



Developers discuss impact fee ordinance

BY LESLIE WIMMER

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The city's newly in-effect Transportation Impact Fee Ordinance was the focus of the Fort Worth Chamber of Commerce's Economic Development Council meeting on July 9.

Lee Nicol with Harris, Nicol & Welborn Development Partners and Kenneth Davis with Jacobs Carter Burgess spoke on how the impact fee ordinance affects commercial, residential and industrial developments.

"It costs twice as much to do business here [in Fort Worth] as it does in Frisco," Nicol said.

The City Council approved the ordinance on May 13 after several months of discussions and the ordinance officially went into effect on July 1.

The ordinance uses math averages based on the amount of cars traveling on arterial roads near a developed structure during the peak driving period of 5-6 p.m., Davis said.

The measured unit is called a vehicle-mile and is based on the impact of one vehicle traveling one mile in one lane near a structure during those peak hours.

The majority of areas affected by the ordinance are outside of Loop 820 but fees change depending on infrastructure and specifics in different areas of the city, Nicol said.

For example, a single family home would generally have an impact of about 6.06 vehicle-miles per house, so a developer planning to build a single-family neighborhood would be charged a fee for those vehicle miles for every single-family structure built, Davis said.

The developer would have to pay the impact fees at the time a building permit is picked up, Davis said.

A bank building with drive-in lanes has an average impact of 26.82 vehicle-miles, and a warehouse would have an average impact of 3.5 vehicle-miles, Davis said.

For an example of a specific development's fees, Davis said a 13-screen movie theater opening in Fort Worth near Western Center Boulevard would have about \$150,000 in fees, Davis said.

The ordinance does offer breaks and discounts to developers who construct roads into or around their developments and to developers who can create traffic reductions, for example by building a mixed-use development, which would offer a “live, work and play environment,” Davis said.

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