CASE NO.: PLN2019-00015

CASE NAME: CHAPTER 5 TEXT AMENDMENTS – TRAFFIC IMPACT FEES

TABLE OF CONTENTS

EXHIBIT 1 – Planning Commission Staff Report

EXHIBIT 2 - Text of Proposed Changes

EXHIBIT 3 – Approved Fee Table

EXHIBIT 4 – Referral Comments
  4.1 Adams County Treasurer
  4.2 Arapahoe County Planning
  4.3 Arapahoe County Public Works
  4.4 Brighton Fire
  4.5 Division of Water Resources
  4.6 Tri-County Health Department
  4.7 Thornton Fire
  4.8 Unison Housing Partners
  4.9 Xcel Energy

EXHIBIT 5 – Associated Case Materials
  5.1 Request for Comments
  5.2 Newspaper Publication
  5.3 Referral Agency Contact Information
**SUMMARY OF APPLICATION**

**Background:**
Local governments in Colorado have powers granted to them through state enabling legislation to impose transportation impact fees. Adams County imposes a regional traffic impact fee on new development to offset growth related impacts. The fee only partially captures the governmental expenditures associated with improving the County’s road system.

Adams County’s current Transportation Impact Fee Study was completed in 1998. Since then, the State of Colorado has implemented a new impact fee statute, and demographics, the real estate market, and capital cost of transportation improvements have changed, necessitating an update of the fee study.

Transportation impact fees are one-time payments for new development’s proportionate share of the capital cost of infrastructure. Transportation impact fees do have limitations and should not be regarded as the total solution for transportation infrastructure funding. Rather, they are one component of a comprehensive funding strategy to ensure provision of adequate public facilities. Transportation impact fees may only be used for capital improvements or debt service for growth-related infrastructure.

Adams County commissioned an updated study from TischlerBise that was finalized in March 2019. The findings of the Transportation Impact Fee Report, including updated fees, were
approved by the Board of County Commissioners on December 10, 2019. The fees will be effective March 1, 2020 and phased in over a three-year period (see Exhibit 3). There are two benefit districts: East and West, for which Schumaker Road is the dividing line.

This proposed text amendment to the Development Standards and Regulations includes updates to Chapter 5 that incorporate the Transportation Impact Fee Report and its findings, which were adopted by the Board of County Commissioners on December 10, 2019, along with the associated recommended fees. Text amendments to Chapter 5 are required to ensure the administration of the adopted fees is consistent with that outlined in the Transportation Impact Fee Report.

A great deal of public and stakeholder outreach was performed during the two years it took to complete the study. Two public meetings were held in the summer and fall of 2017, as well as two stakeholder meetings, one with developers and one with the Denver Homebuilders Association (HBA). In October 2018, a stakeholder meeting was held to gather input prior to the finalization of the Report. After the Report was complete in March 2019, staff held a phone call with the HBA and its members to receive feedback regarding the proposed three-year phase-in approach and effective date; the HBA preferred a five-year phase-in of the fees.

After the fees were adopted by the Board of County Commissioners in December 2019, staff hosted a public meeting on January 8, 2020 to provide information about the proposed text amendments and gain feedback. There were no attendees at that meeting. In addition, staff attempted many times to set up a meeting with the HBA to obtain feedback on the proposed text amendments but did not receive a response.

For redlines of Chapter 5, please see Exhibit 2 or visit the County website at http://www.adcogov.org/regulation-amendments.

**Development Standards and Regulations:**

Section 2-02-15 of the Adams County Development Standards and Regulations details the procedures for amendments to the text of the standards and regulations. Only the Board of County Commissioners may, after a recommendation from the Planning Commission, adopt a resolution amending the text of the standards and regulations.

Section 2-02-15-06-01 of the Development Standards and Regulations lists three criteria for approval for text amendments. The first two criteria require consistency with the Comprehensive Plan and the purpose of the Development Standards. The third criterion requires the text amendment to not be detrimental to the majority of persons or property in the surrounding areas nor to the community in general. The changes proposed in this text amendment are consistent with the Comprehensive Plan, the purpose of the regulations, and not detrimental to the citizens of Adams County.

The Denver Regional Council of Governments (DRCOG) projects Adams County to be the fastest growing county in Colorado over the next twenty years in both population and employment. This forecast necessitates the County capture the costs of development in order to ensure safe and reliable infrastructure.
Summary of Text Amendments

Section 5-06 of the Adams County Development Standards and Regulations outlines the process for the administration of the Traffic Impact Fees. In order to ensure the newly adopted fees are correctly collected and allocated, amendments to this section are required.

All references to the old traffic impact fee study are proposed to be changed to reference the updated 2019 Transportation Impact Fee Report. In addition, the proposed text amendments would reflect the two benefit districts established by the Report: East and West, divided by Schumaker Road. Benefit districts ensure that fee payers receive sufficient benefit for fees paid by requiring the fee funds paid in a benefit district are spent in that benefit district. Given the very different development patterns between the eastern (rural) and western (suburban/urban) areas of the County, two district service areas were established based on the planning areas contained in the 2012 Transportation Plan and the fees for each are calculated through different model types. The West Benefit District is defined as all unincorporated areas of the County west of Schumaker Road and the fees for this service area are calculated using a plan-based hybrid approach and based upon traditional arterial land capacity improvement needs. The East Benefit District is defined as all unincorporated areas of the County east of Schumaker Road and the fees for this service area are calculated using a plan-based approach and based on rural road upgrade needs.

Taking into account the need for affordable housing in the County, a provision in the text is proposed that would grant an exemption to new residential construction that is affordable to households whose income is less than or equal to the current Area Median Income (AMI) in effect at the time the household initially occupies the residential unit. This would allow flexibility to include housing that uses Low-Income Housing Tax Credits, as well as housing that does not.

Finally, staff is recommending an update to the Independent Fee Calculation Study Formula for the road impact fees. It proposes to use vehicle trips per day data provided by the applicant in combination with Institute of Transportation Engineers Data, which is calculated using gross floor area of the structure, and the Base Impact Fee, as approved in the Impact Fee Table.

Staff Analysis

The Imagine Adams Comprehensive Plan addresses road infrastructure and impact fees in several of the policies. Specifically, Policy 3.10 of the Adams County Comprehensive Plan encourages the preservation of the functional integrity of the County’s roadway system by ensuring that traffic operations are maintained at acceptable levels of service. Assessment of a traffic impact fee that is proportional to the demand on the County’s infrastructure is essential to providing that service to the residents and businesses in the County.

Policy 3.2 of the Comprehensive Plan spurred the development of the County’s Capital Improvement Program, which is a thorough and transparent prioritization process for both County and regional projects. These projects are presented at public meetings and, after input is collected, considered by the Board of County Commissioners for approval. Collected traffic impact fees are deposited into the County’s Road and Bridge Fund, which pays for the CIPs.

Policy 3.3 of the Comprehensive Plan encourages cooperation between the County and its municipalities to pursue methods to finance transportation improvements and ensure that private
development pays its fair share of improvements to the transportation network. Not only are new developments required to pay traffic impact fees into the Road and Bridge Fund for regional projects, but also construct the infrastructure necessary to support their project, such as widened roads, turn lanes, and sidewalks.

