



City of Denton

City Hall
215 E. McKinney St.
Denton, Texas 76201
www.cityofdenton.com

Meeting Agenda

Capital Improvement Advisory Committee

Wednesday, July 23, 2025

4:00 PM

Council Work Session Room

REGULAR SESSION BEGINS AT 4:00 P.M. IN THE COUNCIL WORK SESSION ROOM

After determining that a quorum is present, the Capital Improvement Advisory Committee of the City of Denton, Texas will convene in a Regular Session on Wednesday, July 23, 2025, at 4:00 p.m. in the Council Work Session Room at City Hall, 215 E. McKinney Street, Denton, Texas at which the following items will be considered:

REGULAR SESSION

1. ITEMS FOR INDIVIDUAL CONSIDERATION

- A. [CIAC25-009](#) Receive the City of Denton's Semi-Annual Roadway Impact Fee Report and hold a discussion.

Attachments: [Exhibit 1 - Agenda Information Sheet](#)
 [Exhibit 2 - CIAC- Semi Annual Report, 2025](#)

2. CONCLUDING ITEMS

NOTE: The Capital Improvement Advisory Committee reserves the right to adjourn into a Closed Meeting on any item on its Work Session or Regular Session agenda consistent with Chapter 551 of the Texas Government Code, as amended, including without limitation, Sections 551.071-551.086 of the Texas Open Meetings Act.

CERTIFICATE

I certify that the above notice of meeting was posted on the official website (<https://tx-denton.civicplus.com/242/Public-Meetings-Agendas>) and bulletin board at City Hall, 215 E. McKinney Street, Denton, Texas, on July 18, 2025, in advance of the 72-hour posting deadline, as applicable, and in accordance with Chapter 551 of the Texas Government Code.

OFFICE OF THE CITY SECRETARY

NOTE: THE CITY OF DENTON'S DESIGNATED PUBLIC MEETING FACILITIES ARE ACCESSIBLE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT. THE CITY WILL PROVIDE ACCOMMODATION, SUCH AS SIGN LANGUAGE INTERPRETERS FOR THE HEARING IMPAIRED, IF REQUESTED AT LEAST 48 HOURS IN ADVANCE OF THE SCHEDULED MEETING. PLEASE CALL THE CITY SECRETARY'S OFFICE AT 940-349-8309 OR USE TELECOMMUNICATIONS DEVICES FOR THE DEAF (TDD) BY CALLING 1-800-RELAY-TX SO THAT REASONABLE ACCOMMODATION CAN BE ARRANGED.



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Legislation Text

File #: CIAC25-009, **Version:** 1

AGENDA CAPTION

Receive the City of Denton's Semi-Annual Roadway Impact Fee Report and hold a discussion.



City of Denton

City Hall
215 E. McKinney Street
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AGENDA INFORMATION SHEET

DEPARTMENT: Department of Development Services

DCM: Cassey Ogden

DATE: July 23, 2025

SUBJECT

Receive the City of Denton's Semi-Annual Roadway Impact Fee Report and hold a discussion.

BACKGROUND

Impact fees are a funding mechanism used to support the public infrastructure required by new developments. In Texas, the legislature allows these fees to be used specifically for water, wastewater, roadway, and drainage facilities. The City of Denton has implemented impact fees for public water and wastewater infrastructure since 1998, and for transportation improvements since 2016.

Roadway impact fees address the need for increased capacity on arterial and collector roads that are part of the overall transportation network. The recently adopted 2022 Roadway Impact Fee Study aims to determine the appropriate fee amount per new development unit necessary to fund these improvements, in accordance with Chapter 395 of the Texas Local Government Code.

Based on staff's assessment and consistent with Chapter 395, there are no perceived inequities in implementing the plan or imposing the impact fee.

At this work session, staff will present the Semi-Annual report to the Capital Improvement Advisory Committee on Roadway Impact Fees.

EXHIBITS

Exhibit 1 - Agenda Information Sheet

Exhibit 2 - CIAC- Semi Annual Report, 2025

Respectfully submitted:

Farhan Butt, Ph.D., P.E., M. ASCE

Deputy Director of Transportation Services Division

Prepared by:

Sahar Esfandyari, Ph.D., AICP

Senior Transportation Planner

Semi-Annual Report

Denton Capital Improvement Advisory Committee on Impact Fees



Farhan Butt, Ph.D., P.E., M. ASCE
Transportation Services Division
July 23, 2025

SUMMARY

Impact fees serve as a crucial funding mechanism for public infrastructure necessitated by new developments, primarily aimed at ensuring that the costs associated with these developments are adequately covered. Implemented by the city of Denton since 1998 for water and wastewater improvements, and since 2016 for transportation improvements, these fees align with state legislation that governs the use of impact fees in Texas. The recently updated 2022 Roadway Impact Fee (RIF) study focuses on calculating the necessary fees for new developments, emphasizing compliance with Chapter 395 of the Texas Local Government Code, and seeks to establish a firm basis for funding vital transportation infrastructure.

The determination of transportation impact fees in Denton relies on several key considerations. Each development's fee is established through an impact fee study, which outlines the maximum permissible fee as defined by state law, with the city council ultimately deciding the amounts collected. The fee structure is reviewed every five years and is subject to adjustments in response to significant changes in growth projections or infrastructure needs. The study projects growth and capacity requirements over a ten-year horizon, highlighting the forward-looking nature of infrastructure planning in the city.

Service areas play a pivotal role in the impact fee framework, delineating specific geographic regions where set maximum fees apply, ensuring that all collected funds are directed towards improvements in those areas. The city of Denton has defined five distinct service areas, each with its own maximum impact fee, classified by elements such as corporate limits, land use, and geographic features. This nuanced approach enables variations in impact fees across similar land uses, promoting more effective management of local resources in response to growth.

Finally, the concept of "service units" plays a crucial role in assessing the demand for capital facilities that arise from new developments in urban planning. In Denton's 2022 RIF study, the vehicle-mile is identified as the primary metric for evaluating this demand, effectively representing the impact new developments have on the transportation system. By analyzing the total vehicle-miles of both supply and demand, the study integrates projected growth figures with historical data on building permits. This comprehensive analysis enables planners to forecast the city's infrastructure needs with a high degree of accuracy over the forthcoming decade.

This strategic planning process not only facilitates the judicious allocation of resources but also ensures that Denton can manage its anticipated growth without compromising the quality of services provided to its residents. By carefully considering the interplay between development and infrastructure demands, Denton's approach emphasizes the importance of maintaining service quality and safety. Furthermore, such a methodical examination fosters sustainable growth, allowing the city to enhance its transportation infrastructure in a manner that is both responsible and responsive to community needs. As a result, Denton's planning efforts position the city to effectively navigate future challenges while improving the overall quality of life for its residents.

Farhan Butt, Ph.D., P.E., M. ASCE
Deputy Director, Transportation Services

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LIST OF ACRONYMS

CIAC	Capital Improvement Advisory Committee
CIP	Capital Improvements Plan
NCTCOG	North Central Texas Council of Governments
RIF	Roadway Impact Fees
DISD	Denton Independent School District
UPRR	Union Pacific Railroad
DCTA	Denton County Transportation Authority
FY	Fiscal Year

INTRODUCTION

Development Impact Fees are one-time charges imposed by local authorities on new construction. These fees are paid by developers to help municipalities recoup costs associated with infrastructure and public services related to growth. Unlike other value capture methods, such as special assessments and negotiated exactions, impact fees can be utilized for off-site services like local roads, schools, or parks. Typically, these fees are calculated using a predetermined formula rather than through negotiations, which is the approach used for developer contributions. Across the United States, local governments implement development impact fees to finance transportation enhancements.

Hence, impact fees serve as a funding mechanism for public infrastructure required by new developments. These fees are used nationwide to support various facilities, including police and fire departments, parks, schools, roads, and utilities. The legislature authorizes their use for water, wastewater, roadway, and drainage facilities in the state of Texas. The City of Denton has been applying these fees for public water and wastewater improvements since 1998 and for transportation improvements since 2016.

In essence, the impact fees are intended to recover the additional costs generated by each new development that necessitates new infrastructure. Roadway Impact Fees (RIF) involve addressing the increased capacity needed on arterial and collector roads that form part of the overall transportation system. The recently adopted 2022 RIF Study aims to calculate the fee per new development unit necessary to fund these improvements, in accordance with Chapter 395 of the Texas Local Government Code.

In Denton, transportation impact fees are determined by several key factors, which are explained in further detail below.

- **Impact Fee Study**—The 2022 RIF Study aims to determine the maximum impact fee for new developments as permitted by state law. This fee is not a recommendation; the Denton City Council decides the amount collected, as long as it doesn't exceed the legal maximum. As state law requires, the study projects growth and capacity need over 10 years and must be reviewed every five years. However, it can be updated sooner if there are significant changes in key variables.
- **Service Areas** — A Service Area is a designated geographic region where a specific maximum impact fee is set, and all fees collected must be used for improvements within that area. For RIF, the Service Area cannot exceed six miles, resulting in five distinct Service Areas in Denton. Corporate limits, size restrictions, adjacent land uses, and topography define boundaries in these five Service Areas. Each Service Area has its maximum impact fee, resulting in variations in per-

Quick Facts

Development impact fees are one-time charges on new development to help municipalities pay for new infrastructure needed to accommodate that development.

Impact fees differ from other forms of value capture because they can be used to pay for off-site services such as local roads, schools, or parks.

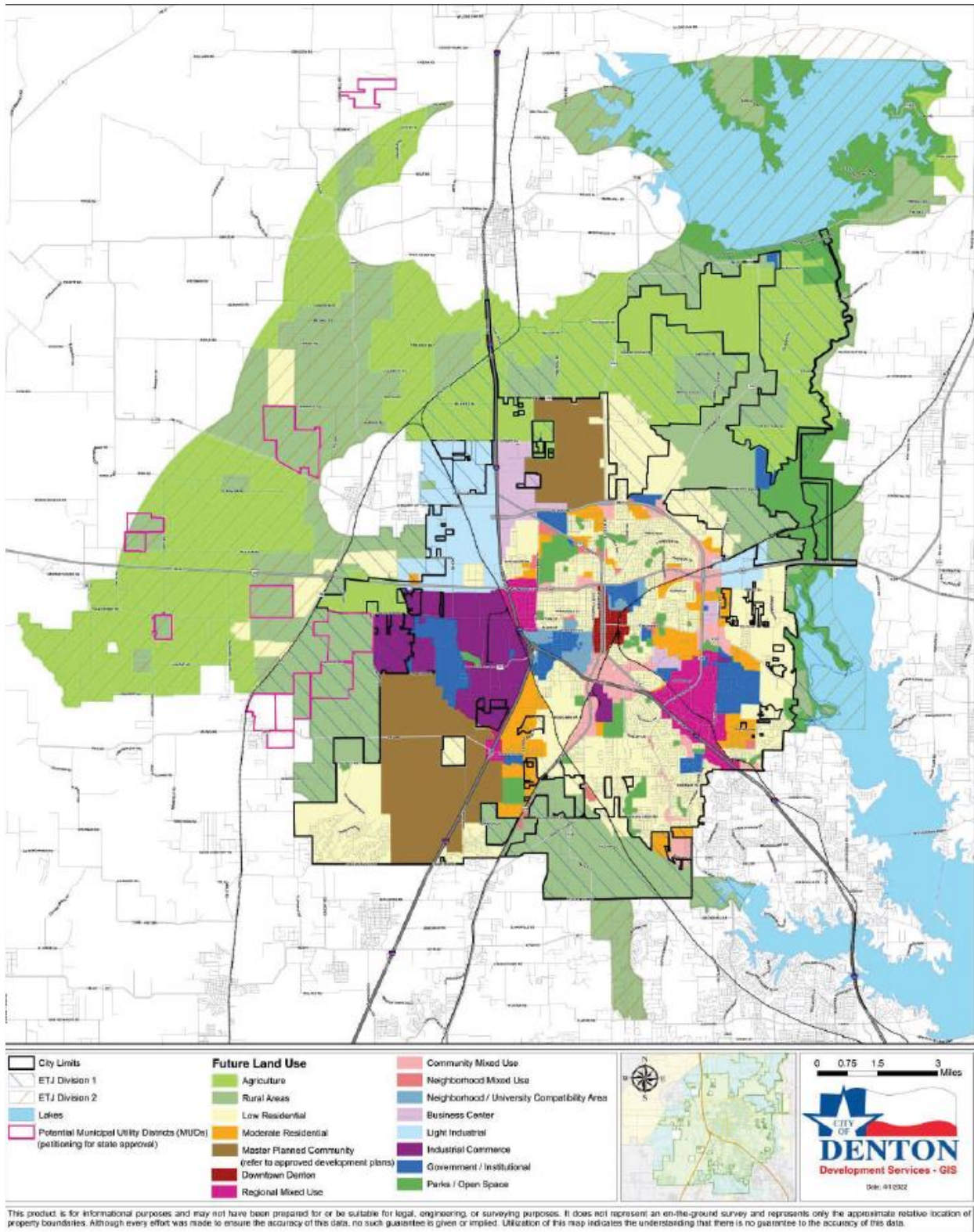
Development impact fees are determined according to a formulaic process.

Impact fees must meet the requirements of a rational nexus test that demonstrates a link between the costs imposed by the fee and the services provided as a result of the fee.

unit impact fees for similar land uses within the Service Areas. The 2022 Denton impact fee study aimed to group areas with similar land use within the same Service Area whenever possible.

- **Land Use Assumptions** — The maximum RIF determination must be based on projected growth and corresponding capacity needs within a 10-year window. The recently adopted City of Denton Impact Fee study considers the years 2022-2032. All vacant parcels were inventoried to arrive at a reasonable projection of growth. It was assumed that vacant parcels would develop in accordance with the Future Land Use Plan specified in the Comprehensive Plan. To project future development in the ten-year window, the known developing areas within the city were assumed to be fully developed by 2032. Historical building permits were researched to compare the projected growth of these known development areas against historical data. Exhibit 1 illustrates the Citywide Future Land Use Map, and Table 1 provides projections for residential and employment over the next 10 years.
- **The Rational Nexus Test** - Development impact fees play a crucial role in urban planning and infrastructure development across the United States, particularly in regions experiencing significant demographic growth. Their widespread adoption began in the 1970s and 1980s, marking a pivotal shift in how communities manage the financial burdens associated with new development.
 - Impact fees are often used in areas hesitant to fund growth through general tax revenues, creating a dedicated source for infrastructure costs. They are based on the "rational nexus" test, which requires that fees charged to developers are proportional to the infrastructure costs generated by their projects, ensuring a clear connection between the services provided and the fees required.
 - Once impact fees are successfully collected, it is essential to reinvest them promptly into necessary infrastructure improvements to meet the community's evolving needs. As demographics change and areas develop, timely enhancements to facilities—such as roads, public transportation systems, water supply systems, and recreational spaces—become increasingly crucial. Typically, development impact fees are used in conjunction with various other revenue sources, such as grants, bonds, or general taxes. This strategic approach enables a comprehensive range of improvements that can better accommodate the increasing number of residents and businesses.
- **Legal Parameters** - It is vital to highlight that there are legal parameters governing the use of these fees. Specifically, regulations dictate that the amount charged in impact fees cannot exceed the actual costs incurred for the infrastructure improvements they are intended to fund. This legal framework ensures that the fees are not only a fair financial expectation for developers but also a responsible approach to fostering sustainable community growth. This way, all stakeholders can be assured that the funding mechanism is equitable and directly tied to the benefits received by the community.

Exhibit 1 – Citywide Future Land Use Map



Source: Denton 2040 Comprehensive Plan Future Land Use Map

Table 1 – Residential and Employment 10-Year Projections

	Residential		Employment		
Service Area	Single Family	Multi-Family	Basic	Service	Retail
	Dwelling Units		Sq. Ft.	Sq. Ft.	Sq. Ft.
A	3,212	970	2,843,000	591,000	871,000
B	2,009	387	415,000	238,000	285,000
C	1,538	1,015	3,518,000	689,000	446,000
D	847	215	815,000	206,000	287,000
E	1,219	1,291	1,831,000	519,000	505,000
Sub-Total	8,825	3,878	9,422,000	2,243,000	2,394,000
Total	12,703		14,059,000		

▪ **Service Units**

The “service unit” measures new development's consumption or use of the capital facilities. In other words, it is the unit of measure used in the 2022 RIF

Study to quantify the supply and demand for roads in the City. For transportation purposes, the service unit is defined as a vehicle-mile. Below is the definition for vehicle-mile.

- Vehicle-Mile - The capacity consumed in a single lane in the PM peak hour by a vehicle making a trip one mile in length. The PM Peak is the basis for transportation planning and estimating trips caused by new development.
- Total Vehicle-Miles of Supply - Based on the total length (miles), number of lanes, and capacity (vehicles per hour) provided by the Denton Mobility Plan. For more information on RIF CIP Service Units of Supply, please refer to Appendix C.
- Total Vehicle-Miles of Demand - Based on the 10-year growth projections. The Demand equals the PM Trip Rate (trips) multiplied by the trip length (miles) [PM Trip Rate (trips) * Trip Length (miles)]. Table 2 illustrates the 10-year growth projections and the respective projected increase in vehicle miles (2022-2032).
- The Capacity Values – The capacity values used in Denton’s 2022 RIF Study are based upon Thoroughfare Capacity Criteria published by the North Central Texas Council of Governments (NCTCOG) applied to the City of Denton's thoroughfare standards. Tables 3A and 3B show the service volumes as a function of the facility classification and type. Please refer to Appendix C for the supply by region.

Table 2 – 10-Year Growth Projections

Table 2 – 10-Year Growth Projections

2022-2032 Growth Projections ¹

SERVICE AREA	Residential Vehicle-miles						Employment Square feet ⁴			Trans-Demand Factor ⁵			Employment VEHICLE MILES ⁹				TOTAL VEHICLE MILES ¹⁰
	Single Family Units	Trip Rate/TDF ²	Vehicle Miles ³	Multi-Family Units	Trip Rate/TDF ²	Vehicle Miles ³	BASIC	SERVICE	RETAIL	BASIC	SERVICE	RETAIL	BASIC ⁶	SERVICE ⁷	RETAIL ⁸	TOTAL	
		0.94			0.51					0.65	1.44	5.19					
A	3,212	4.61	14,807	970	2.5	2,425	2,843,000	591,000	871,000	3.26	8.64	9.6	9,268	5,106	8,382	22,736	39,968
B	2,009		9,261	387		968	415,000	230,000	285,000				1,353	2,056	2,736	6,145	16,374
C	1,538		7,090	1,015		2,538	3,518,000	689,000	446,000				11,469	5,953	4,282	21,704	31,332
D	847		3,905	215		538	815,000	206,000	287,000				2,657	1,780	2,755	7,192	11,634
E	1,219		5,620	1,291		3,228	1,831,000	519,000	505,000				5,969	4,484	4,848	15,301	24,148
Totals	8,825		40,683	3,878		9,695	9,422,000	2,243,000	2,394,000				30,716	19,379	22,983	73,078	123,456

Notes:

¹ From City of Denton 2022 Land Use Assumptions for Roadway Impact Fees

² Transportation Demand Factor for each Service Area (from LUMMET) using Single Family Detached Housing land use and trip generation rate

³ Calculated by multiplying TDF by the number of dwelling units

⁴ From City of Denton 2022 Land Use Assumptions for Roadway Impact Fees

⁵ Trip generation rate and Transportation Demand Factors from LUMMET for each land use

⁶ 'Basic' corresponds to General Light Industrial land use and trip generation rate

⁷ 'Service' corresponds to General Office land use and trip generation rate

⁸ 'Retail' corresponds to Shopping Plaza (40-150k) land use and trip generation rate

⁹ Calculated by multiplying Transportation Demand Factor by the number of thousand square feet for each land use

¹⁰ Residential plus Employment vehicle-mile totals for each Service Area

SERVICE AREA	VEH-MILES
A	39,968
B	16,374
C	31,332
D	11,634
E	24,148

Table 3A - Service Volumes for Proposed Facilities

Facility Classification	Median Configuration	Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility
Primary Arterial (PA)	Divided	850
Secondary Arterial (SA)	Divided	750
Collector (C)	Undivided	550

Table 3B – Service Volumes for Proposed Facilities

Roadway Type	Description	Hourly Vehicle-Mile Capacity per Lane-Mile
2U-R	Rural cross-section (e.g., gravel, dirt, etc.)	150
2U-H	Two-lane undivided – arterial type	725
2-1W	Two-lane – one-way couplet	650
2U	Two-lane undivided	425
3-1W	Three-lane – one-way couplet	700
3U	Three-lane undivided (two-way with left-turn lane)	550
4U	Four-lane undivided	550
4D	Four-lane divided	750
6D	Six-lane divided	850

- Roadway Impact Fee Capital Improvements Plan (CIP)** - The RIF CIP is distinct and separate from the City’s traditional CIP. The RIF CIP is simply the list of projects eligible for funding through impact fees. Only those capacity improvements in the City’s adopted Mobility Plan are included in the RIF CIP. Capacity improvements may include adding lanes, improving intersections, or extending a new road. Resurfacing or other maintenance activities do not qualify as capacity improvements under the impact fee law in Texas. Only the projects listed in the RIF CIP are eligible to utilize impact fee funds. To optimize future flexibility, all capacity improvement projects included in the Mobility Plan are incorporated into the RIF CIP and will be eligible to utilize impact fee funds. Only the costs associated with providing the additional capacity necessitated by 10 years of growth can be used to calculate the maximum impact fee. Please refer to Appendix D for the most up-to-date RIF CIP by service Areas. The tables in Appendix D show the length of each project as well as the facility’s Mobility Plan classification. The RIF CIP was developed in conjunction with input from City of Denton staff and represents those projects that will be needed to accommodate the growth projected in the Land Use Assumptions

Development of a 10-year RIF CIP is required per Chapter 395 of the Texas Local Government Code. To accomplish this, the current Denton Mobility Plan has been updated using a Denton-specific Travel Demand Model. The Travel Demand Forecast Model was developed using the existing roadway network, as well as residential and employment data, to create a baseline scenario. This scenario was calibrated using existing vehicle counts. Several build-out scenarios

were run using the build-out residential and employment data to assist in completing the updated mobility plan map. This updated mobility plan map serves as the basis for this RIF CIP. The RIF CIP includes arterial and collector-class roadway facilities that serve the overall transportation system, as well as significant improvements to intersections.

- **Impact Fee Calculation**—The maximum impact fee allowable in each of the five service areas is then calculated by dividing the RIF CIP Attributable to Growth by the number of vehicle miles in the corresponding Service Area in the above table. This calculation is performed for each service area, which has a stand-alone RIF CIP and 10-year growth projection. For more information, please refer to the recently adopted City of Denton Impact Fee Study, hyperlinked in Appendix A.

