70	1.73

Key to Sources of Pass-by Rates:

A: ITE Trip Generation Handbook 2nd Edition (June 2004)

B: Estimated by Kimley-Horn based on ITE rates for similar categories

C: ITE rate adjusted upward by KHA based on logical relationship to other categories