One of the priority initiatives outlined in the Comprehensive Plan is to create a plan to address the burden of residential development in unincorporated portions of the County, with one solution being Infrastructure Financing Tools, such as Impact Fees. The traffic impact fee is assessed at building permit and collected for all types of development. Residential development has a high demand on roadways and thus the impact fee collected for new homes is proportional. Understanding that affordable housing is much needed in Adams County, the proposed text amendment allows for waivers for housing that meets specific standards.

Policy 3.3 of the Comprehensive Plan suggests that the County review the Transportation Impact Fee program and associated benefit districts and implement appropriate modifications based on the review. The 2019 Transportation Impact Fee Report developed by TischlerBise provided a recommended fee structure based on both existing road infrastructure, as well as development patterns. With the Board of County Commissioners having adopted the updated fee on December 10, 2019, the proposed text amendments will ensure it is administered appropriately.

**Staff Recommendation:**
It is staff’s determination that the request is consistent with the Adams County’s Comprehensive Plan, the purpose of the standards and regulations, and will not be detrimental to the property owners nor the community in general. Based upon the criteria for approving a text amendment, staff recommends approval of this request with 3 findings-of-fact and 1 condition.

**RECOMMENDED FINDINGS-OF-FACT**

1. The text amendment is consistent with the Adams County Comprehensive Plan.
2. The text amendment is consistent with the purposes of these standards and regulations.
3. The text amendment will not be detrimental to the majority of persons or property in the surrounding areas nor to the community in general.

**RECOMMENDED Condition of Approval**

1. The Community and Economic Development Department staff may make minor corrections to these text amendments until February 29, 2020, including but not limited to, typographical errors, to ensure consistency and accuracy throughout the regulations.

**PUBLIC COMMENTS**

No public comments were received.
COUNTY AGENCY COMMENTS

The Adams County Treasurer responded to the request for comments and asked that the provision requiring a regular County review of the adopted fees not be removed from the text.

REFERRAL AGENCY COMMENTS

The following referral agencies provided responses to the proposed text amendments (Exhibit 4):

**Responding without Concerns:**
- Arapahoe County Engineering
- Arapahoe County Planning
- Brighton Fire
- Division of Water Resources
- Thornton Fire
- Tri-County Health
- Unison Housing Partners
- Xcel Energy

**Notified but not Responding / Considered a Favorable Response (See Exhibit 5.3):**
- Cities
- Citizen groups
- Counties
- Ditch companies
- Federal Agencies
- Fire Districts
- Recreational Districts
- Regional Agencies
- State Agencies
- Utilities
- Water and Sanitation Districts
Exhibit 2 – Text of Proposed Changes
5-06 REGIONAL TRAFFIC IMPACT FEE

5-06-01 FINDINGS

1. Study/Transportation Plan: The Board of County Commissioners of Adams County hereby adopt the Adams County Road Impact Fee Study 2019 Transportation Impact Fee Report, which is incorporated by reference into the Adams County Transportation Plan.

2. Level of Service (LOS) standard: The Board of County Commissioners of Adams County has determined in the Transportation Plan the County’s major road system shall operate at Level of Service “D” to ensure safe and efficient traffic circulation throughout the community.

3. Existing LOS: Adams County’s major road system is presently operating at LOS “D” or better.

4. New Growth in County: Adams County’s Transportation Plan projects there will be a significant amount of new growth and development in the County in the next twenty years.

5. Growth-related needs: The Transportation Plan shows the rapid rate of future growth and new development in the County will require a substantial expansion in road capital facilities if LOS “D” is to be maintained on the County’s major road system.

6. Revenue shortfall: The revenue generated by this new growth and development under the County’s existing fiscal structure will not be adequate to fund the needed road capital improvements necessary to accommodate this new growth and development if desired LOS on the County’s major road system is to be maintained.

7. Proportionate share policy: The Board of County Commissioners of Adams County has determined that future growth and new development should contribute its proportionate share of the costs of providing such road capital facilities to the County’s major road system.

8. Impact fee preferred: The Board of County Commissioners determined the imposition of a road impact fee is one of the preferred methods of regulating new growth and development in the County in order to ensure new growth and development bears a proportionate share of the costs of the road capital
facilities necessary to accommodate new development, and provide for the
public health, safety, and welfare.

9. Consistent with Transportation Plan: An impact fee would assist in the
implementation and be consistent with the Adams County Transportation
Plan, Adams County Comprehensive Plan, and the Road Impact Fee Study
2019 Transportation Impact Fee Report.

5-06-02 SHORT TITLE AND AUTHORITY

1. Citation: The Section shall be known and may be cited as the “Adams County
Regional Traffic Impact Fee Regulation.”

2. Authority: The Board of Commissioners of Adams County has the authority
to adopt this Regulation pursuant to C.R.S. Sections 29-20-101 through 29-
20-107, as amended, C.R.S. Sections 29-20-202 through 29-20-204, as
amended, C.R.S. Section 30-28-101 et. seq., and all other relevant laws of the
State of Colorado.

5-06-03 APPLICABILITY

This Regulation shall apply to all lands in unincorporated Adams County.

5-06-04 INTENT AND PURPOSE

1. General: This Regulation is intended to implement and be consistent with the
Road Impact Fee Study 2019 Transportation Impact Fee Report and the
Transportation Plan.

2. Implementation: This objective is accomplished by requiring all new Traffic
Generating Development to contribute its proportionate share of the funds,
land, or public facilities necessary to accommodate any impacts on regional
road capital facilities having a rational nexus to the proposed land
development and for which the need is reasonably attributable to the proposed
development.

3. Fair allocation of costs: This Regulation is intended to be consistent with the
principles for allocating a fair share of the costs of new public facilities to new
users. It approaches the problem of determining the fair share of regional
traffic impact costs in a conservative and reasonable manner. This fee will
only partially capture the governmental expenditures associated with
improving the County’s major road system. Given the very different
development patterns between the eastern (rural) and western
(suburban/urban) areas of the County, two distinct service areas are
5-06-05 LEVEL OF SERVICE STANDARD

The Board of County Commissioners have determined the County’s major road system shall operate at a minimum of a LOS “D.”

5-06-06 IMPOSITION OF FEES

5-06-06-01 TIME AND OBLIGATION OF PAYMENT

1. After the effective date of this Regulation, any person who causes the Commencement of Traffic-Generation Development shall be obligated to pay a road impact fee consistent with the terms of this Regulation. The fee shall be determined and paid to the Impact Fee Administrator at the time of issuance of a building permit for the development. If any credits are due pursuant to Section -5-06-08., Credits, they shall be determined during the approval of the traffic generating development. The fee shall be computed separately for the amount of development covered by the permit, if the building permit is for less than the entire development. If the fee is exacted for Traffic-Generating Development that increases traffic impact because of a change in use, the fee shall be determined by computing the difference in the fee schedule between the new Traffic-Generating Development and the existing Traffic-Generating Development. The obligation to pay the impact fee shall run with the land.