The maximum assessable impact fee is calculated by taking the total eligible RIF CIP costs for a specific service area and dividing that sum by the projected growth in travel demand due to new development over the next 10 years. The methods used to calculate the impact fee, as illustrated in the latest Denton RIF Report, adhere to the guidelines outlined in Chapter 395 of the Texas Local Government Code.

- **Chapter 395 Required Adoption Process**

Chapter 395 of the Texas Local Government Code outlines the process for adopting RIF. A Capital Improvement Advisory Committee (CIAC) reviews the Land Use Assumptions and the RIF CIP to calculate the maximum fee and presents its findings to the City Council. The CIAC, composed of representatives from the building and development communities, also reviews the RIF ordinance. The City Council holds two public hearings: one for the Land Use Assumptions and CIP, and another for the RIF Ordinance. After adoption, the CIAC is responsible for advising on updates within five years and overseeing the administration of the Impact Fee.

- **Collection and Use of Transportation Impact Fees** – The RIFs are assessed when a final plat is recorded. The assessment defines the impact of each unit at the time of platting, according to land use, and may not exceed the maximum impact fee allowed by law. RIFs are collected when a building permit is issued. Therefore, funds are not collected until development impacts are introduced to the transportation system. Funds collected within a service area can be used only within the same service area. Finally, fees must be utilized within 10 years of collection or refunded with interest.

ROADWAY IMPACT FEE REVENUE STATUS

This report, dated July 23, 2024, provides a summary of the administration and operations of the RIF program. The information presented is based on financial data from the City of Denton's accounting and accounts receivable systems. From Fiscal Year (FY) 2016-17 to FY 2023-24, a total of \$31,154,950 in Roadway Impact Fees was collected. Table 1 presents the eligible CIP projects that have utilized funds from the Roadway Impact Fee program.

Table 4: Total Revenues and Fees Spent on Eligible Projects by Service Area

Description	Ledger Type	Service Area "A"	Service Area "B"	Service Area "C"	Service Area "D"	Service Area "E"	Total
Total Revenues	0.00	5635871.55	6616803.71	6808301.27	2279065.38	9814908.39	31154950.31
TRANSFERRED TO CIP PROJECTS							
Country Club/Ryan Road Intersection	250068472.00	0.00	(60175.04)	0.00	0.00	0.00	(60175.04)
Country Club/Ryan Road Thoroughfare	250080472.00	0.00	(802443.00)	0.00	0.00	0.00	(802443.00)
HICKORY CREEK PH 2 STREET LIGHTS	250117472.00	0.00	(530975.00)	0.00	0.00	0.00	(530975.00)
BRONCO WAY	250118472.00	0.00	0.00	(1000000.00)	0.00	0.00	(1000000.00)
HICKORY CREEK PH 3	250120472.00	0.00	(1960000.00)	0.00	0.00	0.00	(1960000.00)
WESTGATE RD	250125472.00	0.00	0.00	(2800000.00)	0.00	0.00	(2800000.00)
MINGO & 380	250126472.00	0.00	0.00	0.00	(1400000.00)	0.00	(1400000.00)
MAYHILL ROAD - RIF	250127472.00	0.00	0.00	0.00	0.00	(4865204.00)	(4865204.00)
JIM CRISTAL - RIF	250137472.00	(659000.00)	0.00	0.00	0.00	0.00	(659000.00)
Hickory Creek Road Alignment	350044472.00	0.00	(1800000.00)	0.00	0.00	0.00	(1800000.00)
Mayhill PH 4	350283472.00	0.00	0.00	0.00	0.00	(1100000.00)	(1100000.00)
Mayhill DCTA Bridge RIF FY21	350536472.00	0.00	0.00	0.00	0.00	(1353000.00)	(1353000.00)
RINEY ROAD EAST	350553472.00	0.00	0.00	(500000.00)	0.00	0.00	(500000.00)
Total Allocated/Spent	0.00	(659000.00)	(5153593.04)	(4300000.00)	(1400000.00)	(7318204.00)	(18830797.04)
Remaining Balance	0.00	4976871.55	1463210.67	2508301.27	879065.38	2496704.39	12324153.27

PROJECT DETAILS ON SELECTED RIF PROJECTS

The following section shares the Project details on selected RIF projects

Riney Road East

Scope - The Riney Road East Project will build two new segments of a concrete roadway. The first segment to be widen consists of approximately 1310 linear feet of street construction. The second segment to be widen consists of 270 linear feet along the frontage of two single family residential lots. The project also consists of a 10-foot-wide concrete hike and bike trail to be constructed tying the new DISD elementary school property to the City of Denton Northlakes Park trails system.

Status - The Plans are 100% complete and the Project Manual is 90% complete.

Expected Completion Date - Bidding: Q3 of 2025 Construction: October 2025 to June 2026

Westgate Road

Scope - The Westgate Road Project is a street construction project to provide for permanent connectivity of the N. Westgate dead-end to Bronco Way. The project scope will also include water and drainage improvements within the project site. Pedestrian mobility on North/South Westgate Road will be addressed by constructing a single eight-foot-wide sidewalk on the east side of the street along the full length of the roadway. The project will also reconstruct Windsor Drive from the I35 Access Road to N. Westgate Drive.

Status - A Pre-Construction Meeting is being hosted by the City on July 8, 2025. Soon after the project will be in construction.

Expected Completion Date - Construction August 2025 to April 2026

Bronco Way

Scope - Bronco Way is a street construction project to provide for permanent connectivity of Bronco Way Dead-end towards the I-35 Access Road. Pedestrian mobility on Bronco Way will be addressed by constructing sidewalks on both sides of the street along the full length of the roadway. The project scope is being built by the Westgate Road Project that will be in construction in August 2025.

Status - A Pre-Construction Meeting is being hosted by the City on July 8, 2025. Soon after the project will be in construction.

Expected Completion Date - Construction August 2025 to April 2026

Hickory Creek Rd Phase 2 Lighting

Scope - Addition of street lighting along the new constructed portion of Hickory Creek roadway from FM 2499 to Riverpass Dr.

Status - Project is currently in design. Projected design completion in Q1 2026. City staff is also working through agreements with Oncor electric for pole use.

Expected Completion Date - Impact fees will cover design. Once design is complete it will be placed on hold until construction funding is identified.

Hickory Creek Road Phase 3

Scope - Widening of Hickory Creek Rd from Riverpass Dr to FM 1830 including drainage infrastructure, shared use paths and a new bridge structure over Hickory Creek.

Status - Project is currently under construction with an anticipated completion date of Q4 2026.

Expected Completion Date - Q4 2026

Mingo and US 380

Scope - Adding continuous left turn and 10-foot trail to Mingo (from Bell to Mockingbird) and Ruddell (from US 380 to Mingo), extending Ruddell over Mingo and UPRR Railroad, around service center and back to Texas St., Addition of signals at Mingo/Mockingbird, Mingo/Ruddell, creating Mingo Quiet Zone from Mingo/Frame to Mingo/Mockingbird.

Status: Currently between 30% and 60% design. Project has ongoing franchise utility and railroad coordination.

Estimated Completion Date: Q4 2028

Mayhill Road

Scope: Widen Mayhill road from 2 lanes to 4 lanes divided. Project included various improvements such as drainage, regional detention, traffic signals, street lighting, sidewalks, and a bridge over the DCTA tracks.

Status: Project was complete in November 2024.

Hickory Creek Road Phase 2 (road alignment)

Scope: Widen Hickory Creek road from 2 lane to 4 lanes divided, including drainage system, utility installation and sidewalks.

Status: Project was completed in July of 2023.

- **Service Area A** - All RIF funding from Service Area A is programmed to fund Jim Christal Capital Improvements. Table 5 and Exhibit 2 provide the 10-Year RIF Capital Improvement Plan.

Table 5 – Service Area A: 10-Year RIF Capital Improvement Plan

Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service Area
A-1	SA	CORBIN	IH-35W TO CORBIN	0.58	100%
A-2	SA	CORBIN	500' S OF SPRINGSIDE TO CORBIN	0.27	100%
A-3	PA	FM 1515	IH 35W TO CORBIN	1.13	100%
A-4	PA	FM 1515	CORBIN TO WESTERN	0.22	100%
A-5	PA	FM 1515	WESTERN TO WESTCOURT	0.29	100%
A-6	PA	FM 1515	WESTCOURT TO MASCH BRANCH	0.12	100%
A-7	PA	FM 1515	TOM COLE TO 3435' W OF TOM COLE	0.65	100%
A-8	PA	FM 1515	3435' W OF TOM COLE TO 530' E OF C WOLFE	0.71	100%
A-9	PA	H LIVELY	C WOLFE TO 2145' W OF H LIVELY	0.41	50%
A-10	PA	H LIVELY	2145' W OF H LIVELY TO 2150' W OF ED ROBSON	0.74	100%
A-11	C	IH-35-CORBIN	IH-35 TO CORBIN	0.84	100%
A-12	SA	JIM CHRISTAL	IH 35 TO OLD SH 24	0.59	100%
A-13,C-10	SA	JIM CHRISTAL	OLD SH 24 TO WESTERN	0.55	50%
A-14,C-11	SA	JIM CHRISTAL	WESTERN TO MASCH BRANCH	0.66	50%
A-15,C-12	SA	JIM CHRISTAL	MASCH BRANCH TO THOMAS J EGAN	1.13	50%
A-16,C-13	SA	JIM CHRISTAL	THOMAS J EGAN TO 515' E OF C WOLFE	0.75	50%
A-17	C	PRECISION-WESTERN	PRECISION TO WESTERN	0.65	100%
A-18	PA	ROBSON RANCH	IH 35W TO ED ROBSON	1.65	50%
A-19	PA	ROBSON RANCH	ED ROBSON TO YARBROUGH	1.35	50%
A-20	SA	SPRINGSIDE	CORBIN TO UNDERWOOD	0.35	100%
A-21	SA	SPRINGSIDE	UNDERWOOD TO WESTCOURT	0.16	100%
A-22	C	TJ EGAN-LOOP 288	LOOP 288 TO 2440' W OF LOOP 288	0.46	100%
A-23	PA	C WOLFE	1140' S OF TOM COLE TO FM 2449	1.38	50%
A-24	PA	C WOLFE	FM 2449 TO H LIVELY	0.63	50%
A-25	C	CORBIN	IH-35-CORBIN TO SPRINGSIDE	0.39	100%
A-26	C	J CHRISTAL-H LIVELY	FM 2449 TO H LIVELY	0.63	100%
A-27	C	PRECISION	JIM CHRISTAL TO 1635' N OF FM 1515	0.45	100%
A-28	SA	THOMAS J EGAN	JIM CHRISTAL TO 2915' S OF JIM CRISTAL	0.55	100%
A-29	SA	THOMAS J EGAN	1830' N OF FM 1515 TO FM 1515	0.35	50%
A-30	PA	UNDERWOOD	SPRINGSIDE TO UNDERWOOD CONNECTOR	0.76	100%
A-31	SA (1/2)	WESTCOURT	FM 1515 TO SPRINGSIDE	0.79	100%
A-32	PA (1/3)	WESTERN	JIM CHRISTAL TO AIRPORT	1.23	100%
A-33	PA	WESTERN	FM 1515 TO SPRINGSIDE	0.79	100%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.

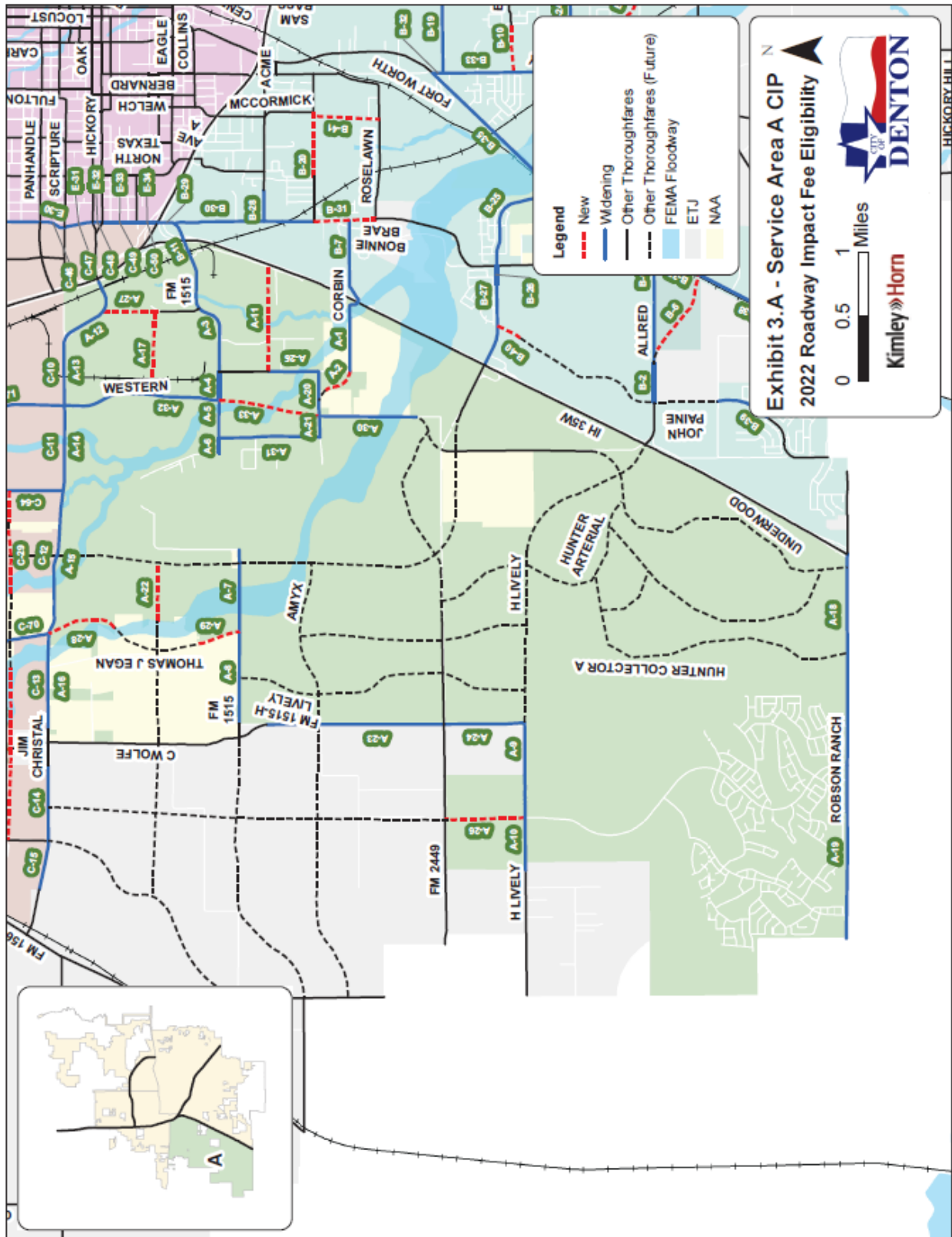


Exhibit 2 – Service Area A: 10-Year RIF Capital Improvement Plan

- **Service Area B** - All RIF funding from Service Area B is programmed for Country Club/Ryan Road Intersection improvements, Country Club/Ryan Road Throughfare improvements, Hickory Creek Phase 2 Street Lights, Hickory Creek Phase 3, and Hickory Creek Road Alignment.

Table 6 – Service Area B: 10-Year RIF Capital Improvement Plan

Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service Area
B-1	C	ALLRED	BONNIE BRAE TO BRUSH CREEK	0.81	50%
B-2	PA	ALLRED	BRUSH CREEK TO JOHN PAINE	0.30	50%
B-3	PA	BRUSH CREEK	815' E OF COUNTRY CLUB TO COUNTRY CLUB	0.15	100%
B-4	PA	BRUSH CREEK	COUNTRY CLUB TO 1935' W OF COUNTRY CLUB	0.37	100%
B-5	PA	BRUSH CREEK	2180' E OF FORT WORTH TO FORT WORTH	0.41	100%
B-6	PA	BRUSH CREEK	FORT WORTH TO 590' E OF ALLRED	0.68	100%
B-7	SA	CORBIN	BONNIE BRAE TO IH-35W	0.66	100%
B-8	C	CREEKDALE	PIMLICO TO RIVERCHASE	0.61	100%
B-9	C	CREEKDALE	THISTLE WAY TO OAKBLUFF	0.39	100%
B-10	C	EL PASEO	BELMONT TO COUNTRY CLUB	0.36	100%
B-11	PA	FM 1515	BONNIE BRAE TO IH 35W	0.15	100%
B-12	PA (1/3)	HICKORY CREEK	FM 2499 TO NAUTICA	0.22	100%
B-13	PA (1/3)	HICKORY CREEK	NAUTICA TO TEASLEY	0.25	100%
B-14	PA (1/3)	HICKORY CREEK	TEASLEY TO MONTECITO	0.85	100%
B-15	PA (1/3)	HICKORY CREEK	MONTECITO TO 1435' W OF BIDDY BYE	0.42	50%
B-16	PA	HICKORY CREEK	1435' W OF BIDDY BYE TO 815' E OF COUNTRY CLUB	0.38	100%
B-17	SA	HOBSON LANE	TEASLEY TO MONTECITO	0.13	100%
B-18	SA	HOBSON LANE	MONTECITO TO FORRESTRIDGE	0.28	100%
B-19	SA	HOBSON LANE	FORRESTRIDGE TO COUNTRY CLUB	0.72	100%
B-20	C	PARVIN	MCCORMICK TO HIGHLAND PARK	0.50	100%
B-21	SA	ROBINSON	230' E OF WHEELER RIDGE TO TEASLEY	0.52	100%
B-22	SA	RYAN	TEASLEY TO MONTECITO	0.76	100%
B-23	SA	RYAN	MONTECITO TO FORRESTRIDGE	0.63	100%
B-24	SA	RYAN	FORRESTRIDGE TO COUNTRY CLUB	0.66	100%
B-25	PA (1/3)	VINTAGE	FORT WORTH TO BONNIE BRAE	0.87	100%
B-26	PA (1/3)	VINTAGE	BONNIE BRAE TO NAPA VALLEY	0.14	100%
B-27	PA (1/3)	VINTAGE	NAPA VALLEY TO IH 35W	0.65	100%
B-28	C	WILLOWWOOD	1250' W OF HIGHLAND PARK TO BONNIE BRAE	0.24	100%
B-29	SA	BONNIE BRAE	IH 35E TO FM 1515	0.14	100%
B-30	SA	BONNIE BRAE	FM 1515 TO WILLOWWOOD	1.09	100%
B-31	SA	BONNIE BRAE	HIGHLAND PARK TO ROSELAWN	0.48	50%
B-32	SA	COUNTRY CLUB	FORT WORTH TO HOBSON	0.08	100%
B-33	SA	COUNTRY CLUB	HOBSON TO RYAN	1.00	100%
B-34	SA	COUNTRY CLUB	RYAN TO HICKORY CREEK	0.66	50%
B-35	PA	FORT WORTH	COUNTRY CLUB TO VINTAGE	1.32	100%
B-36	PA	FORT WORTH	VINTAGE TO BONNIE BRAE	1.07	100%
B-37	PA	FORT WORTH	BONNIE BRAE TO BRUSH CREEK	0.24	100%
B-38	PA	FORT WORTH	BRUSH CREEK TO CRAWFORD	1.11	100%
B-39	Completed	JOHN PAINE	JOHNSON TO ATHENS	0.42	100%
B-40	SA	JOHN PAINE	VINTAGE TO 1045' S OF VINTAGE	0.20	100%
B-41	C	PARVIN-ROSELAWN	PARVIN TO ROSELAWN	0.52	100%
B-42	PA (1/3)	TEASLEY	IH 35E TO LONDONDERY	0.25	100%
B-43	PA (1/3)	TEASLEY	LONDONDERY TO HOBSON	0.97	100%
B-44	PA (1/3)	TEASLEY	LILLIAN B MILLER TO PENNSYLVANIA	0.36	100%
B-45	PA (1/3)	TEASLEY	PENNSYLVANIA TO HOBSON	0.21	100%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.

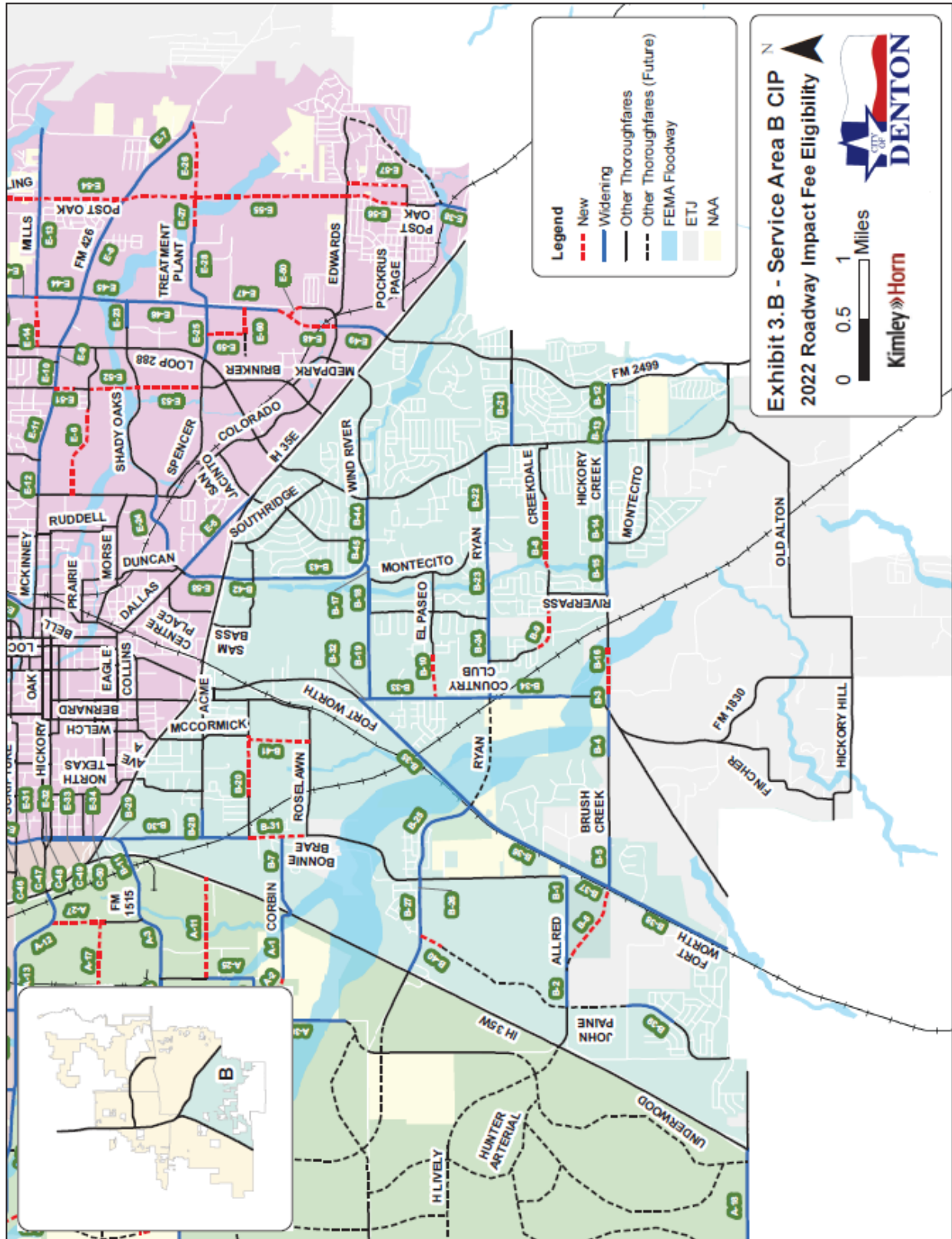


Exhibit 3 – Service Area B: 10-Year RIF Capital Improvement Plan

- **Service Area C** - RIF funding in Service Area C is programmed for Bronco Way, Westgate Road, and Riney Road East.

