

# TOWN OF PLATTEVILLE, COLORADO

## NOTICE AND AGENDA OF REGULAR MEETING

NOTICE OF REGULAR MEETING of the Platteville Board of Trustees will be held on  
Tuesday, July 1, 2025, at 7:00 pm at 400 Grand Avenue, Platteville, CO.

1. CALL TO ORDER
2. MOMENT OF SILENCE
3. PLEDGE OF ALLEGIANCE
4. ROLL CALL

Mayor: Mike Cowper  
Mayor Pro-Tem: Nick Ralston  
Trustees: Larry Clark, Larry Hatcher, Hope Morris, Melissa Archambo, Steve Nelson  
Staff Present: Troy Renken, Town Manager; Danette Schlegel, Town Clerk/Treasurer

### 5. APPROVAL OF THE AGENDA

### 6. AUDIENCE PARTICIPATION (*Public Comment Items not on the agenda*)

Trustees welcome you here and thank you for your time and concerns. If you wish to address the Board of Trustees, this is the time set on the agenda for you to do so. When you are recognized, please step to the podium, state your name and address, then address the Trustees. Your comments will be limited to three (3) minutes. Board Members may not respond to your comments this evening, rather they may take your comments and suggestions under advisement and your questions may be directed to the appropriate staff person for follow-up. Thank you!

### 7. APPROVAL OF THE CONSENT AGENDA

The Consent Agenda contains items that can be approved without discussion. Any Board Member may request removal of any item they do not want to consider without discussion or wish to vote no on, without jeopardizing the approval of other items on the Consent Agenda. Items removed from Consent will be placed under Action Items in the order they appear on the agenda. (This should be done prior to the motion to approve the agenda.)

- A. June 17, 2025 Meeting Minutes
- B. Engagement Letter and Legal Services Agreement

### 8. PRESENTATIONS AND DISCUSSIONS

Community Complex Master Plan Discussion - Real Weld Metro District Soccer Field

### 9. ACTION ITEMS

- A. BBC Impact Fee Update Presentation
- B. Ordinance 2025-843 AN ORDINANCE AMENDING CHAPTER 8 OF THE PLATTEVILLE MUNICIPAL CODE CONCERNING TRAFFIC VIOLATIONS
- C. Business Enhancement Program Applications - Silver Spur, M&A Salon & Main Street Gym

10. REPORTS

- A. Parks, Trails and Trees
- B. Economic Development
- C. Public Safety
- D. Recreation
- E. Town Manager
- F. Mayor

11. ADJOURNMENT

Town of Platteville, Colorado  
400 Grand Avenue, 80651



## Agenda Item Cover Sheet

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MEETING DATE: July 1, 2025

AGENDA ITEM: Consent Agenda Items  
➤ June 17, 2025 Meeting Minutes  
➤ Engagement Letter and Legal Services Agreement

DEPARTMENT: Legislative

### SUMMARY

The Consent Agenda includes the meeting minutes from June 17, 2025 and a new Engagement Letter and Agreement with the Town's water attorney, Andrea Kehrl. As the letter explains, Andrea and her staff are moving to the firm of Lyons Gaddis, which is a well-known legal firm in the front range. Since contracting with V&R in 2022 Andrea has reviewed several water agreements via CBT purchases and assisted with the 2023 Comp Plan Update. I've enjoyed working with Andrea the past few years and she's also well-known and respected by Northern Water and CWCWD.

### FINANCIAL CONSIDERATIONS

The water attorney contract rates are comparable to other law firms that provide the same services. The Town budgets \$7,000 in Miscellaneous Professional Fees in the Water Fund to use towards this service as needed.

### RECOMMENDED ACTION

Move to approve the Consent Agenda as presented and for the Mayor to execute all documents.

### ATTACHMENTS

June 17, 2025 Meeting Minutes

**TOWN OF PLATTEVILLE, COLORADO**  
**BOARD OF TRUSTEES MEETING MINUTES**  
Regular meeting of the Platteville Board of Trustees will be held on  
Tuesday, June 17, 2025 at 400 Grand Avenue, Platteville, CO.  
Mayor Cowper called the meeting to order at 7:15 pm

CALL TO ORDER

MOMENT OF SILENCE

PLEDGE OF ALLEGIANCE

ROLL CALL

Mayor:	Mayor Cowper
Mayor Pro Tem:	Nick Ralston
Trustees:	Larry Clark, Steve Nelson, Larry Hatcher, Hope Morris, Melissa Archambo
Absent:	None
Staff Present:	Troy Renken, Town Manager; Danette Schlegel, Town Clerk/Treasurer; David Brand, Public Works Director; Chief Dwyer

APPROVAL OF THE AGENDA

Trustee Morris moved to approve the agenda as presented. Mayor Pro Tem Ralston seconded the motion. All members in favor.

AUDIENCE PARTICIPATION (*Public Comment Items not on the agenda*)

PRESENTATIONS & DISCUSSIONS

Eagle Scout Presentation

An Eagle Scout named Thomas Hart with Troop 548 would like to complete his Eagle Scout Project in Riverview Park with Board permission. Thomas's proposal is to construct a horseshoe pit area north of the playground near the corner of Byers and Anne's Place and then a small cornhole area directly east of the shelter. The Town has discussed in recent years about installing these pits at this location so this would be a recommended project for Thomas to complete.

The consensus of the Board was to move ahead with the project.

APPROVAL OF THE CONSENT AGENDA

Trustee Nelson moved to approve the consent agenda. Trustee Morris seconded the motion. All members in favor.

ACTION ITEMS

2024 Audit Report

Eric Miller with The Adams Group presented the 2024 audit report to the Board. David Green, Town contract accountant, was also in attendance to answer questions as needed regarding the final audit report and financial statements. Trustee Nelson moved to approve the 2024 audit report as presented by The Adams Group. Mayor Pro Tem seconded the motion. All members in favor.

Reports

Parks, Trails and Trees

Economic Development

Public Safety

Recreation

Historical Society

Town Manager

Mayor

ADJOURNMENT

Having no further business before the Board, the meeting was adjourned at 8:15 P.M.

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Attest: Danette Schlegel, Town Clerk/Treasurer

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Michael Cowper, Mayor



5303 Spine Road, Suite 202 Boulder, Colorado 80301  
Telephone: 303.443.6151 www.vrlaw.com

June 11, 2025

Troy Renken  
Town of Platteville  
400 Grand Avenue  
Platteville, CO 80651

*Sent Via E-Mail to:* [trenken@plattevillegov.org](mailto:trenken@plattevillegov.org)

Dear Troy:

On August 1, 2025, my team and I will be joining the law firm of Lyons Gaddis, which has offices in Louisville, Longmont, and Littleton, Colorado. I will continue the same practice there that I have had at Vranesh & Raisch, LLP. Based on our transition to Lyons Gaddis and recent retirements and departures of other partners, the remaining partners decided to close Vranesh & Raisch, LLP, effective July 31, 2025.

My partner, Peter Johnson, associate attorney, Bradley Kershaw, and paralegal, Cindy McMurl, will be joining me at Lyons Gaddis. In order facilitate a smooth transition, we are requesting you to return via email a signed copy of this letter that authorizes this firm to transfer your client files. The signed letter should be emailed to me with a copy to my paralegal, Cindy McMurl at [cmc@vrlaw.com](mailto:cmc@vrlaw.com). Please be aware that you also have the right to seek another attorney, if you desire.

I am looking forward to being a part of Lyons Gaddis. Established over fifty years ago, Lyons Gaddis is a long-standing Colorado law firm that offers legal representation on a statewide basis in a variety of areas, including water, real estate, land use, oil and gas, and local government law, among others. By joining Lyons Gaddis, I can continue to focus my work in the areas of water, environment, natural resources, and related transactions, litigation, and other matters, while being part of a firm that offers expertise in complimentary practice areas and greater resources and support.

My new contact information follows:

Lyons Gaddis  
950 Spruce St., Unit 1B  
Louisville, CO 80027  
[www.lyonsgaddis.com](http://www.lyonsgaddis.com)

**Andrea Kehrl:**  
Office: 720-726-3670  
Cell: 303-817-7490 (*no change*)  
[AKehrl@lyonsgaddis.com](mailto:AKehrl@lyonsgaddis.com)

A proposed Legal Services Agreement for the Town of Platteville to continue with me and my team at Lyons Gaddis is enclosed. Please contact me with any questions or concerns with the Agreement. Otherwise, please sign and return the Agreement to me via e-mail.

Sincerely,



Andrea Kehrl

- [ ] I wish to be represented by Lyons Gaddis and authorize the transfer of all of my paper and electronic files to Lyons Gaddis.
- [ ] I do not wish to be represented by Lyons Gaddis and authorize the transfer of all paper and electronic files to my new attorney at the law firm of \_\_\_\_\_.

\_\_\_\_\_  
Client Name (Print)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title



June 11, 2025

Sent Via Email: [trenken@plattevillegov.org](mailto:trenken@plattevillegov.org)

Troy Renken  
Town of Platteville  
400 Grand Avenue  
Platteville, CO 80651

Re: Engagement Letter and Legal Services Agreement

Dear Troy:

This Engagement Letter and Legal Services Agreement ("Agreement") will confirm the engagement of Lyons Gaddis, P.C. ("Firm") to provide legal services for the Town of Platteville ("Town"). Thank you for giving us the opportunity to serve the Town. We look forward to a successful relationship.

The purpose of this letter is to explain what the Town can expect from us and what we expect from the Town, and to describe our fees and billing practices.

1. **Termination of Vranesh and Raisch Agreement:** Vranesh and Raisch, LLP will close and no longer provide legal services as of August 1, 2025. Your prior Legal Service Agreement with Vranesh and Raisch, LLP does not require express termination and this Agreement will serve as a termination of that prior Legal Services Agreement with Vranesh and Raisch, LLP, effective July 31, 2025, with this Legal Services Agreement taking effect on August 1, 2025.

2. **Description of Legal Services:** The Firm understands that it has been retained to represent the Town's interests with regard to water rights matters, transactions, and litigation, and other related matters as the Town may request from time to time.

We intend to perform these legal services in a professional manner and will keep the Town informed of all material developments in a reasonable and timely fashion. We will strive to provide our best judgment in light of the law and the particular facts made known to us. In this regard, we ask that Town communicate any information to us fully and candidly. Also, we ask that Town work with us to continuously monitor and discuss the matter so that we can agree on a course of action that best achieves the Town's goals.

3. **Supervising Attorney:** The attorney with principal responsibility for supervising the work for the Town will be Andrea Kehrl. However, our goal is to provide quality legal services to the Town in a cost-effective manner. As a result, the Firm reserves the right to assign other lawyers in the Firm to represent the Town, if in the Firm's reasonable judgment that becomes necessary or will otherwise benefit the Town. The Firm also reserves the right to assign various tasks to Firm staff (*e.g.*, paralegals, law clerks), as appropriate.
4. **Retainer:** The Firm customarily requires that new clients provide an initial engagement retainer. Given our relationship, the Firm will not require such a retainer at this time. The Firm may, however, request that the Town provide a retainer in the future if it is expected that the Firm's provision of legal services will result in unusually large fees and costs in, for example, active litigation matters.
5. **Fee Arrangement:** The current billing rate for Peter Johnson is \$335.00 per hour; the current billing rate for Andrea Kehrl is \$320.00 per hour; and the current billing rate for paralegals and law clerks is \$155.00 per hour. The Firm generally raises its rates at the beginning of each calendar year and reserves the right to increase and/or modify the above-stated rates over time; provided, however, that the Firm will provide the Town with advance notice of any rate changes. The Firm's monthly billing statement will reflect the current rates in effect at the time the service was performed.
6. **Billable Costs:** Out-of-pocket expenses incurred on behalf of the Town, such as filing costs, service-assisted conference calls, service of process, travel, photocopying, computer-assisted legal research, and deposition and transcript costs, will be charged in addition to the costs of legal services in the Firm's discretion. As part of this engagement, the Town agrees to pay the out-of-pocket expenses that are charged. These expenses will be included in the monthly billing invoices sent by the Firm. We will make every effort to include out-of-pocket expenses in the billing invoice for the month in which they are incurred, or for the month in which the Firm receives the invoice from a third-party vendor who performed the work.
7. **Billing Invoices and Payment:** The Firm bills its time and expenditures on a monthly basis. Unless otherwise agreed to by the Firm in writing, we require the Town to keep all billings paid on a current basis. If the Town has any question about any bill or the services performed by the Firm, please contact the supervising attorney within fifteen (15) days of the date of receipt of the billing statement. Any fee or expense not paid within 60 days of the date of the statement shall bear interest at a rate of 18% per annum.

8. **Conflicts of Interest:** The Firm has an ethical obligation to inquire into and avoid conflicts or potential conflicts with any of the Firm's existing clients' interests. The Town should recognize and understand that actual or apparent conflicts of interest with respect to matters within the scope of this Agreement are possible. The Firm and the Town agree to identify such conflicts promptly and to dispose of them to the mutual satisfaction of each other. If a conflict is discovered after the Firm has started work for the Town, the Firm may be disqualified from continuing to represent the Town. However, the Firm shall not by this Agreement be precluded from representation adverse to the Town in matters outside the scope of work covered by this Agreement.

We ask that the Town review all of the interests that may be involved with the matter for which the Firm's representation is being sought, and that the Town fully inform the Firm about all of the persons or entities whose interests are now in conflict with the Town's interests, or that may come into conflict with the Town's interests in the future. If, in the Firm's sole judgment, a conflict of interest does exist, or arises in the future, the Firm will notify all affected clients and will proceed in a manner consistent with the ethical standards contained in the Colorado Rules of Professional Conduct.

Based on the information the Town has provided to date, the Firm is not currently aware of any conflict of interest based on the description of legal services described above in Paragraph 1. However, as we have discussed, the Firm currently represents other clients whose interests, in the future, could possibly be determined to be adverse to the Town, which could create a conflict of interest that the Firm would need to address (e.g., Participants in the Northern Integrated Supply Project or "NISP"). In that situation, the Firm would be required to evaluate the potential conflict(s) at that time, and if the Firm, in its sole judgment, identifies a conflict of interest with one of the Firm's other clients that cannot be waived in accordance with the Colorado Rules of Professional Conduct, then the Firm would notify the Town that the Firm must terminate its representation of the Town with respect to the item that creates the conflict.

9. **Firm - Client Relationship:** The Town has the right at any time to terminate the Firm's services and representation for any reason. If the Town wants the Firm to discontinue its representation, the Town should inform the supervising attorney in writing. If the Town terminates the Firm's representation under this Agreement, the Town will still owe the Firm for all fees and costs incurred up through the date and time that the Town informed the Firm of the termination. The Firm also has the right to withdraw from its representation of the Town. This withdrawal could be for reasons including, but not limited to, nonpayment of the Town's outstanding balance for

services provided. The Firm will comply with the Colorado Rules of Professional Conduct if it determines it is appropriate to terminate its legal representation of the Town.

10. **Client Files:** We may destroy any documents or other data ("Client Files") obtained or provided to us during this representation 60 days after we notify the Town that this matter is concluded, unless we are informed that litigation is pending or anticipated on this matter at the 60-day point. Upon the Town's written request, we will provide the Town any Client Files obtained by us during the course of this representation if we receive that request before the 60-day timeframe ends. The Town agrees to pay the cost of transmitting the data. The Town also agrees that the Firm has the right to retain copies of the Client Files but is not required to do so.

11. **Communications and Point of Contact:** In order to avoid confusion, duplication of effort, and conflicting instructions, the Firm requires that one person be designated as the client contact. The person designated as the client contact for the Town is Troy Renken. The Town can change the client contact by providing written notice to the Firm. We will communicate with the Town primarily by telephone and by e-mail, and we ask that the Town stay apprised of your e-mail account for our communications.

We look forward to continuing our longstanding relationship and representation of the Town. If the Town has any questions or comments about the foregoing, please call us at your convenience. If the Town is satisfied with the foregoing Legal Services Agreement, please sign a copy of this letter in the space provided below and return it to us by email at [aak@vrlaw.com](mailto:aak@vrlaw.com).

Sincerely,

LYONS GADDIS

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Andrea A. Kehrl, Esq.

TOWN OF PLATTEVILLE

By:\_\_\_\_\_

Date:\_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_



## Agenda Item Cover Sheet

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MEETING DATE: July 1, 2025

AGENDA ITEM: Community Complex Master Plan Discussion-Real Weld Metro District Soccer Field

DEPARTMENT: Administrative

PRESENTED BY: Troy Renken, Town Manager

### SUMMARY

On May 20<sup>th</sup> the Board agreed to an IGA to work with Real Weld Metro District to pursue the development of a soccer field on the east side of the Community Complex. This past week representatives from Real Weld met with myself, David and contract staff to discuss the scope of services to complete the Engineering Analysis. Since the proposed soccer field is much larger than what was approved on the Master Plan that was completed in 2021 I'm asking the Board to provide consensus for staff to modify the soccer field area and reduce the size of the fieldhouse near the corner of Reynolds and Division. I will discuss this in more detail during the meeting.

### FINANCIAL CONSIDERATIONS

Real Weld Metro District will contribute up to \$10,000 towards completing the Engineering Analysis for this project.

### RECOMMENDED ACTION

The Board is asked to provide consensus to modify the 2021 Community Complex Master Plan to pursue the development of a large regulation size soccer field with amenities.

### ATTACHMENTS

Community Complex Master Plan

# Community Complex Master Plan

Platteville, Colorado



“People, Place, Possibilities: Pure Platteville”

SUMMER 2021



Town of Platteville, Colorado  
400 Grand Avenue, 80651



## Agenda Item Cover Sheet

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MEETING DATE: July 1, 2025

AGENDA ITEM: BBC Impact Fee Update Presentation

DEPARTMENT: Administrative

PRESENTED BY: Troy Renken, Town Manager

### SUMMARY

BBC Research & Consulting was contracted in February to complete an updated study for non-residential impact fees due to the recent increase in industrial and commercial development in the area. Michael Verdone, Manager Director with BBC, has completed the draft study update along with a PowerPoint that he will present during the meeting to summarize the study.