2. Any person who, prior to the effective date of this Regulation, agreed as a condition of development approval to pay a road impact fee shall be responsible for the payment of the fees under the terms of such agreement, and the payment of such fees will be offset against any impact fees otherwise due pursuant to the terms of this Regulation.

5-06-06-02 EXEMPTIONS

The following development shall be exempt from the terms of this Regulation. An exemption must be claimed by the fee payer at the time of application for a building permit.
1. Alterations or expansion of an existing building where no additional dwelling units are created, the use is not changed, and no additional vehicular trips will be produced over and above that produced by the existing use.

2. The construction of accessory buildings or structures not producing additional vehicular trips over and above that produced by the principal building or use of the land.

3. The replacement of a destroyed or partially destroyed building or structure of the same size and use, provided no additional trips will be produced over and above that produced by the original land use.

4. The construction of housing affordable to households whose income is equal to or less than the current Area Median Income (AMI) in effect at the time the household initially occupies the residential unit. For multi-family residential structures, the exemption shall only apply to those qualifying affordable units within the greater structure. The Traffic Impact Fee must be paid for all non-qualifying units. Income eligibility requirements are defined by the US Department of Housing and Urban Development (HUD), or if no longer published, by an equivalent index approved by the County. The property shall remain affordable for a period of not less than twenty (20) years.

5-06-03 ESTABLISHMENT OF FEE SCHEDULE

1. Any person who causes the Commencement of Traffic-Generating Development, except those persons exempted or preparing an Independent Fee Calculation Study pursuant to Section 5-06-08, Independent Fee Calculation Study, shall pay a road-traffic impact fee in accordance with the following fee schedule adopted by the Board of County Commissioners.
2. If a fee is based on 1,000 square feet, the square footage of the structure shall be measured in terms of gross floor area. Gross floor area is defined as the area within the outside dimensions of a building including each floor level, halls, lobbies and stairways. It shall not include floor space within the building reserved for parking or loading vehicles and unimproved basement space or separate space used only for building maintenance and utilities or exterior features for the building, such as stairs, porches, walkways and other similar exterior features.

3. If a fee is to be paid for mixed uses, then the fee shall be determined according to the fee schedule adopted by the Board of County Commissioners by apportioning the space committed to uses specified on the schedule.

4. If the type of Traffic-Generating Development for which a building permit is requested is not specified on the fee schedule, the Impact Fee Administrator shall determine the fee on the basis of the fee applicable to the most nearly comparable type of land use on the fee schedule. The Impact Fee Administrator shall be guided in the selection of a comparable type of land use by using trip generation rates contained in the most current edition of the report titled Trip Generation prepared by the Institute of Transportation Engineers (ITE), articles or reports appearing in the ITE Journal, studies or reports prepared by the U.S. Department of Transportation or the Colorado Department of Transportation, or other similar source.

5. In the event the Impact Fee Administrator determines there is no comparable use in the fee schedule, the fee shall be computed by use of an independent fee calculation study as provided in Section 5-06-07, Independent Fee Calculation Study.

**PRELIMINARY IMPACT FEE CALCULATION**

Any person contemplating establishing a Traffic-Generating Development may request a preliminary determination of the impact fees due from such development. A person requesting a pre-development review impact fee calculation shall complete and submit to the Impact Fee Administrator the proper application form and an application fee. Using the information regarding the proposed traffic generating land development activity as submitted on the application, the Impact Fee Administrator will provide, within fifteen (15) days of the date of submittal of the completed application, a preliminary calculation of the Road Impact Fees due for the proposed Traffic-Generating Development.
5-06-07 INDEPENDENT FEE CALCULATION STUDY

5-06-07-01 GENERAL PROVISIONS

1. The impact fee may be computed by the use of an independent fee calculation study at the election of the fee payer, and for any proposed land development activity for which the Impact Fee Administrator concludes the nature, timing, or location of which is likely to generate impacts costing substantially more to mitigate than the amount of the fee would be generated by the use of the fee schedule.

2. The preparation of the independent fee calculation study shall be the responsibility of the electing party.

3. Any person who requests to perform an independent fee calculation study shall pay an application fee for administrative costs associated with the review and decision on such independent fee calculation study.

5-06-07-02 FORMULA

1. The Independent Fee Calculation Study for the road impact fee shall be proportional to the traffic generated by the development and be calculated by the use of the following formula:

\[
\text{Impact Fee} = VMT \times \text{NET COST/NET}(\text{APD} / \text{ITED}) \times BIF
\]

Where:

- \( \text{APD} \) = Applicant Provided Data. This factor is the number of average vehicle trips per day (vpd) generated by the development as calculated using the Institute of Transportation Engineers Trip Generation Manual.

- \( \text{ITED} \) = Institute of Transportation Engineers Data: This factor is the number of average vehicle trips per day as calculated using the Institute of Transportation Engineers Trip Generation Manual and calculated using gross floor area of the structure.

- \( \text{BIF} \) = Base Impact Fee. This factor is the base impact fee as shown in the approved Impact Fee Table for the land use type based on square area of the building in 1,000 square foot increments.

\[
\text{VIVIT} = \text{TRIPS} \times \% \text{NEW} \times \text{LENGTH} / 2
\]
NET COSTNMT COSTNIVIT x STATE - CREDITNMT

Where:

VIVIT — Vehicle miles of travel placed by the development on the County arterial system during the PM peak hour

TRIPS — Peak hour trip ends during PM peak of adjacent street traffic

% NEW — Percent of primary trips, as opposed to passby or diverted-link trips

LENGTH — Average length of a trip on County arterial system

+2. Avoids double counting trips for origin and destination

COSTNMT — Average cost to create a new vehicle-mile of capacity (VMC) based on planned arterial improvements in Transportation Plan

STATE — Reduction factor to account for VMT on non-freeway state arterials as percent of total VMT on non-freeway arterials in County

CREDITNMT — Revenue credit per VMT, based on net present value over 20 years of historical average annual capacity expanding road expenditures per total existing County arterial VMT.

2. The fee calculations shall be based on data, information or assumptions contained in this Regulation or independent sources, provided:

a. The independent source is an accepted standard source of transportation engineering or planning data or information; or the independent source is a local study on trip characteristics carried out by a qualified traffic planner or engineer pursuant to an accepted methodology of transportation planning or engineering; and
b. The percent new trips factor and average trip length used in the independent fee calculation study, if different from those contained in the Road Impact Fee Study for the same land use type, shall be based on actual surveys conducted in Adams County.

5-06-07-03 PROCEDURE

1. An independent fee calculation study shall be undertaken through the submission of an application for an independent fee calculation study. A potential feepayer may submit such an application. The County shall submit such an application for any proposed Traffic-Generating Development interpreted as one that is not comparable to any land use on the fee schedule, and for any proposed Traffic-Generating Development for which it concludes the nature, timing, or location of the proposed development make it likely to generate impacts costing substantially more to mitigate than the amount of the fee which would be generated by the use of the fee schedule.