Table 7 – Service Area C: 10-Year RIF Capital Improvement Plan

Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service Area
C-1	PA	BARTHOLD	MASCH BRANCH TO 5200' W OF ITH 35	0.98	50%
C-2	SA	BOBCAT	FM 2164 TO IH-35	2.75	100%
C-3	SA	FM 1173	IH 35 TO 4605' W OF IH 35	0.87	100%
C-4	SA	FM 1173	4605' W OF IH 35 TO LOVERS	0.41	50%
C-5	SA	FM 2164-IH 35	FM 2164 TO IH 35	2.73	100%
C-6	PA	GANZER	FM 2164 TO GANZER	2.40	100%
C-7	PA	GANZER	2900' E OF IH 35 TO IH 35	0.55	100%
C-8	PA	GANZER	1620' E OF BARTHOLD TO BARTHOLD	0.31	50%
C-9	PA	GANZER	BARTHOLD TO RECTOR	0.49	50%
A-13.C-10	SA	JIM CHRISTAL	OLD SH 24 TO WESTERN	0.55	50%
A-14.C-11	SA	JIM CHRISTAL	WESTERN TO MASCH BRANCH	0.66	50%
A-15.C-12	SA	JIM CHRISTAL	MASCH BRANCH TO THOMAS J EGAN	1.13	50%
A-16.C-13	SA	JIM CHRISTAL	THOMAS J EGAN TO 515' E OF C WOLFE	0.75	50%
C-14	SA	JIM CHRISTAL	945' W OF C WOLFE TO NAIL	0.59	50%
C-15	SA	JIM CHRISTAL	NAIL TO 2045' W of Nail	0.39	50%
C-16	C	MARSHALL	2845' N OF HAMPTON TO HAMPTON	0.54	100%
C-17	C	MARSHALL	HAMPTON TO US 380	0.59	100%
C-18	SA	MASCH BRANCH	MASCH BRANCH TO DARBY SMITH	0.65	100%
C-19	C	WESTWARD	NORTHWAY TO BONNIE BRAE	0.22	100%
C-20	SA (1/2)	RINEY	US 77 TO 2460' W OF US 77	0.47	100%
C-21	SA (1/2)	RINEY	2460' W OF US 77 TO BONNIE BRAE	0.19	100%
C-22	PA (1/3)	US 77	WINDSOR TO FM 2164	0.22	100%
C-23	PA (1/3)	US 77	RINEY TO WINDSOR	0.46	100%
C-24	PA (1/3)	US 77	RINEY TO RINEY	0.40	100%
C-25	PA (1/3)	US 77	BONNIE BRAE TO RINEY	0.75	100%
C-26	PA (1/3)	US 77	LOOP 288 TO BONNIE BRAE	0.33	100%
C-27	PA (1/3)	US 77	IH 35 TO LOOP 288	0.87	100%
C-28	C	MASCH BRANCH-NAIL	MASCH BRANCH TO 1295' W OF MASCH BRANCH	0.25	100%
C-29	C	MASCH BRANCH-NAIL	1050' E OF LOOP 288 TO 1550' W OF LOOP 288	0.49	100%
C-30	C	MASCH BRANCH-NAIL	1335' W OF THOMAS J EGAN TO 775' E OF C WOLFE	0.48	100%
C-31	C	MASCH BRANCH-NAIL	775' E OF C WOLFE TO 690' W OF C WOLFE	0.28	50%
C-32	C	MASCH BRANCH-NAIL	690' W OF C WOLFE TO NAIL	0.58	100%
C-33	SA	WESTGATE	WESTGATE TO 1460' E OF IH-35	0.18	100%
C-34	SA	WINDSOR	US 77 TO HINKLE	0.46	100%
C-35	SA (1/2)	WINDSOR	HINKLE TO BONNIE BRAE	0.99	100%
C-36	SA (1/2)	WINDSOR	WESTGATE TO 145' W OF CLARENDON	0.10	100%
C-37	SA (1/2)	WINDSOR	220' W OF WINDSOR FARMS TO IH 35	0.17	100%
C-38	SA	WINDSOR	IH 35 TO MASCH BRANCH	1.24	100%
C-39	SA	BARTHOLD	GANZER TO 2600' S OF GANZER	0.49	100%
C-40	PA	BONNIE BRAE	MILAM TO LOOP 288	3.13	100%
C-41	SA	BONNIE BRAE	LOOP 288 TO US 77	0.24	100%
C-42	SA	BONNIE BRAE	US 77 TO RINEY	0.38	100%
C-43	SA	BONNIE BRAE	RINEY TO WINDSOR	0.66	100%
C-44	SA	BONNIE BRAE	WINDSOR TO US 380	0.68	100%
C-45.E-29	SA	BONNIE BRAE	US 380 TO PANHANDLE	0.55	50%
C-46.E-30	SA	BONNIE BRAE	PANHANDLE TO SCRIPTURE	0.20	50%
C-47.E-31	SA	BONNIE BRAE	SCRIPTURE TO OAK	0.22	50%
C-48.E-32	SA	BONNIE BRAE	OAK TO HICKORY	0.07	50%
C-49.E-33	SA	BONNIE BRAE	HICKORY TO PRAIRIE	0.27	50%
C-50.E-34	SA	BONNIE BRAE	PRAIRIE TO IH 35E	0.16	50%
C-51	PA	C WOLFE	US 380 TO WESTERN-NAIL	0.51	100%
C-52	C	FALLMEADOW	MEADOWLEDGE TO GARDENVIEW	0.17	100%
C-53.D-22	PA	FM 2164	MILAM TO LOOP 288	2.62	50%
C-54.D-28	SA	LOCUST	LOOP 288 TO HERCULES	0.43	50%
C-55.D-29	SA	LOCUST	HERCULES TO BELL	0.45	50%
C-56.D-30	SA	LOCUST	BELL TO WINDSOR	0.24	50%
C-57.D-31	SA	LOCUST	WINDSOR TO FM 2164	0.25	50%
C-58	SA	LOVERS	FM 1173 TO MASCH BRANCH	0.78	100%
C-59	SA	LOVERS	1085' N OF MASCH BRANCH TO MASCH BRANCH	0.21	100%
C-60	SA	LOVERS LN CONNECTOR	LOVERS TO LOOP 288	0.06	100%
C-61	SA	LOVERS LN CONNECTOR	LOOP 288 TO 1085' N OF MASCH BRANCH	0.08	100%
C-62	SA	MASCH BRANCH	1295' S OF FM 1173 TO JACKSON	0.79	50%
C-63	SA	MASCH BRANCH	LOVERS TO US 380	0.72	100%
C-64	SA	MASCH BRANCH	US 380 TO JIM CHRISTAL	0.78	100%
C-65	SA	MILAM-LOOP 288	MILAM TO LOOP 288	2.71	100%
C-66	SA	MILAM-US 77	MILAM TO GANZER	1.51	100%
C-67	SA	MILAM-US 77	GANZER TO LONG	0.73	100%
C-68	SA	MILAM-US 77	LONG TO US 77	0.53	100%
C-69	C	NICOSIA	LOOP 288 TO BEALL	0.12	100%
C-70	SA	THOMAS J EGAN	US 380 TO JIM CHRISTAL	0.76	100%
C-71	PA	WESTERN	US 380 TO JIM CHRISTAL	0.80	100%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.

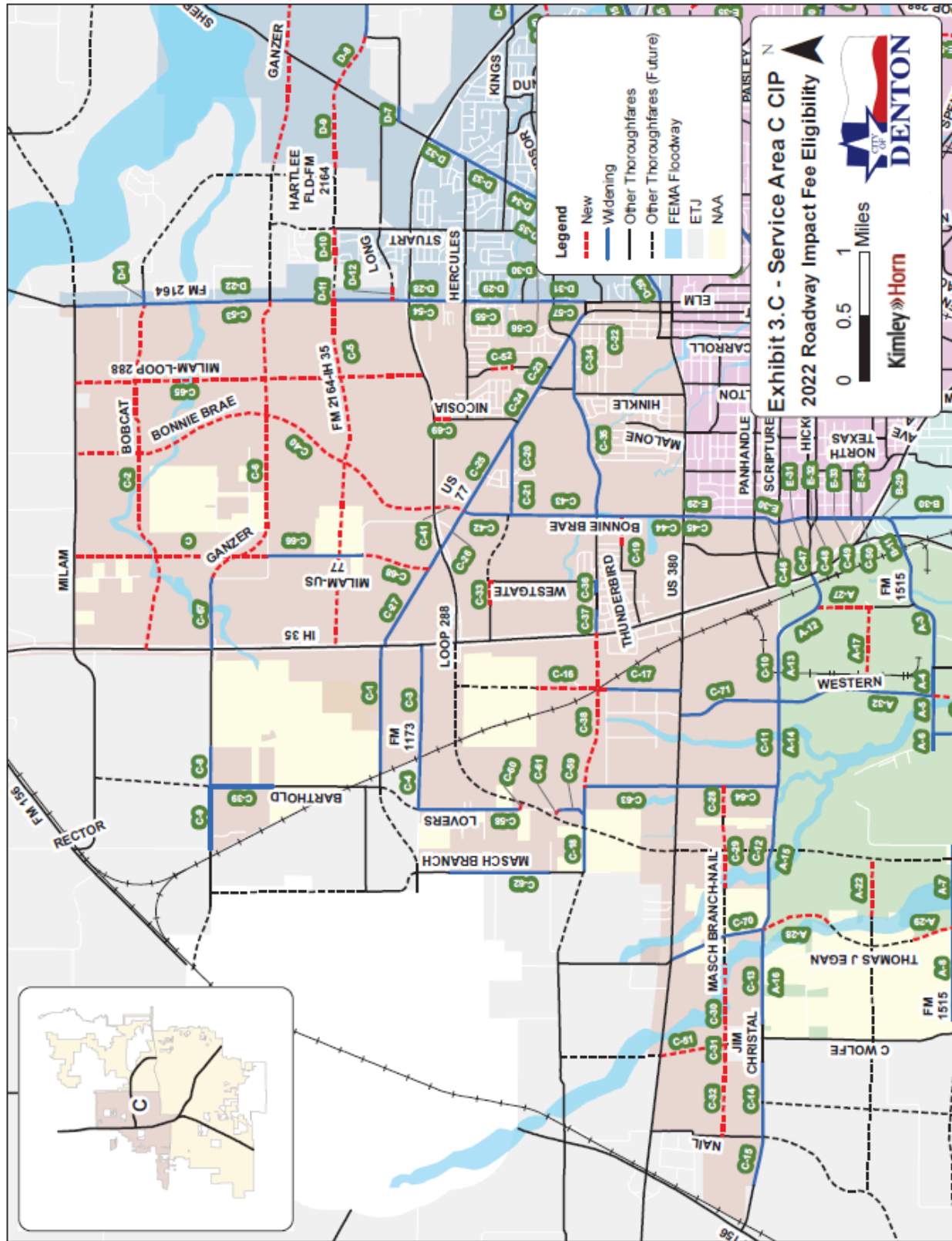


Exhibit 4 – Service Area C: 10-Year RIF Capital Improvement Plan

- **Service Area D** – All RIF funding for Service Area D is programmed for the Mingo & 380 project.

Table 8 – Service Area D: 10-Year RIF Capital Improvement Plan

Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service Area
D-1	SA	BOBCAT	560' W OF FM 2164 TO FM 2164	0.11	50%
D-2	C	FISHTRAP	MINGO TO GEESLING	0.36	50%
D-3	PA	GANZER	15,500' E OF SHERMAN TO 4600' W OF SHERMAN	3.41	100%
D-4	SA	GRIBBLE SPRINGS	INDIAN WELLS TO 3015' W OF INDIAN WELLS	0.57	50%
D-5	SA	HARTLEE FIELD	4220' E OF COOPER CREEK TO COOPER CREEK	0.80	50%
D-6	SA	HARTLEE FIELD	COOPER CREEK TO 5170' W OF COOPER CREEK	0.98	50%
D-7	C	HARTLEE FIELD	600' E OF SHERMAN TO SHERMAN	0.11	50%
D-8	SA	HARTLEE FLD-FM 2164	HARTLEE FIELD TO SHERMAN	0.43	100%
D-9	SA	HARTLEE FLD-FM 2164	SHERMAN TO 3500' W OF SHERMAN	0.66	100%
D-10	SA	HARTLEE FLD-FM 2164	STUART TO 1485' W OF STUART	0.28	50%
D-11	SA	HARTLEE FLD-FM 2164	475' W OF FM 2164 TO FM 2164	0.09	100%
D-12	C	LONG	510' W OF FM 2164 TO FM 2164	0.10	100%
D-13	SA	MINGO	E CITY LIMITS TO COOPER CREEK	0.09	100%
D-14	SA	MINGO	COOPER CREEK TO LOOP 288	0.44	100%
D-15	SA	MINGO	LOOP 288 TO US 380	0.43	100%
D-16	C	KINGS ROW	SILVER DOME TO LOOP 288	0.50	100%
D-17	C	SILVER DOME	COOPER CREEK TO FARRIS RD	0.41	50%
D-18	C	COLLINS	HARTLEE FIELD TO 2730' S OF HARTLEE FIELD	0.84	50%
D-19	SA	COOPER CREEK	SHERMAN TO HARTLEE FIELD	1.91	100%
D-20	SA	COOPER CREEK	SILVER DOME TO MINGO	0.83	50%
D-21	PA	COOPER CREEK	MINGO TO US 380	0.32	100%
C-53D-22	PA	FM 2164	MILAM TO LOOP 288	2.62	50%
D-23	PA	GREEN VALLEY	2395' S OF FM 2153 TO 2935' N OF SHEPARD	1.47	100%
D-24	SA	GREEN VALLEY	WARSCHUN TO SHERMAN	0.40	100%
D-25	SA	INDIAN WELLS	1615' S OF FM 2153 TO 4930' N OF GRIBBLE SPRINGS	0.73	100%
D-26	SA	INDIAN WELLS	4930' N OF GRIBBLE SPRINGS TO 2905' N OF GRIBBLE	0.38	50%
D-27	SA	INDIAN WELLS	2905' N OF GRIBBLE SPRINGS TO GRIBBLE SPRINGS	0.55	50%
C-54D-28	SA	LOCUST	LOOP 288 TO HERCULES	0.43	50%
C-55D-29	SA	LOCUST	HERCULES TO BELL	0.45	50%
C-56D-30	SA	LOCUST	BELL TO WINDSOR	0.24	50%
C-57D-31	SA	LOCUST	WINDSOR TO FM 2164	0.25	50%
D-32	SA	SHERMAN	LOOP 288 TO HERCULES	0.31	100%
D-33	SA	SHERMAN	HERCULES TO KINGS	0.36	100%
D-34	SA	SHERMAN	KINGS TO WINDSOR	0.38	100%
D-35	SA	SHERMAN	WINDSOR TO WILSONWOOD	0.19	100%
D-36	SA	SHERMAN	WILSONWOOD TO CORONADO	0.22	100%
D-37	SA	SHERMAN	CORONADO TO GREENWOOD	0.31	100%
D-38	SA	SHERMAN	GREENWOOD TO BELL	0.16	100%
D-39	SA	SHERMAN	BELL TO LOCUST	0.32	100%
D-40	C	WINDSOR	LOOP 288 TO DOMINION	0.16	100%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.

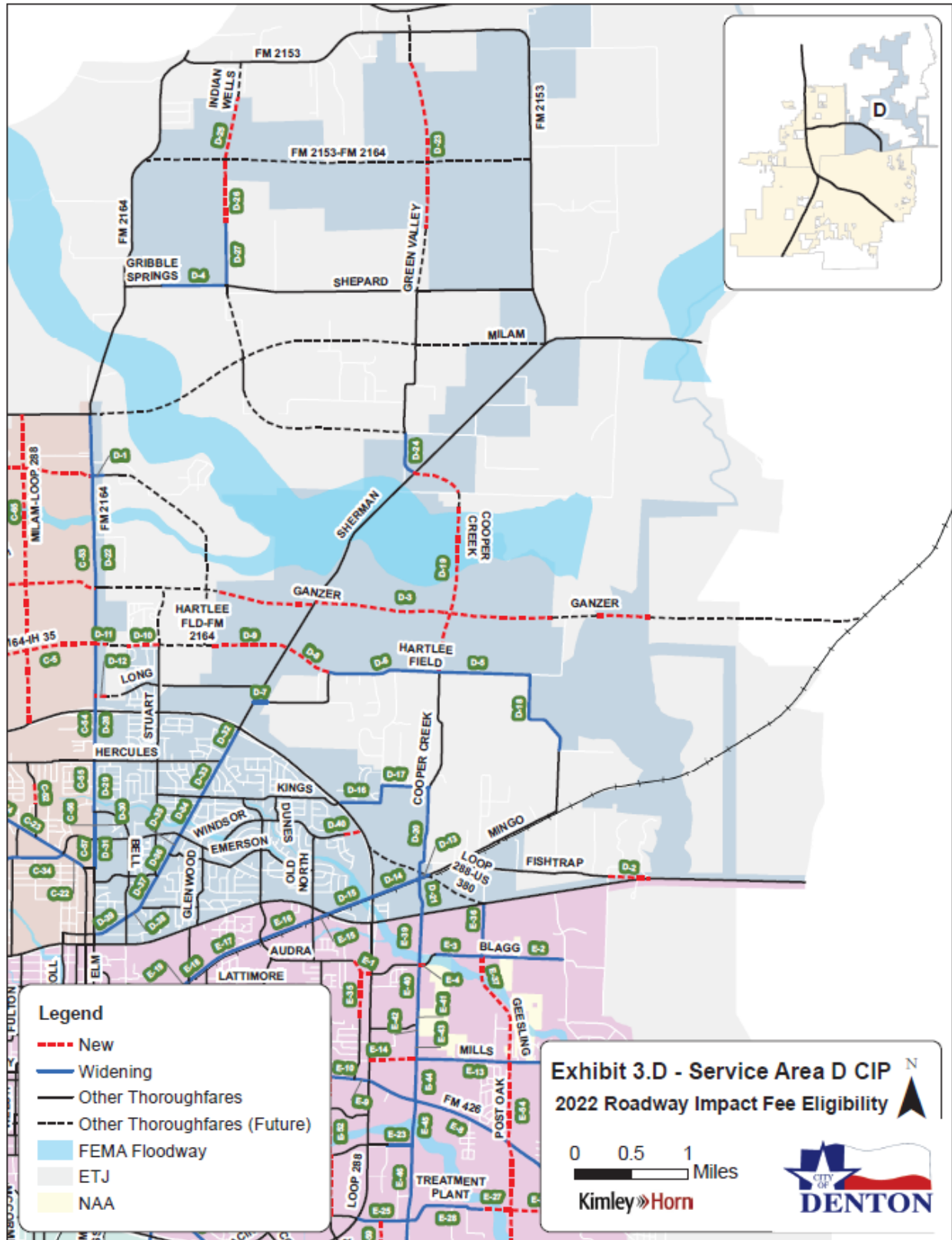


Exhibit 5 – Service Area D: 10-Year RIF Capital Improvement Plan

- **Service Area E** – Service Area E has the highest Revenue collection and is programmed for Mayhill Road, Mayhill Road Phase 4, Mayhill DCTA Bridge

