



Road Impact Fee Ordinance

24 October 2022

Purpose and Need

Presented to Council 4/11/22

- The City is developing rapidly & our road impact fees have **not been updated since 2000**
- The road impact fees are based upon older and now **outdated construction costs** and trip generation numbers
 - Based on CDOT's standard of 3.5%/year growth = 208% increase
- The City needs to update our road impact fees to help fund **capital projects to accommodate increased capacity** on roadways caused by new development
- Current Fund Balances versus Capital Needs
 - Road Impact Fee Current Fund Balance = \$3,175,792
 - Capital Need = \$633,819,310
 - **Shortfall = \$630,643,518**

Purpose and Need

Updated

- The City is developing rapidly & our road impact fees have **not been updated since 2000**
- The road impact fees are based upon older and now **outdated construction costs** and trip generation numbers
 - Based on CDOT's standard of 3.5%/year growth = 208% increase
- The City needs to update our road impact fees to help fund **capital projects to accommodate increased capacity** on roadways caused by new development
- Current Fund Balances versus Capital Needs
 - Road Impact Fee Current Fund Balance = ~~\$3,175,792~~ \$3,863,476
 - Capital Need = ~~\$633,819,310~~ \$823,965,103
 - **Shortfall** = ~~\$630,643,518~~ \$820,101,627
- CDOT CCI
 - Relative change from last year, annual data - 29.99%