2. Within fifteen (15) days of receipt of an application for independent fee calculation study, the Impact Fee Administrator shall determine if the application is complete. If the Impact Fee Administrator determines the application is not complete, a written statement specifying the deficiencies shall be sent by mail to the person submitting the application. The application shall be deemed complete if no deficiencies are specified. The Impact Fee Administrator shall take no further action on the application until it is deemed complete.

3. When the Impact Fee Administrator determines the application is complete, the application shall be reviewed and the Impact Fee Administrator shall render a written decision in twenty (20) days on whether the fee should be modified, and if so, what the amount should be, based on the standards in Section 5-06-08.

5-06-07-04 STANDARDS

If on the basis of generally recognized principles of impact analysis it is determined the data, information and assumptions used by the applicant to calculate the independent fee calculation study satisfies the requirements of this Section, the fee determined in the independent fee calculation study shall be deemed the fee due and owing for the proposed Traffic-Generating Development. The adjustment shall be set forth in a Fee Agreement. If the independent fee calculation study fails to satisfy the requirements of this Section, the fee applied shall be the fee established for the Traffic-Generating Development in Section 5-06-06.
5-06-07-05 APPEAL

1. A fee payer affected by the administrative decision of the Impact Fee Administrator on an application for independent fee calculation study, or on an application for independent fee calculation study initiated by the County staff on the proposed Traffic-Generating Development, may appeal such decision by filing a petition with the Board of County Commissioners. In reviewing the Impact Fee Administrator's decision, the Board of County Commissioners shall make written findings of fact and conclusions of law.

2. This appeal process will not be honored by the Board of County Commissioners without a substantial effort upon the applicant to rectify any fee discrepancies with the Impact Fee Administrator and additional Adams County staff if necessary.

5-06-08 CREDITS

5-06-08-01 GENERAL STANDARDS

1. Any person initiating Traffic-Generating Development may apply for a credit against road impact fee otherwise due, up to but not exceeding the full obligation for impact fees proposed to be paid pursuant to the provisions of this Regulation, for any contribution, payment, construction, or dedication of land accepted and received by Adams County for any Road Capital Improvements on the County's Major Road System identified in the Road Impact Fee Study Transportation Impact Fee Report, which are not contiguous to the Traffic-Generating Development. No credits shall be provided for site-related, contiguous improvements or for improvements to the Major Road System not specifically identified in the Adams County 2020 Roadway Network Map.

2. Credits for contributions, payments, construction or dedication of land for non-contiguous road improvements on the County's major road system in the Road Impact Fee Study Transportation Impact Fee Report shall be transferable in the same development but shall not be transferable for credit against impact fees required to be paid for other public facilities. The credit shall not exceed the amount of the impact fees due and payable for the proposed Traffic Generating Development.

3. The County may enter into a Capital Contribution Front-Ending Agreement with any person initiating Traffic Generating Development who proposes to construct Non-Site Related Road Capital Improvements on the Major Road System and identified on the Adams County 2020 Roadway Network Map. To the extent the fair market value of the construction of these Road Capital Improvements exceed the obligation to
pay impact fees for which a credit is provided pursuant to this Section, the Capital Contribution Front-Ending Agreement shall provide proportionate and fair share reimbursement linked to new growth and development's use of the Road Capital Improvement constructed.

4. The Department of Community and Economic Development and the Department of Public Works shall endeavor to agree to a condition with a proponent of a Traffic-Generating Development and any potential credits against non-contiguous improvements prior to the public hearing on the Preliminary Plat or Preliminary Development Plan (if applicable). The following example shall be used as a framework for decision-making:

Developer A proposes a 100-lot subdivision in the West Service Area with homes that are between 1,801 square feet and 2,400 square feet; Subject site is one mile away from the nearest paved road and has a gravel road adjacent to the site; County regulations require paving of all perimeter roads and internal streets; Total estimated regional traffic impact fee is $159,907,075;900 (100 times $1,599,075,639); Traffic generated from the new development creates a larger demand on the non-contiguous road; and The total cost to connect the subject site to the nearest paved road is $359,907

Staff may consider the following alternatives in proposing a condition on a Traffic-Generating Development:

a. Developer A submits the required regional traffic impact fee at the time of each individual building permit
b. Developer A submits the required regional traffic impact fee at the time of Final Plat and receives a ten (10) percent discount off the total fee amount.
c. Developer A constructs the non-contiguous improvements at a total cost not to exceed $359,907 (total improvement amount) and is given a credit against the regional traffic impact fee. If additional off-site improvements are required, but not paid for with the total improvement amount, the County may either budget for the balance of the improvements or other developers may construct them in the future. This option is generally discouraged and will only be considered when all other options have been proven to be insufficient.
d. Developer A constructs the non-contiguous improvements at the total cost of $359,907 and is given a credit against the regional traffic impact fee. Developer A is reimbursed by other developers (B, C, or
D) at the time of their development and in a proportionate share of their improvements.

e. Developer A provides the County an amount of funds in a manner as determined appropriate by the County in lieu of constructing the required contiguous road improvement, when the contiguous road improvement is part of a larger future County road project indicated on the 5-year plan (unless otherwise determined by the County). No credit for this payment shall be given against the regional traffic impact fee, but at the developer’s option, the regional traffic impact fee may be paid in accordance with either alternatives a or b above.

In the event the staff and the proponent cannot reach an agreement regarding the condition, the matter may be forwarded to the Planning Commission for a recommendation and a subsequent final decision by the Board of County Commissioners.

5-06-08-02 CREDIT AGAINST FEES

Credit shall be in an amount equal to fair market value of the land dedicated for right-of-way at the time of dedication, the fair market value of the construction at the time of its completion, or the value of the contribution or payment at the time it is made to Adams County.

5-06-08-03 PROCEDURE FOR CREDIT REVIEW

1. The determination of any credit shall be undertaken through the submission of an Application for Credit Agreement, which shall be submitted to the Impact Fee Administrator.

2. The Application for Credit Agreement shall include the following information:

   a. If the proposed Application for Credit Agreement involves a credit for any contribution, the following documentation must be provided:

      i. A certified copy of the development approval in which the contribution was agreed;

      ii. If payment has been made, proof of payment; or

      iii. If payment has not been made, the proposed method of payment.
b. If the proposed Application for Credit Agreement involves credit for the dedication of land, the following documentation must be provided:

i. A drawing and legal description of the land;

ii. The appraised fair market value of the land at the date a building permit is proposed to be issued for the Traffic-Generating Development, prepared by a professional Real Estate Appraiser who is a member of the Member Appraisal Institute (MAI) or who is a member of Senior Residential Appraisers (SRA), and if applicable, a certified copy of the development permit in which the land was agreed to be dedicated.

