



# Bike Fort Collins

more bikes • safe streets • one voice

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## Development Impact Fees and Triple Bottom Line

[http://citydocs.fcgov.com/?cmd=convert&vid=72&docid=2879021&dt=AGENDA+ITEM&doc\\_download\\_date=FEB-14-2017&ITEM\\_NUMBER=02](http://citydocs.fcgov.com/?cmd=convert&vid=72&docid=2879021&dt=AGENDA+ITEM&doc_download_date=FEB-14-2017&ITEM_NUMBER=02)

### About Us

Bike Fort Collins (BFC) is a nonpartisan, nonprofit advocacy group committed to encouraging sustainable transportation, building more walkable, bikeable, people-friendly streets and neighborhoods, and promoting inclusion and equity at every level of transportation planning.

### Position

In advance of the development fee council work session scheduled for February 14th, BFC asks council to consider study of impact fees and local sustainability and land use. We support impact fees that are more granular and sensitive to the *actual* social, environmental, and economic impacts of various modes of development and ideally incentivize development that supports the triple bottom line, or at least end the subsidy of sprawl. This is only one tool we should consider for promoting TOD and sustainable growth, but we believe that studying impact and aligning fees with findings is an important step.

### Background

Consider Krogers development at Drake and College as a case study:



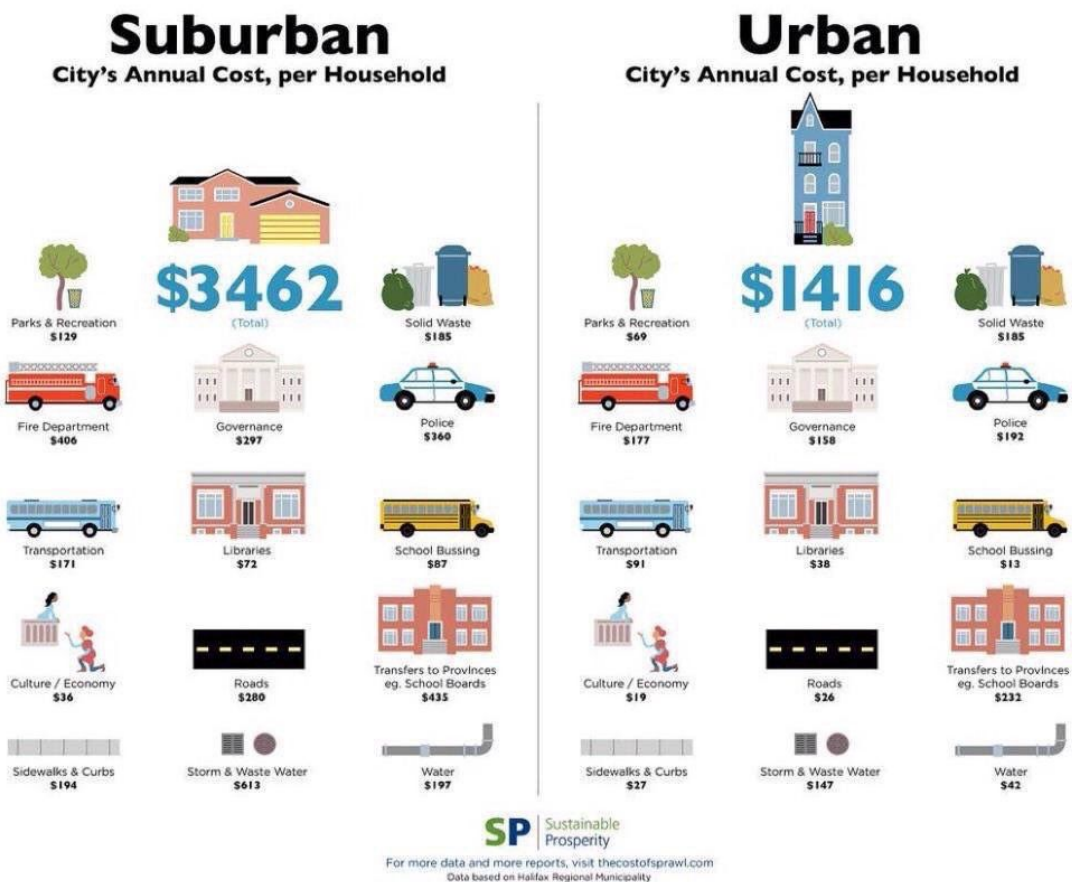
*Left is a rendering of the MAX TOD corridor as laid out on the Midtown Plan, Right is the kind of land use the new Kroger represents.*

**We would like the city to conduct a study of the environmental, social, and economic impact of conventional low density, single use development compared to a theoretical TOD/Midtown Plan compliant development, asking, for starters, the following questions:**

- What is the economic benefit of a theoretical TOD, medium density mixed income, mixed use development compared to the current plan? (including for labor force, infrastructure, road work, traffic crashes/injury/financial impact, parking, public works, consumer spending, etc)

- What is the social benefit of TOD for increasing walkability, bikeability, age-friendliness, maintaining a local labor force, and an socially diverse Fort Collins?
- What is the environmental benefit of reducing VMT and other impacts of very low density sprawl?
- Should development impact fees be more sensitive to the ACTUAL impact of various modes?
- Is very low density development “paying its way” or is it subsidized by TOD compliant development?
- How do disparities and current impact fees square with our triple bottom line?

Impact fees currently differentiate among commercial and residential and very generally include size considerations. But as we can see, a complete look at development impact requires more nuance. This infographic from Sustainable Prosperity compares the impact on Halifax city services of typical suburban vs urban/TOD development and draws a sharp contrast between their costs. It would be useful to capture these costs variants for the City of Fort Collins. *If we are serious about our triple bottom line, then allowing TOD to subsidize sprawl is not defensible.*



<http://www.bizjournals.com/sacramento/print-edition/2015/01/16/meea-kang-developer-advocates-smart-growth.html>