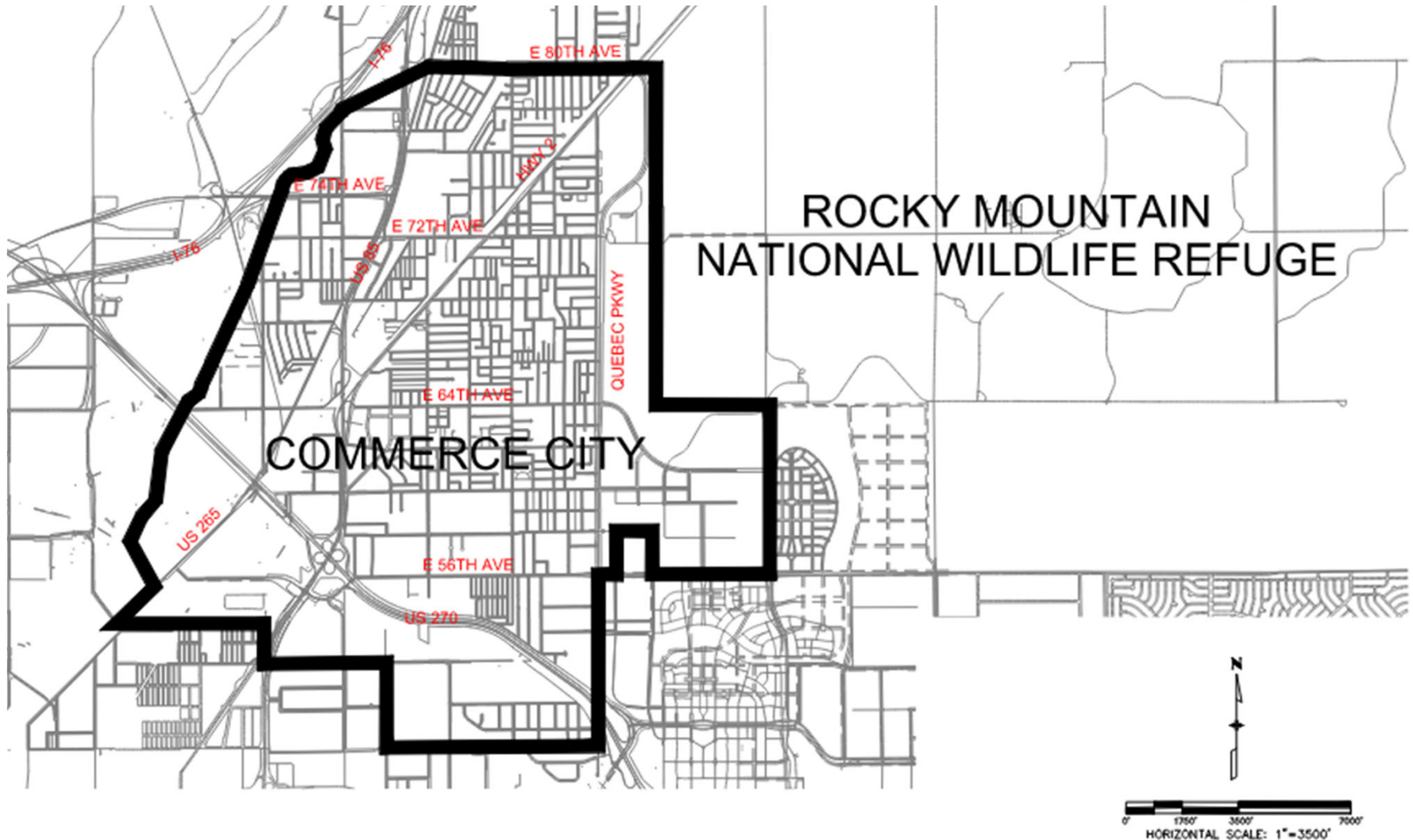


Applicability

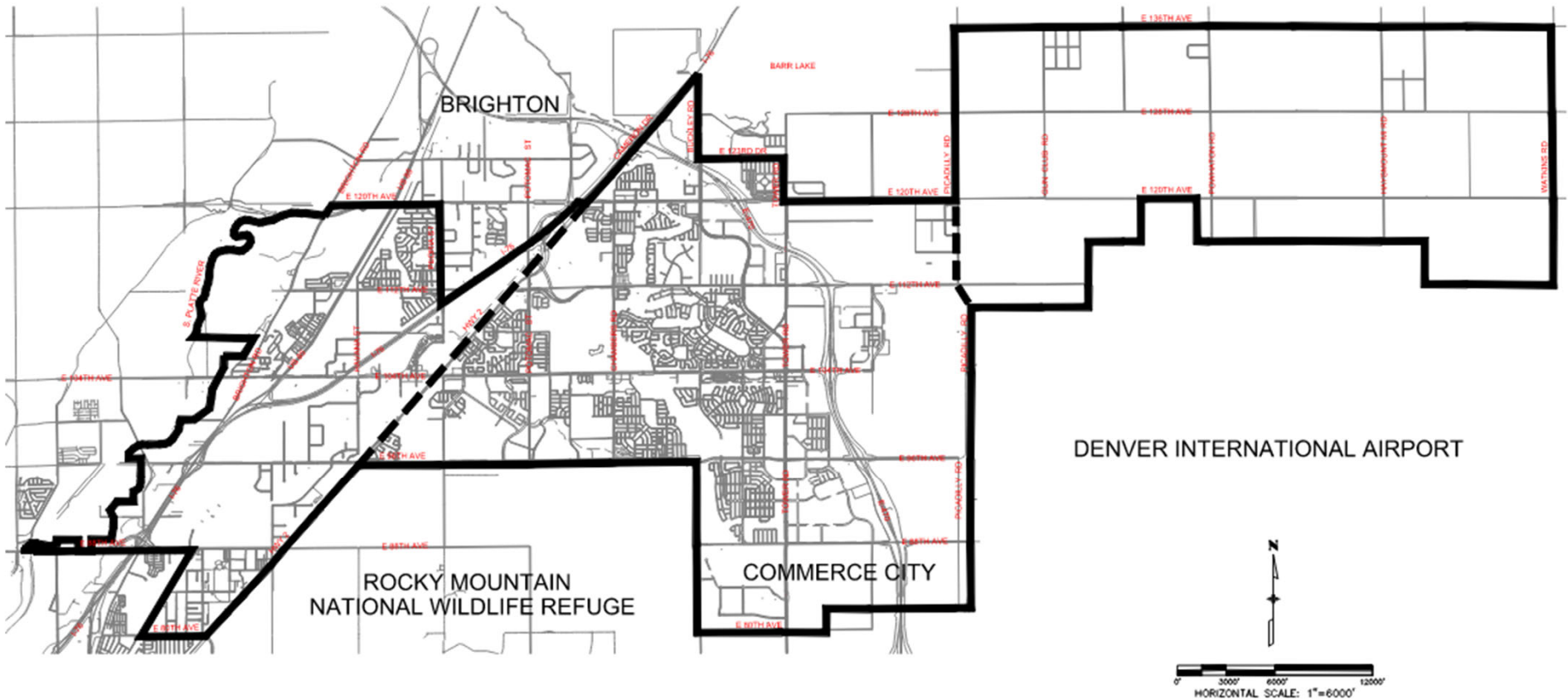
Road Impact Fees:

- All lands within Commerce City including
 - Core City Benefit District
 - Northern Range – Districts 1, 2, 3

Core City Study Area



Northern Range Study Area



Road Impact Fee Guidelines

Presented to Council 4/11/22

- The City cannot charge more than the fee calculated in the road impact fee study. The amount of the exaction must be roughly proportional to the burden placed on City, resulting from development.
- The City can adopt a lower fee
- The City can adopt a lower fee for different land uses. Fees can be adjusted in the future at anytime.
- The City can phase the fee



Commerce
CITY

Road Impact Fee Options

Presented to Council 4/11/22

- Option 1 – Adopt full Road Impact Fees
- Option 2 – Adopt full Residential and Industrial and percentage of Commercial fee.
- Option 3 – Adopt full Residential and Industrial and keep current Commercial fee.

