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Vote eliminates 'double dip' for road impact fees

By Ashley Keesis-Wood
ashleykeesis@windsorbeacon.com

Road impact fees came back before the town board last Monday night.

The board, after some discussion, passed an amended ordinance 5-2 that eliminates double-dipping, or the process by which the town is able to collect road impact fees twice from the same location in a short period of time.

Town board member Michael Kelly and Windsor Mayor Pro-Tem Richard Drake cast the dissenting votes.

A provision in the current road impact fee ordinance allows the town to collect a new fee if a business moves into a vacant space that has been vacant for more than a year even if the previous business owner has already paid a road impact fee. Most board members felt it was necessary to eliminate this practice of double-dipping.

Kelly and Drake, however, disagreed.

"This isn't a good idea because we're impacting our future revenue streams and the more we chip away at this the less good we'll be able to do later," Kelly said. "We've already delayed one planned fee increase."

The Town of Windsor initiated a road impact fee program in 2001 that began requiring new developments to pay fees to fund a portion of improvements for community roads. For a single-family home, the maximum fee charged would be \$2,520, a 26 percent increase from the current fee.

The program is scheduled to be updated every five years.

For the update, the traffic counts from 2005-06 were included, as well as traffic forecasts, the 2007 comprehensive plan road classifications and the 2006 growth management area.

The thoroughfares that benefit from the fees include arterial and collector roads, existing and planned roads, state highways and the Interstate 25-Colorado Highway 392 interchange.

Drake said he was not interested in tinkering with the road impact fee ordinance. "I thought we did it right to start with," Drake said.

The board will see the ordinance again on second reading at the next regular board meeting.
