



**II. FISCAL IMPACT ANALYSIS**

**A. Five Year Summary of Fiscal Impact:**

Fiscal Years	2008	2009	2010	2011	2012
Capital Expenditures	\$ -0-	-0-	-0-	-0-	-0-
Operating Costs	-0-	-0-	-0-	-0-	-0-
External Revenues	-0-	-0-	-0-	-0-	-0-
Program Income (County)	-0-	-0-	-0-	-0-	-0-
In-Kind Match (County)	-0-	-0-	-0-	-0-	-0-
<b>NET FISCAL IMPACT</b>	<b>\$ -0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>

# ADDITIONAL FTE POSITIONS (Cumulative) \_\_\_\_\_

Is Item Included in Current Budget? Yes \_\_\_\_\_ No \_\_\_\_\_  
 Budget Acct No.: Fund \_\_\_ Dept. \_\_\_ Unit \_\_\_ Object \_\_\_\_\_  
 Program \_\_\_\_\_

**B. Recommended Sources of Funds/Summary of Fiscal Impact:**

This item has no additional fiscal impact. Board approval is only being requested to provide an impact fee credit.

If approved, the amount of the impact fee credit being requested needs to be established which will require research and be able to be verified before entering into any formal agreement with the Polo Grounds Shopping Center.

C. Departmental Fiscal Review: R.D. Ward 11/20/07

**III. REVIEW COMMENTS**

**A. OFMB Fiscal and/or Contract Dev. and Control Comments:**

John Paul 1-7-08  
 OFMB  
 CHN 1-4-08 SN 1/4/08 CP 1-3-08

Jim J. Jacob 1/18/08  
 Contract Dev. and Control  
 1/18/08

**B. Approved as to Form and Legal Sufficiency:**

Seamus B. [Signature]  
 Assistant County Attorney

**C. Other Department Review:**

\_\_\_\_\_  
 Department Director

**This summary is not to be used as a basis for payment.**

## Background and Justification (Continued)

Article 13 (Impact Fees) of the Unified Land Development Code lists three criteria that must be met for an impact fee credit to be allowed. The criteria are detailed below:

“The fee payer may elect to propose construction of a portion of the major road network system in addition to any required site related improvements. The fee payer shall submit the proposed construction along with a certified engineer's cost estimate to the Impact Fee Coordinator, with a copy to the County Engineer. The County Engineer shall determine if the proposed construction is eligible for road impact fee credit, based on the following criteria:

1. The proposed road construction must be on the major road network;
2. The proposed road construction must not be site-related improvements;
3. The proposed road construction must be required to meet the requirements of Traffic Performance Standards for the development as defined in Article 12, Traffic Performance Standards.

Exceptions to criteria No. 3 above may only be made upon approval of the Board of County Commissioners. No exceptions shall be made to criteria No.'s 1 and 2. If the proposed road construction meets the criteria for credit, the County Engineer shall determine the amount of credit to be given, and the timetable for completion of the proposed construction, and shall recommend the approval and the amount of credit to the Impact Fee Coordinator.”

Summit Boulevard is on the Thoroughfare Right-of-Way Identification Map and is considered part of the major road network.

The roadway improvements are at the existing entrances to the Polo Grounds, so they could be considered site related. However, the improvements restrict access to the development. They improve traffic circulation and safety on Summit Boulevard. They are not needed, as a direct result of the redevelopment of the property. For these reasons, the improvements are not considered site related.

The improvements are not being required to meet the requirements of TPS. The Board must make the required exception to criteria No. 3 for a road impact fee credit to be granted.

Staff recommends approval of roadway impact fee credit Polo Grounds for the improvements on Summit Boulevard.

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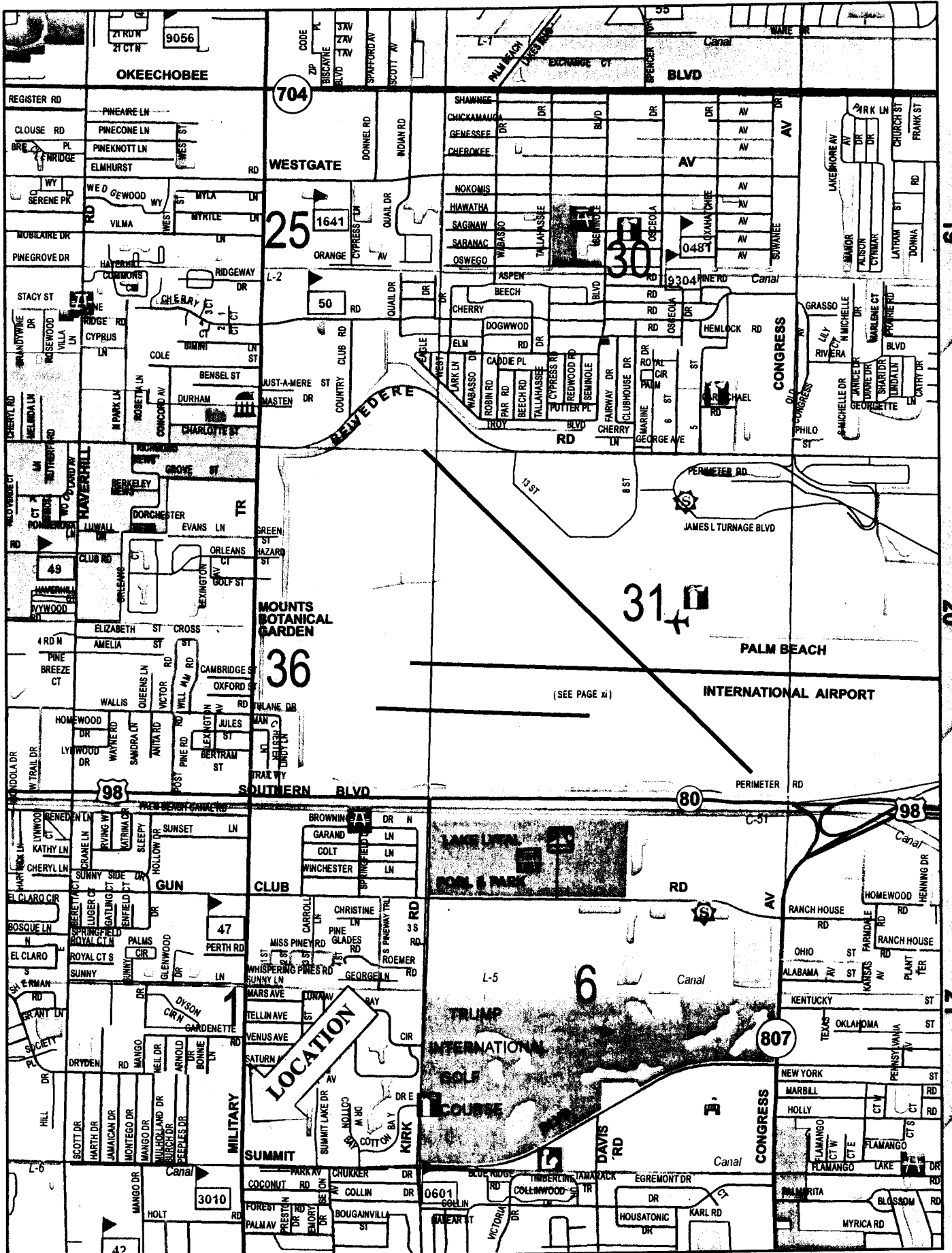
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