NOTE: Staff suggests the fee ordinance have an escalator that is tied to the construction cost index and the fee be adjusted automatically every 2 years starting in 2023



Council Direction 4/11/22

- North Range – Option 3
 - No Change in Roadway Fees on
 - Office
 - Retail/Commercial
- Core City - Redevelopment Incentive Option
 - No Fees on
 - Medical/Dental Facilities
 - Office – General and Business Parks
 - Retail
 - Services

Core City Impact Fees

Land Use Type		Development Unit	Fee per Development Unit
Industrial ⁽¹⁾			
110	General Light Industrial	1000 Sq. Ft.	\$1,899
130	Industrial Park	1000 Sq. Ft.	\$1,187
150	Warehouse	1000 Sq. Ft.	\$593
Residential			
210	Single-Family Detached Housing	Dwelling Units	\$2,670
220	Multifamily Housing (Low-Rise)	Dwelling Units	\$1,543
221	Multifamily Housing (Mid-Rise)	Dwelling Units	\$1,187
Lodging			
310	Hotel	Rooms	\$1,602
Recreational			
495	Recreational Community Center	1000 Sq. Ft.	\$6,290

Table Notes:

1) Land Uses with anticipated peak hour truck generation are based on Passenger Car Equivalents (PCE) using 1/2 of the truck percentage value defined in the Institute of Transportation Engineers Trip Generation Manual.



Core City Impact Fees

Land Use Type		Development Unit	Fee per Development Unit
Institutional			
520	Elementary School	1000 Sq. Ft.	\$2,789
522	Middle School/Junior High School	1000 Sq. Ft.	\$2,433
530	High School	1000 Sq. Ft.	\$1,958
560	Church	1000 Sq. Ft.	\$1,306
565	Day Care Center	1000 Sq. Ft.	\$7,240
575	Fire and Rescue Station	1000 Sq. Ft.	\$1,306
Medical			
650	Free-Standing Emergency Room	1000 Sq. Ft.	\$4,095
Office			
710	General Office Building	1000 Sq. Ft.	\$0
720	Medical-Dental Office Building	1000 Sq. Ft.	\$0
770	Business Park	1000 Sq. Ft.	\$0

Table Notes:

1) Land Uses with anticipated peak hour truck generation are based on Passenger Car Equivalents (PCE) using 1/2 of the truck percentage value defined in the Institute of Transportation Engineers Trip Generation Manual.



Core City Impact Fees

Land Use Type		Development Unit	Fee per Development Unit
Retail			
820	Shopping Center	1000 Sq. Ft.	\$0
850	Supermarket	1000 Sq. Ft.	\$0
862	Home Improvement Superstore	1000 Sq. Ft.	\$0
881	Pharmacy/Drugstore with Drive-Through Window	1000 Sq. Ft.	\$0
882	Marijuana Dispensary	1000 Sq. Ft.	\$0
Services			
912	Drive-in Bank	1000 Sq. Ft.	\$0
930	Fast Casual Restaurant	1000 Sq. Ft.	\$0
932	High-Turnover (Sit-Down) Restaurant	1000 Sq. Ft.	\$0
934	Fast-Food Restaurant with Drive-Through Window	1000 Sq. Ft.	\$0
937	Coffee/Donut Shop with Drive-Through Window	1000 Sq. Ft.	\$0
940	Bread/Donut/Bagel Shop with Drive-Through Window	1000 Sq. Ft.	\$0
943	Automobile Parts and Service Center	1000 Sq. Ft.	\$0
949	Car Wash and Detail Center	Wash Stalls	\$0
960	Super Convenience Market/Gas Station	1000 Sq. Ft.	\$0

Table Notes:

1) Land Uses with anticipated peak hour truck generation are based on Passenger Car Equivalent (PCE) using 1/2 of the truck percentage value defined in the Institute of Transportation Engineers Trip Generation Manual.



