

Ordinances Governing
IMPACT FEES
in the
CITY OF ARLINGTON
TEXAS

Amended by Ordinance No. 17-002
(February 14, 2017)

(Chapter Designator: IMPACT FEES)

ORDINANCE HISTORY

<u>Number</u>	<u>Date of Adoption</u>	<u>Comments</u>
89-49	04/25/89	Adoption of Chapter.
91-76	08/06/91	Amend Subsection 1.07(B) , on the required periodic update of land use assumptions; Subsection 1.17(A) on the required update of land use assumptions, capital improvements plans and impact fees.
93-134	12/07/93	Amend Section 1.07(A) , relative to adoption of land use assumptions; amend Subsection 1.08(B) relative to allowing establishment of different Schedule 2 impact fee rates among service districts; amend Subsection 1.09(B)(3) relative to assessment of impact fees for unplatted land; amend Subsection 1.12(C)(7) relative to expiration of offsets and credits; amend Subsection 1.15(A) relative to types of decisions which can be appealed; amend Subsection 1.17(C) relative to changes in the ratio of service units to various types of land uses; amend Subsection 1.22(C) and (D) relative to waiver of impact fees for certain economic development; amend Schedule 1 as referenced in Sections 2.03(A), 3.03(A) and 4.03(A) ; amend Schedule 2 as referenced in Sections 2.03(B), 3.03(B) and 4.03(B) ; amend Exhibit "A" as referenced in Section 1.07 ; amend Exhibit "B" as referenced in Section 2.01 ; amend Exhibit "C" as referenced in Section 2.02 ; amend Exhibit "D" as referenced in Section 3.01 ; amend Exhibit "E" as referenced in Section 3.02 ; amend Exhibit "F" as referenced in Section 4.02 ; amend Exhibit "G" as referenced in Section 4.01 .
96-134	10/15/96	Amend Section 1.07(B) , on the Procedure of land use assumptions; amend Subsection 1.12(C)(7) on the time extension of expiration of available credits and offsets; amend Section 1.17(A) , on the periodic updates to land use assumptions; amend Section 1.22(D) , on the reduction of impact fees for non-residential uses located along business corridors.

ORDINANCE HISTORY

<u>Number</u>	<u>Date of Adoption</u>	<u>Comments</u>
97-154	12/09/97	Amend Article I, <u>General Provisions</u> , by the amendment of Section 1.12, <u>Offsets and Credits Against Impact Fees</u> , Subsection (C)(7) , relative to expiration of available credits and offsets.
98-72	06/16/98	Repeal of the existing Chapter and adoption of a new Chapter.
03-042	04/01/03	Amend the existing Chapter in its entirety.
05-090	10/11/05	Amend Article I, <u>General Provisions</u> , Section 1.17, <u>Refunds</u> , Subsection (D) , relative to the refund of collected fees, when requested, up to 12 months following the expiration of a building permit, if no construction has begun.
17-002	02/14/17	Amend the existing Chapter in its entirety; revising administrative provisions; amending land use assumptions, capital improvement plans, service areas, equivalency tables and discount tables; adopting assessment and collection rates per service units; and updating the City of Arlington Impact Fee Program pursuant to Chapter 395 of the Texas Local Government Code.

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ARTICLE II TRANSITION PROVISION

Section 2.01	Effective Date
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ARTICLE I**GENERAL PROVISIONS****Section 1.01 Short Title**

This Chapter shall be known and cited as the “Arlington Impact Fees Chapter.”

Section 1.02 Purpose and Effect

This Chapter is intended to assure the provision of adequate public facilities to serve new development in the City by requiring each development to pay a share of the costs of improvements necessitated by and attributable to such new development. Impact fees established by this Chapter 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 fee is intended to be consistent with and to further the policies of the City’s Comprehensive Plan, the impact fee capital improvements plan, the Unified Development Code, and other City policies, ordinances and resolutions by which the City seeks to provide adequate public facilities in conjunction with the development of land.

Section 1.03 Authority

This Chapter is adopted pursuant to Texas Local Government Code, Chapter 395 and the Arlington City Charter. The provisions of this Chapter 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 Chapter. Guidelines may be developed by City Council resolution or otherwise to implement and administer this Chapter.

Section 1.04 Definitions

The definitions found in Texas Local Government Code Section 395.001, and as may be amended by the legislature, are hereby adopted.

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The following definitions shall apply to the Impact Fees Chapter:

“Area-related Facility” means a capital improvement or facility expansion, which is designated in the Impact Fee Capital Improvements Plan.

“Assessment” means the determination of the amount of the maximum impact fee per service unit, which can be imposed, on new development.

“Capital Improvement” means a roadway facility, a water facility or a sanitary sewer facility, each with a life expectancy of three (3) or more years, to be owned and operated by or on behalf of the City.

“City” means the City of Arlington, Texas.

“Discount” means the amount of the reduction of an impact fee designed to fairly reflect the value of area-related facilities provided by a developer pursuant to the City’s development regulations or requirements.

“Impact Fee” means a fee for roadway facilities, water facilities or sanitary sewer facilities imposed on new development in order to fund or recoup the costs of capital improvements or facilities expansions necessitated by and attributable to such new development.

Impact fees do not include the dedication of rights-of-way or easements for facilities or the construction of improvements necessitated by and attributable to the new development. Impact fees also do not include any participation or extension agreements for water and/or sanitary sewer improvements imposed pursuant to Section 9.04 of the “Water” Chapter of the Code of the City of Arlington; front footage charges for water and/or sanitary sewer lines imposed pursuant to Section 7.01 of the “Water” Chapter; or funds deposited for the construction of roadway improvements imposed pursuant to Article 6 of the Unified Development Code.

“Offsite” means outside the boundaries of the property for which a new development is proposed.

“Plat Approval or Approval of a Plat” means the point at which the applicant has complied with all conditions of approval, and the plat has been released for filing with Tarrant County.

“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.

“Roadway” means any freeway, expressway, major or minor arterials or collectors designated in the City’s adopted Thoroughfare Plan.

“Roadway Facility” means a roadway together with appurtenances to a roadway which includes, but is not limited to design, rights-of-way, whether conveyed by deed or easement; intersection improvements; traffic control devices; turn lanes; drainage facilities associated with the roadway; sidewalks; street lighting or curbs. Roadway Facility also includes any improvement or appurtenance to an intersection with a roadway officially enumerated in the federal or Texas highway system. Roadway facility excludes those improvements to a roadway or appurtenances, which are site-related facilities.

“Sanitary Sewer Facility” means an improvement for providing sanitary sewer service, including but not limited to land or easements, treatment facilities, lift stations or interceptor mains. Sanitary sewer facility excludes sanitary sewer mains which are constructed by developers, the costs of which are reimbursed from pro rata charges paid by subsequent users of the facilities. Sanitary sewer facilities exclude site-related facilities.

“Service Unit” means the applicable standard units of measure shown on the conversion table in the Impact Fees Capital Improvements Plan which can be converted either to vehicle miles of travel during the highest one hour peak as measured during the 4 p.m. to 6 p.m. weekday peak period, or to five-eighths inch (5/8”) water meter equivalents, as the context indicates, which serves as the standardized measure of consumption, use or generation attributable to the new unit of development.

“Site-Related Facility” means an improvement or facility which is for the primary use or benefit of a new development and/or which is for the primary purpose of safe and adequate provision of roadway, water or sanitary sewer facilities to serve the new development, and which is not included in the Impact Fees Capital Improvements Plan and for which the developer or property owner is solely responsible under Subdivision and other applicable regulations.

“Water Facility” means an improvement for providing water service, including but not limited to land or easements, water treatment facilities, water supply facilities or water distribution mains. Water facility excludes water mains which are constructed by developers, the costs of which are reimbursed from pro rata charges paid by subsequent users of the facilities. Water facility excludes site-related facilities.

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Section 1.05 Applicability

This Chapter applies to all new development within the corporate boundaries of the City and its extra-territorial jurisdiction.

Section 1.06 Impact Fee as Condition of Development Approval

No application for new development shall be approved within the City without assessment of an impact fee, and no building permit shall be issued, nor utility connection allowed, unless the applicant has paid the impact fee.

Section 1.07 Land Use Assumptions

Land Use Assumptions shall be adopted by ordinance, as may be amended from time to time.

Section 1.08 Capital Improvements Plans

Impact Fee capital improvements plans for roadway facilities, sanitary sewer facilities and water facilities shall be adopted by ordinance, as may be amended from time to time.

Section 1.09 Service Areas

Service areas are established as follows:

- A. Roadway service areas are established as designated on the map incorporated within the roadway impact fee capital improvements plan, as may be amended from time to time.
- B. The water service area is all areas within the City and its extra-territorial jurisdiction to be served by the capital improvements or facilities expansion specified in the water impact fee capital improvements plan, as may be amended from time to time.

- C. The sanitary sewer service area is all areas within the City and its extra-territorial jurisdiction to be served by the capital improvements or facilities expansion specified in the sanitary sewer impact fee capital improvements plan, as may be amended from time to time.

Section 1.10 Impact Fees Per Service Unit

- A. The maximum impact fee per service unit for each service area shall be computed by subtracting 50% of the total projected cost of implementing the impact fee capital improvement plan and dividing that amount by the total number of service units projected within the service area, based upon the land use assumptions for that service area. Maximum impact fees per service unit for each service area shall be established by category of capital improvements and shall be as fully set forth in Schedule 1.
- B. The impact fee per service unit, which is to be paid by each new development within a service area, shall be as set forth in Schedule 2. The City Council may establish different Schedule 2 impact fee rates among service areas or land uses for a category of capital improvements in order to implement the policies of the City's Comprehensive Plan, or to further economic development strategies, or to otherwise reasonably promote the health, safety or general welfare of the City.
- C. Schedules 1 and 2 shall be adopted by ordinance, as may be amended from time to time.

Section 1.11 Assessment of Impact Fees

- A. The approval of any new development shall include as a condition the assessment of the impact fee applicable to such development.
- B. Assessment of the impact fee for any new development shall occur as follows:
 - 1. For a development which is submitted for approval pursuant to the City's subdivision regulations, assessment shall be at the time of final plat recordation, and shall be the amount of the maximum impact fee per service unit then in effect, as set forth in Schedule 1.

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2. For land which is not platted or which is not required to be platted as a condition of issuing a building permit or utility connection, assessment shall occur at the time application is made for the building permit or utility connection, and shall be the amount of the maximum impact fee per service unit then in effect, as set forth in Schedule 1.
 3. For land for which a plat was recorded prior to May 25, 1989, and for which no replats have been recorded, the assessment shall be the amount of the maximum impact fee per service unit in effect, as set forth in Schedule 1 on May 25, 1989.
- C. Following assessment of the impact fee, the amount of the impact fee per service unit for that development cannot be increased above the amount of the Schedule 1 rate in effect at the time of the assessment, unless the owner submits a new application for plat approval, in which case new assessment shall occur at the Schedule 1 rate then in effect.
- D. An application for an amending plat made pursuant to Texas Local Government Code, Section 212.016, and the Unified Development Code, is not subject to reassessment for an impact fee.

Section 1.12 Computation and Collection of Impact Fees

- A. The impact fees due for a new development shall be collected at the time of issuance of the building permit or at the time that an application is made for connection to the City's water or sanitary sewer system if no building permit is required, unless an agreement between the developer and the City has been executed providing for a different time of payment.
- B. Following the filing and acceptance of an application for a building permit or the request for connection to the City's water or sanitary sewer system, the City shall compute the impact fees due for the new development in the following manner:
1. The amount of each impact fee due shall be determined by multiplying the number of service units generated by the new development by the impact fee due per service unit for the service area using Schedule 2. The number of service units shall be determined by using the equivalency table contained in the impact fee capital improvements plan.

2. The amount of each impact fee due shall be reduced by any allowable discounts for that category of capital improvements in the manner provided in Section 1.13.
- C. If the building permit for which an impact fee has been paid has expired, and a new application is thereafter filed, the impact fees due shall be computed using Schedule 2 in effect at the time the new application is filed. If the fee had not been refunded, the new impact fee shall be limited to the amount attributable to the additional service units, if any.
 - D. 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 in effect at the time the new application is filed in the same manner as required for an original building permit.

Section 1.13 Discounts Against Roadway Impact Fees

- A. The City shall reasonably offset the dedication or construction costs of any area-related roadway facility, minus any city participation in such costs, against roadway impact fees otherwise due, which occurs on or after May 25, 1989, by discounting the amount of the roadway impact fees due in accordance with this Section 1.13. The City Council, upon an appeal filed pursuant to Section 1.19(B), may also offset the costs of dedicating or constructing a roadway facility that is eligible for inclusion on the roadway improvements plan but is not on the currently adopted plan, and which is not a site-related facility.
- B. The Discount for roadway facilities authorized by this section shall be granted and applied against impact fees due in the following manner:
 1. The discount for the dedication or construction of each roadway facility shall be expressed as a percentage (rounded to the nearest whole percent). The total reduction in roadway impact fees from applicable discount shall be the sum of the whole number percentage discount for each roadway facility dedicated or constructed.
 - a. For each dedication of right-of-way for a roadway facility, the percentage discount shall be determined according to the following formula:

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$$\frac{\text{Square feet dedicated}}{\text{Total impact fee roadway improvement plan square feet in service area}} \times \text{\% of capital improvement cost represented by roadway dedication in service area}$$

- b. For each construction of improvements for a roadway facility, the percentage discount shall be determined according to the following formula:

$$\frac{\text{Lane mile construction}}{\text{Total impact fee roadway improvement plan lane mile construction in service area}} \times \text{\% of capital improvement cost represented by roadway construction in service area}$$

- c. For the purpose of calculating percent reduction in roadway impact fees, the number of total square footage, the number of lane mile construction, the percentage of capital improvement cost represented by roadway dedication, and the percentage of capital improvement cost represented by roadway construction shall be established as a Discount Calculation Table adopted by ordinance, as may be amended from time to time.

- 2. Such percentage(s) shall be applied uniformly to reduce roadway impact fees for all new development within the final plat for which the dedication or construction of the roadway facility was required.
- 3. For the dedication of any roadway, the discount shall be made available upon the filing of the dedication.
- 4. For the construction of any roadway facility, the discount shall be made available upon the initial acceptance of the roadway facility. A property owner who wishes to receive the construction discount prior to initial acceptance of the roadway facility shall submit a request upon acceptance of the 3-way contract for the roadway facility.

C. Discounts created pursuant to this section shall expire ten years from the date of the creation of the discounts.

D. Roadway impact fees shall not offset water and sanitary sewer impact fees.

Section 1.14 Reserved

Section 1.15 Establishment of Accounts

- A. The City's Finance Department shall establish an account for each service area for each category of capital facility for which an impact fee is imposed. Each impact fee collected within the service area shall be deposited in such account.
- B. 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 Section 1.16.
- C. The City's Finance Department shall establish adequate financial and accounting controls to ensure that impact fees disbursed from the account are utilized solely for the purposes authorized in Section 1.16. 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 Chapter. Any impact fee paid shall be expended within a reasonable period of time, not to exceed ten (10) years from the date the fee is deposited into the account. Execution of a design or construction contract by the City shall be considered to be expenditure of funds of the account.
- D. The City's Finance Department shall maintain and keep financial records for 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.

Section 1.16 Use of Proceeds of Impact Fee Accounts

The impact fee proceeds may be used to finance or to recoup the costs of any capital improvements or facilities expansions identified in the applicable impact fee capital improvements plan for the service area, including the construction contract price, surveying and engineering fees, land acquisition costs (including land purchases, court awards and costs, attorney's fees and expert witness fees), and the fees actually paid or contracted to be paid to an independent qualified engineer or financial consultant preparing or updating the impact fee capital improvements plan who is not an employee of the political subdivision. 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 capital improvements or facilities expansions.

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Section 1.17 Refunds

- A. Any impact fee or portion thereof, which has not been expended within the service area within ten (10) years from the date of payment, shall be refunded, upon application, to the record owner of the property at the time the refund is 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 Texas Finance Code Section 302.002 or any successor statute.
- B. An impact fee shall be considered expended if the total expenditures for capital improvements or facilities expansions authorized in Section 1.16 within the service area within ten (10) years following the date of payment exceeds the total fees collected for such improvements or expansions during such period. An impact fee shall be considered expended on a first-in, first-out basis.
- C. If a refund is due pursuant to Subsections (A) and (B), the City shall pro-rate the same by dividing the difference between the amount of expenditures and the amount of the 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.
- D. If the building permit for a new development for which an 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, refund the amount of the impact fee to the applicant. Failure to apply for a refund within twelve (12) months of expiration of the permit shall waive any right to refund and the fee shall be applied to any future building permit upon the same property, as stated in Section 1.12.

Section 1.18 Updates to Plan and Revision of Fees

- A. The City shall update its land use assumptions and impact fees capital improvements plans, and shall recalculate its impact fees in accordance with the procedures set out in Texas Local Government Code, Chapter 395, or in any successor statute.

- B. The City may amend by resolution the equivalency table in the impact fee capital improvements plan, which establishes the ratio of service units to various types of land uses, at any time prior to the update; provided, however, that the number of service units associated with a particular land use shall not be increased, unless such change is made in conjunction with amendments to the impact fee capital improvements plan at the time of the update.

Section 1.19 Relief Procedures

- A. Any person who has paid an impact fee, or an owner of land upon which an impact fee has been paid, may petition the City Council to determine whether any duty required by this ordinance has not been performed within the time so prescribed. The petition shall be in writing and shall state the nature of the unperformed duty and request that the act be performed within sixty (60) days of the request. If the City Council determines that the duty is required pursuant to the ordinance and is late in being performed, it shall cause the duty to commence with sixty (60) days of the date of the request and to continue until completion.
- B. The property owner or applicant for a new development may appeal the following decisions to the planning director:
1. The applicability of an impact fee to the development;
 2. The amount of an impact fee due;
 3. The availability or amount of a discount against roadway impact fees; or
 4. The availability or amount of a refund.
- C. All appeals shall be taken within 30 days of notice of the administrative decision from which the appeal is taken.
- D. The burden of proof shall be on the appellant.
- E. The planning director's decision may be appealed to the City Council by filing a notice of appeal with the City Secretary within 30 days of the planning director's decision. If the notice of appeal is accompanied by a bond or other sufficient surety satisfactory to the City Attorney in an amount equal to the original determination of the impact fee due, the development application may be processed while the appeal is pending.

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- F. The planning director, or the City Council on appeal, shall review the evidence presented by the appellant and any reports by the Department of Community Development and Planning, and determine whether the impact fee regulations have been correctly applied to the availability of a discount or refund, or to the amount of an impact fee, discount or refund applied to the proposed development.
- G. A property owner or applicant for new development who contends that the imposition of an impact fee, whether in itself or in combination with a requirement to dedicate land for or construct a capital improvement, is not roughly proportional to the nature and extent of the development proposed, shall utilize the procedures in Section 6.01 of the “General Provisions” Chapter of the Code of the City of Arlington, 1987, as amended.

Section 1.20 Exemptions

In order to implement the City’s economic development strategy, economic development plans, and redevelopment plans including housing and infill development plans, as amended from time to time, the City Council may grant an exemption from impact fees due for new development meeting all of the criteria of the adopted economic development strategy.

(Amend Ord 17-002, 2/14/17)

ARTICLE II

TRANSITION PROVISION

Section 2.01 Effective Date

To provide for an orderly transition between administration of the impact fee program established by this ordinance, and the administration of the impact fee program under the existing Impact Fees Chapter, Schedule 2 shall take effect on July 1, 2017. All other provisions of this ordinance shall become effective upon publication and signature by the Mayor. (Amend Ord 17-002, 2/14/17)

EXHIBIT A

EXHIBIT A



Innovative approaches
Practical results
Outstanding service

TECHNICAL REPORT

Land Use Assumptions for Water, Wastewater, and Roadway Impact Fee Study Report



City of Arlington, Texas

December 21, 2015

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1. PURPOSE

Chapter 395 of the Texas Local Government Code prescribes the process by which cities in Texas must formulate impact fees. An initial step in the update process is the establishment of land use assumptions which address growth and development for a ten-year planning period (TLGC Section 395.001(5)) for the years 2015-2025. These land use assumptions, which also include population and employment projections, will become the basis for the preparation of impact fee capital improvement plans for water, wastewater, and roadway facilities.

Statutory requirements mandate that impact fees be updated (at least) every five years. This report, in conjunction with the water, wastewater, and roadway capital improvements plans, forms the initial key components for the update of Arlington’s impact fee program.

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

Land Use Assumptions Report Elements

This report contains the following components:

- **Methodology** - Explanation of the general methodology used to prepare the land use assumptions.
- **Data Collection Zones and Service Areas** - Explanation of data collection zones (traffic survey zones), and division of the City into impact fee service areas for roadway, water and wastewater facilities.
- **Base Year Data** – Historical population trends for Arlington and information on population, employment, and land use for Arlington as of 2015 for each capital service area.
- **Ten-Year Growth Assumptions** - Population and employment growth assumptions for ten years by service areas.
- **Summary** - Brief synopsis of the land use assumptions report.

2. METHODOLOGY

Based upon the growth assumptions and the capital improvements needed to support growth, it is possible to develop an impact fee structure which fairly allocates improvement costs to growth areas in relationship to their impact upon the entire infrastructure system. The data in this report has been formulated using reasonable and generally accepted planning principles for the preparation of impact fee systems in Texas.

These land use assumptions and future growth projections take into consideration several factors influencing development patterns, including the following:

- The character, type, density, and quantity of existing development
- Anticipated future land use (City's Future Development Areas Map and text in the Comprehensive Plan)
- Availability of land for future expansion
- Current and historical growth trends of population and development within the City
- Location and configuration of vacant land
- Known or anticipated development projects as defined by City Staff
- Data established from the City's 2014 Water Master Plan

A series of work tasks were undertaken in the development of this report and are described below:

1. A kick-off meeting was held to describe the general methodological approach in the study. Service areas were defined for roadway, water, and wastewater impact fee systems.
2. Current and historic data of population, housing, and employment was collected from the City and other acceptable sources to serve as a basis for future growth.
3. A base year (2015) estimate was developed using City building permit data, U.S. Census and periodic population, household occupancy and household size data, and employment data from the North Central Texas Council of Governments (NCTCOG).
4. A growth rate was determined based upon an analysis of data from recent building permit data, City of Arlington Master Water Plan (adopted 2014), public works data and economic data compiled by the City, past growth trends and anticipated development to occur over the next ten-year planning period. A compound annual growth rate of 0.45% was recommended and is approved by the Capital Improvements Program Advisory Committee (CIPAC) as part of these land use assumptions.
5. Demographics from the City's Master Water Plan and NCTCOG's travel model were obtained to serve as a basis for correlating and allocating projected ten-year growth estimates. Adjustments were also made to conform to the 2015 Arlington Comprehensive Plan.

6. A ten-year projection (2025) was prepared using the approved growth rate and the city models for allocations of population and employment data. Demographic growth was compared to the previous set of land use assumptions for consistency. Adjustments were then made to consider known or anticipated development activity within the ten-year planning period.
7. Base and ten-year demographics were prepared for the respective service areas for water, wastewater, and roads.

3. DATA COLLECTION ZONES & SERVICE AREA MAPS

Data Collection Zones

Data collection zones used for the land use assumptions are based upon small geographic areas known as traffic survey zones (TSZs). These zones, established by the North Central Texas Council of Governments (NCTCOG), cover the Metropolitan Planning Organization's (MPO) planning area and serve as the basis for socio-demographic data used in the regional travel forecast model. Traffic survey zones were originally formulated on the basis of homogeneity and traffic generation potential using major arterials, creeks, railroad lines and other physical boundaries for delineation.

Employment demographics will be compiled by TSZs and then aggregated into larger areas to form the service areas for impact fees. Population demographics will be compiled using the model from the 2014 Water Master Plan, broken down by TSZ, with adjustments made to update the demographics to base year (2015).

Service Areas

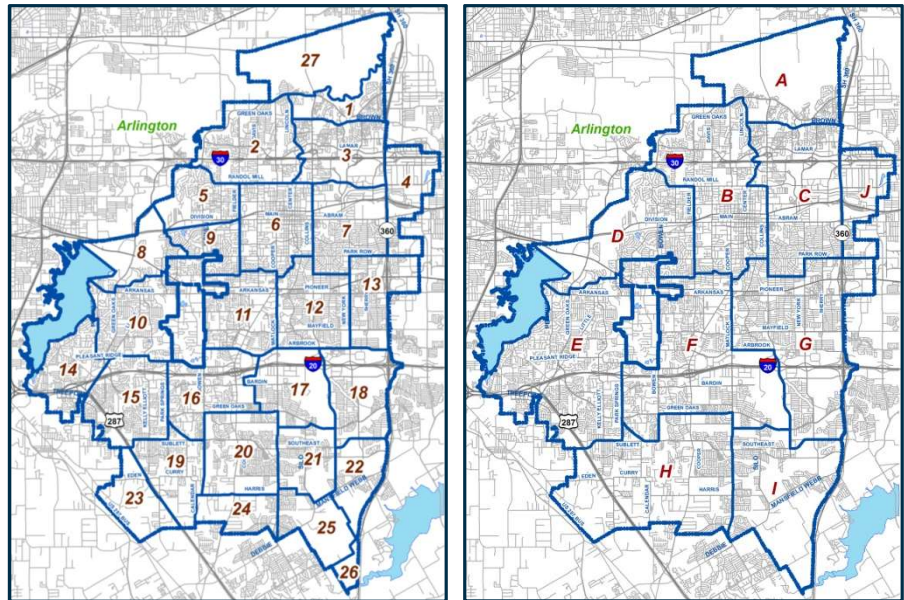
Chapter 395 requires that service areas be defined for impact fees to ensure that facility improvements are located in close proximity to areas generating needs. Legislative requirements stipulate that roadway service areas be limited to a 6-mile maximum and must be located within the current city limits. Transportation service areas are different from water and wastewater systems, which can include the city limits and its extra-territorial jurisdiction (ETJ) or other defined service area. This is primarily because roadway systems are "open" to both local and regional (non-city) use as opposed to a defined level of utilization from residents within a water and wastewater system. The result is that new development can only be assessed an impact fee based on the cost of necessary capital improvements within that service area. An analysis including the ETJ was conducted in order to consider provision of water and wastewater service areas.

Figure 1 illustrates the water service area for the Arlington Impact Fee study. This area includes the existing city limits, a portion of Tarrant County in the southwestern portion of the City, and the City of Dalworthington Gardens. **Figure 2** shows the wastewater service area. The wastewater service area

incorporates the customers within Arlington’s city limits as well as portions of Mansfield, Kennedale, Dalworthington Gardens, and Pantego.

Originally, Arlington’s service areas for roads were established based on a 3-mile limit in the City’s initial impact fee program in 1989. As a result of changes in legislation, consideration for consolidation of roadway service areas to a 6-mile structure was undertaken to allow for more flexibility in the use of program funds for impact fee projects.









Roadway Service Areas	
2015 Zones	Previous Zones
A	1, 27
B	2, 6
C	3, 7
D	5, 8, 9
E	10, 14, 15
F	11, 16, 17
G	12, 13, 18
H	19, 20, 23, 24
I	21, 22, 25, 26
J	4



Ten service areas (A through J) have been created as a result of zonal restructuring and fall within the 6-mile mandated limits. The revised service areas for roadways are illustrated in **Figure 3**.

FIGURE 1 CITY OF ARLINGTON EXISTING WATER SERVICE AREA

LEGEND

-  Water Service Area
-  Arlington City Limit
-  Other City Limit
-  Lake
-  Creek
-  Highway
-  Road
-  Railroad

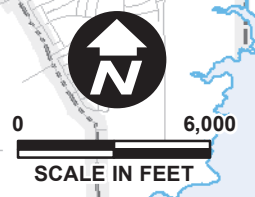
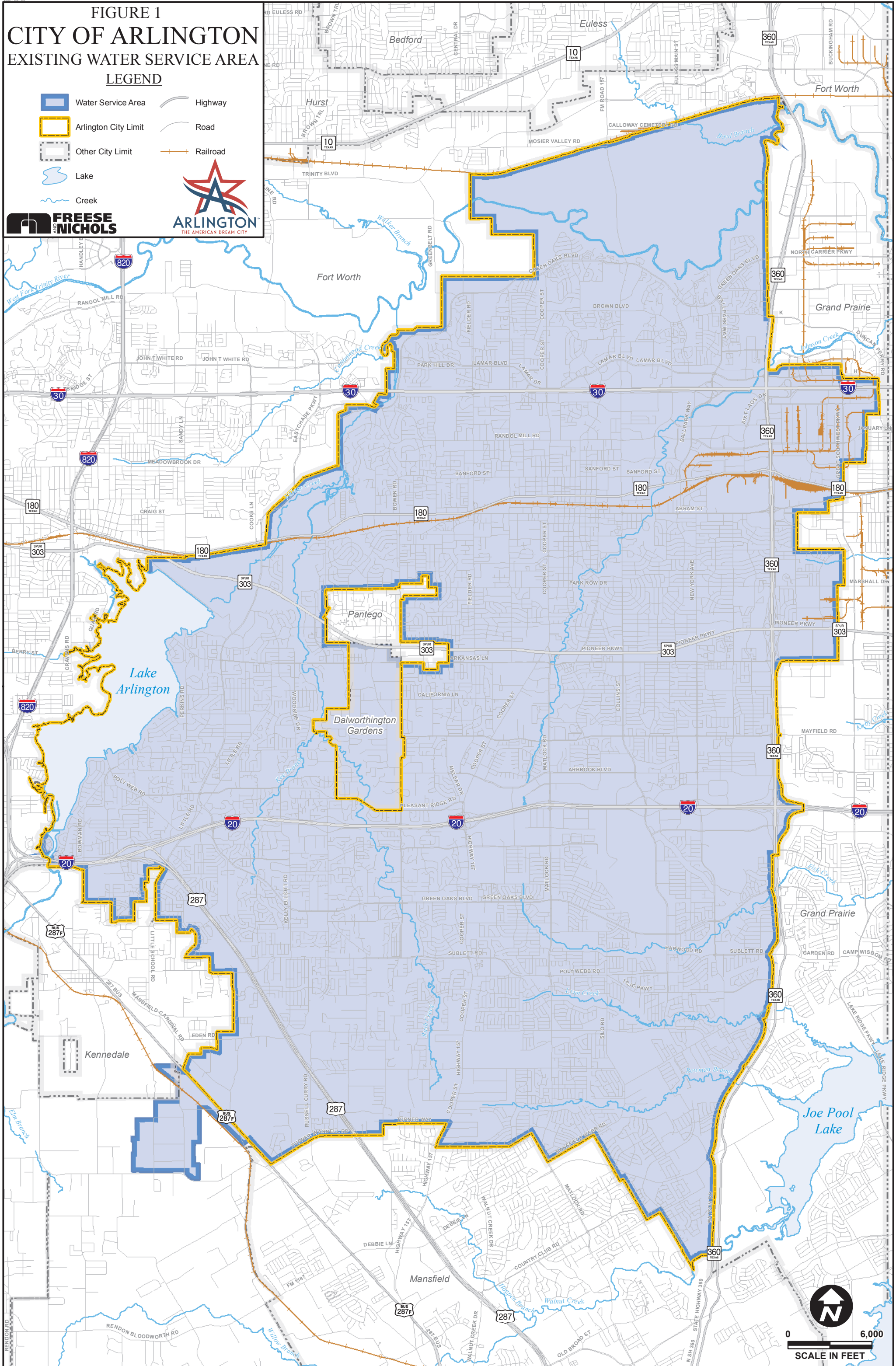








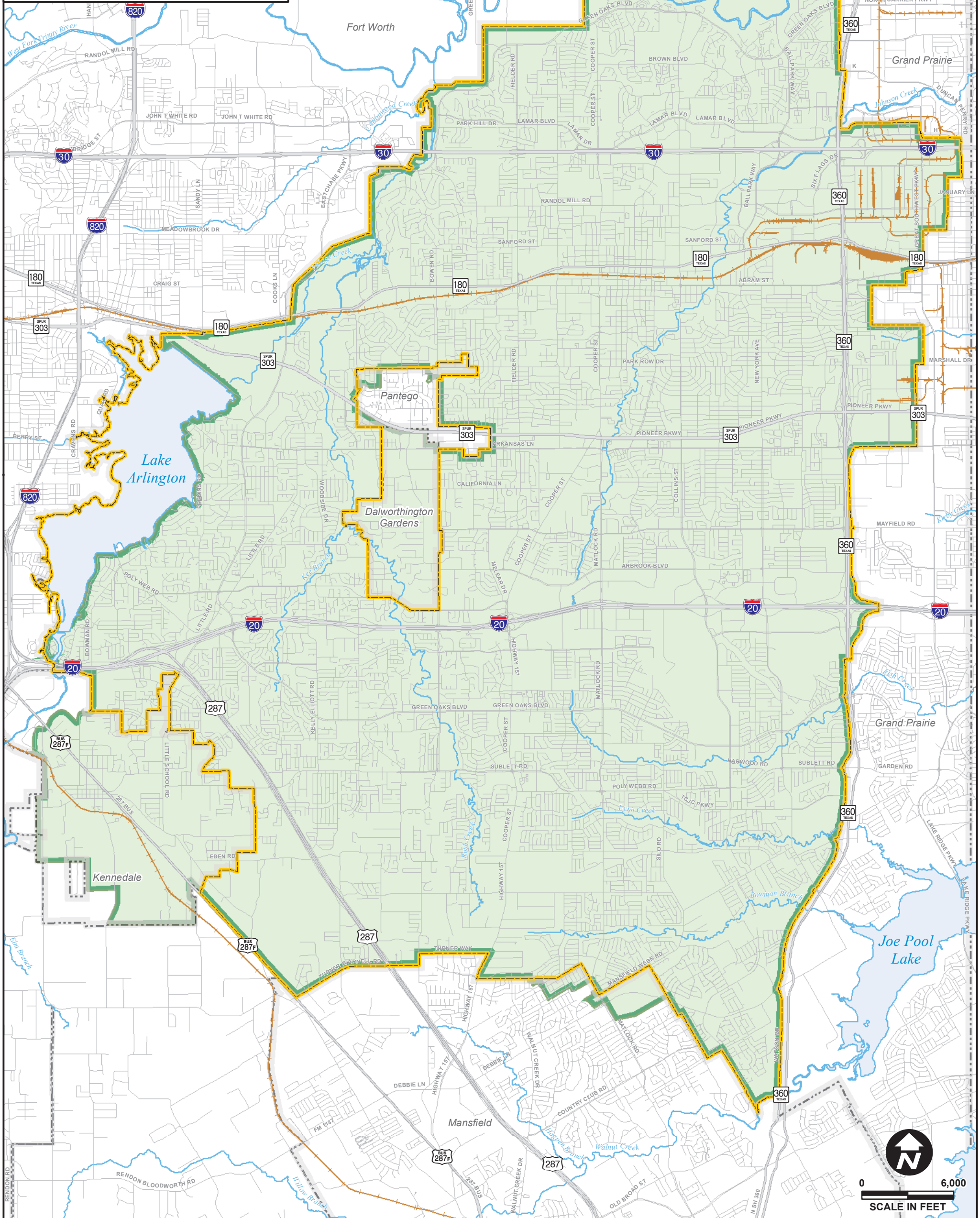


FIGURE 2 CITY OF ARLINGTON EXISTING WASTEWATER SERVICE AREA LEGEND

-  Wastewater Service Area
-  Arlington City Limit
-  Other City Limit
-  Lake
-  Creek
-  Highway
-  Road
-  Railroad



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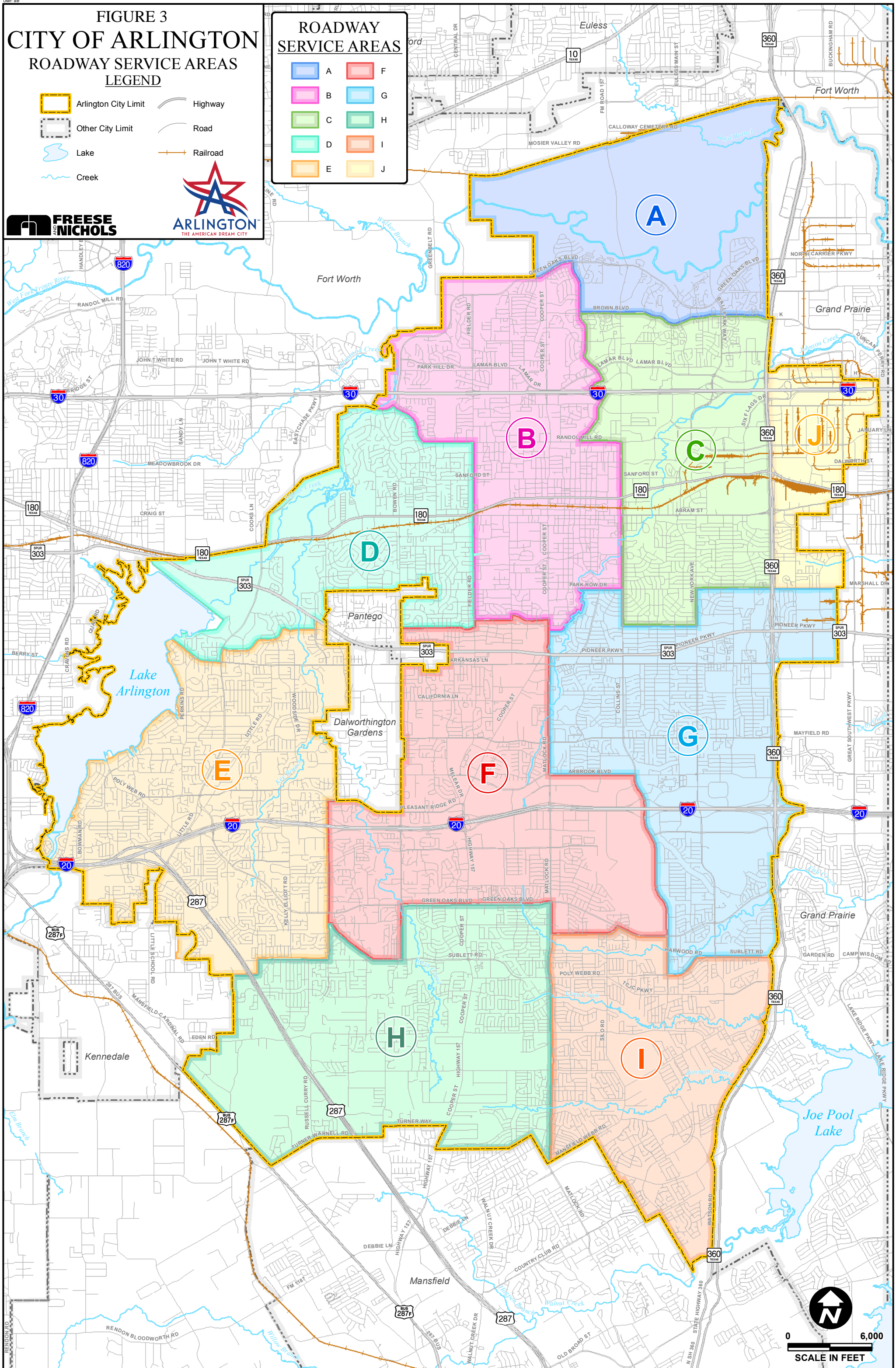
FIGURE 3 CITY OF ARLINGTON ROADWAY SERVICE AREAS LEGEND

- Arlington City Limit
- Other City Limit
- Lake
- Creek
- Highway
- Road
- Railroad



ROADWAY SERVICE AREAS

- | | |
|---|---|
| A | F |
| B | G |
| C | H |
| D | I |
| E | J |



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Data Format

The existing database, as well as the future projections, were formulated according to the following format and categories:

Service Area	Correlates to the proposed roadway, water, and wastewater service areas identified on the attached maps.
Traffic Survey Zone (TSZ)	Geographic areas established by the NCTCOG Traffic Model which are used for data collection purposes and termed TSZs within this report.
Housing Units (2015)	All living units including single-family, duplex, multi-family and group quarters. The number of existing housing units has been shown for the base year (2015).
Housing Units (2025)	Projected housing units by service zone for 2025 (ten-year growth projections).
Population (2015)	Existing population for the base year (2015).
Population (2025)	Projected population by service zone for the year 2025 (ten-year growth projections).
Employment (2015, 2025)	<p>Employment data is aggregated to three employment sectors and include: Basic, Retail and Service. The following details which North American Industry Classification (NAIC) codes fall within each of the three sectors.</p> <ul style="list-style-type: none">▪ <u>Basic</u> (#210000 to #422999) -- Land use activities that produce goods and services such as those that are exported outside the local economy; manufacturing, construction, transportation, wholesale trade, warehousing and other industrial uses.▪ <u>Retail</u> (#440000 to #454390) -- Land use activities which provide for the retail sale of goods that primarily serve households and whose location choice is oriented toward the household sector such as grocery stores, restaurants, etc.▪ <u>Service</u> (#520000 to #928199) -- Land use activities which provide personal and professional services such as financial, insurance, government, and other professional and administrative offices. <p>The NCTCOG prepares employment estimates at the TSZ level and therefore, minimal adjustments are needed.</p>

4. BASE YEAR DATA

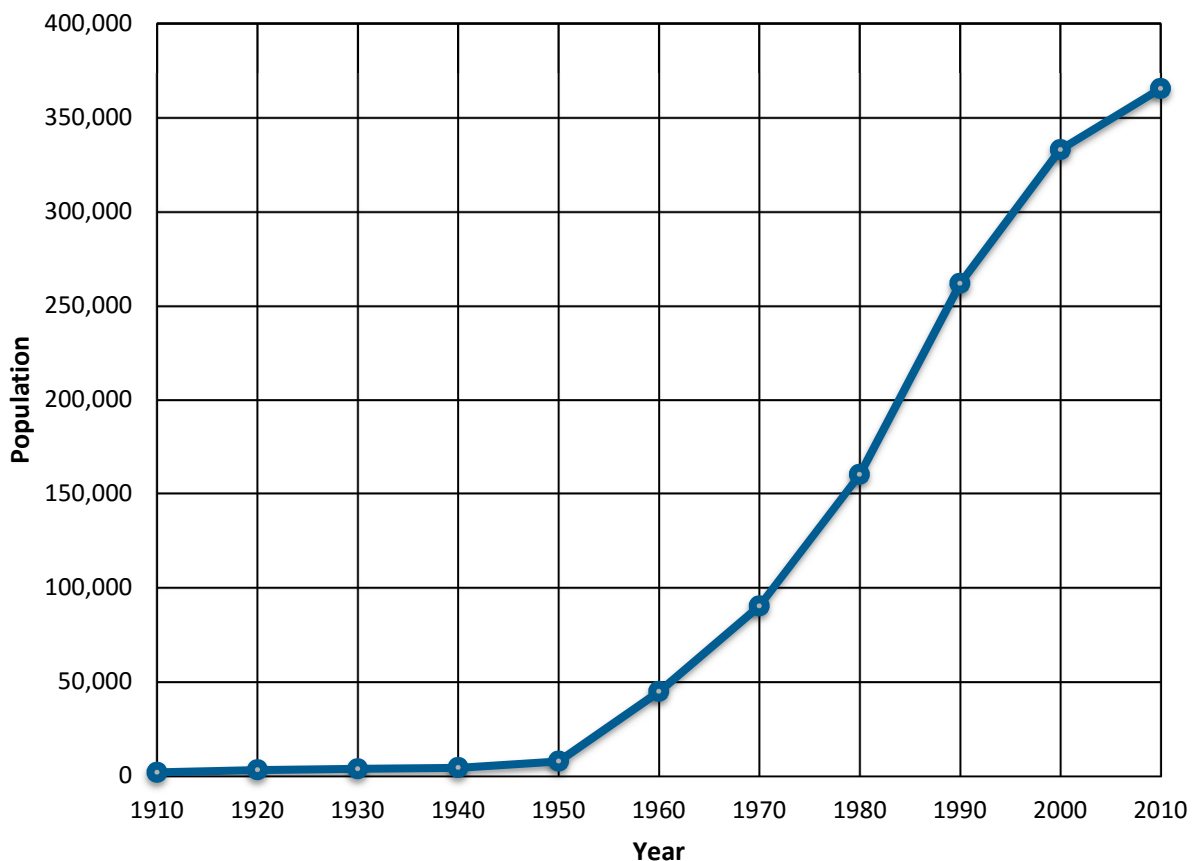
This section documents the City’s historical growth trends and data used to derive the 2015 base year population estimate for the City of Arlington. This “benchmark” information provides a starting basis of data for the ten-year growth assumptions that will be presented within the following section.