c. If the proposed Application for Credit Agreement involves construction, the following documentation must be provided:

i. The proposed plan of the specific construction prepared and certified by a duly qualified and licensed Colorado engineer or contractor;

ii. The projected costs for the suggested improvement, which shall be based on local information for similar improvements, along with the construction timetable for the completion thereof. Such estimated cost shall include the cost of construction or reconstruction, the cost of all labor and materials, the cost of all lands, property, rights, easements and franchises acquired, financing charges, interest prior to and during construction and for one (1) year after completion of construction, costs of plans and specifications, surveys of estimates of costs and of revenues, costs of professional services, and all other expenses necessary or incidental to determining the feasibility or practicability of such construction or reconstruction.

iii. Within Fifteen (15) days of receipt of the proposed Application for Credit Agreement, the Impact Fee Administrator shall determine if the application is complete. If it is determined the proposed Agreement is not complete, the Impact Fee Administrator shall send a written statement to the applicant outlining the deficiencies. The Impact Fee Administrator shall take no further action on the proposed Application for Credit Agreement until all deficiencies have been corrected or otherwise settled.
iv. Once the Impact Fee Administrator determines the proposed Application for Credit Agreement is complete, it shall be reviewed within twenty (20) days. The Application for Credit Agreement shall be approved if it complies with these standards and regulations.

v. If the Application for Credit Agreement is approved by the Impact Fee Administrator, a Credit Agreement shall be prepared and signed by the applicant and the County. It shall specifically outline the contribution, payment, construction or land dedication, the time by which it shall be completed, dedicated, or paid, and any extensions thereof, and the dollar credit the applicant shall receive for the contribution, payment or construction.

5-06-08-04 APPEAL OF CREDIT DECISION

A fee payer affected by the decision of the Impact Fee Administrator regarding credits may appeal such decision by filing a petition with the Board of County Commissioners within thirty (30) days of a decision. In reviewing the Impact Fee Administrator's decision, the Board of County Commissioners shall use the standards established in these standards and regulations.

This appeal process will not be honored by the Board of County Commissioners without a substantial effort upon the applicant to rectify any credit discrepancies with the Impact Fee Administrator and additional Adams County staff if necessary.

5-06-09 EARMARKING OF FUNDS

5-06-09-01 BENEFIT DISTRICTS

For the purpose of ensuring fee payers receive sufficient benefit for fees paid, one Road Benefit Districts are established. The Road Benefit Districts are designated on the Benefit District Map within unincorporated Adams County. Impact fee funds shall be spent within the Benefit District from which the Traffic-Generating Development paying the fee is located. Given the very different development patterns between the eastern (rural) and western (suburban/urban) areas of the County, two distinct service areas are established, based on planning areas contained in the 2012 Transportation Plan.
5-06-09-01  **WEST BENEFIT DISTRICT**

The West Benefit District is defined as all unincorporated Adams County west of Schumaker Road. The fees for this service area are calculated using a plan-based hybrid approach and based upon traditional arterial land capacity improvement needs.

5-06-09-01-02  **EAST BENEFIT DISTRICT**

The East Benefit District is defined as all unincorporated Adams County east of Schumaker Road. The fees for this service area are calculated using a plan-based approach and based on rural road upgrade needs.

5-06-09-02  **TRUST FUND**

There is hereby established the Adams County Regional Traffic Impact Fee Trust Fund for the purpose of ensuring the fees collected pursuant to this Regulation are designated for the accommodation of impacts reasonably attributable to the proposed Traffic-Generating Development.

1. Proceeds collected for the road impact fee shall be placed in the Regional Traffic Impact Fee Trust Fund. Proceeds collected and all interest accrued on such funds shall be used solely for road improvements specifically identified in the Road Impact Fee Study and on the County's Major Road System within the applicable Road Benefit District from which the fees have been collected.

2. Any proceeds in the Road Impact Fee Trust Fund not immediately necessary for expenditure, shall be invested in interest bearing assets. All income derived from these investments shall be retained in the trust fund.

3. Each year, at the time the annual budget is reviewed, the Impact Fee Administrator shall propose appropriations to be spent from the Road Impact Fee Trust Fund to the Board of County Commissioners. After review of the Impact Fee Administrator's recommendation, the Board of County Commissioners shall either approve or modify the recommended expenditures of the trust fund monies. Any amounts not appropriated from the trust fund together with any interest earnings shall be carried over in the specific trust account to the following fiscal period.
5-06-10 REFUNDS

5-06-10-01 GENERAL

Any fees collected shall be returned to the fee payer or the successor to the fee payer with interest if the fees have not been spent within seven (7) years from the date the building permit for the development was issued, along with interest of six (6%) percent per year (the prevailing interest rate/prime rate) based upon the Consumer Price Index (CPI-U). However, the Board of County Commissioners may by resolution extend for up to three (3) years the date at which fees must be refunded. Such an extension shall be made upon a finding within such three (3) year period, that specific road capital improvements on the County's major road system are planned and evidenced by the adoption and incorporation into the Road Impact Fee Study. These road capital improvements shall be constructed within the next three (3) years, and shall be reasonably attributable to the Traffic-Generating Development of the fee payer. The first fee collected shall be the first fee spent.

5-06-10-02 REFUND PROCEDURE

The refund of fees shall be undertaken through the following process:

1. A Refund Application shall be submitted within one (1) year following the end of the seventh (7th) year from the date on which the building permit was issued on the proposed development. If the time of refund has been extended pursuant to Section k.1, the Refund Application shall be submitted within one (1) year following the end of this extension. The Refund Application shall include the following information:
   a. A copy of the dated receipt issued for payment of the fee;
   b. A copy of the building permit; and
   c. Evidence the applicant is the successor in interest to the fee payer.

2. Within ten (10) days of receipt of the Refund Application, the Impact Fee Administrator shall determine if it is complete. If the Impact Fee Administrator determines the application is not complete, a written statement specifying the deficiencies shall be forwarded by mail to the person submitting the application. Unless the deficiencies are corrected, the Impact Fee Administrator shall take no further action on the Refund Application.
3. When the Impact Fee Administrator determines the Refund Application is complete, it shall be reviewed within twenty (20) days, and shall be approved if it is determined the fee payer or a successor in interest has paid a fee which the County has not spent within the period of time required under this Section. The refund shall include the fee paid plus interest of six (6%) percent a year.

5-06-10-03 APPEAL

Any fee payer or a successor in interest may appeal the decision of a Refund Application by filing a petition with the Board of County Commissioners within thirty (30) days of the decision. In reviewing the Impact Fee Administrator's decision, the Board of County Commissioners shall use the standards established in Section 5-06-11.