Northern Range Impact Fees

Land Use Type		Development Unit	Fee per Development Unit
Industrial ⁽¹⁾			
110	General Light Industrial	1000 Sq. Ft.	\$3,393
130	Industrial Park	1000 Sq. Ft.	\$2,173
150	Warehouse	1000 Sq. Ft.	\$1,067
Residential			
210	Single-Family Detached Housing	Dwelling Units	\$4,842
220	Multifamily Housing (Low-Rise)	Dwelling Units	\$2,745
221	Multifamily Housing (Mid-Rise)	Dwelling Units	\$2,173
Lodging			
310	Hotel	Rooms	\$2,935
Recreational			
495	Recreational Community Center	1000 Sq. Ft.	\$11,322

Table Notes:

1) Land Uses with anticipated peak hour truck generation are based on Passenger Car Equivalents (PCE) using 1/2 of the truck percentage value defined in the Institute of Transportation Engineers Trip Generation Manual.



Northern Range Impact Fees

Land Use Type		Development Unit	Fee per Development Unit
Institutional			
520	Elementary School	1000 Sq. Ft.	\$5,032
522	Middle School/Junior High School	1000 Sq. Ft.	\$4,384
530	High School	1000 Sq. Ft.	\$3,584
560	Church	1000 Sq. Ft.	\$2,402
565	Day Care Center	1000 Sq. Ft.	\$13,076
575	Fire and Rescue Station	1000 Sq. Ft.	\$2,364
Medical			
650	Free-Standing Emergency Room	1000 Sq. Ft.	\$7,472
Office			
710	General Office Building	1000 Sq. Ft.	\$1,741
720	Medical-Dental Office Building	1000 Sq. Ft.	\$4,279

Table Notes:

- 1) Land Uses with anticipated peak hour truck generation are based on Passenger Car Equivalents (PCE) using 1/2 of the truck percentage value defined in the Institute of Transportation Engineers Trip Generation Manual.



Northern Range Impact Fees

Land Use Type	Development Unit	Fee per Development Unit
Retail/Commercial		
Shopping Center/Gen Retail (<100,000 sf)	1000 Sq. Ft.	\$4,471
Shopping Center/Gen Retail (<500,000 sf)	1000 Sq. Ft.	\$3,229
Shopping Center/Gen Retail (<1 million sf)	1000 Sq. Ft.	\$2,695
Shopping Center/Gen Retail (1 million sf+)	1000 Sq. Ft.	\$2,398
Building Materials/Hardware/Nursery	1000 Sq. Ft.	\$3,771
Auto Sales/Repair	1000 Sq. Ft.	\$1,636
Bank	1000 Sq. Ft.	\$5,250
Convenience Store	1000 Sq. Ft.	\$4,725
Discount Store	1000 Sq. Ft.	\$2,231
Furniture Store	1000 Sq. Ft.	\$420
Movie Theater	1000 Sq. Ft.	\$3,553
Restaurant, Fast Food	1000 Sq. Ft.	\$4,909
Restaurant, Sit Down	1000 Sq. Ft.	\$3,325
Marijuana Dispensary	1000 Sq. Ft.	\$27,296

Table Notes:

1) Land Uses with anticipated peak hour truck generation are based on Passenger Car Equivalents (PCE) using 1/2 of the truck percentage value defined in the Institute of Transportation Engineers Trip Generation Manual.



Notional Development Fees

Based on Council 4/11/22 Direction

Proposed Use	Quantity	Current Fees (2000)	Current Cost (2000)	Proposed Fee	Proposed Cost	% Increase
SF Dwellings	100 Dwellings	\$1,181	\$118,100	\$4,842	\$484,200	76%
Shopping Center	50,000 SF	\$4,471	\$223,550	\$4,471	\$223,550	0%
Fast Food	3,000 SF	\$4,909	\$14,727	\$4,909	\$14,727	0%
Warehouse	200,000 SF	\$595	\$119,000	\$1,067	\$213,400	44%
Sit Down Restaurant	10,000 SF	\$3,325	\$33,250	\$3,325	\$33,250	0%
Building Materials/Hardware/Nursery	33,000 SF	\$3,371	\$111,243	\$3,371	\$111,243	0%



Current & Proposed Road Impact Fee

Other City Comparison

City	Year Adopted	SF Detached	Multifamily (per unit)	Commercial	Warehouse
City of Aurora	2022	\$6,701	\$4,827	\$5,000	N/A
City of Brighton	2020	\$1,700	\$1,700	\$650	\$410 (Industrial)
City of Fort Collins	2013	\$3,112	\$2,143	\$9,285	\$1,130
City of Greeley	2022	\$4,773	\$3,082	\$6,286	\$1,803
City of Longmont	2020	\$1,039-\$2247	\$1,039-\$2247	\$2,890	\$390 (Industrial)