Historical Growth

Arlington is centrally located within Tarrant County between the cities of Dallas and Fort Worth. Over the past several decades, the Dallas-Fort Worth metroplex has experienced robust population and employment growth. Additionally, the close proximity to multiple aviation and large commercial developments has made the region an attractive and desirable location in which to live, work and play.

Figure 4 depicts the historic population growth for the City of Arlington.

Figure 4 – City of Arlington Historical Population Growth (U.S. Census)



With modest growth since 1910, rapid population growth began to occur in the 1950s taking the City’s population from less than 8,000 to more than 365,000 in 2010. The City has begun a general leveling off of population now as many portions of the City have matured and the City has become land locked by

other entities. As the City approaches buildout population, future growth will occur on remaining vacant land infill and urban redevelopment. The projected buildout population from the City's 2015 Comprehensive Plan is approximately 423,000.

Existing Land Use

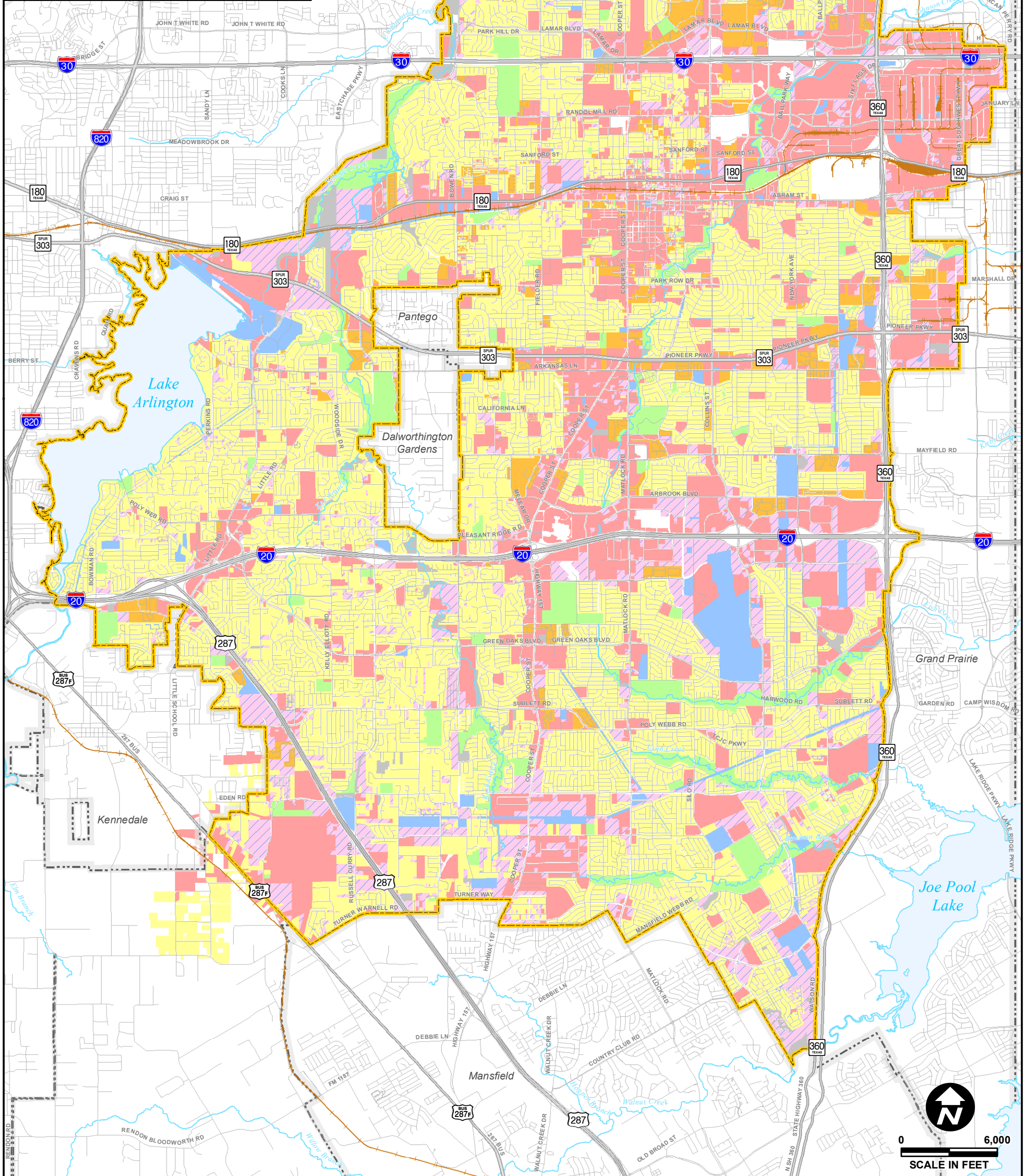
In any evaluation and projection of future land use patterns, a documentation of existing conditions is essential. Analysis of existing land use patterns was prepared based on the 2014 Water Master Plan and Arlington's Comprehensive Plan. This also serves to document the present physical condition of the City with regard to any infrastructure deficiencies that may exist. Major land use categories were tabulated in the Comprehensive Plan for all areas of the City. **Table 1** summarizes existing land uses in the city and **Figure 5** shows Arlington's existing parcels categorized by general land use type. **Figure 6** shows the future land use of the parcels.

Table 1 – Existing Land Use (2014 Water Master Plan)

Land Use Type	Area (Acres)	Percent of Total Area
Single Family	22,094	43.45%
Multi-Family	2,373	4.67%
Non-Residential	12,242	24.08%
Trans./Util./Comm.	2,487	4.89%
Parks/Open Space	3,864	7.60%
Developable Vacant	6,332	12.45%
Undevelopable Vacant	1,454	2.86%
Total Parcel Area:	50,847	100.00%

FIGURE 5 CITY OF ARLINGTON EXISTING LAND USE LEGEND



















- | | |
|--------------------------|----------------------|
| Existing Land Use | Highway |
| Single Family | Road |
| Multi-Family | Railroad |
| Non-Residential | Creek |
| Trans./Util./Comm. | Lake |
| Parks/Open Space | Arlington City Limit |
| Developable Vacant | Other City Limit |
| Undevelopable Vacant | |

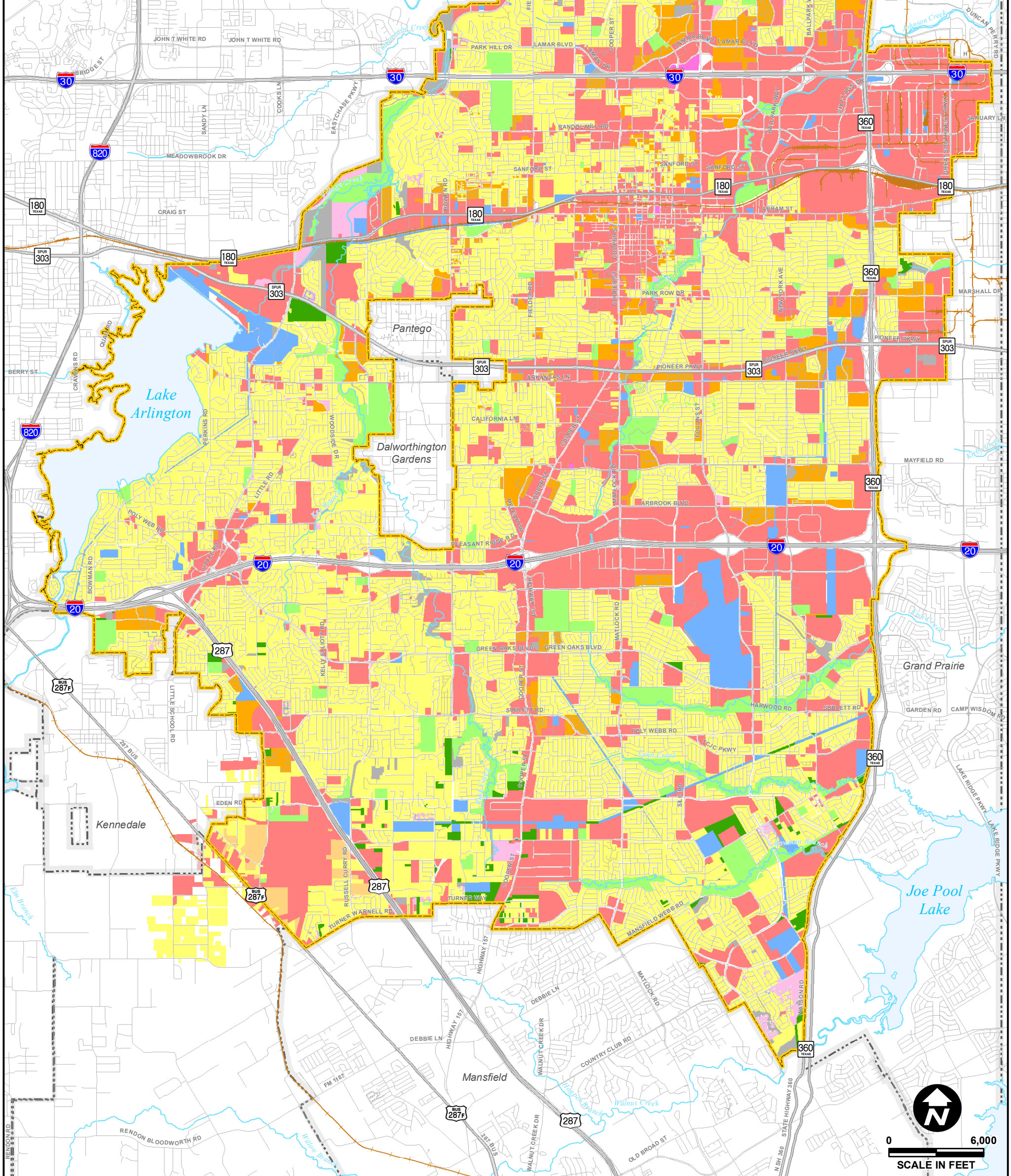


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FIGURE 6 CITY OF ARLINGTON FUTURE LAND USE

LEGEND

- | | | |
|---|--|--|
|  Single Family |  Mixed Use |  Highway |
|  Low-Density Single Family |  Viridian |  Road |
|  Multi-Family |  Parks/Open Space |  Railroad |
|  Non-Residential |  Agriculture |  Creek |
|  Planned Development |  Trans./Util./Comm. |  Lake |
|  Undevelopable Vacant |  Arlington City Limit |  Other City Limit |



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Population Trends

A review of population statistics from a variety of sources was conducted to examine Arlington's growth rate recently. Data from the 2014 Water Master Plan, Arlington's Annual Growth Profile, and City permit data were reviewed to determine potential growth rates.

One method of predicting future growth is looking at past growth. Arlington, as it approaches buildout, has experienced a small amount of growth over the past decade. Past growth trends from the city's 2014 Water Master Plan (**Figure 7**) were examined in conjunction with single family new construction building permit data from the City (**Figure 8**).

Residential building permit data is also an indicator of recent growth trends. The City of Arlington has averaged 2.54 people per household over the past 10 years. Cumulative single-family dwelling units since 2006 are shown on **Figure 9**.

Figure 7 – Historical Population Growth

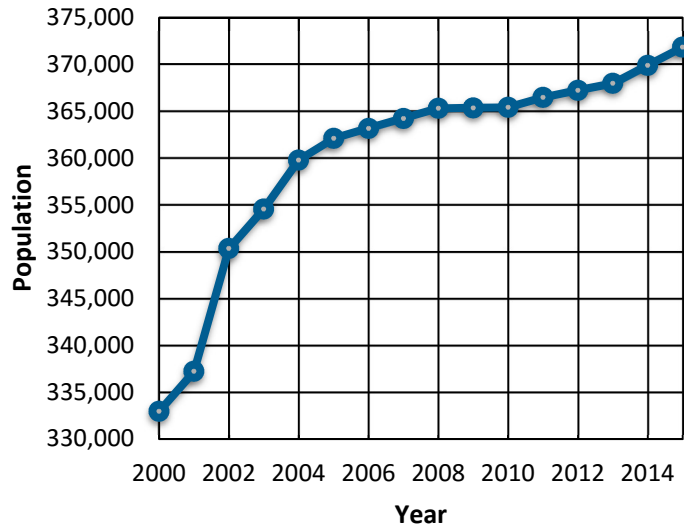


Figure 8 – New Construction Building Permits (Annual Growth Profile)

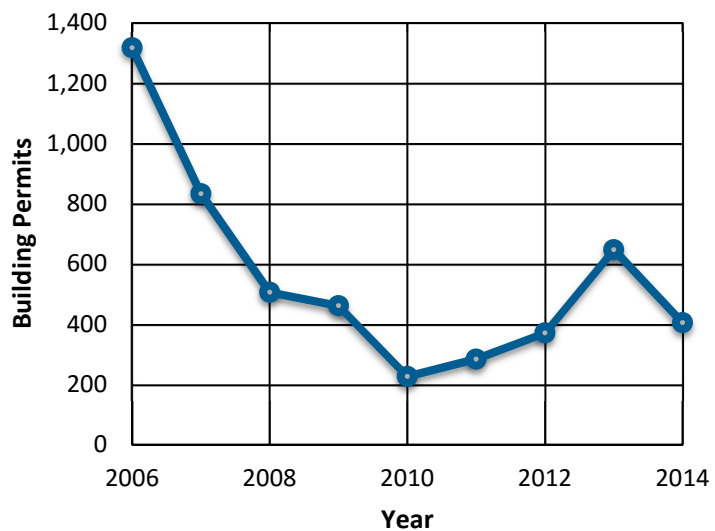
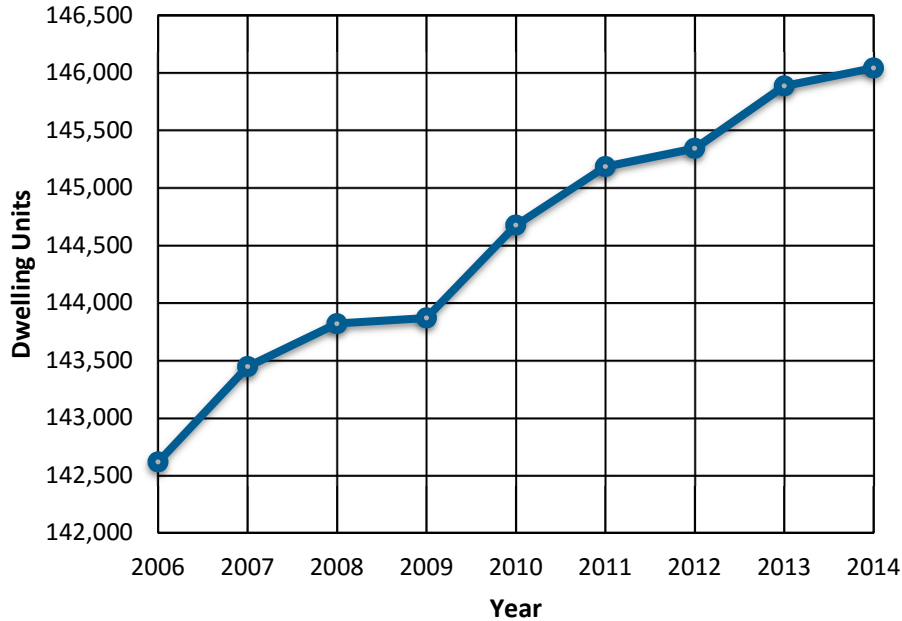


Figure 9 – 2006 to 2014 Cumulative Single Family Dwelling Units (Annual Growth Profile)



Although building permits issued decreased dramatically after 2006, the issuance increased from 2011 to 2013. The development of the Viridian community in the far northern portion of the City indicates that an increase of permits issued will remain steady for the next few years.

The population projections shown in **Table 2**, from the 2014 Water Master Plan, indicate that growth will remain small but still continue in Arlington over the next ten years.

Table 2 – Projected Population (2014 Water Master Plan)

Year	Population	Growth Rate
2013	367,994	-
2014	369,937	0.53%
2015	371,880	0.53%
2016	373,824	0.52%
2017	375,767	0.52%
2018	377,710	0.52%
2019	380,493	0.74%
2020	383,276	0.73%
2021	386,058	0.73%
2022	388,841	0.72%
2023	391,624	0.72%
Buildout	423,084	-

The City provided a population estimate of 369,306 residents in Arlington as of December 31, 2014. To determine the 2015 number, FNI utilized the projected population from the 2014 Water Master Plan as well as looking at the recent growth trends. This resulted in a population of 371,880 persons which will serve as the base residential assumption for the City of Arlington in this report. **Figure A-1** in the appendix shows the 2015 population by TSZ for the City of Arlington.

Growth Summary

Data from the 2014 Water Master Plan, Arlington’s Annual Growth Profile, and City permit data were reviewed and yielded relatively consistent results in that all showed a generally slowing growth, but also a varying compound annual growth rate over the same period. **Table 3** shows the various sources used to derive past growth rates.

Table 3 – City of Arlington Historic Compound Annual Growth Rates

Growth	CAGR
Community Development and Planning Growth Rates*	
2 Year Growth Rate (2013-2014)	0.44%
5 Year Growth Rate (2010-2014)	0.35%
10 Year Growth (2006-2014)	0.27%
Average	0.35%
Single-Family Building Permit Growth Rates**	
2 Year Growth Rate (2011-2013)	0.24%
5 Year Growth Rate (2008-2013)	0.30%
Average	0.27%
Other City Planning Document Projections	
Water Master Plan (10 Year)	0.66%

*Source: City of Arlington Annual Growth Profile

**Source: Permit Data Received from City of Arlington

2015 Population

Based on an analysis of growth rates, average rates of growth for the 10-year forecast varied between 0.27 and 0.66 percent. A 0.45 percent compound annual growth rate was determined to be an appropriate assumption for the 10-year study period with an estimated 2015 population of 371,880. This growth rate is believed to account for periods of stable growth expected to occur in the future. This rate was presented to and recommended by the CIPAC on October 21, 2015.

2015 Employment

2015 base employment data was calculated using data from the North Central Texas Council of Governments (NCTCOG). This information provided a breakout of employment by traffic survey zone (TSZ)

for 2009, 2019, and 2030. For assumption purposes, and to be consistent with the population totals, an interpolation of these numbers was calculated to derive the 2015 employment estimates by TSZ. It is important to note that the TSZs do not follow city limits in some locations, so adjustments were made based on the locations of existing land uses and upon the percentage of each TSZ located within city limits. Employment for each TSZ was broken down into basic, retail, and service uses as defined by the North American Industry Classification (NAIC) code. **Figure A-2** in the appendix shows the 2015 employment by TSZ for the City (see **Table 4**).

Table 4: Summary of Base Year (2015) Population and Employment

2015 Summary Population & Employment	
Housing Units	146,409
Population	371,880
Total Employment	172,493
<i>Basic Employment</i>	<i>34,063</i>
<i>Retail Employment</i>	<i>54,029</i>
<i>Service Employment</i>	<i>84,401</i>
Source: Freese and Nichols, Inc., NCTCOG	

6. TEN-YEAR GROWTH ASSUMPTIONS

Projected growth has been characterized in two forms: population and non-residential acreage. A series of assumptions were made to arrive at reasonable growth rates for population and employment. The following assumptions have been made as a basis from which ten-year projections could be initiated.

- Future land uses will occur based on similar trends of the past and consistent with the Future Development Areas Map and text in the Comprehensive Plan,
- The City will be able to finance the necessary improvements to accommodate continued growth, and
- Densities will be as projected in the Future Development Areas Map and details included in the City's Comprehensive Plan.

The ten-year projections are based upon the growth rate which was discussed earlier (0.45%) and considers past trends of the City.

Population 2025

The City has experienced small yet steady growth over the past decade. The City's 2000 population stood at 332,969 residents. By the end of the decade, the City of Arlington rose to 365,439 in 2010 and a current 2015 estimate of 371,880. This population growth is occurring within the context of the greater Dallas-Fort Worth metroplex, which is one of the largest regions in the nation. With a compound annual growth rate of 0.45 percent, Arlington is anticipated to grow by 17,078 persons during the 10-year planning period and increase total population to 388,958 by the year 2025. The number of dwelling units associated with this increase corresponds to 6,725 and will raise the housing stock to 153,134 units.

An additional factor affecting the overall distribution of population growth within Arlington is the planned construction of the Viridian and Arlington Commons Developments in North Arlington. The master plan for this area shows a mix of uses including single-family residential, multi-family residential, and townhomes. Viridian is currently growing at a rate faster than anywhere else in the City and development will soon break ground for Phase I of the Arlington Commons. Those two areas are the largest near-term developments for the City of Arlington. This can be seen in the concentrated growth in the north sector of the City with very little growth in the core of the community, shown in **Table 5** and **Table 6**. **Figure A-1** in the appendix shows the 2025 population by TSZ for the City of Arlington.

Table 5 – City of Arlington Projected Population and Dwelling Unit Estimations

Ten-Year Population Projection City of Arlington, Texas				
Roadway Service Area	2015		2025	
	Housing Units	Population	Housing Units	Population
A	6,715	17,056	10,158	25,801
B	15,646	39,740	17,362	44,099
C	15,003	38,108	15,013	38,133
D	10,272	26,092	10,295	26,150
E	19,848	50,415	19,978	50,744
F	16,170	41,073	16,219	41,197
G	25,794	65,517	26,330	66,879
H	17,439	44,294	17,830	45,288
I	16,178	41,092	16,604	42,174
J	3,344	8,493	3,344	8,493
City Total	146,409	371,880	153,133	388,958

Source: Freese and Nichols, Inc.

Table 6 – City of Arlington Projected Population and Dwelling Units Added

Added Population (Ten-Year) and Percentage Growth City of Arlington, Texas				
Roadway Service Area				
	Units Added	Pct. Change	Pop. Added	Pct. Change
A	3,443	51.3%	8,745	51.3%
B	1,716	11.0%	4,359	11.0%
C	10	0.1%	25	0.1%
D	23	0.2%	58	0.2%
E	130	0.7%	329	0.7%
F	49	0.3%	124	0.3%
G	536	2.1%	1,362	2.1%
H	391	2.2%	994	2.2%
I	426	2.6%	1,082	2.6%
J	0	0.0%	0	0.0%
City Total	6,724		17,078	

Source: Freese and Nichols, Inc.

Employment 2025

Employment data for the year 2025 was based upon data provided by NCTCOG. For assumption purposes, an interpolation of these numbers was calculated to derive the 2025 employment estimates per TSZ and

are shown on **Figure A-2** in the Appendix. **Table 7** shows the base year 2015 and projected 2025 employment for each service area, broken down into basic, service, and retail employment types. **Table 8** shows the net growth in each service area by employment type and the percent change over the ten-year planning period. This increase corresponds to an annual growth rate of 0.99 percent citywide. This higher growth rate of employment compared to the population can be attributed to the increased development intensity due to increased demand in Arlington as an employment center in the region.

It is important to note that TSZs do not follow city limits. As a result, additional assumptions were made based upon known or anticipated development to occur, projections of future land use needs and percentages of each TSZ located within city limits. The employment numbers on **Figure A-2** of the appendix show the derived employment of each TSZ within Arlington’s municipal boundary.

Table 7 – City of Arlington Projected Employment Estimations

Ten-Year Employment Projections City of Arlington, Texas								
Roadway Service Area	Basic Employment		Retail Employment		Service Employment		Total Employment	
	2015	2025	2015	2025	2015	2025	2015	2025
A	228	253	549	655	1,359	1,388	2,136	2,296
B	3,176	3,320	10,254	10,996	26,292	27,694	39,722	42,010
C	9,346	10,024	9,807	12,115	17,743	20,610	36,896	42,749
D	1,479	1,643	2,822	3,050	4,505	5,014	8,806	9,707
E	160	164	2,454	2,766	3,756	4,057	6,370	6,987
F	1,768	2,052	3,410	4,344	4,098	4,925	9,276	11,321
G	3,075	3,490	7,462	8,259	9,129	10,131	19,666	21,880
H	5,697	5,858	13,443	14,071	9,336	10,071	28,476	30,000
I	320	360	672	987	2,196	2,558	3,188	3,905
J	8,814	9,073	3,156	3,362	5,987	7,008	17,957	19,443
City Total	34,063	36,237	54,029	60,605	84,401	93,456	172,493	190,298

Source: Freese and Nichols, Inc., NCTCOG

Table 8 – City of Arlington Projected Employment Added

Ten-Year Employment Projections City of Arlington, Texas								
Roadway	Basic Employment		Retail Employment		Service Employment		Total Employment	
Service Area	Emp. Added	Pct. Change	Emp. Added	Pct. Change	Emp. Added	Pct. Change	Emp. Added	Pct. Change
A	25	11.0%	106	19.3%	29	2.1%	160	7.5%
B	144	4.5%	742	7.2%	1,402	5.3%	2,288	5.8%
C	678	7.3%	2,308	23.5%	2,867	16.2%	5,853	15.9%
D	164	11.1%	228	8.1%	509	11.3%	901	10.2%
E	4	2.5%	312	12.7%	301	8.0%	617	9.7%
F	284	16.1%	934	27.4%	827	20.2%	2,045	22.0%
G	415	13.5%	797	10.7%	1,002	11.0%	2,214	11.3%
H	161	2.8%	628	4.7%	735	7.9%	1,524	5.4%
I	40	12.5%	315	46.9%	362	16.5%	717	22.5%
J	259	2.9%	206	6.5%	1,021	17.1%	1,486	8.3%
City Total	2,174		6,576		9,055		17,805	

Source: Freese and Nichols, Inc., NCTCOG

7. SUMMARY

- From the 2014 Water Master Plan, approximately 72 percent of the total land within the City limits is developed, with approximately 13 percent of land within the City limits being vacant and available for future development, where infrastructure and topography permit. Approximately 15 percent of the land in Arlington is undevelopable as either right-of-way, utility easements, parks/open space or other undevelopable land types.
- The existing 2015 population for Arlington is approximately 371,880 persons, with an existing estimated employment of 172,493 jobs.
- An average annual growth rate of 0.45 percent was used to calculate the Arlington ten-year growth projections. This growth rate is based upon approved data from the 2014 Water Master Plan, the 2015 Comprehensive Plan, historical U.S. Census data, as well as building permit information received from the City since 2006 and was approved by the CIPAC on October 21, 2015.
- The ten-year (2025) population growth projection of Arlington is 388,958 persons, an increase of 17,078 persons. Employment is projected to increase by 17,805 to a total of 190,298 jobs by 2025.
- The ultimate population of Arlington is expected to be approximately 423,000 persons, per the Comprehensive Plan.
- A summary of the 2015 and 2025 demographics broken down by roadway service areas can be found on the next page.

	2015	2025	Total Increase	Percent Total Growth	Annual Growth Rate
Population					
Arlington Total	371,880	388,958	17,078	4.59%	0.45%
Service Area A	17,056	25,801	8,745	51.27%	4.23%
Service Area B	39,740	44,099	4,359	10.97%	1.05%
Service Area C	38,108	38,133	25	0.07%	0.01%
Service Area D	26,092	26,150	58	0.22%	0.02%
Service Area E	50,415	50,744	329	0.65%	0.07%
Service Area F	41,073	41,197	124	0.30%	0.03%
Service Area G	65,517	66,879	1,362	2.08%	0.21%
Service Area H	44,294	45,288	994	2.24%	0.22%
Service Area I	41,092	42,174	1,082	2.63%	0.26%
Service Area J	8,493	8,493	0	0.00%	0.00%
Employment					
Arlington Total	172,493	190,298	17,805	10.32%	0.99%
Service Area A	2,136	2,296	160	7.49%	0.72%
Basic	228	253	25	10.96%	1.05%
Retail	549	655	106	19.31%	1.78%
Service	1,359	1,388	29	2.13%	0.21%
Service Area B	39,722	42,010	2,288	5.76%	0.56%
Basic	3,176	3,320	144	4.53%	0.44%
Retail	10,254	10,996	742	7.24%	0.70%
Service	26,292	27,694	1,402	5.33%	0.52%
Service Area C	36,896	42,749	5,853	15.86%	1.48%
Basic	9,346	10,024	678	7.25%	0.70%
Retail	9,807	12,115	2,308	23.53%	2.14%
Service	17,743	20,610	2,867	16.16%	1.51%
Service Area D	8,806	9,707	901	10.23%	0.98%
Basic	1,479	1,643	164	11.09%	1.06%
Retail	2,822	3,050	228	8.08%	0.78%
Service	4,505	5,014	509	11.30%	1.08%
Service Area E	6,370	6,987	617	9.69%	0.93%
Basic	160	164	4	2.50%	0.25%
Retail	2,454	2,766	312	12.71%	1.20%
Service	3,756	4,057	301	8.01%	0.77%
Service Area F	9,276	11,321	2,045	22.05%	2.01%
Basic	1,768	2,052	284	16.06%	1.50%
Retail	3,410	4,344	934	27.39%	2.45%
Service	4,098	4,925	827	20.18%	1.86%
Service Area G	19,666	21,880	2,214	11.26%	1.07%
Basic	3,075	3,490	415	13.50%	1.27%
Retail	7,462	8,259	797	10.68%	1.02%
Service	9,129	10,131	1,002	10.98%	1.05%
Service Area H	28,476	30,000	1,524	5.35%	0.52%
Basic	5,697	5,858	161	2.83%	0.28%
Retail	13,443	14,071	628	4.67%	0.46%
Service	9,336	10,071	735	7.87%	0.76%
Service Area I	3,188	3,905	717	22.49%	2.05%
Basic	320	360	40	12.50%	1.18%
Retail	672	987	315	46.88%	3.92%
Service	2,196	2,558	362	16.48%	1.54%
Service Area J	17,957	19,443	1,486	8.28%	0.80%
Basic	8,814	9,073	259	2.94%	0.29%
Retail	3,156	3,362	206	6.53%	0.63%
Service	5,987	7,008	1,021	17.05%	1.59%

Appendix A

Population and Employment by TSZ

**Population Traffic Survey Zone Data
By Roadway Service Area
City of Arlington**

Roadway Service Area	Traffic Survey Zone	2015 Population	2025 Population	2015 NonResidential Acreage	2025 NonResidential Acreage
A	40984	0	0	0	0
A	9589	2,462	2,462	4	4
A	9657	687	687	158	158
A	9658	3,355	3,496	51	51
A	9590	2,712	2,760	48	50
A	30198	2,351	2,351	12	12
A	9659	1,911	1,911	4	4
A	9527	1,245	1,245	27	27
A	9523	0	0	17	17
A	9524	2,332	10,888	55	55
Service Area "A" Subtotal		17,056	25,801	377	378
B	40981	0	0	0	0
B	9723	1,949	2,107	22	22
B	9896	830	830	5	5
B	40918	0	0	0	0
B	40982	1,712	1,819	64	64
B	9895	2,371	2,371	50	50
B	9655	1,003	1,003	0	0
B	9725	1,224	1,224	77	77
B	9656	1,667	1,741	25	25
B	9726	2,072	4,440	106	106
B	9728	804	858	0	0
B	9727	0	0	41	51
B	9900	1,443	1,443	145	148
B	10398	3,149	3,149	47	47
B	10392	893	893	0	0
B	10395	522	522	47	47
B	10268	449	449	49	49
B	10264	1,421	1,421	50	50
B	10261	651	651	103	103
B	10263	418	418	51	51
B	40020	0	0	72	72
B	10260	342	342	8	8
B	41026	35	35	38	38
B	10093	698	698	36	36
B	9898	1,029	1,029	4	4
B	10262	1,156	1,702	68	68
B	41025	325	458	47	47
B	10265	110	110	19	19
B	41024	749	812	9	10
B	41027	44	44	32	32
B	10272	74	74	83	83

**Population Traffic Survey Zone Data
By Roadway Service Area
City of Arlington**

Roadway Service Area	Traffic Survey Zone	2015 Population	2025 Population	2015 NonResidential Acreage	2025 NonResidential Acreage
B	10270	774	774	27	27
B	40154	18	109	49	49
B	10108	1,412	1,412	47	47
B	10109	2,184	2,184	17	17
B	10104	2,809	2,809	31	31
B	9899	1,546	1,546	141	141
B	10271	1,029	1,737	20	20
B	10273	441	441	35	35
B	10102	395	395	19	19
B	10101	350	405	18	18
B	10097	543	543	37	37
B	9901	1,100	1,100	17	17
Service Area "B" Subtotal		39,740	44,099	1,759	1,770
C	9731	3,318	3,318	48	58
C	9730	1,827	1,827	25	25
C	9729	2,141	2,141	6	6
C	9733	2,800	2,825	39	39
C	30199	3,314	3,314	52	52
C	9906	0	0	196	196
C	9905	0	0	74	74
C	10282	3,053	3,053	24	24
C	10283	2,177	2,177	24	24
C	41022	2,257	2,257	76	76
C	10278	703	703	21	21
C	41023	3,148	3,148	12	12
C	10405	1,999	1,999	2	2
C	10408	2,126	2,126	29	29
C	10281	1,941	1,941	12	12
C	10280	2,005	2,005	16	16
C	10114	0	0	204	204
C	10112	14	14	51	51
C	40152	695	695	269	269
C	41021	12	12	85	85
C	10110	3	3	139	139
C	9902	1,802	1,802	82	82
C	9732	1,546	1,546	38	43
C	9734	1,177	1,177	122	122
C	9903	0	0	127	133
C	9907	0	0	145	145
C	9904	51	51	57	74
Service Area "C" Subtotal		38,108	38,133	1,971	2,013
D	40156	254	254	8	8

**Population Traffic Survey Zone Data
By Roadway Service Area
City of Arlington**

Roadway Service Area	Traffic Survey Zone	2015 Population	2025 Population	2015 NonResidential Acreage	2025 NonResidential Acreage
D	40149	1,533	1,533	44	44
D	40157	1,508	1,508	30	30
D	10253	3,363	3,363	20	20
D	10252	15	15	66	66
D	10092	3,941	3,960	62	62
D	10091	3,336	3,355	58	59
D	9893	2,412	2,432	8	8
D	40150	661	661	185	185
D	10248	0	0	28	28
D	40977	1,308	1,308	162	162
D	10380	1,943	1,943	16	16
D	9890	1,671	1,671	106	106
D	10254	673	673	21	21
D	10383	212	212	2	2
D	40158	2,311	2,311	21	21
D	10259	949	949	13	13
Service Area "D" Subtotal		26,092	26,150	849	851
E	40972	0	0	0	0
E	10481	0	0	0	0
E	10237	251	251	0	0
E	30225	1,357	1,357	0	29
E	10551	2,198	2,198	0	1
E	30228	3,444	3,490	39	39
E	10378	455	455	1	1
E	10483	2,904	2,904	20	20
E	10552	4,103	4,166	10	10
E	10670	1,758	1,758	51	51
E	10622	4,616	4,670	21	21
E	10619	3,382	3,382	40	40
E	40978	1,596	1,596	46	46
E	10621	2,556	2,556	32	32
E	10623	1,990	2,056	56	58
E	10379	2,308	2,308	17	17
E	10554	1,441	1,441	10	10
E	10553	606	606	76	78
E	10559	1,160	1,160	1	1
E	10557	1,520	1,520	105	105
E	10555	935	996	20	20
E	10484	2,885	2,912	44	44
E	30202	1,706	1,706	26	26
E	30201	1,927	1,927	5	5
E	40160	497	497	0	0

**Population Traffic Survey Zone Data
By Roadway Service Area
City of Arlington**

Roadway Service Area	Traffic Survey Zone	2015 Population	2025 Population	2015 NonResidential Acreage	2025 NonResidential Acreage
E	30226	1,433	1,433	20	20
E	10558	1,032	1,044	5	5
E	10382	1,154	1,154	10	10
E	10381	1,202	1,202	12	12
Service Area "E" Subtotal		50,415	50,744	667	701
F	10671	2,605	2,605	78	78
F	10566	3,331	3,331	45	45
F	10565	0	0	162	162
F	10895	346	346	103	103
F	10563	1,437	1,437	54	54
F	10564	2,792	2,792	88	88
F	10568	0	0	215	246
F	10626	0	0	203	226
F	10625	2,723	2,723	113	113
F	10495	937	937	186	186
F	10629	4,506	4,630	216	305
F	10628	1,961	1,961	9	9
F	10630	2,413	2,413	35	35
F	10493	757	757	114	114
F	10394	434	434	59	59
F	10396	1,749	1,749	37	37
F	10494	587	587	39	39
F	10393	981	981	31	31
F	30220	2,306	2,306	47	103
F	30219	1,133	1,133	19	19
F	10560	70	70	4	4
F	10561	1,141	1,141	7	7
F	10486	636	636	0	0
F	40153	3,532	3,532	9	9
F	10562	1,599	1,599	0	0
F	40979	1,494	1,494	89	89
F	10627	0	0	43	43
F	10384	153	153	0	0
F	41028	430	430	18	18
F	10389	1,019	1,019	23	23
Service Area "F" Subtotal		41,073	41,197	2,047	2,245
G	10567	2,213	2,213	26	26
G	10569	658	658	77	77
G	10571	1,045	1,249	93	104
G	10631	856	856	83	87
G	10632	2,347	2,347	10	10
G	10680	1,407	1,407	13	13

**Population Traffic Survey Zone Data
By Roadway Service Area
City of Arlington**

Roadway Service Area	Traffic Survey Zone	2015 Population	2025 Population	2015 NonResidential Acreage	2025 NonResidential Acreage
G	10401	1,441	1,441	7	7
G	41029	860	860	16	16
G	10496	2,289	2,289	53	53
G	10498	2,610	2,610	43	43
G	10681	957	957	2	2
G	10500	3,118	3,118	11	11
G	10497	2,012	2,012	11	11
G	10499	2,023	2,023	17	17
G	10407	830	1,361	29	29
G	10501	2,520	2,520	9	9
G	10409	1,317	1,317	25	25
G	10411	3,533	3,533	54	54
G	10502	2,847	2,847	65	65
G	30212	2,793	3,324	3	3
G	10570	2,595	2,595	13	13
G	10503	5,691	5,691	22	22
G	30211	1,721	1,721	90	90
G	10573	0	0	197	209
G	10414	0	0	125	125
G	10633	1,562	1,562	295	410
G	10413	940	940	8	8
G	10415	1,700	1,776	125	125
G	10682	1,026	1,026	10	10
G	10683	2,473	2,473	48	48
G	10406	0	0	27	27
G	10404	1,350	1,350	21	21
G	10410	2,921	2,921	48	48
G	10412	3,095	3,113	29	29
G	10400	698	698	14	14
G	10402	926	926	19	19
G	10403	1,144	1,144	22	22
Service Area "G" Subtotal		65,517	66,879	1,761	1,902
H	10788	193	193	46	46
H	40976	25	25	25	25
H	41192	287	287	89	89
H	10715	101	101	37	37
H	10762	962	1,022	495	497
H	10790	70	70	19	19
H	10789	6	6	0	0
H	10714	3	3	2	2
H	10717	3,749	3,749	9	12
H	10716	1,213	1,331	74	74

**Population Traffic Survey Zone Data
By Roadway Service Area
City of Arlington**

Roadway Service Area	Traffic Survey Zone	2015 Population	2025 Population	2015 NonResidential Acreage	2025 NonResidential Acreage
H	10718	2,225	2,225	10	12
H	10763	1,882	2,082	76	76
H	10765	504	969	63	74
H	30221	1,604	1,604	1	0
H	30222	2,716	2,827	0	0
H	10673	1,132	1,132	31	31
H	10720	1,921	1,921	115	115
H	10767	910	910	91	138
H	10766	5,926	5,966	268	268
H	10721	6,412	6,412	17	17
H	10676	3,280	3,280	41	41
H	10674	3,658	3,658	33	33
H	30217	2,351	2,351	69	69
H	30218	1,919	1,919	14	14
H	10764	483	483	16	16
H	10672	761	761	32	32
Service Area "H" Subtotal		44,294	45,288	1,673	1,737
I	10723	3,808	3,808	26	26
I	30224	4,266	4,266	7	7
I	10798	1,514	2,239	4	22
I	10797	2,217	2,252	43	62
I	30223	3,457	3,457	10	10
I	10769	4,708	4,825	95	120
I	10724	2,524	2,568	134	134
I	10722	1,689	1,689	2	2
I	10677	2,491	2,491	31	31
I	10725	3,195	3,195	45	45
I	10678	1,070	1,070	60	60
I	10679	2,528	2,528	26	26
I	10727	1,464	1,464	140	173
I	10770	2,980	3,141	106	106
I	10730	0	0	0	0
I	10728	1,099	1,099	0	0
I	10726	2,080	2,080	15	15
Service Area "I" Subtotal		41,092	42,174	742	839
J	9908	0	0	106	106
J	9909	0	0	133	133
J	9910	0	0	73	73
J	9912	0	0	153	153
J	9913	0	0	34	34
J	10120	1,549	1,549	16	16
J	10285	4,632	4,632	26	26



Population Traffic Survey Zone Data
By Roadway Service Area
City of Arlington



Roadway Service Area	Traffic Survey Zone	2015 Population	2025 Population	2015 NonResidential Acreage	2025 NonResidential Acreage
J	10284	2,161	2,161	4	4
J	10119	0	0	105	105
J	40151	151	151	17	17
J	10118	0	0	112	112
J	10122	0	0	118	118
J	9911	0	0	125	125
Service Area "J" Subtotal		8,493	8,493	1,020	1,022

**Employment Traffic Survey Zone Data
By Roadway Service Area
City of Arlington**

Roadway Service Area	Traffic Survey Zone	2015 Basic Employment	2025 Basic Employment	2015 Retail Employment	2025 Retail Employment	2015 Service Employment	2025 Service Employment
A	40984	13	13	13	13	27	27
A	9589	0	0	21	28	309	315
A	9657	0	0	11	14	154	158
A	9658	87	87	234	234	22	22
A	9590	0	0	66	66	176	176
A	30198	46	46	47	47	436	436
A	9659	68	68	126	126	144	144
A	9527	0	0	17	31	17	31
A	9523	0	25	0	81	0	0
A	9524	14	14	14	15	74	79
Service Area "A" Subtotal		228	253	549	655	1,359	1,388
B	40981	109	115	0	0	154	156
B	9722	0	0	0	0	0	0
B	9723	1	1	9	9	176	176
B	9896	0	0	5	5	123	161
B	40918	0	0	0	0	0	0
B	40982	1	1	8	8	596	626
B	9895	7	7	367	387	78	84
B	9655	109	115	0	0	154	156
B	9725	9	9	379	404	360	484
B	9656	0	0	11	14	154	158
B	9726	100	100	176	176	244	258
B	9728	50	50	88	88	122	129
B	9727	0	0	560	581	5,625	5,943
B	9900	120	120	1,210	1,210	1,900	2,476
B	10398	0	0	317	340	90	90
B	10392	0	0	56	73	96	96
B	10395	0	0	111	127	181	245
B	10268	0	0	260	268	175	185
B	10264	0	0	177	177	280	340
B	10261	0	0	5	5	186	199
B	10263	0	0	69	85	269	324
B	40020	0	0	66	77	2,693	2,699
B	10260	0	0	104	104	94	119
B	41026	52	93	150	215	458	551
B	10093	13	13	111	117	462	505
B	9898	0	0	9	10	64	77
B	10262	0	0	51	53	3,253	3,253
B	41025	100	121	365	384	853	864
B	10265	260	260	395	395	621	658
B	41024	53	53	187	209	132	132
B	41027	242	252	1,275	1,278	2,165	2,165
B	10272	874	874	538	964	1,174	1,231
B	10270	0	0	235	241	336	363
B	40154	713	716	1,784	1,790	886	891
B	10108	132	139	261	261	284	293
B	10109	10	12	111	111	198	235
B	10104	0	0	620	627	609	612
B	9899	43	43	145	168	1,028	1,057
B	10271	0	0	125	132	141	163