### FINANCIAL CONSIDERATIONS

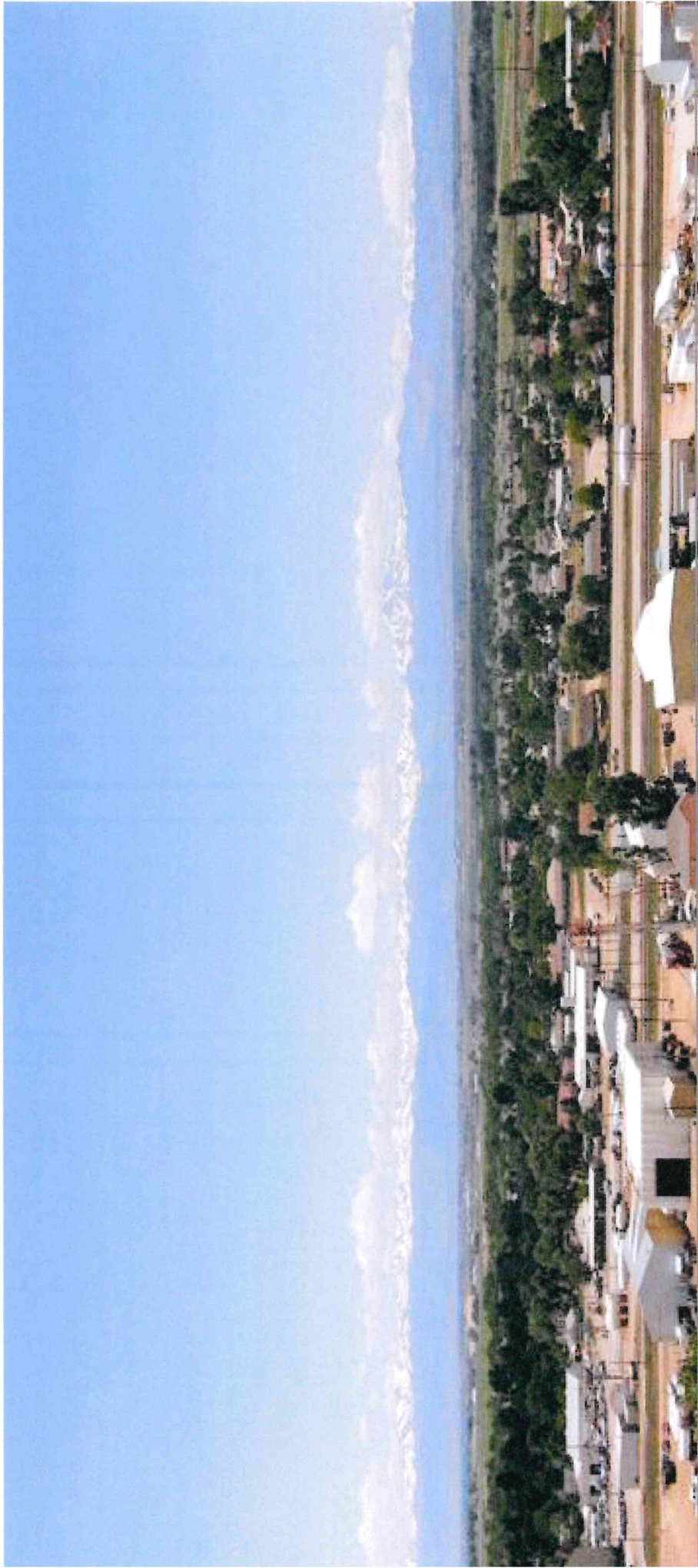
Potential increase in non-residential impact fees when new development occurs based upon the study.

### RECOMMENDED ACTION

Move to accept the Non-Residential Impact Fee Study as presented by BBC and authorize staff to update the Town's Fee Schedule to reflect these recommendations.

### ATTACHMENTS

Non-Residential Impact Fee Study  
PowerPoint Presentation  
Fee Schedule (impact fee section)



# TOWN OF PLATTEVILLE NON-RESIDENTIAL IMPACT FEE STUDY

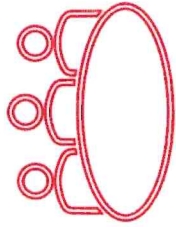
Presented by

Dr. Michael Verdone, Managing Director  
1999 Broadway, Suite 1470  
Denver, Colorado 80202  
(303) 321-2547  
[mverdone@bbcresearch.com](mailto:mverdone@bbcresearch.com)

**BBC**  
RESEARCH &  
CONSULTING

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# BACKGROUND



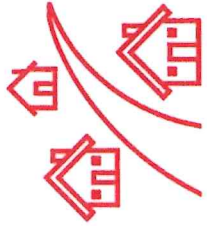
- In 2025, BBC began working with the Town of Platteville to conduct a comprehensive update of its non-residential impact fees.
- BBC worked closely with town staff throughout the process to collect and validate information, calculations, and recommendations.
- Impact fees were calculated for non-residential development types.



# WHAT ARE IMPACT FEES?

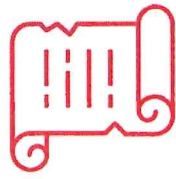
*“Fees collected through a set schedule or formula, spelled out in a local ordinance....fees are levied only against new development projects as a condition of permit approval to fund infrastructure needed to serve the proposed development. Impact fees are calculated to cover the proportionate share of the capital costs for that infrastructure...”*

Source: Jurgensmeyer, Julian C., and Thomas E. Roberts. Land Use Planning and Development Regulatory Law. St. Paul, MN: WestGroup, 2003; and ImpactFees.com, Duncan Associates, 20 February 2008.



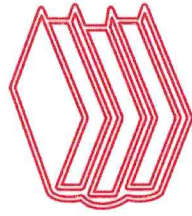
# IMPACT FEES ARE IMPORTANT

- Fees from new construction provide a fair contribution toward public infrastructure and help mitigate public opposition to development.
- Long-term financial planning becomes more consistent through systematic funding approaches.
- Supports orderly growth and land use by reinforcing broader planning goals.
- Contributes to the availability of necessary facilities and services in expanding areas.
- Replaces ad hoc negotiations with a transparent, consistent fee structure developers can plan for.



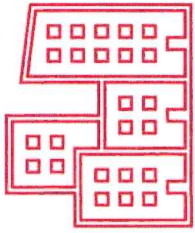
# IMPACT FEES IN COLORADO

- **Early Roots (1920s):** Cities began charging developers for water rights required to serve new developments—an early form of impact fee.
- **Colorado Legal Foundation (1999):** *Krupp v. Breckenridge Sanitation District* ruled impact fees are legal if they meet standards of reasonableness and proportionality.
- **Codification in State Law (2001):** Senate Bill 01S2-015 authorized governments to impose impact fees under C.R.S. 29-20-104.5 for capital facilities needed to maintain service levels.
- **Expansion to Fire Districts (2016 - 2024):** HB16-1088 allowed fire protection districts to collect impact fees via intergovernmental agreements. SB24-194 eliminated the intergovernmental agreement requirement and allowed fire and ambulance districts to directly levy impact fees and propose sales taxes, pending voter approval.



# IMPACT FEE REQUIREMENTS

- Essential nexus between development and required infrastructure
- Fees must be roughly proportional to impact
- Fees are one-time payments
- Only used for capital infrastructure with a minimum lifespan of five years
- Fee revenues must be segregated from other funds
- Fees must be used for capital expansion, not to address existing deficiencies
- Fees must be imposed on all forms of development
- Fee-payer must have a reasonable expectation of benefit

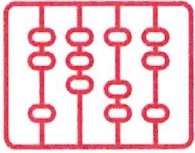


## WHAT IS/IS NOT INCLUDED?

- Buildings, land, and infrastructure – **Yes**
- Vehicles and equipment – **Yes**
- Town-maintained roadways – **Yes**
- Repair and replacement – **No**
- Operations and maintenance - **No**
- Betterment and expansion unrelated to development – **No**

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# IMPACT FEE METHODS



- **Capital Buy-In Approach:** Charges new development a proportionate share of the value of existing infrastructure capacity, based on the idea that newcomers "buy in" to facilities already built by the community.
- **Plan-Based Approach:** Bases fees on the cost of future capital projects needed to serve new growth, ensuring development pays for its projected impact on planned infrastructure expansions.

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# NON-RESIDENTIAL IMPACT FEES

# PUBLIC SAFETY

## Town of Platteville, Police Department Current Assets, 2025

Type of Capital Facilities	Replacement Value	Debt Against Asset	Equity Position for Fee Calculation
<b>Buildings and Land</b>			
Town Hall - Police Use	\$987,200	\$0	= \$987,200
<b>Vehicles, Apparatus, and Equipment</b>			
(8) Police vehicle units	\$400,000	\$0	= \$400,000
Vests, firearms, tasers	\$41,500	\$0	= \$41,500
Radios & cameras	\$130,000	\$0	= \$130,000
Radar/Lidar & mobile data terminals	\$36,000	\$0	= \$36,000
Misc equipment	\$24,000	\$0	= \$24,000
IT equipment	\$25,000	\$0	= \$25,000
Office equipment	\$25,000	\$0	= \$25,000
<b>Impact Fee Fund Balance</b>			
Fund balance	\$195,143	\$0	= \$195,143
<b>Total Value of Police Capital Facilities for Fee Calculation</b>			<b>\$1,863,843</b>

Source: Town of Platteville, 2025; BBC Research & Consulting, 2025.

# PUBLIC SAFETY

## Town of Platteville, Police Functional Population Allocation

Population Group (2022)	Residential Demand		Non-residential Demand	
	Hours per Person per Day	Total Daily Hours	Hours per Person per Day	Total Daily Hours
Total residents (2022 Est.)	2,917			
Employed residents	1,490			
Working within Platteville	45	675	9	405
Working outside of Platteville	1,445	21,675		
Non-working residents	1,427	28,540	4	5,708
Non-residents employed in Platteville (in-commuters)	395		9	3,555
Total employed in Platteville (2022 Est.)	440			
Total daily demand hours		50,890		9,668
Total daily share of demand		84.0%		16.0%
Share of police capital facilities valuation allocated to non-residential demand:				\$297,560

Source: U.S. Census Bureau ACS 5-Year Estimates, 2022; OnTheMap Inflow/Outflow Analysis, 2022; BBC Research & Consulting, 2025.

# PUBLIC SAFETY

## Maximum Allowable Police Impact Fees for Non-residential Development

Police Capital Facilities Cost per Worker [A]	Development Type	Employment Density (sq. ft. per job) [B]	Police Impact Fee per Sq. Ft. (\$) [A] / [B]
\$297,560 / 1,282 workers = \$232 per worker	Retail & Commercial	471	\$0.49
	Office	327	\$0.71
	Public & Institutional	456	\$0.51
	Warehouse & Industrial	1,245	\$0.19

Source: Town of Platteville, 2025; Weld County Assessor, 2025; ITE Trip Generation Manual 11th Edition, 2021; U.S. Census Bureau ACS 5-Year Estimates, 2022; OnTheMap Inflow/Outflow Analysis, 2022; BBC Research & Consulting, 2025.

# PUBLIC BUILDINGS

## Town of Platteville, Public Facilities Current Assets, 2025

Type of Capital Facilities	Replacement Value	Debt Against Asset	Equity Position for Fee Calculation
<b>Buildings and Contents</b>			
Town Hall - Public Facilities Use	\$987,200	\$0	= \$987,200
Library at 504 Marion Avenue	\$2,566,818	\$0	= \$2,566,818
Library at 703 Birch Street	\$2,061,215	\$0	= \$2,061,215
Community Center - Public Facilities Use	\$1,105,750	\$0	= \$1,105,750
Pioneer Museum	\$924,600	\$0	= \$924,600
Public Works Garage	\$680,400	\$0	= \$680,400
Miscellaneous Structures	\$69,800	\$0	= \$69,800
Emergency Sirens	\$167,300	\$0	= \$167,300
<b>Vehicles, Equipment, and Miscellaneous Property</b>			
(6) Public Works Vehicles	\$300,000	\$0	= \$300,000
Street Sweeper	\$100,000	\$0	= \$100,000
Senior Bus	\$75,000	\$0	= \$75,000
Senior Van	\$45,000	\$0	= \$45,000
Fine Arts	\$700,000	\$0	= \$700,000
Outdoor Lighting, Fencing, Signage	\$231,646	\$0	= \$231,646
General Outdoor Items	\$105,970	\$0	= \$105,970
Miscellaneous Property	\$88,580	\$0	= \$88,580
<b>Impact Fee Fund Balance</b>			
Fund balance	\$78,241	\$0	= \$78,241
<b>Total Value of Public Capital Facilities for Fee Calculation</b>			<b>\$10,287,520</b>

Source: Town of Platteville, 2025; BBC Research & Consulting, 2025.

# PUBLIC BUILDINGS

## Town of Platteville, Public Facilities Functional Population Allocation

Population Group (2022)	Residential Demand		Non-residential Demand	
	Hours per Person per Day	Total Daily Hours	Hours per Person per Day	Total Daily Hours
Total residents (2022 Est.)	2,917			
Employed residents	1,490			
Working within Platteville	45	675	9	405
Working outside of Platteville	1,445	21,675		
Non-working residents	1,427	28,540	4	5,708
Non-residents employed in Platteville (in-commuters)	395		9	3,555
Total employed in Platteville (2022 Est.)	440			
Total daily demand hours		50,890		9,668
Total daily share of demand		84.0%		16.0%
Share of public capital facilities valuation allocated to non-residential demand:				\$1,642,388

Source: U.S. Census Bureau ACS 5-Year Estimates, 2022; OnTheMap Inflow/Outflow Analysis, 2022; BBC Research & Consulting, 2025.

# PUBLIC BUILDINGS

## Maximum Allowable Public Facilities Impact Fees for Non-residential Development

Public Capital Facilities Cost per Worker [A]	Development Type	Employment Density (sq. ft. per job) [B]	Public Facilities Impact Fee per Sq. Ft. (\$) [A] / [B]
\$1.64 million / 1,282 workers = \$1,282 per worker	Retail & Commercial	471	\$2.72
	Office	327	\$3.92
	Public & Institutional	456	\$2.81
	Warehouse & Industrial	1,245	\$1.03

Source: Town of Platteville, 2025; Weld County Assessor, 2025; ITE Trip Generation Manual 11th Edition, 2021; U.S. Census Bureau ACS 5-Year Estimates, 2022; OnTheMap Inflow/Outflow Analysis, 2022; BBC Research & Consulting, 2025.

# STORMWATER DRAINAGE

## Town of Platteville, Stormwater Drainage Current Assets, 2025

Type of Capital Facilities	Replacement Value	Debt Against Asset	Equity Position for Fee Calculation
Components			
Inlets, manholes, outlets, ponds, etc.	\$1,725,141	\$0	\$1,725,141
Pipe network	\$5,596,162	\$0	\$5,596,162
Impact Fee Fund Balance			
Fund balance	\$592,857	\$0	\$592,857
Total Value of Stormwater Drainage Capital Facilities for Fee Calculation			\$7,914,160

Source: Town of Platteville, 2025; BBC Research & Consulting, 2025.

# STORMWATER DRAINAGE

Maximum Allowable Stormwater Drainage Impact Fees for Non-residential Development

Stormwater Facilities Cost (\$)	Development Type	Existing Development (sq. ft.)	Impervious Surface Adjustment Factor	Weighted Development (sq. ft.)	Weighted Development (%) Across All Land Uses*	Stormwater Facilities Cost Burden (\$)	Stormwater Facilities Impact Fee per Sq. Ft. (\$)
[A]		[B]	[C]	[D] = [B] x [C]	[E] = [D] / Σ [D]	[F] = [A] x [E]	[F] / [B]
\$7.91 million	Retail & Commercial	117,328	1.00	117,328	6.7%	\$531,478	\$4.53
	Office	179,751	0.81	146,048	8.4%	\$661,574	\$3.68
	Public & Institutional	203,261	0.75	152,446	8.7%	\$690,556	\$3.40
	Warehouse & Industrial	445,878	0.94	418,011	23.9%	\$1,893,525	\$4.25

Source: Town of Platteville, 2025; Weld County Assessor, 2025; Mile High Flood District, 2024; BBC Research & Consulting, 2025.

# TRANSPORTATION

Town of Platteville, Transportation Current Assets, 2025

Type of Capital Facilities	Lane Miles	Functional Adjustment Factor	Cost Per Lane Mile	Replacement Value	Debt Against Asset	Value Used in Fee Calculation
Roads						
Arterial roadways	20.62	50%	\$1,250,000	\$12,887,500	- \$0 =	\$12,887,500
Impact Fee Fund Balance						
Fund balance				\$143,655	- \$0 =	\$143,655
Total Value of Transportation Capital Facilities for Fee Calculation						\$13,031,155

Source: Town of Platteville, 2025; BBC Research & Consulting, 2025.

# TRANSPORTATION

**Figure II-11.  
Parameters for Platteville  
Transportation Impact Fee  
Calculation**

Source:

[1] Figure II-10

[2] Colorado Department of Transportation  
HUTF Platteville Mileage Statistics, 2025

[3] National Household Travel Survey, 2022

Fee Calculation Base Parameters	Variable ID	Calculation Formula	Value
Replacement value of Platteville's transportation capital facilities <sup>1</sup>	A		\$13,031,155
Total lane miles in Platteville <sup>2</sup>	B		44.7
Arterial lane miles in Platteville <sup>2</sup>	C		20.6
Arterial lane miles (as a % of total lane miles)	D	= C / B	46.1%
Avg. vehicle trip length (miles) <sup>3</sup>	E		11.5

# TRANSPORTATION

## Maximum Allowable Transportation Impact Fees for Non-residential Development

Parameters Used in the Impact Fee Calculation	Variable ID	Calculation Formula	Non-Residential Development Type			
			Retail & Commercial	Office	Public & Institutional	Warehouse & Industrial
Development units (1,000 sq. ft.) <sup>1</sup>	F		117.3	179.8	203.3	445.9
p.m. peak hour vehicle trips per 1,000 sq. ft. <sup>2</sup>	G		3.4	1.4	1.7	0.7
Trip adjustment factor <sup>2</sup>	H		70%	100%	70%	100%
Adjusted p.m. peak vehicle trips per 1,000 sq. ft.	J	= G x H	2.4	1.4	1.2	0.7
Trip length adjustment factor <sup>3</sup>	K		87%	117%	77%	117%
Avg. trip length (miles)	L	= E x K	10.0	13.5	8.9	13.5
Arterial portion of avg. trip (miles)	M	= D x L	4.6	6.2	4.1	6.2
p.m. peak arterial vehicle miles traveled (VMT) per 1,000 sq. ft.	O	= J x M	10.9	8.9	4.9	4.0
p.m. peak arterial VMT*	P	= $\sum (F \times O)$	11,494			
Cost per p.m. peak arterial VMT	R	= A / P	\$1,134			
Transportation impact fee per sq. ft.		= (O/1,000) * R	\$12.38	\$10.13	\$5.56	\$4.57

Note: \*Includes residential VMT, as those data are necessary to allocate the relative burden of non-residential development on the roads.