5-06-11 REVIEW EVERY THREE (3) YEARS

Road Impact Fee Study and this Regulation shall be reviewed and evaluated by the Impact Fee Administrator at least once every three (3) years, to determine if modifications need to be made to the Road Impact Fee Study and this Regulation.
Exhibit 3 – Adopted Fee Table
## WEST SERVICE AREA

<table>
<thead>
<tr>
<th>Land Use Types</th>
<th>Impact Fee Charged</th>
<th>Impact Fee Charged</th>
<th>Impact Fee Charged</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL (square feet of finished living space)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>900 or less</td>
<td>$1,492</td>
<td>$2,096</td>
<td>$2,700</td>
</tr>
<tr>
<td>901 to 1,300</td>
<td>$1,959</td>
<td>$2,934</td>
<td>$3,910</td>
</tr>
<tr>
<td>1,301 to 1,800</td>
<td>$2,245</td>
<td>$3,507</td>
<td>$4,769</td>
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<td>1,801 to 2,400</td>
<td>$2,946</td>
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<tr>
<td>2,401 or more</td>
<td>$3,190</td>
<td>$4,780</td>
<td>$6,371</td>
</tr>
<tr>
<td>NON-RESIDENTIAL (per 1,000 square feet of floor area)</td>
<td>PHASE 1 (3/1/2020 – 2/28/2021)</td>
<td>PHASE 2 (3/1/2021 – 2/28/2022)</td>
<td>PHASE 3 (3/1/2022 - )</td>
</tr>
<tr>
<td>Retail</td>
<td>$4,872</td>
<td>$5,481</td>
<td>$6,089</td>
</tr>
<tr>
<td>Office/Service</td>
<td>$2,423</td>
<td>$2,489</td>
<td>$2,555</td>
</tr>
<tr>
<td>Industrial</td>
<td>$1,031</td>
<td>$1,031</td>
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</tr>
</tbody>
</table>

## EAST SERVICE AREA

<table>
<thead>
<tr>
<th>Land Use Types</th>
<th>Impact Fee Charged</th>
<th>Impact Fee Charged</th>
<th>Impact Fee Charged</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL (square feet of finished living space)</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>900 or less</td>
<td>$1,561</td>
<td>$2,233</td>
<td>$2,906</td>
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<td>2,401 or more</td>
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<td>$3,872</td>
<td>$5,009</td>
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<tr>
<td>NON-RESIDENTIAL (per 1,000 square feet of floor area)</td>
<td>PHASE 1 (3/1/2020 – 2/28/2021)</td>
<td>PHASE 2 (3/1/2021 – 2/28/2022)</td>
<td>PHASE 3 (3/1/2022 - )</td>
</tr>
<tr>
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</tr>
<tr>
<td>Industrial</td>
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<td>$751</td>
<td>$751</td>
</tr>
</tbody>
</table>
Exhibit 4 – Referral Comments
Hi Jen – my only comment is that there should be a review process, so I’m not sure why it was removed.

Thank you!

Very truly yours,

LISA L. CULPEPPER, JD
TREASURER

PLEASE NOTE: IF I DO NOT RESPOND WITHIN TWO (2) HOURS, PLEASE CALL THE OFFICE. THANK YOU!

Adams County Treasurer’s Office
4430 S. Adams County Pkwy., Suite C2436
Brighton, CO 80601
Direct: 720.523.6162 | Office: 720-523-6160
www.adcotax.com
Mon. – Fri. 7am-5pm

From: Jen Rutter <JRutter@adcogov.org>
Sent: Tuesday, December 17, 2019 10:30 AM
To: Jen Rutter <JRutter@adcogov.org>
Subject: Adams County Request for Comments - Chapter 5 Text Amendments for Traffic Impact Fees (PLN2019-00015)

Good afternoon,

Attached is the request for comments for proposed amendments to Chapter 5 of the Adams County Development Standards and Regulations, specific to Traffic Impact Fees (Case #PLN2019-00015).

The findings of the Transportation Impact Fee Report, including updated impact fees, were approved by the Board of County Commissioners on December 10, 2019. The fees will be effective March 1, 2020 and phased in over a three-year period. There are two benefit districts: East and West, for which Schumaker Road is the dividing line. Text amendments to Chapter 5 of the Adams County Development Standards and Regulations are required to ensure the administration of the adopted fees is consistent with that outlined in the Transportation Impact Fee Report.
Comments on this case are due to me by **Wednesday, January 15, 2020**. A redlined draft of Chapter 5, the adopted Traffic Impact Fees (effective 3/1/2020), and all public presentations that have been given so far are posted on the County’s website at [http://www.adcogov.org/regulation-amendments](http://www.adcogov.org/regulation-amendments). You can also view the request for comments at [http://www.adcogov.org/planning/currentcases](http://www.adcogov.org/planning/currentcases) and learn more about the County’s Traffic Impact Fees at [http://www.adcogov.org/traffic-impact-fee-administration](http://www.adcogov.org/traffic-impact-fee-administration).

Please send your comments and questions to me at jrutter@adcogov.org. Thanks in advance for your review of this case.

Thank you,

Jen

---

**Jen Rutter**

Development Services Manager, *Community & Economic Development*

ADAMS COUNTY, COLORADO

4430 South Adams County Parkway, 1st Floor, Suite W2000A

Brighton, CO 80601

o: 720.523.6841 | jrutter@adcogov.org

[www.adcogov.org](http://www.adcogov.org)
December 31, 2019

Jen Rutter  
Adams Count Development Services Manager  
4430 S Adam County Pkwy, 1st Floor, Suite W2000A  
Brighton, CO 80601  

Re: Regulation Amendments  
PLN2019-00015

Arapahoe County Engineering thanks you for giving us the opportunity to review the referral documents for the Traffic Impact Fees. Engineering Staff has reviewed the proposed amendments. The Engineering Division has no comments regarding the referral at this time based on the information submitted.

Please know that other Divisions in the Arapahoe County Public Works Department may submit comments as well.

If you have any questions, please feel free to contact our offices at 720-874-6500.

Sincerely,

Sarah White  
Engineering Services
Jen,

Thank you for the opportunity to review and comment on this project. The Arapahoe County Planning Division has no comments; however, other Divisions and/or Departments in Arapahoe County may submit comments.

Terri

---

Terri L. Maulik | Duty Planner | Arapahoe County Public Works & Development
6924 S Lima St, Centennial, CO 80112-3853
Direct: 720-874-6840 | Planning Main: 720-874-6650
Website: http://www.arapahoegov.com | Citizen Access to ACA https://citizenaccess.arapahoegov.com

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From: Jen Rutter <JRutter@adcogov.org>
Sent: Tuesday, December 17, 2019 10:30 AM
To: Jen Rutter <JRutter@adcogov.org>
Subject: Adams County Request for Comments - Chapter 5 Text Amendments for Traffic Impact Fees (PLN2019-00015)

Good afternoon,

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Please send your comments and questions to me at [jrutter@adcogov.org](mailto:jrutter@adcogov.org). Thanks in advance for your review of this case.

Thank you,

Jen

---

**Jen Rutter**  
Development Services Manager, **Community & Economic Development**  
**ADAMS COUNTY, COLORADO**  
4430 South Adams County Parkway, 1st Floor, Suite W2000A  
Brighton, CO 80601  
O: 720.523.6841 | [jrutter@adcogov.org](mailto:jrutter@adcogov.org)  
[www.adcogov.org](http://www.adcogov.org)
Good afternoon,

At this time the Fire District has no comments or concerns.

Thank you!

Carla Gutierrez
Fire Inspector
Brighton Fire Rescue District
500 S. 4th Ave – 3rd Floor
Brighton CO 80601
www.brightonfire.org

Good afternoon,

Attached is the request for comments for proposed amendments to Chapter 5 of the Adams County Development Standards and Regulations, specific to Traffic Impact Fees (Case #PLN2019-00015).