Employment Traffic Survey Zone Data
By Roadway Service Area
City of Arlington

Roadway Service Area	Traffic Survey Zone	2015 Basic Employment	2025 Basic Employment	2015 Retail Employment	2025 Retail Employment	2015 Service Employment	2025 Service Employment
B	10273	0	0	205	205	464	524
B	10102	76	82	208	208	89	111
B	10101	100	100	221	221	2,234	2,234
B	10097	43	78	148	148	698	723
B	9901	19	27	17	17	155	158
Service Area "B" Subtotal		3,127	3,265	11,139	11,892	29,901	31,749
C	9731	206	206	581	581	604	604
C	9730	50	50	88	88	122	129
C	9729	50	50	88	88	122	129
C	9733	18	18	49	49	245	245
C	30199	93	93	94	94	872	872
C	9906	0	0	869	924	0	0
C	9905	0	0	475	475	1,295	1,891
C	10282	2	4	178	191	218	224
C	10283	0	0	44	44	363	379
C	41022	117	117	280	291	352	355
C	10278	0	0	14	14	314	317
C	41023	5	9	271	290	128	129
C	10405	0	0	93	125	98	98
C	10408	0	0	378	378	648	648
C	10281	0	0	164	174	87	87
C	10280	27	49	125	125	139	150
C	10114	1,518	1,518	537	625	727	888
C	10112	23	26	190	198	260	268
C	40152	4,887	4,895	329	348	794	794
C	41021	886	905	881	921	414	479
C	10110	34	557	141	166	506	546
C	9902	206	214	638	643	853	864
C	9732	107	107	506	539	285	336
C	9734	724	724	369	458	1,891	2,483
C	9903	50	50	627	627	980	980
C	9907	245	315	740	849	1,485	1,593
C	9904	38	57	174	1,914	179	912
Service Area "C" Subtotal		9,286	9,964	8,922	11,220	13,981	16,401
D	40156	0	0	48	51	54	73
D	40149	68	68	558	572	231	283
D	40157	273	273	198	198	303	352
D	10253	29	29	360	360	127	172
D	10252	223	260	173	173	162	210
D	10092	2	2	226	226	328	328
D	10091	93	93	162	175	171	177
D	9893	0	0	41	41	110	110
D	40150	67	67	90	93	487	501
D	10248	138	206	152	257	280	372
D	40977	0	0	0	0	551	656
D	10380	14	14	99	110	340	349
D	9890	465	522	428	458	791	837
D	10254	12	12	11	11	283	287
D	10383	0	0	0	0	0	0
D	40158	0	0	203	241	183	183

Employment Traffic Survey Zone Data
By Roadway Service Area
City of Arlington

Roadway Service Area	Traffic Survey Zone	2015 Basic Employment	2025 Basic Employment	2015 Retail Employment	2025 Retail Employment	2015 Service Employment	2025 Service Employment
D	10259	95	97	73	84	105	124
Service Area "D" Subtotal		1,479	1,643	2,822	3,050	4,505	5,014
E	40972	0	0	0	0	0	0
E	10481	0	0	0	0	0	0
E	10237	0	0	0	0	0	0
E	30225	0	0	0	0	0	0
E	10551	13	13	94	94	135	135
E	30228	0	0	73	73	120	120
E	10378	0	0	0	0	0	0
E	10483	0	0	28	28	257	260
E	10552	8	8	129	139	196	235
E	10670	2	2	122	141	281	281
E	10622	0	0	108	176	166	166
E	10619	0	0	190	215	75	75
E	40978	4	7	325	338	191	207
E	10621	0	0	112	122	117	131
E	10623	70	70	41	41	174	225
E	10379	9	9	59	59	167	183
E	10554	4	4	5	5	92	103
E	10553	13	13	389	465	55	71
E	10559	0	0	4	4	55	63
E	10557	0	0	17	31	669	724
E	10555	10	10	106	112	200	200
E	10484	3	3	110	116	83	101
E	30202	0	0	7	12	139	156
E	30201	0	0	7	12	139	156
E	40160	0	0	73	73	120	120
E	30226	0	0	0	0	0	0
E	10558	0	0	4	4	49	58
E	10382	0	0	150	150	162	162
E	10381	0	0	240	269	44	47
Service Area "E" Subtotal		136	140	2,393	2,679	3,687	3,980
F	10671	1	1	185	318	168	287
F	10566	0	0	509	526	294	339
F	10565	0	0	1,317	1,328	207	236
F	10895	0	0	1,359	1,359	207	236
F	10563	127	128	323	334	180	186
F	10564	163	163	492	549	599	621
F	10568	146	148	342	342	540	607
F	10626	1,950	1,963	1,373	1,389	113	118
F	10625	0	0	940	1,000	240	340
F	10495	678	678	710	710	959	966
F	10629	525	651	1,279	1,293	1,558	1,558
F	10628	0	0	11	11	13	13
F	10630	13	24	134	144	87	106
F	10493	136	136	283	283	237	269
F	10394	573	576	1,351	1,372	961	977
F	10396	0	0	269	282	205	205
F	10494	177	178	84	91	148	148
F	10393	0	0	323	334	178	187

**Employment Traffic Survey Zone Data
By Roadway Service Area
City of Arlington**

Roadway Service Area	Traffic Survey Zone	2015 Basic Employment	2025 Basic Employment	2015 Retail Employment	2025 Retail Employment	2015 Service Employment	2025 Service Employment
F	30220	0	0	155	159	257	260
F	30219	0	0	78	79	129	130
F	10560	0	0	0	0	0	0
F	10561	0	0	51	78	58	58
F	10486	24	24	61	86	68	77
F	40153	28	28	112	184	182	182
F	10562	0	0	36	52	114	114
F	40979	932	932	39	44	714	872
F	10627	26	28	417	503	34	53
F	10384	0	0	0	0	0	0
F	41028	154	156	938	956	422	450
F	10389	67	68	333	352	533	552
Service Area "F" Subtotal		5,721	5,882	13,504	14,158	9,405	10,148
G	10567	1	3	51	84	95	102
G	10569	0	0	88	155	165	165
G	10571	103	106	180	188	304	386
G	10631	43	78	171	270	557	581
G	10632	0	0	75	132	87	135
G	10680	0	0	37	66	43	67
G	10401	0	0	263	273	66	80
G	41029	0	0	432	481	86	92
G	10496	255	257	271	283	1,491	1,494
G	10498	0	0	142	199	107	107
G	10681	0	0	37	66	43	67
G	10500	0	0	44	69	166	166
G	10497	1	1	77	83	96	105
G	10499	0	0	61	64	174	183
G	10407	0	0	726	748	363	407
G	10501	0	0	17	20	46	62
G	10409	0	0	9	9	285	294
G	10411	177	318	734	734	376	525
G	10502	0	0	65	106	634	662
G	30212	0	1	37	58	69	70
G	10570	7	7	60	101	106	106
G	10503	0	0	534	541	216	230
G	30211	0	1	37	58	69	70
G	10573	1,107	1,146	0	0	417	431
G	10414	150	171	1,366	1,380	106	114
G	10633	86	155	69	124	447	631
G	10413	89	89	178	188	56	56
G	10415	940	990	205	207	281	289
G	10682	0	0	37	66	43	67
G	10683	0	0	128	175	412	491
G	10406	0	0	677	677	223	316
G	10404	0	0	0	0	454	457
G	10410	27	49	511	511	356	356
G	10412	38	68	32	32	131	172
G	10400	0	0	53	53	153	175
G	10402	50	50	50	50	300	300
G	10403	0	0	8	8	103	117

**Employment Traffic Survey Zone Data
By Roadway Service Area
City of Arlington**





Roadway Service Area	Traffic Survey Zone	2015 Basic Employment	2025 Basic Employment	2015 Retail Employment	2025 Retail Employment	2015 Service Employment	2025 Service Employment
Service Area "G" Subtotal		3,075	3,490	7,462	8,259	9,129	10,131
H	10788	0	0	0	0	0	0
H	40976	0	0	0	0	0	0
H	41192	0	0	153	156	9	16
H	10715	0	0	0	0	0	0
H	10762	352	393	169	224	873	1,011
H	10790	0	0	0	0	0	0
H	10789	0	0	0	0	0	0
H	10714	0	0	0	0	0	0
H	10717	0	0	90	149	140	140
H	10716	200	200	200	200	300	300
H	10718	0	0	90	149	140	140
H	10763	21	37	180	231	756	859
H	10765	269	324	169	224	536	605
H	30221	17	31	0	0	134	240
H	30222	200	228	36	63	84	133
H	10673	0	0	187	187	37	42
H	10720	200	228	36	63	84	133
H	10767	166	223	241	432	249	366
H	10766	54	54	202	202	250	250
H	10721	0	0	23	34	38	64
H	10676	65	65	273	451	84	119
H	10674	65	65	273	451	84	119
H	30217	13	13	273	273	30	30
H	30218	13	13	273	273	30	30
H	10764	133	177	353	394	204	286
H	10672	0	0	187	187	37	42
Service Area "H" Subtotal		1,768	2,052	3,410	4,344	4,098	4,925
I	10723	6	11	39	65	84	88
I	30224	15	15	13	18	2	3
I	10798	0	0	0	0	100	100
I	10797	0	0	0	0	150	150
I	30223	15	15	13	18	2	3
I	10769	0	0	0	0	150	150
I	10724	0	0	156	260	320	410
I	10722	3	6	20	32	42	44
I	10677	106	120	12	15	91	91
I	10725	0	0	156	260	33	33
I	10678	22	40	150	171	110	148
I	10679	0	0	0	0	50	50
I	10727	115	115	26	47	505	608
I	10770	0	0	45	45	336	405
I	10730	0	0	0	0	0	0
I	10728	38	38	9	16	168	203
I	10726	0	0	34	41	54	73
Service Area "I" Subtotal		320	360	672	987	2,196	2,558
J	9908	1,308	1,346	283	332	1,823	1,855
J	9909	1,222	1,233	216	230	555	656
J	9910	1,779	1,779	104	123	283	435
J	9912	1,103	1,151	132	141	733	958

Employment Traffic Survey Zone Data
By Roadway Service Area
City of Arlington

Roadway Service Area	Traffic Survey Zone	2015 Basic Employment	2025 Basic Employment	2015 Retail Employment	2025 Retail Employment	2015 Service Employment	2025 Service Employment
J	9913	458	458	26	26	135	175
J	10120	0	0	3	3	602	721
J	10285	37	42	26	36	234	262
J	10284	0	0	112	169	113	113
J	10119	554	573	140	165	304	323
J	40151	104	182	71	71	110	177
J	10118	189	202	1,491	1,494	28	28
J	10122	380	424	273	273	544	617
J	9911	1,682	1,682	281	297	524	687
Service Area "J" Subtotal		8,814	9,073	3,156	3,362	5,987	7,008

Legend

Roadway Projects

-  New Projects
-  Recoupment Projects
-  New Projects
-  Recoupment Projects

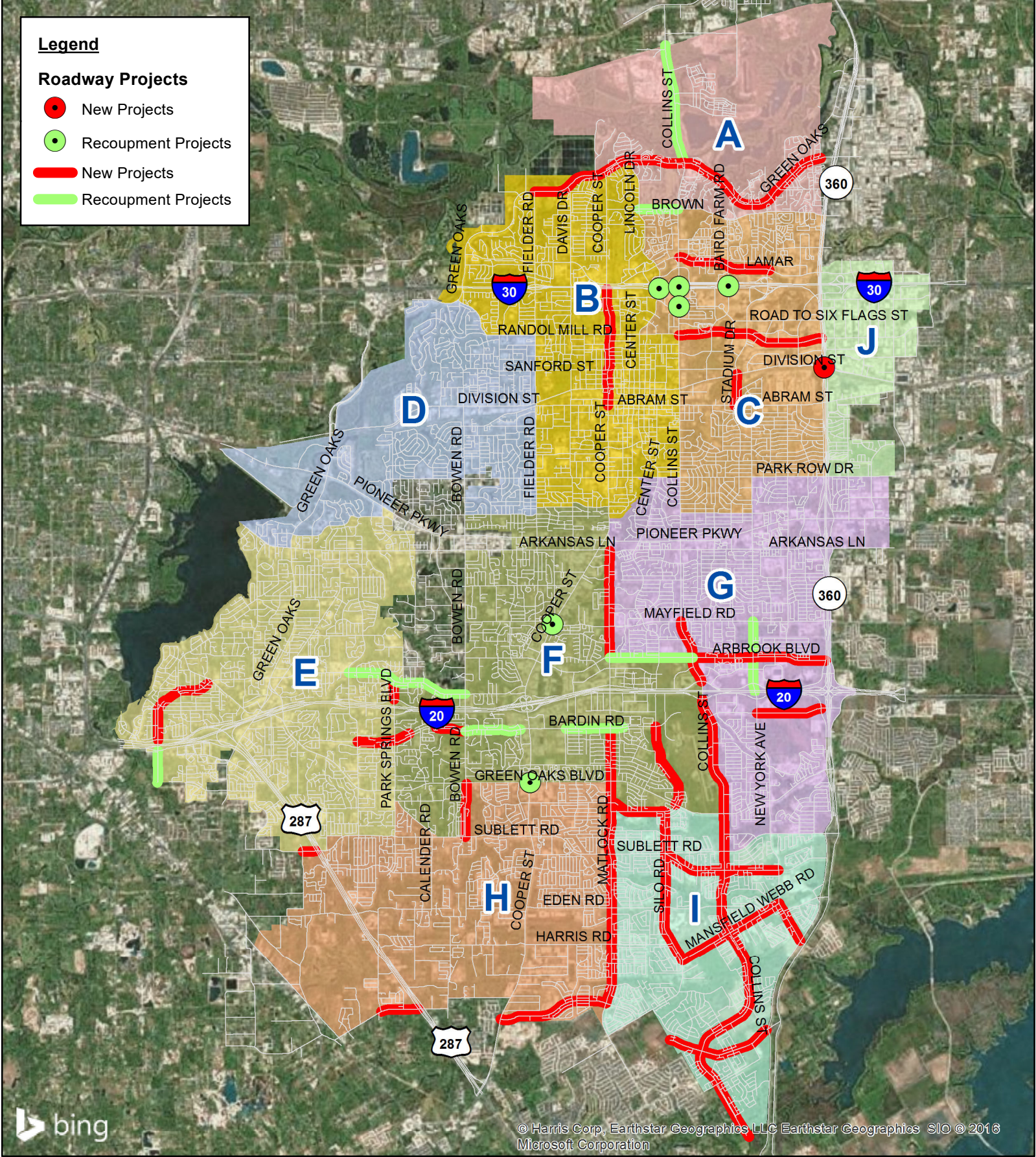


EXHIBIT B
2016 ROADWAY IMPACT FEE UPDATE
CAPITAL IMPROVEMENT PROJECTS

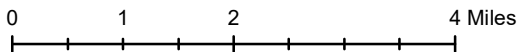


Exhibit B: Roadway Impact Fee CIP

2015 Serv Area	Shared Svc Area	CP Origin	Roadway	From	To	Length (mi)	No. of Lanes	Lane Type	Lane Capacity	Pct. In Serv. Area	2015 Peak Hour Volume			VMT Supply Pk H Total	VMT Demand Pk H Total	Excess VMT Capacity	CPVMT Deficiency
											A	B	Total				
A	C	2002R	BROWN BLVD.	COLLINS	LINCOLN	0.53	4 U	500	50%	0	187	187	530	99	431	0	
A	97N	GREEN OAKS BLVD	E CITY LIMITS	BALLPARK WAY		0.95	2 D	650	100%	0	439	439	1235	417	818	0	
A	97N	GREEN OAKS BLVD	BALLPARK WAY	LINCOLN DR		2.27	2 D	650	100%	0	439	439	2951	997	1954	0	
A	2002R	COLLINS	GREEN OAKS BLVD	CITY LIMITS		1.17	6 D	650	100%	1541	1326	2867	4563	3354	1209	0	
Sub-total SA A						4.92							9,279	4,867	4,412	0	
B	97N	GREEN OAKS BLVD	LINCOLN	FIELDER		1.48	2 D	650	100%	0	137	137	1924	203	1721	0	
B	C	15R	IH 30 BRIDGE	CENTER ST		0.35	6 D	650	50%	0	856	856	644	283	362	0	
B	15R	IH 30 FRONTAGE	CENTER ST	COOPER ST		0.72	2 OW	650	100%	0	0	0	942	0	942	0	
B	93N	COOPER ST	IH 30	RANDOL MILL RD		0.61	6 D	650	100%	1502	1198	2700	2379	1647	732	0	
B	93N	COOPER ST	RANDOL MILL RD	CEDAR		0.35	6 D	650	100%	1502	1198	2700	1365	945	420	0	
B	93N	COOPER ST	CEDAR	ABRAMS		0.64	6 D	650	100%	1502	1198	2700	2496	1728	768	0	
Sub-total SA B						4.13							9,750	4,806	4,945	0	
C	B	15R	IH 30 BRIDGE	CENTER ST		0.33	6 D	650	50%	804	0	804	644	266	379	0	
C	15R	IH 30 BRIDGE	COLLINS			0.47	2 D	650	100%	0	0	0	616	0	616	0	
C	15R	IH 30 BRIDGE	BARD FARM (AT&T WAY)			1.14	7 D	650	100%	281	630	911	616	123	493	0	
C	15R	IH 30 FRONTAGE	CENTER ST	BALLPARK WAY		1.45	2 OW	650	100%	0	0	0	1890	0	1890	0	
C	15R	COLLINS ST	ROAD TO SIX FLAGS			0.10	6 D	650	100%	0	0	0	60	0	60	0	
C	15N	DIVISION	SH 360			0.38	6 D	650	100%	0	0	0	1474	0	1474	0	
C	A	2002R	BROWN BLVD.	COLLINS	LINCOLN	0.53	4 U	500	50%	187	0	187	530	99	431	0	
C	15N	LAMAR BLVD	COLLINS ST	BALLPARK WAY		1.31	2 D	650	100%	0	0	0	1703	0	1703	0	
C	93N	RANDOL MILL RD	COLLINS ST	BALLPARK WAY		0.83	6 D	650	100%	625	738	1363	3237	1131	2106	0	
C	93N	RANDOL MILL RD	BALLPARK WAY	SH 360		0.91	6 D	650	100%	490	487	977	3549	889	2660	0	
C	15N	STADIUM DR	DIVISION	ABRAM		0.44	2 D	650	100%	0	0	0	572	0	572	0	
Sub-total SA C						6.89							14,891	2,509	12,382	0	
D	NO PROJECTS IN SERVICE AREA D					0.00	0 D	650	100%	0	0	0	0	0	0	0	0
Sub-total SA D						0.00							0	0	0	0	
E	15R	BOWMAN SPRINGS	IH 20	CITY LIMITS		0.45	5 S	625	100%	219	0	219	563	99	464	0	
E	15R	PLEASANT RIDGE	KELLY ELLIOTT	PARK SPRINGS BLVD		0.67	4 D	650	100%	534	540	1074	1742	720	1022	0	
E	15N	PLEASANT RIDGE	IH 20	ENCHANTED BAY		0.42	4 D	650	100%	179	178	357	1092	150	942	0	
E	15N	PLEASANT RIDGE	ENCHANTED BAY	PLUMWOOD		0.82	4 D	650	100%	223	216	439	2132	360	1772	0	
E	97N	BARDIN RD	KELLY ELLIOTT	PARK SPRINGS BLVD		0.53	4 D	650	100%	0	0	0	1378	0	1378	0	
E	F	2002N	PARK SPRINGS	PLEASANT RIDGE	IH-20	0.28	4 D	650	50%	0	400	400	364	112	252	0	
E	H	2002N	SUBLETT RD	US 287	JOPLIN (West City Limits)	0.19	4 D	650	50%	0	385	385	247	73	174	0	
Sub-total SA E						3.36							7,518	1,513	6,004	0	
F	G	2002N	MATLOCK RD	ARKANSAS LN	MAYFIELD	1.05	2 D	650	50%	0	0	0	683	0	682	0	
F	G	2002N	MATLOCK RD	MAYFIELD	ARBROOK	0.38	2 D	650	50%	0	0	0	247	0	247	0	
F	15R	PLEASANT RIDGE	PARK SPRINGS	BOWEN RD		1.04	4 D	650	100%	451	0	451	1352	469	883	0	
F	G	15N	COLLINS ST	ARBROOK BLVD	IH 20	0.36	2 D	650	50%	0	0	0	234	0	234	0	
F	G	15N	COLLINS ST	IH 20	GREEN OAKS BLVD	1.67	2 D	650	50%	0	0	0	1086	0	1085	0	
F	15N	CENTER	BARDIN RD	EMBERCREST		0.34	4 D	650	100%	0	0	0	884	0	884	0	
F	15N	CENTER	EMBERCREST	CRAVEN PARK		0.63	4 U	500	100%	0	0	0	1260	0	1260	0	
F	15N	MATLOCK RD	BARDIN RD	GREEN OAKS BLVD		0.74	2 D	650	100%	0	0	0	962	0	962	0	
F	15R	COOPER ST	MAYFIELD			0.10	1 D	650	100%	0	0	0	30	0	30	0	
F	H	15R	GREEN OAKS BLVD	COOPER ST		0.10	1 D	650	50%	0	0	0	75	0	75	0	
F	97N	BARDIN RD	PARK SPRINGS BLVD	WILLOW RIDGE		0.30	4 D	650	100%	0	0	0	780	0	780	0	
F	93R	BARDIN RD	MANSFIELD	BOWEN		0.61	4 D	650	100%	404	522	926	1586	565	1021	0	
F	2002N	BARDIN RD	BOWEN	RUSH CREEK		0.34	4 D	650	100%	0	0	0	884	0	884	0	
F	H	93N	BOWEN RD	GREEN OAKS BLVD	SUBLETT RD	0.75	4 D	650	50%	0	958	958	975	719	257	0	
F	E	2002N	PARK SPRINGS	PLEASANT RIDGE	IH-20	0.28	4 D	650	50%	474	0	474	364	133	231	0	
F	G	93R	ARBROOK RD	MATLOCK RD	COLLINS	1.14	4 D	650	50%	862	0	862	1482	983	499	0	
F	93R	BARDIN RD	GREEN HOLLOW DR	E. OF MATLOCK		1.14	4 D	650	100%	404	522	926	2964	1056	1908	0	
E	I	97N	CRAVENS PARK	MATLOCK RD	SILLO RD	0.75	4 U	500	50%	0	350	350	750	263	488	0	
Sub-total SA F						11.72							16,597	4,186	12,411	0	
G	F	93R	ARBROOK BLVD	MATLOCK RD	COLLINS ST	1.14	4 D	650	50%	0	845	845	1482	963	519	0	
G	2002N	ARBROOK BLVD	COLLINS	NEW YORK		0.83	4 D	650	100%	862	845	1707	2158	1417	741	0	
G	97N	ARBROOK BLVD	NEW YORK	SH 360		1.09	4 D	650	100%	136	136	272	2834	296	2538	0	
G	15N	COLLINS ST	MAYFIELD RD	ARBROOK BLVD		0.54	2 D	650	100%	0	0	0	702	0	702	0	
G	F	15N	COLLINS ST	ARBROOK BLVD	IH 20	0.36	2 D	650	50%	0	0	0	234	0	234	0	
G	F	15N	COLLINS ST	IH 20	GREEN OAKS BLVD	1.67	2 D	650	50%	0	0	0	1086	0	1085	0	
G	I	15N	COLLINS ST	GREEN OAKS BLVD	SUBLETT RD	0.52	2 D	650	50%	0	0	0	338	0	338	0	
G	F	2002N	MATLOCK RD	ARKANSAS LN	MAYFIELD	1.05	2 D	650	50%	0	0	0	683	0	682	0	
G	F	2002N	MATLOCK RD	MAYFIELD	ARBROOK	0.38	2 D	650	50%	0	0	0	247	0	247	0	
G	93R	NEW YORK AVE	MAYFIELD	ARBROOK		0.47	4 D	650	100%	712	864	1576	1222	741	481	0	
G	93R	NEW YORK AVE	ARBROOK BLVD	IH 20		0.10	4 D	650	100%	0	0	0	260	0	260	0	
G	97N	BARDIN RD	NEW YORK AVE	SH 360		1.02	4 D	650	100%	193	213	406	2652	414	2238	0	
Sub-total SA G						9.17							13,897	3,831	10,066	0	

Exhibit B: Roadway Impact Fee CIP

2015 Serv Area	Shared Svc Area	CP Origin	Roadway	From	To	Length (mi)	No. of Lanes	Lane Type	Lane Capacity	Pct. In Serv. Area	2015 Peak Hour Volume			VMT Supply Pk H Total	VMT Demand Pk H Total	Excess VMT Capacity	CPVMT Deficiency	
											A	B	Total					
H	F	15R	GREEN OAKS BLVD	COOPER ST		0.10	1 D	650		50%	0	0	0	75	0	75	0	
H		15N	MATLOCK RD	GREEN OAKS BLVD	TURNER WARNELL	3.13	2 D	650		100%	0	0	0	4069	0	4069	0	
H		15N	TURNER WARNELL	RUSSELL CURRY	US 287	0.52	4 D	650		100%	0	267	267	676	139	537	0	
H	E	2002N	SUBLETT RD	US 287	JOPLIN (W. City Limits)	0.19	4 D	650		50%	385	0	385	247	73	174	0	
H	F	93N	BOWEN RD	GREEN OAKS BLVD	SUBLETT RD	0.75	4 D	650		50%	524	0	524	975	393	582	0	
H		2002N	TURNER WARNELL	COOPER ST	MATLOCK RD	1.54	4 D	650		100%	570	570	1140	3999	1753	2245	0	
Sub-total SA H						6.23								10,041	2,358	7,682	0	
I		2002N	COLLINS	SOUTHEAST PKWY	MANSFIELD WEBB	0.90	2 D	650		100%	284	328	612	1175	553	622	0	
I		2002N	COLLINS	SOUTHEAST PKWY	MANSFIELD WEBB	0.90	2 D	650		100%	0	0	0	1175	0	1175	0	
I		97N	COLLINS	MANSFIELD-WEBB	WEBB FERRELL	0.47	2 D	650		100%	284	328	612	611	288	323	0	
I		97N	COLLINS	MANSFIELD-WEBB	WEBB FERRELL	0.47	2 D	650		100%	0	0	0	611	0	611	0	
I		97N	COLLINS	WEBB FERRELL	RAGLAND	1.65	2 D	650		100%	284	328	612	2145	1010	1135	0	
I		97N	COLLINS	WEBB FERRELL	RAGLAND	1.65	2 D	650		100%	0	0	0	2145	0	2145	0	
I		97N	COLLINS	RAGLAND	SH 360	1.14	4 D	650		100%	284	328	612	2964	698	2266	0	
I	G	15N	COLLINS	GREEN OAKS BLVD	SUBLETT RD	0.52	2 D	650		50%	0	0	0	338	0	338	0	
I		15N	COLLINS	SUBLETT RD	SOUTHEAST PKWY	0.26	2 D	650		100%	0	0	0	338	0	338	0	
I		15N	MANSFIELD WEBB	SILO	COLLINS	0.76	4 U	500		100%	471	471	942	1520	716	804	0	
I		15N	MANSFIELD WEBB	COLLINS	NEW YORK	0.80	4 U	500		100%	471	471	942	1600	754	846	0	
I		15N	DEBBIE LN	W CITY LIMITS	E CITY LIMITS	1.52	4 D	650		100%	0	0	0	3952	0	3952	0	
I	F	97N	CRAVENS PARK	MATLOCK RD	SILO RD	0.75	4 U	500		50%	276	0	276	750	207	543	0	
I		97N	SILO RD	NATHAN LOWE	LYNN CREEK	0.96	4 U	500		100%	463	464	927	1920	890	1030	0	
I		97N	SILO RD	LYNN CREEK	HARRIS	0.91	4 U	500		100%	618	619	1237	1820	1126	694	0	
I		97N	SILO RD	HARRIS	MANSFIELD WEBB	0.23	4 U	500		100%	266	266	532	460	122	338	0	
I		97N	SOUTHEAST PKWY	SUBLETT	COLLINS	0.76	4 U	500		100%	298	298	596	1520	453	1067	0	
I		97N	SOUTHEAST PKWY	COLLINS	NEW YORK	0.76	4 U	500		100%	150	150	300	1520	228	1292	0	
I		97N	NEW YORK AVE	WEBB-LYNN RD	SH 360	0.45	4 U	500		100%	749	749	1498	900	674	226	0	
Sub-total SA I						15.87								27,464	7,718	19,746	0	
J			NO PROJECTS IN SERVICE AREA J			0.00	0 D	650		100%	0	0	0	0	0	0	0	0
Sub-total SA J						0.00								0	0	0	0	
Totals:						62.29								109,437	31,789	77,648	0	

Exhibit B: Roadway Impact Fee CIP

2016 Arlington Roadway Impact Fee Study Update Roadway Capital Improvements Plan

2015 Srv Area	Shared Srv Area	CP Srv Area	Roadway	From	To	Length (mi)	No. of Lanes	Type	Pct. In Srv Area	Roadway Project Costs			Signal	Total Project Cost	Study Update Cost	Srv Area Total Cost
										Engineering	ROW	Construction				
A	C	2002R	BROWN BLVD.	COLLINS	LINCOLN	0.53	4	U	50%	\$0	\$0	\$390,728	\$0	\$390,728	\$969	\$391,697
A	A	97N	GREEN OAKS BLVD	E CITY LIMITS	BALLPARK WAY	0.95	2	D	100%	\$81,699	\$51,842	\$1,546,032	\$0	\$1,678,573	\$2,257	\$1,680,830
A	A	97N	GREEN OAKS BLVD	BALLPARK WAY	LINCOLN DR	2.27	2	D	100%	\$331,066	\$514,433	\$3,363,484	\$0	\$4,208,983	\$5,393	\$4,214,386
A	A	2002R	COLLINS	GREEN OAKS BLVD	CITY LIMITS	4.92	8	D	100%	\$0	\$0	\$2,000,000	\$0	\$2,000,000	\$8,339	\$2,008,339
Sub-total SA A																
B	C	97N	GREEN OAKS BLVD	LINCOLN	FIELDER	1.48	2	D	100%	\$114,601	\$0	\$1,086,759	\$0	\$1,201,360	\$3,516	\$1,204,876
B	B	15R	IH-30 BRIDGE	CENTER ST	COOPER ST	0.35	6	D	50%	\$892,636	\$560,737	\$0	\$0	\$1,453,373	\$1,178	\$1,454,551
B	B	15R	IH-30 FRONTAGE	CENTER ST	COOPER ST	0.72	2	OW	100%	\$963,986	\$747,619	\$0	\$0	\$1,711,605	\$1,721	\$1,713,326
B	B	93N	COOPER ST	IH-30	RANDOL MILL RD	0.61	6	D	100%	\$35,202	\$2,257,789	\$3,053,901	\$0	\$5,346,892	\$4,348	\$5,351,240
B	B	93N	COOPER ST	RANDOL MILL RD	CEGAR	0.35	6	D	100%	\$24,086	\$1,544,803	\$2,089,511	\$0	\$3,658,400	\$2,495	\$3,660,895
B	B	93N	COOPER ST	CEGAR	ABRAMS	0.64	8	D	100%	\$43,653	\$3,537,786	\$2,893,059	\$0	\$6,474,508	\$4,582	\$6,479,090
Sub-total SA B																
C	B	15R	IH-30 BRIDGE	CENTER ST	CENTER ST	0.33	6	D	50%	\$895,386	\$560,737	\$0	\$0	\$1,456,123	\$1,178	\$1,457,301
C	C	15R	IH-30 BRIDGE	COLLINS	BAIRD FARM (A181T WAY)	0.47	2	D	100%	\$895,386	\$560,737	\$0	\$0	\$1,456,123	\$1,178	\$1,457,301
C	C	15R	IH-30 FRONTAGE	CENTER ST	BALLPARK WAY	1.45	2	OW	100%	\$1,873,038	\$1,586,754	\$0	\$0	\$3,459,792	\$1,126	\$3,460,918
C	C	15R	COLLINS ST	ROAD TO SIX FLAGS	BALLPARK WAY	0.10	6	D	100%	\$46,788	\$1,655,037	\$446,886	\$118,000	\$2,266,711	\$1,110	\$2,267,821
C	A	2002R	BROWN BLVD.	COLLINS	LINCOLN	0.53	4	U	50%	\$0	\$0	\$390,728	\$0	\$390,728	\$969	\$391,697
C	C	93N	LAMAR BLVD	COLLINS ST	BALLPARK WAY	1.31	2	D	100%	\$221,294	\$383,941	\$3,251,884	\$294,364	\$4,151,483	\$3,112	\$4,154,595
C	C	93N	RANDOL MILL RD	COLLINS ST	BALLPARK WAY	0.83	6	D	100%	\$0	\$359,286	\$6,468,484	\$0	\$6,827,770	\$5,916	\$6,833,686
C	C	93N	RANDOL MILL RD	BALLPARK WAY	SH-360	0.91	6	D	100%	\$0	\$35,400	\$3,344,298	\$0	\$3,379,698	\$6,486	\$3,386,184
C	C	15N	STADIUM DR	DIVISION	ABRAM	0.44	2	D	100%	\$243,532	\$1,105,736	\$2,456,532	\$0	\$3,805,800	\$1,045	\$3,806,845
Sub-total SA C																
D						0.00	0	D	100%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sub-total SA D																
E	E	15R	BOWMAN SPRINGS	IH-20	CITY LIMITS	0.45	5	S	100%	\$905,847	\$77,361	\$1,924,004	\$0	\$2,907,212	\$1,028	\$2,908,240
E	E	15R	PLEASANT RIDGE	KELLY ELLIOTT	PARK SPRINGS BLVD	0.67	4	D	100%	\$10,602	\$283,736	\$4,143,540	\$133,629	\$4,662,507	\$3,184	\$4,665,691
E	E	15N	PLEASANT RIDGE	IH-20	ENCHANTED BAY	0.42	4	D	100%	\$816,000	\$546,000	\$339,000	\$80,000	\$1,781,000	\$1,996	\$1,782,996
E	E	15N	PLEASANT RIDGE	ENCHANTED BAY	PLUMWOOD	0.82	4	D	100%	\$1,200,000	\$0	\$69,000	\$240,000	\$1,569,000	\$3,896	\$1,572,896
E	E	97N	BARDIN RD	KELLY ELLIOTT	PARK SPRINGS BLVD	0.53	4	D	50%	\$411,436	\$5,950,000	\$3,080,000	\$240,000	\$9,881,436	\$2,518	\$9,883,954
E	F	2002N	PARK SPRINGS	PLEASANT RIDGE	IH-20	0.28	4	D	50%	\$38,484	\$119,239	\$828,708	\$22,125	\$1,006,556	\$665	\$1,007,221
E	H	2002N	SUBLETT RD	US-287	JOPLIN (West City Limits)	0.19	4	D	50%	\$190,000	\$1,500,000	\$1,500,000	\$0	\$3,190,000	\$451	\$3,190,451
Sub-total SA E																
F	G	2002N	MATLOCK RD	ARKANSAS LN	MAYFIELD	1.05	2	D	50%	\$26,430	\$45,540	\$1,762,200	\$160,000	\$2,234,170	\$1,247	\$2,235,417
F	G	2002N	MATLOCK RD	MAYFIELD	ARBROOK	0.38	2	D	50%	\$52,883	\$17,135	\$277,881	\$22,109	\$369,988	\$451	\$370,439
F	G	15R	PLEASANT RIDGE	PARK SPRINGS	BOWEN RD	1.04	4	D	100%	\$148,049	\$419,443	\$603,729	\$0	\$1,171,221	\$2,471	\$1,173,692
F	G	15N	COLLINS ST	ARBROOK BLVD	IH-20	0.36	2	D	50%	\$58,600	\$0	\$521,400	\$40,000	\$621,000	\$428	\$621,428
F	F	15N	COLLINS ST	BARDIN RD	GREEN OAKS BLVD	1.67	2	D	100%	\$412,500	\$0	\$2,722,500	\$200,000	\$3,335,000	\$1,984	\$3,336,984
F	F	15N	CENTER	BARDIN RD	EMBERCREST	0.34	4	D	100%	\$650,000	\$3,000,000	\$4,300,000	\$160,000	\$8,110,000	\$1,616	\$8,111,616
F	F	15N	CENTER	BARDIN RD	EMBERCREST	0.63	4	U	100%	\$990,000	\$4,400,000	\$3,800,000	\$80,000	\$9,270,000	\$2,303	\$9,272,303
F	F	15N	MATLOCK RD	BARDIN RD	GREEN OAKS BLVD	0.74	2	D	100%	\$1,287,000	\$5,850,000	\$7,263,000	\$320,000	\$14,720,000	\$1,758	\$14,721,758
F	F	15R	COOPER ST	MAYFIELD	GREEN OAKS BLVD	0.10	1	D	100%	\$21,445	\$77,685	\$5,151,683	\$2,019	\$5,252,822	\$85	\$5,252,907
F	F	15R	GREEN OAKS BLVD	COOPER ST	WILLOW RIDGE	0.10	1	D	50%	\$63,389	\$0	\$626,696	\$3,650	\$693,735	\$137	\$693,872
F	F	97N	BARDIN RD	PARK SPRINGS BLVD	WILLOW RIDGE	0.30	4	D	100%	\$1,320,000	\$2,550,000	\$1,320,000	\$80,000	\$4,120,000	\$1,425	\$4,121,425
F	F	93R	BARDIN RD	MANFIELD	BOWEN	0.61	4	D	100%	\$0	\$1,259,019	\$920,000	\$68,000	\$2,337,019	\$2,898	\$2,339,917
F	F	2002N	BARDIN RD	BOWEN	RUSH CREEK	0.34	4	D	100%	\$1,000,000	\$494,239	\$920,000	\$0	\$2,414,239	\$1,616	\$2,415,855
F	H	93N	BOWEN RD	GREEN OAKS BLVD	SUBLETT RD	0.75	4	D	50%	\$304,184	\$339,931	\$2,294,843	\$0	\$2,938,958	\$1,782	\$2,940,740
F	F	2002N	PARK SPRINGS	PLEASANT RIDGE	IH-20	0.28	4	D	50%	\$38,484	\$119,239	\$828,708	\$22,125	\$1,006,556	\$665	\$1,007,221
F	F	93R	ARBROOK RD	MATLOCK RD	COLLINS	1.14	4	D	100%	\$0	\$26,311	\$514,307	\$0	\$540,618	\$2,708	\$543,326
F	F	93R	BARDIN RD	GREEN HOLLOW DR	E. OF MATLOCK	1.14	4	D	100%	\$0	\$68,523	\$322,884	\$0	\$391,417	\$5,417	\$396,834
F	I	97N	CRAVENS PARK	MATLOCK RD	SILO RD	0.15	4	U	50%	\$173,480	\$1,489,000	\$1,489,000	\$100,000	\$3,151,480	\$1,371	\$3,152,851
Sub-total SA F																
										\$5,400,654	\$17,417,780	\$44,815,770	\$1,257,909	\$68,731,609	\$30,332	\$68,761,941

Exhibit B: Water Impact Fee CIP

Proj. No.	Description of Project	Percent Utilization			Capital Cost	Costs Based on 2015 Dollars		
		2015*	2025	2015-2025		Current Development	10-Year (2015-2025)	Beyond 2025
		EXISTING						
W1	Elm - Mesquite - Truman	35%	50%	15%	\$1,573,430	\$550,701	\$236,015	\$786,715
W2	Cowboys (Collins to Pennant)	30%	60%	30%	\$2,051,154	\$615,346	\$615,346	\$820,461
W3	Arkansas 2.0 MG Elevated Storage Tank	80%	95%	15%	\$3,957,332	\$3,165,865	\$593,600	\$197,867
W4	Grants - Lexington	80%	90%	10%	\$722,261	\$577,808	\$72,226	\$72,226
W5	Collins (Arkansas to Mayfield)	45%	55%	10%	\$1,755,126	\$789,807	\$175,513	\$789,807
W6	Bardin - Center- Arbrook - Collins	35%	50%	15%	\$3,664,034	\$1,282,412	\$549,605	\$1,832,017
W7	High Country (Lindbrook to Sierras)	35%	45%	10%	\$91,946	\$32,181	\$9,195	\$50,570
W8	Nathan Lowe - Gravens Park	35%	55%	20%	\$4,335,510	\$1,517,429	\$867,102	\$1,950,980
W9	Summit at Sublett Developer Participation	10%	20%	10%	\$51,157	\$5,116	\$5,116	\$40,925
W10	Collins (Southeast to Loretta Day)	40%	50%	10%	\$673,421	\$269,368	\$67,342	\$336,710
W11	Golf Club - Eden	50%	75%	25%	\$1,220,412	\$610,206	\$305,103	\$305,103
W12	John F. Kubala Water Treatment Plant Expansion 2	30%	45%	15%	\$37,596,410	\$11,278,923	\$5,639,461	\$20,678,025
W13	Harris (Cooper to Matlock)	70%	80%	10%	\$796,860	\$557,802	\$79,686	\$159,372
W14	Tierra Verde 1.0 MG Elevated Storage Tank	45%	70%	25%	\$3,583,800	\$1,612,710	\$895,950	\$1,075,140
W15	Deer Creek 3A Developer Participation	10%	20%	10%	\$69,412	\$6,941	\$6,941	\$55,529
W16	Willowstone Developer Participation	15%	20%	5%	\$91,908	\$13,786	\$4,595	\$73,526
W17	Harris Crossing Developer Participation	10%	15%	5%	\$47,070	\$4,707	\$2,354	\$40,010
W18	SH360 (Southwind to Debbie)	5%	10%	5%	\$410,097	\$20,505	\$20,505	\$369,087
W19	2014 Water Master Plan Study	20%	100%	80%	\$685,056	\$137,011	\$548,045	\$0
W20	2015 Impact Fee Study (Water Portion)	10%	100%	90%	\$71,129	\$7,113	\$64,016	\$0
		PROPOSED						
W21	Highway 287 16-inch Water Main Improvements	25%	55%	30%	\$1,130,800	\$282,700	\$339,240	\$508,860
W22	Harris Road 42-inch Water Main Improvements	0%	40%	40%	\$6,294,000	\$0	\$2,517,600	\$3,776,400
W23	New York Avenue Water Main Improvements	65%	85%	20%	\$3,702,800	\$2,406,820	\$740,560	\$555,420
W24	East Abram Street 20-inch Water Main Improvements	70%	80%	10%	\$2,958,500	\$2,070,950	\$295,850	\$591,700
W25	Ballpark Way and Brookhollow Plaza Drive Water Main Improvements	70%	85%	15%	\$3,741,000	\$2,618,700	\$561,150	\$561,150
W26	New York Avenue 1.5 MG Elevated Storage Tank	65%	80%	15%	\$4,300,800	\$2,795,520	\$645,120	\$860,160
W27	Pierce-Burch WTP Dual Pressure Plane Pump Station	0%	25%	25%	\$11,097,408	\$0	\$2,774,352	\$8,323,056
Total Water Capital Improvements Cost					\$96,672,832	\$33,230,427	\$18,631,587	\$44,810,818

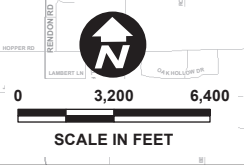
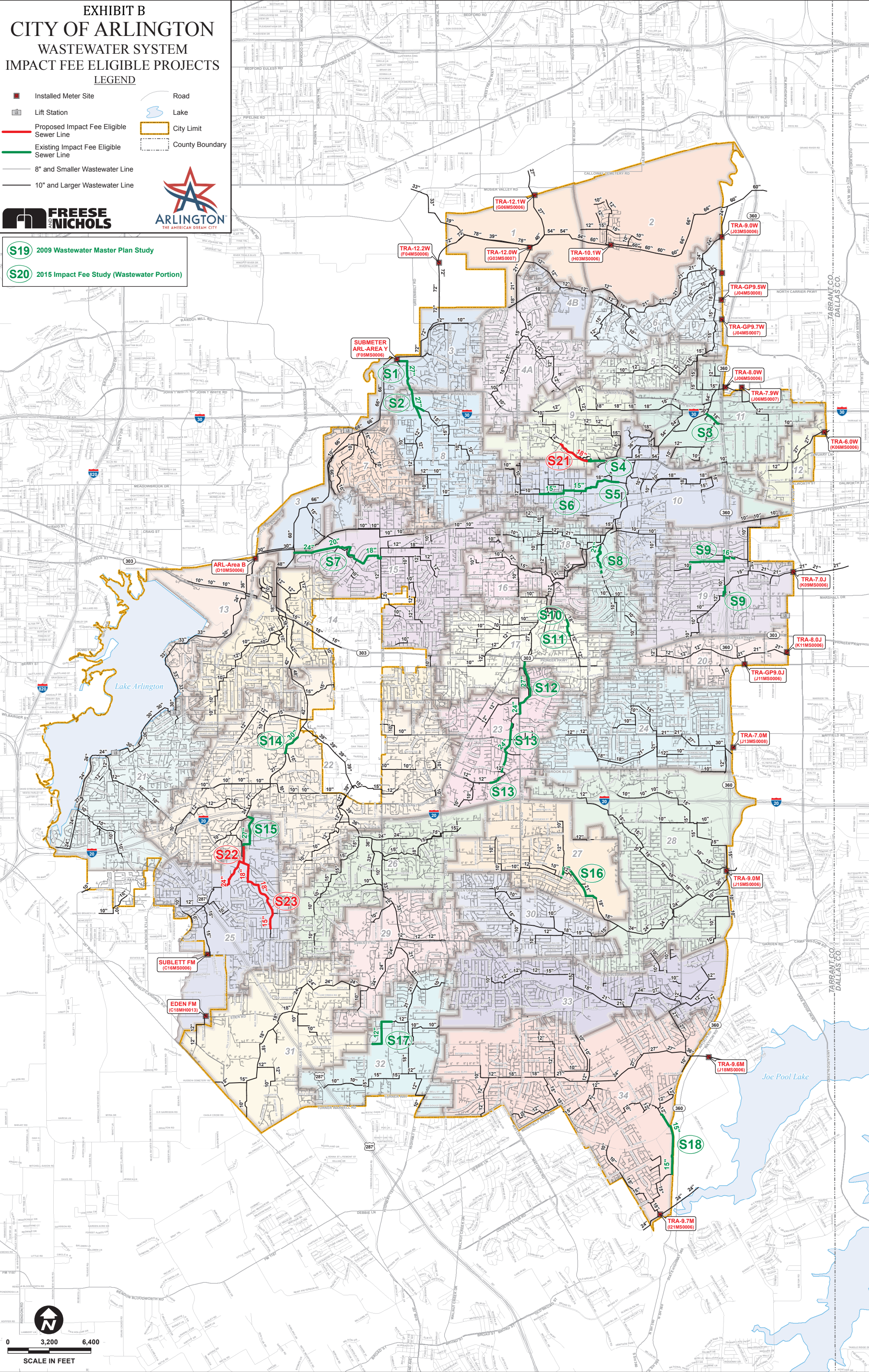
* Utilization in 2015 on Proposed Projects indicates a portion of the project that will be used to address deficiencies within the existing system, and therefore are not eligible for impact fee cost recovery for future growth.