Table 9 – Service Area E: 10-Year RIF Capital Improvement Plan

Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service Area
E-1	C	AUDRA	LOOP 288 TO 1185' W OF LOOP 288	0.22	100%
E-2	SA	BLAGG	LAKEVIEW TO GEESLING	0.71	100%
E-3	SA	BLAGG	GEESLING TO 2175' W OF GEESLING	0.41	100%
E-4	SA	BLAGG	235' E OF MAYHILL TO MAYHILL	0.04	50%
E-5	PA (1/3)	DALLAS	TEASLEY TO IH 35E	0.87	100%
E-6	C	DUCHESS	TRAILHEAD TO WOODROW	0.76	100%
E-7	SA	FM 426	LANEY TO GRISSOM	0.57	100%
E-8	Completed	MCKINNEY	GRISSOM TO LOOP 288	1.65	100%
E-9	SA	MCKINNEY	LOOP 288 TO CARDINAL	0.13	100%
E-10	SA	MCKINNEY	CARDINAL TO MOCKINGBIRD	0.22	100%
E-11	SA	MCKINNEY	MOCKINGBIRD TO MACK	0.61	100%
E-12	SA	MCKINNEY	MACK TO AUDRA	0.29	100%
E-13	SA	MILLS	TRINITY TO MAYHILL	1.40	100%
E-14	SA	MILLS	LAKEVIEW TO MAYHILL	0.41	100%
E-15	SA	MINGO	US 380 TO OLD NORTH	0.14	100%
E-16	SA	MINGO	OLD NORTH TO NOTTINGHAM	0.48	100%
E-17	SA	MINGO	NOTTINGHAM TO PERTAIN	0.56	100%
E-18	SA	MINGO	PERTAIN TO RUDDLELL	0.18	100%
E-19	SA	MINGO	RUDDLELL TO WILLIS	0.11	100%
E-20	SA	MINGO	WILLIS TO WITHERS	0.44	100%
E-21	SA	MINGO	WITHERS TO PAISLEY	0.04	100%
E-22	SA	MINGO	PAISLEY TO BELL	0.19	100%
E-23	SA (1/2)	MORSE	MAYHILL TO KIMBERLY	0.22	100%
E-24	SA	SHADY OAKS	WOODROW TO TEASLEY	0.58	100%
E-25	SA	SPENCER	MAYHILL TO LOOP 288	0.44	100%
E-26	C	TREATMENT PLANT	MCKINNEY TO POST OAK	0.63	100%
E-27	SA	TREATMENT PLANT	POST OAK TO 1325' W OF POST OAK	0.25	100%
E-28	SA	TREATMENT PLANT	1325' W OF POST OAK TO MAYHILL	0.75	100%
C-45,E-29	SA	BONNIE BRAE	US 380 TO PANHANDLE	0.55	50%
C-46,E-30	SA	BONNIE BRAE	PANHANDLE TO SCRIPTURE	0.20	50%
C-47,E-31	SA	BONNIE BRAE	SCRIPTURE TO OAK	0.22	50%
C-48,E-32	SA	BONNIE BRAE	OAK TO HICKORY	0.07	50%
C-49,E-33	SA	BONNIE BRAE	HICKORY TO PRAIRIE	0.27	50%
C-50,E-34	SA	BONNIE BRAE	PRAIRIE TO IH 35E	0.16	50%
E-35	C	CARDINAL	ORIOLE TO MCKINNEY	0.42	100%
E-36	PA	GEESLING	US 380 TO BLAGG	0.46	100%
E-37	PA	GEESLING	US 380 TO BLAGG	1.02	100%
E-38	PA (1/3)	LAKEVIEW	POST OAK TO SHADY SHORES	0.26	100%
E-39	PA (1/3)	MAYHILL	US 380 TO PROMINENCE	0.44	100%
E-40	PA (1/3)	MAYHILL	PROMINENCE TO 770' N OF RUSSELL NEWMAN	0.39	100%
E-41	PA (1/3)	MAYHILL	770' N OF RUSSELL NEWMAN TO RUSSELL NEWMAN	0.15	50%
E-42	PA (1/3)	MAYHILL	RUSSELL NEWMAN TO 460' S OF RUSSELL NEWMAN	0.09	50%
E-43	PA (1/3)	MAYHILL	460' S OF RUSSELL NEWMAN TO MILLS	0.20	100%
E-44	PA (1/3)	MAYHILL	MILLS TO MCKINNEY	0.37	100%
E-45	PA (1/3)	MAYHILL	MCKINNEY TO MORSE	0.39	100%
E-46	PA (1/3)	MAYHILL	MORSE TO SPENCER	0.67	100%
E-47	PA (1/3)	MAYHILL	SPENCER TO EDWARDS	0.60	100%
E-48	PA (1/3)	MAYHILL	2725' N OF COLORADO TO COLORADO	0.52	100%
E-49	PA (1/3)	MAYHILL	COLORADO TO IH 35E	0.44	100%
E-50	PA	MAYHILL CONNECTOR	MAYHILL TO QUAILCREEK	0.13	100%
E-51	C	MOCKINGBIRD	MCKINNEY TO 625' N OF DUCHESS	0.16	100%
E-52	SA	MOCKINGBIRD	DUCHESS TO SHADY OAKS	0.41	100%
E-53	SA	MOCKINGBIRD	SHADY OAKS TO SPENCER	0.53	100%
E-54	PA	POST OAK	MILLS TO SPENCER	1.30	100%
E-55	PA	POST OAK	TREATMENT PLANT TO EDWARDS	1.27	100%
E-56	PA	POST OAK	EDWARDS TO POCKRUS PAGE	0.51	100%
E-57	C	SWISHER	EDWARDS TO POCKRUS PAGE	0.50	100%
E-58	PA (1/3)	TEASLEY	DALLAS TO IH 35E	0.35	100%
E-59	C	N STAR	SPENCER TO ROY	0.32	100%
E-60	C	ROY	MAYHILL TO N STAR	0.21	100%

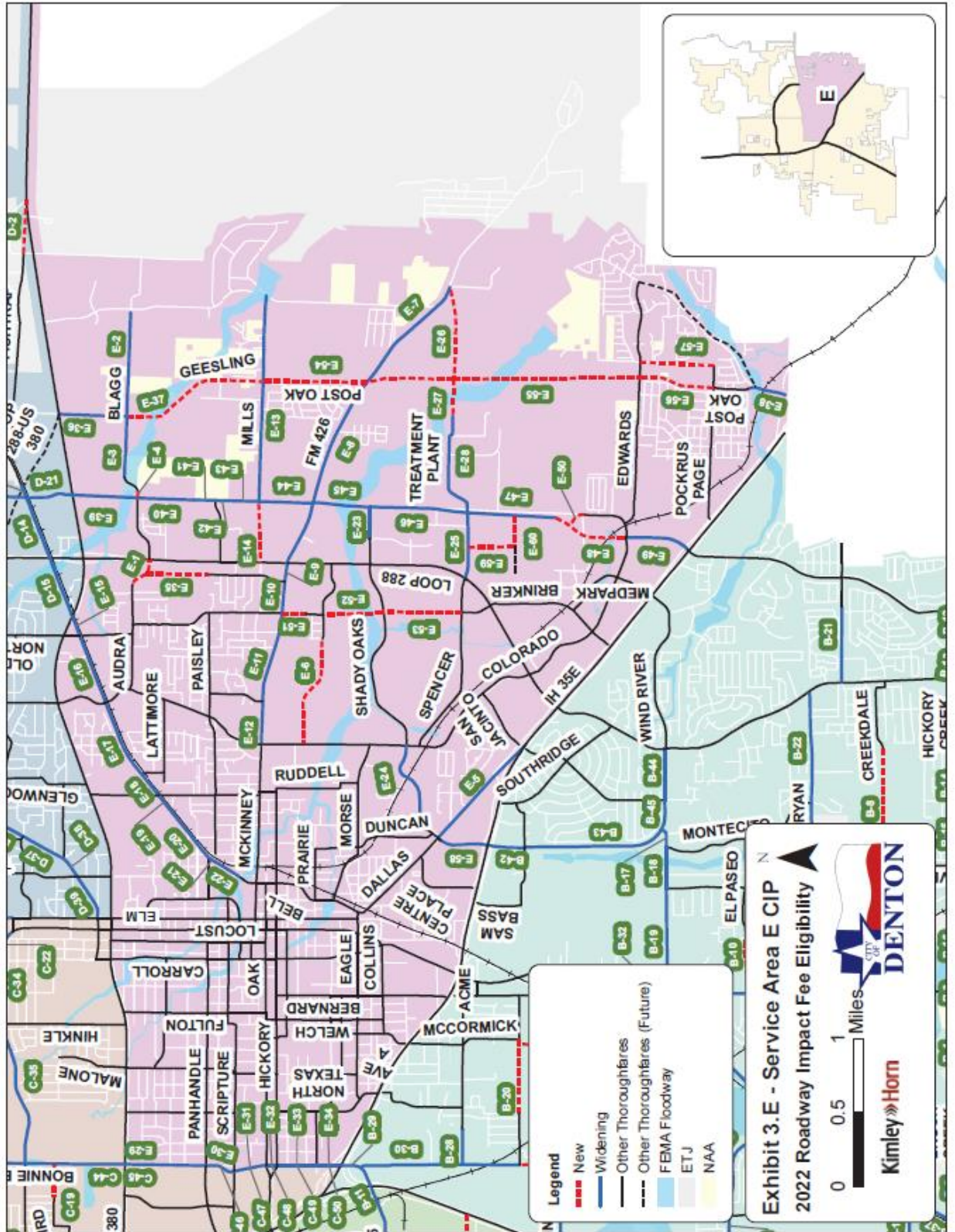


Exhibit 6— Service Area E: 10-Year RIF Capital Improvement Plan

Staff Contact:

Farhan Butt, Ph.D., P.E., M. ASCE
Deputy Director, Transportation Services Division

References

Nicholas, J., Nelson, A., & Juergensmeyer, J. (1991). A practitioner's guide to development impact fees. American Planning Association. ISBN 0-918286-70-0. Chicago, USA.

APPENDIX A – City of Denton Impact Fee Study [Completed in May 2024]



Please [Click Here](#) to access the report online.

CITY OF DENTON, TEXAS **ROADWAY IMPACT FEE STUDY**

May 2024

Prepared for



Prepared by:
Kimley-Horn and Associates, Inc.
801 Cherry Street,
Unit 11, Suite 1300
Fort Worth, TX 76102
Phone 817.335.6511

TBPE Firm Registration
Number: F-928
Project Number: 067390001

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APPENDIX B – City of Denton Impact Fee Ordinance No. 24-1125

ORDINANCE NO. 24-1125

AN ORDINANCE OF THE CITY OF DENTON, TEXAS, AMENDING ORDINANCE NO. 2016-189 AND UPDATING THE LAND USE ASSUMPTIONS, ROADWAY CAPITAL IMPROVEMENT PLAN, AND THE IMPOSITION OF UPDATED ROADWAY IMPACT FEES FOR DESIGNATED SERVICE AREAS; ADOPTING ROADWAY IMPACT FEES PER SERVICE UNIT; ESTABLISHING PROCEDURES FOR THE ASSESSMENT, COLLECTION, COMPUTATION, EXPENDITURE, REFUND AND GENERAL ADMINISTRATION OF ROADWAY IMPACT FEES; PROVIDING FOR THE ESTABLISHMENT OF ACCOUNTS FOR ROADWAY IMPACT FEES; PROVIDING CONSTRUCTION, SEVERABILITY, AND CONFLICT CLAUSES; PROVIDING FOR THE AMENDMENT THE CHAPTER 25 OF THE CODE OF ORDINANCES BY CREATING AND CODIFYING ARTICLE VI, ENTITLED “ROADWAY IMPACT FEES”; PROVIDING FOR CODIFICATION OF SECTIONS 25-252 THROUGH 25-275 IN THE CODE OF ORDINANCES; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City has adopted a roadway impact fee by Ordinance No. 2016-189, and in accordance with Chapter 395 of the Local Government Code (“Statute”), the impact fee and the associated Land Use Assumptions and Capital Improvements Plan shall be updated at least every five years.

WHEREAS, the City retained Kimley-Horn and Associates (“Kimley-Horn”) to prepare 1) a “Roadway Impact Fee Study” that contains updated Land Use Assumptions (“LUA”) reflecting a description of five Service areas and projections of 10-year growth in residential and nonresidential land uses in each service area, 2) an updated Roadway Impact Fee Capital Improvement Plan (“CIP”) to identify capital improvements or roadway facility expansions for which roadway impact fees may be assessed, and 3) an updated calculation of the roadway impact fee (“Roadway Impact Fees”). The Roadway Impact Fee Study is attached as Exhibit A hereto and incorporated by reference herein; and

WHEREAS, the City has made of copy of the proposed LUA, the time of the projections, and a description of the capital improvement facilities available to the public by keeping a copy of the LUA and CIP in the City Secretary’s office and posting a copy on the City Website on May 16, 2024 in compliance with Section 395.043, Texas Local Government Code; and

WHEREAS, the Capital Improvement Advisory Committee of the City of Denton (“CIAC”), created pursuant to Section 395.058, Texas Local Government Code, filed its written comments on the proposed Roadway Impact Fees on or about May 20, 2024; and

WHEREAS, on June 6, 2024, City Council approved Resolution 24-173 establishing and providing notice of a public hearing as required by Chapter 395 of the Texas Local Government Code; and

WHEREAS, on July 16, 2024, City Council held a public hearing on the LUA and CIP relating to the adoption of updated Roadway Impact Fees where the public had the right to appear

at the hearing and present evidence for or against the LUA and CIP for the proposed Roadway Impact Fees; and

WHEREAS, the City Council desires to adopt, update and amend the LUA and CIP for Roadway Impact Fees; and after public hearing on this matter, the City Council finds that adoption of the updated LUA and CIP are in the best interest of the citizens of the City of Denton; and

WHEREAS, the City Council desires to adopt the Roadway Impact Fees and related administrative process as herein described and finds that it is in the best interest of the citizens of the City of Denton; **NOW THEREFORE**,

THE COUNCIL OF THE CITY OF DENTON HEREBY ORDAINS:

SECTION 1. The recitals and findings set forth above are true and correct and are incorporated into the body of this Ordinance as if fully set forth herein.

SECTION 2. The City hereby adopts and approves the Kimley-Horn Roadway Impact Fee Study inclusive of Land Use Assumptions and Roadway Capital Improvements Plan attached hereto as Exhibits A.

SECTION 3. Chapter 395, Texas Local Government Code, supplements this Ordinance to the extent that its provision may be applicable there to and, to such extent, its provisions are incorporated herein. The terms and provisions of this Ordinance shall not be construed in a manner to conflict with Chapter 395, as amended, and if any term or provisions of this Ordinance shall appear to conflict with any term, provision or condition of Chapter 395 such Ordinance term or provisions shall be read, interpreted, and construed in a manner consistent with and not in conflict with Chapter 395.

SECTION 4. The City hereby adopts the updated Maximum Assessable Roadway Impact Fee and the updated Roadway Impact Fee Collection Rate attached and incorporated hereto as **Exhibit B, Schedule 1**, and **Exhibit B, Schedule 2 respectively**.

SECTION 5. The City hereby adopts the updated Land Use Equivalency Table attached and incorporated as **Exhibit C**.

SECTION 6. If any provision of this Ordinance or the application of any provision to any person or circumstance is held invalid, the invalidity shall not affect other provisions or applications of the Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are declared to be severable.

SECTION 7. This Ordinance shall be cumulative of all provisions of ordinances and of the Code of Ordinances for the City of Denton, Texas, as amended except where provisions of this Ordinance are in direct conflict with the provisions of such ordinances of such Code, in which event the conflicting provisions of such ordinances and Code are hereby repealed.

SECTION 8. Chapter 25 of the Denton Code of Ordinance of City of Denton, Texas, entitled “Streets, Sidewalks, and Public Places” is hereby amended to add Article VI entitled “Roadway Impact Fees” which contents shall read as follows:

CHAPTER 25: STREETS, SIDEWALKS, AND PUBLIC PLACES

ARTICLE VI. ROADWAY IMPACT FEES

Section 25-252. Short Title.

This article shall be known and cited as the "Denton Roadway Impact Fee Regulations".

Sec. 25-253. Findings Incorporated.

The findings set forth above are incorporated into the body of this article as if fully set forth herein and are hereby found to be true and correct factual and legislative determinations of the City of Denton, Texas.

Sec. 25-254. Purpose.

This article is intended to assure the provision of adequate roadway facilities to serve New Development in the City by requiring each development to pay a share of the costs of such Capital Improvements or Roadway Facility expansions necessitated by and attributable to such New Development.

25-255. Authority.

This article is adopted pursuant to Texas Local Government Code (TLGC) Chapter 395 and the Denton City Charter. Chapter 395 supplements this Article to the extent that its provisions may be applicable hereto and, to such extent, its provisions are incorporated herein by reference. The provisions of this article shall not be construed to limit the power of the City to utilize other methods authorized under state law or pursuant to other City powers to accomplish the purposes set forth herein, either in substitution or in conjunction with this article. Guidelines may be developed by ordinance, resolution, or otherwise to implement and administer this article.

Sec. 25-256. Applicability.

The provisions of this article apply to all new, non-exempt development within the corporate boundaries of the City located within a Roadway Service Area.

Sec. 25-257. Incorporation of Land Use Assumptions and Roadway Impact Fee Capital Improvements Plan.

The Roadway Impact Fee Capital Improvements Plan and Land Use Assumptions identifying Capital Improvements or Facility Expansions pursuant to which Roadway Impact Fees may be assessed, as considered and adopted by the City Council Ordinance No. 2016- 085 and as amended by City Council Ordinance 2024-1125.

Sec. 25-258. Definitions.

In this article:

- (a) *Assessment* means the determination of the amount of the Maximum Assessable Roadway Impact Fee per Service Unit which can be imposed on New Development pursuant to this Article.
- (b) *Capital Improvement* means a Roadway Facility with a life expectancy of three or more years, to be owned and operated by or on behalf of the City.
- (c) *City* means the City of Denton, Texas.
- (d) *Credit* means a reduction in the amount of a Roadway Impact Fee(s), payments, or charges for approved construction or provision of the same type of Capital Improvement for which a fee has been assessed for a New Development. This is done by either by a proven decrease in the number of Service Units attributable to such development or a decrease in the amount of Roadway Impact Fees otherwise due, that results from contributions of land, improvements or funds to construct system improvements in accordance with the City's subdivision and development regulations, policies or requirements, as determined by the City.
- (e) *Final plat approval* means authorization by the City Planning and Zoning Commission that the final map of a proposed subdivision meets all City standards and conditions in accordance with the City's subdivision regulations and the Executive Chairman of the City Planning and Zoning Commission executes the applicant's plat and that the plat may be recorded in the office of the county clerk of Denton. The term applies both to original plats and replats.
- (f) *Impact Fee, or "Roadway Impact Fee"*, means a fee, charge, or Assessment for Roadway Facilities imposed on New Development by the City pursuant to this Article in order to generate revenue to fund or recoup all or part of the costs of Capital Improvements or facility expansion necessitated by and attributable to such New Development. The term includes amortized charges, lump-sum charges, capital recovery fees, contributions in aid of construction and any other fee that functions as described by this article or the TLGC Chapter 395 . The term is inclusive of both the Maximum Assessable Roadway Impact Fee and the Roadway Impact Fee Collection Rate as herein described.
- (g) *Land Use Assumptions* means the description of Service Areas and the projections of population and employment growth and associated changes in land uses, densities and intensities adopted by the City, as may be amended from time to time, upon which the Roadway Impact Fee Capital Improvements Plan is based.
- (h) *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. (See Land Use Equivalency Table below.)

Exhibit C - Land Use Equivalency Table											
Land Use Category	ITE Land Use Code	Development Units	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi)	Veh-Mi Per Dev Unit
PORT AND TERMINAL											
Intermodal Truck Terminal	030	1,000 SF GFA	1.87			1.87	10.02	50%	5.01	5.01	9.37
INDUSTRIAL											
General Light Industrial	110	1,000 SF GFA	0.65			0.65	10.02	50%	5.01	5.01	3.26
Industrial Park	130	1,000 SF GFA	0.34			0.34	10.02	50%	5.01	5.01	1.70
Warehousing	150	1,000 SF GFA	0.18			0.18	10.02	50%	5.01	5.01	0.90
Mini-Warehouse	151	1,000 SF GFA	0.15			0.15	10.02	50%	5.01	5.01	0.75
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	0.94			0.94	9.79	50%	4.90	4.90	4.61
Multifamily Housing (Low-Rise)	220	Dwelling Unit	0.51			0.51	9.79	50%	4.90	4.90	2.50
Multifamily Housing (Mid-Rise)	221	Dwelling Unit	0.39			0.39	9.79	50%	4.90	4.90	1.91
Multifamily Housing (High-Rise)	222	Dwelling Unit	0.32			0.32	9.79	50%	4.90	4.90	1.57
Residential Condominium/Townhome	230	Dwelling Unit	0.36			0.36	9.79	50%	4.90	4.90	1.76
Senior Adult Housing-Single-Family	251	Dwelling Unit	0.30			0.30	9.79	50%	4.90	4.90	1.47
Senior Adult Housing-Multifamily	252	Dwelling Unit	0.25			0.25	9.79	50%	4.90	4.90	1.23
Assisted Living	254	Beds	0.24			0.24	9.79	50%	4.90	4.90	1.18
LODGING											
Hotel	310	Room	0.59			0.59	6.43	50%	3.21	3.21	1.89
Motel	320	Room	0.36			0.36	6.43	50%	3.21	3.21	1.16
RECREATIONAL											
Golf Driving Range	432	Tees / Driving Positions	1.25			1.25	7.86	50%	3.93	3.93	4.91
Golf Course	430	Acre	0.28			0.28	7.86	50%	3.93	3.93	1.10
Recreational Community Center	495	1,000 SF GFA	2.50			2.50	7.86	50%	3.93	3.93	9.83
Ice Skating Rink	465	1,000 SF GFA	1.33			1.33	7.86	50%	3.93	3.93	5.23
Miniature Golf Course	431	Holes	0.33			0.33	7.86	50%	3.93	3.93	1.30
Multiplex Movie Theater	445	Movie Screens	13.96			13.96	15.77	50%	7.88	6.00	83.76
Racquet / Tennis Club	491	Tennis Court	3.82			3.82	7.86	50%	3.93	3.93	15.01
INSTITUTIONAL											
Church	560	1,000 SF GFA	0.49			0.49	8.31	50%	4.15	4.15	2.03
Day Care Center	565	1,000 SF GFA	11.12	44%	B	6.23	3.49	50%	1.74	1.74	10.84
Elementary School	520	Students	0.16			0.16	3.49	50%	1.74	1.74	0.28
Middle School / Junior High School	522	Students	0.15			0.15	3.49	50%	1.74	1.74	0.26
High School	530	Students	0.14			0.14	3.49	50%	1.74	1.74	0.24
Junior / Community College	540	Students	0.11			0.11	10.44	50%	5.22	5.22	0.57
University / College	550	Students	0.15			0.15	10.44	50%	5.22	5.22	0.78
MEDICAL											
Clinic	630	1,000 SF GFA	3.69			3.69	9.85	50%	4.92	4.92	18.15
Hospital	610	1,000 SF GFA	0.86			0.86	9.85	50%	4.92	4.92	4.23
Nursing Home	620	Beds	0.14			0.14	9.85	50%	4.92	4.92	0.69
Animal Hospital / Veterinary Clinic	640	1,000 SF GFA	3.53	30%	B	2.47	9.85	50%	4.92	4.92	12.15
OFFICE											
Corporate Headquarters Building	714	1,000 SF GFA	1.30			1.30	14.65	50%	7.32	6.00	7.80
General Office Building	710	1,000 SF GFA	1.44			1.44	14.65	50%	7.32	6.00	8.64
Medical-Dental Office Building	720	1,000 SF GFA	3.93			3.93	9.85	50%	4.92	4.92	19.34
Single Tenant Office Building	715	1,000 SF GFA	1.76			1.76	14.65	50%	7.32	6.00	10.56
Office Park	750	1,000 SF GFA	1.30			1.30	14.65	50%	7.32	6.00	7.80
COMMERCIAL											
Automobile Related											
Automobile Care Center	942	1,000 SF GFA	3.11	40%	B	1.87	4.45	50%	2.22	2.22	4.15
Automobile Parts Sales	843	1,000 SF GFA	4.90	43%	A	2.79	4.45	50%	2.22	2.22	6.19
Gasoline / Service Station	944	Vehicle Fueling Position	13.91	42%	A	8.07	1.20	50%	0.60	0.60	4.84
Gasoline / Service Station w/ Conv Market	945	Vehicle Fueling Position	18.42	56%	B	8.10	1.20	50%	0.60	0.60	4.86
New Car Sales	841	1,000 SF GFA	2.42	20%	B	1.94	5.60	50%	2.80	2.80	5.43
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85	40%	B	2.91	4.45	50%	2.22	2.22	6.46
Self-Service Car Wash	947	Wash Stalls	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Tire Store	848	1,000 SF GFA	3.75	28%	A	2.70	4.45	50%	2.22	2.22	5.99
Dining											
Fast Food Restaurant with Drive-Thru Window	934	1,000 SF GFA	33.03	50%	A	16.52	5.64	50%	2.82	2.82	46.59
Fast Food Restaurant without Drive-Thru Window	933	1,000 SF GFA	33.21	50%	B	16.61	5.64	50%	2.82	2.82	46.84
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.05	43%	A	5.16	5.64	50%	2.82	2.82	14.55
Quality Restaurant	931	1,000 SF GFA	7.80	44%	A	4.37	5.64	50%	2.82	2.82	12.32
Coffee / Donut Shop with Drive-Thru Window	937	1,000 SF GFA	38.99	70%	A	11.7	5.64	50%	2.82	2.82	32.99
Other Retail											
Free-Standing Discount Store	815	1,000 SF GFA	4.83	30%	C	3.38	5.60	50%	2.80	2.80	9.46
Nursery (Garden Center)	817	1,000 SF GFA	6.94	30%	B	4.86	5.60	50%	2.80	2.80	13.61
Home Improvement Superstore	862	1,000 SF GFA	2.33	48%	A	1.21	5.60	50%	2.80	2.80	3.39
Pharmacy / Drugstore w/o Drive-Thru Window	880	1,000 SF GFA	8.51	53%	A	4.00	5.60	50%	2.80	2.80	11.20
Pharmacy / Drugstore w/ Drive-Thru Window	881	1,000 SF GFA	10.29	49%	A	5.25	5.60	50%	2.80	2.80	14.70
Shopping Center (>150k)	820	1,000 SF GFA	3.40	34%	A	2.24	5.60	50%	2.80	2.80	6.27
Shopping Plaza (40-150k)	821	1,000 SF GFA	5.19	34%	A	3.43	5.60	50%	2.80	2.80	9.60
Strip Retail Plaza (<40k)	822	1,000 SF GFA	6.59	34%	A	4.35	5.60	50%	2.80	2.80	12.18
Supermarket	850	1,000 SF GFA	9.24	36%	A	5.91	5.60	50%	2.80	2.80	16.55
Toy / Children's Superstore	864	1,000 SF GFA	5.00	30%	B	3.50	5.60	50%	2.80	2.80	9.80
Department Store	875	1,000 SF GFA	1.95	30%	B	1.37	5.60	50%	2.80	2.80	3.84
SERVICES											
Walk-In Bank	911	1,000 SF GFA	12.13	40%	B	7.28	4.45	50%	2.22	2.22	16.16
Drive-In Bank	912	Drive-In Lanes	27.07	47%	A	14.35	4.45	50%	2.22	2.22	31.86
Hair Salon	918	1,000 SF GFA	1.45	30%	B	1.02	6.41	50%	3.20	3.20	3.26