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Please send your comments and questions to me at [jrutter@adcogov.org](mailto:jrutter@adcogov.org). Thanks in advance for your review of this case.

Thank you,
Jen

---

**Jen Rutter**  
Development Services Manager, *Community & Economic Development*  
**ADAMS COUNTY, COLORADO**  
4430 South Adams County Parkway, 1st Floor, Suite W2000A  
Brighton, CO 80601  
O: 720.523.6841 | [jrutter@adcogov.org](mailto:jrutter@adcogov.org)  
[www.adcogov.org](http://www.adcogov.org)
Good Morning Jen,
Our office has no comments on the proposed amendments to Chapter 5 of the Adams County Development Standards and Regulations.

Regards,
Joanna

On Tue, Dec 17, 2019 at 10:30 AM Jen Rutter <JRutter@adcogov.org> wrote:

Good afternoon,

Attached is the request for comments for proposed amendments to Chapter 5 of the Adams County Development Standards and Regulations, specific to Traffic Impact Fees (Case #PLN2019-00015).

The findings of the Transportation Impact Fee Report, including updated impact fees, were approved by the Board of County Commissioners on December 10, 2019. The fees will be effective March 1, 2020 and phased in over a three-year period. There are two benefit districts: East and West, for which Schumaker Road is the dividing line. Text amendments to Chapter 5 of the Adams County Development Standards and Regulations are required to ensure the administration of the adopted fees is consistent with that outlined in the Transportation Impact Fee Report.

Comments on this case are due to me by Wednesday, January 15, 2020. A redlined draft of Chapter 5, the adopted Traffic Impact Fees (effective 3/1/2020), and all public presentations that have been given so far are posted on the County’s website at http://www.adcogov.org/regulation-amendments. You can also view the request for comments at http://www.adcogov.org/planning/currentcases and learn more about the County’s Traffic Impact Fees at http://www.adcogov.org/traffic-impact-fee-administration.

Please send your comments and questions to me at jrutter@adcogov.org. Thanks in advance for your review of this case.

Thank you,
Jen Rutter
Development Services Manager, Community & Economic Development
ADAMS COUNTY, COLORADO
4430 South Adams County Parkway, 1st Floor, Suite W2000A
Brighton, CO 80601
o: 720.523.6841 | jrutter@adcogov.org
www.adcogov.org

--
Joanna Williams, P.E.
Water Resource Engineer
P 303.866.3581 x 8265
1313 Sherman Street, Room 821, Denver, CO 80203
Joanna.Williams@state.co.us | www.colorado.gov/water
January 13, 2019

Jen Rutter
Adams County Community and Economic Development
4430 South Adams County Parkway, Suite W2000A
Brighton, CO 80601

RE: Chapter 5 Text Amendments – Traffic Impact Fees, PLN2019-00015
    TCHD Case No. 6063

Dear Ms. Rutter,

Thank you for the opportunity to review and comment on the text amendments to Chapter 5 of the Adams County Development Standards and Regulations, specific to traffic impact fees County-wide. Tri-County Health Department (TCHD) staff has reviewed the application for compliance with applicable environmental and public health regulations and principles of healthy community design. After reviewing the application, TCHD has no comments.

Please feel free to contact me at 720-200-1585 or aheinrich@tchd.org if you have any questions.

Sincerely,

Annemarie Heinrich Fortune, MPH/MURP
Land Use and Built Environment Specialist

cc: Sheila Lynch, Monte Deatrich, TCHD
Hi Jen,

Thornton Fire Department Comments:

1. No comments on this review.

Regards,

Dan Biro, P.E.
Deputy Fire Marshal
Thornton Fire Department

dan.biro@cityof thornton.net
303-538-7663

9500 Civic Center Drive
Thornton, CO 80229
www.cityof thornton.net
Development Standards and Regulations, specific to Traffic Impact Fees (Case #PLN2019-00015).

The findings of the Transportation Impact Fee Report, including updated impact fees, were approved by the Board of County Commissioners on December 10, 2019. The fees will be effective March 1, 2020 and phased in over a three-year period. There are two benefit districts: East and West, for which Schumaker Road is the dividing line. Text amendments to Chapter 5 of the Adams County Development Standards and Regulations are required to ensure the administration of the adopted fees is consistent with that outlined in the Transportation Impact Fee Report.

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Please send your comments and questions to me at [jrutter@adcogov.org](mailto:jrutter@adcogov.org). Thanks in advance for your review of this case.

Thank you,

Jen

---

**Jen Rutter**
Development Services Manager, *Community & Economic Development*
ADAMS COUNTY, COLORADO
4430 South Adams County Parkway, 1st Floor, Suite W2000A
Brighton, CO 80601
O: 720.523.6841 | [jrutter@adcogov.org](mailto:jrutter@adcogov.org)
[www.adcogov.org](http://www.adcogov.org)
Hi Jen,

I think the way it is worded offers flexibility to both LIHTC and non-LIHTC projects. Thanks for sending.

Steve

Sent from my LG V40 ThinQ, an AT&T 5G Evolution capable smartphone

------ Original message------
From: Peter LiFari
Date: Fri, Jan 3, 2020 4:56 PM
To: Jen Rutter; Steven Kunshier;
Cc:
Subject: Re: Adams County Request forComments - Chapter 5 Text Amendments for Traffic Impact Fees (PLN2019-00015)

Thanks Jen for reaching out – it’s great to hear from you. Steven has some thoughts he’s sending in a moment. Please let us know if you have any other questions or elements you’d like our feedback on.

Happy New Year!

Peter

Peter F. LiFari
Executive Director
303-227-2078
plifari@unisonhp.org
www.unisonhp.org

From: Jen Rutter <JRutter@adcogov.org>
Date: Thursday, January 2, 2020 at 11:14 AM
To: Steven Kunshier <skunshier@unisonhp.org>, Peter LiFari <plifari@unisonhp.org>
Subject: FW: Adams County Request for Comments - Chapter 5 Text Amendments for Traffic Impact Fees (PLN2019-00015)

Good morning,
As I was going through the proposed text amendments, I realized it would be helpful to get feedback from you about the wording of the affordable housing exemption from the County’s Traffic Impact Fees.

Here is the proposed language:

4. The construction of housing affordable to households whose income is equal to or less than the current Area Median Income (AMI) in effect at the time the household initially occupies the residential unit. For multi-family residential structures, the exemption shall only apply to those qualifying affordable units within the greater structure. The Traffic Impact Fee must be paid for all non-qualifying units. Income eligibility requirements are defined by the US Department of Housing and Urban Development (HUD), or if no longer published, by an equivalent index approved by the County. The property shall remain affordable for a period of not less than twenty (20) years.