EXHIBIT B CITY OF ARLINGTON WASTEWATER SYSTEM IMPACT FEE ELIGIBLE PROJECTS LEGEND

- Installed Meter Site
- Proposed Impact Fee Eligible Sewer Line
- Existing Impact Fee Eligible Sewer Line
- 8" and Smaller Wastewater Line
- 10" and Larger Wastewater Line
- Road
- Lake
- City Limit
- County Boundary



- S19 2009 Wastewater Master Plan Study
- S20 2015 Impact Fee Study (Wastewater Portion)



Copyright © Freese and Nichols, Inc. 2015
 Project: Arlington Wastewater System Impact Fee Study
 Date: 10/20/2015
 User: gms

Exhibit B: Wastewater Impact Fee CIP

Proj. No.	Description of Project	Percent Utilization			Capital Cost	Costs Based on 2015 Dollars		
		2015*	2025	2015-2025		Current Development	10-Year (2015-2025)	Beyond 2025
		EXISTING						
S1	Green Oaks - Lake Country - Stonebrook	35%	60%	25%	\$2,242,920	\$785,022	\$560,730	\$897,168
S2	Randol Mill Park (Park Hill to I30)	35%	60%	25%	\$669,247	\$234,236	\$167,312	\$267,699
S3	Copeland (I30 to SH360)	15%	50%	35%	\$784,481	\$117,672	\$274,568	\$392,241
S4	Randol Mill (Collins to Cedarland Plaza)	5%	30%	25%	\$686,823	\$34,341	\$171,706	\$480,776
S5	Johnson Creek (Collins to AT&T)	10%	35%	25%	\$499,404	\$49,940	\$124,851	\$324,613
S6	Sanford (Oak to Collins)	10%	40%	30%	\$1,249,948	\$124,995	\$374,984	\$749,969
S7	Woodland West (Division to Bowen)	5%	30%	25%	\$1,919,337	\$95,967	\$479,834	\$1,343,536
S8	Johnson Creek (Valley View to Meadow Oaks)	20%	45%	25%	\$1,086,981	\$214,954	\$274,188	\$597,839
S9	Greenway (Sherry to Watson)	25%	50%	25%	\$795,280	\$199,951	\$197,689	\$397,640
S10	Johnson Creek (From Inwood)	20%	50%	30%	\$216,709	\$43,342	\$65,013	\$108,355
S11	Southridge (Tucker to Inwood)	20%	50%	30%	\$218,657	\$43,731	\$65,597	\$109,329
S12	Johnson Creek (Matlock to Pioneer)	25%	45%	20%	\$2,300,910	\$575,228	\$460,182	\$1,265,501
S13	Arbrook - Swafford - Johnson Creek	25%	45%	20%	\$1,187,323	\$296,831	\$237,465	\$653,028
S14	Rush Creek (Woodside to Bridlegate)	5%	50%	45%	\$659,960	\$32,998	\$296,982	\$329,980
S15	Willow Bend (Bardin to I20)	20%	45%	25%	\$1,335,133	\$261,290	\$339,520	\$734,323
S16	Fish Creek (Yaupon to Engleside)	15%	40%	25%	\$1,049,794	\$153,922	\$265,995	\$629,877
S17	Twin Hills Developer Participation	5%	35%	30%	\$31,539	\$1,577	\$9,462	\$20,500
S18	SH360 (Southwind to Debbie)	5%	15%	10%	\$487,521	\$24,376	\$48,752	\$414,393
S19	2009 Wastewater Master Plan Study	90%	100%	10%	\$1,065,250	\$958,725	\$106,525	\$0
S20	2015 Impact Fee Study (Wastewater Portion)	10%	100%	90%	\$71,129	\$7,113	\$64,016	\$0
PROPOSED								
S21	Randol Mill Road 18-inch Sanitary Sewer Improvements	75%	95%	20%	\$1,003,170	\$755,223	\$197,789	\$50,159
S22	Green Oaks Boulevard 24-inch Sanitary Sewer Improvements	15%	25%	10%	\$1,970,850	\$295,628	\$197,085	\$1,478,138
S23	Parliament Drive 18-inch Sanitary Sewer Improvements	20%	30%	10%	\$1,624,630	\$324,926	\$162,463	\$1,137,241
Total Wastewater Capital Improvements Cost					\$23,156,997	\$5,631,987	\$5,142,708	\$12,382,301

* Utilization in 2015 on Proposed Projects indicates a portion of the project that will be used to address deficiencies within the existing system, and therefore are not eligible for impact fee cost recovery for future growth.

Exhibit C

2017 Impact Fee Program Discount Calculation Table

Service Area	ROW Sq. Ft.	ROW % of Total Cost	Construction Lane Miles	Construction % of Total Cost
A	20,526	7%	14.52	93%
B	313,965	44%	15.35	56%
C	476,329	17%	23.24	83%
D	-	-	-	-
E	295,464	25%	12.95	75%
F	791,082	25%	28.6	75%
G	219,177	3%	21.39	97%
H	992,898	12%	16.56	88%
I	639,115	10%	47.79	90%
J	-	-	-	-

EXHIBIT D

LAND USE CATEGORY	DEVELOPMENT UNIT	2002 TOTAL SERVICE UNITS (VEH-MI/DEV UNIT)	2017 TOTAL SERVICE UNITS (VEH-MI/DEV UNIT)
Residential	DU	2.68	2.06
Office	1,000 sq. ft.	5.01	4.81
Commercial/Retail	1,000 sq. ft.	5.57	5.04
Industrial	1,000 sq. ft.	1.89	1.93
Institutional	1,000 sq. ft.	0.82	0.96

Source: Trip Generation, 9th Edition, Institute of Transportation Engineers; 2012 NCTCOG Workplace Survey; Freese and Nichols, Inc.

EXHIBIT E
2016 Impact Fee Program
Schedule 1 & 2 Rates

Facility Type	Service Unit	Schedule 1 Rate (Actual Cost per Service Unit)	Schedule 2 Rate (Proposed Collection Rate per Service Unit)
Water	5/8" water meter equivalent	\$3,024.00	\$828.13
Sewer	5/8" water meter equivalent	\$835.00	\$418.00
Roadways	Vehicle Miles (afternoon peak)		
Service Area A		\$506.00	\$253.00
Service Area B		\$714.00	\$312.50
Service Area C		\$1,246.00	\$312.50
Service Area D		\$0.00	\$0.00
Service Area E		\$4,572.00	\$312.50
Service Area F		\$3,648.00	\$312.50
Service Area G		\$1,178.00	\$312.50
Service Area H		\$3,848.00	\$312.50
Service Area I		\$3,288.00	\$312.50
Service Area J		\$0.00	\$0.00

ORDINANCE NO. 96-134

AN ORDINANCE AMENDING THE "IMPACT FEES" CHAPTER OF THE CODE OF THE CITY OF ARLINGTON, TEXAS, 1987, THROUGH THE AMENDMENT OF **ARTICLE I, GENERAL PROVISIONS**, BY THE AMENDMENT OF **SECTION 1.07, LAND USE ASSUMPTIONS**, AT **SUBSECTION (B)**, RELATIVE TO AMENDMENT PROCEDURE OF LAND USE ASSUMPTIONS; BY THE AMENDMENT OF **SECTION 1.12, OFFSETS AND CREDITS AGAINST IMPACT FEES**, AT **SUBSECTION (C) (7)**, RELATIVE TO TIME EXTENSION OF EXPIRATION OF AVAILABLE CREDITS AND OFFSETS UNTIL JANUARY 1, 1998; BY THE AMENDMENT OF **SECTION 1.17, UPDATES TO PLAN AND REVISION OF FEES**, AT **SUBSECTION (A)**, RELATIVE TO PERIODIC UPDATES TO LAND USE ASSUMPTIONS; BY THE AMENDMENT OF **SECTION 1.22, RELIEF PROCEDURES**, AT **SUBSECTION (D)**, RELATIVE TO REDUCTION OF IMPACT FEES FOR NON-RESIDENTIAL USES LOCATED ALONG BUSINESS CORRIDORS; PROVIDING THIS ORDINANCE BE CUMULATIVE; PROVIDING FOR SEVERABILITY; PROVIDING FOR GOVERNMENTAL IMMUNITY; PROVIDING FOR INJUNCTIONS; PROVIDING FOR PUBLICATION AND BECOMING EFFECTIVE TEN DAYS AFTER FIRST PUBLICATION

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ARLINGTON, TEXAS:

1.

That the "Impact Fees" Chapter of the Code of the City of Arlington, Texas, 1987, is hereby amended through the amendment of Article I, General Provisions, by the amendment of **Section 1.07, Land Use Assumptions**, Subsection (B), so that hereafter said subsection shall be and read as follows:

- B. The land use assumptions for the City shall be updated utilizing the amendment procedure set forth in Section 1.17.

Further, Article I is hereby amended through the amendment of **Section 1.12, Offsets and Credits Against Impact Fees**, at Subsection (C)(7), so that hereafter said subsection shall be read as follows:

7. An offset or credit created pursuant to this chapter in conjunction with a development project, and for which project no building permits have been issued or no utility connections have been made since adoption of the "Impact Fees" Chapter of the Code of the City of Arlington, Texas, shall expire ten (10) years after the date of creation of such offset or credit, or on January 1, 1998, whichever later occurs. All other offsets or credits shall expire ten (10) years from the date that the first building permit was issued or first utility connection made after the effective date of the "Impact Fees" Chapter.

Further, Article I is hereby amended through the amendment of **Section 1.17, Updates to Plan and Revision of Fees**, Subsection A, so that hereafter said subsection shall be and read as follows:

- A. The City shall update its land use assumptions and impact fees capital improvements plans, and shall recalculate its impact fees in accordance with the procedures set out in V.T.C.A., Local Government Code, Section 395, or in any successor statute.

Further, Article I is hereby amended through the amendment of **Section 1.22, Relief Procedures**, at Subsection (D), so that hereafter said subsection shall be read as follows:

- D. The City Council may grant a waiver from impact fees due, up to a maximum of 25% of the Schedule 2 impact fee rate then in effect for a nonresidential development that creates significant employment opportunities or provides other significant economic benefits to the City. To be eligible for such waiver, the nonresidential use shall be required to be located in an employment center or along a business corridor as designated in the "Metroplex Center Development Strategy" of the Comprehensive Plan, be identified as an industry target in the Strategic Plan for Economic Development, and have a minimum estimated building

permit value of \$4 million for a new use or \$1 million for expansion of an existing use meeting the other criteria. The Council shall consider the degree to which the application meets the goals and objectives of the City, as expressed in the Comprehensive Plan and Strategic Plan for Economic Development, in approving such reduction of impact fees otherwise due.

2.

This ordinance shall be and is hereby declared to be cumulative of all other ordinances of the City of Arlington, and this ordinance shall not operate to repeal or affect any of such other ordinances except insofar as the provisions thereof might be inconsistent or in conflict with the provisions of this ordinance, in which event such conflicting provisions, if any, in such other ordinance or ordinances are hereby repealed.

3.

If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be unconstitutional, such holding shall not affect the validity of the remaining portions of this ordinance.

4.

All of the regulations provided in this ordinance are hereby declared to be governmental and for the health, safety and welfare of the general public. Any member of the City Council or any City official or employee charged with the enforcement of this ordinance, acting for the City of Arlington in the discharge of his/her duties, shall not thereby render himself/herself personally liable; and he/she is hereby relieved from all personal liability for any damage that might accrue to persons or property as a result of any act required or permitted in the discharge of his/her said duties.

5.

Any violation of this ordinance can be enjoined by a suit filed in the name of the City of Arlington in a court of competent jurisdiction, and this remedy shall be in addition to any penal provision in this ordinance or in the Code of the City of Arlington.

6.

The caption of this ordinance shall be published in a newspaper of general circulation in the City of Arlington, in compliance with the provisions of Article VII, Section 15, of the City Charter. Further, this ordinance may be published in pamphlet form and shall be admissible in such form in any court, as provided by law.

7.

This ordinance shall become effective ten (10) days after first publication as described above.

PRESENTED AND GIVEN FIRST READING on the 8th day of October, 1996, at a regular meeting of the City Council of the City of Arlington, Texas; and GIVEN SECOND READING, passed and approved on the 15th day of October, 1996, by a vote of 9 ayes and 0 nays at a regular meeting of the City Council of the City of **Arlington, Texas**.

RICHARD E. GREENE, Mayor

ATTEST:

CINDY KEMP, City Secretary

APPROVED AS TO FORM:
JAY DOEGEY, City Attorney

BY _____

ORDINANCE NO. 97-154

AN ORDINANCE AMENDING THE "**IMPACT FEES**" CHAPTER OF THE CODE OF THE CITY OF ARLINGTON, TEXAS, 1987, THROUGH THE AMENDMENT OF **ARTICLE I**, ENTITLED GENERAL PROVISIONS, BY THE AMENDMENT OF **SECTION 1.12**, OFFSETS AND CREDITS AGAINST IMPACT FEES, **SUBSECTION (C) (7)**, RELATIVE TO EXPIRATION OF AVAILABLE CREDITS AND OFFSETS; PROVIDING THIS ORDINANCE BE CUMULATIVE; PROVIDING FOR SEVERABILITY; PROVIDING FOR GOVERNMENTAL IMMUNITY; PROVIDING FOR INJUNCTIONS; PROVIDING FOR PUBLICATION AND BECOMING EFFECTIVE TEN DAYS AFTER PUBLICATION

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ARLINGTON, TEXAS:

1.

That the "**Impacts Fees**" Chapter of the Code of the City of Arlington, Texas, 1987, is hereby amended through the amendment of Article I, General Provisions, by the amendment of **Section 1.12**, Offsets and Credits Against Impact Fees, **Subsection (C) (7)**, so that hereafter said subsection shall be and read as follows:

7. An offset or credit created pursuant to this chapter in conjunction with a development project, and for which project no building permits have been issued or no utility connections have been made since adoption of the "Impact Fees" Chapter of the Code of the City of Arlington, Texas, shall expire ten (10) years after the date of creation of such offset or credit, or on January 1, 1999, whichever later occurs. All other offsets or credits shall expire ten (10) years from the date that the first building permit was issued or first utility connection made after the effective date of the "Impact Fees" Chapter.

2.

This ordinance shall be and is hereby declared to be cumulative of all other ordinances of the City of Arlington, and this ordinance shall not operate to repeal or affect any of such other ordinances except insofar as the provisions thereof might be inconsistent or in conflict with the provisions of this ordinance, in which event such conflicting provisions, if any, in such other ordinance or ordinances are hereby repealed.

3.

If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be unconstitutional, such holding shall not affect the validity of the remaining portions of this ordinance.

4.

All of the regulations provided in this ordinance are hereby declared to be governmental and for the health, safety and welfare of the general public. Any member of the City Council or any City official or employee charged with the enforcement of this ordinance, acting for the City of Arlington in the discharge of his/her duties, shall not thereby render himself/herself personally liable; and he/she is hereby relieved from all personal liability for any damage that might accrue to persons or property as a result of any act required or permitted in the discharge of his/her said duties.

5.

Any violation of this ordinance can be enjoined by a suit filed in the name of the City of Arlington in a court of competent jurisdiction, and this remedy shall be in addition to any penal provision in this ordinance or in the Code of the City of Arlington.

6.

The caption and penalty clause of this ordinance shall be published in a newspaper of general circulation in the City of Arlington, in compliance with the provisions of Article VII, Section 15, of the City Charter. Further, this ordinance may be published in pamphlet form and shall be admissible in such form in any court, as provided by law.

7.

This ordinance shall become effective ten (10) days after first publication as described above.

PRESENTED AND GIVEN FIRST READING on the 2nd day of December, 1997, at a regular meeting of the City Council of the City of Arlington, Texas; and GIVEN SECOND READING, passed and approved on the 9th day of December, 1997, by a vote of 9 ayes and 0 nays at a regular meeting of the City Council of the City of **Arlington, Texas.**

ELZIE ODOM, Mayor

ATTEST:

CINDY KEMP, City Secretary

APPROVED AS TO FORM:
JAY DOEGEY, City Attorney

BY _____

ORDINANCE NO. 98-72

AN ORDINANCE REPEALING THE EXISTING "IMPACT FEES" CHAPTER OF THE CODE OF THE CITY OF ARLINGTON, TEXAS, 1987, THROUGH THE ADOPTION OF A NEW "IMPACT FEES" CHAPTER; PROVIDING THIS ORDINANCE BE CUMULATIVE; PROVIDING FOR SEVERABILITY; PROVIDING FOR GOVERNMENTAL IMMUNITY; PROVIDING FOR INJUNCTIONS; PROVIDING FOR PUBLICATION AND BECOMING EFFECTIVE JANUARY 1, 1999, EXCEPT FOR PURPOSES OF CALCULATING AN IMPACT FEE FOR NEW DEVELOPMENTS WHICH HAVE NO EXISTING OFFSETS OR CREDITS AND FOR WHICH NO OFFSETS WILL BE CREATED PRIOR TO JANUARY 1, 1999, THIS ORDINANCE SHALL BECOME EFFECTIVE UPON PASSAGE AND SIGNATURE BY THE MAYOR

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ARLINGTON, TEXAS:

1.

That the "Impact Fees" Chapter of the Code of the City of Arlington, Texas, 1987, is hereby amended to read as follows:

ARTICLE I

GENERAL PROVISIONS

Section 1.01 Short Title

This Chapter shall be known and cited as the "Arlington Impact Fees Chapter."

Section 1.02 Purpose and Effect

This Chapter is intended to assure the provision of adequate public facilities to serve new development in the City by requiring each development to pay its pro rata share of the costs of such improvements necessitated by and attributable to such new development. Impact fees established by this Chapter 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 fee is intended to be consistent with and to further the policies of City's Comprehensive Plan, the impact fee capital improvements plan, the zoning ordinance, 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.

Section 1.03 Authority

This Chapter is adopted pursuant to V.T.C.A., Local Government Code, Chapter 395 and pursuant to the Arlington City Charter. The provisions of this Chapter 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 Chapter. Guidelines may be developed by City Council resolution or otherwise to implement and administer this Chapter.

Section 1.04 Definitions

The following definitions shall apply to the Impact Fee Chapter:

"Area-related Facility" means a capital improvement or facility expansion which is designated in the Impact Fee Capital Improvements Plan

"Assessment" means the determination of the amount of the maximum impact fee per service unit which can be imposed on new development pursuant to this Chapter.

"Capital Improvement" means either a roadway facility, a water facility or a sanitary sewer facility with a life expectancy of three (3) or more years, to be owned and operated by or on behalf of the City.

"City" means the City of Arlington, Texas.

"Facilities Expansion" means either a roadway expansion, a water facility expansion or a sanitary sewer facility expansion.

"Impact Fee" means either a fee for roadway facilities, a fee for water facilities or a fee for sanitary sewer facilities imposed on new development by the City, pursuant to this Chapter, in order to fund or recoup the costs of capital improvements or facilities expansions necessitated by and attributable to such new development.

Impact fees do not include the dedication of rights-of-way or easements for such facilities or the construction of such improvements. Impact fees also do not include any participation or extension agreements for water and/or sanitary sewer improvements imposed pursuant to Section 9.04 of the "Water" Chapter of the Code of the City of Arlington; front footage charges for water and/or sanitary sewer lines imposed pursuant to Section 7.01 of the "Water" Chapter; or funds deposited in escrow for the construction of roadway improvements imposed pursuant to the "Subdivision" Chapter.

"Impact Fee Capital Improvements Plan" means either a roadway improvements plan, a water improvements plan or a sanitary sewer improvements plan adopted or revised pursuant to this Chapter. Impact fee capital improvements plan may refer either to the plan for a particular service area or to the aggregation of capital improvements or facilities expansions and the associated costs programmed for all service areas for a particular category of capital improvements or facilities expansions.

"Land Use Assumptions" means 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 impact fee capital improvements plans are based.

"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 and which requires either the approval and filing with Tarrant County of a plat pursuant to the City's subdivision regulations, the issuance of a building permit or connection to the City's water or sanitary sewer system.

"Offset" means the amount of the reduction of an impact fee designed to fairly reflect the value of area-related

facilities provided by a developer pursuant to the City's development regulations or requirements.

"Offsite" means outside the boundaries of the property for which a new development is proposed.

"Plat Approval or Approval of a Plat" means the point at which the applicant has complied with all conditions of approval, and the plat has been released for filing with Tarrant County.

"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.

"Roadway" means any freeway, expressway, major or minor arterials or collectors designated in the City's adopted Thoroughfare Plan, as may be amended from time to time. Roadway does not include any roadway designated as a numbered highway on the official federal or Texas highway system.

"Roadway Expansion" means the expansion of the capacity of an existing roadway in the City, but does not include the repair, maintenance, modernization or expansion of an existing roadway to better serve existing development.

"Roadway Facility" means an improvement or appurtenance to a roadway which includes, but is not limited to design, rights-of-way, whether conveyed by deed or easement; intersection improvements; traffic control devices; turn lanes; drainage facilities associated with the roadway; street lighting or curbs. Roadway Facility also includes any improvement or appurtenance to an intersection with a roadway officially enumerated in the federal or Texas highway system. Roadway facility excludes those improvements or appurtenances to a roadway which are site-related facilities.

"Roadway Improvements Plan" means the adopted plan, as may be amended from time to time, which identifies the roadway facilities or roadway expansions and their costs for each roadway benefit area (See Section 1.09), which are necessitated by and which are attributable to new development, for a period not to exceed ten (10) years, which are to be financed in whole or in part through the imposition of roadway facilities fees pursuant to this Chapter.

"Sanitary Sewer Facility" means an improvement for providing sanitary sewer service, including but not limited to land or easements, treatment facilities, lift stations or interceptor mains. Sanitary sewer facility excludes sanitary sewer lines or mains which are constructed by developers, the costs of which are reimbursed from pro rata charges paid by subsequent users of the facilities. Sanitary sewer facilities exclude site-related facilities.

"Sanitary Sewer Facility Expansion" means the expansion of the capacity of any existing sanitary sewer improvement for the purpose of serving new development, but does not include the repair, maintenance, modernization or expansion of an existing sanitary sewer facility to serve existing development.

"Sanitary Sewer Improvements Plan" means the adopted plan, as may be amended from time to time, which identifies the sanitary sewer facilities or sanitary sewer expansions and their associated costs which are necessitated by and which are attributable to new development for a period not to exceed ten (10) years and which are to be financed in whole or in part through the imposition of sanitary sewer facilities fees, pursuant to this Chapter.

"Service Area" means either a roadway benefit area, a water benefit area or sanitary sewer benefit area within the City (See Section 1.09), within which impact fees for capital improvements or facilities expansions will be collected for new development occurring within such area and within which fees so collected will be expended for those types of improvements or expansions identified in the type of capital improvements plan applicable to the service area.

"Service Unit" means the applicable standard units of measure shown on the conversion table in the Impact Fees Capital Improvements Plan which can be converted either to vehicle miles of travel during the highest one hour peak as measured during the 4 p.m. to 6 p.m. weekday peak period, or to three-fourths inch (3/4") water meter equivalents, as the context indicates, which serves as the standardized measure of consumption, use or generation attributable to the new unit of development.

"Site-Related Facility" means an improvement or facility which is for the primary use or benefit of a new development and/or which is for the primary purpose of safe and adequate provision of roadway, water or sanitary sewer facilities to serve the new development, and which is not included in the

Impact Fees Capital Improvements Plan and for which the developer or property owner is solely responsible under Subdivision and other applicable regulations.

"Water Facility" means an improvement for providing water service, including but not limited to land or easements, water treatment facilities, water supply facilities or water distribution lines. Water facility excludes water lines or mains which are constructed by developers, the costs of which are reimbursed from pro rata charges paid by subsequent users of the facilities. Water facility excludes site-related facilities.

"Water Facility Expansion" means the expansion of the capacity of any existing water facility for the purpose of serving new development, but does not include the repair, maintenance, modernization or expansion of an existing water facility to serve existing development.

"Water Improvements Plan" means the adopted Plan, as may be amended from time to time, which identifies the water facilities or water expansions and their associated costs which are necessitated by and which are attributable to new development for a period not to exceed ten (10) years and which are to be financed in whole or in part through the imposition of water facilities fees pursuant to this Chapter.

Section 1.05 Applicability

The provisions of this Chapter apply to all new development within the corporate boundaries of the City.

Section 1.06 Impact Fee as Condition of Development Approval

No application for new development shall be approved within the City without assessment of an impact fee pursuant to this Chapter, and no building permit shall be issued unless the applicant has paid the impact fee imposed by and calculated hereinunder.

Section 1.07 Land Use Assumptions

Land Use Assumptions for the City of Arlington hereby are adopted as Exhibit "A," attached hereto and incorporated by reference herein.

Section 1.08 Capital Improvements Plans

Capital improvements plans for the City of Arlington hereby are adopted as follows:

- A. The Roadway Improvements Plan is adopted as Exhibit "C," attached hereto and incorporated by reference herein.
- B. The Water Improvements Plan is adopted as Exhibit "E," attached hereto and incorporated by reference herein.
- C. The Sanitary Sewer Improvements Plan is adopted as Exhibit "G," attached hereto and incorporated by reference herein.

Section 1.09 Service Areas

Service areas for the City of Arlington hereby are established as follows:

- A. Roadway benefit areas hereby are established as designated on the map attached hereto and incorporated by reference herein as Exhibit "B."
- B. The water benefit area hereby is established as designated on the map attached hereto and incorporated by reference herein as Exhibit "D."
- C. The wastewater benefit area hereby is established as designated on the map attached hereto and incorporated by reference herein as Exhibit "F."

Section 1.10 Impact Fees Per Service Unit

- A. The maximum impact fee per service unit for each service area shall be computed by dividing the total costs of capital improvements necessitated by and attributable to new development in the service area identified in the impact fee capital improvements plan

for that category of capital improvements by the total number of service units anticipated within the service area, based upon the land use assumptions for that service area. Maximum impact fees per service unit for each service area shall be established by category of capital improvements and shall be as set forth in Schedule 1, attached hereto and made a part of this Chapter by reference.

- B. The impact fee per service unit, which is to be paid by each new development within a service area, shall be that established by ordinance by the City Council and shall be as set forth in Schedule 2, attached hereto and made a part of this Chapter by reference. The City Council may establish different Schedule 2 impact fee rates among service areas or land uses for a category of capital improvements in order to implement the policies of the City's Comprehensive Plan, or to further economic development strategies, or to otherwise reasonably promote the health, safety or general welfare of the City.
- C. Impact fee Schedules 1 and 2 may be amended from time to time utilizing the amendment procedure set forth in Section 1.17.

Section 1.11 Assessment of Impact Fees

- A. The approval of any new development shall include as a condition the assessment of the impact fee applicable to such development.
- B. Assessment of the impact fee for any new development shall occur as follows:
 - 1. For a development which is submitted for approval pursuant to the City's subdivision regulations, assessment shall be at the time of final plat approval, and shall be the amount of the maximum impact fee per service unit then in effect, as set forth in Schedule 1.
 - 2. For land which is not platted and which is not required to be platted as a condition of issuing a building permit or utility connection, assessment shall occur at the time application is made for the building permit or utility connection, and shall be the amount of the maximum impact fee per

service unit then in effect, as set forth in Schedule 1.

- C. Following assessment of the impact fee pursuant to Subsection (B), the amount of the impact fee per service unit for that development cannot be increased, and shall be the amount of the Schedule 1 rate then in effect, unless the owner proposes to change the approved development by the submission of a new application for plat approval, in which case new assessment shall occur at the Schedule 1 rate then in effect.
- D. Following the lapse or expiration of approval for a plat, a new assessment shall occur at the time of final approval of a new plat.
- E. An application for an amending plat made pursuant to V.T.C.S., Local Government Code, Section 212.016, and Subdivision Rules and Regulations, Section 4.05, is not subject to reassessment for an impact fee.

Section 1.12 Computation and Collection of Impact Fees

- A. The impact fees due for the new development shall be collected prior to or at the time of issuance of the building permit for roadway facilities and prior to or at the time of connection to the City's water or sanitary sewer system for water or sanitary sewer facilities unless an agreement between the developer and the City has been executed providing for a different time of payment.
- B. Following the filing and acceptance of an application for a building permit or the request for connection to the City's water or sanitary sewer system, the City shall compute the impact fees due for the new development in the following manner:
 - 1. The amount of each impact fee due shall be determined by multiplying the number of service units generated by the new development by the impact fee due per service unit for the service area using Schedule 2. The number of service units shall be determined by using the equivalency table contained in the impact fee capital improvements plan.

- 2. The amount of each impact fee due shall be reduced by any allowable offsets for that category of capital improvements in the manner provided in Section 1.13.
- C. If the building permit for which an impact fee has been paid has expired, and a new application is thereafter filed, the impact fees due shall be computed using Schedule 2 in effect at the time the new application is filed.
- D. 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 in effect at the time the new application is filed in the same manner as required for an original building permit.

Section 1.13 Offsets Against Roadway Impact Fees

- A. The City shall reasonably offset the dedication or construction of any area-related roadway facility which occurs on or after May 25, 1989, by discounting the amount of the impact fees due for that category of capital improvement.
- B. Offsets for on-site, area-related roadway facilities shall be granted and applied against impact fees due in the following manner:
 - 1. The offset for each roadway facility dedicated or constructed shall be expressed as a percentage (rounded to the nearest whole percent) discount. The total reduction in roadway impact fees from applicable offsets shall be the sum of the whole number percentage discount for each roadway facility dedicated or constructed.
 - a. For each dedication of right-of-way for an area-related facility, the percentage discount shall be determined according to the following formula:

Square feet dedicated (-----) x Total impact fee roadway improve- ment plan square feet in service area	x	% of capital improvement cost represented by roadway dedication in service area
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- b. For each construction of improvements for an area-related facility, the percentage discount shall be determined according to the following formula:

$$\frac{\text{Lane mile construction}}{\text{Total impact fee roadway improvement plan lane mile construction in service area}} \times \text{\% of capital improvement cost represented by roadway construction in service area}$$

- c. For the purpose of calculating percent reduction in impact fee, the number of total square footage, the number of lane mile construction, the percentage of capital improvement cost represented by roadway dedication, and the percentage of capital improvement cost represented by roadway construction are hereby established as designated below.

Offset Discount Calculation Table

Service Area	ROW Sq. Ft.	% of Total Cost	ROW % of Total Cost	Construction Lane Miles	Construction % of Total Cost
1	219,794		15%	14.96	85%
2	111,331		16%	19.76	84%
3	317,365		15%	21.50	85%
4	-		-	-	-
5	70,164		3%	4.58	97%
6	561,597		21%	23.88	79%
7	282,997		14%	19.72	86%
8	6,126		7%	5.08	93%
9	-		-	-	-
10	11,230		7%	13.62	93%
11	373,393		6%	12.76	94%
12	256,158		10%	20.04	90%
13	62,411		1%	14.12	99%
14	34,023		3%	10.20	97%
15	268,835		14%	27.60	86%
16	553,932		12%	26.88	88%
17	970,706		15%	35.26	85%
18	1,640,987		28%	33.42	72%
19	446,529		9%	14.60	91%
20	862,098		22%	34.48	78%
21	869,978		28%	28.24	72%
22	815,024		23%	15.40	77%
23	340,032		18%	3.68	82%
24	110,271		5%	15.50	95%
25	1,124,020		29%	15.54	71%
26	551,232		37%	3.48	63%

2. Such percentage(s) shall be applied uniformly to reduce impact fees for all new development within the plat for which the dedication or construction of the area-related roadway facility was required. Such discounts shall apply to all new development within each subsequent final plat filed out of an original preliminary plat.
 3. A property owner who wishes to offset impact fees due prior to dedication or construction of all area-related roadway facilities for a preliminary plat may propose an agreement for capital improvements identifying offsets for all rights-of-way to be dedicated or improvements to be constructed for area-related roadway facilities for a preliminary plat, as specified in Subsection 1.18(B). Upon approval thereof, as long as such preliminary plat remains in effect, roadway impact fees for all new development within such plat shall be discounted in the manner provided in this section.
- C. If a property owner is required to dedicate or construct an offsite, area-related roadway facility pursuant to the City's development regulations, the City shall reasonably offset the costs of such improvement against roadway impact fees due. The amount of the offset shall be established by an agreement for capital improvements in the manner provided in Subsection 1.18(A).
- D. An offset created pursuant to this section shall expire ten years from the date of the creation of the offset.
- E. Roadway impact fees shall not offset water and sanitary sewer impact fees.

Section 1.14 Establishment of Accounts

- A. The City's Finance Department shall establish an account for each service area for each category of capital facility for which an impact fee is imposed pursuant to this Chapter. Each impact fee collected within the service area shall be deposited in such account.
- B. 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 Section 1.15.

- C. The City's Finance Department shall establish adequate financial and accounting controls to ensure that impact fees disbursed from the account are utilized solely for the purposes authorized in Section 1.15. 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 Chapter. Any fee impact paid shall be expended within a reasonable period of time, not to exceed ten (10) years from the date the fee is deposited into the account. Execution of a design or construction contract by the City shall be considered to be expenditure of funds of the account.
- D. The City's Finance Department shall maintain and keep financial records for 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 assess fees for copying services in accordance with the resolution governing public information.
- E. The Finance Department shall maintain and keep adequate financial records for said accounts which shall show the source and disbursement of all funds placed in or expended by such accounts.

Section 1.15 Use of Proceeds of Impact Fee Accounts

The impact fees collected for each service area pursuant to this Chapter may be used to finance or to recoup the costs of any capital improvements or facilities expansions identified in the applicable impact fee capital improvements plan for the service area, including the construction contract price, surveying and engineering fees, land acquisition costs (including land purchases, court awards and costs, attorney's fees and expert witness fees), and the fees actually paid or contracted to be paid to an independent qualified engineer or financial consultant preparing or updating the impact fee capital improvements plan who is not an employee of the political subdivision. 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 capital improvements or facilities expansions.

Section 1.16 Refunds

- A. Any impact fee or portion thereof collected pursuant to this Chapter, which has not been expended within the service area within ten (10) years from the date of payment, shall be refunded, upon application, to the record owner of the property at the time the refund is 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 Article 1.03, Title 79, Revised Statutes (Article 5069-1.03, Vernon's Texas Civil Statutes) or any successor statute.

- B. An impact fee collected pursuant to this Chapter shall be considered expended if the total expenditures for capital improvements or facilities expansions authorized in Section 1.15 within the service area within ten (10) years following the date of payment exceeds the total fees collected for such improvements or expansions during such period. An impact fee shall be considered expended on a first-in, first out basis.

- C. If a refund is due pursuant to Subsections (A) and (B), the City shall pro-rate the same by dividing the difference between the amount of expenditures and the amount of the 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.

- D. Upon completion of all the capital improvements or facilities expansions identified in the impact fee capital improvements plan for the service area, the City shall recalculate the maximum impact fee per service unit using the actual costs for the improvements or expansions. If the maximum impact fee per service unit based on actual cost is less than the impact fee per service unit paid, the City shall refund

the difference, if such difference exceeds the impact fee paid by more than ten percent (10%). The refund to the record owner shall be calculated by multiplying such difference by the number of service units for the development for which the fee was paid, and interest due shall be calculated upon that amount.

- E. If the building permit for a new development for which an 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, refund the amount of the impact fee to the applicant.

Section 1.17 Updates to Plan and Revision of Fees

- A. The City shall update its land use assumptions and impact fees capital improvements plans, and shall recalculate its impact fees in accordance with the procedures set out in V.T.C.A., Local Government Code, Chapter 395, or in any successor statute.
- B. The City may amend by resolution the equivalency table in the impact fee capital improvements plan, which establishes the ratio of service units to various types of land uses, at any time prior to the update provided for in Subsection (A); provided, however, that the number of service units associated with a particular land use shall not be increased, unless such change is made in conjunction with amendments to the impact fee capital improvements plan at the time of the update.

Section 1.18 Agreement for Capital Improvements

- A. An owner of a new development may construct or finance a capital improvement or facility expansion designated in the impact fee capital improvements plan, if required or authorized by the City, by entering into an agreement with the City prior to the issuance of any building permit for the development. The agreement shall be on a form approved by the City and shall identify the estimated cost of the improvement or expansion, the schedule for initiation and completion of the improvement or expansion, a requirement that the improvement be designed and completed to City standards and such other terms and conditions as deemed necessary by the City. For dedication or construction of an

offsite, area-related roadway facility, the agreement shall provide for the method to be used to determine the amount of the offset to be given against roadway impact fees due for the development.

- B. An owner may propose to enter into an agreement for capital improvements for dedication and construction of all area-related, roadway facilities required within the boundaries of a preliminary plat submitted for approval to the City. The agreement shall identify the discounts from roadway impact fees which result from such dedication or construction, which are to be applied. Upon approval by the City, such discounts shall be applied uniformly to new developments within the preliminary plat.

Section 1.19 Relief Procedures

- A. Any person who has paid an impact fee, or an owner of land upon which an impact fee has been paid, may petition the City Council to determine whether any duty required by this ordinance has not been performed within the time so prescribed. The petition shall be in writing and shall state the nature of the unperformed duty and request that the act be performed within sixty (60) days of the request. If the City Council determines that the duty is required pursuant to the ordinance and is late in being performed, it shall cause the duty to commence with sixty (60) days of the date of the request and to continue until completion.
- B. Upon written request by the property owner or applicant, the City Council may reduce or waive the amount of the impact fees imposed by this Chapter, following a public hearing, only upon finding that the imposition of such fees, together with any dedication or construction of capital improvements required as a condition of development approval, is disproportionate to the nature and extent of the new development proposed.
 - 1. The appellant must file a notice of appeal with the City Secretary within thirty (30) days following the administrative decision of the impact fee due. If the notice of appeal is accompanied by a bond or other sufficient surety satisfactory to the City Attorney in an amount

equal to the original determination of the impact fee due, the development application may be processed while the appeal is pending. The appeal under this provision may be combined with an appeal of a road dedication or construction requirement imposed by the City's subdivision regulations.

2. The notice of appeal shall allege that the requirement(s) is not roughly proportional to the nature and extent of the development being proposed. Thereafter, the appellant shall provide a study, including the following information, to support his claim:
 - (a) Total number of service units attributable to the development, utilizing average trip length and equivalency tables provided by the City. Service units also shall be estimated for each proposed or planned use in the original or revised preliminary plat of which the development is a part.
 - (b) Appraised value of the land required to be dedicated, if any, for non-site related facilities.
 - (c) Value of construction, if any, for non-site related facilities, less any proposed participation or contribution by the City.
 - (d) Total estimated impact fees due for the development, utilizing Schedule 2 of the Impact Fees Chapter then in effect, together with impact fees due for each proposed or planned use in the original or revised preliminary plat of which the development is a part. Estimated impact fees shall be discounted by any available offsets.
3. The City Council shall hear the appeal and determine whether requirements imposed by the Subdivision Regulations, or under the Impact Fees Chapter, or the combination of requirements, is roughly proportional to the nature and extent of the development proposed. In reaching such determination, the Council shall take into account the information in the study supplied by the appellant, the total costs to the City for

supplying roadway capacity to the proposed development and all development associated with the original or revised preliminary plat of which the proposed development is a part, and the extent to which requirements imposed by the City benefit the proposed development.

4. Following such determination, the City Council shall affirm or modify the requirement(s) imposed. The Council may take any of the following actions if it finds that the requirement(s) is not roughly proportional to the development being proposed.
 - (a) waive in whole or in part any roadway dedication or construction requirement of a non-sited related facility; or
 - (b) direct that the City participate in the costs of acquiring or constructing such facility pursuant to standard participation policies; or
 - (c) waive in whole or in part the imposition of roadway impact fees on the development.

- C. If the City Council grants a waiver to the amount of the impact fee due for a new development other than pursuant to Subsection (B), it shall 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.

Section 1.20 Exemptions

In order to implement the City's economic development strategy and the recommendations contained in the Marketability Study concerning development of the I-20 Corridor as the City's premier employment center, the City Council may grant an exemption from roadway impact fees due for new non-residential development meeting all of the criteria identified below:

- A. The new development shall be located between Arbrook Boulevard and Bardin Road and be zoned "BP";
- B. The new development shall have had access to a pool of roadway offsets of \$100,000.00 or more as of June 1, 1998; and

- C. The new development shall be located on a platted lot that is at least five (5) acres in size and vacant as of June 1, 1998.

ARTICLE II

TRANSITION PROVISION

Section 2.01 Effective Date

To provide for an orderly transition between administration of the impact fee program established by this amendatory ordinance, and the administration of the impact fee program under the existing Impact Fees Chapter, this ordinance shall take effect on January 1, 1999, whereupon it shall replace in its entirety the existing Impact Fees Chapter; provided, however, that this ordinance shall take effect immediately upon its adoption for purposes of calculating an impact fee for any new development that has no existing roadway lane mile construction or square footage dedication offsets and for which no such offsets will be created prior to January 1, 1999, and for qualifying projects listed under Article III, Exemptions Provision.

ARTICLE III

EXEMPTIONS PROVISION

Section 3.01 Exemptions

The City Council hereby determines that any new development in the following list of projects qualifies for a total exemption from roadway impact fees under the criteria set forth in Section 1.20 of the Impact Fees Chapter. Such exemption shall apply to replats of any of the lots identified hereafter so long as the replatted lot is at least five (5) acres in size or the replat enlarges one of the exempt lots by either combining lots or adding property to the original exempted lot. Such total exemption shall remain in effect until the next update of roadway impact fees.