Source: [1] Figure II-8

[2] ITE Trip Generation Manual 11th Edition, 2021

[3] National Household Travel Survey, 2022

# IMPACT FEE SUMMARY

## Summary of Maximum Allowable Non-residential Impact Fees for the Town of Platteville

Development Type	Non-residential Impact Fee per Sq. Ft.				All Service Categories
	Police	Public Facilities	Stormwater Drainage	Transportation	
Retail & Commercial	\$0.49	\$2.72	\$4.53	\$12.38	\$20.13
Office	\$0.71	\$3.92	\$3.68	\$10.13	\$18.43
Public & Institutional	\$0.51	\$2.81	\$3.40	\$5.56	\$12.28
Warehouse & Industrial	\$0.19	\$1.03	\$4.25	\$4.57	\$10.03
<i>Non-residential average*</i>	\$0.39	\$2.17	\$3.99	\$6.81	\$13.36

Note: Average fee per square foot is calculated according to the existing development of each type in the Town.

Source: BBC Research & Consulting, 2025.

# IMPACT FEE COMPARISON: NON-RESIDENTIAL

Proposed Non-Residential Impact Fees per Square Foot in Platteville, Compared with Other Communities

Municipality	Impact Fee Category					Total Fees
	Police/ Public Safety	Public Buildings	Streets/ Transportation	Stormwater Drainage		
Platteville (Current)	\$ 0.54	\$ 1.50	\$ 4.70	\$ -	\$ 6.74	
Platteville (Proposed)	\$ 0.19 to 0.71	\$ 1.03 to 3.92	\$ 4.57 to 12.38	\$ 3.40 to 4.53	\$ 10.03 to 20.13	
Berthoud	\$ -	\$ 3.26 to 5.95	\$ 0.96 to 4.03	\$ 0.84	\$ 5.06 to 9.55	
Dacono	\$ -	\$ 0.26 to 2.26	\$ 0.43 to 6.33	\$ -	\$ 0.69 to 8.11	
Mead	\$ 0.12 to 0.30	\$ 0.64 to 1.64	\$ 1.91 to 4.74		\$ 2.67 to 6.26	
Milliken	\$ 0.10	\$ 0.20	\$ 0.52 to 11.51	\$ 0.10 to 0.32	\$ 0.92 to 12.13	
Severance	\$ 0.78 to 5.68	\$ -	\$ 1.67 to 12.11	\$ -	\$ 2.45 to 17.79	

Notes: For all fee categories, a high-low range of possible fees per square foot is shown to reflect that municipalities distinguish between different types of non-residential development, such as Retail/Commercial, Industrial, Warehouse, Institutional, Office, etc.

Public Buildings may also be called Government Buildings, Government Facilities, General Government, Municipal Facilities, or other similar terms.

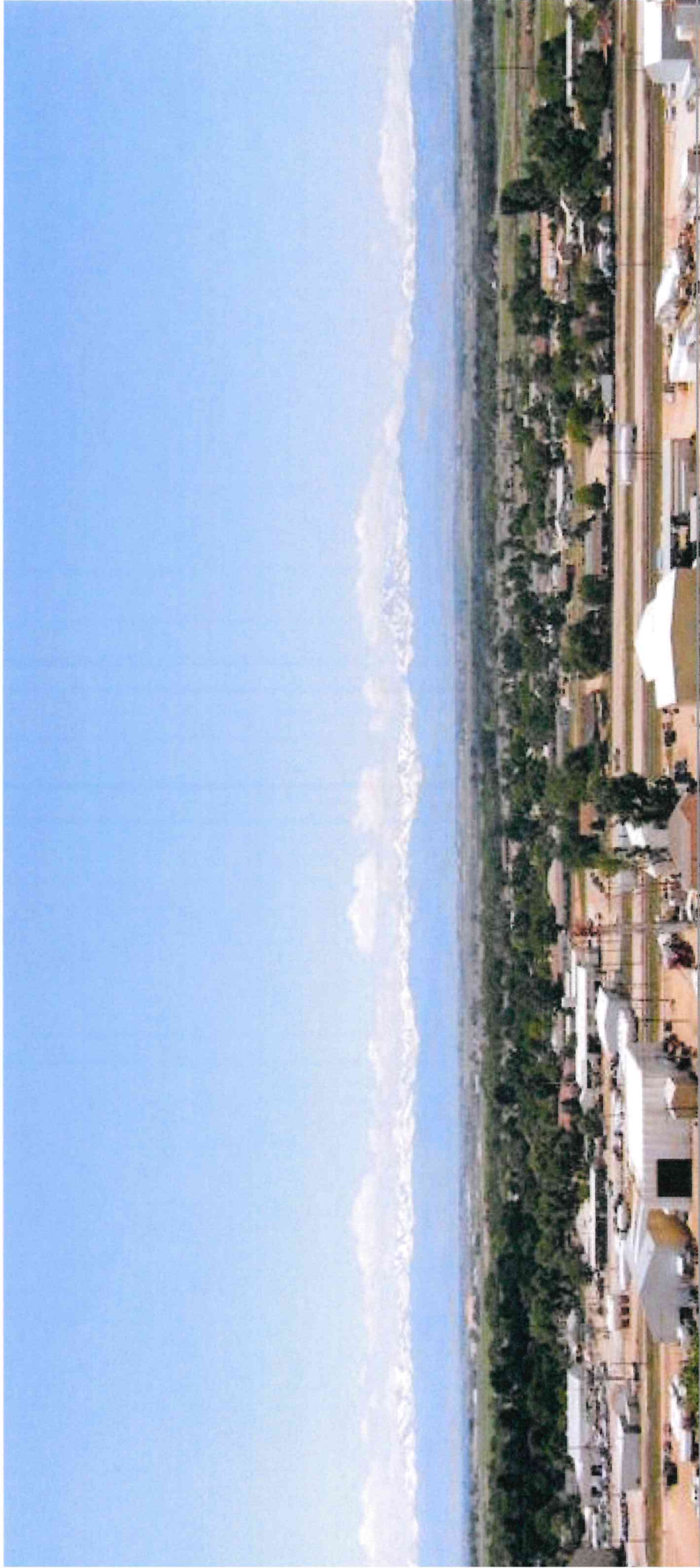
The Towns of Berthoud and Milliken calculate storm water impact fees based on total impervious square feet (not building square feet).

The Town of Mead has a combined Streets & Storm Drainage Impact Fee.

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# RECOMMENDATIONS

- **Impact fees phasing** – If the Town chooses to phase in lower fees, we recommend starting at 60–80% of the maximum and gradually increasing to full cost recovery over three to five years. Can also phase in certain fees while fully charging others.
- **Credits** – If a developer constructs infrastructure included in the impact fee calculations, the Town should issue a credit to avoid double charging. Credits apply only to items covered by the fee methodology.
- **Sheetz v. El Dorado Co** – Establish a process to address unique scenarios that may require further individualization of impact fees.
- **Fee Updates** – Update fee study every 5 years to reflect changes. Between updates, adjust fees using a construction-specific index like the ENR Construction Cost Index (CCI).



**THANK YOU!**

**Presented by**

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**BBC**  
RESEARCH &  
CONSULTING



# **Town of Platteville Non-residential Impact Fee Study**

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**DRAFT REPORT**

**Draft Report**

June 9<sup>th</sup>, 2025

# **Town of Platteville Non-residential Impact Fee Study**

**Prepared for**

Town of Platteville  
400 Grand Avenue  
Platteville, CO 80651

**Prepared by**

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# **SECTION I.**

## **Town of Platteville Impact Fee Design Considerations**

Within a community, the construction of a new business, office, warehouse, or public facility brings with it people—workers, customers, and visitors—who rely on essential municipal services to ensure their safety and wellbeing. For services such as police protection, public facilities, stormwater infrastructure, and road systems, this growth translates into increased demand for infrastructure capacity and public service delivery. If new capital facilities are not added to keep pace with development, the quality, reliability, and responsiveness of these services may decline.

Impact fees are one-time charges on new development that ensure new businesses and facilities contribute a proportionate share to the capital investments needed to maintain service standards. These fees allow a municipality to accommodate growth without shifting the financial burden to existing taxpayers.

This report presents the analysis underlying the calculation of updated non-residential impact fees for the Town of Platteville (the Town). The study addresses four key service categories: Police, Public Facilities, Stormwater Drainage, and Transportation. The fee calculations are tailored to reflect varying demand characteristics across four types of non-residential development: Retail & Commercial, Office, Public & Institutional, and Warehouse & Industrial. While residential development data were incorporated in select portions of the analysis to establish service demand baselines, this report focuses only on the calculation of non-residential impact fees.

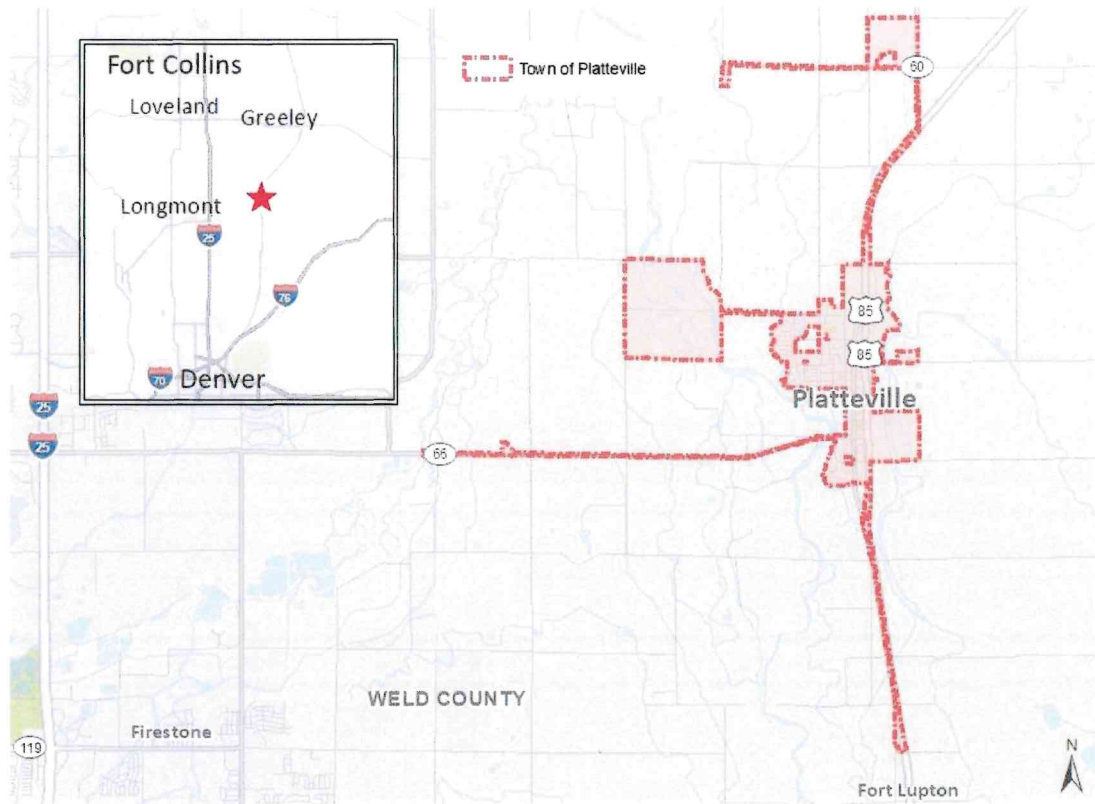
The methodology for this study draws on principles of proportionality and rational nexus, using population, employment, land use patterns, and infrastructure cost data to allocate appropriate cost burden to new non-residential development in a manner consistent with Colorado's statutory requirements. Development impact fees are a legally supported mechanism to address capital expansion requirements in a way that is equitable and proportional. This report documents the methodology, assumptions, and calculations used to derive impact fees for the Town.

### **Background**

The Town of Platteville is located in Weld County, approximately 40 miles north of Denver and situated along US 85 east of I-25. The Town has a population of approximately 3,000 residents and occupies a strategic location within Colorado's Front Range, offering convenient access to surrounding communities and regional transportation corridors. Platteville maintains a small-town character while supporting a mix of agricultural, industrial, and residential land uses. The Town also benefits from its proximity to larger employment centers in Greeley, Longmont, and

the northern Denver metropolitan area. Figure I-1 shows the Town's municipal boundary and its location within Weld County.

**Figure I-1.**  
**Town of Platteville Municipal Boundary**



Source: BBC Research & Consulting from ArcGIS shapefiles, 2025.

The Town provides Platteville residents, employees, business owners, and commuters with vital public services. Many Colorado communities impose development impact fees for expansion of capital facilities using a suite of fees with separate charges for individual facilities categories, such as police or transportation. Each municipality's fee amounts are reflective of their level of service, existing development and employment patterns, and underlying philosophies regarding how to fund capital improvements: namely, the split between dedicated sales and property tax revenues and impact fee revenues.

The amount that a community can charge in impact fees and the manner in which these fees can be devised, imposed, and spent is dictated by Colorado statute and more generally by a series of United States Supreme Court decisions. In light of these design and implementation requirements, the Town retained BBC to prepare this report documenting the calculation of maximum allowable impact fees consistent with the Colorado Revised Statutes.

## Colorado Impact Fee Requirements

Development impact fees have been used in Colorado going as far back as the 1920s, when cities began charging developers for the water rights required to serve new development.<sup>1</sup> Other states also charged impact fees to new development and in 1947, one of the first legal challenges to impact fees was filed in Illinois. In that case, the Illinois Home Builders Association sued the Hinsdale Sanitary District over its tap fee. The case was appealed all the way to the Illinois Supreme Court who ruled that the District's fee was legal so long as the revenues were used for capital expenditures and not operating expenses.<sup>2</sup>

In Colorado, impact fee requirements were heavily influenced by a 1999 lawsuit between Krupp and the Breckenridge Sanitation District. The case, known as *Krupp v. Breckenridge Sanitation District*, was heard by the Colorado Supreme Court, who ruled that impact fees are legal so long as they meet certain requirements. The requirements defined in the ruling on *Krupp v. Breckenridge Sanitation District* were formally codified by the Colorado Legislature with the passage of Senate Bill 01S2-015, "An Act Concerning Land Development Charges That May Be Imposed by Local Governments."

The Bill, which modified Section 29-20-104.5 of Title 29 of Colorado Revised Statutes, allowed local governments to impose impact fees on new development to fund expenditures on capital facilities needed to maintain existing service standards.<sup>3</sup> The impact fees are applicable to a broad set of land uses and can be calculated based on development characteristics of local land uses that roughly approximate each land use's burden on capital facilities. This enabling legislation allowed municipalities to charge a single impact fee for each type of development (e.g., residential, commercial, and industrial) rather than calculating fees on a case-by-case basis so long as they meet the following criteria:

- Be a one-time charge imposed on new development;
- Quantify the reasonable impacts of proposed development on existing capital facilities and establish the impact fee or development charge at a level no greater than necessary to defray such impacts directly related to proposed development.
- Be reasonably related to the overall cost of capital. Fees must be fairly calculated and rationally based. Mathematical exactitude is not required, however, and the particular mode adopted by the entity assessing the fee is generally a matter of that entity's discretion;

---

<sup>1</sup> Lillydahl, J.H, 1987. Impact Fees in Colorado: Economic, Political, and Legal Overview. Presented at A Symposium on Impact Fees, 1987 Conference of the American Planning Association. New York City. Cited in White and Dahl, 2001.

<sup>2</sup> Carswell, A.T, 2012. The Encyclopedia of Housing, Second Edition. SAGE Publications. p. 385. ISBN 978-1-4129-8958-9. Retrieved 2023-04-03. Cited in Wikipedia, "Impact Fee"; accessed 2023-11-08 at [https://en.wikipedia.org/wiki/Impact\\_fee](https://en.wikipedia.org/wiki/Impact_fee).

<sup>3</sup> Local governments were defined as counties; home rule municipalities; and statutory cities, towns, territorial charter cities.

- Ensure no impact fee or other similar development charge shall be imposed to remedy any deficiency in capital facilities that exists without regard to the proposed development;
- Be imposed and collected by a local government using a publicly promulgated fee schedule and details of collection; and
- Ensure that impact fees adopted by a local government do not require individual landowners to provide any site-specific dedication or improvements that meet the same need for capital facilities for which the impact fee is imposed.

Because the setting of rates and fees involves many questions of judgment and discretion, municipalities have the flexibility to choose the most appropriate rate-setting method so long as it uses reasonable assumptions and logic in the basis of calculating the development impact fee schedule.

## U.S. Supreme Court Decisions

In *Sheetz v. County of El Dorado* (2024), the Supreme Court ruled that impact fees are subject to the takings clause. The two most notable court decisions that are used to analyze takings clause cases are often referred to as *Nollan* and *Dolan*<sup>4</sup>.

Guidance from these decisions requires that there be an "essential nexus" between the exaction/fee and the state interest being advanced by that exaction. In the more recent *Dolan v. City of Tigard* (1994) decision, the U.S. Supreme Court held that in addition to an essential nexus, there must be a "rough proportionality" between the proposed exactions and the project impacts that the exactions are intended to mitigate. In *Dolan*, the court further states that rough proportionality need not be derived with mathematical exactitude but must demonstrate some relationship to the specific impact of the subject project:

*"We think a term such as 'rough proportionality' best encapsulates what we hold to be the requirements of the Fifth Amendment. No precise mathematical calculation is required, but the city must make some sort of individualized determination that the required dedication is related both in nature and extent to the impact of the proposed development."*<sup>5</sup>

Over the past two decades since *Dolan*, many communities have imposed impact fees; thus, there now is a broad set of common practices when considering how best to reflect these judicial and statutory requirements in fee design efforts.

---

<sup>4</sup> *Nollan v. California Coastal Commission*, 483 U.S. 82; 1987 and *Dolan v. City of Tigard* (1994) 114S.Ct. 2309.

<sup>5</sup> *Dolan v. City of Tigard* (1994) 114S.Ct. 2309.

## Fee Applicability

As noted above, towns can only use impact fee revenue to cover the costs of any necessary expansion of capital facilities that are required to serve new development. In addition, fee amounts can only be set in a manner that is proportional to the cost of capital facility expansion needed to maintain, but not improve, existing standards of service.

**Capital facilities.** *Capital facilities* are the physical component of public services. Under Colorado statute, the definition of *capital* can include all equipment that has at least a five-year lifetime. It does not include personnel or any operational elements of service costs, even in circumstances where new staff are required to operate new facilities. Capital facilities generally include buildings, apparatus, vehicles, office furniture, and other support facilities.

**Nature of capital investments.** Not all capital facility costs are associated with community growth or with the expansion of capacity. Most municipalities make investments in capital facilities not because of growth pressures but for the repair and replacement of existing capital. For example, cities often make capital investments related to:

- *Repair and replacement of existing facilities*, such as annual building maintenance or replacing a roof;
- *Betterment of existing facilities*, such as introducing new services or improving existing capital facilities without increasing service capacity; and
- *Facilities expansions*, such as expanding an existing building to accommodate growing personnel requirements.