Key to Sources of Pass-by Rates:

A: ITE Trip Generation Handbook 3rd Edition (September 2017)

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

- (i) *Maximum Assessable Roadway Impact Fee* means the Impact Fee that is established for each Service Area computed by calculating the total projected costs of Capital Improvements necessitated by and attributable to New Development and subtracting a portion of ad valorem tax revenues to be generated by new Service Units, including the payment of debt, associated with the roadway CIP, and then dividing that amount by the total number of Service Units anticipated within the Service Area based upon the land use assumptions. The Maximum Assessable Roadway Impact Fee shall be established and reflected in Schedule 1 below. The City may adopt a Roadway Impact Fee Collection Rate that is less than this amount, but in no instance shall the Roadway Impact Fee exceed the Maximum Assessable Roadway Impact Fee except by amendment of this article. *See Section 25-260.*
- (j) *New Development* means a project involving the construction, reconstruction, redevelopment, conversion, structural alteration, relocation, or enlargement of any structure, or any use or extension of land, which has the effect of increasing the requirements for Capital Improvements or facility expansions, measured by the number of Service Units to be generated by such activity.
- (k) *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.
- (l) *Roadway Impact Fee Collection Rate* means the current amount of Roadway Impact Fee adopted by Denton City Council to be paid by the property owner, as may from time to time be amended, which is the result of a percentage reduction of the adopted Maximum Assessable Roadway Impact Fee. The adopted Roadway Impact Fee Collection Rate shall be established and reflected in Schedule 2. The adopted Roadway Impact Fee Collection Rate may be further reduced with Credits, designed to fairly reflect the value of Roadway Facilities provided by a developer in accordance with the City's development regulations or requirements. *See Section 25-260..*
- (m) *Roadway* means any primary and secondary arterial or collector designated in the City's adopted Mobility Plan, as may be amended from time to time. Roadway also includes any thoroughfare designated as a numbered highway on the official federal or Texas highway system; to the extent that the City incurs Capital Improvement costs for such facility.
- (n) *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 Facility; street lighting or curbs, and water and wastewater improvements affected by the Roadway Facility. Roadway Facility also includes any improvement or appurtenance to an intersection with a Roadway officially enumerated in the federal or Texas highway system, and to any improvements or appurtenances to such federal or Texas highway, to the extent that the City has incurred capital costs for such facilities, including without limitation local matching funds and costs related to utility line relocation and the establishment of curbs, gutters, sidewalks, drainage appurtenances and rights-of-way. Roadway Facility excludes those improvements or appurtenances to any Roadway which is a Site- related Facility.

- (o) *Roadway Facility 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.
- (p) *Roadway Impact Fee Capital Improvements Plan, or "Capital Improvements Plan" (CIP)* means the adopted plan included in this article, as may be amended from time to time, which identifies the roadway facilities or Roadway Facility expansions and their costs for each roadway Service Area, which are necessitated by and which are attributable to New Development, for a period not to exceed 10 years, which are to be financed in whole or in part through the imposition of Roadway Impact Fees pursuant to this article.
- (q) *Service Area* means a Roadway Service Area within the City's corporate boundary, within which Impact Fees for Roadway Capital Improvements or Roadway Facility expansions may 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 Roadway Impact Fee Capital Improvements Plan applicable to the Service Area.
- (r) *Service Unit* means a vehicle mile. A vehicle-mile shall be defined as one (1) vehicle traveling a distance of one (1) mile during the afternoon peak hour as calculated herein.
- (s) *Site Related Facility* means an improvement or facility which is for the primary use or benefit of one or more New Developments and/or which is for the primary purpose of safe and adequate provision of Roadway Facilities to serve the New Development, including access to the development, which is not included in the Roadway Capital Improvements Plan, and for which the developer (s) or property owner(s) is solely responsible under subdivision or other applicable development regulations. Site-related Facility may include a Roadway improvement which is located offsite, or within or on the perimeter of the development site.
- (t) *System Facility* means a roadway improvement or facility expansion which is designated in the Roadway Impact Fee Capital Improvements Plan and which is not a Site-related Facility. System Facility may include a roadway improvement which is located offsite, or within or on the perimeter of the development site.

Sec. 25-259. Roadway Service Areas.

The City hereby establishes five (5) Roadway Service Areas, constituting land within the City's corporate boundaries, as depicted in Tables 2 (A-E). The boundaries of the Roadway Service Areas may be amended from time to time, or new Roadway Service Areas may be delineated, pursuant to the procedures of this Article.

Table 2.A. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area A

Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service Area
A-1	SA	CORBIN	IH-35W TO CORBIN	0.58	100%
A-2	SA	CORBIN	500' S OF SPRINGSIDE TO CORBIN	0.27	100%
A-3	PA	FM 1515	IH 35W TO CORBIN	1.13	100%
A-4	PA	FM 1515	CORBIN TO WESTERN	0.22	100%
A-5	PA	FM 1515	WESTERN TO WESTCOURT	0.29	100%
A-6	PA	FM 1515	WESTCOURT TO MASCH BRANCH	0.12	100%
A-7	PA	FM 1515	TOM COLE TO 3435' W OF TOM COLE	0.65	100%
A-8	PA	FM 1515	3435' W OF TOM COLE TO 530' E OF C WOLFE	0.71	100%
A-9	PA	H LIVELY	C WOLFE TO 2145' W OF H LIVELY	0.41	50%
A-10	PA	H LIVELY	2145' W OF H LIVELY TO 2150' W OF ED ROBSON	0.74	100%
A-11	C	IH-35-CORBIN	IH-35 TO CORBIN	0.84	100%
A-12	SA	JIM CRISTAL	IH 35 TO OLD SH 24	0.59	100%
A-13,C-10	SA	JIM CRISTAL	OLD SH 24 TO WESTERN	0.55	50%
A-14,C-11	SA	JIM CRISTAL	WESTERN TO MASCH BRANCH	0.66	50%
A-15,C-12	SA	JIM CRISTAL	MASCH BRANCH TO THOMAS J EGAN	1.13	50%
A-16,C-13	SA	JIM CRISTAL	THOMAS J EGAN TO 515' E OF C WOLFE	0.75	50%
A-17	C	PRECISION-WESTERN	PRECISION TO WESTERN	0.65	100%
A-18	PA	ROBSON RANCH	IH 35W TO ED ROBSON	1.65	50%
A-19	PA	ROBSON RANCH	ED ROBSON TO YARBROUGH	1.35	50%
A-20	SA	SPRINGSIDE	CORBIN TO UNDERWOOD	0.35	100%
A-21	SA	SPRINGSIDE	UNDERWOOD TO WESTCOURT	0.16	100%
A-22	C	TJ EGAN-LOOP 288	LOOP 288 TO 2440' W OF LOOP 288	0.46	100%
A-23	PA	C WOLFE	1140' S OF TOM COLE TO FM 2449	1.38	50%
A-24	PA	C WOLFE	FM 2449 TO H LIVELY	0.63	50%
A-25	C	CORBIN	IH-35-CORBIN TO SPRINGSIDE	0.39	100%
A-26	C	J CRISTAL-H LIVELY	FM 2449 TO H LIVELY	0.63	100%
A-27	C	PRECISION	JIM CRISTAL TO 1635' N OF FM 1515	0.45	100%
A-28	SA	THOMAS J EGAN	JIM CRISTAL TO 2915' S OF JIM CRISTAL	0.55	100%
A-29	SA	THOMAS J EGAN	1830' N OF FM 1515 TO FM 1515	0.35	50%
A-30	PA	UNDERWOOD	SPRINGSIDE TO UNDERWOOD CONNECTOR	0.76	100%
A-31	SA (1/2)	WESTCOURT	FM 1515 TO SPRINGSIDE	0.79	100%
A-32	PA (1/3)	WESTERN	JIM CRISTAL TO AIRPORT	1.23	100%
A-33	PA	WESTERN	FM 1515 TO SPRINGSIDE	0.79	100%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.

Table 2.B. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area B

Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service Area
B-1	C	ALLRED	BONNIE BRAE TO BRUSH CREEK	0.81	50%
B-2	PA	ALLRED	BRUSH CREEK TO JOHN PAINE	0.30	50%
B-3	PA	BRUSH CREEK	815' E OF COUNTRY CLUB TO COUNTRY CLUB	0.15	100%
B-4	PA	BRUSH CREEK	COUNTRY CLUB TO 1935' W OF COUNTRY CLUB	0.37	100%
B-5	PA	BRUSH CREEK	2180' E OF FORT WORTH TO FORT WORTH	0.41	100%
B-6	PA	BRUSH CREEK	FORT WORTH TO 590' E OF ALLRED	0.68	100%
B-7	SA	CORBIN	BONNIE BRAE TO IH-35W	0.66	100%
B-8	C	CREEKDALE	PIMLICO TO RIVERCHASE	0.61	100%
B-9	C	CREEKDALE	THISTLE WAY TO OAKBLUFF	0.39	100%
B-10	C	EL PASEO	BELMONT TO COUNTRY CLUB	0.36	100%
B-11	PA	FM 1515	BONNIE BRAE TO IH 35W	0.15	100%
B-12	PA (1/3)	HICKORY CREEK	FM 2499 TO NAUTICA	0.22	100%
B-13	PA (1/3)	HICKORY CREEK	NAUTICA TO TEASLEY	0.25	100%
B-14	PA (1/3)	HICKORY CREEK	TEASLEY TO MONTECITO	0.85	100%
B-15	PA (1/3)	HICKORY CREEK	MONTECITO TO 1435' W OF BIDDY BYE	0.42	50%

B-16	PA	HICKORY CREEK	1435' W OF BIDDY BYE TO 815' E OF COUNTRY CLUB	0.38	100%
B-17	SA	HOBSON LANE	TEASLEY TO MONTECITO	0.13	100%
B-18	SA	HOBSON LANE	MONTECITO TO FORRESTRIDGE	0.28	100%
B-19	SA	HOBSON LANE	FORRESTRIDGE TO COUNTRY CLUB	0.72	100%
B-20	C	PARVIN	MCCORMICK TO HIGHLAND PARK	0.50	100%
B-21	SA	ROBINSON	230' E OF WHEELER RIDGE TO TEASLEY	0.52	100%
B-22	SA	RYAN	TEASLEY TO MONTECITO	0.76	100%
B-23	SA	RYAN	MONTECITO TO FORRESTRIDGE	0.63	100%
B-24	SA	RYAN	FORRESTRIDGE TO COUNTRY CLUB	0.66	100%
B-25	PA (1/3)	VINTAGE	FORT WORTH TO BONNIE BRAE	0.87	100%
B-26	PA (1/3)	VINTAGE	BONNIE BRAE TO NAPA VALLEY	0.14	100%
B-27	PA (1/3)	VINTAGE	NAPA VALLEY TO IH 35W	0.65	100%
B-28	C	WILLOWWOOD	1250' W OF HIGHLAND PARK TO BONNIE BRAE	0.24	100%
B-29	SA	BONNIE BRAE	IH 35E TO FM 1515	0.14	100%
B-30	SA	BONNIE BRAE	FM 1515 TO WILLOWWOOD	1.09	100%
B-31	SA	BONNIE BRAE	HIGHLAND PARK TO ROSELAWN	0.48	50%
B-32	SA	COUNTRY CLUB	FORT WORTH TO HOBSON	0.08	100%
B-33	SA	COUNTRY CLUB	HOBSON TO RYAN	1.00	100%
B-34	SA	COUNTRY CLUB	RYAN TO HICKORY CREEK	0.66	50%
B-35	PA	FORT WORTH	COUNTRY CLUB TO VINTAGE	1.32	100%
B-36	PA	FORT WORTH	VINTAGE TO BONNIE BRAE	1.07	100%
B-37	PA	FORT WORTH	BONNIE BRAE TO BRUSH CREEK	0.24	100%
B-38	PA	FORT WORTH	BRUSH CREEK TO CRAWFORD	1.11	100%
B-39	Completed	JOHN PAINE	JOHNSON TO ATHENS	0.42	100%
B-40	SA	JOHN PAINE	VINTAGE TO 1045' S OF VINTAGE	0.20	100%
B-41	C	PARVIN-ROSELAWN	PARVIN TO ROSELAWN	0.52	100%
B-42	PA (1/3)	TEASLEY	IH 35E TO LONDONDERRY	0.25	100%
B-43	PA (1/3)	TEASLEY	LONDONDERRY TO HOBSON	0.97	100%
B-44	PA (1/3)	TEASLEY	LILLIAN B MILLER TO PENNSYLVANIA	0.36	100%
B-45	PA (1/3)	TEASLEY	PENNSYLVANIA TO HOBSON	0.21	100%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.

Table 2.C. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area C

Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service Area
C-1	PA	BARTHOLD	MASCH BRANCH TO 5200' W OF IH 35	0.98	50%
C-2	SA	BOBCAT	FM 2164 TO IH-35	2.75	100%
C-3	SA	FM 1173	IH 35 TO 4605' W OF IH 35	0.87	100%
C-4	SA	FM 1173	4605' W OF IH 35 TO LOVERS	0.41	50%
C-5	SA	FM 2164-IH 35	FM 2164 TO IH 35	2.73	100%
C-6	PA	GANZER	FM 2164 TO GANZER	2.40	100%
C-7	PA	GANZER	2900' E OF IH 35 TO IH 35	0.55	100%
C-8	PA	GANZER	1620' E OF BARTHOLD TO BARTHOLD	0.31	50%
C-9	PA	GANZER	BARTHOLD TO RECTOR	0.49	50%
A-13,C-10	SA	JIM CRISTAL	OLD SH 24 TO WESTERN	0.55	50%
A-14,C-11	SA	JIM CRISTAL	WESTERN TO MASCH BRANCH	0.66	50%
A-15,C-12	SA	JIM CRISTAL	MASCH BRANCH TO THOMAS J EGAN	1.13	50%
A-16,C-13	SA	JIM CRISTAL	THOMAS J EGAN TO 515' E OF C WOLFE	0.75	50%
C-14	SA	JIM CRISTAL	945' W OF C WOLFE TO NAIL	0.59	50%
C-15	SA	JIM CRISTAL	NAIL TO 2045' W of Nail	0.39	50%
C-16	C	MARSHALL	2845' N OF HAMPTON TO HAMPTON	0.54	100%
C-17	C	MARSHALL	HAMPTON TO US 380	0.59	100%
C-18	SA	MASCH BRANCH	MASCH BRANCH TO DARBY SMITH	0.65	100%
C-19	C	WESTWARD	NORTHWAY TO BONNIE BRAE	0.22	100%
C-20	SA (1/2)	RINEY	US 77 TO 2460' W OF US 77	0.47	100%
C-21	SA (1/2)	RINEY	2460' W OF US 77 TO BONNIE BRAE	0.19	100%
C-22	PA (1/3)	US 77	WINDSOR TO FM 2164	0.22	100%
C-23	PA (1/3)	US 77	RINEY TO WINDSOR	0.46	100%
C-24	PA (1/3)	US 77	RINEY TO RINEY	0.40	100%
C-25	PA (1/3)	US 77	BONNIE BRAE TO RINEY	0.75	100%
C-26	PA (1/3)	US 77	LOOP 288 TO BONNIE BRAE	0.33	100%
C-27	PA (1/3)	US 77	IH 35 TO LOOP 288	0.87	100%
C-28	C	MASCH BRANCH-NAIL	MASCH BRANCH TO 1295' W OF MASCH BRANCH	0.25	100%
C-29	C	MASCH BRANCH-NAIL	1050' E OF LOOP 288 TO 1550' W OF LOOP 288	0.49	100%

C-30	C	MASCH BRANCH-NAIL	1335' W OF THOMAS J EGAN TO 775' E OF C WOLFE	0.48	100%
C-31	C	MASCH BRANCH-NAIL	775' E OF C WOLFE TO 690' W OF C WOLFE	0.28	50%
C-32	C	MASCH BRANCH-NAIL	690' W OF C WOLFE TO NAIL	0.58	100%
C-33	SA	WESTGATE	WESTGATE TO 1460' E OF IH-35	0.18	100%
C-34	SA	WINDSOR	US 77 TO HINKLE	0.46	100%
C-35	SA (1/2)	WINDSOR	HINKLE TO BONNIE BRAE	0.99	100%
C-36	SA (1/2)	WINDSOR	WESTGATE TO 145' W OF CLARENDON	0.10	100%
C-37	SA (1/2)	WINDSOR	220' W OF WINDSOR FARMS TO IH 35	0.17	100%
C-38	SA	WINDSOR	IH 35 TO MASCH BRANCH	1.24	100%
C-39	SA	BARTHOLD	GANZER TO 2600' S OF GANZER	0.49	100%
C-40	PA	BONNIE BRAE	MILAM TO LOOP 288	3.13	100%
C-41	SA	BONNIE BRAE	LOOP 288 TO US 77	0.24	100%
C-42	SA	BONNIE BRAE	US 77 TO RINEY	0.38	100%
C-43	SA	BONNIE BRAE	RINEY TO WINDSOR	0.66	100%
C-44	SA	BONNIE BRAE	WINDSOR TO US 380	0.68	100%
C-45,E-29	SA	BONNIE BRAE	US 380 TO PANHANDLE	0.55	50%
C-46,E-30	SA	BONNIE BRAE	PANHANDLE TO SCRIPTURE	0.20	50%
C-47,E-31	SA	BONNIE BRAE	SCRIPTURE TO OAK	0.22	50%
C-48,E-32	SA	BONNIE BRAE	OAK TO HICKORY	0.07	50%
C-49,E-33	SA	BONNIE BRAE	HICKORY TO PRAIRIE	0.27	50%
C-50,E-34	SA	BONNIE BRAE	PRAIRIE TO IH 35E	0.16	50%
C-51	PA	C WOLFE	US 380 TO WESTERN-NAIL	0.51	100%
C-52	C	FALLMEADOW	MEADOWLEDGE TO GARDENVIEW	0.17	100%
C-53,D-22	PA	FM 2164	MILAM TO LOOP 288	2.62	50%
C-54,D-28	SA	LOCUST	LOOP 288 TO HERCULES	0.43	50%
C-55,D-29	SA	LOCUST	HERCULES TO BELL	0.45	50%
C-56,D-30	SA	LOCUST	BELL TO WINDSOR	0.24	50%
C-57,D-31	SA	LOCUST	WINDSOR TO FM 2164	0.25	50%
C-58	SA	LOVERS	FM 1173 TO MASCH BRANCH	0.78	100%
C-59	SA	LOVERS	1085' N OF MASCH BRANCH TO MASCH BRANCH	0.21	100%
C-60	SA	LOVERS LN CONNECTOR	LOVERS TO LOOP 288	0.06	100%
C-61	SA	LOVERS LN CONNECTOR	LOOP 288 TO 1085' N OF MASCH BRANCH	0.08	100%
C-62	SA	MASCH BRANCH	1295' S OF FM 1173 TO JACKSON	0.79	50%
C-63	SA	MASCH BRANCH	LOVERS TO US 380	0.72	100%
C-64	SA	MASCH BRANCH	US 380 TO JIM CHRISTAL	0.78	100%
C-65	SA	MILAM-LOOP 288	MILAM TO LOOP 288	2.71	100%
C-66	SA	MILAM-US 77	MILAM TO GANZER	1.51	100%
C-67	SA	MILAM-US 77	GANZER TO LONG	0.73	100%
C-68	SA	MILAM-US 77	LONG TO US 77	0.53	100%
C-69	C	NICOSIA	LOOP 288 TO BEALL	0.12	100%
C-70	SA	THOMAS J EGAN	US 380 TO JIM CHRISTAL	0.76	100%
C-71	PA	WESTERN	US 380 TO JIM CHRISTAL	0.80	100%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.