Subdivisions and Parcels That Meet the I-20 Corridor Business Incentives Criteria

1. J.W. Lane, Lot 27AR

2. Highlands, Block 2, Lot 1B1
3. Embarcadero Place, Block 1, Lot 3
4. Embarcadero Place, Block 2, Lot 2
5. Arlington Tech Centre, Block 1, Lot 1B
6. Arlington Tech Centre, Block 2, Lot 1R
7. Arlington Tech Centre, Block 2, Lot 3
8. Arlington Tech Centre, Block 3, Lot 1
9. Arlington Tech Centre, Block 4, Lot 1
10. Arlington Tech Centre, Block 5
11. Arlington Tech Centre, Block 7
12. Arlington Tech Centre, Block 11, Lot 2
13. Westway, Block 2, Lot 2
14. Westway, Block 4, Lot 1
15. Westway, Block 4, Lot 2
16. Westway, Block 5R, Lot 1
17. Westway, Block 7
18. Westway, Block 8, Lot 3A
19. Westway, Block 10
20. Westway, Block 11
21. WD Lacy, Lot 1
22. WD Lacy, Lot 2
23. Westpointe Business Center, Block 1, Lot 1
24. Westpointe Business Center, Block 1, Lot 2
25. Westpointe Business Center, Block 2
26. Westpointe Business Center, Block 4, Lot 1R
27. Westpointe Business Center, Block 5
28. Westpointe Business Center, Block 6R, Lot 3
29. Westpointe Business Center, Block 8
30. Westpointe Business Center, Block 9
31. Westpointe Business Center, Block 12, Lot 2
32. Westpointe Business Center, Block 14

2.

This ordinance shall be and is hereby declared to be cumulative of all other ordinances of the City of Arlington, and this ordinance shall not operate to repeal or affect any of such other ordinances except insofar as the provisions thereof might be inconsistent or in conflict with the provisions of this ordinance, in which event such conflicting provisions, if any, in such other ordinance or ordinances are hereby repealed.

3.

If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be unconstitutional, such holding shall not affect the validity of the remaining portions of this ordinance.

4.

All of the regulations provided in this ordinance are hereby declared to be governmental and for the health, safety and welfare of the general public. Any member of the City Council or any City official or employee charged with the enforcement of this ordinance, acting for the City of Arlington in the discharge of his/her duties, shall not thereby render himself/herself personally liable; and he/she is hereby relieved from all personal liability for any damage that might accrue to persons or property as a result of any act required or permitted in the discharge of his/her said duties.

5.

Any violation of this ordinance can be enjoined by a suit filed in the name of the City of Arlington in a court of competent jurisdiction, and this remedy shall be in addition to any penal provision in this ordinance or in the Code of the City of Arlington.

6.

This ordinance shall become effective January 1, 1999, except for purposes of calculating an impact fee for new developments which have no existing offsets or credits and for which no offsets will be created prior to January 1, 1999, this ordinance shall become effective upon passage and signature by the Mayor.

PRESENTED AND GIVEN FIRST READING on the 9th day of June, **1998**, at a regular meeting of the City Council of the City of Arlington, Texas; and GIVEN SECOND READING, passed and approved on the 16th day of June, **1998**, by a vote of 9 ayes and 0 nays at a regular meeting of the City Council of the City of **Arlington, Texas**.

ORDINANCE NO. 03-042

AN ORDINANCE AMENDING THE EXISTING "IMPACT FEES" CHAPTER OF THE CODE OF THE CITY OF ARLINGTON, TEXAS, 1987, IN ITS ENTIRETY; PROVIDING THIS ORDINANCE BE CUMULATIVE; PROVIDING FOR SEVERABILITY, GOVERNMENTAL IMMUNITY, INJUNCTIONS, PROVIDING FOR PUBLICATION AND AN EFFECTIVE DATE OF JULY 1, 2003

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ARLINGTON, TEXAS:

1.

That the "Impact Fees" Chapter of the Code of the City of Arlington, Texas, 1987, is hereby amended to read as follows:

ARTICLE I

GENERAL PROVISIONS

Section 1.01 Short Title

This Chapter shall be known and cited as the "Arlington Impact Fees Chapter."

Section 1.02 Purpose and Effect

This Chapter is intended to assure the provision of adequate public facilities to serve new development in the City by requiring each development to pay a share of the costs of improvements necessitated by and attributable to such new development. Impact fees established by this Chapter 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 fee is intended to be consistent with and to further the policies of City's Comprehensive Plan, the impact fee capital improvements plan, the zoning ordinance, subdivision regulations and other City policies, ordinances and resolutions by which the City seeks to provide adequate public facilities in conjunction with the development of land.

Section 1.03 Authority

This Chapter is adopted pursuant to Texas Local Government Code, Chapter 395 and the Arlington City Charter. The provisions of this Chapter 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 Chapter. Guidelines may be developed by City Council resolution or otherwise to implement and administer this Chapter.

Section 1.04 Definitions

The definitions found in Texas Local Government Code Section 395.001, and as may be amended by the legislature, are hereby adopted.

The following definitions shall apply to the Impact Fee Chapter:

“Area-related Facility” means a capital improvement or facility expansion, which is designated in the Impact Fee Capital Improvements Plan.

“Assessment” means the determination of the amount of the maximum impact fee per service unit, which can be imposed, on new development.

“Capital Improvement” means either a roadway facility, a water facility or a sanitary sewer facility with a life expectancy of three (3) or more years, to be owned and operated by or on behalf of the City.

“City” means the City of Arlington, Texas.

“Discount” means the amount of the reduction of an impact fee designed to fairly reflect the value of area-related facilities provided by a developer pursuant to the City's development regulations or requirements.

“Impact Fee” means a fee for roadway facilities, water facilities or sanitary sewer facilities imposed on new development in order to fund or recoup the costs of capital improvements or facilities expansions necessitated by and attributable to such new development.

Impact fees do not include the dedication of rights-of-way or easements for facilities or the construction of improvements necessitated by and attributable to the new development. Impact fees also do not include any participation or extension agreements for water and/or sanitary sewer improvements imposed pursuant to Section 9.04 of the "Water" Chapter of the Code of the City of Arlington; front footage charges for water and/or sanitary sewer lines imposed pursuant to Section 7.01 of the "Water" Chapter; or funds deposited for the construction of roadway improvements imposed pursuant to the "Subdivision" Chapter.

“Offsite” means outside the boundaries of the property for which a new development is proposed.

“Plat Approval or Approval of a Plat” means the point at which the applicant has complied with all conditions of approval, and the plat has been released for filing with Tarrant County.

“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.

“Roadway” means any freeway, expressway, major or minor arterials or collectors designated in the City's adopted Thoroughfare Plan.

“Roadway Facility” means a roadway or appurtenance to a roadway which includes, but is not limited to design, rights-of-way, whether conveyed by deed or easement;

intersection improvements; traffic control devices; turn lanes; drainage facilities associated with the roadway; sidewalks; street lighting or curbs. Roadway Facility also includes any improvement or appurtenance to an intersection with a roadway officially enumerated in the federal or Texas highway system. Roadway facility excludes those improvements to a roadway or appurtenances, which are site-related facilities.

“Sanitary Sewer Facility” means an improvement for providing sanitary sewer service, including but not limited to land or easements, treatment facilities, lift stations or interceptor mains. Sanitary sewer facility excludes sanitary sewer lines or mains which are constructed by developers, the costs of which are reimbursed from pro rata charges paid by subsequent users of the facilities. Sanitary sewer facilities exclude site-related facilities.

“Service Unit” means the applicable standard units of measure shown on the conversion table in the Impact Fees Capital Improvements Plan which can be converted either to vehicle miles of travel during the highest one hour peak as measured during the 4 p.m. to 6 p.m. weekday peak period, or to three-fourths inch (3/4") water meter equivalents, as the context indicates, which serves as the standardized measure of consumption, use or generation attributable to the new unit of development.

“Site-Related Facility” means an improvement or facility which is for the primary use or benefit of a new development and/or which is for the primary purpose of safe and adequate provision of roadway, water or sanitary sewer facilities to serve the new development, and which is not included in the Impact Fees Capital Improvements Plan and for which the developer or property owner is solely responsible under Subdivision and other applicable regulations.

“Water Facility” means an improvement for providing water service, including but not limited to land or easements, water treatment facilities, water supply facilities or water distribution lines. Water facility excludes water lines or mains which are constructed by developers, the costs of which are reimbursed from pro rata charges paid by subsequent users of the facilities. Water facility excludes site-related facilities.

Section 1.05 Applicability

This Chapter applies to all new development within the corporate boundaries of the City and its extra-territorial jurisdiction.

Section 1.06 Impact Fee as Condition of Development Approval

No application for new development shall be approved within the City without assessment of an impact fee, and no building permit shall be issued, nor utility connection allowed, unless the applicant has paid the impact fee.

Section 1.07 Land Use Assumptions

Land Use Assumptions are adopted as fully set out in Exhibit “A”.

Section 1.08 Capital Improvements Plans

Impact Fee capital improvements plans are adopted as follows:

- A. The Roadway Improvements Plan is adopted as fully set out in Exhibit “B”.
- B. The Water Improvements Plan is adopted as fully set out in Exhibit “C”.
- C. The Sanitary Sewer Improvements Plan is adopted as fully set out in Exhibit “D”.

Section 1.09 Service Areas

Service areas are established as follows:

- A. Roadway service areas are established as designated on the map adopted as fully set out in Exhibit "B."
- B. The water service area is all area within the City and areas in its extra-territorial jurisdiction to be served by the capital improvements or facilities expansion specified in the impact fee capital improvements plan.
- C. The wastewater service area is all area within the City and areas in its extra-territorial jurisdiction to be served by the capital improvements or facilities expansion specified in the impact fee capital improvements plan.

Section 1.10 Impact Fees Per Service Unit

- A. The maximum impact fee per service unit for each service area shall be computed by subtracting 50% of the total projected cost of implementing the impact fee capital improvement plan and dividing that amount by the total number of service units projected within the service area, based upon the land use assumptions for that service area. Maximum impact fees per service unit for each service area shall be established by category of capital improvements and shall be as fully set forth in Schedule 1.
- B. The impact fee per service unit, which is to be paid by each new development within a service area, shall be as set forth in Schedule 2. The City Council may establish different Schedule 2 impact fee rates among service areas or land uses for a category of capital improvements in order to implement the policies of the City's Comprehensive Plan, or to further economic development strategies, or to otherwise reasonably promote the health, safety or general welfare of the City.

Section 1.11 Assessment of Impact Fees

- A. The approval of any new development shall include as a condition the assessment of the impact fee applicable to such development.
- B. Assessment of the impact fee for any new development shall occur as follows:

1. For a development which is submitted for approval pursuant to the City's subdivision regulations, assessment shall be at the time of final plat recordation, and shall be the amount of the maximum impact fee per service unit then in effect, as set forth in Schedule 1.
 2. For land which is not platted or which is not required to be platted as a condition of issuing a building permit or utility connection, assessment shall occur at the time application is made for the building permit or utility connection, and shall be the amount of the maximum impact fee per service unit then in effect, as set forth in Schedule 1.
 3. For land for which a plat was filed prior to May 25, 1989, the assessment shall occur at the time application is made for the building permit or utility connection, and shall be the amount of the maximum impact fee per service unit then in effect, as set forth in Schedule 1.
- C. Following assessment of the impact fee, the amount of the impact fee per service unit for that development cannot be increased, and shall be the amount of the Schedule 1 rate then in effect, unless the owner proposes to change the land use category of the approved development or by the submission of a new application for plat approval, in which case new assessment shall occur at the Schedule 1 rate then in effect.
- D. Following the lapse or expiration of approval for a plat, a new assessment shall occur at time of recording of a new plat.
- E. Following the lapse or expiration of approval of a building permit, when no plat is required, a new assessment shall occur at the time of application for the new building permit.
- F. An application for an amending plat made pursuant to Texas Local Government Code, Section 212.016, and Subdivision Rules and Regulations, is not subject to reassessment for an impact fee.

Section 1.12 Computation and Collection of Impact Fees

- A. The impact fees due for the new development shall be collected prior to or at the time of issuance of the building permit or prior to or at the time of connection to the City's water or sanitary sewer system if no building permit is required, unless an agreement between the developer and the City has been executed providing for a different time of payment.
- B. Following the filing and acceptance of an application for a building permit or the request for connection to the City's water or sanitary sewer system, the City shall compute the impact fees due for the new development in the following manner:
1. The amount of each impact fee due shall be determined by multiplying the number of service units generated by the new development by the impact fee due per service unit for the service area using Schedule 2. The number of service units shall be determined by using the equivalency table contained in the impact fee capital improvements plan.

- 2. The amount of each impact fee due shall be reduced by any allowable discounts for that category of capital improvements in the manner provided in Section 1.13.
- C. If the building permit for which an impact fee has been paid has expired, and a new application is thereafter filed, the impact fees due shall be computed using Schedule 2 in effect at the time the new application is filed. If the fee had not been refunded, the new impact fee shall be limited to the amount attributable to the additional service units, if any.
- D. 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 in effect at the time the new application is filed in the same manner as required for an original building permit.

Section 1.13 Discounts Against Roadway Impact Fees

- A. The City shall reasonably offset the dedication or construction of any area-related roadway facility, minus any city participation, which is not a site-related facility, which occurs on or after May 25, 1989, by discounting the amount of the impact fees due for that category of capital improvement.
- B. The Discount for area-related roadway facilities shall be granted and applied against impact fees due in the following manner:
 - 1. The discount for each roadway facility dedicated or constructed shall be expressed as a percentage (rounded to the nearest whole percent). The total reduction in roadway impact fees from applicable discount shall be the sum of the whole number percentage discount for each roadway facility dedicated or constructed.

- a. For each dedication of right-of-way for an area-related facility, the percentage discount shall be determined according to the following formula:

$$\left(\frac{\text{Square feet dedicated}}{\text{Total impact fee roadway improvement plan square feet in service area}} \right) \times \text{\% of capital improvement cost represented by roadway dedication in service area}$$

- b. For each construction of improvements for an area-related facility, the percentage discount shall be determined according to the following formula:

$$\left(\frac{\text{Lane mile construction}}{\text{Total impact fee roadway improvement plan lane mile construction in service area}} \right) \times \text{\% of capital improvement cost represented by roadway construction in service area}$$

- c. For the purpose of calculating percent reduction in impact fee, the number of total square footage, the number of lane mile

construction, the percentage of capital improvement cost represented by roadway dedication, and the percentage of capital improvement cost represented by roadway construction are hereby established as designated below.

Discount Calculation Table

Service Area	ROW Sq. Ft.	ROW % of Total Cost	Construction Lane Miles	Construction % of Total Cost
1	223,128	8%	19.00	92%
2	119,988	14%	20.54	86%
3	163,486	11%	27.40	89%
4	-	-	-	-
5	70,164	3%	4.58	97%
6	642,826	25%	25.65	75%
7	299,124	17%	20.13	83%
8	6,733	7%	5.08	93%
9	-	-	-	-
10	88,986	14%	13.66	86%
11	266,592	8%	15.62	92%
12	203,621	7%	22.90	93%
13	87,162	3%	14.12	97%
14	34,124	3%	10.39	97%
15	416,848	18%	29.48	82%
16	715,528	13%	29.36	87%
17	641,864	10%	35.26	90%
18	677,864	7%	36.58	93%
19	430,787	9%	14.60	91%
20	778,604	12%	34.48	88%
21	934,930	11%	33.40	89%
22	1,330,952	22%	19.96	78%
23	390,450	43%	4.52	57%
24	117,695	7%	19.68	93%
25	1,155,230	26%	13.32	74%
26	720,000	7%	4.56	93%
27	1,829	1%	7.02	99%

2. Such percentage(s) shall be applied uniformly to reduce roadway impact fees for all new development within the final plat for which the onsite or offsite dedication or construction of the area-related roadway facility was required.
 3. For the dedication of any area-related roadway facility, the discount shall be made available upon the filing of the dedication.
 4. For the construction of any area-related roadway facility, the discount shall be made available upon the initial acceptance of the roadway facility. A property owner who wishes to receive the construction discount prior to initial acceptance of the roadway facility shall submit a request upon acceptance of the 3-way contract for the roadway facility.
- C. Discounts created pursuant to this section shall expire ten years from the date of the creation of the discounts.
- D. Roadway impact fees shall not offset water and sanitary sewer impact fees.

Section 1.14 Agreement for Preliminary Plat

- A. An owner may propose to enter into an agreement for capital improvements for dedication and construction of all onsite and offsite area-related roadway facilities required with a preliminary plat submitted for approval to the City. The agreement shall be on a form approved by the City and shall identify the estimated cost of the improvement or expansion, the schedule for initiation and completion of the improvement or expansion, a requirement that the improvement be designed and completed to City standards and such other terms and conditions as deemed necessary by the City.

The agreement shall identify the discounts from roadway impact fees which result from such dedication or construction, which are to be applied. Upon approval by the City, such discounts shall be applied uniformly to new developments within the preliminary plat as long as such preliminary plat remains in effect.

Section 1.15 Establishment of Accounts

- A. The City's Finance Department shall establish an account for each service area for each category of capital facility for which an impact fee is imposed. Each impact fee collected within the service area shall be deposited in such account.
- B. 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 Section 1.16.
- C. The City's Finance Department shall establish adequate financial and accounting controls to ensure that impact fees disbursed from the account are utilized solely for the purposes authorized in Section 1.16. 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 Chapter. Any impact fee paid shall be expended within a reasonable period of time, not to exceed ten (10) years from the date the fee is deposited into the account. Execution of a design or construction contract by the City shall be considered to be expenditure of funds of the account.

- D. The City's Finance Department shall maintain and keep financial records for 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.

Section 1.16 Use of Proceeds of Impact Fee Accounts

The impact fee proceeds may be used to finance or to recoup the costs of any capital improvements or facilities expansions identified in the applicable impact fee capital improvements plan for the service area, including the construction contract price, surveying and engineering fees, land acquisition costs (including land purchases, court awards and costs, attorney's fees and expert witness fees), and the fees actually paid or contracted to be paid to an independent qualified engineer or financial consultant preparing or updating the impact fee capital improvements plan who is not an employee of the political subdivision. 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 capital improvements or facilities expansions.

Section 1.17 Refunds

- A. Any impact fee or portion thereof, which has not been expended within the service area within ten (10) years from the date of payment, shall be refunded, upon application, to the record owner of the property at the time the refund is 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 Texas Finance Code Section 302.002 or any successor statute.
- B. An impact fee shall be considered expended if the total expenditures for capital improvements or facilities expansions authorized in Section 1.16 within the service area within ten (10) years following the date of payment exceeds the total fees collected for such improvements or expansions during such period. An impact fee shall be considered expended on a first-in, first-out basis.
- C. If a refund is due pursuant to Subsections (A) and (B), the City shall pro-rate the same by dividing the difference between the amount of expenditures and the amount of the 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.
- D. If the building permit for a new development for which an 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, refund the amount of the impact fee to the applicant. Failure to apply for a refund within six (6) months of expiration of the permit shall waive any right to refund and the fee shall be applied to any future building permit upon the same property, as stated in Section 1.12.

Section 1.18 Updates to Plan and Revision of Fees

- A. The City shall update its land use assumptions and impact fees capital improvements plans, and shall recalculate its impact fees in accordance with the procedures set out in Texas Local Government Code, Chapter 395, or in any successor statute.
- B. The City may amend by resolution the equivalency table in the impact fee capital improvements plan, which establishes the ratio of service units to various types of land uses, at any time prior to the update; provided, however, that the number of service units associated with a particular land use shall not be increased, unless such change is made in conjunction with amendments to the impact fee capital improvements plan at the time of the update.

Section 1.19 Relief Procedures

- A. Any person who has paid an impact fee, or an owner of land upon which an impact fee has been paid, may petition the City Council to determine whether any duty required by this ordinance has not been performed within the time so prescribed. The petition shall be in writing and shall state the nature of the unperformed duty and request that the act be performed within sixty (60) days of the request. If the City Council determines that the duty is required pursuant to the ordinance and is late in being performed, it shall cause the duty to commence with sixty (60) days of the date of the request and to continue until completion.
- B. Upon written request by the property owner or applicant, the City Council may reduce or waive the amount of the impact fees imposed by this Chapter, following a public hearing, only upon finding that the imposition of such fees, together with any dedication or construction of capital improvements required as a condition of development approval, is disproportionate to the nature and extent of the new development proposed.
 - 1. The appellant must file a notice of appeal with the City Secretary within thirty (30) days following the administrative decision of the impact fee due. If the notice of appeal is accompanied by a bond or other sufficient surety satisfactory to the City Attorney in an amount equal to the original determination of the impact fee due, the development application may be processed while the appeal is pending. The appeal under this provision may be combined with an appeal of a road dedication or construction requirement imposed by the City's subdivision regulations.
 - 2. The notice of appeal shall allege that the requirement(s) is not roughly proportional to the nature and extent of the development being proposed.

Thereafter, the appellant shall provide a study, including the following information, to support his claim:

- (a) Total number of service units attributable to the development, utilizing average trip length and equivalency tables provided by the City. Service units also shall be estimated for each proposed or planned use in the original or revised preliminary plat of which the development is a part.
 - (b) Appraised value of the land required to be dedicated, if any, for non-site related facilities.
 - (c) Value of construction, if any, for non-site related facilities, less any proposed participation or contribution by the City.
 - (d) Total estimated impact fees due for the development, utilizing Schedule 2 of the Impact Fees Chapter then in effect, together with impact fees due for each proposed or planned use in the original or revised preliminary plat of which the development is a part. Estimated impact fees shall be reduced by any available discounts.
3. The City Council shall hear the appeal and determine whether requirements imposed by the Subdivision Regulations, or under the Impact Fees Chapter, or the combination of requirements, is roughly proportional to the nature and extent of the development proposed. In reaching such determination, the Council shall take into account the information in the study supplied by the appellant, the total costs to the City for supplying roadway capacity to the proposed development and all development associated with the original or revised preliminary plat of which the proposed development is a part, and the extent to which requirements imposed by the City benefit the proposed development.
 4. Following such determination, the City Council shall affirm or modify the requirement(s) imposed. The Council may take any of the following actions if it finds that the requirement(s) is not roughly proportional to the development being proposed.
 - (a) waive in whole or in part any roadway dedication or construction requirement of a non-sited related facility; or
 - (b) direct that the City participate in the costs of acquiring or constructing such facility pursuant to standard participation policies; or
 - (c) waive in whole or in part the imposition of roadway impact fees on the development.
- C. If the City Council grants a waiver to the amount of the impact fee due for a new development other than pursuant to Subsection (b), it shall 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.

Section 1.20 Exemptions

In order to implement the City's economic development strategy, including the recommendations contained in the Marketability Study concerning development of the I-20 Corridor, and economic development plans, redevelopment plans including housing and infill development plans, as amended, the City Council may grant an exemption from roadway impact fees due for new development meeting all of the criteria of the adopted economic development strategy.

ARTICLE II

TRANSITION PROVISION

Section 2.01 Effective Date

To provide for an orderly transition between administration of the impact fee program established by this ordinance, and the administration of the impact fee program under the existing Impact Fees Chapter, Schedule 2 shall take effect on July 1, 2003. All other provisions of this ordinance shall become effective upon publication and signature by the Mayor.

2.

This ordinance shall be and is hereby declared to be cumulative of all other ordinances of the City of Arlington, and this ordinance shall not operate to repeal or affect any of such other ordinances except insofar as the provisions thereof might be inconsistent or in conflict with the provisions of this ordinance, in which event such conflicting provisions, if any, in such other ordinance or ordinances are hereby repealed.

3.

If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be unconstitutional, such holding shall not affect the validity of the remaining portions of this ordinance.

4.

All of the regulations provided in this ordinance are hereby declared to be governmental and for the health, safety and welfare of the general public. Any member of the City Council or any City official or employee charged with the enforcement of this ordinance, acting for the City of Arlington in the discharge of his/her duties, shall not thereby render himself/herself personally liable; and he/she is hereby relieved from all personal liability for any damage that might accrue to persons or property as a result of any act required or permitted in the discharge of his/her said duties.

5.

Any violation of this ordinance can be enjoined by a suit filed in the name of the City of Arlington in a court of competent jurisdiction, and this remedy shall be in addition to any penal provision in this ordinance or in the Code of the City of Arlington.

PRESENTED AND GIVEN FIRST READING on the **25th** day of **March, 2003**, at a regular meeting of the City Council of the City of Arlington, Texas; and GIVEN SECOND READING, passed and approved on the **1st** day of **April, 2003**, by a vote of **5** ayes and **3** nays at a regular meeting of the City Council of the City of **Arlington, Texas**.

Ordinance No. 05-090

An ordinance amending the "Impact Fees" Chapter of the Code of the City of Arlington, Texas, 1987, through the amendment of Article I, entitled General Provisions, by the amendment of Section 1.17, Refunds, Subsection (D); providing this ordinance be cumulative; providing for severability, governmental immunity, injunctions, publication and an effective date

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ARLINGTON, TEXAS:

1.

That the "**Impact Fees**" Chapter of the Code of the City of Arlington, Texas, 1987, is hereby amended through the amendment of Article I, General Provisions, by the amendment of **Section 1.17, Refunds**, Subsection (D), so that said subsection shall be and read as follows:

- D. If the building permit for a new development for which an 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, refund the amount of the impact fee to the applicant. Failure to apply for a refund within twelve (12) months of expiration of the permit shall waive any right to refund and the fee shall be applied to any future building permit upon the same property, as stated in Section 1.12.

2.

This ordinance shall be and is hereby declared to be cumulative of all other ordinances of the City of Arlington, and this ordinance shall not operate to repeal or affect any of such other ordinances except insofar as the provisions thereof might be inconsistent or in conflict with the provisions of this ordinance, in which event such conflicting provisions, if any, in such other ordinance or ordinances are hereby repealed.

3.

If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be unconstitutional, such holding shall not affect the validity of the remaining portions of this ordinance.

4.

All of the regulations provided in this ordinance are hereby declared to be governmental and for the health, safety and welfare of the general public. Any member of the City Council or any City official or employee charged with the enforcement of this ordinance, acting for the City of Arlington in the discharge of his/her duties, shall not thereby render himself/herself personally liable; and he/she is hereby relieved from all personal liability for any damage that might accrue to persons or property as a result of any act required or permitted in the discharge of his/her said duties.

5.

Any violation of this ordinance can be enjoined by a suit filed in the name of the City of Arlington in a court of competent jurisdiction, and this remedy shall be in addition to any penal provision in this ordinance or in the Code of the City of Arlington.

6.

The caption of this ordinance shall be published in a newspaper of general circulation in the City of Arlington, in compliance with the provisions of Article VII, Section 15, of the City Charter. Further, this ordinance may be published in pamphlet form and shall be admissible in such form in any court, as provided by law.

7.

This ordinance shall become effective ten (10) days after first publication as described above.

PRESENTED AND GIVEN FIRST READING on the **27th** day of **September, 2005**, at a regular meeting of the City Council of the City of Arlington, Texas; and GIVEN SECOND

READING, passed and approved on the **11th** day of **October**, **2005**, by a vote of **8** ayes and **0** nays at a regular meeting of the City Council of the City of Arlington, Texas.

APPROVED AS TO FORM:
JAY DOEGEY, City Attorney

BY /s/ Richard Martin

Ordinance No. 17-002

An ordinance amending the “Impact Fees” Chapter of the Code of the City of Arlington, Texas, 1987, in its entirety; revising administrative provisions; amending land use assumptions, capital improvement plans, service areas, equivalency tables and discount tables; adopting assessment and collection rates per service units; updating the City of Arlington Impact Fee Program pursuant to Chapter 395 of the Texas Local Government Code; providing this ordinance be cumulative; providing for severability, governmental immunity, injunctions, publication, and an effective date

- WHEREAS, the City of Arlington adopted the “Impact Fees” Chapter of the City Code of Arlington, Texas, 1987, through Ordinance No. 89-49, on April 25, 1989; and
- WHEREAS, the City of Arlington has routinely updated the Capital Improvements Plan and all associated studies and calculations concerning the implementation, assessment and collection of impact fees; and
- WHEREAS, pursuant to Chapter 395 of the Texas Local Government Code, the City of Arlington has commissioned the preparation of updated land use assumptions, capital improvements plans, service areas, equivalency tables, discount tables and assessment and collection rates for water, sanitary sewer and roadway impact fees; and
- WHEREAS, the Capital Improvements Plan Advisory Committee (“CIPAC”) has recommended the adoption of updated land use assumptions, capital improvements plans, and the establishment of new impact fee schedules; and
- WHEREAS, a public hearing was held before the City Council on January 24, 2017, for purposes of receiving testimony on the proposed update of the City’s impact fee program, in accordance with Chapter 395; and
- WHEREAS, the City has observed all methodologies and procedures prescribed by Chapter 395; and
- WHEREAS, following the required public hearing called in compliance with the applicable provisions of state law; **NOW THEREFORE**

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ARLINGTON, TEXAS:

1.

That the “**Impact Fees**” Chapter of the Code of the City of Arlington, Texas, 1987, is hereby amended in its entirety, so that said Chapter shall be and read as follows:

ARTICLE I

GENERAL PROVISIONS

Section 1.01 Short Title

This Chapter shall be known and cited as the "Arlington Impact Fees Chapter."

Section 1.02 Purpose and Effect

This Chapter is intended to assure the provision of adequate public facilities to serve new development in the City by requiring each development to pay a share of the costs of improvements necessitated by and attributable to such new development. Impact fees established by this Chapter 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 fee is intended to be consistent with and to further the policies of the City's Comprehensive Plan, the impact fee capital improvements plan, the Unified Development Code, and other City policies, ordinances and resolutions by which the City seeks to provide adequate public facilities in conjunction with the development of land.

Section 1.03 Authority

This Chapter is adopted pursuant to Texas Local Government Code, Chapter 395 and the Arlington City Charter. The provisions of this Chapter 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 Chapter. Guidelines may be developed by City Council resolution or otherwise to implement and administer this Chapter.

Section 1.04 Definitions

The definitions found in Texas Local Government Code Section 395.001, and as may be amended by the legislature, are hereby adopted.

The following definitions shall apply to the Impact Fees Chapter:

"**Area-related Facility**" means a capital improvement or facility expansion, which is designated in the Impact Fee Capital Improvements Plan.

"**Assessment**" means the determination of the amount of the maximum impact fee per service unit, which can be imposed, on new development.

"**Capital Improvement**" means a roadway facility, a water facility or a sanitary sewer facility, each with a life expectancy of three (3) or more years, to be owned and operated by or on behalf of the City.

"**City**" means the City of Arlington, Texas.

"**Discount**" means the amount of the reduction of an impact fee designed to fairly reflect the value of area-related facilities provided by a developer pursuant to the City's development regulations or requirements.

"**Impact Fee**" means a fee for roadway facilities, water facilities or sanitary sewer facilities imposed on new development in order to fund or recoup the costs of capital improvements or facilities expansions necessitated by and attributable to such new development.

Impact fees do not include the dedication of rights-of-way or easements for facilities or the construction of improvements necessitated by and attributable to the new development. Impact fees also do not include any participation or extension agreements for water and/or sanitary sewer improvements imposed pursuant to Section 9.04 of the "Water" Chapter of the Code of the City of Arlington; front footage charges for water and/or sanitary sewer lines imposed pursuant to Section 7.01 of the "Water" Chapter; or funds deposited for the construction of roadway improvements imposed pursuant to Article 6 of the Unified Development Code.

"**Offsite**" means outside the boundaries of the property for which a new development is proposed.

"**Plat Approval or Approval of a Plat**" means the point at which the applicant has complied with all conditions of approval, and the plat has been released for filing with Tarrant County.

"**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.

"**Roadway**" means any freeway, expressway, major or minor arterials or collectors designated in the City's adopted Thoroughfare Plan.

"Roadway Facility" means a roadway together with appurtenances to a roadway which includes, but is not limited to design, rights-of-way, whether conveyed by deed or easement; intersection improvements; traffic control devices; turn lanes; drainage facilities associated with the roadway; sidewalks; street lighting or curbs. Roadway Facility also includes any improvement or appurtenance to an intersection with a roadway officially enumerated in the federal or Texas highway system. Roadway facility excludes those improvements to a roadway or appurtenances, which are site-related facilities.

"Sanitary Sewer Facility" means an improvement for providing sanitary sewer service, including but not limited to land or easements, treatment facilities, lift stations or interceptor mains. Sanitary sewer facility excludes sanitary sewer mains which are constructed by developers, the costs of which are reimbursed from pro rata charges paid by subsequent users of the facilities. Sanitary sewer facilities exclude site-related facilities.

"Service Unit" means the applicable standard units of measure shown on the conversion table in the Impact Fees Capital Improvements Plan which can be converted either to vehicle miles of travel during the highest one hour peak as measured during the 4 p.m. to 6 p.m. weekday peak period, or to five-eighths inch (5/8") water meter equivalents, as the context indicates, which serves as the standardized measure of consumption, use or generation attributable to the new unit of development.

"Site-Related Facility" means an improvement or facility which is for the primary use or benefit of a new development and/or which is for the primary purpose of safe and adequate provision of roadway, water or sanitary sewer facilities to serve the new development, and which is not included in the Impact Fees Capital Improvements Plan and for which the developer or property owner is solely responsible under Subdivision and other applicable regulations.

"Water Facility" means an improvement for providing water service, including but not limited to land or easements, water treatment facilities, water supply facilities or water distribution mains. Water facility excludes water mains which are constructed by developers, the costs of which are reimbursed from pro rata charges paid by subsequent users of the facilities. Water facility excludes site-related facilities.

Section 1.05 Applicability

This Chapter applies to all new development within the corporate boundaries of the City and its extra-territorial jurisdiction.

Section 1.06 Impact Fee as Condition of Development Approval

No application for new development shall be approved within the City without assessment of an impact fee, and no building permit shall be issued, nor utility connection allowed, unless the applicant has paid the impact fee.

Section 1.07 Land Use Assumptions

Land Use Assumptions shall be adopted by ordinance, as may be amended from time to time.

Section 1.08 Capital Improvements Plans

Impact Fee capital improvements plans for roadway facilities, sanitary sewer facilities and water facilities shall be adopted by ordinance, as may be amended from time to time.

Section 1.09 Service Areas

Service areas are established as follows:

- A. Roadway service areas are established as designated on the map incorporated within the roadway impact fee capital improvements plan, as may be amended from time to time.
- B. The water service area is all areas within the City and its extra-territorial jurisdiction to be served by the capital improvements or facilities expansion specified in the water impact fee capital improvements plan, as may be amended from time to time.
- C. The sanitary sewer service area is all areas within the City and its extra-territorial jurisdiction to be served by the capital improvements or facilities expansion specified in the sanitary sewer impact fee capital improvements plan, as may be amended from time to time.

Section 1.10 Impact Fees Per Service Unit

- A. The maximum impact fee per service unit for each service area shall be computed by subtracting 50% of the total projected cost of implementing the impact fee capital improvement plan and dividing that amount by the total number of service units projected within the service area, based upon the land use assumptions for that service area. Maximum impact fees per service unit for each service area

shall be established by category of capital improvements and shall be as fully set forth in Schedule 1.

- B. The impact fee per service unit, which is to be paid by each new development within a service area, shall be as set forth in Schedule 2. The City Council may establish different Schedule 2 impact fee rates among service areas or land uses for a category of capital improvements in order to implement the policies of the City's Comprehensive Plan, or to further economic development strategies, or to otherwise reasonably promote the health, safety or general welfare of the City.
- C. Schedules 1 and 2 shall be adopted by ordinance, as may be amended from time to time.

Section 1.11 Assessment of Impact Fees

- A. The approval of any new development shall include as a condition the assessment of the impact fee applicable to such development.
- B. Assessment of the impact fee for any new development shall occur as follows:
 - 1. For a development which is submitted for approval pursuant to the City's subdivision regulations, assessment shall be at the time of final plat recordation, and shall be the amount of the maximum impact fee per service unit then in effect, as set forth in Schedule 1.
 - 2. For land which is not platted or which is not required to be platted as a condition of issuing a building permit or utility connection, assessment shall occur at the time application is made for the building permit or utility connection, and shall be the amount of the maximum impact fee per service unit then in effect, as set forth in Schedule 1.
 - 3. For land for which a plat was recorded prior to May 25, 1989, and for which no replats have been recorded, the assessment shall be the amount of the maximum impact fee per service unit in effect, as set forth in Schedule 1 on May 25, 1989.
- C. Following assessment of the impact fee, the amount of the impact fee per service unit for that development cannot be increased above the amount of the Schedule 1 rate in effect at the time of the assessment, unless the owner submits a new application for plat approval, in which case new assessment shall occur at the Schedule 1 rate then in effect.
- D. An application for an amending plat made pursuant to Texas Local Government Code, Section 212.016, and the Unified Development Code, is not subject to reassessment for an impact fee.

Section 1.12 Computation and Collection of Impact Fees

- A. The impact fees due for a new development shall be collected at the time of issuance of the building permit or at the time that an application is made for connection to the City's water or sanitary sewer system if no building permit is required, unless an agreement between the developer and the City has been executed providing for a different time of payment.
- B. Following the filing and acceptance of an application for a building permit or the request for connection to the City's water or sanitary sewer system, the City shall compute the impact fees due for the new development in the following manner:
 - 1. The amount of each impact fee due shall be determined by multiplying the number of service units generated by the new development by the impact fee due per service unit for the service area using Schedule 2. The number of service units shall be determined by using the equivalency table contained in the impact fee capital improvements plan.
 - 2. The amount of each impact fee due shall be reduced by any allowable discounts for that category of capital improvements in the manner provided in Section 1.13.
- C. If the building permit for which an impact fee has been paid has expired, and a new application is thereafter filed, the impact fees due shall be computed using Schedule 2 in effect at the time the new application is filed. If the fee had not been refunded, the new impact fee shall be limited to the amount attributable to the additional service units, if any.
- D. 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 in effect at the time the new application is filed in the same manner as required for an original building permit.

Section 1.13 Discounts Against Roadway Impact Fees

- A. The City shall reasonably offset the dedication or construction costs of any area-related roadway facility, minus any city participation in such costs, against roadway impact fees otherwise due, which occurs on or after May 25, 1989, by discounting the amount of the roadway impact fees due in accordance with this Section 1.13. The City Council, upon an appeal filed pursuant to Section 1.19(B), may also offset the costs of dedicating or constructing a roadway facility that is eligible for inclusion on the roadway improvements plan but is not on the currently adopted plan, and which is not a site-related facility.

B. The Discount for roadway facilities authorized by this section shall be granted and applied against impact fees due in the following manner:

1. The discount for the dedication or construction of each roadway facility shall be expressed as a percentage (rounded to the nearest whole percent). The total reduction in roadway impact fees from applicable discount shall be the sum of the whole number percentage discount for each roadway facility dedicated or constructed.

a. For each dedication of right-of-way for a roadway facility, the percentage discount shall be determined according to the following formula:

$$\left(\frac{\text{Square feet dedicated}}{\text{Total impact fee roadway improvement plan square feet in service area}} \right) \times \text{\% of capital improvement cost represented by roadway dedication in service area}$$

b. For each construction of improvements for a roadway facility, the percentage discount shall be determined according to the following formula:

$$\left(\frac{\text{Lane mile construction}}{\text{Total impact fee roadway improvement plan lane mile construction in service area}} \right) \times \text{\% of capital improvement cost represented by roadway construction in service area}$$

c. For the purpose of calculating percent reduction in roadway impact fees, the number of total square footage, the number of lane mile construction, the percentage of capital improvement cost represented by roadway dedication, and the percentage of capital improvement cost represented by roadway construction shall be established as a Discount Calculation Table adopted by ordinance, as may be amended from time to time.

2. Such percentage(s) shall be applied uniformly to reduce roadway impact fees for all new development within the final plat for which the dedication or construction of the roadway facility was required.

3. For the dedication of any roadway, the discount shall be made available upon the filing of the dedication.

4. For the construction of any roadway facility, the discount shall be made available upon the initial acceptance of the roadway facility. A property owner who wishes to receive the construction discount prior to initial acceptance of the roadway facility shall submit a request upon acceptance of the 3-way contract for the roadway facility.

- C. Discounts created pursuant to this section shall expire ten years from the date of the creation of the discounts.
- D. Roadway impact fees shall not offset water and sanitary sewer impact fees.

Section 1.14 Reserved

Section 1.15 Establishment of Accounts

- A. The City's Finance Department shall establish an account for each service area for each category of capital facility for which an impact fee is imposed. Each impact fee collected within the service area shall be deposited in such account.
- B. 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 Section 1.16.
- C. The City's Finance Department shall establish adequate financial and accounting controls to ensure that impact fees disbursed from the account are utilized solely for the purposes authorized in Section 1.16. 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 Chapter. Any impact fee paid shall be expended within a reasonable period of time, not to exceed ten (10) years from the date the fee is deposited into the account. Execution of a design or construction contract by the City shall be considered to be expenditure of funds of the account.
- D. The City's Finance Department shall maintain and keep financial records for 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.

Section 1.16 Use of Proceeds of Impact Fee Accounts

The impact fee proceeds may be used to finance or to recoup the costs of any capital improvements or facilities expansions identified in the applicable impact fee capital improvements plan for the service area, including the construction contract price, surveying and engineering fees, land acquisition costs (including land purchases, court awards and costs, attorney's fees and expert witness fees), and the fees actually paid or contracted to be paid to an independent qualified engineer or financial consultant preparing or updating the impact fee capital improvements plan who is not an employee of the political subdivision. 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 capital improvements or facilities expansions.

Section 1.17 Refunds

- A. Any impact fee or portion thereof, which has not been expended within the service area within ten (10) years from the date of payment, shall be refunded, upon application, to the record owner of the property at the time the refund is 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 Texas Finance Code Section 302.002 or any successor statute.
- B. An impact fee shall be considered expended if the total expenditures for capital improvements or facilities expansions authorized in Section 1.16 within the service area within ten (10) years following the date of payment exceeds the total fees collected for such improvements or expansions during such period. An impact fee shall be considered expended on a first-in, first-out basis.
- C. If a refund is due pursuant to Subsections (A) and (B), the City shall pro-rate the same by dividing the difference between the amount of expenditures and the amount of the 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.
- D. If the building permit for a new development for which an 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, refund the amount of the impact fee to the applicant. Failure to apply for a refund within twelve (12) months of expiration of the permit shall waive any right to refund and the fee shall be applied to any future building permit upon the same property, as stated in Section 1.12.

Section 1.18 Updates to Plan and Revision of Fees

- A. The City shall update its land use assumptions and impact fees capital improvements plans, and shall recalculate its impact fees in accordance with the procedures set out in Texas Local Government Code, Chapter 395, or in any successor statute.
- B. The City may amend by resolution the equivalency table in the impact fee capital improvements plan, which establishes the ratio of service units to various types of

land uses, at any time prior to the update; provided, however, that the number of service units associated with a particular land use shall not be increased, unless such change is made in conjunction with amendments to the impact fee capital improvements plan at the time of the update.

Section 1.19 Relief Procedures

- A. Any person who has paid an impact fee, or an owner of land upon which an impact fee has been paid, may petition the City Council to determine whether any duty required by this ordinance has not been performed within the time so prescribed. The petition shall be in writing and shall state the nature of the unperformed duty and request that the act be performed within sixty (60) days of the request. If the City Council determines that the duty is required pursuant to the ordinance and is late in being performed, it shall cause the duty to commence with sixty (60) days of the date of the request and to continue until completion.
- B. The property owner or applicant for a new development may appeal the following decisions to the planning director:
 - 1. The applicability of an impact fee to the development;
 - 2. The amount of an impact fee due;
 - 3. The availability or amount of a discount against roadway impact fees; or
 - 4. The availability or amount of a refund.
- C. All appeals shall be taken within 30 days of notice of the administrative decision from which the appeal is taken.
- D. The burden of proof shall be on the appellant.
- E. The planning director's decision may be appealed to the City Council by filing a notice of appeal with the City Secretary within 30 days of the planning director's decision. If the notice of appeal is accompanied by a bond or other sufficient surety satisfactory to the City Attorney in an amount equal to the original determination of the impact fee due, the development application may be processed while the appeal is pending.
- F. The planning director, or the City Council on appeal, shall review the evidence presented by the appellant and any reports by the Department of Community Development and Planning, and determine whether the impact fee regulations have been correctly applied to the availability of a discount or refund, or to the amount of an impact fee, discount or refund applied to the proposed development.

- G. A property owner or applicant for new development who contends that the imposition of an impact fee, whether in itself or in combination with a requirement to dedicate land for or construct a capital improvement, is not roughly proportional to the nature and extent of the development proposed, shall utilize the procedures in Section 6.01 of the "General Provisions" Chapter of the Code of the City of Arlington, 1987, as amended.