Communities are not allowed to account for such investments as part of impact fee calculations nor are they allowed to expend impact fee funds on such investments.

## Capital Standards

In designing impact fees, a town must determine the appropriate capital standards applicable to each category of capital. Capital facility standards can vary widely between communities. Whereas some states have legislation that describes such criteria with great specificity, other states—like Colorado—use more general standards. There are two primary approaches for calculating capital standards.

**Capital buy-in approach.** Capital standards can be estimated using the replacement value of specific capital facilities and the qualified equipment necessary for each category of capital facilities. For example, a city of 2,500 homes with a 20,000 square foot recreation center that has a replacement value of \$5 million would have a recreation center standard of 8 square feet per housing unit (i.e., 20,000 square feet/2,500 homes = 8 square feet per home) and a replacement value of \$250 per square foot (i.e., \$5 million/20,000 square feet = \$250 per square foot). Thus, each existing residence would have an embedded recreational investment of \$2,000 per home (i.e., \$250 x 8 square feet = \$2,000 per home), representing the community's recreational facility standard, which is what a developer could be charged for recreational facilities for each new unit.

One important dimension of the capital buy-in approach is the use of the replacement value of each asset. As mentioned earlier, the purpose of impact fees is to maintain the current level of service. Therefore, the value of each asset should be assessed by its current functionality, not its dollar value. For example, even if a dump truck was purchased in 1980 and its present resale value is less than \$10,000, the replacement value for that dump truck would be equal to the market rate of a new unit that performs the same function as the original vehicle.

If capital standards are defined using a capital buy-in approach, then calculations of those standards must account for any debt that applies against the relevant capital facilities. Because current residents are already responsible for that debt, it would be duplicative and inappropriate to charge developers impact fees that also include that debt.

**Plan-based approach.** Towns can also use a *plan-based approach* to set capital standards, which relies on capital improvement or other specific plans to estimate the value of capital required to serve future development. A plan-based approach requires forecasts of residential and commercial growth and detailed data on capital expansion plans and costs. Plan-based approaches must focus on expansion-related projects or the expansion portion of projects rather than betterment or replacement projects.

## Other Considerations

Over time, some consensus has emerged on how best to ensure that impact fees comply with state statutes and court rulings. Many of the factors that communities must consider in designing fees appropriately are described above, but BBC also presents other considerations to be made:

- **Allocation by land use.** Courts have indicated that all forms of development that have capital facility impacts—that is, residential, industrial, commercial, and institutional developments—must pay their fair share of capital expansion costs. If one type of development is exempted from fees, then fees may not be sufficient to cover expansion costs that result from new development.
- **Use specificity.** Impact fee calculations vary between different forms of land use. When compelling evidence is available that the forms, sizes, or uses of particular types of development will result in substantially different demands for public services, then a city's impact fees should reflect that information.
- **Fund balances.** Fund balances represent cash investments the existing community has made into various capital expansion categories. When utilizing the capital buy-in approach for calculating development impact fees, these cash investments are combined with capital facilities valuations to arrive at the total capital investment that the community has made.
- **Redevelopment.** The application of impact fees raises questions about how to deal with the redevelopment of existing properties. The redevelopment of a residence—even if it involves full scraping—does not lead to an increase in service demands, because it is still one residential unit with no implications for service delivery costs or capital needs. In contrast, the redevelopment of a larger lot into multiple homes would be assessed an impact fee based on the net number of new residential units, because there would be clear implications for service delivery and capital needs. Commercial redevelopment would be subject to the same considerations.

- **Waivers.** Municipalities should not waive fees unless the funds are reimbursed from other sources such as the general fund or other contributions by the developer to system expansion that meet or exceed the calculated fees.
- **Timing.** Fees should be assessed at the time that building permits are issued.
- **Updates.** Impact fee calculations should be updated periodically to account for changes in costs and asset values. Most communities update their fees every year using an inflation multiplier and conduct updates to their impact fee studies every three to five years.

## SECTION II.

# Impact Fee Derivation

As described in Section I, there are several types of information that municipalities must consider to appropriately set their development impact fees, including determining capital standards. BBC used data from various sources to make appropriate considerations in developing updated non-residential impact fees for the Town of Platteville.

- **Capital standards.** BBC used Platteville's current investment in capital facilities as the basis for determining capital standards for the fees (i.e., the capital buy-in approach). We obtained that information directly from the Town. The valuation included estimates of investments in buildings, vehicles, durable equipment, and any other assets within each service category (i.e., police, public facilities, stormwater drainage, and transportation). Calculations of capital standards must account for any debt that exists in connection with relevant capital facilities. At the time of this study, the Town of Platteville does not carry debt against the capital facilities described in this report.
- **Land use allocation.** It is important for communities to determine how impact fees should be allocated according to land use so that all forms of development (residential and non-residential) pay their fair share of expansion costs. Although this study calculates and presents only non-residential impact fees, certain cost allocations were informed by a broader analysis of how both residential and non-residential population and development contributes to service demand. This provides a rational basis for attributing demand to non-residential development in a manner consistent with observed patterns of use.
- **Use specificity.** To the extent possible, impact fees should reflect the degree to which different forms, sizes, and uses of particular types of development will result in different demand for public services. In Platteville, this principle is applied through service-specific methodologies. Police and public facilities fees use a functional population approach to account for the presence of people across land uses. Stormwater drainage fees are based on built square footage and adjusted for runoff potential. Transportation fees rely on trip generation rates to reflect traffic impacts. These tailored approaches ensure that development types with greater service demand are assigned a proportionate share of the cost.
- **Fund balance.** When using the capital buy-in approach, the balance of the impact fee fund must be combined with capital facilities valuations to arrive at the total capital investment. Impact fee fund balances for each service category have been included in each category's capital facilities valuation summary.
- **Proportionality.** By using the Town's current investment in capital facilities to derive capital standards and then setting fee rates to replace the current standards of facility investment, BBC has ensured that proportionality has been reasonably and fairly derived. New growth is simply replicating its proportional share of an existing facility standard. Existing standards will be the standards to which new growth will be held accountable.

## Impact Fee Calculations

The impact fees for police, public facilities, stormwater drainage, and transportation are outlined in detail in this section of the report below. The fees for each service category are calculated for defined categories of non-residential development.

### Police Impact Fees

**Current investment in police facilities.** The first step in calculating the impact fees is to determine the value of Platteville's current investment in police capital facilities. This includes buildings, vehicles, protective gear, communications systems, and other essential equipment used to deliver public safety services. The analysis uses a cost recovery—or capital buy-in—approach, which assumes that new non-residential development should contribute its proportionate share toward the Town's current investment in these facilities. The total replacement value of police capital assets is estimated at \$1.86 million. The Town does not currently hold any outstanding debt related to its police facilities.

**Figure II-1.**  
**Town of Platteville, Police Department Current Assets, 2025**

Type of Capital Facilities	Replacement Value	Debt Against Asset	Equity Position for Fee Calculation
<b>Buildings and Land</b>			
Town Hall - Police Use	\$987,200	-	\$0 = \$987,200
<b>Vehicles, Apparatus, and Equipment</b>			
(8) Police vehicle units	\$400,000	-	\$0 = \$400,000
Vests, firearms, tasers	\$41,500	-	\$0 = \$41,500
Radios & cameras	\$130,000	-	\$0 = \$130,000
Radar/Lidar & mobile data terminals	\$36,000	-	\$0 = \$36,000
Misc equipment	\$24,000	-	\$0 = \$24,000
IT equipment	\$25,000	-	\$0 = \$25,000
Office equipment	\$25,000	-	\$0 = \$25,000
<b>Impact Fee Fund Balance</b>			
Fund balance	\$195,143	-	\$0 = \$195,143
<b>Total Value of Police Capital Facilities for Fee Calculation</b>			<b>\$1,863,843</b>

Source: Town of Platteville, 2025; BBC Research & Consulting, 2025.

**Functional population allocation.** To determine the share of police facility costs attributable to non-residential development, this study applies a functional population model, which estimates demand for police services based on how people—both residents and workers—spend time in the community throughout a typical day. This approach allocates capital costs in proportion to the presence of people, recognizing that residents primarily generate demand during evening and early morning hours, while workers, including in-commuters, contribute to daytime service demand.

Employment estimates are a key input in this model. The most recently available U.S. Census commuting flow data indicate that 440 jobs were located in Platteville in 2022, but this figure

likely underrepresents true employment levels. Small towns like Platteville often have a high share of agricultural, self-employed, or informal sector workers, many of whom may not be fully captured in federal datasets. Additionally, while these are the most recent available data, they are now several years old, and the Town has experienced employment growth since that time.

To produce a more realistic estimate aligned with existing development in the Town, we also evaluated employment potential using assessor data on non-residential building square footage combined with employment density assumptions from the Institute of Transportation Engineers (ITE) Trip Generation Manual.<sup>1</sup> This alternative approach estimates that more than 1,200 people are currently employed in Platteville's based on the existing amount of non-residential development.

Given the strengths and limitations of both sources, this study uses the Census-derived employment figure to allocate police facility costs between residential and non-residential development. However, when calculating per-worker service burden, we rely on the ITE-based employment estimates—discounted by 20 percent to be conservative—to reflect more accurately the demand potential of Platteville's non-residential development.

Figure II-2 presents the results of the functional population allocation.

**Figure II-2.**  
**Town of Platteville, Police Functional Population Allocation**

Population Group (2022)	Residential Demand		Non-residential Demand	
	Hours per Person per Day	Total Daily Hours	Hours per Person per Day	Total Daily Hours
Total residents (2022 Est.)	2,917			
Employed residents	1,490			
<i>Working within Platteville</i>	45	15	675	9
<i>Working outside of Platteville</i>	1,445	15	21,675	
Non-working residents	1,427	20	28,540	4
				5,708
Non-residents employed in Platteville (in-commuters)	395		9	3,555
Total employed in Platteville (2022 Est.)	440			
Total daily demand hours		50,890		9,668
Total daily share of demand		84.0%		16.0%
Share of police capital facilities valuation allocated to non-residential demand:				\$297,560

Source: U.S. Census Bureau ACS 5-Year Estimates, 2022; OnTheMap Inflow/Outflow Analysis, 2022; BBC Research & Consulting, 2025.

<sup>1</sup> ITE Trip Generation Manual 11th Edition, 2021

As shown in Figure II-2, residents of Platteville are allocated 15 hours per day in residential settings in the Town. Those working within the Town are additionally allocated 9 hours per day in a non-residential setting. Non-working residents are allocated 20 hours per day in residential and 4 hours per day in non-residential settings, and commuters into Platteville (who work within the Town but live elsewhere) are allocated 9 hours per day in non-residential settings.

Overall, the functional population model allocates 16.0 percent of police service demand (or, \$297,560 of the total \$1.86 million capital facilities valuation) to non-residential development.

**Non-residential impact fee calculation.** To distribute the \$297,560 cost burden across non-residential land uses, BBC used employment density—defined as square feet per job—as a proxy for service demand. Because police service needs are primarily driven by the presence and activity of people rather than the size of buildings, this approach allows the fee to reflect relative service burden more accurately than square footage alone.

Based on existing non-residential square footage and ITE employment density assumptions, the model estimates there are 1,282 jobs located within Platteville; this includes a 20 percent discount to mitigate the risk of overestimating employment capacity. Figure II-3 shows the calculation of police impact fees.

**Figure II-3.**  
**Maximum Allowable Police Impact Fees for Non-residential Development**

Police Capital Facilities Cost per Worker [A]	Development Type	Employment Density (sq. ft. per job) [B]	Police Impact Fee per Sq. Ft. (\$) [A] / [B]
\$297,560 / 1,282 workers = \$232 per worker	Retail & Commercial	471	\$0.49
	Office	327	\$0.71
	Public & Institutional	456	\$0.51
	Warehouse & Industrial	1,245	\$0.19

Source: Town of Platteville, 2025; Weld County Assessor, 2025; ITE Trip Generation Manual 11th Edition, 2021; U.S. Census Bureau ACS 5-Year Estimates, 2022; OnTheMap Inflow/Outflow Analysis, 2022; BBC Research & Consulting, 2025.

Dividing the \$297,560 non-residential capital cost by total jobs yields a per-worker police capital cost of \$232. This per-worker cost is then divided by the employment density of each development type<sup>2</sup> (in square feet per worker) to derive a cost per square foot. The result is a scaled fee that charges higher fees for development with greater use intensity (such as office environments) than low-density uses like warehouses. This ensures that fees are proportionate to demand for police services.

The resulting maximum allowable non-residential impact fees are: \$0.49 per square foot for retail & commercial development; \$0.71 per square foot for office space; \$0.51 per square foot

<sup>2</sup> Employment densities were derived from the ITE Trip Generation Manual 11<sup>th</sup> Edition.

for public & institutional space (such as schools or hospitals); and \$0.19 per square foot for warehouse & industrial development.

## Public Facilities Impact Fees

**Current investment in public facilities.** To calculate impact fees for public facilities, the first step is to determine the value of the Town's capital assets used to support municipal operations and general government services. These facilities include administrative buildings, community meeting spaces, equipment, and related infrastructure necessary for effective governance and public engagement. As with police facilities, the analysis uses a capital buy-in approach, which assumes that new non-residential development should contribute its fair share toward the Town's existing investment in public infrastructure. The total estimated replacement value of these public facilities is \$10.29 million. No outstanding debt obligations are associated with these assets.

**Figure II-4.**  
**Town of Platteville, Public Facilities Current Assets, 2025**

Type of Capital Facilities	Replacement Value	Debt Against Asset	Equity Position for Fee Calculation
<b>Buildings and Contents</b>			
Town Hall - Public Facilities Use	\$987,200	-	\$0 = \$987,200
Library at 504 Marion Avenue	\$2,566,818	-	\$0 = \$2,566,818
Library at 703 Birch Street	\$2,061,215	-	\$0 = \$2,061,215
Community Center - Public Facilities Use	\$1,105,750	-	\$0 = \$1,105,750
Pioneer Museum	\$924,600	-	\$0 = \$924,600
Public Works Garage	\$680,400	-	\$0 = \$680,400
Miscellaneous Structures	\$69,800	-	\$0 = \$69,800
Emergency Sirens	\$167,300	-	\$0 = \$167,300
<b>Vehicles, Equipment, and Miscellaneous Property</b>			
(6) Public Works Vehicles	\$300,000	-	\$0 = \$300,000
Street Sweeper	\$100,000	-	\$0 = \$100,000
Senior Bus	\$75,000	-	\$0 = \$75,000
Senior Van	\$45,000	-	\$0 = \$45,000
Fine Arts	\$700,000	-	\$0 = \$700,000
Outdoor Lighting, Fencing, Signage	\$231,646	-	\$0 = \$231,646
General Outdoor Items	\$105,970	-	\$0 = \$105,970
Miscellaneous Property	\$88,580	-	\$0 = \$88,580
<b>Impact Fee Fund Balance</b>			
Fund balance	\$78,241	-	\$0 = \$78,241
<b>Total Value of Public Capital Facilities for Fee Calculation</b>			<b>\$10,287,520</b>

Source: Town of Platteville, 2025; BBC Research & Consulting, 2025.

**Functional population allocation.** As general public facilities serve both residents and workers throughout the day, the same functional population model applied in the police fee analysis is used here to allocate costs between residential and non-residential development. This model considers how different population groups occupy space in the Town over a 24-hour

period and generates a proportional allocation of service demand based on time spent in residential versus non-residential settings. Figure II-5 presents the functional population calculation.

**Figure II-5.**  
**Town of Platteville, Public Facilities Functional Population Allocation**

Population Group (2022)		Residential Demand		Non-residential Demand	
		Hours per Person per Day	Total Daily Hours	Hours per Person per Day	Total Daily Hours
Total residents (2022 Est.)	2,917				
Employed residents	1,490				
Working within Platteville	45	15	675	9	405
Working outside of Platteville	1,445	15	21,675		
Non-working residents	1,427	20	28,540	4	5,708
Non-residents employed in Platteville (in-commuters)	395			9	3,555
Total employed in Platteville (2022 Est.)	440				
Total daily demand hours			50,890		9,668
Total daily share of demand			84.0%		16.0%
Share of public capital facilities valuation allocated to non-residential demand:					\$1,642,388

Source: U.S. Census Bureau ACS 5-Year Estimates, 2022; OnTheMap Inflow/Outflow Analysis, 2022; BBC Research & Consulting, 2025.

The functional population model allocates 16.0 percent of public facilities service demand (or, \$1.64 million of the total \$10.29 million capital facilities valuation) to non-residential development.

**Non-residential impact fee calculation.** To allocate the \$1.64 million non-residential cost share for public facilities, the same employment-based method used in the police fee analysis is applied. The total cost is divided by the adjusted estimate of 1,282 workers, resulting in a per-worker cost of \$1,282. This cost is then converted to a fee per square foot by applying employment density assumptions for each development type.

Figure II-6 presents the maximum allowable public facilities impact fees for non-residential development.

**Figure II-6.**  
**Maximum Allowable Public Facilities Impact Fees for Non-residential Development**

Public Capital Facilities Cost per Worker [A]	Development Type	Employment Density (sq. ft. per job) [B]	Public Facilities Impact Fee per Sq. Ft. (\$) [A] / [B]
\$1.64 million / 1,282 workers = \$1,282 per worker	Retail & Commercial	471	\$2.72
	Office	327	\$3.92
	Public & Institutional	456	\$2.81
	Warehouse & Industrial	1,245	\$1.03

Source: Town of Platteville, 2025; Weld County Assessor, 2025; ITE Trip Generation Manual 11th Edition, 2021; U.S. Census Bureau ACS 5-Year Estimates, 2022; OnTheMap Inflow/Outflow Analysis, 2022; BBC Research & Consulting, 2025.

The resulting fees are \$2.72 per square foot for retail & commercial development; \$3.92 per square foot for office development; \$2.81 per square foot for public & institutional development; and \$1.03 per square foot for warehouse & industrial development.

## Stormwater Drainage Impact Fees

**Current investment in stormwater drainage facilities.** Platteville's current investment in stormwater drainage facilities includes culverts, inlets, manholes, and other stormwater infrastructure. These components form the basis of the Town's stormwater drainage system and represent the capital investment needed to manage runoff and maintain system capacity. The total estimated replacement value of Platteville's stormwater infrastructure is \$7.91 million, as shown in Figure II-7.