Table 2.D. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area D

Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service Area
D-1	SA	BOBCAT	560' W OF FM 2164 TO FM 2164	0.11	50%
D-2	C	FISHTRAP	MINGO TO GEESLING	0.36	50%
D-3	PA	GANZER	15,500' E OF SHERMAN TO 4600' W OF SHERMAN	3.41	100%
D-4	SA	GRIBBLE SPRINGS	INDIAN WELLS TO 3015' W OF INDIAN WELLS	0.57	50%
D-5	SA	HARTLEE FIELD	4220' E OF COOPER CREEK TO COOPER CREEK	0.80	50%
D-6	SA	HARTLEE FIELD	COOPER CREEK TO 5170' W OF COOPER CREEK	0.98	50%
D-7	C	HARTLEE FIELD	600' E OF SHERMAN TO SHERMAN	0.11	50%
D-8	SA	HARTLEE FLD-FM 2164	HARTLEE FIELD TO SHERMAN	0.43	100%
D-9	SA	HARTLEE FLD-FM 2164	SHERMAN TO 3500' W OF SHERMAN	0.66	100%
D-10	SA	HARTLEE FLD-FM 2164	STUART TO 1485' W OF STUART	0.28	50%
D-11	SA	HARTLEE FLD-FM 2164	475' W OF FM 2164 TO FM 2164	0.09	100%
D-12	C	LONG	510' W OF FM 2164 TO FM 2164	0.10	100%
D-13	SA	MINGO	E CITY LIMITS TO COOPER CREEK	0.09	100%
D-14	SA	MINGO	COOPER CREEK TO LOOP 288	0.44	100%
D-15	SA	MINGO	LOOP 288 TO US 380	0.43	100%
D-16	C	KINGS ROW	SILVER DOME TO LOOP 288	0.50	100%
D-17	C	SILVER DOME	COOPER CREEK TO FARRIS RD	0.41	50%
D-18	C	COLLINS	HARTLEE FIELD TO 2730' S OF HARTLEE FIELD	0.84	50%
D-19	SA	COOPER CREEK	SHERMAN TO HARTLEE FIELD	1.91	100%

D-20	SA	COOPER CREEK	SILVER DOME TO MINGO	0.83	50%
D-21	PA	COOPER CREEK	MINGO TO US 380	0.32	100%
C-53,D-22	PA	FM 2164	MILAM TO LOOP 288	2.62	50%
D-23	PA	GREEN VALLEY	2395' S OF FM 2153 TO 2935' N OF SHEPARD	1.47	100%
D-24	SA	GREEN VALLEY	WARSCHUN TO SHERMAN	0.40	100%
D-25	SA	INDIAN WELLS	1615' S OF FM 2153 TO 4930' N OF GRIBBLE SPRINGS	0.73	100%
D-26	SA	INDIAN WELLS	4930' N OF GRIBBLE SPRINGS TO 2905' N OF GRIBBLE	0.38	50%
D-27	SA	INDIAN WELLS	2905' N OF GRIBBLE SPRINGS TO GRIBBLE SPRINGS	0.55	50%
C-54,D-28	SA	LOCUST	LOOP 288 TO HERCULES	0.43	50%
C-55,D-29	SA	LOCUST	HERCULES TO BELL	0.45	50%
C-56,D-30	SA	LOCUST	BELL TO WINDSOR	0.24	50%
C-57,D-31	SA	LOCUST	WINDSOR TO FM 2164	0.25	50%
D-32	SA	SHERMAN	LOOP 288 TO HERCULES	0.31	100%
D-33	SA	SHERMAN	HERCULES TO KINGS	0.36	100%
D-34	SA	SHERMAN	KINGS TO WINDSOR	0.38	100%
D-35	SA	SHERMAN	WINDSOR TO WILSONWOOD	0.19	100%
D-36	SA	SHERMAN	WILSONWOOD TO CORONADO	0.22	100%
D-37	SA	SHERMAN	CORONADO TO GREENWOOD	0.31	100%
D-38	SA	SHERMAN	GREENWOOD TO BELL	0.16	100%
D-39	SA	SHERMAN	BELL TO LOCUST	0.32	100%
D-40	C	WINDSOR	LOOP 288 TO DOMINION	0.16	100%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.

Table 2.E. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area E

Proj. #	IF Class	Roadway	Limits	Length (mi)	% In Service Area
E-1	C	AUDRA	LOOP 288 TO 1185' W OF LOOP 288	0.22	100%
E-2	SA	BLAGG	LAKEVIEW TO GEESLING	0.71	100%
E-3	SA	BLAGG	GEESLING TO 2175' W OF GEESLING	0.41	100%
E-4	SA	BLAGG	235' E OF MAYHILL TO MAYHILL	0.04	50%
E-5	PA (1/3)	DALLAS	TEASLEY TO IH 35E	0.87	100%
E-6	C	DUCHES	TRAILHEAD TO WOODROW	0.76	100%
E-7	SA	FM 426	LANEY TO GRISSOM	0.57	100%
E-8	Completed	MCKINNEY	GRISSOM TO LOOP 288	1.65	100%
E-9	SA	MCKINNEY	LOOP 288 TO CARDINAL	0.13	100%
E-10	SA	MCKINNEY	CARDINAL TO MOCKINGBIRD	0.22	100%
E-11	SA	MCKINNEY	MOCKINGBIRD TO MACK	0.61	100%
E-12	SA	MCKINNEY	MACK TO AUDRA	0.29	100%
E-13	SA	MILLS	TRINITY TO MAYHILL	1.40	100%
E-14	SA	MILLS	LAKEVIEW TO MAYHILL	0.41	100%
E-15	SA	MINGO	US 380 TO OLD NORTH	0.14	100%
E-16	SA	MINGO	OLD NORTH TO NOTTINGHAM	0.48	100%
E-17	SA	MINGO	NOTTINGHAM TO PERTAIN	0.56	100%
E-18	SA	MINGO	PERTAIN TO RUDELL	0.18	100%
E-19	SA	MINGO	RUDELL TO WILLIS	0.11	100%
E-20	SA	MINGO	WILLIS TO WITHERS	0.44	100%
E-21	SA	MINGO	WITHERS TO PAISLEY	0.04	100%
E-22	SA	MINGO	PAISLEY TO BELL	0.19	100%
E-23	SA (1/2)	MORSE	MAYHILL TO KIMBERLY	0.22	100%
E-24	SA	SHADY OAKS	WOODROW TO TEASLEY	0.58	100%
E-25	SA	SPENCER	MAYHILL TO LOOP 288	0.44	100%
E-26	C	TREATMENT PLANT	MCKINNEY TO POST OAK	0.63	100%
E-27	SA	TREATMENT PLANT	POST OAK TO 1325' W OF POST OAK	0.25	100%
E-28	SA	TREATMENT PLANT	1325' W OF POST OAK TO MAYHILL	0.75	100%
C-45,E-29	SA	BONNIE BRAE	US 380 TO PANHANDLE	0.55	50%
C-46,E-30	SA	BONNIE BRAE	PANHANDLE TO SCRIPTURE	0.20	50%
C-47,E-31	SA	BONNIE BRAE	SCRIPTURE TO OAK	0.22	50%
C-48,E-32	SA	BONNIE BRAE	OAK TO HICKORY	0.07	50%
C-49,E-33	SA	BONNIE BRAE	HICKORY TO PRAIRIE	0.27	50%
C-50,E-34	SA	BONNIE BRAE	PRAIRIE TO IH 35E	0.16	50%
E-35	C	CARDINAL	ORIOLE TO MCKINNEY	0.42	100%
E-36	PA	GEESLING	US 380 TO BLAGG	0.46	100%

E-37	PA	GEESLING	US 380 TO BLAGG	1.02	100%
E-38	PA (1/3)	LAKEVIEW	POST OAK TO SHADY SHORES	0.26	100%
E-39	PA (1/3)	MAYHILL	US 380 TO PROMINENCE	0.44	100%
E-40	PA (1/3)	MAYHILL	PROMINENCE TO 770' N OF RUSSELL NEWMAN	0.39	100%
E-41	PA (1/3)	MAYHILL	770' N OF RUSSELL NEWMAN TO RUSSELL NEWMAN	0.15	50%
E-42	PA (1/3)	MAYHILL	RUSSELL NEWMAN TO 460' S OF RUSSELL NEWMAN	0.09	50%
E-43	PA (1/3)	MAYHILL	460' S OF RUSSELL NEWMAN TO MILLS	0.20	100%
E-44	PA (1/3)	MAYHILL	MILLS TO MCKINNEY	0.37	100%
E-45	PA (1/3)	MAYHILL	MCKINNEY TO MORSE	0.39	100%
E-46	PA (1/3)	MAYHILL	MORSE TO SPENCER	0.67	100%
E-47	PA (1/3)	MAYHILL	SPENCER TO EDWARDS	0.60	100%
E-48	PA (1/3)	MAYHILL	2725' N OF COLORADO TO COLORADO	0.52	100%
E-49	PA (1/3)	MAYHILL	COLORADO TO IH 35E	0.44	100%
E-50	PA	MAYHILL CONNECTOR	MAYHILL TO QUAIL CREEK	0.13	100%
E-51	C	MOCKINGBIRD	MCKINNEY TO 625' N OF DUCHESS	0.16	100%
E-52	SA	MOCKINGBIRD	DUCHESSE TO SHADY OAKS	0.41	100%
E-53	SA	MOCKINGBIRD	SHADY OAKS TO SPENCER	0.53	100%
E-54	PA	POST OAK	MILLS TO SPENCER	1.30	100%
E-55	PA	POST OAK	TREATMENT PLANT TO EDWARDS	1.27	100%
E-56	PA	POST OAK	EDWARDS TO POCKRUS PAGE	0.51	100%
E-57	C	SWISHER	EDWARDS TO POCKRUS PAGE	0.50	100%
E-58	PA (1/3)	TEASLEY	DALLAS TO IH 35E	0.35	100%
E-59	C	N STAR	SPENCER TO ROY	0.32	100%
E-60	C	ROY	MAYHILL TO N STAR	0.21	100%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.

Sec. 25-260. Roadway Impact Fees Adopted.

The City hereby adopts the Maximum Assessable Roadway Impact Fee as shown in Schedule 1 below, and the Roadway Impact Fee Collection Rate as shown in Schedule 2 below. Each non-exempt New Development shall be assessed the Maximum Assessable Roadway Impact Fee and shall pay the Roadway Impact Fee Collection Rate, minus any applicable Credits, as described herein. Except as herein otherwise provided, the Assessment and collection of a Roadway Impact Fee shall be additional and supplemental to, and not in substitution of, any other tax, fee, charge or assessment which is lawfully imposed on and due against the property.

SCHEDULE 1

MAXIMUM ASSESSABLE ROADWAY IMPACT FEE PER SERVICE UNIT

Exhibit B - Schedule 1

Service Area	Maximum Assessable Roadway Impact Fee Per Service Unit
Service Area A	\$ 2,496
Service Area B	\$ 3,742
Service Area C	\$ 4,695
Service Area D	\$ 5,265
Service Area E	\$ 3,722

SCHEDULE 2
ROADWAY IMPACT FEE COLLECTION RATE PER SERVICE UNIT
Exhibit B - Schedule 2 Roadway Impact Fee Collection Rate Per Service Unit

Assessment Date	Properties platted on or before 12/31/2024		Properties platted on or after 1/1/2025	
Service Areas	Land Use Type		Land Use Type	
	Residential	Non-Residential	Residential	Non-Residential
A	\$ 408.16	\$ 306.12	\$ 796.80	\$ 398.40
B	\$ 408.16	\$ 306.12	\$ 796.80	\$ 398.40
C	\$ 408.16	\$ 306.12	\$ 796.80	\$ 398.40
D	\$ 408.16	\$ 306.12	\$ 796.80	\$ 398.40
E	\$ 408.16	\$ 306.12	\$ 796.80	\$ 398.40

Sec. 25-261. Roadway Impact Fee Required.

No Final Plat for New Development shall be released for filing with Denton County without Assessment of an Impact Fee pursuant to this article; or, if no plat is required, then no building permit shall be issued until such Assessment is made and paid in accordance with the Assessment and collection procedures indicated herein.

Sec. 25-262. Assessment of Impact Fees.

Assessment of the Impact Fee for any New Development shall be made as follows:

- (a) For a New Development which has received final plat approval before the effective date of this article, Assessment of Impact Fees shall occur on the effective date of this article, and shall be the amount of the Maximum Assessable Roadway Impact Fee per Service Unit as set forth in Schedule 1 of Section 25-260. However, the Roadway Impact Fee Collection Rate shall not be collected on any Service Unit which has received final plat approval before the effective date of this article and for which a valid building permit is issued within one year after the date of adoption of this article.
- (b) For land which is not required to be platted at the time of application for a building permit pursuant to the City's subdivision regulations prior to development, Assessment of Roadway Impact Fees shall occur at the time application is made for the building permit, and shall be the amount of the Maximum Assessable Roadway Impact Fee per Service Unit as set forth in Schedule 1 of Section 25-260 then in effect.
- (c) For New Development which is submitted for approval pursuant to the City's subdivision regulations or which is proposed for replatting on or after the effective date of this Article, Assessment of Impact Fees shall be at the time of final plat or replat approval, and shall be the amount of the Maximum Assessable Roadway Impact Fee per Service Unit as set forth in Schedule 1 of Section 25-260 then in effect.
- (d) Following Assessment of the Impact Fee pursuant to this Section, the amount of the Impact Fee Assessment per Service Unit for that development cannot be increased, unless the

owner proposes to change the approved development by the submission of a new application for final plat approval or other development application that results in approval of additional Service Units, in which case a new Assessment shall occur at the Schedule 1 of Section 25-260 rate then in effect for such additional Service Units.

- (e) The Director of Engineering or his or her designee shall compute the Roadway Impact Fees for New Development by first determining whether the New Development is eligible for Credits calculated in accordance with this article, which would further reduce Impact Fees otherwise due in whole or in part. The total amount of Impact Fees for the New Development shall be attached to the development application as a condition of approval.
- (f) Approval of an amending plat pursuant to Tex. Loc. Gov't Code, Section 212.016 and the City's subdivision regulations is not subject to reassessment for an Impact Fee.
- (g) For the following uses in table provided in Section 258(h) of this article, Land Use Equivalency Table Land of the Roadway Impact Fee Study, the maximum Service Unit charge will be capped at 1.92 vehicle miles per development unit: General Light Industrial, General Heavy Industrial, and Industrial Park.

Sec. 25-263. Exemptions to Impact Fees.

The following are exempt from the applicability of this article:

- (a) Pursuant to Tex. Loc. Gov't Code Section 395.022, as amended, a public school district is not required to pay Roadway Impact Fees imposed under this article unless the board of trustees of the district consents to the payment of the fees by entering a contract with the City imposing the fees.
- (b) A change in use that generates less than 10 times the number of Service Units attributable to the immediately preceding use is exempt from the payment of Impact Fees.

Sec. 25-264. Collection of Impact Fees.

Roadway Impact Fees shall be collected in the following manner; however, the City has the ability to require construction greater than the Roadway Impact Fee Collection Rate for amounts up to the Maximum Assessable Roadway Impact Fee:

- (a) The Roadway Impact Fee Collection Rate shall be paid at the time the City issues a building permit for a New Development.
- (b) For properties requiring a plat, the Roadway Impact Fee Collection Rate to be paid and collected per Service Unit for New Development shall be the amount listed in Schedule 2 of Section 25-260 in effect at the time of final plat approval for up to a one-year period following such final plat approval. After the one-year period has expired, the Roadway Impact Fee Collection Rate shall be paid according to the current amount listed in Schedule 2 of Section 25-260 then in effect.
- (c) For properties that do not require the filing of a plat, the Roadway Impact Fee Collection Rate shall be paid and collected per Service Unit for New Development in the amount listed in Schedule 2 of Section 25-260 in effect at the time that the building permit is filed.
- (d) If the building permit for which an Impact Fee has been paid has expired, and a new application is thereafter filed, the Roadway Impact Fee Collection Rate shall be computed

using Schedule 2 of Section 25-260 in effect at the time of the new application, with Credits for previous payment of Impact Fees being applied against the new Impact Fees due.

- (e) Whenever the property owner proposes to increase the number of Service Units for a development, the additional Impact Fees collected for such new Service Units shall be determined by using Schedule 2 of Section 25-260 in effect at the time of the request, and such additional fee shall be collected at the times prescribed by this section.
- (f) The City may vary the rates of collection or amount of Roadway Impact Fees per Service Unit among or within Service Areas in order to reasonably further goals and policies affecting the adequacy of roadway facilities serving New Development, or other regulatory purposes affecting the type, quality, intensity, economic development potential or development timing of land uses within such Service Areas.
- (g) The Maximum Assessable Roadway Impact Fee per Service Unit for Roadway Facilities, as may be amended from time to time, hereby is declared to be an approximate and appropriate measure of the impacts generated by a new unit of development on the City's Roadway System. To the extent that the Roadway Impact Fee Collection Rate charged against a New Development, as may be amended from time to time, is less than the Maximum Assessable Roadway Impact Fee per Service Unit assessed, such difference hereby is declared to be founded on policies unrelated to measurement of the impacts of the New Development on the City's roadway system. The Maximum Assessable Roadway Impact Fee may be used in evaluating any claim by a property owner that the dedication or construction of a Capital Improvement within a Service Area imposed as a condition of development approval pursuant to the City's subdivision or development regulations is disproportionate to the impacts created by the development on the City's Roadway System.

Sec. 25-265. Credits against Impact Fees.

The City may credit the contribution of land, improvements or funding for construction of any System Facility that is required or agreed to by the City, pursuant to rules established in this section or pursuant to administrative guidelines promulgated by the City with the following limitations:

- (a) The Credit shall be associated with the plat or other detailed plan of development for the property that is to be served by the Roadway Facility.
- (b) Master Planned Community projects, including subdivisions containing multiple phases, and whether approved before or after the effective date of these Impact Fee regulations, may apply for Credits against Roadway Impact Fees for the entire project based upon contributions of land, improvements or funds toward construction of system facilities, or other Roadway Capital Improvements supplying excess capacity. Credits shall be determined by comparing costs of Roadway Capital Improvements supplied by the project with the costs of Roadway Capital Improvements to be utilized by development within the project, utilizing a methodology approved by the City. The Credit determination shall be incorporated within an agreement for Credits, in accordance with this Article. The Roadway requirements of an agreement for Credits shall not be less than what is required by the Denton Development Code.

- (c) The City's current policies and regulations shall apply to determine a New Development's obligations to construct adjacent System Facilities. The obligation to construct, however, shall not exceed the Maximum Assessable Roadway Impact Fee assessed against the New Development under Schedule 1 of Section 25-260 of this article. Construction required under such policies and regulations shall be a Credit against the amount of Impact Fees otherwise due. If the costs of constructing a System Facility in accordance with the current City policies and regulations are greater than the amount of the Roadway Impact Fee Collection Rate due, the amount of the Credit due shall be deemed to be 100% of the assessed Impact Fees and no Impact Fee shall be collected thereafter for the development, unless the number of Service Units is subsequently increased.
- (d) All Credits against Roadway Impact Fees shall be based upon standards promulgated by the City, which may be adopted as administrative guidelines, including the following standards:
 - (1) No Credit shall be given for the dedication or construction of Site-related Facilities.
 - (2) No Credit shall be given for a Roadway Facility which is not identified within the Roadway Impact Fee Capital Improvements Plan.
 - (3) In no event will the City grant a Credit when no Roadway Impact Fees can be collected pursuant to this Article or for any amount exceeding the Roadway Impact Fee Collection Rate due for the development, unless expressly agreed to by the City in writing.
 - (4) The City may participate in the costs of a System Facility to be dedicated to the City, including costs that exceed the amount of the Impact Fees due for the development, in accordance with policies and rules established by the City. The amount of any Credit for construction of a System Facility shall be reduced by the amount of any participation funds received from the City.
 - (5) Where funds for Roadway Facilities have been escrowed under an agreement that was executed with the City prior to the effective date of this article, the following rules apply:
 - i. Funds expended under the agreement for Roadway Facilities shall first be credited against the amount of Roadway Impact Fees that would have been due under Schedule 2 of Section 25-260 of this article for those units of development for which building permits already have been issued;
 - ii. Any remaining funds shall be credited against Impact Fees due for the development under Schedule 2 of Section 25-260 of this article at the time building permits are issued.
- (e) Credits for construction of Capital Improvements shall be deemed created when the Capital Improvements are completed and the City has accepted the facility, or in the case of Capital Improvements constructed and accepted prior to the Effective Date of this Article, on such effective date. Credits created after the Effective Date of this Article shall expire ten (10) years from the date the Credit was created. Credits arising prior to such Effective Date shall expire ten (10) years from such effective date. Upon application by the property owner, the City may agree to extend the expiration date for the Credit on mutually agreeable terms.

- (f) Unless an agreement for Credits, as described herein, is executed providing for a different manner of applying Credits against Roadway Impact Fees due, a Credit associated with a plat shall be applied at the time of application for the first building permit and, at each building permit application thereafter, to reduce Impact Fees due until the Credit is exhausted.
- (g) An owner of a New Development who has constructed or financed a Roadway Capital Improvement or Roadway Facility expansion designated in the Roadway Impact Fee Capital Improvements Plans, or other Roadway Capital Improvement that supplies excess capacity, as required or authorized by the City, shall enter into an agreement with the City to provide for Credits against Roadway Impact Fees due for the development in accordance with this paragraph. The agreement shall identify the basis for and the method for computing and the amount of the Credit due and any reduction in Credits attributable to consumption of road capacity by developed lots or tracts served by the Roadway Capital Improvements. For multi-phased projects, the City may require that total Credits be proportionally allocated among the phases. If authorized by the City, the agreement also may provide for allocation of Credits among New Developments within the project, and provisions for the timing and collection of Impact Fees.

Section 25-266. Use of Proceeds of Impact Fee Accounts.

The Roadway Impact Fees collected for each Service Area pursuant to these regulations may be used to finance or to recoup the costs of any roadway improvements or facility expansions identified in the Roadway Impact Fee Capital Improvements Plan for the Service Area, including but not limited to the construction contract price, surveying and engineering fees, and land acquisition costs (including land purchases, court awards and costs, attorney's fees, and expert witness fees). Roadway Impact Fees may also be used to pay the principal sum and interest and other finance costs on bonds, notes or other obligations issued by or on behalf of the City to finance such roadway improvements or facility expansions. Roadway Impact Fees also may be used to pay fees actually contracted to be paid to an independent qualified engineer or financial consultant for preparation of or updating the Roadway Impact Fee Capital Improvements Plan. Impact Fees collected may not be used to pay for the expenses prohibited by TLGC Chapter 395 .