Section 1.20 Exemptions

In order to implement the City's economic development strategy, economic development plans, and redevelopment plans including housing and infill development plans, as amended from time to time, the City Council may grant an exemption from impact fees due for new development meeting all of the criteria of the adopted economic development strategy.

ARTICLE II

TRANSITION PROVISION

Section 2.01 Effective Date

To provide for an orderly transition between administration of the impact fee program established by this ordinance, and the administration of the impact fee program under the existing Impact Fees Chapter, Schedule 2 shall take effect on July 1, 2017. All other provisions of this ordinance shall become effective upon publication and signature by the Mayor.

2.

That the following studies, plans, and schedules are adopted for the purpose of implementing the "Arlington Impact Fees" Chapter:

The Land Use Assumptions for water, sanitary sewer and roadway impact fees, attached hereto as Exhibit "A".

The Capital Improvements Plans ("CIP") for water, sanitary sewer and roadway impact fees, attached hereto as Exhibit "B".

The Discount Calculation Table for roadway impact fees, attached hereto as Exhibit "C".

The Equivalency Tables for water, sanitary sewer and roadway impact fees, attached hereto as Exhibit "D".

The maximum impact fee per service unit (Schedule 1) and the impact fee per service unit - adopted rate (Schedule 2) for water, sanitary sewer and roadway impact fees, attached hereto as Exhibit "E".

Each of the foregoing exhibits is hereby incorporated by reference for all legal purposes.

3.

Any person, firm, corporation, agent or employee thereof who violates any of the provisions of this ordinance shall be guilty of a misdemeanor and upon conviction thereof shall be fined an amount not to exceed Two Thousand Dollars and No Cents (\$2,000.00) for each offense. Each day that a violation is permitted to exist shall constitute a separate offense.

4.

This ordinance shall be and is hereby declared to be cumulative of all other ordinances of the City of Arlington; and this ordinance shall not operate to repeal or affect any of such other ordinances except insofar as the provisions thereof might be inconsistent or in conflict with the provisions of this ordinance, in which event such conflicting provisions, if any, in such other ordinance or ordinances are hereby repealed.

5.

If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be unconstitutional, such holding shall not affect the validity of the remaining portions of this ordinance.

6.

All of the regulations provided in this ordinance are hereby declared to be governmental and for the health, safety and welfare of the general public. Any member of the City Council or any City official or employee charged with the enforcement of this ordinance, acting for the City of Arlington in the discharge of his/her duties, shall not thereby render himself/herself personally liable; and he/she is hereby relieved from all personal liability for any damage that might accrue to persons or property as a result of any act required or permitted in the discharge of his/her said duties.

7.

Any violation of this ordinance can be enjoined by a suit filed in the name of the City of Arlington in a court of competent jurisdiction, and this remedy shall be in addition to any penal provision in this ordinance or in the Code of the City of Arlington.

8.

The caption of this ordinance shall be published in a newspaper of general circulation in the City of Arlington, Texas, in compliance with the provisions of Article VII, Section 15, of the City Charter. Further, this ordinance may be published in pamphlet form and shall be admissible in such form in any court, as provided by law.

9.

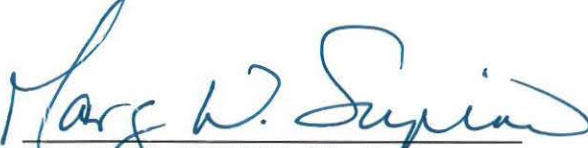
This ordinance shall become effective in accordance with the provisions of Section 2.01 herein.

PRESENTED AND GIVEN FIRST READING on the 24th day of January, 2017, at a regular meeting of the City Council of the City of Arlington, Texas; and GIVEN SECOND READING, passed and approved on the 14th day of February, 2017, by a vote of 9 ayes and 0 nays at a regular meeting of the City Council of the City of Arlington, Texas.



W. JEFF WILLIAMS, Mayor

ATTEST:



MARY W. SUPINO, City Secretary

APPROVED AS TO FORM:
TERIS SOLIS, City Attorney


BY 

EXHIBIT A

EXHIBIT A



Innovative approaches
Practical results
Outstanding service

TECHNICAL REPORT

Land Use Assumptions for Water, Wastewater, and Roadway Impact Fee Study Report



City of Arlington, Texas

December 21, 2015

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1. PURPOSE

Chapter 395 of the Texas Local Government Code prescribes the process by which cities in Texas must formulate impact fees. An initial step in the update process is the establishment of land use assumptions which address growth and development for a ten-year planning period (TLGC Section 395.001(5)) for the years 2015-2025. These land use assumptions, which also include population and employment projections, will become the basis for the preparation of impact fee capital improvement plans for water, wastewater, and roadway facilities.

Statutory requirements mandate that impact fees be updated (at least) every five years. This report, in conjunction with the water, wastewater, and roadway capital improvements plans, forms the initial key components for the update of Arlington's impact fee program.

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

Land Use Assumptions Report Elements

This report contains the following components:

- **Methodology** - Explanation of the general methodology used to prepare the land use assumptions.
- **Data Collection Zones and Service Areas** - Explanation of data collection zones (traffic survey zones), and division of the City into impact fee service areas for roadway, water and wastewater facilities.
- **Base Year Data** – Historical population trends for Arlington and information on population, employment, and land use for Arlington as of 2015 for each capital service area.
- **Ten-Year Growth Assumptions** - Population and employment growth assumptions for ten years by service areas.
- **Summary** - Brief synopsis of the land use assumptions report.

2. METHODOLOGY

Based upon the growth assumptions and the capital improvements needed to support growth, it is possible to develop an impact fee structure which fairly allocates improvement costs to growth areas in relationship to their impact upon the entire infrastructure system. The data in this report has been formulated using reasonable and generally accepted planning principles for the preparation of impact fee systems in Texas.

These land use assumptions and future growth projections take into consideration several factors influencing development patterns, including the following:

- The character, type, density, and quantity of existing development
- Anticipated future land use (City's Future Development Areas Map and text in the Comprehensive Plan)
- Availability of land for future expansion
- Current and historical growth trends of population and development within the City
- Location and configuration of vacant land
- Known or anticipated development projects as defined by City Staff
- Data established from the City's 2014 Water Master Plan

A series of work tasks were undertaken in the development of this report and are described below:

1. A kick-off meeting was held to describe the general methodological approach in the study. Service areas were defined for roadway, water, and wastewater impact fee systems.
2. Current and historic data of population, housing, and employment was collected from the City and other acceptable sources to serve as a basis for future growth.
3. A base year (2015) estimate was developed using City building permit data, U.S. Census and periodic population, household occupancy and household size data, and employment data from the North Central Texas Council of Governments (NCTCOG).
4. A growth rate was determined based upon an analysis of data from recent building permit data, City of Arlington Master Water Plan (adopted 2014), public works data and economic data compiled by the City, past growth trends and anticipated development to occur over the next ten-year planning period. A compound annual growth rate of 0.45% was recommended and is approved by the Capital Improvements Program Advisory Committee (CIPAC) as part of these land use assumptions.
5. Demographics from the City's Master Water Plan and NCTCOG's travel model were obtained to serve as a basis for correlating and allocating projected ten-year growth estimates. Adjustments were also made to conform to the 2015 Arlington Comprehensive Plan.

6. A ten-year projection (2025) was prepared using the approved growth rate and the city models for allocations of population and employment data. Demographic growth was compared to the previous set of land use assumptions for consistency. Adjustments were then made to consider known or anticipated development activity within the ten-year planning period.
7. Base and ten-year demographics were prepared for the respective service areas for water, wastewater, and roads.

3. DATA COLLECTION ZONES & SERVICE AREA MAPS

Data Collection Zones

Data collection zones used for the land use assumptions are based upon small geographic areas known as traffic survey zones (TSZs). These zones, established by the North Central Texas Council of Governments (NCTCOG), cover the Metropolitan Planning Organization's (MPO) planning area and serve as the basis for socio-demographic data used in the regional travel forecast model. Traffic survey zones were originally formulated on the basis of homogeneity and traffic generation potential using major arterials, creeks, railroad lines and other physical boundaries for delineation.

Employment demographics will be compiled by TSZs and then aggregated into larger areas to form the service areas for impact fees. Population demographics will be compiled using the model from the 2014 Water Master Plan, broken down by TSZ, with adjustments made to update the demographics to base year (2015).

Service Areas

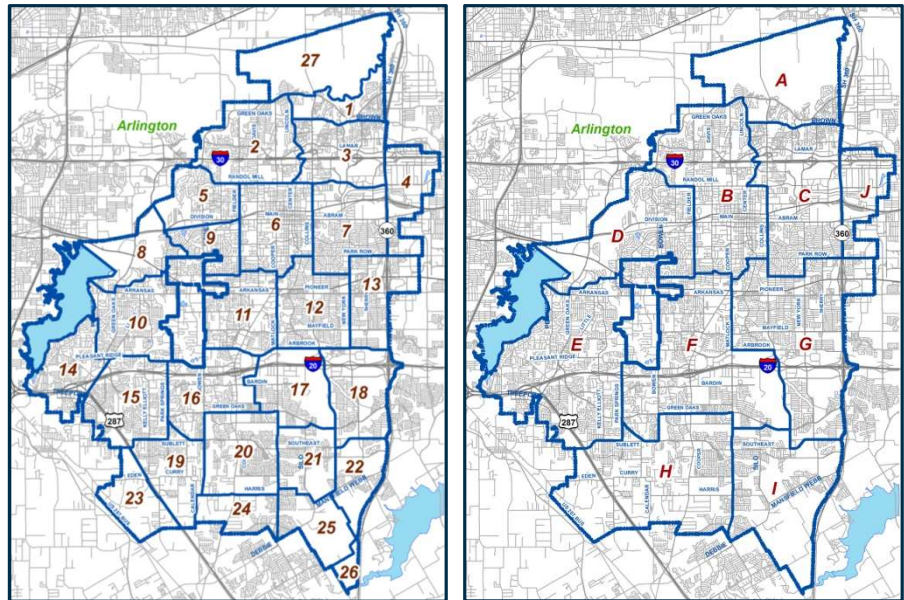
Chapter 395 requires that service areas be defined for impact fees to ensure that facility improvements are located in close proximity to areas generating needs. Legislative requirements stipulate that roadway service areas be limited to a 6-mile maximum and must be located within the current city limits. Transportation service areas are different from water and wastewater systems, which can include the city limits and its extra-territorial jurisdiction (ETJ) or other defined service area. This is primarily because roadway systems are "open" to both local and regional (non-city) use as opposed to a defined level of utilization from residents within a water and wastewater system. The result is that new development can only be assessed an impact fee based on the cost of necessary capital improvements within that service area. An analysis including the ETJ was conducted in order to consider provision of water and wastewater service areas.

Figure 1 illustrates the water service area for the Arlington Impact Fee study. This area includes the existing city limits, a portion of Tarrant County in the southwestern portion of the City, and the City of Dalworthington Gardens. **Figure 2** shows the wastewater service area. The wastewater service area

incorporates the customers within Arlington’s city limits as well as portions of Mansfield, Kennedale, Dalworthington Gardens, and Pantego.

Originally, Arlington’s service areas for roads were established based on a 3-mile limit in the City’s initial impact fee program in 1989. As a result of changes in legislation, consideration for consolidation of roadway service areas to a 6-mile structure was undertaken to allow for more flexibility in the use of program funds for impact fee projects.









Roadway Service Areas	
2015 Zones	Previous Zones
A	1, 27
B	2, 6
C	3, 7
D	5, 8, 9
E	10, 14, 15
F	11, 16, 17
G	12, 13, 18
H	19, 20, 23, 24
I	21, 22, 25, 26
J	4



Ten service areas (A through J) have been created as a result of zonal restructuring and fall within the 6-mile mandated limits. The revised service areas for roadways are illustrated in **Figure 3**.

FIGURE 1 CITY OF ARLINGTON EXISTING WATER SERVICE AREA

LEGEND

-  Water Service Area
-  Arlington City Limit
-  Other City Limit
-  Lake
-  Creek
-  Highway
-  Road
-  Railroad

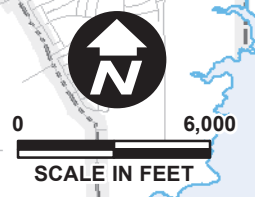
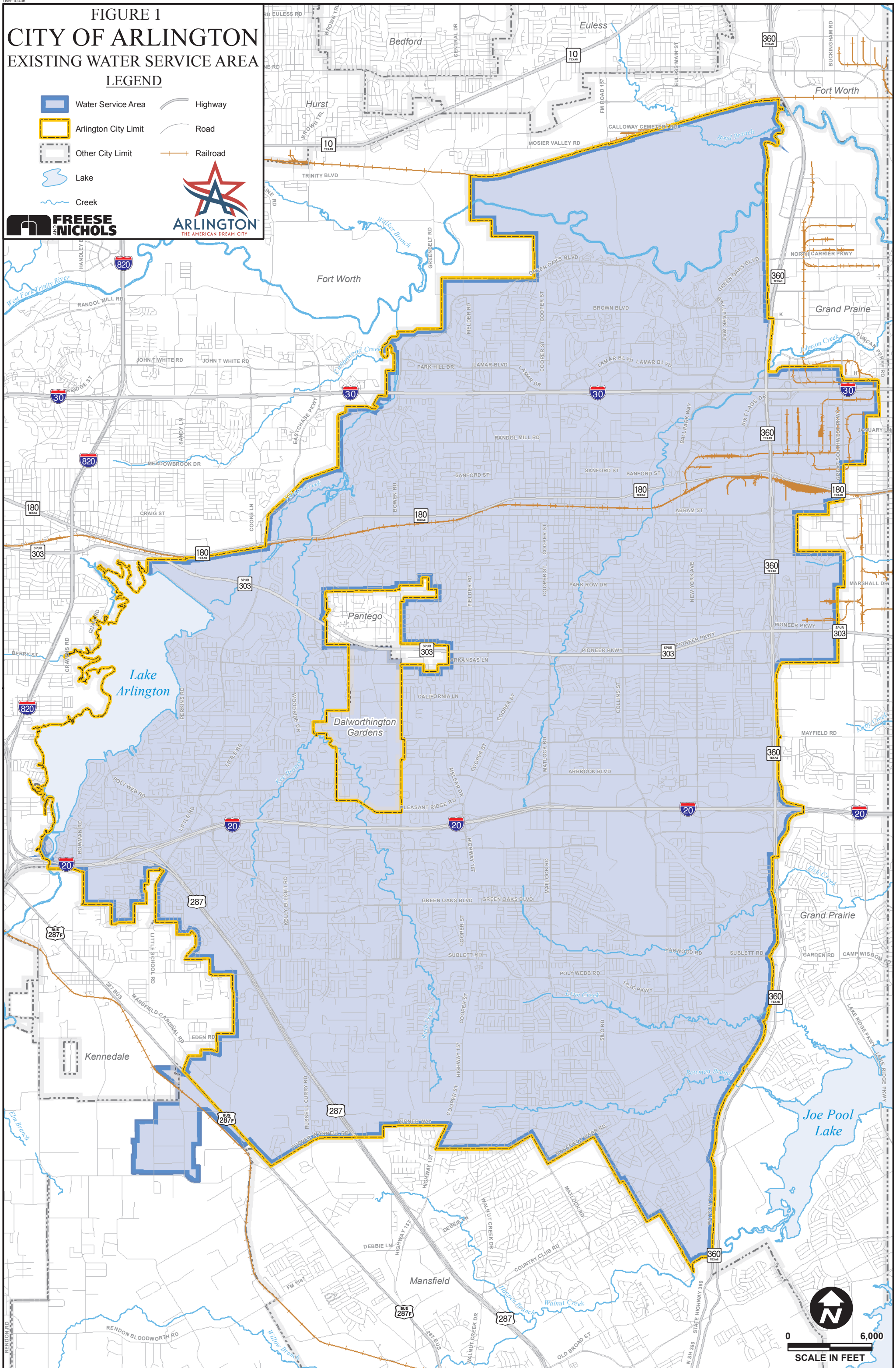










FIGURE 2 CITY OF ARLINGTON EXISTING WASTEWATER SERVICE AREA LEGEND

-  Wastewater Service Area
-  Arlington City Limit
-  Other City Limit
-  Lake
-  Creek
-  Highway
-  Road
-  Railroad

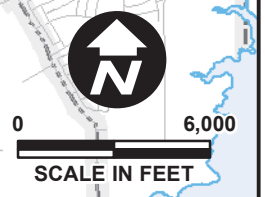
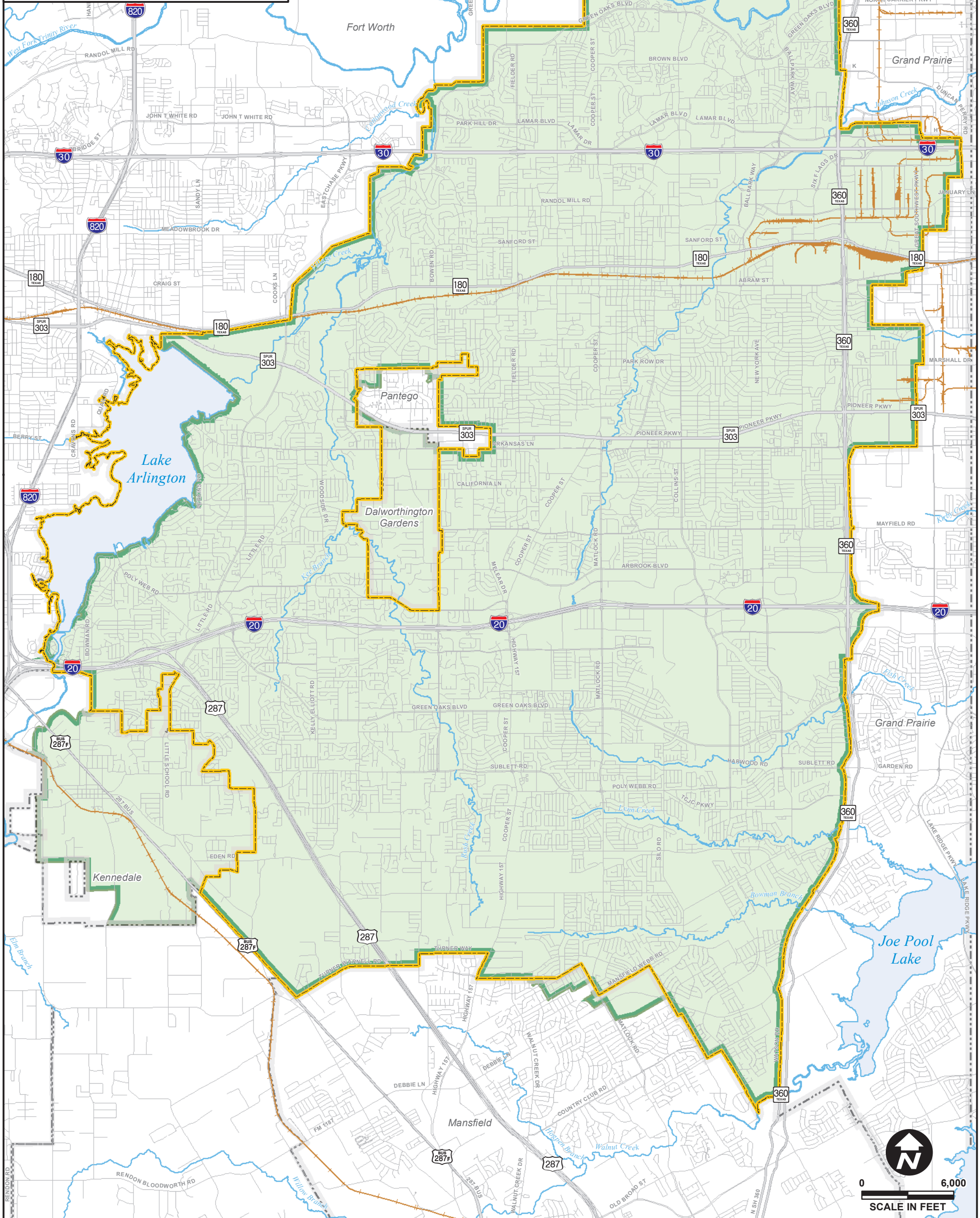
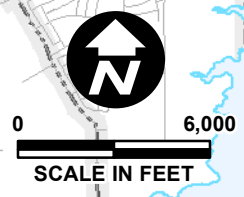
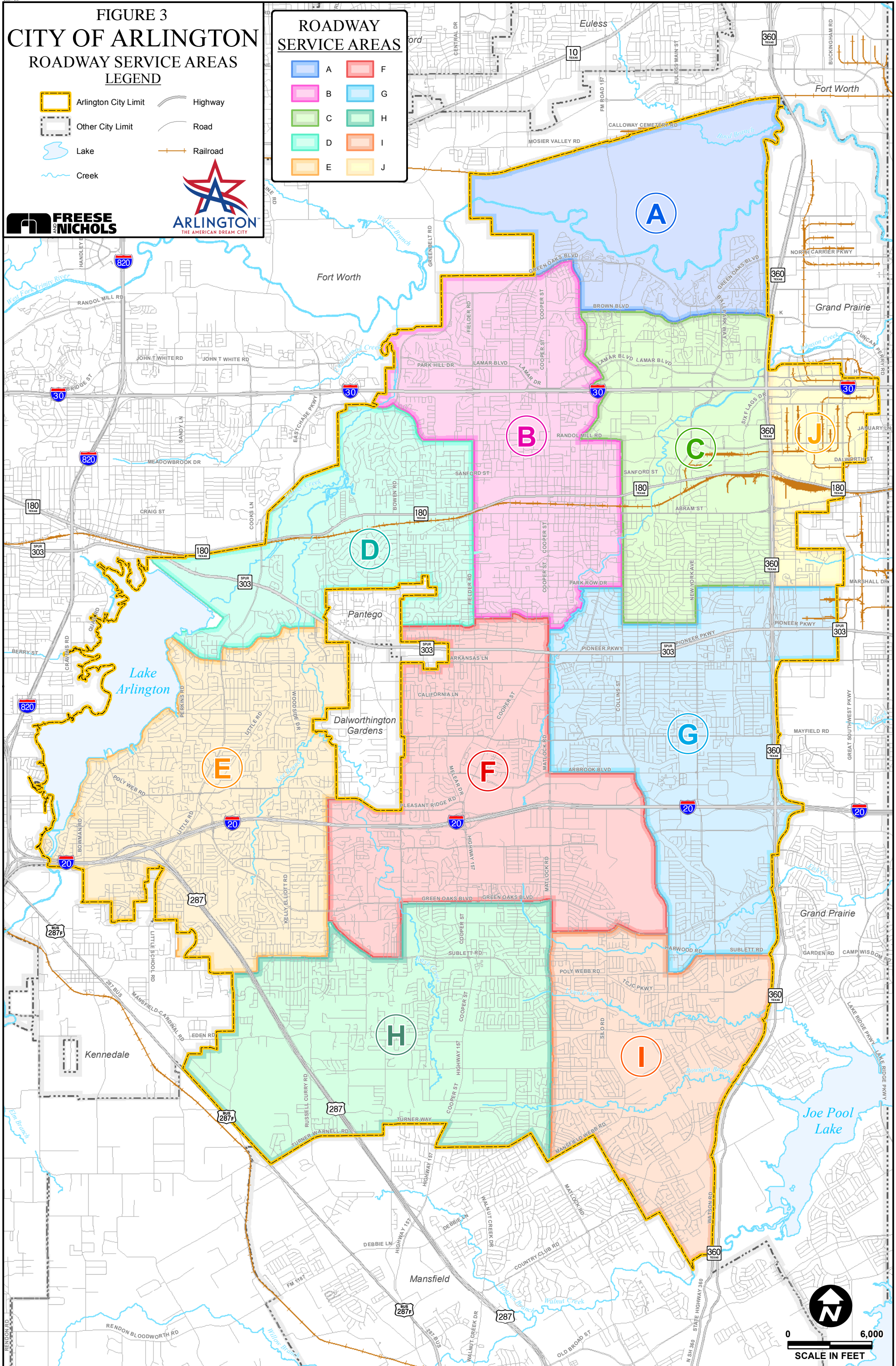


FIGURE 3 CITY OF ARLINGTON ROADWAY SERVICE AREAS LEGEND

- Arlington City Limit
- Other City Limit
- Lake
- Creek
- Highway
- Road
- Railroad

ROADWAY SERVICE AREAS

- | | | | |
|--|---|--|---|
| | A | | F |
| | B | | G |
| | C | | H |
| | D | | I |
| | E | | J |



Data Format

The existing database, as well as the future projections, were formulated according to the following format and categories:

Service Area	Correlates to the proposed roadway, water, and wastewater service areas identified on the attached maps.
Traffic Survey Zone (TSZ)	Geographic areas established by the NCTCOG Traffic Model which are used for data collection purposes and termed TSZs within this report.
Housing Units (2015)	All living units including single-family, duplex, multi-family and group quarters. The number of existing housing units has been shown for the base year (2015).
Housing Units (2025)	Projected housing units by service zone for 2025 (ten-year growth projections).
Population (2015)	Existing population for the base year (2015).
Population (2025)	Projected population by service zone for the year 2025 (ten-year growth projections).
Employment (2015, 2025)	<p>Employment data is aggregated to three employment sectors and include: Basic, Retail and Service. The following details which North American Industry Classification (NAIC) codes fall within each of the three sectors.</p> <ul style="list-style-type: none">▪ <u>Basic</u> (#210000 to #422999) -- Land use activities that produce goods and services such as those that are exported outside the local economy; manufacturing, construction, transportation, wholesale trade, warehousing and other industrial uses.▪ <u>Retail</u> (#440000 to #454390) -- Land use activities which provide for the retail sale of goods that primarily serve households and whose location choice is oriented toward the household sector such as grocery stores, restaurants, etc.▪ <u>Service</u> (#520000 to #928199) -- Land use activities which provide personal and professional services such as financial, insurance, government, and other professional and administrative offices. <p>The NCTCOG prepares employment estimates at the TSZ level and therefore, minimal adjustments are needed.</p>

4. BASE YEAR DATA

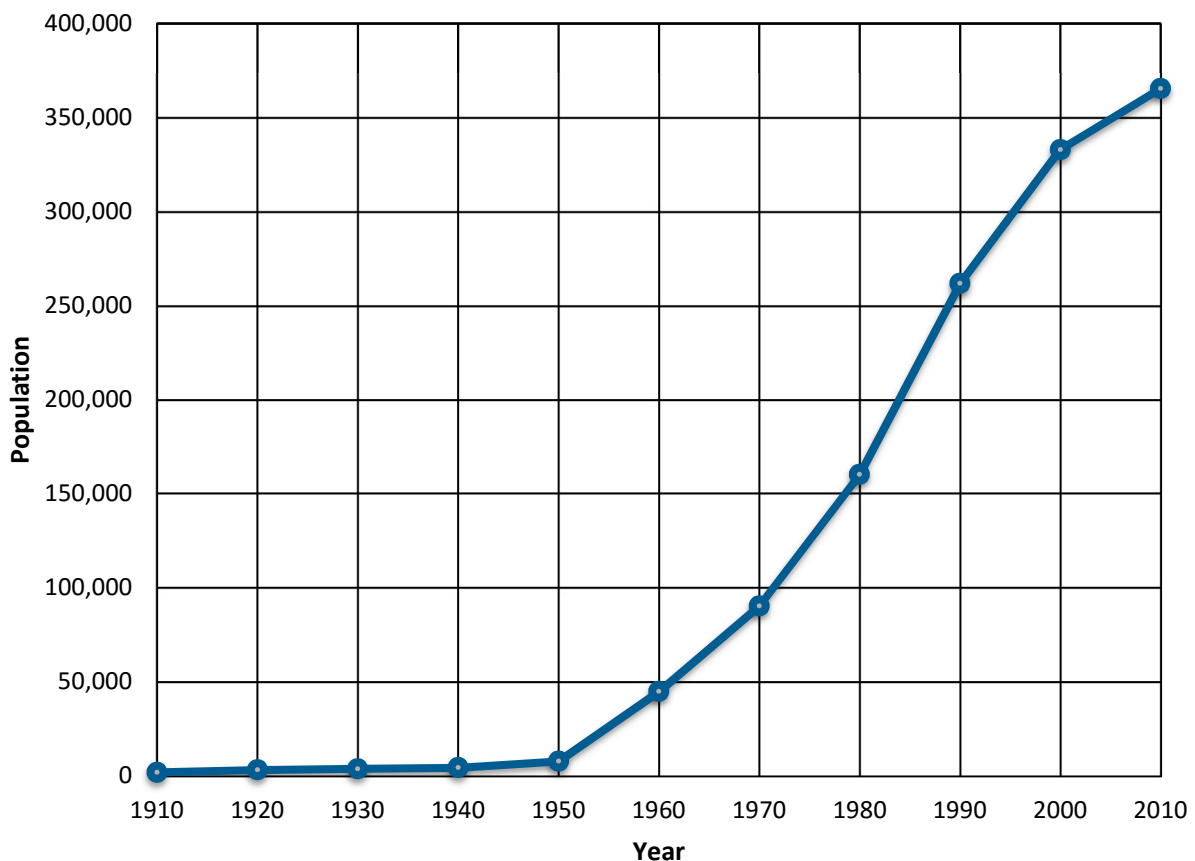
This section documents the City’s historical growth trends and data used to derive the 2015 base year population estimate for the City of Arlington. This “benchmark” information provides a starting basis of data for the ten-year growth assumptions that will be presented within the following section.

Historical Growth

Arlington is centrally located within Tarrant County between the cities of Dallas and Fort Worth. Over the past several decades, the Dallas-Fort Worth metroplex has experienced robust population and employment growth. Additionally, the close proximity to multiple aviation and large commercial developments has made the region an attractive and desirable location in which to live, work and play.

Figure 4 depicts the historic population growth for the City of Arlington.

Figure 4 – City of Arlington Historical Population Growth (U.S. Census)



With modest growth since 1910, rapid population growth began to occur in the 1950s taking the City’s population from less than 8,000 to more than 365,000 in 2010. The City has begun a general leveling off of population now as many portions of the City have matured and the City has become land locked by

other entities. As the City approaches buildout population, future growth will occur on remaining vacant land infill and urban redevelopment. The projected buildout population from the City's 2015 Comprehensive Plan is approximately 423,000.

Existing Land Use

In any evaluation and projection of future land use patterns, a documentation of existing conditions is essential. Analysis of existing land use patterns was prepared based on the 2014 Water Master Plan and Arlington's Comprehensive Plan. This also serves to document the present physical condition of the City with regard to any infrastructure deficiencies that may exist. Major land use categories were tabulated in the Comprehensive Plan for all areas of the City. **Table 1** summarizes existing land uses in the city and **Figure 5** shows Arlington's existing parcels categorized by general land use type. **Figure 6** shows the future land use of the parcels.

Table 1 – Existing Land Use (2014 Water Master Plan)

Land Use Type	Area (Acres)	Percent of Total Area
Single Family	22,094	43.45%
Multi-Family	2,373	4.67%
Non-Residential	12,242	24.08%
Trans./Util./Comm.	2,487	4.89%
Parks/Open Space	3,864	7.60%
Developable Vacant	6,332	12.45%
Undevelopable Vacant	1,454	2.86%
Total Parcel Area:	50,847	100.00%

FIGURE 5 CITY OF ARLINGTON EXISTING LAND USE LEGEND

- Existing Land Use**
- Single Family
 - Multi-Family
 - Non-Residential
 - Trans./Util./Comm.
 - Parks/Open Space
 - Developable Vacant
 - Undevelopable Vacant
- Highway
 - Road
 - Railroad
 - Creek
 - Lake
 - Arlington City Limit
 - Other City Limit

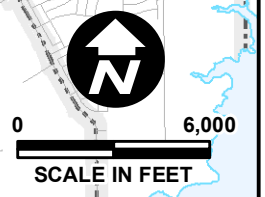
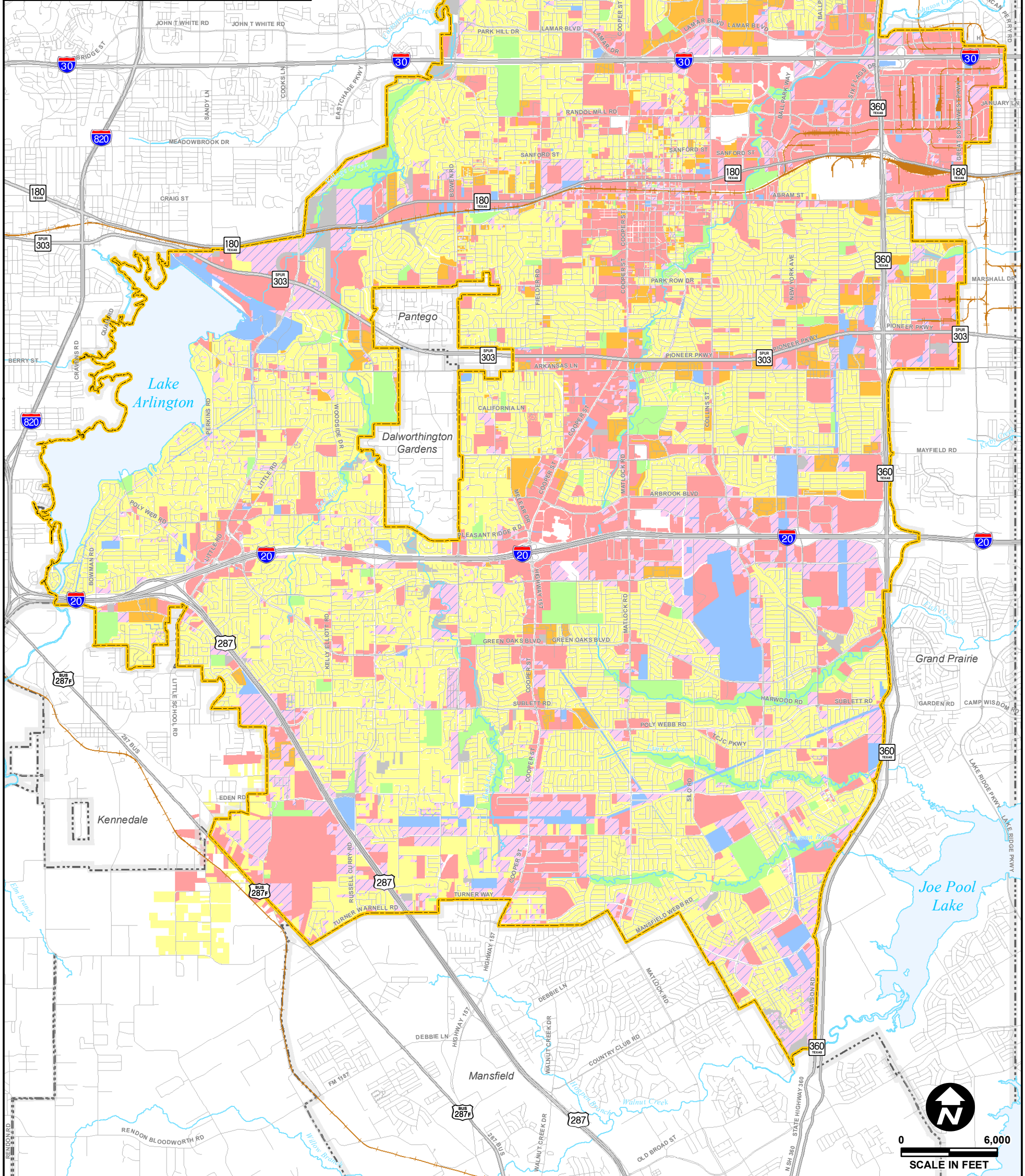
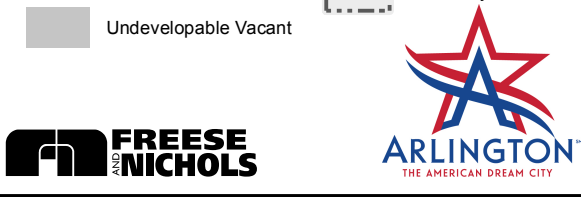


















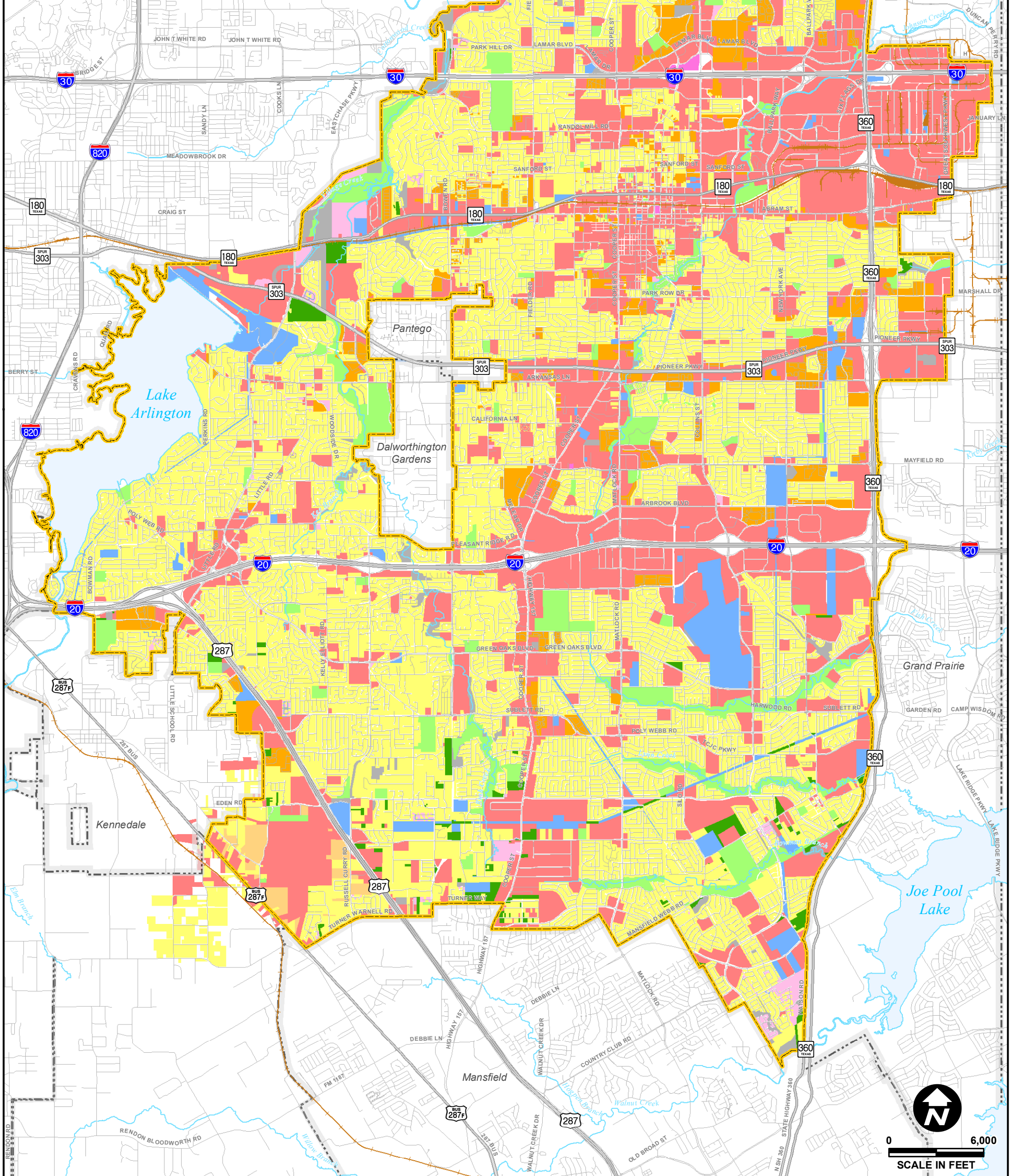


FIGURE 6 CITY OF ARLINGTON FUTURE LAND USE

LEGEND

- | | | |
|---|--|--|
|  Single Family |  Mixed Use |  Highway |
|  Low-Density Single Family |  Viridian |  Road |
|  Multi-Family |  Parks/Open Space |  Railroad |
|  Non-Residential |  Agriculture |  Creek |
|  Planned Development |  Trans./Util./Comm. |  Lake |
|  Undevelopable Vacant |  Arlington City Limit |  Other City Limit |



0 6,000
 SCALE IN FEET

Population Trends

A review of population statistics from a variety of sources was conducted to examine Arlington's growth rate recently. Data from the 2014 Water Master Plan, Arlington's Annual Growth Profile, and City permit data were reviewed to determine potential growth rates.

One method of predicting future growth is looking at past growth. Arlington, as it approaches buildout, has experienced a small amount of growth over the past decade. Past growth trends from the city's 2014 Water Master Plan (**Figure 7**) were examined in conjunction with single family new construction building permit data from the City (**Figure 8**).

Residential building permit data is also an indicator of recent growth trends. The City of Arlington has averaged 2.54 people per household over the past 10 years. Cumulative single-family dwelling units since 2006 are shown on **Figure 9**.

Figure 7 – Historical Population Growth

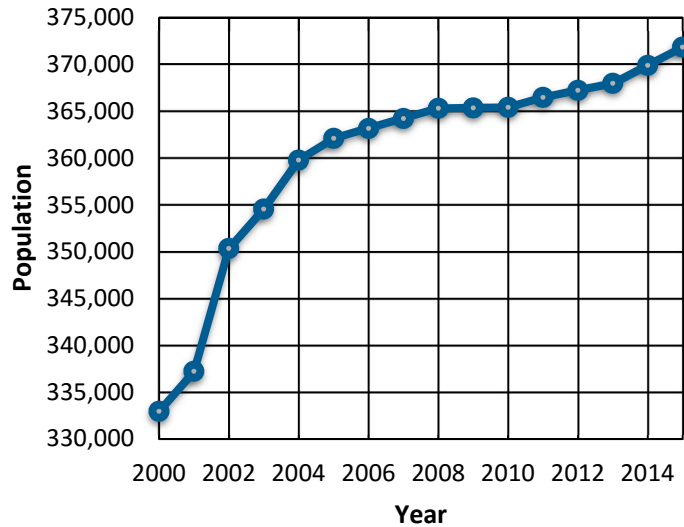


Figure 8 – New Construction Building Permits (Annual Growth Profile)

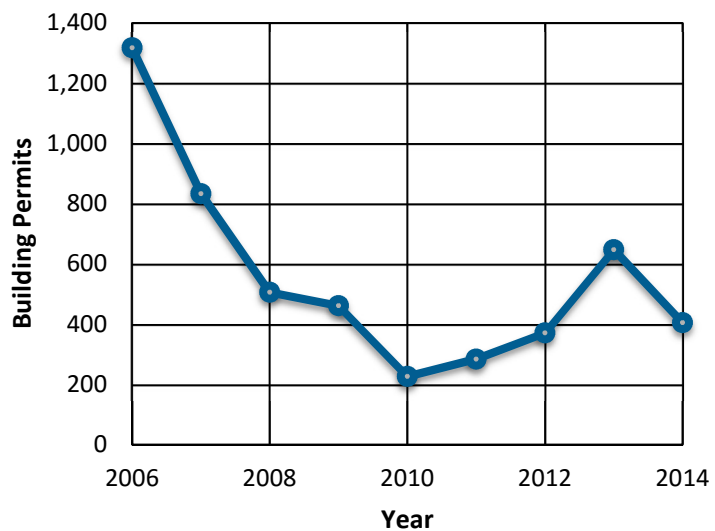
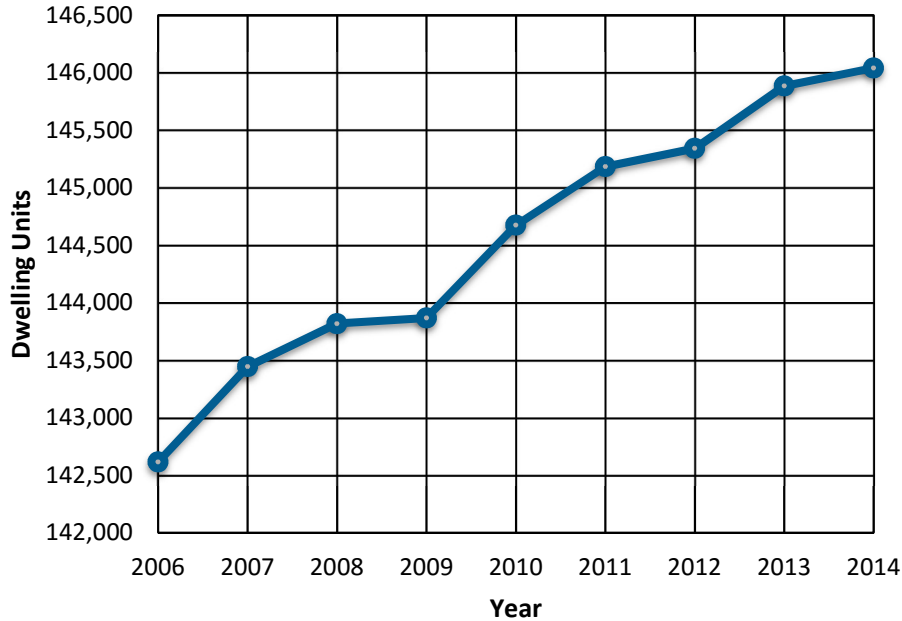


Figure 9 – 2006 to 2014 Cumulative Single Family Dwelling Units (Annual Growth Profile)



Although building permits issued decreased dramatically after 2006, the issuance increased from 2011 to 2013. The development of the Viridian community in the far northern portion of the City indicates that an increase of permits issued will remain steady for the next few years.