**Figure II-7.**  
**Town of Platteville, Stormwater Drainage Current Assets, 2025**

Type of Capital Facilities	Replacement Value	Debt Against Asset	Equity Position for Fee Calculation
<b>Components</b>			
Inlets, manholes, outlets, ponds, etc.	\$1,725,141	-	\$0 = \$1,725,141
Pipe network	\$5,596,162	-	\$0 = \$5,596,162
<b>Impact Fee Fund Balance</b>			
Fund balance	\$592,857	-	\$0 = \$592,857
<b>Total Value of Stormwater Drainage Capital Facilities for Fee Calculation</b>			<b>\$7,914,160</b>

Source: Town of Platteville, 2025; BBC Research & Consulting, 2025.

**Existing development square footage.** To allocate stormwater infrastructure costs proportionally across non-residential land uses, the analysis relies on current development data provided by the Weld County Assessor. This dataset includes total building square footage by land use type, which forms part of the basis for calculating stormwater impact fees.

Figure II-8 summarizes the total number of units and square footage by residential and non-residential development type in Platteville.

**Figure II-8.  
Existing Development  
in the Town of  
Platteville, 2025**

Source:  
Weld County Assessor, 2025; BBC  
Research & Consulting, 2025.

Development Type	Unit Count	Total Square Footage	Percent of Total Square Footage
<b>Residential</b>			
Single family	787	1,080,648	47.5%
Multifamily	71	78,208	3.4%
Manufactured or Mobile Home	154	169,553	7.5%
<b>Non-residential</b>			
Retail & Commercial	32	117,328	5.2%
Office	27	179,751	7.9%
Public & Institutional	31	203,261	8.9%
Warehouse & Industrial	80	445,878	19.6%

As shown in Figure II-8, single family homes account for the largest share of total building square footage in Platteville, followed by warehouse & industrial development. While not the sole input to the fee calculation, the distribution of non-residential square footage is a key component in estimating relative demand for stormwater infrastructure across land use types.

**Non-residential impact fee calculation.** The stormwater impact fee is calculated using a capital buy-in approach, distributing existing infrastructure costs across current development based on each development type's contribution to stormwater runoff. Because impervious surface area is a primary driver of runoff volume, the model applies impervious surface adjustment factors to account for differences in runoff potential between development types.

To derive these adjustment factors, imperviousness percentages by land use were sourced from the Mile High Flood District's Urban Storm Drainage Criteria Manual.<sup>3</sup> One non-residential land use category was normalized to a value of 1.00, and other categories were expressed as ratios relative to that baseline. These factors were then used to weight each land use type's relative burden on the stormwater system.

Figure II-9 presents the resulting stormwater impact fees per square foot for non-residential development in Platteville, based on the \$7.91 million valuation, existing development patterns, and the impervious surface adjustments described above.

<sup>3</sup> Mile High Flood District, Urban Storm Drainage Criteria Manual: Volume 1 – Management, Hydrology, and Hydraulics; 2024

**Figure II-9.**  
**Maximum Allowable Stormwater Drainage Impact Fees for Non-residential Development**

Stormwater Facilities Cost (\$)	Development Type	Existing Development (sq. ft.)	Impervious Surface Adjustment Factor	Weighted Development (sq. ft.)	Weighted Development (%) Across All Land Uses*	Stormwater Facilities Cost Burden (\$)	Stormwater Facilities Impact Fee per Sq. Ft. (\$)
[A]		[B]	[C]	[D] = [B] x [C]	[E] = [D] / $\sum$ [D]	[F] = [A] x [E]	[F] / [B]
\$7.91 million	Retail & Commercial	117,328	1.00	117,328	6.7%	\$531,478	\$4.53
	Office	179,751	0.81	146,048	8.4%	\$661,574	\$3.68
	Public & Institutional	203,261	0.75	152,446	8.7%	\$690,556	\$3.40
	Warehouse & Industrial	445,878	0.94	418,011	23.9%	\$1,893,525	\$4.25

Source: Town of Platteville, 2025; Weld County Assessor, 2025; Mile High Flood District, 2024; BBC Research & Consulting, 2025.

As shown in Figure II-9, the resulting maximum allowable stormwater impact fees range from \$3.40 to \$4.53 per square foot, depending on development type. The storm drainage impact fees are highest for Retail & Commercial and Warehouse & Industrial uses due to their relatively high impervious surface coverage. In contrast, the impact fees assessed on Public & Institutional and Office developments are lower, reflecting a greater average presence of grass, landscaping, or other features that reduce runoff potential.

## Transportation Impact Fees

**Current investment in transportation.** The calculation of transportation impact fees begins with an estimate of the Town’s investment in its road network. This analysis uses a capital buy-in approach, which assumes that new development should contribute its proportional share of the Town’s existing transportation infrastructure.

Platteville maintains an arterial road network consisting of about 21 miles of lanes. Relative to its population, the arterial road network maintains a higher lane mile inventory than many peer jurisdictions. This expanded network reflects historical development patterns and planning priorities rather than proportional demand from new development. To align with the range of typical impact fee levels observed across Colorado communities—and to ensure fee equity relative to infrastructure actually influenced by new trips—we applied an adjustment factor of 50 percent that reflects a “functionally equivalent” network size.

This adjustment recognizes that not all arterial miles carry the same level of demand or require expansion as a direct result of growth. It also acknowledges that portions of the existing network may already serve regional or legacy travel patterns and therefore should not be fully attributed to new development’s impact. By applying this factor, we preserve the intent of the fee—ensuring new development contributes proportionally to infrastructure needs—while moderating the fee level to reflect realistic marginal demands rather than the community’s full roadway inventory.

The Town does not currently carry any outstanding debt associated with its road network. Figure II-10 shows the road network value used in the transportation impact fee calculation.

**Figure II-10.**  
**Town of Platteville, Transportation Current Assets, 2025**

Type of Capital Facilities	Lane Miles	Functional Adjustment Factor	Cost Per Lane Mile	Replacement Value	Debt Against Asset			Value Used in Fee Calculation
Roads								
Arterial roadways	20.62	50%	\$1,250,000	\$12,887,500	-	\$0	=	\$12,887,500
Impact Fee Fund Balance								
Fund balance				\$143,655	-	\$0	=	\$143,655
Total Value of Transportation Capital Facilities for Fee Calculation								\$13,031,155

Source: Town of Platteville, 2025; BBC Research & Consulting, 2025.

**Transportation fee calculation parameters.** Unlike the other service categories in this study, transportation impact fees are calculated using a method based on vehicle travel demand rather than functional population or building characteristics. This reflects the fact that road infrastructure is used by vehicles traveling across the Town's transportation network.

The calculation begins with several key parameters shown in Figure II-11. These include the total value of the Town's transportation facilities used in the calculation, the number of lane miles within the community, the share of lane-miles associated with the arterial road network, and the average length of vehicle trips. Each parameter is also assigned a variable ID that is referenced in Figure II-12 to assist in following the calculations used to derive the transportation impact fees.

**Figure II-11.**  
**Parameters for Platteville Transportation Impact Fee Calculation**

Source:

[1] Figure II-10

[2] Colorado Department of Transportation  
HUTF Platteville Mileage Statistics, 2025

[3] National Household Travel Survey, 2022

Fee Calculation Base Parameters	Variable ID	Calculation Formula	Value
Replacement value of Platteville's transportation capital facilities <sup>1</sup>	A		\$13,031,155
Total lane miles in Platteville <sup>2</sup>	B		44.7
Arterial lane miles in Platteville <sup>2</sup>	C		20.6
Arterial lane miles (as a % of total lane miles)	D	= C / B	46.1%
Avg. vehicle trip length (miles) <sup>3</sup>	E		11.5

**Non-residential impact fee calculation.** Transportation impact fees for non-residential development in Platteville are calculated using a p.m. peak vehicle miles traveled (VMT) approach, which estimates the amount of peak afternoon (p.m.) travel each development type generates on the Town's arterial road network. This method allows for a demand-based

allocation of costs, reflecting differences in trip generation rates, trip lengths, and the share of trips that use arterial roads.

The transportation impact fee calculation begins with p.m. peak hour trip generation rates from the Institute of Transportation Engineers (ITE) for each non-residential land use category, as shown in Figure II-12. These trip rates represent the number of vehicle trips generated during the busiest hour of the afternoon, which is typically the time of greatest demand on the transportation system. For example, retail and commercial uses generate approximately 3.4 trips per 1,000 square feet, compared to 1.4 trips for office, 1.7 for public and institutional buildings, and 0.7 for warehouse and industrial uses.

The p.m. peak hour is used because it most accurately captures the maximum operational stress placed on road infrastructure. Transportation systems must be designed to function under these peak conditions, not average ones, since it is this highest level of use that ultimately defines capacity requirements and drives the cost of system improvements.

To better reflect local travel behavior and roadway usage, the raw ITE trip generation rates are adjusted to account for factors such as pass-by trips, trip length variation, and the proportion of trips using arterial roadways. For instance, retail developments often generate a significant number of pass-by trips from drivers who are already on the network and stop briefly at the site, meaning not all trips represent new or additive traffic impacts. Similarly, different land uses are associated with varying average trip lengths and levels of dependency on arterial roadways. These adjustment factors are applied to ensure that each land use type is assessed based on its true impact on arterial vehicle miles traveled (VMT).

The result of this step is an estimate of arterial p.m. peak VMT generated per 1,000 square feet of development for each land use type. This value represents the demand that each land use places on the arterial roadway system, standardized by building size.

Next, the cost to be allocated to each land use is divided by the total p.m. peak arterial VMT to estimate the cost per VMT. The cost per p.m. peak VMT is multiplied by the p.m. peak VMT for each land use to produce the final transportation impact fee per square foot for each land use type.

**Figure II-12.**  
**Maximum Allowable Transportation Impact Fees for Non-residential Development**

Parameters Used in the Impact Fee Calculation	Variable ID	Calculation Formula	Non-Residential Development Type			
			Retail & Commercial	Office	Public & Institutional	Warehouse & Industrial
Development units (1,000 sq. ft.) <sup>1</sup>	F		117.3	179.8	203.3	445.9
p.m. peak hour vehicle trips per 1,000 sq. ft. <sup>2</sup>	G		3.4	1.4	1.7	0.7
Trip adjustment factor <sup>2</sup>	H		70%	100%	70%	100%
Adjusted p.m. peak vehicle trips per 1,000 sq. ft.	J	= G x H	2.4	1.4	1.2	0.7
Trip length adjustment factor <sup>3</sup>	K		87%	117%	77%	117%
Avg. trip length (miles)	L	= E x K	10.0	13.5	8.9	13.5
Arterial portion of avg. trip (miles)	M	= D x L	4.6	6.2	4.1	6.2
p.m. peak arterial vehicle miles traveled (VMT) per 1,000 sq. ft.	O	= J x M	10.9	8.9	4.9	4.0
p.m. peak arterial VMT*	P	= $\sum (F \times O)$	11,494			
Cost per p.m. peak arterial VMT	R	= A / P	\$1,134			
<b>Transportation impact fee per sq. ft.</b>		<b>= (O/1,000) * R</b>	<b>\$12.38</b>	<b>\$10.13</b>	<b>\$5.56</b>	<b>\$4.57</b>

Note: \*Includes residential VMT, as those data are necessary to allocate the relative burden of non-residential development on the roads.

Source: [1] Figure II-8

[2] ITE Trip Generation Manual 11th Edition, 2021

[3] National Household Travel Survey, 2022

As the resulting transportation impact fees in Figure II-12 show, retail and commercial development has the highest fee due to its relatively high trip generation and short trip lengths concentrated on arterial streets. Warehouse and industrial uses generate significantly lower fees because they produce fewer trips. This methodology ensures that the transportation impact fees are proportionate to the demand each development type places on the roadway network, and that new growth contributes fairly to the cost of infrastructure expansion needed to serve it.

## Summary of Impact Fee Results

The results of the non-residential impact fee calculations are summarized in Figure II-13, which presents the maximum supportable fees by development type across all four service categories: Police, Public Facilities, Stormwater Drainage, and Transportation.

These fees reflect the proportional share of infrastructure costs attributable to each type of non-residential development, based on factors such as functional population, impervious surface, and vehicle travel demand. As shown, Office and Public & Institutional development types carry the highest combined fees per square foot due to their higher use intensity across multiple service categories. Warehouse & Industrial development is assessed the lowest combined fees, reflecting lower trip generation rates and less intensive potential use of public services.

**Figure II-13.**  
**Summary of Maximum Allowable Non-residential Impact Fees for the Town of Platteville**

Development Type	Non-residential Impact Fee per Sq. Ft.				
	Police	Public Facilities	Stormwater Drainage	Transportation	All Service Categories
Retail & Commercial	\$0.49	\$2.72	\$4.53	\$12.38	<b>\$20.13</b>
Office	\$0.71	\$3.92	\$3.68	\$10.13	<b>\$18.43</b>
Public & Institutional	\$0.51	\$2.81	\$3.40	\$5.56	<b>\$12.28</b>
Warehouse & Industrial	\$0.19	\$1.03	\$4.25	\$4.57	<b>\$10.03</b>
<i>Non-residential average*</i>	<i>\$0.39</i>	<i>\$2.17</i>	<i>\$3.99</i>	<i>\$6.81</i>	<b><i>\$13.36</i></b>

Note: Average fee per square foot is calculated according to the existing development of each type in the Town.

Source: BBC Research & Consulting, 2025.

The overall non-residential average fees for each service category, shown in the last row of the figure, are weighted according to the distribution of existing square footage in the Town. The overall non-residential average impact fee is \$13.36 per square foot across all categories of service.

## Impact Fee Comparison

This study updates the non-residential fee recommendations for Platteville, which were last evaluated in 2015. Although both studies are designed to allocate capital costs fairly to new development, they rely on different methodologies and data inputs.

**Figure II-14.**  
**Comparison of 2015 and 2025**  
**Non-residential Fees and**  
**Capital Facilities Values**

Note:

[1] Both the 2015 and 2025 studies use the capital buy-in method for this fee category.

[2] The Town's storm drainage master plan was completed in 2016. The 2025 study is the first time a fee has been calculated for the Platteville stormwater network.

[3] The 2015 study used the plan-based method for the Transportation fee calculation. The 2025 study uses the capital buy-in method. While accurate within their separate contexts, these methods and values are not comparable to one another.

Source:

BBC Research & Consulting, 2025.

Development Type	2015	2025
Police		
Facilities value <sup>[1]</sup>	\$994,463	\$1,863,843
Non-residential avg. fee per sq. ft.	\$0.54	\$0.39
Public Facilities		
Facilities value <sup>[1]</sup>	\$2,748,434	\$10,287,520
Non-residential avg. fee per sq. ft.	\$1.50	\$2.17
Stormwater Drainage		
Facilities value <sup>[2]</sup>	n/a	\$7,914,160
Non-residential avg. fee per sq. ft.	n/a	\$3.99
Transportation		
Facilities value <sup>[3]</sup>	\$2,041,309	\$13,031,155
Non-residential avg. fee per sq. ft.	\$4.70	\$6.81

Figure II-14 presents a side-by-side comparison of average non-residential impact fees and facilities values from Platteville's 2015 and 2025 impact fee studies. While this comparison offers historical context, it is important to note that the two studies used different methodologies, inputs, and assumptions—meaning the figures cannot be interpreted as like-for-like comparisons. For example, the 2015 Transportation fee was calculated using a plan-based approach that relied on projected infrastructure needs, whereas the 2025 study uses a capital buy-in approach based on the value of existing infrastructure. Additionally, the 2015 study relied on a different infrastructure inventory and unit cost assumptions.

The 2025 fee recommendations reflect current conditions in the Town of Platteville. Key updates include revised asset inventories, detailed assessor data to quantify existing development across four non-residential land use types, and the use of tailored adjustment variables—such as trip generation rates or impervious surface factors—to better align fees with the actual impact of development. Together, these methodological updates provide a clear and defensible basis for setting equitable and proportionate fees that ensure new development pays its fair share of development costs.

## Impact Fee Revenue Projection

Impact fees provide a dedicated funding source to help the Town expand infrastructure and maintain service levels as development occurs. To illustrate the potential revenue generated from the updated non-residential impact fees, this analysis assumes an annual non-residential growth rate of 4.0 percent, which is slightly below the 4.8 percent average increase in non-residential built square footage observed since the Town's 2015 impact fee study.

**Figure II-15.**  
**Projected Annual Non-residential Impact Fee Revenues for the Town of Platteville**

Development Type	Annual 4% Non-residential Growth (sq. ft.)	Projected Annual Revenue at 4% Non-residential Growth				
		Police	Public Facilities	Stormwater Drainage	Transportation	All Service Categories
Retail & Commercial	4,693	\$2,315	\$12,779	\$21,259	\$58,107	<b>\$94,461</b>
Office	7,190	\$5,100	\$28,152	\$26,463	\$72,819	<b>\$132,534</b>
Public & Institutional	8,130	\$4,137	\$22,836	\$27,622	\$45,219	<b>\$99,814</b>
Warehouse & Industrial	17,835	\$3,325	\$18,353	\$75,741	\$81,535	<b>\$178,954</b>
<i>Non-residential total</i>	<i>37,849</i>	<i>\$14,878</i>	<i>\$82,119</i>	<i>\$151,085</i>	<i>\$257,680</i>	<b><i>\$505,763</i></b>

Source: BBC Research & Consulting, 2025.

Figure II-15 presents the projected annual revenue the Town could collect if non-residential development continues at a 4.0 percent annual growth rate. Based on the calculated fees and existing development mix, Platteville could generate approximately \$505,800 per year across all service categories. Transportation accounts for the largest share of projected revenue.

## Comparison with Colorado Communities

Figure II-16 presents a comparison of non-residential impact fees calculated for Platteville and those adopted in nearby municipalities. This comparison provides context for evaluating the Town's current and proposed fee levels relative to regional norms. While fee structures vary based on local capital needs, service standards, and growth patterns, the comparison helps illustrate the general range of fees applied to non-residential development.

**Figure II-16.**  
**Proposed Non-Residential Impact Fees per Square Foot in Platteville, Compared with Other Communities**

Municipality	Impact Fee Category				Total Fees
	Police/ Public Safety	Public Buildings	Streets/ Transportation	Stormwater Drainage	
<b>Platteville (Current)</b>	\$ 0.54	\$ 1.50	\$ 4.70	\$ -	\$ 6.74
<b>Platteville (Proposed)</b>	\$ 0.19 to 0.71	\$ 1.03 to 3.92	\$ 4.57 to 12.38	\$ 3.40 to 4.53	\$ 10.03 to 20.13
<b>Berthoud</b>	\$ -	\$ 3.26 to 5.95	\$ 0.96 to 4.03	\$ 0.84	\$ 5.06 to 9.55
<b>Dacono</b>	\$ -	\$ 0.26 to 2.26	\$ 0.43 to 6.33	\$ -	\$ 0.69 to 8.11
<b>Mead</b>	\$ 0.12 to 0.30	\$ 0.64 to 1.64	\$ 1.91 to 4.74		\$ 2.67 to 6.26
<b>Milliken</b>	\$ 0.10	\$ 0.20	\$ 0.52 to 11.51	\$ 0.10 to 0.32	\$ 0.92 to 12.13
<b>Severance</b>	\$ 0.78 to 5.68	\$ -	\$ 1.67 to 12.11	\$ -	\$ 2.45 to 17.79

**Notes:** For all fee categories, a high-low range of possible fees per square foot is shown to reflect that municipalities distinguish between different types of non-residential development, such as Retail/Commercial, Industrial, Warehouse, Institutional, Office, etc.