The full draft text can be found here: [http://www.adcogov.org/sites/default/files/DSR_Chapter%205_12132019.pdf](http://www.adcogov.org/sites/default/files/DSR_Chapter%205_12132019.pdf) and more information on the Traffic Impact Fees can be found here: [http://www.adcogov.org/regulation-amendments](http://www.adcogov.org/regulation-amendments)

Thanks!
Jen

---

**From:** Jen Rutter  
**Sent:** Tuesday, December 17, 2019 11:39 AM  
**To:** Jen Rutter <JRutter@adcogov.org>  
**Subject:** Adams County Request for Comments - Chapter 5 Text Amendments for Traffic Impact Fees (PLN2019-00015)

Good morning,

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Please send your comments and questions to me at [jrutter@adcogov.org](mailto:jrutter@adcogov.org). Thanks in advance for your review of this case.

Thank you,

Jen

---

**Jen Rutter**  
Development Services Manager, *Community & Economic Development*  
ADAMS COUNTY, COLORADO  
4430 South Adams County Parkway, 1st Floor, Suite W2000A  
Brighton, CO 80601  
O: 720.523.6841 | [jrutter@adcogov.org](mailto:jrutter@adcogov.org)  
[www.adcogov.org](http://www.adcogov.org)

**Adams County Housing Authority is now Unison Housing Partners! Visit our new website to learn more about our new name and brand at [www.UnisonHP.org](http://www.UnisonHP.org)**
January 10, 2020

Adams County Community and Economic Development Department
4430 South Adams County Parkway, 3rd Floor, Suite W3000
Brighton, CO  80601

Attn:  Jen Rutter

Re:  Chapter 5 Text Amendments – Traffic Impact Fees, Case # PLN2019-00015

Public Service Company of Colorado’s Right of Way & Permits Referral Desk has reviewed the documentation for Chapter 5 Text Amendments – Traffic Impact Fees and has no apparent conflict.

Donna George
Right of Way and Permits
Public Service Company of Colorado dba Xcel Energy
Office:  303-571-3306 – Email:  donna.l.george@xcelenergy.com
Exhibit 5 – Associated Case Materials
Case Name: Chapter 5 Text Amendments - Traffic Impact Fees
Case Number: PLN2019-00015

December 17, 2019

Adams County Community & Economic Development Department is requesting comments on the following request:

Text amendments to Chapter 5 of the Adams County Development Standards and Regulations, specific to traffic impact fees.

This request is located at County Wide.

Applicant Information: Adams County
Community and Economic Development
4430 South Adams County Parkway
Brighton, CO 80601

Please forward any written comments on this application to the Community and Economic Development Department at 4430 South Adams County Parkway, Suite W2000A Brighton, CO 80601-8216 or call (720) 523-6841 by 1/15/2020 in order that your comments may be taken into consideration in the review of this case. If you would like your comments included verbatim please send your response by way of e-mail to JRutter@adcogov.org.

Once comments have been received and the staff report written, the staff report and notice of public hearing dates may be forwarded to you upon request. The full text of the proposed request can be obtained by contacting this office or by accessing the Adams County website at http://www.adcogov.org/regulation-amendments or at http://www.adcogov.org/planning/currentcases.

Thank you for your review of this case.

Jen Rutter
Development Services Manager
Exhibit 5.2 Newspaper Notice

POSTING PAPERS & DATES:

<table>
<thead>
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<th>PAPER</th>
<th>SENT TO PAPER BY</th>
<th>PUBLISHED THE NEXT...</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commerce City Sentinel</td>
<td>Fri, 1/3 By 12pm</td>
<td>Tue, 1/7</td>
</tr>
<tr>
<td>Brighton Blade</td>
<td>Fri, 1/3 By 12pm</td>
<td>Wed, 1/8</td>
</tr>
<tr>
<td>Westminster Window</td>
<td>Fri, 1/3 End of Business</td>
<td>Thu, 1/9</td>
</tr>
<tr>
<td>I-70 Scout</td>
<td>Tue, 1/7 End of Business</td>
<td>Fri, 1/10</td>
</tr>
</tbody>
</table>

PUBLICATION REQUEST

Regulation Amendments

Case Number: PLN2019-00015
Planning Commission Hearing Date: January 23, 2020 at 6:00 pm
Board of County Commissioners Hearing Date: February 11, 2020 at 9:30 am

Request: Chapter 5 Text Amendments – Traffic Impact Fees

Location: County-wide

Case Manager: Jennifer Rutter

Applicant: Adams County, Community and Economic Development Department
4430 S. Adams County Pkwy.
Brighton, CO 80601
NOTICE OF PUBLIC HEARING FOR LANDUSE
NOTICE IS HEREBY GIVEN, that an application has been filed by Adams County Community and Economic Development Department Case # PLN2019-00015 requesting: Chapter 5 Text Amendments – Traffic Impact Fees on the following property:

APPROXIMATE LOCATION:
County-wide

NOTICE IS HEREBY GIVEN that a public hearing will be held by the Adams County Planning Commission in the Hearing Room of the Adams County Government Center, 4430 S. Adams County Parkway, Brighton, CO – 1st Floor, on the 23rd day of January, 2020, at the hour of 6:00 p.m., where and when any person may appear and be heard and a recommendation on this application will be forwarded to the Board of County Commissioners.

NOTICE IS FURTHER GIVEN, that a public hearing will be held by the Adams County Board of County Commissioners in the Hearing Room of the Adams County Government Center, 4430 S. Adams County Parkway, Brighton, CO – 1st Floor, on the 11th day of February, 2020, at the hour of 9:30 a.m., to consider the above request where and when any person may appear and be heard.

For further information regarding this case, please contact Jennifer Rutter at the Department of Community and Economic Development, 4430 S. Adams County Pkwy, Brighton, CO 80601, 720.523.6841. This is also the location where the maps and/or text certified by the Planning Commission may be viewed.

BY ORDER OF THE BOARD OF COUNTY COMMISSIONERS
JOSH ZYGIELBAUM, CLERK OF THE BOARD

TO BE PUBLISHED IN THE January 7, 2020 ISSUE OF THE COMMERCE CITY SENTINEL EXPRESS

Please reply to this message by email to confirm receipt or call Rayleen Swarts at 720.523.6800.
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BY ORDER OF THE BOARD OF COUNTY COMMISSIONERS
JOSH ZYGIELBAUM, CLERK OF THE BOARD

TO BE PUBLISHED IN THE January 8, 2020 ISSUE OF THE OF THE BRIGHTON BLADE

Please reply to this message by email to confirm receipt or call Rayleen Swarts at 720.523.6800.
I-70 Scout

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BY ORDER OF THE BOARD OF COUNTY COMMISSIONERS
JOSH ZYGIELBAUM, CLERK OF THE BOARD

TO BE PUBLISHED IN THE January 10, 2020 ISSUE OF THE I-70 SCOUT/EASTERN COLORADO NEWS

Please reply to this message by email to confirm receipt or call Rayleen Swarts at 720.523.6800.
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BY ORDER OF THE BOARD OF COUNTY COMMISSIONERS
JOSH ZYGIELBAUM, CLERK OF THE BOARD

TO BE PUBLISHED IN THE January 9, 2020 ISSUE OF THE Westminster Window

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<th>Type</th>
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<td>Organization</td>
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<td>Recreational District</td>
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