Section 25-267. Establishment of Accounts.

The City's Finance Department shall establish an account to which interest is allocated for each Service Area for which a Roadway Impact Fee is imposed pursuant to this article. Each Impact Fee collected within the Service Area shall be deposited in such account with the following regulations:

- (a) Interest earned on the account into which the Impact Fees are deposited shall be considered funds of the account and shall be used solely for the purposes authorized in this article and TLGC Chapter 395 .

- (b) The City's Finance Department shall establish adequate financial and accounting controls to ensure that Roadway Impact Fees disbursed from the account are utilized solely for the purposes authorized in this Article and TLGC Chapter 395. Disbursement of funds shall be authorized by the City at such times as are reasonably necessary to carry out the purposes and intent of this Article; provided, however, that any Roadway Impact Fee paid shall be expended within a reasonable period of time, but not to exceed ten (10) years from the date the fee is deposited into the account.
- (c) The City's Finance Department shall maintain and keep financial records for Roadway Impact Fees, which shall show the source and disbursement of all fees collected in or expended from each Service Area. The records of the account into which Impact Fees are deposited shall be open for public inspection and copying during ordinary business hours. The City may establish a fee for copying services.

Sec. 25-268. Impact Fee as Additional and Supplemental Regulation.

Roadway Impact Fees established by these regulations are additional and supplemental to, and not in substitution of, any other requirements imposed by the City on the development of land or the issuance of building permits or certificates of occupancy. Such Impact Fees are intended to be consistent with and to further the policies of the Denton Plan, the Capital Improvements Plan, the zoning ordinances, subdivision regulations and other City policies, ordinances and resolutions by which the City seeks to ensure the provision of adequate public facilities in conjunction with the development of land. This article shall not affect, in any manner, the permissible use of property, density of development, design, and improvement standards and requirements, or any other aspect of the development of land or provision of public improvements subject to the zoning and subdivision regulations or other regulations and policies of the City, which shall be operative and remain in full force and effect without limitation with respect to all such development.

Sec. 25-269. Updates to Plans and Revision of Fees.

The City shall update its Land Use Assumptions and Capital Improvements Plan and make any revision of fees as indicated below:

- (a) The City shall update its Land Use Assumptions and Roadway Impact Fee Capital Improvements Plans and shall recalculate the Roadway Impact Fees based thereon in accordance with the procedures set forth in Texas Local Gov't Code, Ch. 395, or in any successor statute. However, this does not preclude the City from reviewing its Land Use Assumptions, Roadway Impact Fee Capital Improvements Plans, Roadway Impact Fees, and other factors such as market conditions more frequently than provided for herein to determine whether the Land Use Assumptions and Roadway Capital Improvements Plans should be updated and the Roadway Impact Fees recalculated accordingly, utilizing statutory update procedures.
- (b) Schedule 2 of 25-260 of this article may be amended without revising the Land Use Assumptions and Roadway Capital Improvements Plans at any time prior to the update

provided for in this Section, provided that the Roadway Impact Fee Collection Rate to be collected under Schedule 2 of 25-260 do not exceed the Maximum Assessable Roadway Impact Fees assessed under Schedule 1 of 25-260 of this article.

- (c) If, at the time an update is required as indicated herein and the City Council determines that no change to the Land Use Assumptions, Roadway Impact Fee Capital Improvements Plan or Roadway Impact Fees are needed, it may dispense with such update by following the procedures in Texas Local Gov't Code, Section 395.0575 or its successor statute.
- (d) The City may amend any other provisions of this Article in accordance with procedures for ordinance amendments contained in the City's Charter or State law.

Sec. 25-270. Refunds

- (a) Upon application, any Roadway Impact Fee or portion thereof collected pursuant to this article, which has not been expended within the Service Area within ten (10) years from the date of payment, shall be refunded to the record owner of the property for which the Impact Fee was paid or, if the Impact Fee was paid by another governmental entity, to such governmental entity, together with interest calculated from the date of collection to the date of refund at the statutory rate as set forth in Sec. 302.002, Tex. Fin. Code, or its successor statute. The application for refund pursuant to this section shall be submitted within sixty (60) days after the expiration of the ten-year period for expenditure of the Impact Fee. An Impact Fee shall be considered expended on a first-in, first out basis.
- (b) An Impact Fee collected pursuant to this article shall also be considered expended if the total expenditures for Capital Improvements or Roadway Facility expansions authorized within the Service Area within ten (10) years following the date of payment exceeds the total fees collected within the Service Area for such improvements or expansions during such period.
- (c) If a refund is due pursuant to Subsections (a) or (b), the City shall divide the difference between the amount of expenditures and the amount of the Impact Fees collected by the total number of Service Units assumed within the Service Area for the period to determine the refund due per Service Unit. The refund to the record owner shall be calculated by multiplying the refund due per Service Unit by the number of Service Units for the development for which the fee was paid, and interest due shall be calculated upon that amount.

Sec. 25-271. Rebates.

If the building permit for a New Development for which a Roadway Impact Fee has been paid has expired, and a modified or new application has not been filed within six (6) months of such expiration, the City shall, upon written application, rebate the amount of the Impact Fee to the record owner of the property for which the Impact Fee was paid. If no application for rebate pursuant to this subsection has been filed within this period, no rebate shall become due.

Sec. 25-272. Appeals.

The property owner or applicant for New Development may appeal the applicability or amount of the Roadway Impact Fee or the availability or amount of Credits or Refunds to the City Council using the following procedure:

- (a) The burden of proof shall be on the applicant to demonstrate that relief should be granted by the City.
- (b) The applicant must file a written notice of appeal with the City Manager or designee within thirty (30) days following the decision being appealed. Along with the notice of appeal, an applicant may request an alternative Service Unit computation for land uses not contained with the latest edition of the ITE Trip Generation Manual by submitting a trip generation study demonstrating the appropriateness of the trip generation rates for the proposed development. An applicant may also include an alternative Service Unit calculation.
- (c) The City Manager or designee ("Manager") may (1) resolve the appeal, if the applicant agrees with the Manager's decision, or (2) if the applicant does not agree, refer the matter to the City Council for decision, along with the Manager's recommendation and any trip generation study provided, if any.
- (d) If City Council review is requested by the applicant after receiving the Manager's decision, the City Secretary shall schedule a public hearing at which the applicant may present testimony and evidence before the City Council. The City Council shall act on the appeal within 60 days of receipt of the notice of appeal by the City, unless otherwise agreed by the Applicant.
- (e) If the notice of appeal is accompanied by a payment or other security satisfactory to the City Attorney in an amount equal to the original determination of the Roadway Impact Fee due, the City shall process and may issue a building permit if other requirements are met while the appeal is pending.
- (f) If the City Council allows for a different amount of the Roadway Impact Fee due for a New Development under this section to be paid, it may cause to be appropriated from other City funds the amount of the reduction in the Impact Fee to the account for the Service Area in which the property is located.

Sec 25-273. Severability.

If any provision of this Article or the application of any provision to any person or circumstance is held invalid, the invalidity shall not affect other provisions or applications of the Article which can be given effect without the invalid provision or application, and to this end the provisions of this Article are declared to be severable.

Sec 25-274. Conflicts.

This Article shall be cumulative of all provisions of ordinances and of the Code of Ordinances for the City of Denton, Texas, as amended, except where provisions of this article are in direct conflict with the provisions of such ordinances or such Code, in which event the conflicting provisions of such ordinances and Code are hereby repealed.

25-275. Effective Date.

This Article shall take effect on January 1, 2025 or immediately from and after its passage and publication in accordance with the provisions of the Texas Local Government Code, whichever is later, and it is accordingly so ordained.

SECTION 9. This Ordinance shall take effect on January 1, 2025, and it is accordingly so ordained.

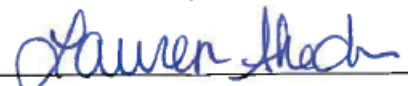
The motion to approve this ordinance was made by Jill Jester and seconded by Joe Holland, the ordinance was passed and approved by the following vote [6 - 6]:

	Aye	Nay	Abstain	Absent
Mayor Gerard Hudspeth:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vicki Byrd, District 1:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Brian Beck, District 2:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Paul Meltzer, District 3:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Joe Holland, District 4:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Brandon Chase McGee, At Large Place 5:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jill Jester, At Large Place 6:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

PASSED AND APPROVED this the 16th day of July, 2024.


GERARD HUDSPETH, MAYOR

ATTEST:
LAUREN THODEN, CITY SECRETARY

BY: 

APPROVED AS TO LEGAL FORM:
MACK REINWAND, CITY ATTORNEY

BY: Mack Reinwand



Source: H:\Denton_01_2025\Technicals\Finance\0000000ImpactFeesRelated\2025\Reports\CIACReport\Denton_RIF_SemiAnnualReport

Service Area A

1. Veh-Mi Supply Pk-Hr Total = [Length (mi)] * [Exist Lanes] * [Veh-Mi Capacity Pk-Hr Per Ln] * [% in Service Area]
2. Veh-Mi Demand Pk-Hr Total = [Length (mi)] * [PM Peak Hour Vol] * [% in Service Area]
3. Excess Capacity Pk-Hr Veh-Mi = [Veh-Mi Supply Pk-Hr Total] - [Veh-Mi Demand Pk-Hr Total]
Note: Mileage lengths are shown as to the nearest 0.01. Actual calculations were performed using exact mileages.

City of Denton - 2022 Roadway Impact Fee Study
CIP Service Units of Supply

Service Area B

9/4/2024

Project ID #	ROADWAY	LIMITS		LENGTH (FT)	LANES	MTP CLASSIFICATION	IMPACT FEE CLASSIFICATION	ROADWAY STATUS	PEAK HOUR VOLUME	% IN SERVICE AREA	VEH-MI CAPACITY PER LN	VEH-MI SUPPLY TOTAL ¹	VEH-MI TOTAL DEMAND PK-HR	EXCESS CAPACITY PK-HR VEH-MI ²	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
B-1	ALLRED	BONNIE BRAE	BRUSHCREEK	4,285	0.81	2	COLLECTOR	C	Widening	13	50%	550	446	5	\$ 6,097,000	\$ 3,048,500
B-2	ALLRED	BRUSH CREEK	JOHN PAINE	1,610	0.30	6	PRIMARY ARTERIAL	PA	Widening	1,171	50%	850	765	589	\$ 5,424,000	\$ 2,712,000.00
B-3	BRUSH CREEK	819 E OF COUNTRY CLUB	COUNTRY CLUB	815	0.15	6	PRIMARY ARTERIAL	PA	Widening	2,261	100%	850	765	339	\$ 2,747,000	\$ 2,747,000.00
B-4	BRUSH CREEK	COUNTRY CLUB	1935 W OF COUNTRY CLUB	1,935	0.37	6	PRIMARY ARTERIAL	PA	Widening	299	100%	850	1887	111	\$ 6,769,000	\$ 6,769,000.00
B-5	BRUSH CREEK	2180 E OF FORT WORTH	FORT WORTH	2,180	0.41	6	PRIMARY ARTERIAL	PA	Widening	299	100%	850	2091	123	\$ 7,344,000	\$ 7,344,000.00
B-6	BRUSH CREEK	FORT WORTH	590 E OF ALLRED	3,615	0.68	6	PRIMARY ARTERIAL	PA	New	9	100%	850	3,468	0	\$ 10,688,000	\$ 10,688,000.00
B-7	CORBIN	BONNIE BRAE	BRUSH CREEK	3,505	0.66	4	SECONDARY ARTERIAL	SA	Widening	9	100%	750	1,980	6	\$ 10,760,000	\$ 10,760,000.00
B-8	CREEKDALE	PMLCO	RIVERCHASE	3,200	0.61	2	COLLECTOR	C	New	New	100%	550	671	0	\$ 5,346,000	\$ 5,346,000.00
B-9	CREEKDALE	THISTLE WAY	OAKBLUFF	2,080	0.39	2	COLLECTOR	C	New	New	100%	550	429	0	\$ 3,461,000	\$ 3,461,000.00
B-10	EL PASO	BELMONT	COUNTRY CLUB	1,910	0.36	2	COLLECTOR	C	New	New	100%	550	396	0	\$ 3,369,000	\$ 3,369,000.00
B-11	FM 1515	BONNIE BRAE	HAUTICA	1,175	0.22	6	PRIMARY ARTERIAL	PA	Widening	1,974	100%	850	765	296	\$ 2,956,000	\$ 2,956,000.00
B-12	HICKORY CREEK	FM 2499	HAUTICA	1,175	0.22	6	PRIMARY ARTERIAL	PA (103)	Widening	2,942	100%	850	1,122	647	\$ 1,605,000	\$ 1,605,000.00
B-13	HICKORY CREEK	HAUTICA	TEASLEY	1,310	0.25	6	PRIMARY ARTERIAL	PA (103)	Widening	2,942	100%	850	1,275	735	\$ 1,789,000	\$ 1,789,000.00
B-14	HICKORY CREEK	TEASLEY	MONTECITO	4,475	0.85	6	PRIMARY ARTERIAL	PA (103)	Widening	456	100%	850	4,335	371	\$ 8,638,000	\$ 8,638,000.00
B-15	HICKORY CREEK	MONTECITO	1435 W OF BODY BITE	2,230	0.42	6	PRIMARY ARTERIAL	PA (103)	Widening	2,261	50%	850	1,071	475	\$ 4,006,000	\$ 2,003,000.00
B-16	HICKORY CREEK	1435 W OF BODY BITE	819 E OF COUNTRY CLUB	1,980	0.38	6	PRIMARY ARTERIAL	PA	New	New	100%	850	1,988	0	\$ 7,612,000	\$ 7,612,000.00
B-17	HOBSON LAKE	TEASLEY	MONTECITO	670	0.13	4	SECONDARY ARTERIAL	SA	Widening	555	100%	750	390	72	\$ 1,914,000	\$ 1,914,000.00
B-18	HOBSON LAKE	FORRESTRODGE	FORRESTRODGE	1,495	0.28	4	SECONDARY ARTERIAL	SA	Widening	552	100%	750	840	155	\$ 5,710,000	\$ 5,710,000.00
B-19	HOBSON LAKE	FORRESTRODGE	COUNTRY CLUB	3,785	0.72	4	SECONDARY ARTERIAL	SA	Widening	249	100%	750	2,160	179	\$ 11,559,000	\$ 11,559,000.00
B-20	PARVIN	MCCORMICK	HIGHLAND PARK	2,665	0.50	2	COLLECTOR	C	New	New	100%	550	550	0	\$ 2,150,000	\$ 2,150,000.00
B-21	ROBINSON	230 E OF WHEELER RDGE	TEASLEY	2,735	0.52	4	SECONDARY ARTERIAL	SA	Widening	1,188	100%	750	1,660	618	\$ 8,061,000	\$ 8,061,000.00
B-22	RYAN	MONTECITO	MONTECITO	4,020	0.76	4	SECONDARY ARTERIAL	SA	Widening	755	100%	750	2,230	574	\$ 11,980,000	\$ 11,980,000.00
B-23	RYAN	FORRESTRODGE	FORRESTRODGE	3,305	0.63	4	SECONDARY ARTERIAL	SA	Widening	552	100%	750	1,890	348	\$ 10,878,000	\$ 10,878,000.00
B-24	RYAN	FORRESTRODGE	COUNTRY CLUB	3,475	0.66	4	SECONDARY ARTERIAL	SA	Widening	45	100%	750	1,980	30	\$ 10,824,000	\$ 10,824,000.00
B-25	VINTAGE	FORT WORTH	BONNIE BRAE	4,605	0.87	6	PRIMARY ARTERIAL	PA (103)	Widening	423	100%	850	4,437	368	\$ 11,721,000	\$ 11,721,000.00
B-26	VINTAGE	BONNIE BRAE	NAPA VALLEY	765	0.14	6	PRIMARY ARTERIAL	PA (103)	Widening	1,874	100%	850	714	262	\$ 1,665,000	\$ 1,665,000.00
B-27	VINTAGE	NAPA VALLEY	H 35W	3,435	0.65	6	PRIMARY ARTERIAL	PA (103)	Widening	1,874	100%	850	3,315	1,218	\$ 7,975,000	\$ 7,975,000.00
B-28	WILLOWWOOD	1250 W OF HIGHLAND PARK	BONNIE BRAE	1,285	0.24	2	COLLECTOR	C	Widening	1,039	100%	550	264	249	\$ 2,079,000	\$ 2,079,000.00
B-29	BONNIE BRAE	H 35E	FM 1515	725	0.14	4	SECONDARY ARTERIAL	SA	Widening	2,982	100%	750	420	419	\$ 1,285,000	\$ 1,285,000.00
B-30	BONNIE BRAE	FM 1515	WILLOWWOOD	5,740	1.09	4	SECONDARY ARTERIAL	SA	Widening	2,003	100%	750	3,270	2,183	\$ 11,351,000	\$ 11,351,000.00
B-31	BONNIE BRAE	HIGHLAND PARK	ROSELAWN	2,590	0.48	4	SECONDARY ARTERIAL	SA	New	New	50%	750	720	0	\$ 4,521,000	\$ 4,521,000.00
B-32	COUNTRY CLUB	FORT WORTH	HOBSON	430	0.08	4	SECONDARY ARTERIAL	SA	Widening	1,436	100%	750	240	115	\$ 1,229,000	\$ 1,229,000.00
B-33	COUNTRY CLUB	HOBSON	RYAN	5,285	1.00	4	SECONDARY ARTERIAL	SA	Widening	1,284	100%	750	3,000	1,284	\$ 15,093,000	\$ 15,093,000.00
B-34	COUNTRY CLUB	RYAN	HICKORY CREEK	3,485	0.66	4	SECONDARY ARTERIAL	SA	Widening	562	50%	750	990	182	\$ 11,902,000	\$ 5,951,000.00
B-35	COUNTRY CLUB	COUNTRY CLUB	VINTAGE	6,965	1.32	6	PRIMARY ARTERIAL	PA	Widening	2,741	100%	850	6,732	3,618	\$ 26,417,000	\$ 26,417,000.00
B-36	FORT WORTH	VINTAGE	BONNIE BRAE	5,655	1.07	6	PRIMARY ARTERIAL	PA	Widening	2,386	100%	850	5,457	2,966	\$ 19,299,000	\$ 19,299,000.00
B-37	FORT WORTH	BONNIE BRAE	BRUSHCREEK	1,250	0.24	6	PRIMARY ARTERIAL	PA	Widening	4,723	100%	850	1,224	1,134	\$ 4,811,000	\$ 4,811,000.00
B-38	FORT WORTH	BRUSH CREEK	CRAWFORD	5,845	1.11	6	PRIMARY ARTERIAL	PA	Widening	3,590	100%	850	5,661	3,685	\$ 20,190,000	\$ 20,190,000.00
B-39	JOHN PAINE	JOHN PAINE	A THENS	2,210	0.42	4	SECONDARY ARTERIAL	Completed	Widening	1,290	100%	750	1,360	538	\$ 238,000	\$ 238,000.00
B-40	JOHN PAINE	JOHN PAINE	1045 S OF VINTAGE	1,045	0.20	4	SECONDARY ARTERIAL	SA	New	New	100%	750	600	0	\$ 3,254,000	\$ 3,254,000.00
B-41	PARVIN/ROSELAWN	PARVIN	ROSELAWN	2,725	0.52	2	COLLECTOR	C	New	New	100%	550	572	0	\$ 3,078,000	\$ 3,078,000.00
B-42	TEASLEY	H 35E	LONDONDERRY	1,315	0.25	6	PRIMARY ARTERIAL	PA (103)	Widening	3,407	100%	850	1,275	862	\$ 1,039,000	\$ 1,039,000.00
B-43	TEASLEY	LONDONDERRY	HOBSON	5,140	0.97	6	PRIMARY ARTERIAL	PA (103)	Widening	3,135	100%	850	4,947	3,041	\$ 4,558,000	\$ 4,558,000.00
B-44	TEASLEY	ELLIAN MILLER	PENNSYLVANIA	1,890	0.36	6	PRIMARY ARTERIAL	PA (103)	Widening	3,217	100%	850	1,506	678	\$ 1,463,000	\$ 1,463,000.00
B-45	TEASLEY	PENNSYLVANIA	HOBSON	1,085	0	6	PRIMARY ARTERIAL	PA (103)	Widening	3,133	100%	850	1,071	658	\$ 857,000	\$ 857,000.00
ROADWAYS BEING PROVIDED BY HUNTER RANCH AND COLE RANCH WITHOUT CITY PARTICIPATION																
ALRED	JOHN PAINE	365 W OF H-35W	365 W OF H-35W	1,482	0.28	6	PRIMARY ARTERIAL	PA	Widening	1,308	100%	850	1,428	366	\$ -	\$ -
ALLRED	JOHN PAINE	365 W OF H-35W	H-35W	365	0.07	6	PRIMARY ARTERIAL	PA	Widening	1,438	100%	850	357	101	\$ -	\$ -
JOHN PAINE	ALLRED	VINTAGE	ALLRED	6,370	1.21	4	SECONDARY ARTERIAL	SA	New	New	100%	750	3,630	0	\$ -	\$ -
JOHN PAINE	ALLRED	ALLRED	TEXOMA	2,660	0.50	4	SECONDARY ARTERIAL	SA	New	New	100%	750	1,500	0	\$ -	\$ -
SUBTOTAL																
89,974 29,557 60,417 \$ 306,191,000 \$ 290,216,000																

2022 Roadway Impact Fee Cost per Service Area \$ 280,253,860

1. Veh-Mi Supply Pk-Hr Total = [Length (mi)] * [Exist Lanes] * [Veh-Mi Capacity Pk-Hr Per Ln] * [% In Service Area]

2. Veh-Mi Demand Pk-Hr Total = [Length (mi)] * [PM Peak Hour Vol] * [% In Service Area]

3. Excess Capacity Pk-Hr Veh-Mi = [Veh-Mi Supply Pk-Hr Total] - [Veh-Mi Demand Pk-Hr Total]

Note: Mileage lengths are shown as rounded to the nearest 0.01. Actual calculations were performed using exact mileage length [Length (ft) / 5,280].