Public Buildings may also be called Government Buildings, Government Facilities, General Government, Municipal Facilities, or other similar terms.

The Towns of Berthoud and Milliken calculate storm water impact fees based on total impervious square feet (not building square feet).

The Town of Mead has a combined Streets & Storm Drainage Impact Fee.

For non-residential development in Platteville, full cost-recovery impact fees total between \$10.03 and \$20.13 per square foot, dependent on development type. The comparison communities shown in Figure II-16 charge between \$0.69 and \$17.79 in total impact fees per square foot of non-residential development.

The calculated impact fees for the Town of Platteville are within range, although on the high end, of other comparable Colorado municipalities. Adoption of the proposed impact fees calculated by this study represents a proportional and appropriate source of revenue for the Town to ensure its capital investments.

The Town of Platteville can choose to charge less than the full cost-recovery amounts detailed in this study. If the Town chooses to charge less than the proposed impact fee amounts, usage of general fund revenues may be required to "backfill" capital funds, as to ensure that the capital projects used in the impact fee calculations continue to have a reasonable expectation of completion.

## SECTION III.

# Implementation Recommendations

As the Town of Platteville evaluates whether or not to adopt the full non-residential cost recovery fee amounts summarized above, we offer the following implementation recommendations for consideration.

**Setting impact fee amounts.** Cities must balance multiple objectives when setting impact fees, including funding necessary infrastructure, maintaining affordability, and staying competitive with neighboring communities. The impact fees recommended in this study represent the maximum allowable level based on the cost of providing capital facilities to serve new development. However, municipalities may choose to set fees below this maximum.

If the Town decides to adopt a lower fee initially, one approach is to implement gradual annual increases over a three- to five-year period. This phased approach allows the Town to remain competitive in the short term while ensuring that fees eventually reflect the full cost of growth-related infrastructure needs. However, if the Town elects to adopt impact fees at levels below those recommended in this report, it should identify other sources of revenue to keep the impact fee funds “whole.”

**Compliance with Sheetz v El Dorado Co.** The Town should establish a process to address unique scenarios that may require further individualization of impact fees. This process should include a mechanism allowing property owners to present data if they believe the fee, as applied, does not accurately reflect the specific impacts of their development, ensuring compliance with *Sheetz v. County of El Dorado, Cal.*, 601 U.S. 267 (2024).

**Impact fee credits.** If the Town requires a developer to contribute capital improvements or construct facilities that offset the need for capital expansion, that developer should be eligible for a credit against the fee owed. To administer this process consistently, the Town should establish a formal credit application procedure that places the burden of documentation on the applicant. Developers seeking a credit would need to submit evidence demonstrating the value and relevance of their contributions. Town staff would evaluate the application to determine whether it satisfies the criteria for a credit, ensuring it meets the same standards the impact fee is designed to support.

The use of an impact fee credit can allow the Town to consider opportunities for economic development. Development projects that align with Platteville’s economic development goals should be made aware of the process and terms of the impact fee credit application.

If the Town decides to issue an impact fee credit, it must identify an alternate source of revenue to keep the police impact fee funds “whole.” Some local governments in Colorado choose to dedicate a portion of the sales and property tax from a development for this purpose. Whatever the reimbursement mechanism, the Town should also adopt a list of criteria for economic

development waivers so that all builders/developers enjoy a level playing field in their pursuit of potential fee relief.

**Additional recommendations.** BBC offers the following additional recommendations regarding implementation of impact fees for the Town of Platteville:

- The Town should provide the development community with a minimum of three to six months' notice prior to implementing the updated impact fee schedule. This advance notice ensures developers have sufficient time to adjust project budgets and timelines.
- The Town should maintain its impact fee funds in interest-bearing accounts that are separate and apart from its general fund. All fees collected in accordance with the impact fee schedule shall be deposited and accounted for as required in *Colorado Revised Statutes Title 29, Article 1, Part 8, Section 29-1-803*.
- The Town should adhere to a written policy governing expenditure of monies from its impact fee funds. Withdrawals from the impact fee funds should only be used to pay for growth-related capital facilities with a service life of five or more years. All proceeds shall be used in conformance with *Colorado Revised Statutes Title 29, Article 20, Part 1, Section 29-20-104.5*.
- The Town should prohibit the payment of operational expenses with impact fees, including the repair and replacement of existing facilities not necessitated by growth. In cases where the Town expects new capital facilities to partially replace existing capacity and to partially serve new growth, the Town and its legal counsel should determine, to the best of its ability, what percentage of repair and replacement is necessary to serve new development and should use that as the basis of allocating funding for repair and replacement needs.
- The Town should update its impact fee studies periodically (e.g., every three to five years) as it invests in additional equipment and facilities and as future development occurs, to ensure its impact fees reflect its existing service standards.
- Between updates, the Town should adjust its impact fees annually at the start of each year based on the U.S. Bureau of Labor Statistics' Mountain-Plains Information Office's consumer price index for the Mountain-Plains Region.<sup>1</sup>

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<sup>1</sup><https://www.bls.gov/regions/mountain-plains/cpi-summary>

## **APPENDIX.**

# **Land Use Development Classification**

This appendix provides additional detail on options for how development types can be categorized for the purpose of impact fee modeling. These categories reflect the development pattern of the Town and are used to proportionately allocate capital costs within certain fee calculations.

BBC worked with account-level data from the Weld County Assessor to construct a mapping template shown on the following pages. Several descriptive fields related to property type, occupancy, and built use were used to guide the categorization of the assessor data. In addition, where necessary, individual properties were vetted through map searches and visual review to verify land use classifications that are unclear or atypical in the assessor records.

Residential development was classified into Single Family Residential, Multifamily Residential, and Manufactured or Mobile Home. Single Family Residential includes detached housing units on individual parcels. Multifamily Residential includes residential forms with multiple attached units, such as duplexes and triplexes. Manufactured and Mobile Home includes dwellings identified as such in the assessor data.

Non-residential development was classified as eligible development (e.g., not outbuildings) that is not residential, including Retail & Commercial, Office, Public & Institutional, and Warehouse & Industrial.

The mapping template included in this appendix provides examples of how typical property descriptions were mapped to the categories utilized in this fee study. These mappings are intended as a reference template to clarify how the categories are commonly applied. They are not intended to serve as a comprehensive or prescriptive guide, but rather to illustrate the approach used in leveraging assessor data to tailor the fee structure.

**Figure A-1.**  
**Development Classification Mapping**

Property Type Field 1 Options	Property Type Field 2 Options	Occupancy Field Options	Built-As Description Field Options	BBC Classification Options
<b>Commercial</b>				
AG BUILDINGS   AG LAND   AG RESIDENTIAL   COMMERCIAL	Warehouse	Warehouse	Office Building	Warehouse & Industrial
			Service Garage	Warehouse & Industrial
	Office Building Warehouse	Office Building	Office Building	Office
			Indust Lght Manufacturing	Warehouse & Industrial
AG BUILDINGS   COMMERCIAL   INDUSTRIAL	Utility Building Warehouse	Utility Building	Light Commercial Utility	Warehouse & Industrial
			Light Commercial Utility	Warehouse & Industrial
	Storage Warehouse		Storage Warehouse	Warehouse & Industrial
AG LAND   COMMERCIAL	Bank	Bank	Bank	Retail & Commercial
			Modular Office	Retail & Commercial
	Car Wash Health Club	Car Wash	Car Wash - Automatic	Retail & Commercial
			Retail Store	Retail & Commercial
COMMERCIAL	Mini Warehouse	Mini Warehouse	Mini Warehouse	Warehouse & Industrial
			Mini-Mart Convenience Stores	Retail & Commercial
	Mini-Mart Convenience Stores Office Building	Mini-Mart Convenience Stores	Industrial Interior Office Space	Office
			Modular Office	Office
	Post Office	Post Office	Office Building	Office
			Retail Store	Office
	Restaurant	Restaurant	Post Office	Public & Institutional
			Restaurant	Retail & Commercial
	Retail	Barber/Beauty Shop	Barber/Beauty Shop	Retail & Commercial
			Discount Store	Retail & Commercial
	Laundromat	Laundromat	Laundromat	Retail & Commercial
			Market	Retail & Commercial
	Retail Center	Retail Center	Restaurant	Retail & Commercial
			Retail Store	Retail & Commercial
	Warehouse	Warehouse	Neighborhood Shopping Center	Retail & Commercial
			Arch-Rib Quonset Utility	Warehouse & Industrial
	Comm Shed - Equipment	Comm Shed - Equipment	Comm Shed - Equipment	Warehouse & Industrial
			Distribution Warehouse	Warehouse & Industrial
	Office Building	Office Building	Equipment Building-Commercial	Warehouse & Industrial
			Fire Station Staffed	Public & Institutional
	Warehouse	Warehouse	Industrial Interior Office Space	Warehouse & Industrial
			Light Commercial Utility	Warehouse & Industrial
	Light Industrial Shell Buildings	Light Industrial Shell Buildings	Light Industrial Shell Buildings	Public & Institutional
			Office Building	Warehouse & Industrial
	Service Garage	Service Garage	Office Building	Retail & Commercial
				Office
	Shed - Equipment	Shed - Equipment		Warehouse & Industrial
			Storage Warehouse	Retail & Commercial
	Storage Warehouse	Storage Warehouse	Storage Warehouse	Warehouse & Industrial
				Warehouse & Industrial
	COMMERCIAL   INDUSTRIAL	Comm Shed - Equipment	Comm Shed - Equipment	Warehouse & Industrial
		Office Building	Modular Office	Office
	Warehouse	Warehouse	Office Building	Office
			Indust Lght Manufacturing	Warehouse & Industrial
	Mini Warehouse	Mini Warehouse	Industrial Interior Office Space	Warehouse & Industrial
			Storage Warehouse	Warehouse & Industrial
	COMMERCIAL   RESIDENTIAL	Mini Warehouse	Mini Warehouse	Warehouse & Industrial
		Single Family Residential	Bar/Tavern	Retail & Commercial
	Warehouse	Warehouse	Shed - Equipment	Warehouse & Industrial
				Warehouse & Industrial
	COMMERCIAL   RESIDENTIAL MULTI FAMILY	Multiple - Residential	Multiple - Residential	Multifamily Residential
			Office Building	Office
	Retail	Retail	Multiple - Residential	Retail & Commercial
			Retail Store	Retail & Commercial
	EXEMPT NON RESIDENTIAL	Church	Church	Retail & Commercial
			Office Building	Public & Institutional
	Comm Shed - Utility	Comm Shed - Utility	Comm Shed - Utility	Public & Institutional
			Fire Station Staffed	Public & Institutional
	Fire Station Staffed	Fire Station Staffed	Fire Station Staffed	Public & Institutional
			Equipment Building-Commercial	Public & Institutional
	Government Building	Government Building	Office Building	Public & Institutional
			Library - Public	Public & Institutional
	Library - Public	Library - Public	Library - Public	Public & Institutional
			Light Commercial Utility	Public & Institutional
	Light Commercial Utility	Light Commercial Utility	Light Commercial Utility	Public & Institutional

Source: Weld County Assessor; BBC Research & Consulting, 2025.

**Figure A-1, continued.**  
**Development Classification Mapping**

		Office Building School - Elementary/Secondary Senior (Clubhouse) Centers	Office Building School - Elementary/Secondary Auditorium Equipment Storage Senior (Clubhouse) Centers Storage Warehouse	Office Public & Institutional Public & Institutional Public & Institutional Public & Institutional Warehouse & Industrial
EXEMPT NON RESIDENTIAL (EXEMPT RESIDENTIAL)		Church Clubhouse School - Classroom	Church Clubhouse School - Classroom Shed - Equipment	Public & Institutional Public & Institutional Public & Institutional Public & Institutional
INDUSTRIAL		Material Storage Sheds Office Building Warehouse	Material Storage Sheds Office Building Equipment Building-Commercial Indust Lght Manufacturing  Light Commercial Utility Light Industrial Shell Buildings Office Building Service Garage  Storage Warehouse	Warehouse & Industrial Office Warehouse & Industrial Warehouse & Industrial Warehouse & Industrial Warehouse & Industrial Warehouse & Industrial Retail & Commercial Warehouse & Industrial Warehouse & Industrial
Duplex				
RESIDENTIAL	Duplex		Duplex One Story Duplex Two Story	Multifamily Residential Multifamily Residential
RESIDENTIAL MULTI FAMILY	Apartment Duplex		Duplex One Story Duplex Two Story	Multifamily Residential Multifamily Residential
Manufactured Hm				
EXEMPT RESIDENTIAL	Manufactured Home		Mnfctrd Home 1 Story Mobile Home 1 Story Mobile Home 1 Story w/ Additions	Manu or Mobile Home Manu or Mobile Home Manu or Mobile Home
RESIDENTIAL	Manufactured Home Single Family Residential		Mnfctrd Home 1 Story Mnfctrd Home 1 Story Mobile Home 1 Story Mobile Home 1 Story w/ Additions	Manu or Mobile Home Manu or Mobile Home Manu or Mobile Home Manu or Mobile Home
Multiple Unit				
RESIDENTIAL   RESIDENTIAL MULTI FAMILY	Apartment w/4-8 Units		Apartment <= 3 Stories	Multifamily Residential
RESIDENTIAL MULTI FAMILY	Apartment w/4-8 Units		Apartment <= 3 Stories	Multifamily Residential
Residential				
AG BUILDINGS   AG LAND   AG RESIDENTIAL	Secondary Single Family Res on Ag Single Family Residential on Ag		Ranch 1 Story 2 Story Modular 1 1/2 Story Fin Ranch 1 Story	Single Family Residential Single Family Residential Single Family Residential Single Family Residential
AG BUILDINGS   AG LAND   AG RESIDENTIAL   COMMERCIAL	Single Family Residential on Ag		Ranch 1 Story	Single Family Residential
AG LAND	Single Family Residential		2 Story	Single Family Residential
AG LAND   AG RESIDENTIAL   COMMERCIAL	Single Family Residential on Ag		Ranch 1 Story	Single Family Residential
COMMERCIAL   RESIDENTIAL	Retail Secondary Single Family Res Single Family Residential		Ranch 1 Story Ranch 1 Story Ranch 1 Story	Single Family Residential Single Family Residential Single Family Residential
EXEMPT NON RESIDENTIAL (EXEMPT RESIDENTIAL)	Single Family Residential		Ranch 1 Story	Single Family Residential
EXEMPT RESIDENTIAL	Single Family Residential		Ranch 1 Story	Single Family Residential
INDUSTRIAL   RESIDENTIAL	Single Family Residential		Ranch 1 Story	Single Family Residential
RESIDENTIAL	Office Building Secondary Single Family Res  Single Family Residential		Veterinary Office 1 1/2 Story Fin Ranch 1 Story 1 1/2 Story Fin 2 1/2 Story Fin 2 Story Bi Level Modular 1 Story Modular 2 Story Ranch 1 Story Split Level	Office Single Family Residential Single Family Residential Single Family Residential Single Family Residential Single Family Residential Single Family Residential Single Family Residential Single Family Residential Single Family Residential Single Family Residential
RESIDENTIAL   RESIDENTIAL MULTI FAMILY	Single Family Residential		2 Story	Single Family Residential
RESIDENTIAL MULTI FAMILY	3 Unit Conversion		Modular 1 Story	Multifamily Residential
Triplex				
RESIDENTIAL   RESIDENTIAL MULTI FAMILY	Apartment Triplex		Triplex One Story	Multifamily Residential
RESIDENTIAL MULTI FAMILY	Apartment Triplex		Triplex One Story	Multifamily Residential

Source: Weld County Assessor; BBC Research & Consulting, 2025.

[Appendix](#)[Appendix A Fee Schedule](#)[Appendix B \(Reserved\)](#)**Appendix A Fee Schedule**

Applicants are required to pay direct costs, including postage, recording, advertising fees, referral agency review fees, outside consultant review fees, legal review or consultants review fees incurred on behalf of staff.

<b>PLANNING AND DEVELOPMENT REVIEW*</b> All Development Applications are subject to a nonrefundable fee for billed services, including but not limited to: publication notices, legal services, planning and engineering review, consulting services, signs, reproduction or materials, recording... Plan Review, Inspection and Observation Fees may apply.		
<i>Code Section</i>	<i>Fee/Charge</i>	<i>Amount</i>
17-2-10	Pre-application conference fee	\$300.00
15-1-110	Annexation fee for annexations less than 5 acres	\$2,000.00
	Annexation fee for annexations greater than 5 acres	\$3,500.00 + \$25.00 per acre
16-3-20	Minor or Major Site Plan	\$500.00
16-4-50	CMRS Site Plan	\$500.00
16-5-30	Conditional Review Use	\$750.00
16-5-60	Variance	\$500.00 for Variance \$300.00 for Appeal
16-5-70	Zoning, Zoning Changes and Amendments	\$1,300.00 + \$10.00 per dwelling unit/structure
17-6-40	Administrative Plat Amendment	\$500.00
17-2-20	Preliminary Plat	\$1,500.00
17-2-70	Final Plat	\$3,000.00
17-6-45	Replat	\$2,000.00
17-6-50	Vacation of Subdivision	\$1,000.00
17-6-60	Exemption from Subdivision requirement fee	\$1,000.00
17-6-30	Minor Subdivision	\$3,000.00
17-6-80	Appeal	\$1,000.00
16-2-160	Planned Development Zone Application	\$2,000.00 + \$10.00 per dwelling unit/structure
16-3-80	Sign Permit - Permanent	\$150.00
	Sign Permit - Temporary	\$50.00
16-1-170	Expired Land Use	EQUAL to original fee if applicant seeks renewal
<b>Development Impact Fees</b>		

4-9	Police Facilities - Residential	\$759.00 per dwelling unit
	Police Facilities - Nonresidential	\$0.54 per square foot
	Public Facilities - Residential	\$2,096.00 per dwelling unit
	Public Facilities - Nonresidential	\$1.50 per square foot
	Parks - Residential	\$1,538.00 per dwelling unit
	Parks - Nonresidential	\$0.00
	Transportation - Residential	\$2,860.00 per dwelling unit
	Transportation - Nonresidential	\$2.50 per square foot
	Storm Drainage - Residential	\$1,601.00 per unit/structure
	Storm Drainage - Nonresidential	\$1.14 per square foot
	Schools* - Single-Family Residential	\$1,054.20 per unit
	Schools* - Multi-Family PGFPD Impact Fee	\$272.00 per unit 2.266 per dwelling unit
	* Collected by Town of Platteville with payment of building permit, but forwarded in full to Weld County School District RE-1 & PGFPD.	
Oil & Gas Land Uses		
16-4-100	Special Use Permit (includes Site Plan Application Fee)	\$1,000.00 per well or production facility
	Existing Use Site Plan	\$100.00 per site

<b>BUILDING AND CONSTRUCTION</b>		
Code Section	Fee/Charge	Amount
16-3-10	Building Permit	Per Chapter 18 + \$50.00 to determine compliance with zoning applied to residential applications ONLY
Resolution 2011-26	Building Permit for Solar Installation	\$500.00 maximum for residential installation \$1,000.00 maximum for commercial installation
16-3-50	Fence/Hedge/Wall	\$25.00
	Manufactured home inspection	As specified in current Building Code
	Appeal Building Official Ruling	\$200.00

<b>UTILITIES</b>		
Code Section	Fee/Charge	Amount



## Agenda Item Cover Sheet

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MEETING DATE: July 1, 2025

AGENDA ITEM: Ordinance 2025-843

DEPARTMENT: Administrative

PRESENTED BY: Troy Renken, Town Manager

### SUMMARY

The ordinance being presented allows the police department to issue citations for the newly enacted "hands free" phone law into our municipal court. This was requested by Chief Dwyer and I'm in agreement with sending these violations to our local court instead of Weld County. A copy of Chapter 8 of the municipal code is included so you can see what is currently adopted locally that is also enforced with the overall Model Traffic Code.