The population projections shown in **Table 2**, from the 2014 Water Master Plan, indicate that growth will remain small but still continue in Arlington over the next ten years.

Table 2 – Projected Population (2014 Water Master Plan)

Year	Population	Growth Rate
2013	367,994	-
2014	369,937	0.53%
2015	371,880	0.53%
2016	373,824	0.52%
2017	375,767	0.52%
2018	377,710	0.52%
2019	380,493	0.74%
2020	383,276	0.73%
2021	386,058	0.73%
2022	388,841	0.72%
2023	391,624	0.72%
Buildout	423,084	-

The City provided a population estimate of 369,306 residents in Arlington as of December 31, 2014. To determine the 2015 number, FNI utilized the projected population from the 2014 Water Master Plan as well as looking at the recent growth trends. This resulted in a population of 371,880 persons which will serve as the base residential assumption for the City of Arlington in this report. **Figure A-1** in the appendix shows the 2015 population by TSZ for the City of Arlington.

Growth Summary

Data from the 2014 Water Master Plan, Arlington’s Annual Growth Profile, and City permit data were reviewed and yielded relatively consistent results in that all showed a generally slowing growth, but also a varying compound annual growth rate over the same period. **Table 3** shows the various sources used to derive past growth rates.

Table 3 – City of Arlington Historic Compound Annual Growth Rates

Growth	CAGR
Community Development and Planning Growth Rates*	
2 Year Growth Rate (2013-2014)	0.44%
5 Year Growth Rate (2010-2014)	0.35%
10 Year Growth (2006-2014)	0.27%
Average	0.35%
Single-Family Building Permit Growth Rates**	
2 Year Growth Rate (2011-2013)	0.24%
5 Year Growth Rate (2008-2013)	0.30%
Average	0.27%
Other City Planning Document Projections	
Water Master Plan (10 Year)	0.66%

*Source: City of Arlington Annual Growth Profile

**Source: Permit Data Received from City of Arlington

2015 Population

Based on an analysis of growth rates, average rates of growth for the 10-year forecast varied between 0.27 and 0.66 percent. A 0.45 percent compound annual growth rate was determined to be an appropriate assumption for the 10-year study period with an estimated 2015 population of 371,880. This growth rate is believed to account for periods of stable growth expected to occur in the future. This rate was presented to and recommended by the CIPAC on October 21, 2015.

2015 Employment

2015 base employment data was calculated using data from the North Central Texas Council of Governments (NCTCOG). This information provided a breakout of employment by traffic survey zone (TSZ)

for 2009, 2019, and 2030. For assumption purposes, and to be consistent with the population totals, an interpolation of these numbers was calculated to derive the 2015 employment estimates by TSZ. It is important to note that the TSZs do not follow city limits in some locations, so adjustments were made based on the locations of existing land uses and upon the percentage of each TSZ located within city limits. Employment for each TSZ was broken down into basic, retail, and service uses as defined by the North American Industry Classification (NAIC) code. **Figure A-2** in the appendix shows the 2015 employment by TSZ for the City (see **Table 4**).

Table 4: Summary of Base Year (2015) Population and Employment

2015 Summary Population & Employment	
Housing Units	146,409
Population	371,880
Total Employment	172,493
<i>Basic Employment</i>	<i>34,063</i>
<i>Retail Employment</i>	<i>54,029</i>
<i>Service Employment</i>	<i>84,401</i>
Source: Freese and Nichols, Inc., NCTCOG	

6. TEN-YEAR GROWTH ASSUMPTIONS

Projected growth has been characterized in two forms: population and non-residential acreage. A series of assumptions were made to arrive at reasonable growth rates for population and employment. The following assumptions have been made as a basis from which ten-year projections could be initiated.

- Future land uses will occur based on similar trends of the past and consistent with the Future Development Areas Map and text in the Comprehensive Plan,
- The City will be able to finance the necessary improvements to accommodate continued growth, and
- Densities will be as projected in the Future Development Areas Map and details included in the City's Comprehensive Plan.

The ten-year projections are based upon the growth rate which was discussed earlier (0.45%) and considers past trends of the City.

Population 2025

The City has experienced small yet steady growth over the past decade. The City's 2000 population stood at 332,969 residents. By the end of the decade, the City of Arlington rose to 365,439 in 2010 and a current 2015 estimate of 371,880. This population growth is occurring within the context of the greater Dallas-Fort Worth metroplex, which is one of the largest regions in the nation. With a compound annual growth rate of 0.45 percent, Arlington is anticipated to grow by 17,078 persons during the 10-year planning period and increase total population to 388,958 by the year 2025. The number of dwelling units associated with this increase corresponds to 6,725 and will raise the housing stock to 153,134 units.

An additional factor affecting the overall distribution of population growth within Arlington is the planned construction of the Viridian and Arlington Commons Developments in North Arlington. The master plan for this area shows a mix of uses including single-family residential, multi-family residential, and townhomes. Viridian is currently growing at a rate faster than anywhere else in the City and development will soon break ground for Phase I of the Arlington Commons. Those two areas are the largest near-term developments for the City of Arlington. This can be seen in the concentrated growth in the north sector of the City with very little growth in the core of the community, shown in **Table 5** and **Table 6**. **Figure A-1** in the appendix shows the 2025 population by TSZ for the City of Arlington.

Table 5 – City of Arlington Projected Population and Dwelling Unit Estimations

Ten-Year Population Projection City of Arlington, Texas				
Roadway Service Area	2015		2025	
	Housing Units	Population	Housing Units	Population
A	6,715	17,056	10,158	25,801
B	15,646	39,740	17,362	44,099
C	15,003	38,108	15,013	38,133
D	10,272	26,092	10,295	26,150
E	19,848	50,415	19,978	50,744
F	16,170	41,073	16,219	41,197
G	25,794	65,517	26,330	66,879
H	17,439	44,294	17,830	45,288
I	16,178	41,092	16,604	42,174
J	3,344	8,493	3,344	8,493
City Total	146,409	371,880	153,133	388,958

Source: Freese and Nichols, Inc.

Table 6 – City of Arlington Projected Population and Dwelling Units Added

Added Population (Ten-Year) and Percentage Growth City of Arlington, Texas				
Roadway Service Area				
	Units Added	Pct. Change	Pop. Added	Pct. Change
A	3,443	51.3%	8,745	51.3%
B	1,716	11.0%	4,359	11.0%
C	10	0.1%	25	0.1%
D	23	0.2%	58	0.2%
E	130	0.7%	329	0.7%
F	49	0.3%	124	0.3%
G	536	2.1%	1,362	2.1%
H	391	2.2%	994	2.2%
I	426	2.6%	1,082	2.6%
J	0	0.0%	0	0.0%
City Total	6,724		17,078	

Source: Freese and Nichols, Inc.

Employment 2025

Employment data for the year 2025 was based upon data provided by NCTCOG. For assumption purposes, an interpolation of these numbers was calculated to derive the 2025 employment estimates per TSZ and

are shown on **Figure A-2** in the Appendix. **Table 7** shows the base year 2015 and projected 2025 employment for each service area, broken down into basic, service, and retail employment types. **Table 8** shows the net growth in each service area by employment type and the percent change over the ten-year planning period. This increase corresponds to an annual growth rate of 0.99 percent citywide. This higher growth rate of employment compared to the population can be attributed to the increased development intensity due to increased demand in Arlington as an employment center in the region.

It is important to note that TSZs do not follow city limits. As a result, additional assumptions were made based upon known or anticipated development to occur, projections of future land use needs and percentages of each TSZ located within city limits. The employment numbers on **Figure A-2** of the appendix show the derived employment of each TSZ within Arlington’s municipal boundary.

Table 7 – City of Arlington Projected Employment Estimations

Ten-Year Employment Projections City of Arlington, Texas								
Roadway Service Area	Basic Employment		Retail Employment		Service Employment		Total Employment	
	2015	2025	2015	2025	2015	2025	2015	2025
A	228	253	549	655	1,359	1,388	2,136	2,296
B	3,176	3,320	10,254	10,996	26,292	27,694	39,722	42,010
C	9,346	10,024	9,807	12,115	17,743	20,610	36,896	42,749
D	1,479	1,643	2,822	3,050	4,505	5,014	8,806	9,707
E	160	164	2,454	2,766	3,756	4,057	6,370	6,987
F	1,768	2,052	3,410	4,344	4,098	4,925	9,276	11,321
G	3,075	3,490	7,462	8,259	9,129	10,131	19,666	21,880
H	5,697	5,858	13,443	14,071	9,336	10,071	28,476	30,000
I	320	360	672	987	2,196	2,558	3,188	3,905
J	8,814	9,073	3,156	3,362	5,987	7,008	17,957	19,443
City Total	34,063	36,237	54,029	60,605	84,401	93,456	172,493	190,298

Source: Freese and Nichols, Inc., NCTCOG

Table 8 – City of Arlington Projected Employment Added

Ten-Year Employment Projections City of Arlington, Texas								
Roadway	Basic Employment		Retail Employment		Service Employment		Total Employment	
Service Area	Emp. Added	Pct. Change	Emp. Added	Pct. Change	Emp. Added	Pct. Change	Emp. Added	Pct. Change
A	25	11.0%	106	19.3%	29	2.1%	160	7.5%
B	144	4.5%	742	7.2%	1,402	5.3%	2,288	5.8%
C	678	7.3%	2,308	23.5%	2,867	16.2%	5,853	15.9%
D	164	11.1%	228	8.1%	509	11.3%	901	10.2%
E	4	2.5%	312	12.7%	301	8.0%	617	9.7%
F	284	16.1%	934	27.4%	827	20.2%	2,045	22.0%
G	415	13.5%	797	10.7%	1,002	11.0%	2,214	11.3%
H	161	2.8%	628	4.7%	735	7.9%	1,524	5.4%
I	40	12.5%	315	46.9%	362	16.5%	717	22.5%
J	259	2.9%	206	6.5%	1,021	17.1%	1,486	8.3%
City Total	2,174		6,576		9,055		17,805	

Source: Freese and Nichols, Inc., NCTCOG

7. SUMMARY

- From the 2014 Water Master Plan, approximately 72 percent of the total land within the City limits is developed, with approximately 13 percent of land within the City limits being vacant and available for future development, where infrastructure and topography permit. Approximately 15 percent of the land in Arlington is undevelopable as either right-of-way, utility easements, parks/open space or other undevelopable land types.
- The existing 2015 population for Arlington is approximately 371,880 persons, with an existing estimated employment of 172,493 jobs.
- An average annual growth rate of 0.45 percent was used to calculate the Arlington ten-year growth projections. This growth rate is based upon approved data from the 2014 Water Master Plan, the 2015 Comprehensive Plan, historical U.S. Census data, as well as building permit information received from the City since 2006 and was approved by the CIPAC on October 21, 2015.
- The ten-year (2025) population growth projection of Arlington is 388,958 persons, an increase of 17,078 persons. Employment is projected to increase by 17,805 to a total of 190,298 jobs by 2025.
- The ultimate population of Arlington is expected to be approximately 423,000 persons, per the Comprehensive Plan.
- A summary of the 2015 and 2025 demographics broken down by roadway service areas can be found on the next page.

	2015	2025	Total Increase	Percent Total Growth	Annual Growth Rate
Population					
Arlington Total	371,880	388,958	17,078	4.59%	0.45%
Service Area A	17,056	25,801	8,745	51.27%	4.23%
Service Area B	39,740	44,099	4,359	10.97%	1.05%
Service Area C	38,108	38,133	25	0.07%	0.01%
Service Area D	26,092	26,150	58	0.22%	0.02%
Service Area E	50,415	50,744	329	0.65%	0.07%
Service Area F	41,073	41,197	124	0.30%	0.03%
Service Area G	65,517	66,879	1,362	2.08%	0.21%
Service Area H	44,294	45,288	994	2.24%	0.22%
Service Area I	41,092	42,174	1,082	2.63%	0.26%
Service Area J	8,493	8,493	0	0.00%	0.00%
Employment					
Arlington Total	172,493	190,298	17,805	10.32%	0.99%
Service Area A	2,136	2,296	160	7.49%	0.72%
Basic	228	253	25	10.96%	1.05%
Retail	549	655	106	19.31%	1.78%
Service	1,359	1,388	29	2.13%	0.21%
Service Area B	39,722	42,010	2,288	5.76%	0.56%
Basic	3,176	3,320	144	4.53%	0.44%
Retail	10,254	10,996	742	7.24%	0.70%
Service	26,292	27,694	1,402	5.33%	0.52%
Service Area C	36,896	42,749	5,853	15.86%	1.48%
Basic	9,346	10,024	678	7.25%	0.70%
Retail	9,807	12,115	2,308	23.53%	2.14%
Service	17,743	20,610	2,867	16.16%	1.51%
Service Area D	8,806	9,707	901	10.23%	0.98%
Basic	1,479	1,643	164	11.09%	1.06%
Retail	2,822	3,050	228	8.08%	0.78%
Service	4,505	5,014	509	11.30%	1.08%
Service Area E	6,370	6,987	617	9.69%	0.93%
Basic	160	164	4	2.50%	0.25%
Retail	2,454	2,766	312	12.71%	1.20%
Service	3,756	4,057	301	8.01%	0.77%
Service Area F	9,276	11,321	2,045	22.05%	2.01%
Basic	1,768	2,052	284	16.06%	1.50%
Retail	3,410	4,344	934	27.39%	2.45%
Service	4,098	4,925	827	20.18%	1.86%
Service Area G	19,666	21,880	2,214	11.26%	1.07%
Basic	3,075	3,490	415	13.50%	1.27%
Retail	7,462	8,259	797	10.68%	1.02%
Service	9,129	10,131	1,002	10.98%	1.05%
Service Area H	28,476	30,000	1,524	5.35%	0.52%
Basic	5,697	5,858	161	2.83%	0.28%
Retail	13,443	14,071	628	4.67%	0.46%
Service	9,336	10,071	735	7.87%	0.76%
Service Area I	3,188	3,905	717	22.49%	2.05%
Basic	320	360	40	12.50%	1.18%
Retail	672	987	315	46.88%	3.92%
Service	2,196	2,558	362	16.48%	1.54%
Service Area J	17,957	19,443	1,486	8.28%	0.80%
Basic	8,814	9,073	259	2.94%	0.29%
Retail	3,156	3,362	206	6.53%	0.63%
Service	5,987	7,008	1,021	17.05%	1.59%

Appendix A

Population and Employment by TSZ

**Population Traffic Survey Zone Data
By Roadway Service Area
City of Arlington**

Roadway Service Area	Traffic Survey Zone	2015 Population	2025 Population	2015 NonResidential Acreage	2025 NonResidential Acreage
A	40984	0	0	0	0
A	9589	2,462	2,462	4	4
A	9657	687	687	158	158
A	9658	3,355	3,496	51	51
A	9590	2,712	2,760	48	50
A	30198	2,351	2,351	12	12
A	9659	1,911	1,911	4	4
A	9527	1,245	1,245	27	27
A	9523	0	0	17	17
A	9524	2,332	10,888	55	55
Service Area "A" Subtotal		17,056	25,801	377	378
B	40981	0	0	0	0
B	9723	1,949	2,107	22	22
B	9896	830	830	5	5
B	40918	0	0	0	0
B	40982	1,712	1,819	64	64
B	9895	2,371	2,371	50	50
B	9655	1,003	1,003	0	0
B	9725	1,224	1,224	77	77
B	9656	1,667	1,741	25	25
B	9726	2,072	4,440	106	106
B	9728	804	858	0	0
B	9727	0	0	41	51
B	9900	1,443	1,443	145	148
B	10398	3,149	3,149	47	47
B	10392	893	893	0	0
B	10395	522	522	47	47
B	10268	449	449	49	49
B	10264	1,421	1,421	50	50
B	10261	651	651	103	103
B	10263	418	418	51	51
B	40020	0	0	72	72
B	10260	342	342	8	8
B	41026	35	35	38	38
B	10093	698	698	36	36
B	9898	1,029	1,029	4	4
B	10262	1,156	1,702	68	68
B	41025	325	458	47	47
B	10265	110	110	19	19
B	41024	749	812	9	10
B	41027	44	44	32	32
B	10272	74	74	83	83

**Population Traffic Survey Zone Data
By Roadway Service Area
City of Arlington**

Roadway Service Area	Traffic Survey Zone	2015 Population	2025 Population	2015 NonResidential Acreage	2025 NonResidential Acreage
B	10270	774	774	27	27
B	40154	18	109	49	49
B	10108	1,412	1,412	47	47
B	10109	2,184	2,184	17	17
B	10104	2,809	2,809	31	31
B	9899	1,546	1,546	141	141
B	10271	1,029	1,737	20	20
B	10273	441	441	35	35
B	10102	395	395	19	19
B	10101	350	405	18	18
B	10097	543	543	37	37
B	9901	1,100	1,100	17	17
Service Area "B" Subtotal		39,740	44,099	1,759	1,770
C	9731	3,318	3,318	48	58
C	9730	1,827	1,827	25	25
C	9729	2,141	2,141	6	6
C	9733	2,800	2,825	39	39
C	30199	3,314	3,314	52	52
C	9906	0	0	196	196
C	9905	0	0	74	74
C	10282	3,053	3,053	24	24
C	10283	2,177	2,177	24	24
C	41022	2,257	2,257	76	76
C	10278	703	703	21	21
C	41023	3,148	3,148	12	12
C	10405	1,999	1,999	2	2
C	10408	2,126	2,126	29	29
C	10281	1,941	1,941	12	12
C	10280	2,005	2,005	16	16
C	10114	0	0	204	204
C	10112	14	14	51	51
C	40152	695	695	269	269
C	41021	12	12	85	85
C	10110	3	3	139	139
C	9902	1,802	1,802	82	82
C	9732	1,546	1,546	38	43
C	9734	1,177	1,177	122	122
C	9903	0	0	127	133
C	9907	0	0	145	145
C	9904	51	51	57	74
Service Area "C" Subtotal		38,108	38,133	1,971	2,013
D	40156	254	254	8	8

**Population Traffic Survey Zone Data
By Roadway Service Area
City of Arlington**

Roadway Service Area	Traffic Survey Zone	2015 Population	2025 Population	2015 NonResidential Acreage	2025 NonResidential Acreage
D	40149	1,533	1,533	44	44
D	40157	1,508	1,508	30	30
D	10253	3,363	3,363	20	20
D	10252	15	15	66	66
D	10092	3,941	3,960	62	62
D	10091	3,336	3,355	58	59
D	9893	2,412	2,432	8	8
D	40150	661	661	185	185
D	10248	0	0	28	28
D	40977	1,308	1,308	162	162
D	10380	1,943	1,943	16	16
D	9890	1,671	1,671	106	106
D	10254	673	673	21	21
D	10383	212	212	2	2
D	40158	2,311	2,311	21	21
D	10259	949	949	13	13
Service Area "D" Subtotal		26,092	26,150	849	851
E	40972	0	0	0	0
E	10481	0	0	0	0
E	10237	251	251	0	0
E	30225	1,357	1,357	0	29
E	10551	2,198	2,198	0	1
E	30228	3,444	3,490	39	39
E	10378	455	455	1	1
E	10483	2,904	2,904	20	20
E	10552	4,103	4,166	10	10
E	10670	1,758	1,758	51	51
E	10622	4,616	4,670	21	21
E	10619	3,382	3,382	40	40
E	40978	1,596	1,596	46	46
E	10621	2,556	2,556	32	32
E	10623	1,990	2,056	56	58
E	10379	2,308	2,308	17	17
E	10554	1,441	1,441	10	10
E	10553	606	606	76	78
E	10559	1,160	1,160	1	1
E	10557	1,520	1,520	105	105
E	10555	935	996	20	20
E	10484	2,885	2,912	44	44
E	30202	1,706	1,706	26	26
E	30201	1,927	1,927	5	5
E	40160	497	497	0	0

**Population Traffic Survey Zone Data
By Roadway Service Area
City of Arlington**

Roadway Service Area	Traffic Survey Zone	2015 Population	2025 Population	2015 NonResidential Acreage	2025 NonResidential Acreage
E	30226	1,433	1,433	20	20
E	10558	1,032	1,044	5	5
E	10382	1,154	1,154	10	10
E	10381	1,202	1,202	12	12
Service Area "E" Subtotal		50,415	50,744	667	701
F	10671	2,605	2,605	78	78
F	10566	3,331	3,331	45	45
F	10565	0	0	162	162
F	10895	346	346	103	103
F	10563	1,437	1,437	54	54
F	10564	2,792	2,792	88	88
F	10568	0	0	215	246
F	10626	0	0	203	226
F	10625	2,723	2,723	113	113
F	10495	937	937	186	186
F	10629	4,506	4,630	216	305
F	10628	1,961	1,961	9	9
F	10630	2,413	2,413	35	35
F	10493	757	757	114	114
F	10394	434	434	59	59
F	10396	1,749	1,749	37	37
F	10494	587	587	39	39
F	10393	981	981	31	31
F	30220	2,306	2,306	47	103
F	30219	1,133	1,133	19	19
F	10560	70	70	4	4
F	10561	1,141	1,141	7	7
F	10486	636	636	0	0
F	40153	3,532	3,532	9	9
F	10562	1,599	1,599	0	0
F	40979	1,494	1,494	89	89
F	10627	0	0	43	43
F	10384	153	153	0	0
F	41028	430	430	18	18
F	10389	1,019	1,019	23	23
Service Area "F" Subtotal		41,073	41,197	2,047	2,245
G	10567	2,213	2,213	26	26
G	10569	658	658	77	77
G	10571	1,045	1,249	93	104
G	10631	856	856	83	87
G	10632	2,347	2,347	10	10
G	10680	1,407	1,407	13	13

**Population Traffic Survey Zone Data
By Roadway Service Area
City of Arlington**

Roadway Service Area	Traffic Survey Zone	2015 Population	2025 Population	2015 NonResidential Acreage	2025 NonResidential Acreage
G	10401	1,441	1,441	7	7
G	41029	860	860	16	16
G	10496	2,289	2,289	53	53
G	10498	2,610	2,610	43	43
G	10681	957	957	2	2
G	10500	3,118	3,118	11	11
G	10497	2,012	2,012	11	11
G	10499	2,023	2,023	17	17
G	10407	830	1,361	29	29
G	10501	2,520	2,520	9	9
G	10409	1,317	1,317	25	25
G	10411	3,533	3,533	54	54
G	10502	2,847	2,847	65	65
G	30212	2,793	3,324	3	3
G	10570	2,595	2,595	13	13
G	10503	5,691	5,691	22	22
G	30211	1,721	1,721	90	90
G	10573	0	0	197	209
G	10414	0	0	125	125
G	10633	1,562	1,562	295	410
G	10413	940	940	8	8
G	10415	1,700	1,776	125	125
G	10682	1,026	1,026	10	10
G	10683	2,473	2,473	48	48
G	10406	0	0	27	27
G	10404	1,350	1,350	21	21
G	10410	2,921	2,921	48	48
G	10412	3,095	3,113	29	29
G	10400	698	698	14	14
G	10402	926	926	19	19
G	10403	1,144	1,144	22	22
Service Area "G" Subtotal		65,517	66,879	1,761	1,902
H	10788	193	193	46	46
H	40976	25	25	25	25
H	41192	287	287	89	89
H	10715	101	101	37	37
H	10762	962	1,022	495	497
H	10790	70	70	19	19
H	10789	6	6	0	0
H	10714	3	3	2	2
H	10717	3,749	3,749	9	12
H	10716	1,213	1,331	74	74

**Population Traffic Survey Zone Data
By Roadway Service Area
City of Arlington**

Roadway Service Area	Traffic Survey Zone	2015 Population	2025 Population	2015 NonResidential Acreage	2025 NonResidential Acreage
H	10718	2,225	2,225	10	12
H	10763	1,882	2,082	76	76
H	10765	504	969	63	74
H	30221	1,604	1,604	1	0
H	30222	2,716	2,827	0	0
H	10673	1,132	1,132	31	31
H	10720	1,921	1,921	115	115
H	10767	910	910	91	138
H	10766	5,926	5,966	268	268
H	10721	6,412	6,412	17	17
H	10676	3,280	3,280	41	41
H	10674	3,658	3,658	33	33
H	30217	2,351	2,351	69	69
H	30218	1,919	1,919	14	14
H	10764	483	483	16	16
H	10672	761	761	32	32
Service Area "H" Subtotal		44,294	45,288	1,673	1,737
I	10723	3,808	3,808	26	26
I	30224	4,266	4,266	7	7
I	10798	1,514	2,239	4	22
I	10797	2,217	2,252	43	62
I	30223	3,457	3,457	10	10
I	10769	4,708	4,825	95	120
I	10724	2,524	2,568	134	134
I	10722	1,689	1,689	2	2
I	10677	2,491	2,491	31	31
I	10725	3,195	3,195	45	45
I	10678	1,070	1,070	60	60
I	10679	2,528	2,528	26	26
I	10727	1,464	1,464	140	173
I	10770	2,980	3,141	106	106
I	10730	0	0	0	0
I	10728	1,099	1,099	0	0
I	10726	2,080	2,080	15	15
Service Area "I" Subtotal		41,092	42,174	742	839
J	9908	0	0	106	106
J	9909	0	0	133	133
J	9910	0	0	73	73
J	9912	0	0	153	153
J	9913	0	0	34	34
J	10120	1,549	1,549	16	16
J	10285	4,632	4,632	26	26



Population Traffic Survey Zone Data
By Roadway Service Area
City of Arlington



Roadway Service Area	Traffic Survey Zone	2015 Population	2025 Population	2015 NonResidential Acreage	2025 NonResidential Acreage
J	10284	2,161	2,161	4	4
J	10119	0	0	105	105
J	40151	151	151	17	17
J	10118	0	0	112	112
J	10122	0	0	118	118
J	9911	0	0	125	125
Service Area "J" Subtotal		8,493	8,493	1,020	1,022

**Employment Traffic Survey Zone Data
By Roadway Service Area
City of Arlington**

Roadway Service Area	Traffic Survey Zone	2015 Basic Employment	2025 Basic Employment	2015 Retail Employment	2025 Retail Employment	2015 Service Employment	2025 Service Employment
A	40984	13	13	13	13	27	27
A	9589	0	0	21	28	309	315
A	9657	0	0	11	14	154	158
A	9658	87	87	234	234	22	22
A	9590	0	0	66	66	176	176
A	30198	46	46	47	47	436	436
A	9659	68	68	126	126	144	144
A	9527	0	0	17	31	17	31
A	9523	0	25	0	81	0	0
A	9524	14	14	14	15	74	79
Service Area "A" Subtotal		228	253	549	655	1,359	1,388
B	40981	109	115	0	0	154	156
B	9722	0	0	0	0	0	0
B	9723	1	1	9	9	176	176
B	9896	0	0	5	5	123	161
B	40918	0	0	0	0	0	0
B	40982	1	1	8	8	596	626
B	9895	7	7	367	387	78	84
B	9655	109	115	0	0	154	156
B	9725	9	9	379	404	360	484
B	9656	0	0	11	14	154	158
B	9726	100	100	176	176	244	258
B	9728	50	50	88	88	122	129
B	9727	0	0	560	581	5,625	5,943
B	9900	120	120	1,210	1,210	1,900	2,476
B	10398	0	0	317	340	90	90
B	10392	0	0	56	73	96	96
B	10395	0	0	111	127	181	245
B	10268	0	0	260	268	175	185
B	10264	0	0	177	177	280	340
B	10261	0	0	5	5	186	199
B	10263	0	0	69	85	269	324
B	40020	0	0	66	77	2,693	2,699
B	10260	0	0	104	104	94	119
B	41026	52	93	150	215	458	551
B	10093	13	13	111	117	462	505
B	9898	0	0	9	10	64	77
B	10262	0	0	51	53	3,253	3,253
B	41025	100	121	365	384	853	864
B	10265	260	260	395	395	621	658
B	41024	53	53	187	209	132	132
B	41027	242	252	1,275	1,278	2,165	2,165
B	10272	874	874	538	964	1,174	1,231
B	10270	0	0	235	241	336	363
B	40154	713	716	1,784	1,790	886	891
B	10108	132	139	261	261	284	293
B	10109	10	12	111	111	198	235
B	10104	0	0	620	627	609	612
B	9899	43	43	145	168	1,028	1,057
B	10271	0	0	125	132	141	163

**Employment Traffic Survey Zone Data
By Roadway Service Area
City of Arlington**

Roadway Service Area	Traffic Survey Zone	2015 Basic Employment	2025 Basic Employment	2015 Retail Employment	2025 Retail Employment	2015 Service Employment	2025 Service Employment
B	10273	0	0	205	205	464	524
B	10102	76	82	208	208	89	111
B	10101	100	100	221	221	2,234	2,234
B	10097	43	78	148	148	698	723
B	9901	19	27	17	17	155	158
Service Area "B" Subtotal		3,127	3,265	11,139	11,892	29,901	31,749
C	9731	206	206	581	581	604	604
C	9730	50	50	88	88	122	129
C	9729	50	50	88	88	122	129
C	9733	18	18	49	49	245	245
C	30199	93	93	94	94	872	872
C	9906	0	0	869	924	0	0
C	9905	0	0	475	475	1,295	1,891
C	10282	2	4	178	191	218	224
C	10283	0	0	44	44	363	379
C	41022	117	117	280	291	352	355
C	10278	0	0	14	14	314	317
C	41023	5	9	271	290	128	129
C	10405	0	0	93	125	98	98
C	10408	0	0	378	378	648	648
C	10281	0	0	164	174	87	87
C	10280	27	49	125	125	139	150
C	10114	1,518	1,518	537	625	727	888
C	10112	23	26	190	198	260	268
C	40152	4,887	4,895	329	348	794	794
C	41021	886	905	881	921	414	479
C	10110	34	557	141	166	506	546
C	9902	206	214	638	643	853	864
C	9732	107	107	506	539	285	336
C	9734	724	724	369	458	1,891	2,483
C	9903	50	50	627	627	980	980
C	9907	245	315	740	849	1,485	1,593
C	9904	38	57	174	1,914	179	912
Service Area "C" Subtotal		9,286	9,964	8,922	11,220	13,981	16,401
D	40156	0	0	48	51	54	73
D	40149	68	68	558	572	231	283
D	40157	273	273	198	198	303	352
D	10253	29	29	360	360	127	172
D	10252	223	260	173	173	162	210
D	10092	2	2	226	226	328	328
D	10091	93	93	162	175	171	177
D	9893	0	0	41	41	110	110
D	40150	67	67	90	93	487	501
D	10248	138	206	152	257	280	372
D	40977	0	0	0	0	551	656
D	10380	14	14	99	110	340	349
D	9890	465	522	428	458	791	837
D	10254	12	12	11	11	283	287
D	10383	0	0	0	0	0	0
D	40158	0	0	203	241	183	183

**Employment Traffic Survey Zone Data
By Roadway Service Area
City of Arlington**

Roadway Service Area	Traffic Survey Zone	2015 Basic Employment	2025 Basic Employment	2015 Retail Employment	2025 Retail Employment	2015 Service Employment	2025 Service Employment
D	10259	95	97	73	84	105	124
Service Area "D" Subtotal		1,479	1,643	2,822	3,050	4,505	5,014
E	40972	0	0	0	0	0	0
E	10481	0	0	0	0	0	0
E	10237	0	0	0	0	0	0
E	30225	0	0	0	0	0	0
E	10551	13	13	94	94	135	135
E	30228	0	0	73	73	120	120
E	10378	0	0	0	0	0	0
E	10483	0	0	28	28	257	260
E	10552	8	8	129	139	196	235
E	10670	2	2	122	141	281	281
E	10622	0	0	108	176	166	166
E	10619	0	0	190	215	75	75
E	40978	4	7	325	338	191	207
E	10621	0	0	112	122	117	131
E	10623	70	70	41	41	174	225
E	10379	9	9	59	59	167	183
E	10554	4	4	5	5	92	103
E	10553	13	13	389	465	55	71
E	10559	0	0	4	4	55	63
E	10557	0	0	17	31	669	724
E	10555	10	10	106	112	200	200
E	10484	3	3	110	116	83	101
E	30202	0	0	7	12	139	156
E	30201	0	0	7	12	139	156
E	40160	0	0	73	73	120	120
E	30226	0	0	0	0	0	0
E	10558	0	0	4	4	49	58
E	10382	0	0	150	150	162	162
E	10381	0	0	240	269	44	47
Service Area "E" Subtotal		136	140	2,393	2,679	3,687	3,980
F	10671	1	1	185	318	168	287
F	10566	0	0	509	526	294	339
F	10565	0	0	1,317	1,328	207	236
F	10895	0	0	1,359	1,359	207	236
F	10563	127	128	323	334	180	186
F	10564	163	163	492	549	599	621
F	10568	146	148	342	342	540	607
F	10626	1,950	1,963	1,373	1,389	113	118
F	10625	0	0	940	1,000	240	340
F	10495	678	678	710	710	959	966
F	10629	525	651	1,279	1,293	1,558	1,558
F	10628	0	0	11	11	13	13
F	10630	13	24	134	144	87	106
F	10493	136	136	283	283	237	269
F	10394	573	576	1,351	1,372	961	977
F	10396	0	0	269	282	205	205
F	10494	177	178	84	91	148	148
F	10393	0	0	323	334	178	187

**Employment Traffic Survey Zone Data
By Roadway Service Area
City of Arlington**

Roadway Service Area	Traffic Survey Zone	2015 Basic Employment	2025 Basic Employment	2015 Retail Employment	2025 Retail Employment	2015 Service Employment	2025 Service Employment
F	30220	0	0	155	159	257	260
F	30219	0	0	78	79	129	130
F	10560	0	0	0	0	0	0
F	10561	0	0	51	78	58	58
F	10486	24	24	61	86	68	77
F	40153	28	28	112	184	182	182
F	10562	0	0	36	52	114	114
F	40979	932	932	39	44	714	872
F	10627	26	28	417	503	34	53
F	10384	0	0	0	0	0	0
F	41028	154	156	938	956	422	450
F	10389	67	68	333	352	533	552
Service Area "F" Subtotal		5,721	5,882	13,504	14,158	9,405	10,148
G	10567	1	3	51	84	95	102
G	10569	0	0	88	155	165	165
G	10571	103	106	180	188	304	386
G	10631	43	78	171	270	557	581
G	10632	0	0	75	132	87	135
G	10680	0	0	37	66	43	67
G	10401	0	0	263	273	66	80
G	41029	0	0	432	481	86	92
G	10496	255	257	271	283	1,491	1,494
G	10498	0	0	142	199	107	107
G	10681	0	0	37	66	43	67
G	10500	0	0	44	69	166	166
G	10497	1	1	77	83	96	105
G	10499	0	0	61	64	174	183
G	10407	0	0	726	748	363	407
G	10501	0	0	17	20	46	62
G	10409	0	0	9	9	285	294
G	10411	177	318	734	734	376	525
G	10502	0	0	65	106	634	662
G	30212	0	1	37	58	69	70
G	10570	7	7	60	101	106	106
G	10503	0	0	534	541	216	230
G	30211	0	1	37	58	69	70
G	10573	1,107	1,146	0	0	417	431
G	10414	150	171	1,366	1,380	106	114
G	10633	86	155	69	124	447	631
G	10413	89	89	178	188	56	56
G	10415	940	990	205	207	281	289
G	10682	0	0	37	66	43	67
G	10683	0	0	128	175	412	491
G	10406	0	0	677	677	223	316
G	10404	0	0	0	0	454	457
G	10410	27	49	511	511	356	356
G	10412	38	68	32	32	131	172
G	10400	0	0	53	53	153	175
G	10402	50	50	50	50	300	300
G	10403	0	0	8	8	103	117

Employment Traffic Survey Zone Data
By Roadway Service Area
City of Arlington





Roadway Service Area	Traffic Survey Zone	2015 Basic Employment	2025 Basic Employment	2015 Retail Employment	2025 Retail Employment	2015 Service Employment	2025 Service Employment
Service Area "G" Subtotal		3,075	3,490	7,462	8,259	9,129	10,131
H	10788	0	0	0	0	0	0
H	40976	0	0	0	0	0	0
H	41192	0	0	153	156	9	16
H	10715	0	0	0	0	0	0
H	10762	352	393	169	224	873	1,011
H	10790	0	0	0	0	0	0
H	10789	0	0	0	0	0	0
H	10714	0	0	0	0	0	0
H	10717	0	0	90	149	140	140
H	10716	200	200	200	200	300	300
H	10718	0	0	90	149	140	140
H	10763	21	37	180	231	756	859
H	10765	269	324	169	224	536	605
H	30221	17	31	0	0	134	240
H	30222	200	228	36	63	84	133
H	10673	0	0	187	187	37	42
H	10720	200	228	36	63	84	133
H	10767	166	223	241	432	249	366
H	10766	54	54	202	202	250	250
H	10721	0	0	23	34	38	64
H	10676	65	65	273	451	84	119
H	10674	65	65	273	451	84	119
H	30217	13	13	273	273	30	30
H	30218	13	13	273	273	30	30
H	10764	133	177	353	394	204	286
H	10672	0	0	187	187	37	42
Service Area "H" Subtotal		1,768	2,052	3,410	4,344	4,098	4,925
I	10723	6	11	39	65	84	88
I	30224	15	15	13	18	2	3
I	10798	0	0	0	0	100	100
I	10797	0	0	0	0	150	150
I	30223	15	15	13	18	2	3
I	10769	0	0	0	0	150	150
I	10724	0	0	156	260	320	410
I	10722	3	6	20	32	42	44
I	10677	106	120	12	15	91	91
I	10725	0	0	156	260	33	33
I	10678	22	40	150	171	110	148
I	10679	0	0	0	0	50	50
I	10727	115	115	26	47	505	608
I	10770	0	0	45	45	336	405
I	10730	0	0	0	0	0	0
I	10728	38	38	9	16	168	203
I	10726	0	0	34	41	54	73
Service Area "I" Subtotal		320	360	672	987	2,196	2,558
J	9908	1,308	1,346	283	332	1,823	1,855
J	9909	1,222	1,233	216	230	555	656
J	9910	1,779	1,779	104	123	283	435
J	9912	1,103	1,151	132	141	733	958

Employment Traffic Survey Zone Data
By Roadway Service Area
City of Arlington

Roadway Service Area	Traffic Survey Zone	2015 Basic Employment	2025 Basic Employment	2015 Retail Employment	2025 Retail Employment	2015 Service Employment	2025 Service Employment
J	9913	458	458	26	26	135	175
J	10120	0	0	3	3	602	721
J	10285	37	42	26	36	234	262
J	10284	0	0	112	169	113	113
J	10119	554	573	140	165	304	323
J	40151	104	182	71	71	110	177
J	10118	189	202	1,491	1,494	28	28
J	10122	380	424	273	273	544	617
J	9911	1,682	1,682	281	297	524	687
Service Area "J" Subtotal		8,814	9,073	3,156	3,362	5,987	7,008