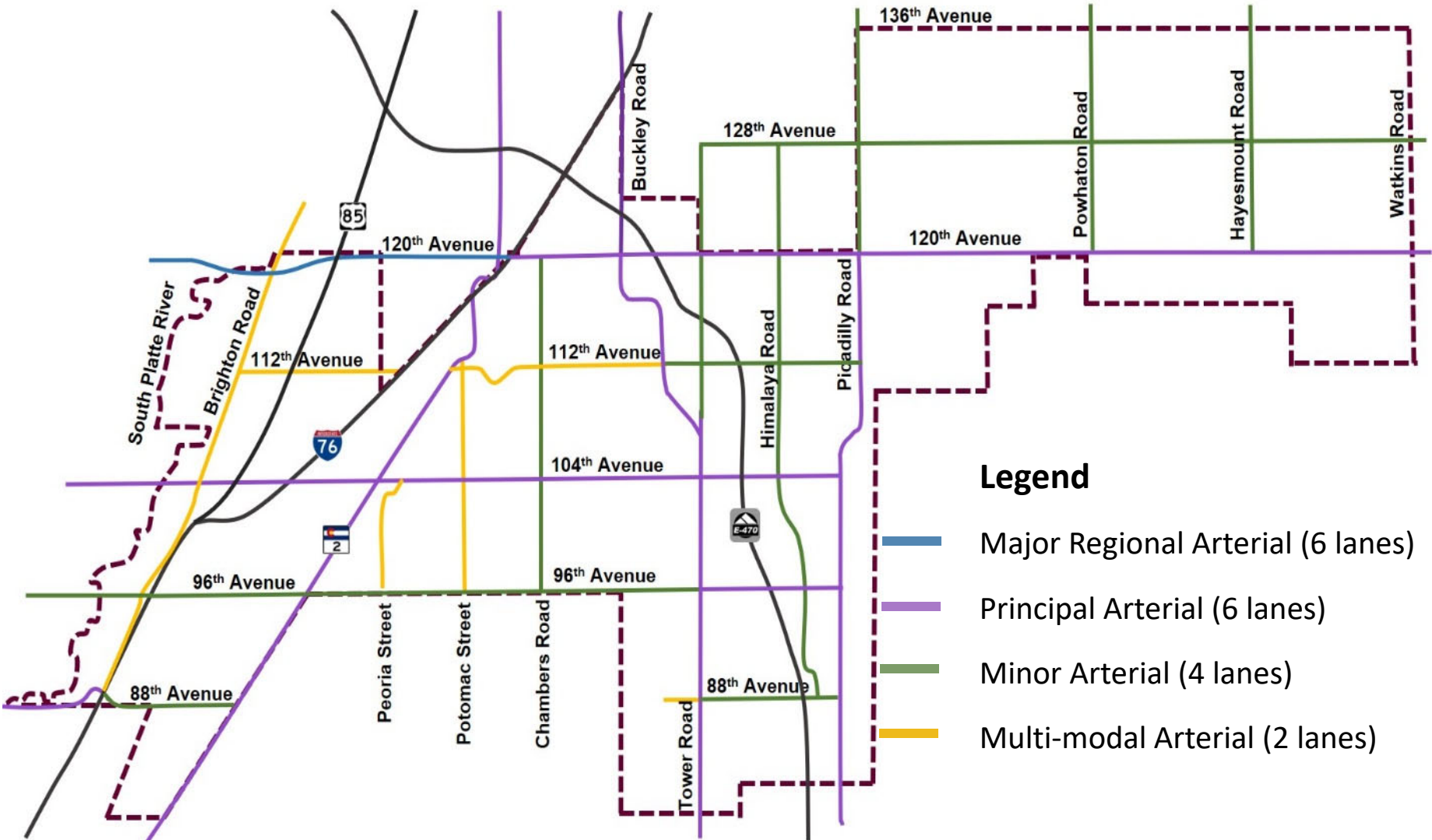
City	Year Adopted	SF Detached	Multifamily (per unit)	Commercial	Warehouse
C3 Current	2000	\$1,181	\$726	\$420-\$5,250	\$595
C3 Northern Range	Proposed	\$4,842	\$2,745	\$420-\$5,250	\$1,067
C3 Core City	Proposed	\$2,670	\$1,543	\$0	\$593



Questions & Discussion



Future Road Network – Northern Range



- Legend**
- Major Regional Arterial (6 lanes)
 - Principal Arterial (6 lanes)
 - Minor Arterial (4 lanes)
 - Multi-modal Arterial (2 lanes)

Future Road Network – Core City



Legend

- Principal Arterial
- Minor Arterial