### FINANCIAL CONSIDERATIONS

Increased court costs and fines based upon these violations going through our municipal court.

### RECOMMENDED ACTION

Move to approve Ordinance 2025-843, an Ordinance amending Chapter 8 of the Platteville Municipal Code concerning traffic violations.

### ATTACHMENTS

Ordinance 2025-843  
PMC Chapter 8 (Model Traffic Code)

**TOWN OF PLATTEVILLE  
BOARD OF TRUSTEES  
ORDINANCE NO. 2025-843**

**AN ORDINANCE AMENDING CHAPTER 8 OF THE PLATTEVILLE  
MUNICIPAL CODE CONCERNING TRAFFIC VIOLATIONS**

**WHEREAS**, the Colorado legislature passed the Mobile Electronic Devices and Motor Vehicle Driving bill, which prohibits the use of mobile electronic devices while operating a motor vehicle, effective January 1, 2025;

**WHEREAS**, the Board of Trustees desires to add provisions to the Platteville Municipal Code to explicitly regulate the same under local law.

**NOW THEREFORE BE IT ORDAINED BY THE BOARD OF TRUSTEES OF THE  
TOWN OF PLATTEVILLE, COLORADO AS FOLLOWS:**

**Section 1.** Chapter 8 of the Platteville Municipal Code is hereby amended by the addition of new Section 8-1-70, to read as follows:

**8-1-70. – Use of Electronic Devices While Operating a Motor Vehicle.**

(a) It is unlawful to use a mobile electronic device in violation of C.R.S. § 42-4-239 while operating a motor vehicle in the Town.

(b) Violations of this Section shall be subject to the penalties set forth in Section 8-1-60 of this Code.

**INTRODUCED, READ, ADOPTED AND ORDERED PUBLISHED THIS \_\_\_\_  
DAY OF \_\_\_\_\_, 2025.**

**TOWN OF PLATTEVILLE, COLORADO**

\_\_\_\_\_  
Michael Cowper, Mayor

**ATTEST:**

\_\_\_\_\_  
Danette Schlegel, Town Clerk

## **8 Art I Model Traffic Code**

### **Sec 8-1-10 Adoption**

### **Sec 8-1-20 Amendments**

### **Sec 8-1-30 Application**

### **Sec 8-1-40 Interpretation**

### **Sec 8-1-50 Driving Under Restraint Or Suspension**

### **Sec 8-1-60 Violation And Penalty**

## **Sec 8-1-10 Adoption**

Pursuant to Parts 1 and 2 of Article 16 of Title 31, C.R.S. there is hereby adopted by reference the 2020 edition of the Model Traffic Code promulgated and published as such by the Colorado Department of Transportation, Traffic Engineering and Safety Branch, 2829 W. Howard Place, Denver, CO 80204. The subject matter of the Model Traffic Code relates primarily to comprehensive traffic control regulations for the Town. The purpose of this Ordinance and the Code adopted herein is to provide a system of traffic regulation consistent with state law and generally conforming to similar regulations throughout the state and the nation. Three (3) copies of the Model Traffic Code adopted herein are now filed with the office of the Town Clerk and may be inspected during regular business hours.

#### **HISTORY**

*Repealed & Reenacted by Ord. [814](#) on 7/19/2022*

## **Sec 8-1-20 Amendments**

The 2020 edition of the Model Traffic Code is adopted as if set out at length save and except for the following modifications and additions:

(a) Section 110(1) is amended to read as follows:

(1) The provisions of this Code shall be applicable and uniform throughout the Town. The Town shall regulate and enforce all traffic and parking restrictions on streets which are state highways as provided in C.R.S. § 43-2-135(1)(g). The Town may enact, adopt or enforce traffic regulations which cover the same subject matter as the various sections of this code or state law and such additional regulations as are included in C.R.S. § 42-4-111.

(b) Section 110(2) is amended to read as follows:

(2) The Municipal Court shall have jurisdiction over violations of traffic regulations enacted or adopted by the Town.

(c) Section 225 is amended by the addition of a new subsection (2.5) to read as follows:

(2.5)(a) It is unlawful for the operation of a vehicle driving on any public or private street to use or employ the use of jake brakes or any other similarly designated auxiliary engine braking system.

(b) For purposes of this Section, a Jake brake means any device mounted on or adjacent to the engine of a commercial motor vehicle which, when employed, reduces engine speed and causes the vehicle to slow without use of the vehicle's braking system.

(d) Section 237 is amended by the deletion of subsection (5).

(e) Section 509 is amended by the addition of a new subsection (4):

(4) No owner or operator of a motor vehicle subject to the provisions of C.R.S. § 42-8-105, relating to clearance at ports of entry, shall fail or refuse to obtain valid clearance. Every such owner or operator shall seek out a port of entry to obtain such valid clearance whether or not such port of entry weigh station is located on the route that the owner or operator is following unless a valid clearance or a valid special permit from the State Department of Revenue has previously been secured.

(f) Section 614 is amended to read as follows:

614. Designation of highway maintenance, repair, or construction zones - signs - increase in penalties for speeding violations.

(1) If maintenance, repair, or construction activities are occurring or will be occurring within four hours on a state highway or municipal street, the Department of Transportation or the Town, within their respective jurisdictions, may designate such portion of the highway as a highway maintenance, repair, or construction zone. A person who commits a speeding violation in a maintenance, repair, or construction zone that is designated pursuant to this Section is subject to increased penalties and surcharges imposed by Section 1701 .

(2) The Department of Transportation or the Town, within their respective jurisdictions, shall designate a maintenance, repair, or construction zone by erecting or placing an appropriate sign in a conspicuous place before the area where the maintenance, repair, or construction activity is taking place or will be taking place within four hours. Such sign shall notify the public that increased penalties for certain traffic violations are in effect in such zone. The Department of Transportation or the Town shall erect or place a second sign after such zone indicating that the increased penalties for certain traffic violations are no longer in effect. A maintenance, repair, or construction zone begins at the location of the sign indicating that increased penalties are in effect and ends at the location of the sign indicating that the increased penalties are no longer in effect.

(3) Signs used for designating the beginning and end of a maintenance, construction, or repair zone shall conform to Department of Transportation requirements. The signs may be fixed, variable, or on a movable stand. The signs may be placed on a moving vehicle if required for certain activities, including without limitation highway painting.

(g) Part 8 is amended by the addition of a new section 809 to read as follows:

809. School crossing guards.

(1) Employees or agents of the school districts within the Town are authorized to direct traffic by voice, hand or signal in conformity with State traffic laws and this chapter, at school crosswalks as established by the school districts and approved by the Chief of Police. School crosswalks established on State highways must also be approved by the State Department of Transportation.

(2) It is the responsibility of the school districts which initiate school crosswalk guard programs to ensure the training of school crosswalk guards. Further, it is the responsibility of the school districts which engage in a school crosswalk guard program to ensure that school crosswalk guards are on duty in accord with the appropriate program. The school districts understand that neither the Town nor the State assumes any liability by authorizing the school districts to enter into a school crosswalk guard program.

(3) No person shall fail or refuse to comply with any lawful order or direction of a school crossing guard authorized by this section to direct, control, or regulate traffic.

(4) Any person who violates any provision of this Section commits a class A traffic infraction.

(5) Nothing in this Section shall be construed to waive, abrogate or limit the sovereign immunity granted to public entities pursuant to the Colorado Governmental Immunity Act, C.R.S. § 24-10-101, et seq.

(h) Section 1204(3) is amended by the addition of a new subsection (c) to read as follows:

(3)(c) No person shall park a vehicle, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or official traffic control device, along any of the following streets or portions of streets:

<b><i>Name of Street</i></b>	<b><i>Portion Affected (Terminal Limits)</i></b>
Bella Vista Drive, Carmelita Court, Sanchez Court, Juanita Court and Beal Court	Entire portion of all said streets: No on-street parking except from Friday at 5:00 p.m. through Monday at 5:00 a.m. and on all federal and state observed holidays
Marion Avenue (south side only)	From 122 feet west of the intersection with Main Street to 135 feet west of the intersection with Main Street and from 143 feet west of the intersection with Main Street to 151 feet west of the intersection with Main Street
Vasquez Blvd. (east side only)	From Justin Avenue to Washington Avenue.

(i) Section 1204(3) is amended by the addition of a new subsection (d) to read as follows:

(3)(d) No person shall park a vehicle, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or official traffic control device, for longer than five minutes between the hours of 7:30 a.m. and 4:00 p.m. of any day on which the schools of Weld County School District RE-1 are in session, upon any of the following streets or parts of streets:

<b><i>Name of Street</i></b>	<b><i>Portion Affected (Terminal Limits)</i></b>
Salisbury Ave. (south side)	Division Street to Main Street

(j) Section 1208 is amended by the addition of a new subsection (7) to read as follows:

(7) No person shall stop, stand or park a vehicle except when necessary to avoid conflict with other traffic or in compliance with directions of a police officer in a zone that is designated as a handicapped parking area, in a manner which obstructs or may obstruct the use of the designated handicapped parking area by a vehicle with distinguishing license plates or by a vehicle with an identifying placard indicating that the occupant of said vehicle is a person with a disability as defined herein unless the vehicle has distinguishing license plates or an identifying placard indicating that the occupant of said vehicle is a person with a disability.

(k) Part 12 is amended by the addition of a new Section 1213 to read as follows:

1213. Parking of certain vehicles prohibited. Except as provided in Code § 16-3-120 concerning recreational vehicles, it is unlawful for any person to park any vehicle with a gross weight of 10,000 pounds or more on any street or highway in the Town, except for the purpose of and while actually engaged in loading or unloading of commercial cargo or passengers. The prohibition contained in this Section shall not apply to any portion of any state highway in the Town.

(l) The second sentence of Section 1401(1) is amended to read as follows:

A person convicted of reckless driving of a bicycle, electrical assisted bicycle or electric scooter shall not be subject to the provisions of C.R.S. § 42-2-127.

(m) The second sentence of Section 1402(1) is amended to read as follows:

A person convicted of reckless driving of a bicycle, electrical assisted bicycle or electric scooter shall not be subject to C.R.S. § 42-2-127.

(n) Section 1402(2) is amended to read as follows:

(2) Any person who violates any provision of this Section commits a traffic infraction, but if the person's actions are the proximate cause of bodily injury or death to another, such person commits a traffic offense. (1) The driver of any vehicle directly involved in an accident resulting in injury to, serious bodily injury to, or death of any person shall immediately stop such vehicle at the scene of such accident or as close to the scene as possible or shall immediately return to the scene of the accident. The driver shall then remain at the scene of the accident until the driver has fulfilled the requirements of C.R.S. § 42-4-1603(1). Every such stop shall be made without obstructing traffic more than is necessary.

(o) (1.5) It shall not be an offense under this Section if a driver, after fulfilling the requirements of subsection (1) of this Section and C.R.S. § 42-4-1603(1), leaves the scene of the accident for the purpose of reporting the accident in acc

(p) ordinance with C.R.S. §§ 42-4-1603(2) and 42-4-1606.

(2) Any person who violates any provision of this Section commits a Class 1 misdemeanor traffic offense if the accident resulted in injury to any person.

(3) As used in this Section: "Injury" means physical pain, illness, or any impairment of physical or mental condition; and "Serious bodily injury" means injury that involves, either at the time of the actual injury or at a later time, a substantial risk of death, a substantial risk of serious permanent disfigurement, or a substantial risk of protracted loss or impairment of the function of any part or organ of the body, or breaks, fractures, or burns of the second or third degree

(q) ((1) The driver of any vehicle involved in an accident resulting in injury to, serious bodily injury to, or death of any person or damage to any vehicle which is driven or attended by any person shall give the driver's name, the driver's address, and the registration number of the vehicle they are driving and shall upon request exhibit his or her driver's license to the person struck or the driver or occupant of or person attending any vehicle collided with and where practical shall render to any person injured in such accident reasonable assistance, including the carrying, or the making of arrangements for the carrying, of such person to a physician, surgeon, or hospital for medical or surgical treatment if it is apparent that such treatment is necessary or if the carrying is requested by the injured person.

(2) If none of the persons specified are in condition to receive the information to which they otherwise would be entitled under subsection (1) hereof and no police officer is present, the driver of any vehicle involved in such accident after fulfilling all other requirements of subsection (1) hereof, insofar as possible on the driver's part to be performed, shall immediately report such accident to the nearest office of a duly authorized police authority as required in C.R.S. § 42-4-1606 and submit thereto the information specified in subsection (1) hereof.

(7) Payment of the prescribed fine shall be deemed a complete satisfaction for the violation, and the Town, upon accepting the prescribed fine, shall issue a receipt to the violator acknowledging payment thereof. Checks tendered and accepted and on which payment is received shall be deemed sufficient receipt.

(8) Should the defendant charged by a penalty assessment notice accept the notice but fail to

pay the prescribed penalty thereon within twenty days thereafter, they shall be allowed to pay such penalty thereon and the maximum court costs permitted for municipal courts under state law to the Municipal Court prior to the time for appearance as specified in the notice

- (r) The driver of any vehicle which collides with or is involved in an accident with any vehicle or other property which is unattended resulting in any damage to such vehicle or other property shall immediately stop and either locate and notify the operator or owner of such vehicle or other property of such fact, the driver's name and address, and the registration number of the vehicle they are driving or attach securely in a conspicuous place in or on such vehicle or other property a written notice giving the driver's name and address and the registration number of the vehicle they are driving. The driver shall also make report of such accident when and as required in C.R.S. § 42-4-1606. Every stop shall be made without obstructing traffic more than is necessary. This Section shall not apply to the striking of highway fixtures or traffic control devices which shall be governed by the provisions of C.R.S. § 42-4-1605. Any person who violates any provision of this Section commits a Class 2 misdemeanor traffic offense
- (s) The driver of any vehicle involved in an accident resulting only in damage to fixtures or traffic control devices upon or adjacent to a highway shall notify the road authority in charge of such property of that fact and of the driver's name and address and of the registration number of the vehicle they are driving and shall make report of such accident when and as required in C.R.S. § 42-4-1606. Any person who violates any provision of this Section commits a Class 2 misdemeanor traffic offense.
- (t) (1) The driver of a vehicle involved in a traffic accident resulting in injury to, serious bodily injury to, or death of any person or any property damage shall, after fulfilling the requirements of C.R.S. §§ 42-4-1602 and 42-4-1603(1), give immediate notice of the location of such accident and such other information as is specified in C.R.S. § 42-4-1603(2) to the nearest office of the duly authorized police authority and, if so directed by the police authority, shall immediately return to and remain at the scene of the accident until said police have arrived at the scene and completed their investigation thereat.  
(2) The department may require any driver of a vehicle involved in an accident of which report must be made as provided in this Section to file supplemental reports whenever the original report is insufficient in the opinion of the department and may require witnesses of accidents to render reports to the department.  
(3) It is the duty of all law enforcement officers who receive notification of traffic accidents within their respective jurisdictions or who investigate such accidents either at the time of or at the scene of the accident or thereafter by interviewing participants or witnesses to submit reports of all such accidents to the department on the form provided, including insurance information received from any driver, within five (5) days of the time they receive such information or complete their investigation. The law enforcement officer shall indicate in such report whether the inflatable restraint system in the vehicle, if any, inflated and deployed in the accident. For purposes of this Section, "inflatable restraint system" has the same meaning as set forth in 49 C.F.R. § 507.208 S4.1.5.1(b). The law enforcement officer shall not be required to complete an investigation or file an accident report:  
(a) In the case of a traffic accident involving a motor vehicle, if the law enforcement officer has a reasonable basis to believe that damage to the property of any one person does not exceed one thousand dollars and if the traffic accident does not involve injury to or death of any person; except that the officer shall complete an investigation and file a report if specifically requested to do so by one of the participants or if one of the participants cannot show proof of insurance; or  
(b) In the case of a traffic accident not involving a motor vehicle, if the traffic accident does not involve serious bodily injury to or death of any person.  
(4) The person in charge at any garage or repair shop to which is brought any motor vehicle which shows evidence of having been struck by any bullet shall report to the nearest office of the duly authorized police authority within twenty-four (24) hours after such motor vehicle is received, giving the vehicle identification number, registration number, and, if known, the name

and address of the owner and operator of such vehicle together with any other discernible information.

(5) Any person who violates any provision of this Section commits a Class 2 misdemeanor traffic offense.

(u) (1) When the driver of a vehicle is physically incapable of giving an immediate notice of an accident as required in C.R.S. § 42-4-1606(1), and there was another occupant in the vehicle at the time of the accident capable of doing so, such occupant shall give or cause to be given the notice not given by the driver.

(2) Any person who violates any provision of this Section commits a Class 2 misdemeanor traffic offense.

