

Road impact fee reimbursements to be raised by Town of Windsor

BY ASHLEY KEESIS-WOOD •
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The Windsor Town Board decided to give a boost to the three developers waiting for road impact fee reimbursements this year.

Instead of the 25 percent minimum the board is required to reimburse, the town has decided to up that to 50 percent of the road impact fee fund, or \$163,038.

That means that the new hypothetical balance of the road impact fund will be \$855,091.

"This reimbursement conversation is one we have every year," Windsor Town Manager Kelly Arnold informed the board members during last Monday's work session.

The town initiated a road impact fee program in 2001 requiring new developments to pay fees to fund a portion of improvements for community roads.

The current maximum fee, established in 2008, that could be charged is \$2,520. The program is scheduled to be updated every five years.

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.

Under current town ordinances, the board is required to pay back a minimum of 25 percent of the road impact fee revenues collected each year to the developers who build the roads.

Last year, the town board made an exception to the 25 percent reimbursement and added full reimbursement for two developers in line for reimbursement, Trollco Inc. and Lot Holding LLC, at a cost of \$1.2 million.

"This year, The Windsor Land Company has approached me to see if they could be granted the same consideration, a full repayment of \$807,324," Arnold said.

In addition to TWLC, D.R. Horton and Southgate LLC are also up for reimbursement this year.

Mayor Pro-Tem Matthew O'Neill, who opposed last year's special repayment, said they'd set themselves up for this.

"I had a problem with last year's decision because I knew this was coming," he said.

Board member Jon Slater said last year was a special case.

"I don't like being in debt, and that was a unique situation," he said. "That said, this is a lean year for us as well, and I'd rather keep the reimbursement low."

Board member Kristie Melendez suggested the board consider upping the reimbursement this year.

"Look at this from the developer's perspective," she said. "How might this affect our future relationship with these developers?"

Arnold said the road impact fund is healthy enough to support a larger payout this year.

"Aside from the payments for the Crossroads Boulevard and 7th Street roundabout, I don't see any projects coming up that will affect that fund," Arnold said. "I don't have a problem with you reimbursing up to 50 percent."

The board agreed to take the topic up in a regular session.



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