Legend

Roadway Projects

-  New Projects
-  Recoupment Projects
-  New Projects
-  Recoupment Projects

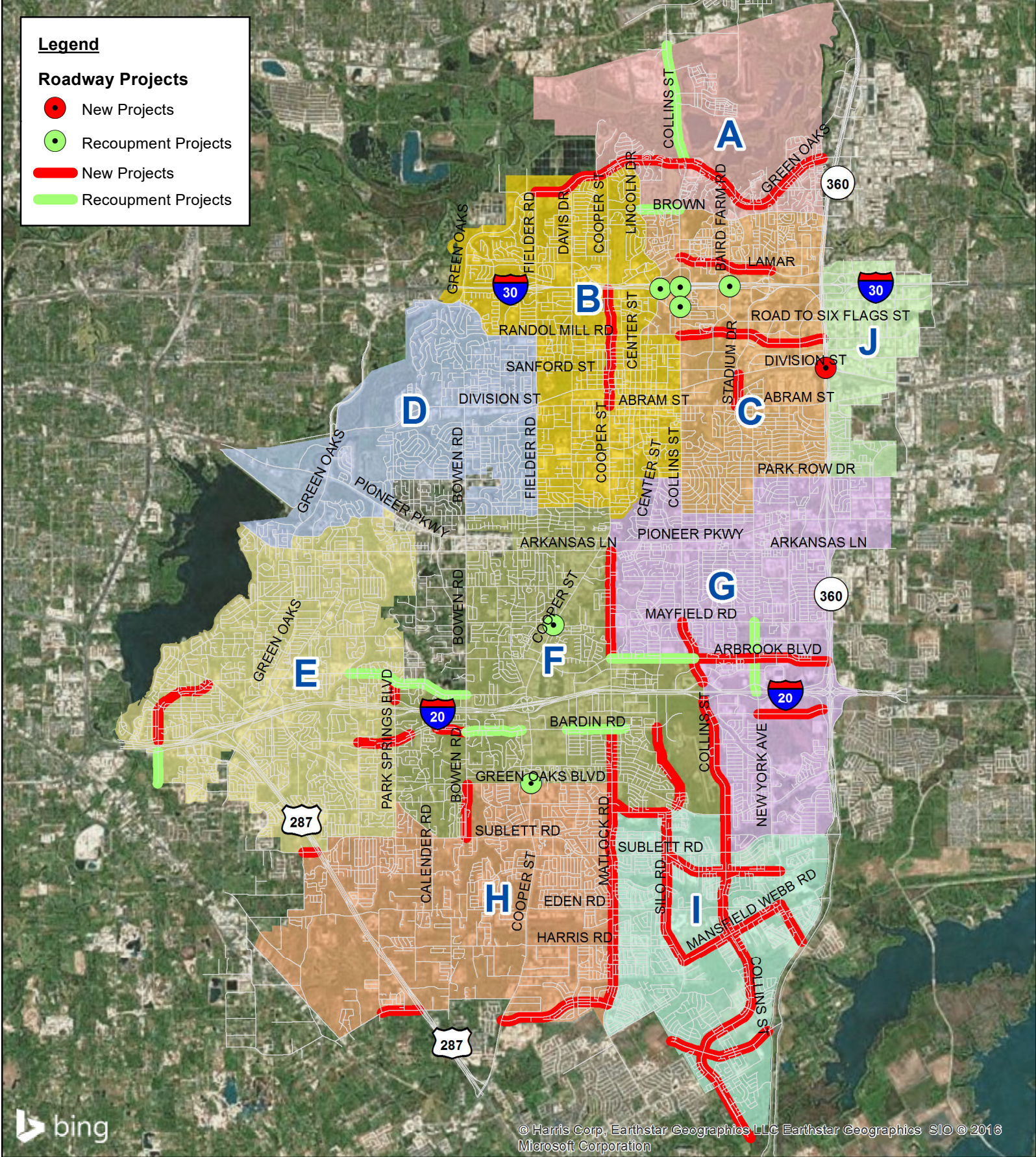


EXHIBIT B

2016 ROADWAY IMPACT FEE UPDATE

CAPITAL IMPROVEMENT PROJECTS

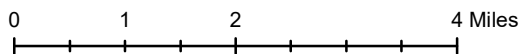


Exhibit B: Roadway Impact Fee CIP

2015 Serv Area	Shared Svc Area	CP Origin	Roadway	From	To	Length (mi)	No. of Lanes	Lane Type	Lane Capacity	Pct. In Serv. Area	2015 Peak Hour Volume			VMT Supply Pk H Total	VMT Demand Pk H Total	Excess VMT Capacity	CP/VMT Deficiency
											A	B	Total				
A	C	2002R	BROWN BLVD.	COLLINS	LINCOLN	0.53	4 U	500	50%	0	187	187	530	99	431	0	
A	97N	GREEN OAKS BLVD	E CITY LIMITS	BALLPARK WAY		0.95	2 D	650	100%	0	439	439	1235	417	818	0	
A	97N	GREEN OAKS BLVD	BALLPARK WAY	LINCOLN DR		2.27	2 D	650	100%	0	439	439	2951	997	1954	0	
A	2002R	COLLINS	GREEN OAKS BLVD	CITY LIMITS		1.17	6 D	650	100%	1541	1326	2867	4563	3354	1209	0	
Sub-total SA A						4.92							9,279	4,867	4,412	0	
B	97N	GREEN OAKS BLVD	LINCOLN	FIELDER		1.48	2 D	650	100%	0	137	137	1924	203	1721	0	
B	C	15R	IH 30 BRIDGE	CENTER ST		0.35	6 D	650	50%	0	856	856	644	283	362	0	
B	15R	IH 30 FRONTAGE	CENTER ST	COOPER ST		0.72	2 OW	650	100%	0	0	0	942	0	942	0	
B	93N	COOPER ST	IH 30	RANDOL MILL RD		0.61	6 D	650	100%	1502	1198	2700	2379	1647	732	0	
B	93N	COOPER ST	RANDOL MILL RD	CEDAR		0.35	6 D	650	100%	1502	1198	2700	1365	945	420	0	
B	93N	COOPER ST	CEDAR	ABRAMS		0.64	6 D	650	100%	1502	1198	2700	2496	1728	768	0	
Sub-total SA B						4.13							9,750	4,806	4,945	0	
C	B	15R	IH 30 BRIDGE	CENTER ST		0.33	6 D	650	50%	804	0	804	644	266	379	0	
C	15R	IH 30 BRIDGE	COLLINS			0.47	2 D	650	100%	0	0	0	616	0	616	0	
C	15R	IH 30 BRIDGE	BARD FARM (AT&T WAY)			1.14	7 D	650	100%	281	630	911	616	123	493	0	
C	15R	IH 30 FRONTAGE	CENTER ST	BALLPARK WAY		1.45	2 OW	650	100%	0	0	0	1890	0	1890	0	
C	15R	COLLINS ST	ROAD TO SIX FLAGS			0.10	6 D	650	100%	0	0	0	60	0	60	0	
C	15N	DIVISION	SH 360			0.38	6 D	650	100%	0	0	0	1474	0	1474	0	
C	A	2002R	BROWN BLVD.	COLLINS	LINCOLN	0.53	4 U	500	50%	187	0	187	530	99	431	0	
C	15N	LAMAR BLVD	COLLINS ST	BALLPARK WAY		1.31	2 D	650	100%	0	0	0	1703	0	1703	0	
C	93N	RANDOL MILL RD	COLLINS ST	BALLPARK WAY		0.83	6 D	650	100%	625	738	1363	3237	1131	2106	0	
C	93N	RANDOL MILL RD	BALLPARK WAY	SH 360		0.91	6 D	650	100%	490	487	977	3549	889	2660	0	
C	15N	STADIUM DR	DIVISION	ABRAM		0.44	2 D	650	100%	0	0	0	572	0	572	0	
Sub-total SA C						6.89							14,891	2,509	12,382	0	
D	NO PROJECTS IN SERVICE AREA D					0.00	0 D	650	100%	0	0	0	0	0	0	0	0
Sub-total SA D						0.00							0	0	0	0	
E	15R	BOWMAN SPRINGS	IH 20	CITY LIMITS		0.45	5 S	625	100%	219	0	219	563	99	464	0	
E	15R	PLEASANT RIDGE	KELLY ELLIOTT	PARK SPRINGS BLVD		0.67	4 D	650	100%	534	540	1074	1742	720	1022	0	
E	15N	PLEASANT RIDGE	IH 20	ENCHANTED BAY		0.42	4 D	650	100%	179	178	357	1092	150	942	0	
E	15N	PLEASANT RIDGE	ENCHANTED BAY	PLUMWOOD		0.82	4 D	650	100%	223	216	439	2132	360	1772	0	
E	97N	BARDIN RD	KELLY ELLIOTT	PARK SPRINGS BLVD		0.53	4 D	650	100%	0	0	0	1378	0	1378	0	
E	F	2002N	PARK SPRINGS	PLEASANT RIDGE	IH-20	0.28	4 D	650	50%	0	400	400	364	112	252	0	
E	H	2002N	SUBLETT RD	US 287	JOPLIN (West City Limits)	0.19	4 D	650	50%	0	385	385	247	73	174	0	
Sub-total SA E						3.36							7,518	1,513	6,004	0	
F	G	2002N	MATLOCK RD	ARKANSAS LN	MAYFIELD	1.05	2 D	650	50%	0	0	0	683	0	682	0	
F	G	2002N	MATLOCK RD	MAYFIELD	ARBROOK	0.38	2 D	650	50%	0	0	0	247	0	247	0	
F	15R	PLEASANT RIDGE	PARK SPRINGS	BOWEN RD		1.04	4 D	650	100%	451	0	451	1352	469	883	0	
F	G	15N	COLLINS ST	ARBROOK BLVD	IH 20	0.36	2 D	650	50%	0	0	0	234	0	234	0	
F	G	15N	COLLINS ST	IH 20	GREEN OAKS BLVD	1.67	2 D	650	50%	0	0	0	1086	0	1085	0	
F	15N	CENTER	BARDIN RD	EMBERCREST		0.34	4 D	650	100%	0	0	0	884	0	884	0	
F	15N	CENTER	EMBERCREST	CRAVEN PARK		0.63	4 U	500	100%	0	0	0	1260	0	1260	0	
F	15N	MATLOCK RD	BARDIN RD	GREEN OAKS BLVD		0.74	2 D	650	100%	0	0	0	962	0	962	0	
F	15R	COOPER ST	MAYFIELD			0.10	1 D	650	100%	0	0	0	30	0	30	0	
F	H	15R	GREEN OAKS BLVD	COOPER ST		0.10	1 D	650	50%	0	0	0	75	0	75	0	
F	97N	BARDIN RD	PARK SPRINGS BLVD	WILLOW RIDGE		0.30	4 D	650	100%	0	0	0	780	0	780	0	
F	93R	BARDIN RD	MANSFIELD	BOWEN		0.61	4 D	650	100%	404	522	926	1586	565	1021	0	
F	2002N	BARDIN RD	BOWEN	RUSH CREEK		0.34	4 D	650	100%	0	0	0	884	0	884	0	
F	H	93N	BOWEN RD	GREEN OAKS BLVD	SUBLETT RD	0.75	4 D	650	50%	0	958	958	975	719	257	0	
F	E	2002N	PARK SPRINGS	PLEASANT RIDGE	IH-20	0.28	4 D	650	50%	474	0	474	364	133	231	0	
F	G	93R	ARBROOK RD	MATLOCK RD	COLLINS	1.14	4 D	650	50%	862	0	862	1482	983	499	0	
F	93R	BARDIN RD	GREEN HOLLOW DR	E. OF MATLOCK		1.14	4 D	650	100%	404	522	926	2964	1056	1908	0	
E	I	97N	CRAVENS PARK	MATLOCK RD	SILLO RD	0.75	4 U	500	50%	0	350	350	750	263	488	0	
Sub-total SA F						11.72							16,597	4,186	12,411	0	
G	F	93R	ARBROOK BLVD	MATLOCK RD	COLLINS ST	1.14	4 D	650	50%	0	845	845	1482	963	519	0	
G	2002N	ARBROOK BLVD	COLLINS	NEW YORK		0.83	4 D	650	100%	862	845	1707	2158	1417	741	0	
G	97N	ARBROOK BLVD	NEW YORK	SH 360		1.09	4 D	650	100%	136	136	272	2834	296	2538	0	
G	15N	COLLINS ST	MAYFIELD RD	ARBROOK BLVD		0.54	2 D	650	100%	0	0	0	702	0	702	0	
G	F	15N	COLLINS ST	ARBROOK BLVD	IH 20	0.36	2 D	650	50%	0	0	0	234	0	234	0	
G	F	15N	COLLINS ST	IH 20	GREEN OAKS BLVD	1.67	2 D	650	50%	0	0	0	1086	0	1085	0	
G	I	15N	COLLINS ST	GREEN OAKS BLVD	SUBLETT RD	0.52	2 D	650	50%	0	0	0	338	0	338	0	
G	F	2002N	MATLOCK RD	ARKANSAS LN	MAYFIELD	1.05	2 D	650	50%	0	0	0	683	0	682	0	
G	F	2002N	MATLOCK RD	MAYFIELD	ARBROOK	0.38	2 D	650	50%	0	0	0	247	0	247	0	
G	93R	NEW YORK AVE	MAYFIELD	ARBROOK		0.47	4 D	650	100%	712	864	1576	1222	741	481	0	
G	93R	NEW YORK AVE	ARBROOK BLVD	IH 20		0.10	4 D	650	100%	0	0	0	260	0	260	0	
G	97N	BARDIN RD	NEW YORK AVE	SH 360		1.02	4 D	650	100%	193	213	406	2652	414	2238	0	
Sub-total SA G						9.17							13,897	3,831	10,066	0	

Exhibit B: Roadway Impact Fee CIP

2015 Serv Area	Shared Svc Area	CP Origin	Roadway	From	To	Length (mi)	No. of Lanes	Lane Type	Lane Capacity	Pct. In Serv. Area	2015 Peak Hour Volume			VMT Supply Pk H Total	VMT Demand Pk H Total	Excess VMT Capacity	CPVMT Deficiency	
											A	B	Total					
H	F	15R	GREEN OAKS BLVD	COOPER ST		0.10	1 D	650		50%	0	0	0	75	0	75	0	
H		15N	MATLOCK RD	GREEN OAKS BLVD	TURNER WARNELL	3.13	2 D	650		100%	0	0	0	4069	0	4069	0	
H		15N	TURNER WARNELL	RUSSELL CURRY	US 287	0.52	4 D	650		100%	0	267	267	676	139	537	0	
H	E	2002N	SUBLETT RD	US 287	JOPLIN (W. City Limits)	0.19	4 D	650		50%	385	0	385	247	73	174	0	
H	F	93N	BOWEN RD	GREEN OAKS BLVD	SUBLETT RD	0.75	4 D	650		50%	524	0	524	975	393	582	0	
H		2002N	TURNER WARNELL	COOPER ST	MATLOCK RD	1.54	4 D	650		100%	570	570	1140	3999	1753	2245	0	
Sub-total SA H						6.23								10,041	2,358	7,682	0	
I		2002N	COLLINS	SOUTHEAST PKWY	MANSFIELD WEBB	0.90	2 D	650		100%	284	328	612	1175	553	622	0	
I		2002N	COLLINS	SOUTHEAST PKWY	MANSFIELD WEBB	0.90	2 D	650		100%	0	0	0	1175	0	1175	0	
I		97N	COLLINS	MANSFIELD-WEBB	WEBB FERRELL	0.47	2 D	650		100%	284	328	612	611	288	323	0	
I		97N	COLLINS	MANSFIELD-WEBB	WEBB FERRELL	0.47	2 D	650		100%	0	0	0	611	0	611	0	
I		97N	COLLINS	WEBB FERRELL	RAGLAND	1.65	2 D	650		100%	284	328	612	2145	1010	1135	0	
I		97N	COLLINS	WEBB FERRELL	RAGLAND	1.65	2 D	650		100%	0	0	0	2145	0	2145	0	
I		97N	COLLINS	RAGLAND	SH 360	1.14	4 D	650		100%	284	328	612	2964	698	2266	0	
I	G	15N	COLLINS	GREEN OAKS BLVD	SUBLETT RD	0.52	2 D	650		50%	0	0	0	338	0	338	0	
I		15N	COLLINS	SUBLETT RD	SOUTHEAST PKWY	0.26	2 D	650		100%	0	0	0	338	0	338	0	
I		15N	MANSFIELD WEBB	SILO	COLLINS	0.76	4 U	500		100%	471	471	942	1520	716	804	0	
I		15N	MANSFIELD WEBB	COLLINS	NEW YORK	0.80	4 U	500		100%	471	471	942	1600	754	846	0	
I		15N	DEBBIE LN	W CITY LIMITS	E CITY LIMITS	1.52	4 D	650		100%	0	0	0	3952	0	3952	0	
I	F	97N	CRAVENS PARK	MATLOCK RD	SILO RD	0.75	4 U	500		50%	276	0	276	750	207	543	0	
I		97N	SILO RD	NATHAN LOWE	LYNN CREEK	0.96	4 U	500		100%	463	464	927	1920	890	1030	0	
I		97N	SILO RD	LYNN CREEK	HARRIS	0.91	4 U	500		100%	618	619	1237	1820	1126	694	0	
I		97N	SILO RD	HARRIS	MANSFIELD WEBB	0.23	4 U	500		100%	266	266	532	460	122	338	0	
I		97N	SOUTHEAST PKWY	SUBLETT	COLLINS	0.76	4 U	500		100%	298	298	596	1520	453	1067	0	
I		97N	SOUTHEAST PKWY	COLLINS	NEW YORK	0.76	4 U	500		100%	150	150	300	1520	228	1292	0	
I		97N	NEW YORK AVE	WEBB-LYNN RD	SH 360	0.45	4 U	500		100%	749	749	1498	900	674	226	0	
Sub-total SA I						15.87								27,464	7,718	19,746	0	
J		NO PROJECTS IN SERVICE AREA J				0.00	0 D	650		100%	0	0	0	0	0	0	0	0
Sub-total SA J						0.00								0	0	0	0	
Totals:						62.29								109,437	31,789	77,648	0	

Exhibit B: Roadway Impact Fee CIP

2016 Arlington Roadway Impact Fee Study Update Roadway Capital Improvements Plan

2015 Srv Area	Shared Srv Area	CP Srv Area	Roadway	From	To	Length (mi)	No. of Lanes	Type	Pct. In Srv. Area	Roadway Project Costs			Signal	Total Project Cost	Study Update Cost	Srv Area Total Cost	
										Engineering	ROW	Construction					
A	C	2002R	BROWN BLVD.	COLLINS	LINCOLN	0.53	4	U	50%	\$0	\$0	\$390,728	\$0	\$390,728	\$969	\$391,697	
A	A	97N	GREEN OAKS BLVD	E CITY LIMITS	BALLPARK WAY	0.95	2	D	100%	\$0	\$0	\$1,679,032	\$0	\$1,679,032	\$2,257	\$1,681,289	
A	A	97N	GREEN OAKS BLVD	BALLPARK WAY	LINCOLN DR	2.27	2	D	100%	\$331,066	\$51,842	\$3,363,484	\$0	\$4,206,392	\$5,393	\$4,211,785	
A	A	2002R	COLLINS	GREEN OAKS BLVD	CITY LIMITS	1.17	8	D	100%	\$0	\$0	\$2,000,000	\$0	\$2,000,000	\$8,339	\$2,008,339	
Sub-total SA A										\$412,765	\$568,275	\$7,300,254	\$0	\$8,279,294	\$16,958	\$8,296,252	
B	C	97N	GREEN OAKS BLVD	LINCOLN	FIELDER	1.48	2	D	100%	\$114,601	\$0	\$1,086,759	\$0	\$1,201,360	\$3,516	\$1,204,876	
B	C	15R	IH-30 BRIDGE	CENTER ST	COOPER ST	0.35	6	D	50%	\$892,636	\$660,737	\$0	\$0	\$1,553,373	\$1,178	\$1,554,551	
B	B	15R	IH-30 FRONTAGE	CENTER ST	COOPER ST	0.72	2	OW	100%	\$963,986	\$747,619	\$0	\$0	\$1,711,605	\$1,721	\$1,713,326	
B	B	93N	COOPER ST	IH-30	RANDOL MILL RD	0.61	6	D	100%	\$35,202	\$2,257,789	\$3,053,901	\$0	\$5,343,892	\$4,348	\$5,348,240	
B	B	93N	COOPER ST	RANDOL MILL RD	CEADAR	0.35	6	D	100%	\$24,086	\$1,544,803	\$2,089,511	\$0	\$3,658,400	\$2,495	\$3,660,895	
B	B	93N	COOPER ST	CEADAR	ABRAMS	0.64	8	D	100%	\$43,653	\$3,537,786	\$2,893,059	\$0	\$6,474,508	\$4,582	\$6,479,090	
Sub-total SA B										\$1,448,397	\$8,648,764	\$9,133,340	\$0	\$19,630,501	\$17,819	\$19,648,320	
C	B	15R	IH-30 BRIDGE	CENTER ST	CENTER ST	0.33	6	D	50%	\$895,386	\$660,737	\$0	\$0	\$1,556,123	\$1,178	\$1,557,301	
C	C	15R	IH-30 BRIDGE	COLLINS	BAIRD FARM (A181T WAY)	0.47	2	D	100%	\$895,386	\$660,737	\$0	\$0	\$1,556,123	\$1,178	\$1,557,301	
C	C	15R	IH-30 FRONTAGE	CENTER ST	BALLPARK WAY	1.45	2	OW	100%	\$1,873,038	\$1,586,754	\$0	\$0	\$3,459,792	\$1,126	\$3,460,918	
C	C	15R	COLLINS ST	ROAD TO SIX FLAGS	BALLPARK WAY	0.10	6	D	100%	\$46,788	\$1,665,037	\$446,886	\$118,000	\$2,276,711	\$110	\$2,276,821	
C	C	15R	DIVISION	SH 360	LINCOLN	0.38	6	D	100%	\$491,900	\$0	\$0	\$0	\$491,900	\$2,684	\$494,584	
C	A	2002R	BROWN BLVD.	COLLINS	LINCOLN	0.53	4	U	50%	\$0	\$0	\$390,728	\$0	\$390,728	\$969	\$391,697	
C	C	15N	LAMAR BLVD	COLLINS ST	BALLPARK WAY	1.31	2	D	100%	\$221,294	\$393,941	\$3,251,884	\$294,364	\$4,161,483	\$3,112	\$4,164,595	
C	C	93N	RANDOL MILL RD	COLLINS ST	BALLPARK WAY	0.83	6	D	100%	\$0	\$359,286	\$6,468,484	\$0	\$7,227,770	\$5,916	\$7,233,686	
C	C	93N	RANDOL MILL RD	BALLPARK WAY	SH 360	0.91	6	D	100%	\$0	\$395,400	\$3,344,298	\$0	\$3,739,698	\$6,486	\$3,746,184	
C	C	15N	STADIUM DR	DIVISION	ABRAM	0.44	2	D	100%	\$243,532	\$1,105,736	\$2,456,532	\$0	\$3,805,800	\$1,045	\$3,806,845	
Sub-total SA C										\$9,997,570	\$5,379,365	\$16,378,832	\$412,364	\$27,168,131	\$27,214	\$27,195,345	
D	D	NO PROJECTS IN SERVICE AREA D										\$0	\$0	\$0	\$0	\$0	\$0
Sub-total SA D										\$0	\$0	\$0	\$0	\$0	\$0	\$0	
E	E	15R	BOWMAN SPRINGS	IH-20	CITY LIMITS	0.45	5	S	100%	\$905,847	\$77,361	\$1,924,004	\$0	\$2,907,212	\$1,028	\$2,908,240	
E	E	15R	PLEASANT RIDGE	KELLY ELLIOTT	PARK SPRINGS BLVD	0.67	4	D	100%	\$10,602	\$283,736	\$41,435,340	\$133,629	\$42,833,007	\$3,184	\$42,836,191	
E	E	15N	PLEASANT RIDGE	IH-20	ENCHANTED BAY	0.42	4	D	100%	\$616,000	\$46,000	\$39,900,000	\$80,000	\$40,462,000	\$1,986	\$40,463,986	
E	E	15N	PLEASANT RIDGE	ENCHANTED BAY	PLUMWOOD	0.82	4	D	100%	\$1,200,000	\$0	\$69,000,000	\$240,000	\$70,440,000	\$3,896	\$70,443,896	
E	E	97N	BARDIN RD	KELLY ELLIOTT	PARK SPRINGS BLVD	0.53	4	D	50%	\$411,436	\$5,950,000	\$3,080,000	\$240,000	\$9,681,436	\$2,518	\$9,683,954	
E	F	2002N	PARK SPRINGS	PLEASANT RIDGE	IH-20	0.28	4	D	50%	\$38,484	\$119,239	\$828,708	\$22,125	\$1,006,556	\$665	\$1,007,221	
E	H	2002N	SUBLETT RD	US 287	JOPLIN (West City Limits)	0.19	4	D	50%	\$190,000	\$1,500,000	\$1,500,000	\$0	\$3,190,000	\$451	\$3,190,451	
Sub-total SA E										\$2,665,369	\$8,476,336	\$22,372,232	\$716,754	\$34,368,711	\$13,739	\$34,382,450	
F	G	2002N	MATLOCK RD	ARKANSAS LN	MAYFIELD	1.05	2	D	50%	\$264,330	\$45,540	\$1,762,200	\$160,000	\$2,232,070	\$1,247	\$2,233,317	
F	G	2002N	MATLOCK RD	MAYFIELD	ARBROOK	0.38	2	D	50%	\$52,883	\$17,135	\$277,881	\$22,109	\$369,988	\$451	\$370,439	
F	G	15R	PLEASANT RIDGE	PARK SPRINGS	BOWEN RD	1.04	4	D	100%	\$148,649	\$419,443	\$603,729	\$0	\$1,171,821	\$2,471	\$1,174,292	
F	G	15N	COLLINS ST	ARBROOK BLVD	IH-20	0.36	2	D	50%	\$58,600	\$0	\$521,400	\$40,000	\$620,000	\$428	\$620,428	
F	F	15N	COLLINS ST	BARDIN RD	GREEN OAKS BLVD	1.67	2	D	100%	\$412,500	\$0	\$2,722,500	\$200,000	\$3,335,000	\$1,984	\$3,336,984	
F	F	15N	CENTER	EMBERCREST	EMBERCREST	0.34	4	D	100%	\$650,000	\$3,000,000	\$4,300,000	\$160,000	\$8,110,000	\$1,616	\$8,111,616	
F	F	15N	MATLOCK RD	BARDIN RD	CRAVEN PARK	0.63	4	U	100%	\$1,287,000	\$4,400,000	\$3,800,000	\$80,000	\$9,467,000	\$2,303	\$9,469,303	
F	F	15R	COOPER ST	MAYFIELD	GREEN OAKS BLVD	0.74	2	D	100%	\$21,445	\$77,685	\$1,515,183	\$2,019	\$1,616,327	\$55	\$1,616,382	
F	F	15R	GREEN OAKS BLVD	COOPER ST	WILLOW RIDGE	0.10	1	D	50%	\$63,389	\$0	\$626,696	\$3,650	\$693,735	\$137	\$693,872	
F	F	97N	BARDIN RD	PARK SPRINGS BLVD	WILLOW RIDGE	0.30	4	D	100%	\$1,763,300	\$2,550,000	\$1,320,000	\$80,000	\$4,126,300	\$1,425	\$4,127,725	
F	F	93R	BARDIN RD	MANFIELD	BOWEN	0.61	4	D	100%	\$0	\$1,259,019	\$920,000	\$68,000	\$2,337,019	\$2,898	\$2,339,917	
F	F	2002N	BARDIN RD	BOWEN	RUSH CREEK	0.34	4	D	100%	\$1,000,000	\$494,239	\$920,000	\$0	\$2,414,239	\$1,616	\$2,415,855	
F	F	93N	BOWEN RD	GREEN OAKS BLVD	SUBLETT RD	0.75	4	D	50%	\$304,184	\$339,931	\$2,294,843	\$0	\$3,038,958	\$1,782	\$3,040,740	
F	F	2002N	PARK SPRINGS	PLEASANT RIDGE	IH-20	0.28	4	D	50%	\$38,484	\$119,239	\$828,708	\$22,125	\$1,006,556	\$665	\$1,007,221	
F	F	93R	ARBROOK RD	MATLOCK RD	COLLINS	1.14	4	D	100%	\$0	\$26,311	\$514,307	\$0	\$540,618	\$2,708	\$543,326	
F	F	93R	BARDIN RD	GREEN HOLLOW DR	E. OF MATLOCK	1.14	4	D	100%	\$0	\$68,523	\$322,884	\$0	\$391,417	\$5,417	\$396,834	
F	I	97N	CRAVENS PARK	MATLOCK RD	SILEO RD	0.15	1	U	50%	\$173,480	\$14,690,000	\$1,490,000	\$100,000	\$17,253,480	\$1,371	\$17,254,851	
Sub-total SA F										\$5,440,654	\$17,417,780	\$44,815,770	\$1,257,909	\$68,731,609	\$30,332	\$68,761,941	

EXHIBIT B CITY OF ARLINGTON WATER SYSTEM IMPACT FEE ELIGIBLE PROJECTS LEGEND

PRESSURE PLANES

- Lower Pressure Plane
- Ridge Point Pressure Plane
- Upper Pressure Plane
- West Pressure Plane

Existing System

- Existing Transfer Valve
- Existing Pump Station
- Existing Elevated Storage Tank
- Existing Ground Storage Tank
- Existing Water Treatment Plant
- Existing 10" and Smaller Water Main
- Existing 12" and Larger Water Main

Existing Impact Fee Eligible

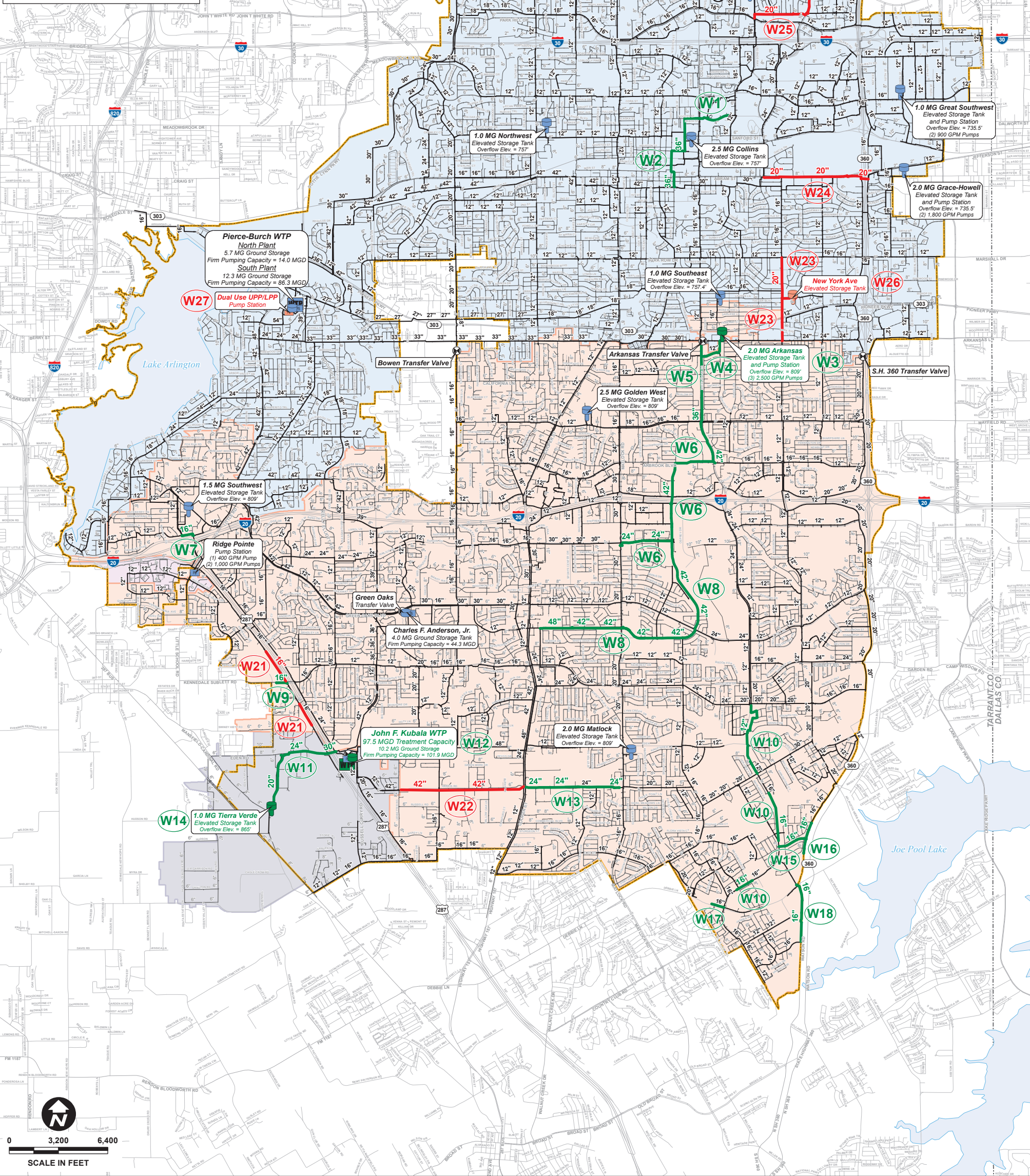
- Impact Fee Eligible Elevated Storage Tank
- Impact Fee Eligible Ground Storage Tank
- Impact Fee Eligible Water Treatment Plant
- Impact Fee Eligible Water Line
- Road
- Lake
- City Limit
- County Boundary

Proposed Impact Fee Eligible

- Proposed Pump Station
- Proposed Elevated Storage Tank
- Proposed Water Line



W19 2014 Water Master Plan Study
W20 2015 Impact Fee Study (Water Portion)



0 3,200 6,400
SCALE IN FEET

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Exhibit B: Water Impact Fee CIP

Proj. No.	Description of Project	Percent Utilization			Capital Cost	Costs Based on 2015 Dollars		
		2015*	2025	2015-2025		Current Development	10-Year (2015-2025)	Beyond 2025
		EXISTING						
W1	Elm - Mesquite - Truman	35%	50%	15%	\$1,573,430	\$550,701	\$236,015	\$786,715
W2	Cowboys (Collins to Pennant)	30%	60%	30%	\$2,051,154	\$615,346	\$615,346	\$820,461
W3	Arkansas 2.0 MG Elevated Storage Tank	80%	95%	15%	\$3,957,332	\$3,165,865	\$593,600	\$197,867
W4	Grants - Lexington	80%	90%	10%	\$722,261	\$577,808	\$72,226	\$72,226
W5	Collins (Arkansas to Mayfield)	45%	55%	10%	\$1,755,126	\$789,807	\$175,513	\$789,807
W6	Bardin - Center- Arbrook - Collins	35%	50%	15%	\$3,664,034	\$1,282,412	\$549,605	\$1,832,017
W7	High Country (Lindbrook to Sierras)	35%	45%	10%	\$91,946	\$32,181	\$9,195	\$50,570
W8	Nathan Lowe - Gravens Park	35%	55%	20%	\$4,335,510	\$1,517,429	\$867,102	\$1,950,980
W9	Summit at Sublett Developer Participation	10%	20%	10%	\$51,157	\$5,116	\$5,116	\$40,925
W10	Collins (Southeast to Loretta Day)	40%	50%	10%	\$673,421	\$269,368	\$67,342	\$336,710
W11	Golf Club - Eden	50%	75%	25%	\$1,220,412	\$610,206	\$305,103	\$305,103
W12	John F. Kubala Water Treatment Plant Expansion 2	30%	45%	15%	\$37,596,410	\$11,278,923	\$5,639,461	\$20,678,025
W13	Harris (Cooper to Matlock)	70%	80%	10%	\$796,860	\$557,802	\$79,686	\$159,372
W14	Tierra Verde 1.0 MG Elevated Storage Tank	45%	70%	25%	\$3,583,800	\$1,612,710	\$895,950	\$1,075,140
W15	Deer Creek 3A Developer Participation	10%	20%	10%	\$69,412	\$6,941	\$6,941	\$55,529
W16	Willowstone Developer Participation	15%	20%	5%	\$91,908	\$13,786	\$4,595	\$73,526
W17	Harris Crossing Developer Participation	10%	15%	5%	\$47,070	\$4,707	\$2,354	\$40,010
W18	SH360 (Southwind to Debbie)	5%	10%	5%	\$410,097	\$20,505	\$20,505	\$369,087
W19	2014 Water Master Plan Study	20%	100%	80%	\$685,056	\$137,011	\$548,045	\$0
W20	2015 Impact Fee Study (Water Portion)	10%	100%	90%	\$71,129	\$7,113	\$64,016	\$0
		PROPOSED						
W21	Highway 287 16-inch Water Main Improvements	25%	55%	30%	\$1,130,800	\$282,700	\$339,240	\$508,860
W22	Harris Road 42-inch Water Main Improvements	0%	40%	40%	\$6,294,000	\$0	\$2,517,600	\$3,776,400
W23	New York Avenue Water Main Improvements	65%	85%	20%	\$3,702,800	\$2,406,820	\$740,560	\$555,420
W24	East Abram Street 20-inch Water Main Improvements	70%	80%	10%	\$2,958,500	\$2,070,950	\$295,850	\$591,700
W25	Ballpark Way and Brookhollow Plaza Drive Water Main Improvements	70%	85%	15%	\$3,741,000	\$2,618,700	\$561,150	\$561,150
W26	New York Avenue 1.5 MG Elevated Storage Tank	65%	80%	15%	\$4,300,800	\$2,795,520	\$645,120	\$860,160
W27	Pierce-Burch WTP Dual Pressure Plane Pump Station	0%	25%	25%	\$11,097,408	\$0	\$2,774,352	\$8,323,056
Total Water Capital Improvements Cost					\$96,672,832	\$33,230,427	\$18,631,587	\$44,810,818

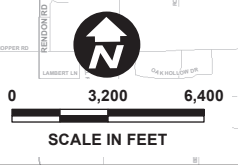
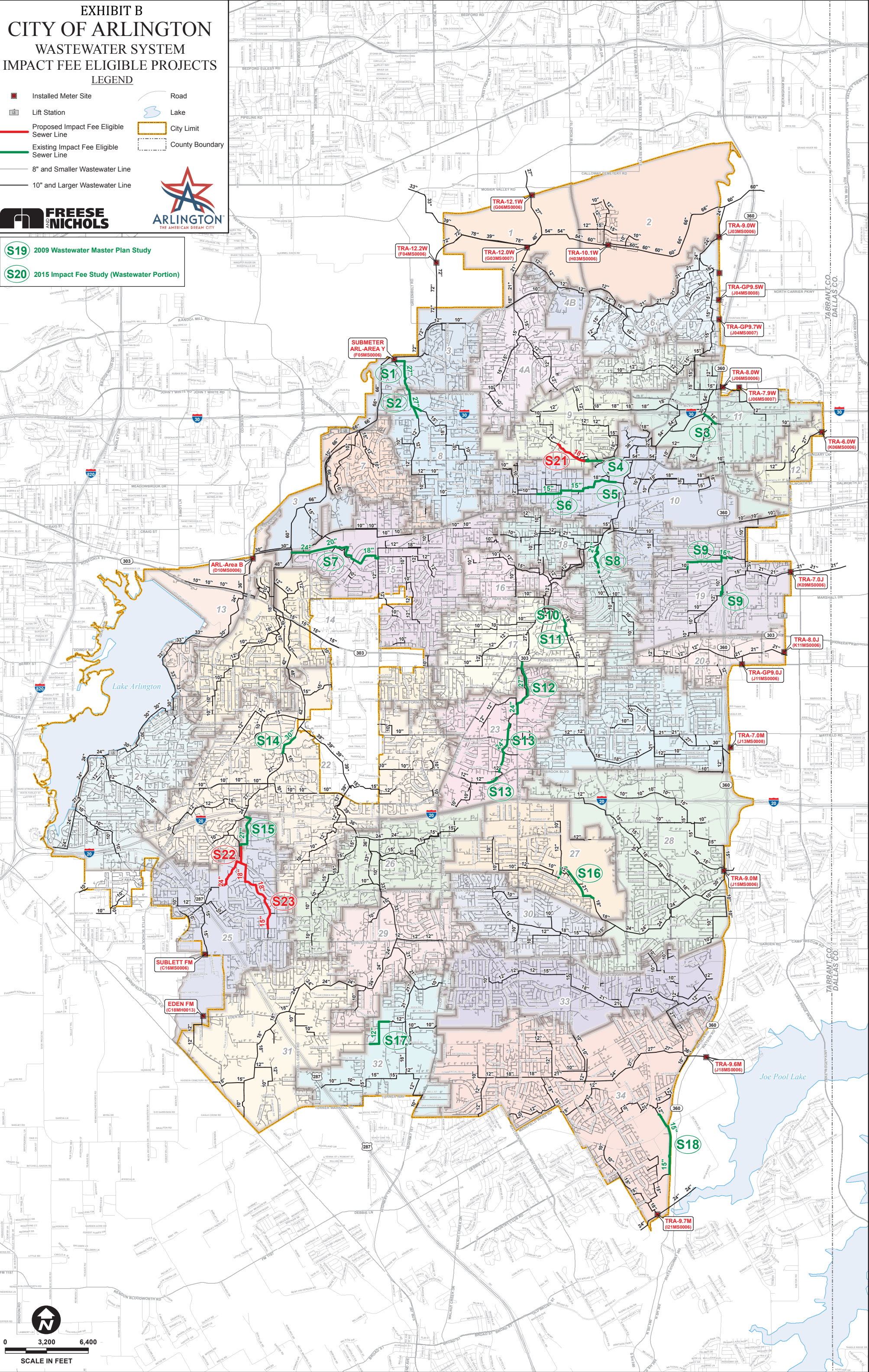
* Utilization in 2015 on Proposed Projects indicates a portion of the project that will be used to address deficiencies within the existing system, and therefore are not eligible for impact fee cost recovery for future growth.

EXHIBIT B CITY OF ARLINGTON WASTEWATER SYSTEM IMPACT FEE ELIGIBLE PROJECTS LEGEND

- Installed Meter Site
- Proposed Impact Fee Eligible Sewer Line
- Existing Impact Fee Eligible Sewer Line
- 8" and Smaller Wastewater Line
- 10" and Larger Wastewater Line
- Road
- Lake
- City Limit
- County Boundary



- S19 2009 Wastewater Master Plan Study
- S20 2015 Impact Fee Study (Wastewater Portion)



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 Project: Arlington Wastewater System Impact Fee Study
 Date: 10/20/2015
 User: gms

Exhibit B: Wastewater Impact Fee CIP

Proj. No.	Description of Project	Percent Utilization			Capital Cost	Costs Based on 2015 Dollars		
		2015*	2025	2015-2025		Current Development	10-Year (2015-2025)	Beyond 2025
		EXISTING						
S1	Green Oaks - Lake Country - Stonebrook	35%	60%	25%	\$2,242,920	\$785,022	\$560,730	\$897,168
S2	Randol Mill Park (Park Hill to I30)	35%	60%	25%	\$669,247	\$234,236	\$167,312	\$267,699
S3	Copeland (I30 to SH360)	15%	50%	35%	\$784,481	\$117,672	\$274,568	\$392,241
S4	Randol Mill (Collins to Cedarland Plaza)	5%	30%	25%	\$686,823	\$34,341	\$171,706	\$480,776
S5	Johnson Creek (Collins to AT&T)	10%	35%	25%	\$499,404	\$49,940	\$124,851	\$324,613
S6	Sanford (Oak to Collins)	10%	40%	30%	\$1,249,948	\$124,995	\$374,984	\$749,969
S7	Woodland West (Division to Bowen)	5%	30%	25%	\$1,919,337	\$95,967	\$479,834	\$1,343,536
S8	Johnson Creek (Valley View to Meadow Oaks)	20%	45%	25%	\$1,086,981	\$214,954	\$274,188	\$597,839
S9	Greenway (Sherry to Watson)	25%	50%	25%	\$795,280	\$199,951	\$197,689	\$397,640
S10	Johnson Creek (From Inwood)	20%	50%	30%	\$216,709	\$43,342	\$65,013	\$108,355
S11	Southridge (Tucker to Inwood)	20%	50%	30%	\$218,657	\$43,731	\$65,597	\$109,329
S12	Johnson Creek (Matlock to Pioneer)	25%	45%	20%	\$2,300,910	\$575,228	\$460,182	\$1,265,501
S13	Arbrook - Swafford - Johnson Creek	25%	45%	20%	\$1,187,323	\$296,831	\$237,465	\$653,028
S14	Rush Creek (Woodside to Bridlegate)	5%	50%	45%	\$659,960	\$32,998	\$296,982	\$329,980
S15	Willow Bend (Bardin to I20)	20%	45%	25%	\$1,335,133	\$261,290	\$339,520	\$734,323
S16	Fish Creek (Yaupon to Engleside)	15%	40%	25%	\$1,049,794	\$153,922	\$265,995	\$629,877
S17	Twin Hills Developer Participation	5%	35%	30%	\$31,539	\$1,577	\$9,462	\$20,500
S18	SH360 (Southwind to Debbie)	5%	15%	10%	\$487,521	\$24,376	\$48,752	\$414,393
S19	2009 Wastewater Master Plan Study	90%	100%	10%	\$1,065,250	\$958,725	\$106,525	\$0
S20	2015 Impact Fee Study (Wastewater Portion)	10%	100%	90%	\$71,129	\$7,113	\$64,016	\$0
PROPOSED								
S21	Randol Mill Road 18-inch Sanitary Sewer Improvements	75%	95%	20%	\$1,003,170	\$755,223	\$197,789	\$50,159
S22	Green Oaks Boulevard 24-inch Sanitary Sewer Improvements	15%	25%	10%	\$1,970,850	\$295,628	\$197,085	\$1,478,138
S23	Parliament Drive 18-inch Sanitary Sewer Improvements	20%	30%	10%	\$1,624,630	\$324,926	\$162,463	\$1,137,241
Total Wastewater Capital Improvements Cost					\$23,156,997	\$5,631,987	\$5,142,708	\$12,382,301

* Utilization in 2015 on Proposed Projects indicates a portion of the project that will be used to address deficiencies within the existing system, and therefore are not eligible for impact fee cost recovery for future growth.

Exhibit C

2017 Impact Fee Program Discount Calculation Table

Service Area	ROW Sq. Ft.	ROW % of Total Cost	Construction Lane Miles	Construction % of Total Cost
A	20,526	7%	14.52	93%
B	313,965	44%	15.35	56%
C	476,329	17%	23.24	83%
D	-	-	-	-
E	295,464	25%	12.95	75%
F	791,082	25%	28.6	75%
G	219,177	3%	21.39	97%
H	992,898	12%	16.56	88%
I	639,115	10%	47.79	90%
J	-	-	-	-

EXHIBIT D

LAND USE CATEGORY	DEVELOPMENT UNIT	2002 TOTAL SERVICE UNITS (VEH-MI/DEV UNIT)	2017 TOTAL SERVICE UNITS (VEH-MI/DEV UNIT)
Residential	DU	2.68	2.06
Office	1,000 sq. ft.	5.01	4.81
Commercial/Retail	1,000 sq. ft.	5.57	5.04
Industrial	1,000 sq. ft.	1.89	1.93
Institutional	1,000 sq. ft.	0.82	0.96

Source: Trip Generation, 9th Edition, Institute of Transportation Engineers; 2012 NCTCOG Workplace Survey; Freese and Nichols, Inc.

EXHIBIT E
2016 Impact Fee Program
Schedule 1 & 2 Rates

Facility Type	Service Unit	Schedule 1 Rate (Actual Cost per Service Unit)	Schedule 2 Rate (Proposed Collection Rate per Service Unit)
Water	5/8" water meter equivalent	\$3,024.00	\$828.13
Sewer	5/8" water meter equivalent	\$835.00	\$418.00
Roadways	Vehicle Miles (afternoon peak)		
Service Area A		\$506.00	\$253.00
Service Area B		\$714.00	\$312.50
Service Area C		\$1,246.00	\$312.50
Service Area D		\$0.00	\$0.00
Service Area E		\$4,572.00	\$312.50
Service Area F		\$3,648.00	\$312.50
Service Area G		\$1,178.00	\$312.50
Service Area H		\$3,848.00	\$312.50
Service Area I		\$3,288.00	\$312.50
Service Area J		\$0.00	\$0.00