(v) Part H. Traffic Control Schedule for Designated Streets

Decreased and increased speed limits. In accordance with the provisions of Sections 1101 and 1102, the speed limit throughout all Town limits shall be 25 miles per hour; however, when official signs are erected giving notice thereof, the prima facie speed limit shall be as specified below for the following streets or portions thereof:

<b>Name of Street or Intersection</b>	<b>Portion Affected (Terminal Limits)</b>	<b>Speed Limit (m.p.h.)</b>
Hwy 85 (SB)	North Town limits at County Rd. 34 to approx. 130 feet south of Reynolds Ave.	55
Hwy 85 (SB)	Approx. 130 feet south of Reynolds Ave. to Cherry Ave.	50
Hwy 85 (SB)	Cherry Ave. to south Town limits at Hwy. 66.	55
Hwy 85 (NB)	South Town limits to approx. 110 feet north of Cherry Ave.	55
Hwy 85 (NB)	Approx. 110 feet north of Cherry Ave. to Reynolds Ave.	50
Hwy 85 (NB)	Reynolds Ave. to north Town limits.	55
Main St. (SB)	Junction of Hwy 85 to approx. 150 feet south of Reynolds Ave.	45
Main St. (SB)	Approx. 150 feet south of Reynolds Ave. to Elizabeth Ave.	35
Main St. (SB)	Elizabeth Ave. to Pratt Ave. (approx. 500 feet south of Hwy 66).	30
Main St. (SB)	School zone from Pierce Ave. to approx. 200 feet north of Hwy 66, when light is flashing during the following time periods: 7:20 a.m. to 8:45 a.m., 10:45 a.m. to 1:00 p.m., and 2:45 p.m. to 4:00 p.m.	20
Main St. (NB)	South Town limits to Hwy 66 (sign approx. 100 feet south of Hwy 66).	35
Main St. (NB)	Hwy 66 to Elizabeth Ave.	30
Main St. (NB)	School zone from Hwy 66 to Central Ave. (posted sign approx. 250 feet north of Hwy 66), when light is flashing during the following time periods: 7:20 a.m. to 8:45 a.m., 10:45 a.m. to 1:00 p.m. and 2:45 p.m. to 4:00 p.m.	20

(Ord. 651 §3, 2010; Ord. 664 §2, 2011; Ord. 667 §1, 2011; Ord. 2013-692 §2; Ord. 702 §2, 2014; Ord. 713 §1, 2014; Ord. 724 §1, 2015 Ord 2023-833)

*Repealed & Reenacted by Ord. 814 on 7/19/2022*

## 710

This Article shall apply to every (public or private) street, alley, sidewalk area, driveway, park and every other public way, place or parking area, either within or outside the corporate limits of the Town, the use of which the Town has jurisdiction and authority to regulate. The provisions of Sections 1401, 1402, and 1413 of the adopted Model Traffic Code, respectively concerning reckless driving, careless driving and eluding a police officer, shall apply not only to public places and ways but also throughout the Town, including private rights and ways.

(Ord. 651 §4, 2010)

#### HISTORY

*Repealed & Reenacted by Ord. [814](#) on 7/19/2022*

### **Sec 8-1-40 Interpretation**

This Article shall be so interpreted and construed as to effectuate its general purpose to conform with the State's uniform system for the regulation of vehicles and traffic. Article and Section headings of this Article and the adopted code shall not be deemed to govern, limit, modify or in any manner affect the scope, meaning or intent of the provisions of any Article or Section thereof.

(Ord. 651 §5, 2010)

#### HISTORY

*Repealed & Reenacted by Ord. [814](#) on 7/19/2022*

### **Sec 8-1-50 Driving Under Restraint Or Suspension**

It is unlawful for any person to drive a motor vehicle or off-highway vehicle upon any street or highway in the Town with knowledge that such person's license or privilege to drive, either as a resident or nonresident, is under restraint or suspension for any reason, including an outstanding judgment is guilty of a traffic infraction punishable according to Section 8-1-60.

#### HISTORY

*Adopted by Ord. [753](#) on 8/15/2017*

*Repealed & Reenacted by Ord. [814](#) on 7/19/2022*

### **Sec 8-1-60 Violation And Penalty**

- (a) It is unlawful for any person to violate any provision of this Article or any provision of the Model Traffic Code as adopted and modified herein.
- (b) Notwithstanding the designations of this code concerning Class A and Class B traffic infractions and Class 1 and Class 2 traffic offenses, or any other designations herein to the contrary, except as set forth herein, it is a municipal traffic infraction for any person to violate any provision of the Model Traffic Code adopted by the Town. Such a traffic infraction shall constitute a civil matter. The maximum penalty for a traffic infraction shall be a civil penalty of not more than four hundred ninety-nine dollars (\$499.00), plus court costs as authorized by law. The Colorado Municipal Court Rules of Procedure ("CMCR") shall apply to traffic infraction and offense proceedings, except that no warrant for arrest shall be issued for the defendant's failure to appear when the only violation charged would constitute a noncriminal traffic infraction and the defendant's driver's license is issued by the State of Colorado or any other state which participates in the Interstate Nonresident Violator Compact, as codified at C.R.S. § 24-60-2101.
- (c) A violation of Section 607, Interference with Official Devices; Section 705, subsection (2), (2.5), and (2.6), Operation of Vehicle Approached by Emergency Vehicle; Section 1101, Speeding 25 or More over the Posted Speed Limit; Section 1105, Speed Contests; Section 1402, Careless Driving; Section 1401, Reckless Driving; Section 1413, Eluding or Attempting to Elude a Police Officer; Section 1703, Parties to a Crime; or Section 1903, School Buses of the Model Traffic

Code shall be criminal traffic offenses subject to the penalties specified in Section 1-4-20 of this Code. If a person who is charged with one of the offenses specified in this subsection fails to appear at a hearing before the Municipal Court at the date and time specified in the summons and complaint or another time ordered by the Municipal Court, the Municipal Court may issue a bench warrant for the arrest of such person and set the amount of bail for such person pursuant to CMCR 246.

- (d) The penalties for speeding violations under this Section shall be doubled if the violation occurs within a designated maintenance, repair, or construction zone pursuant to Section 614 of the Model Traffic Code.
- (e) The penalties for any moving traffic violation shall be doubled if the violation occurs within a designated school zone pursuant to Section 615 of the Model Traffic Code.
- (f) Except for persons who are charged with an offense specified in subsection (c) hereof, if a person fails to appear at a hearing before the Municipal Court at the date and time specified in the summons and complaint or at such other time ordered by the Municipal Court, the Municipal Court shall enter a default judgment, assess an appropriate civil penalty, and assess applicable court costs, and the law enforcement assistance surcharge against such person. A default judgment shall have the same legal effect as a plea of guilty or a conviction at trial. Upon motion made not later than sixty (60) days following the entry of a default judgment, the Municipal Court may vacate a default judgment upon adequate showing of excusable neglect, or that the default judgment violates the Constitution or laws of the United States, the Constitution or laws of the state of Colorado, or any other reason justifying relief from the operation of the default judgment.
- (g) The Municipal Court shall report its entry of a default judgment, a plea of guilty or no contest, or a conviction or a forfeiture of bail, against every person concerning any charge specified in this Section, to the Department of Revenue, Motor Vehicles Division for the assessment of points against such person's driving privileges pursuant to C.R.S. § 42-2-127.

#### HISTORY

Adopted by Ord. [814](#) on 7/19/2022



## Agenda Item Cover Sheet

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MEETING DATE: July 1, 2025

AGENDA ITEM: Business Enhancement Grant

DEPARTMENT: Administrative

PRESENTED BY: Troy Renken, Town Manager

### SUMMARY

Benny Rios has submitted three separate grant applications for business properties that he owns in the 600 block of Main Street. All three applications involve building improvements as summarized below.

- Silver Spur: replace exterior siding with stucco similar to the past two grant applications
- Main Street Gym: upgrade heat and AC systems and install new water fountain
- M&A Salon: replace heat and AC systems and new interior flooring

The maximum grant amount of \$2,500 is being requested on all three applications and receipts and proof of work being completed or equipment being purchased will be required.

### FINANCIAL CONSIDERATIONS

Of the \$50,000 that is budgeted in the Economic Development section of the General Fund only \$5,000 has been spent to date on two recent grant awards.

### RECOMMENDED ACTION

Move to approve the Business District Enhancement Grant applications from the Silver Spur, M&A Salon and the Main Street Gym as presented.

### ATTACHMENTS

Silver Spur, M&A Salon, Mainstreet Gym Grant Applications



## Town of Platteville

400 Grand Avenue, Platteville Colorado 80651

970.785.2245 / Platteville.Colorado.Gov

### Business District Enhancement Grant Program

The Town of Platteville has developed a Business District Enhancement Grant Program to assist local businesses and non-profit organizations to improve buildings and properties within the town limits of Platteville. The program offers matching grant funds up to a maximum amount of \$5,000 (\$2,500 business investment - \$2,500 Town match) to complete a variety of building and/or property improvements that would benefit the business and community.

The primary goals of the program are to provide financial assistance to help with the revitalization of the business district by improving structures, increasing property values, investing in public amenities, complying with building code requirements and promoting business sustainability in the community. Examples of what the grant funds can be used for includes remodeling, utility service upgrades, painting and restoration, acquisition or replacement of primary equipment, signage and other exterior improvements.

This is a reimbursement program in which successful applicants must submit receipts of qualified expenses in order to be reimbursed for 50% of the spent amount up to the total grant award. The Program will be overseen by the Town Manager under the direction of the Platteville Board of Trustees. Applications will be accepted on a quarterly basis throughout the year with grant awards announced in January, April, July, & October.

#### Application Process

For a local Platteville business to be considered for this grant program the business or property owner must complete the following information and indicate the purpose(s) for which the funds are being requested for from the qualified categories. If the business is leased by a tenant the property owner must either complete or authorize the application for the tenant.

#### Applicant Information

Name of Business / Non-Profit: The Silver Spur LLC

Owner: Rios Miko B  
Last First MI

Tenant (if applicable): The Silver Spur LLC  
Last First MI

Property Address: 613 Main St, Platteville

Property Owner Phone: 7208626006 Business Phone: 9707856155

Property Owner Email: Mikorios@gmail.com

### Qualified Grant Expenses

- |  |  |
|--|--|
| <input type="radio"/> Paint & Supplies (Exterior or Interior)  | <input type="radio"/> Door / Window Replacement        |
| <input checked="" type="radio"/> Siding Repair / Replacement   | <input type="radio"/> Landscaping Upgrades             |
| <input type="radio"/> Exterior Signage Purchase / Replacement  | <input type="radio"/> Parking Lot Repair / Painting    |
| <input type="radio"/> Electrical / Plumbing / Utility Upgrades | <input type="radio"/> Equipment / Furnishings Upgrades |
| <input type="radio"/> Flooring Repairs / Replacement           | <input type="radio"/> Contractor Expenses              |
| <input type="radio"/> Other: _____                             |  |

Project Description: Replace exterior siding with stucco.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Grant Funds Requested: \$ 2,500 Date Needed: Upon approval

- Grant funding may not be used for normal operational expenses including payroll and benefits, insurance, utilities and supplies or other standard operational costs.
- Grant awards are valid for 6 months from the Notice of Award by the Platteville Board of Trustees and may be extended an additional 6 months with prior Board approval.

Applicant Signature:  Date: 6/18/25

Town Manager: \_\_\_\_\_ Date Received: \_\_\_\_\_

### TOWN USE ONLY

The Platteville Board of Trustees reviewed the application on \_\_\_\_\_

and approved ( ) denied ( ) the request for funding in the amount of \$ \_\_\_\_\_.

Mayor Authorization: \_\_\_\_\_ Date: \_\_\_\_\_



## Town of Platteville

400 Grand Avenue, Platteville Colorado 80651

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### Business District Enhancement Grant Program

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The primary goals of the program are to provide financial assistance to help with the revitalization of the business district by improving structures, increasing property values, investing in public amenities, complying with building code requirements and promoting business sustainability in the community. Examples of what the grant funds can be used for includes remodeling, utility service upgrades, painting and restoration, acquisition or replacement of primary equipment, signage and other exterior improvements.

This is a reimbursement program in which successful applicants must submit receipts of qualified expenses in order to be reimbursed for 50% of the spent amount up to the total grant award. The Program will be overseen by the Town Manager under the direction of the Platteville Board of Trustees. Applications will be accepted on a quarterly basis throughout the year with grant awards announced in January, April, July, & October.

#### Application Process

For a local Platteville business to be considered for this grant program the business or property owner must complete the following information and indicate the purpose(s) for which the funds are being requested for from the qualified categories. If the business is leased by a tenant the property owner must either complete or authorize the application for the tenant.

#### Applicant Information

Name of Business / Non-Profit: Main Street Gym

Owner: Rios Saxon Benny

Tenant (if applicable): Rios Saxon M

Property Address: 617 Main Street, Platteville

Property Owner Phone: 7203648375 Business Phone: 7203648375

Property Owner Email: Saxon.rios@gmail.com

### Qualified Grant Expenses

- |  |   |
|--|---|
| <input type="radio"/> Paint & Supplies (Exterior or Interior)  | <input type="radio"/> Door / Window Replacement                   |
| <input type="radio"/> Siding Repair / Replacement              | <input type="radio"/> Landscaping Upgrades                        |
| <input type="radio"/> Exterior Signage Purchase / Replacement  | <input type="radio"/> Parking Lot Repair / Painting               |
| <input type="radio"/> Electrical / Plumbing / Utility Upgrades | <input checked="" type="radio"/> Equipment / Furnishings Upgrades |
| <input type="radio"/> Flooring Repairs / Replacement           | <input type="radio"/> Contractor Expenses                         |
| <input type="radio"/> Other: _____                             |   |

Project Description: Upgraded water fountain in gym,  
Upgrade heat and air conditioning

Grant Funds Requested: \$ 2,500 Date Needed: Upon approval

- Grant funding may not be used for normal operational expenses including payroll and benefits, insurance, utilities and supplies or other standard operational costs.
- Grant awards are valid for 6 months from the Notice of Award by the Platteville Board of Trustees and may be extended an additional 6 months with prior Board approval.

Applicant Signature:  Date: 6/18/25

Town Manager: \_\_\_\_\_ Date Received: \_\_\_\_\_

### TOWN USE ONLY

The Platteville Board of Trustees reviewed the application on \_\_\_\_\_  
and approved ( ) denied ( ) the request for funding in the amount of \$\_\_\_\_\_.

Mayor Authorization: \_\_\_\_\_ Date: \_\_\_\_\_



## Town of Platteville

400 Grand Avenue, Platteville Colorado 80651

970.785.2245 / Platteville.Colorado.Gov

### Business District Enhancement Grant Program

The Town of Platteville has developed a Business District Enhancement Grant Program to assist local businesses and non-profit organizations to improve buildings and properties within the town limits of Platteville. The program offers matching grant funds up to a maximum amount of \$5,000 (\$2,500 business investment = \$2,500 Town match) to complete a variety of building and/or property improvements that would benefit the business and community.

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This is a reimbursement program in which successful applicants must submit receipts of qualified expenses in order to be reimbursed for 50% of the spent amount up to the total grant award. The Program will be overseen by the Town Manager under the direction of the Platteville Board of Trustees. Applications will be accepted on a quarterly basis throughout the year with grant awards announced in January, April, July, & October.

#### Application Process

For a local Platteville business to be considered for this grant program the business or property owner must complete the following information and indicate the purpose(s) for which the funds are being requested for from the qualified categories. If the business is leased by a tenant the property owner must either complete or authorize the application for the tenant.

#### Applicant Information

Name of Business / Non-Profit: MBA Salon LLC

Owner: Rios Benny

Tenant (if applicable): Miranda Cinthya M

Property Address: 609 Main Street, Platteville

Property Owner Phone: 7203191228 Business Phone: 970-539-6874

Property Owner Email: Mikorios@gmail.com

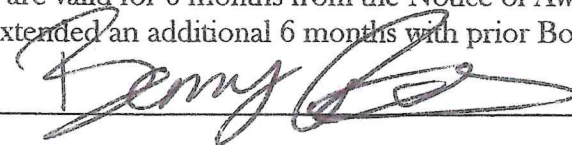
### Qualified Grant Expenses

- |   |   |
|---|---|
| <input type="radio"/> Paint & Supplies (Exterior or Interior)   | <input type="radio"/> Door / Window Replacement                   |
| <input type="radio"/> Siding Repair / Replacement               | <input type="radio"/> Landscaping Upgrades                        |
| <input type="radio"/> Exterior Signage Purchase / Replacement   | <input type="radio"/> Parking Lot Repair / Painting               |
| <input type="radio"/> Electrical / Plumbing / Utility Upgrades  | <input checked="" type="radio"/> Equipment / Furnishings Upgrades |
| <input checked="" type="radio"/> Flooring Repairs / Replacement | <input type="radio"/> Contractor Expenses                         |
| <input type="radio"/> Other: _____                              |   |

Project Description: Replaced interior flooring,  
Replaced heating and air conditioning unit,  
Replaced hot water heater unit.

Grant Funds Requested: \$ 2,500 Date Needed: Upon approval

- Grant funding may not be used for normal operational expenses including payroll and benefits, insurance, utilities and supplies or other standard operational costs.
- Grant awards are valid for 6 months from the Notice of Award by the Platteville Board of Trustees and may be extended an additional 6 months with prior Board approval.

Applicant Signature:  Date: 6/18/25

Town Manager: \_\_\_\_\_ Date Received: \_\_\_\_\_

### TOWN USE ONLY

The Platteville Board of Trustees reviewed the application on \_\_\_\_\_  
and approved ( ) denied ( ) the request for funding in the amount of \$ \_\_\_\_\_.

Mayor Authorization: \_\_\_\_\_ Date: \_\_\_\_\_

Town of Platteville, Colorado  
400 Grand Avenue, 80651



## Agenda Item Cover Sheet

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MEETING DATE: July 1, 2025

AGENDA ITEM: Citizen Advisory Committee Reports

DEPARTMENT: Administrative

PRESENTED BY: Troy Renken, Town Manager

### SUMMARY

The Board Liaisons for the four Citizen Advisory Committees will provide reports or updates on what each committee has been working on.

### ATTACHMENTS

None



## Agenda Item Cover Sheet

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MEETING DATE: July 1, 2025  
AGENDA ITEM: Town Manager Report  
DEPARTMENT: Administration  
PRESENTED BY: Troy Renken, Town Manager

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### SUMMARY

Mr. Renken will provide a verbal report to the Board during the meeting.

### ATTACHMENTS

None



## Agenda Item Cover Sheet

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MEETING DATE: July 1, 2025  
AGENDA ITEM: Mayor Report  
DEPARTMENT: Administration  
PRESENTED BY: Mike Cowper, Mayor

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### SUMMARY

Mayor Cowper will discuss various items of community interest with the Board.

### ATTACHMENTS

None