Service Area C

5/14/2024

City of Denton - 2022 Roadway Impact Fee Study

CIP Service Units of Supply

Service Area C

Project ID #	Roadway	Limits		Length (mi)	Length (ft)	Lanes	MTP Classification	Impact Fee Classification	Roadway Status	Peak Hour Volume	% in Service Area	Vehicle Capacity per ln	Vehicle Supply per Hr	Vehicle Demand per Hr	Excess Capacity per Hr	Total Project Cost	Total Project Cost in Service Area
		From	To														
C-66	MILAM-US 77	MILAM	GANZER	1.51	7,975	4	SECONDARY ARTERIAL	SA	New	New	100%	750	450	0	4,500	\$ 20,546,000	\$ 20,546,000
C-67	MILAM-US 77	GANZER	LONG	0.73	3,875	4	SECONDARY ARTERIAL	SA	Widening	96	100%	750	2100	69	2,121	\$ 11,967,000	\$ 11,967,000
C-68	MILAM-US 77	LONG	US 77	0.53	2,800	4	SECONDARY ARTERIAL	SA	New	New	100%	750	1590	0	1,590	\$ 7,359,000	\$ 7,359,000
C-69	NCCOSA	LOP 288	BEALL	0.12	645	2	COLLECTOR	C	New	New	100%	550	132	0	132	\$ 1,169,000	\$ 1,169,000
C-70	THOMAS J EGAN	US 380	JIM CHRISTAL	0.76	4,010	4	SECONDARY ARTERIAL	SA	Widening	552	100%	750	2280	420	1,860	\$ 12,353,000	\$ 12,353,000
C-71	WESTERN	US 380	JIM CHRISTAL	0.80	4,245	6	PRIMARY ARTERIAL	PA	Widening	164	100%	850	4080	132	3,948	\$ 14,699,000	\$ 14,699,000
SUBTOTAL												145,092	11,326	133,566	\$ 69,518,000	\$ 887,514,000	\$ 887,514,000
2022 Roadway Impact Fee Cost per Service Area																	\$ 37,660
TOTAL COST IN SERVICE AREA C																	\$ 587,551,660

1. Vehicle Supply Pk-Hr Total = [Length (mi)] * [Lanes] * [Vehicle Capacity Pk-Hr Per Ln] * [% in Service Area]

2. Vehicle Demand Pk-Hr Total = [Length (mi)] * [PM Peak Hour Vol] * [% in Service Area]

3. Excess Capacity Pk-Hr Vehicle = [Vehicle Supply Pk-Hr Total] - [Vehicle Demand Pk-Hr Total]

Note: Mileage lengths are shown as rounded to the nearest 0.01. Actual calculations were performed using exact mileage length [Length (ft) / 5,280].

City of Denton - 2022 Roadway Impact Fee Study
CIP Service Units of Supply

Service Area D																514024	
Project ID #	ROADWAY	LIMITS		LENGTH (FT)	LANES	MTP CLASSIFICATION	IMPACT FEE CLASSIFICATION	ROADWAY STATUS	PEAK HOUR VOLUME	% IN SERVICE AREA	VEH-MI CAPACITY PER LN	VEH-MI SUPPLY TOTAL	VEH-MI DEMAND PK-HR	EXCESS CAPACITY VEH-MI	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA	
D-1	BOICAT	560' W OF FM 2164	FM 2164	960	0.11	4	SECONDARY ARTERIAL	SA	Waiting	38	50%	750	165	2	\$ 1,601,000	\$ 800,500	
D-2	FISHTRAP	MINCO	GEESLING	1,980	0.36	2	COLLECTOR	C	New	New	50%	550	198	0	\$ 2,939,000	\$ 1,469,500	
D-3	GANZER	15,500' E OF SHERMAN	4600' W OF SHERMAN	17,985	3.41	6	PRIMARY ARTERIAL	PA	New	New	100%	850	17391	0	\$ 53,936,000	\$ 53,936,000	
D-4	GRIBBLE SPRINGS	INDIAN WELLS	3015' W OF INDIAN WELLS	3,015	0.57	2	SECONDARY ARTERIAL	SA	Waiting	624	50%	750	438	178	\$ 3,861,000	\$ 4,430,500	
D-5	HARTLEE FIELD	4229' E OF COOPER CREEK	COOPER CREEK	4,220	0.80	4	SECONDARY ARTERIAL	SA	Waiting	624	50%	750	1200	250	\$ 12,051,000	\$ 6,025,500	
D-6	HARTLEE FIELD	COOPER CREEK	5170' W OF COOPER CREEK	5,170	0.88	4	SECONDARY ARTERIAL	SA	Waiting	37	50%	750	1470	18	\$ 14,764,000	\$ 7,382,500	
D-7	HARTLEE FIELD	600' E OF SHERMAN	SHERMAN	600	0.11	2	COLLECTOR	C	Waiting	4	50%	550	61	0	\$ 1,655,000	\$ 427,500	
D-8	HARTLEE RD-FM 2164	HARTLEE FIELD	SHERMAN	2,250	0.43	4	SECONDARY ARTERIAL	SA	New	New	100%	750	1290	0	\$ 5,392,000	\$ 5,392,000	
D-9	HARTLEE RD-FM 2164	SHERMAN	3300' W OF SHERMAN	3,300	0.66	4	SECONDARY ARTERIAL	SA	New	New	100%	750	1980	0	\$ 3,999,000	\$ 3,999,000	
D-10	HARTLEE RD-FM 2164	STUART	1485' W OF STUART	1,485	0.28	4	SECONDARY ARTERIAL	SA	New	New	50%	750	420	0	\$ 3,999,000	\$ 1,994,500	
D-11	HARTLEE RD-FM 2164	475' W OF FM 2164	FM 2164	475	0.09	4	SECONDARY ARTERIAL	SA	New	New	100%	750	270	0	\$ 1,139,000	\$ 1,139,000	
D-12	LONG	510' W OF FM 2164	FM 2164	510	0.10	2	COLLECTOR	C	New	New	100%	550	110	0	\$ 726,000	\$ 726,000	
D-13	MINCO	COOPER CREEK	COOPER CREEK	460	0.09	4	SECONDARY ARTERIAL	SA	Waiting	260	100%	750	270	23	\$ 1,315,000	\$ 1,315,000	
D-14	MINCO	COOPER CREEK	LOOP 288	2,305	0.44	4	SECONDARY ARTERIAL	SA	Waiting	552	100%	750	1320	243	\$ 6,583,000	\$ 6,583,000	
D-15	MINCO	LOOP 288	US 380	2,275	0.43	4	SECONDARY ARTERIAL	SA	Waiting	552	100%	750	1290	237	\$ 7,937,000	\$ 7,937,000	
D-16	KINGS ROW	SILVER DOME	LOOP 288	2,655	0.50	2	COLLECTOR	C	Waiting	552	50%	550	226	274	\$ 3,177,000	\$ 3,177,000	
D-17	SILVER DOME	COOPER CREEK	FARRIS RD	2,190	0.41	2	COLLECTOR	C	Waiting	552	50%	550	226	113	\$ 3,177,000	\$ 1,558,500	
D-18	COLLINS	HARTLEE FIELD	2730' S OF HARTLEE FIELD	4,440	0.84	4	COLLECTOR	C	Waiting	218	50%	550	924	92	\$ 6,818,000	\$ 3,409,000	
D-19	COOPER CREEK	SHERMAN	HARTLEE FIELD	10,065	1.91	6	SECONDARY ARTERIAL	SA	New	New	100%	750	8595	0	\$ 25,554,000	\$ 25,554,000	
D-20	COOPER CREEK	SILVER DOME	MINCO	4,360	0.83	6	SECONDARY ARTERIAL	SA	Waiting	1,822	50%	750	1868	796	\$ 12,452,000	\$ 6,226,000	
D-21	COOPER CREEK	MINCO	US 380	1,680	0.32	6	PRIMARY ARTERIAL	PA	Waiting	2,088	50%	850	1632	720	\$ 7,961,000	\$ 7,961,000	
C-53-D-22	FM 2164	MLAM	LOOP 288	13,855	2.62	6	PRIMARY ARTERIAL	PA	Waiting	2,088	50%	850	6681	2749	\$ 49,925,000	\$ 24,962,500	
D-23	GREEN VALLEY	2395' S OF FM 2153	2903' N OF SHEPARD	7,765	1.47	2	SECONDARY ARTERIAL	PA	New	New	100%	750	2205	0	\$ 24,463,000	\$ 24,463,000	
D-24	GREEN VALLEY	WARSCHIN	SHERMAN	2,095	0.40	2	SECONDARY ARTERIAL	SA	Waiting	1,856	100%	750	600	742	\$ 6,234,000	\$ 6,234,000	
D-25	INDIAN WELLS	1615' S OF FM 2153	4830' N OF GRIBBLE SPRINGS	3,870	0.73	2	SECONDARY ARTERIAL	SA	New	New	50%	750	1095	0	\$ 10,021,000	\$ 10,021,000	
D-26	INDIAN WELLS	4830' N OF GRIBBLE SPRINGS	2903' N OF GRIBBLE SPRINGS	2,025	0.38	2	SECONDARY ARTERIAL	SA	New	New	50%	750	235	0	\$ 4,853,000	\$ 4,853,000	
D-27	INDIAN WELLS	2903' N OF GRIBBLE SPRINGS	GRIBBLE SPRINGS	2,905	0.55	2	SECONDARY ARTERIAL	SA	Waiting	67	50%	750	413	18	\$ 8,296,000	\$ 4,148,000	
C-54-D-28	LOCUST	LOOP 288	HERCULES	2,260	0.43	4	SECONDARY ARTERIAL	SA	Waiting	1,923	50%	750	645	413	\$ 6,954,000	\$ 3,477,500	
C-55-D-29	LOCUST	HERCULES	BELL	2,375	0.45	4	SECONDARY ARTERIAL	SA	Waiting	1,429	50%	750	675	322	\$ 7,433,000	\$ 3,716,500	
C-56-D-30	LOCUST	BELL	WINDSOR	1,270	0.24	4	SECONDARY ARTERIAL	SA	Waiting	999	50%	750	360	120	\$ 3,628,000	\$ 1,814,000	
C-57-D-31	LOCUST	WINDSOR	FM 2164	1,345	0.25	4	SECONDARY ARTERIAL	SA	Waiting	941	50%	750	375	118	\$ 3,841,000	\$ 1,920,500	
D-32	SHERMAN	LOOP 288	HERCULES	1,650	0.31	4	SECONDARY ARTERIAL	SA	Waiting	2,714	100%	750	930	686	\$ 5,455,000	\$ 5,455,000	
D-33	SHERMAN	HERCULES	KINGS	1,910	0.36	4	SECONDARY ARTERIAL	SA	Waiting	1,923	100%	750	1090	692	\$ 5,455,000	\$ 5,455,000	
D-34	SHERMAN	KINGS	WINDSOR	2,035	0.38	4	SECONDARY ARTERIAL	SA	Waiting	1,781	100%	750	1140	677	\$ 7,233,000	\$ 7,233,000	
D-35	SHERMAN	WINDSOR	WILSONWOOD	1,000	0.19	4	SECONDARY ARTERIAL	SA	Waiting	1,651	100%	750	370	314	\$ 2,896,000	\$ 2,896,000	
D-36	SHERMAN	WILSONWOOD	CORONADO	1,165	0.22	4	SECONDARY ARTERIAL	SA	Waiting	1,648	100%	750	660	362	\$ 3,328,000	\$ 3,328,000	
D-37	SHERMAN	CORONADO	GREENWOOD	1,640	0.31	4	SECONDARY ARTERIAL	SA	Waiting	1,659	100%	750	930	514	\$ 4,665,000	\$ 4,665,000	
D-38	SHERMAN	BELL	LOCUST	925	0.16	4	SECONDARY ARTERIAL	SA	Waiting	2,075	100%	750	450	332	\$ 2,357,000	\$ 2,357,000	
D-39	SHERMAN	LOCUST	DOMINION	1,715	0.32	4	SECONDARY ARTERIAL	SA	Waiting	1,394	100%	750	960	619	\$ 4,899,000	\$ 4,899,000	
D-40	WINDSOR	LOOP 288	DOMINION	960	0.16	2	COLLECTOR	C	New	New	100%	550	176	0	\$ 1,225,000	\$ 1,225,000	
SUBTOTAL												81,918	11,588	90,332	\$ 351,754,000	\$ 275,665,500	
2022 Roadway Impact Fee Cost per Service Area															\$ 37,560		
TOTAL COST IN SERVICE AREA D															\$ 275,703,160		

1. Veh-Mi Supply Pk-Hr Total = [Length (mi)] * [Excess Lanes] * [Veh-Mi Capacity Pk-Hr Per Ln] * [% in Service Area]
2. Veh-Mi Demand Pk-Hr Total = [Length (mi)] * [PM Peak Hour Vol] * [% in Service Area]
3. Excess Capacity Pk-Hr Veh-Mi = [Veh-Mi Supply Pk-Hr Total] - [Veh-Mi Demand Pk-Hr Total]
Note: Mileage lengths are shown as rounded to the nearest 0.01. Actual calculations were performed using exact mileage length [Length (ft) / 5,280].

City of Denton - 2022 Roadway Impact Fee Study
CIP Service Units of Supply

Service Area E

Project ID #	ROADWAY	LIMITS		LENGTH (FT)	LANES	MTP CLASSIFICATION	IMPACT FEE CLASSIFICATION	ROADWAY STATUS	PEAK HOUR VOLUME	% IN SERVICE AREA	VEH-M CAPACITY PER LN	VEH-M SUPPLY TOTAL	VEH-M DEMAND TOTAL	EXCESS PK-HR	TOTAL PROJECT COST	TOTAL PROJECT COST IN SERVICE AREA
		FROM	TO									PK-HR	PK-HR			
E-1	ALORA	LOOP 288	1165' W OF LOOP 288	1,365	2	COLLECTOR	C	NW	NW	100%	550	242	392	242	\$ 1,187,000	\$ 1,187,000
E-2	LAKEVIEW	BLAOG	GEELING	3,940	0.71	4	SECONDARY ARTERIAL	SA	Wentg	100%	750	2930	392	1758	\$ 11,181,000	\$ 11,181,000
E-3	BLAOG	2175' W OF GEELING	MAYHILL	235	0.41	4	SECONDARY ARTERIAL	SA	Wentg	100%	750	1230	1	2229	\$ 7,651,000	\$ 7,651,000
E-4	BLAOG	235' E OF MAYHILL	TRAIL 10	2,876	0.04	4	SECONDARY ARTERIAL	SA	NW	50%	750	60	0	60	\$ 961,000	\$ 281,000
E-5	DUCHES	TRAIL 10	WILSON	4,800	0.97	2	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	550	4437	2083	2354	\$ 3,624,000	\$ 3,624,000
E-6	DUCHES	TRAIL 10	WILSON	4,800	0.97	2	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	550	4437	2083	2354	\$ 3,624,000	\$ 3,624,000
E-7	PM DR	LANE 10	GRISOM	2,865	0.17	4	SECONDARY ARTERIAL	SA	Wentg	100%	750	1710	294	1,419	\$ 5,849,000	\$ 5,849,000
E-8	MCKINNEY	LOOP 288	GRISOM	8,765	1.65	4	SECONDARY ARTERIAL	SA	Wentg	100%	750	4650	755	1,465	\$ 9,551,000	\$ 9,551,000
E-9	MCKINNEY	LOOP 288	CARDINAL	670	0.13	4	SECONDARY ARTERIAL	SA	Wentg	100%	750	300	226	965	\$ 1,914,000	\$ 1,914,000
E-10	MCKINNEY	CARDINAL	MCKINGBER	1,345	0.22	4	SECONDARY ARTERIAL	SA	Wentg	100%	750	960	381	279	\$ 3,270,000	\$ 3,270,000
E-11	MCKINNEY	MCKINGBER	MACK	3,445	0.61	4	SECONDARY ARTERIAL	SA	Wentg	100%	750	1930	337	1,463	\$ 9,268,000	\$ 9,268,000
E-12	MILLS	TRINITY	ALORA	1,540	0.29	4	SECONDARY ARTERIAL	SA	Wentg	100%	750	670	398	474	\$ 4,399,000	\$ 4,399,000
E-13	MILLS	LAKEVIEW	MAYHILL	7,415	1.40	4	SECONDARY ARTERIAL	SA	Wentg	100%	750	4000	773	3,427	\$ 23,115,000	\$ 23,115,000
E-14	MNGO	US 380	OLD NORTH	2,965	0.41	4	SECONDARY ARTERIAL	SA	NW	100%	750	1230	0	1,230	\$ 5,235,000	\$ 5,235,000
E-15	MNGO	OLD NORTH	NOTTINGHAM	700	0.14	4	SECONDARY ARTERIAL	SA	Wentg	100%	750	420	77	343	\$ 2,172,000	\$ 2,172,000
E-16	MNGO	NOTTINGHAM	PERTAIN	2,546	0.48	4	SECONDARY ARTERIAL	SA	Wentg	100%	750	1440	253	1,187	\$ 7,268,000	\$ 7,268,000
E-17	MNGO	NOTTINGHAM	RUDELL	2,546	0.48	4	SECONDARY ARTERIAL	SA	Wentg	100%	750	1440	253	1,187	\$ 7,268,000	\$ 7,268,000
E-18	MNGO	RUDELL	WILLIS	945	0.18	4	SECONDARY ARTERIAL	SA	Wentg	100%	750	540	36	504	\$ 2,700,000	\$ 2,700,000
E-19	MNGO	WILLIS	WITHERS	600	0.11	4	SECONDARY ARTERIAL	SA	Wentg	100%	750	320	229	1,061	\$ 1,714,000	\$ 1,714,000
E-20	MNGO	WITHERS	PASLEY	2,305	0.44	4	SECONDARY ARTERIAL	SA	Wentg	100%	750	1020	229	1,061	\$ 6,583,000	\$ 6,583,000
E-21	MNGO	PASLEY	BELL	236	0.04	4	SECONDARY ARTERIAL	SA	Wentg	100%	750	320	21	99	\$ 671,000	\$ 671,000
E-22	MNGO	PASLEY	BELL	986	0.19	4	SECONDARY ARTERIAL	SA	Wentg	100%	750	570	114	436	\$ 2,813,000	\$ 2,813,000
E-23	SHADY OAKS	MAYHILL	KIMBERLY	1,145	0.22	4	SECONDARY ARTERIAL	SA (1/2)	Wentg	100%	750	900	317	343	\$ 1,969,000	\$ 1,969,000
E-24	SHADY OAKS	WOODROW	TEASLEY	3,070	0.58	4	SECONDARY ARTERIAL	SA	Wentg	100%	750	1740	92	1,648	\$ 9,987,000	\$ 9,987,000
E-25	SHADY OAKS	MAYHILL	LOOP 288	2,315	0.44	4	SECONDARY ARTERIAL	SA	Wentg	100%	750	1020	546	774	\$ 6,862,000	\$ 6,862,000
E-26	TREATMENT PLANT	POST OAK	POST OAK	3,326	0.53	2	COLLECTOR	C	NW	100%	550	983	0	1,538	\$ 4,731,000	\$ 4,731,000
E-27	TREATMENT PLANT	POST OAK	1325' W OF POST OAK	3,326	0.53	2	COLLECTOR	C	NW	100%	550	983	0	1,538	\$ 4,731,000	\$ 4,731,000
E-28	TREATMENT PLANT	POST OAK	MAYHILL	3,300	0.75	6	SECONDARY ARTERIAL	SA	Wentg	100%	750	3715	414	2,961	\$ 19,110,000	\$ 19,110,000
C-45-E-29	BONNE BRAE	US 380	PANHANDLE	2,970	0.55	4	SECONDARY ARTERIAL	SA	Wentg	100%	750	300	176	325	\$ 3,596,000	\$ 3,596,000
C-46-E-30	BONNE BRAE	PANHANDLE	SCRIPTURE	1,070	0.22	4	SECONDARY ARTERIAL	SA	Wentg	100%	750	300	180	337	\$ 3,370,000	\$ 3,370,000
C-47-E-31	BONNE BRAE	SCRIPTURE	OAK	1,300	0.22	4	SECONDARY ARTERIAL	SA	Wentg	100%	750	300	180	337	\$ 3,370,000	\$ 3,370,000
C-48-E-32	BONNE BRAE	HICKORY	HICKORY	330	0.07	4	SECONDARY ARTERIAL	SA	Wentg	100%	750	605	61	44	\$ 1,087,000	\$ 1,087,000
C-49-E-33	BONNE BRAE	PRairie	PRairie	1,425	0.27	4	SECONDARY ARTERIAL	SA	Wentg	100%	750	405	237	968	\$ 4,070,000	\$ 4,070,000
C-50-E-34	BONNE BRAE	IN 13E	IN 13E	800	0.16	4	SECONDARY ARTERIAL	SA	Wentg	100%	750	240	140	500	\$ 2,427,000	\$ 2,427,000
E-35	CARDINAL	OROLE	MCKINNEY	2,225	0.42	2	COLLECTOR	C	NW	100%	550	462	0	462	\$ 3,167,000	\$ 3,167,000
E-36	GEELING	US 380	BLAOG	2,445	0.46	6	PRIMARY ARTERIAL	PA	Wentg	100%	850	2246	896	1,430	\$ 8,237,000	\$ 8,237,000
E-37	GEELING	US 380	BLAOG	5,365	1.02	6	PRIMARY ARTERIAL	PA	Wentg	100%	850	5202	0	5,202	\$ 18,210,000	\$ 18,210,000
E-38	LAKEVIEW	POST OAK	SHADY SHORES	1,385	0.26	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1206	395	931	\$ 2,294,000	\$ 2,294,000
E-39	MAYHILL	PROMINENCE	PROMINENCE	2,265	0.44	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	2244	1265	979	\$ 2,467,000	\$ 2,467,000
E-40	MAYHILL	770' N OF RUSSELL NEWMAN	770' N OF RUSSELL NEWMAN	2,040	0.39	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1989	1121	868	\$ 2,155,000	\$ 2,155,000
E-41	MAYHILL	RUSSELL NEWMAN	RUSSELL NEWMAN	400	0.09	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	383	216	97	\$ 819,000	\$ 819,000
E-42	MAYHILL	480' S OF RUSSELL NEWMAN	480' S OF RUSSELL NEWMAN	775	0.15	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	200	138	92	\$ 243,500	\$ 243,500
E-43	MAYHILL	MILLS	MILLS	1,060	0.20	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1020	613	407	\$ 1,142,000	\$ 1,142,000
E-44	MAYHILL	MILLS	MCKINNEY	1,965	0.37	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1190	967	\$ 2,066,000	\$ 2,066,000
E-45	MAYHILL	MCKINNEY	MCKINNEY	2,045	0.39	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-46	MAYHILL	MCKINNEY	MCKINNEY	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-47	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-48	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-49	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-50	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-51	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-52	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-53	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-54	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-55	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-56	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-57	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-58	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-59	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-60	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-61	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-62	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-63	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-64	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-65	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-66	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-67	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-68	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-69	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-70	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-71	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-72	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-73	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2,161,000	\$ 2,161,000
E-74	MAYHILL	SHADY OAKS	SHADY OAKS	3,300	0.67	6	PRIMARY ARTERIAL	PA (1/3)	Wentg	100%	850	1887	1455	584	\$ 2	