

**ORDINANCE NO. 20-007**

**AN ORDINANCE AMENDING THE CAPITAL IMPROVEMENTS PLAN FOR THE FAR NORTHWEST SECTOR OF THE VILLAGE, AS ADOPTED BY ORDINANCE NO. 390, PASSED AND ADOPTED SEPTEMBER 14, 2004 AND AS SUBSEQUENTLY AMENDED; AND LISTING IMPACT FEES.**

**WHEREAS**, on September 9, 2003, the Village Council, the governing body ("Governing Body") of the Village of Corrales (the "Village") by Ordinance No. 365 adopted Land Use Assumptions for the Far Northwest Sector of the Village and certain adjacent areas, in accordance with the Development Fees Act, Sections 5-8-1 through 5-8-42, NMSA 1978; and

**WHEREAS**, on September 14, 2004, the Governing Body by Ordinance No. 390 adopted the Far Northwest Sector Capital Improvements Plan ("CIP") of the Village of Corrales; and

**WHEREAS**, by Ordinance 07-03, adopted May 22, 2007, the Governing Body adopted amendments of the CIP and an impact fee chart; and

**WHEREAS**, by Ordinance No. 10-003, adopted August 24, 2010, the Governing Body amended the description of the service area covered by the Land Use Assumptions but did not otherwise amend the Land Use Assumptions, and

**WHEREAS**, by Ordinance No. 10-006, adopted August 24, 2010, the Governing Body adopted amendments of the CIP and the impact fee chart; and

**WHEREAS**, by Ordinance No. 15-11, adopted November 17, 2015, the Governing Body amended the Land Use Assumptions with reference to developing the intersection of Don Julio Road and NM 528, and the purchase of a parcel to allow such development; and

**WHEREAS**, by Ordinance No. 15-12, adopted November 17, 2015, the Governing Body amended the Far Northwest Sector Capital Improvements plan, including the impact fees chart; and

**WHEREAS**, in accordance with the Development Fees Act and the Village's Land Use Assumptions, the Governing Body has adopted and the Village has implemented impact fees for development in the Far Northwest Sector, and

**WHEREAS**, the Village must review and evaluate the Land Use Assumptions and the CIP at least once every five (5) years, and must also update the Land Use Assumptions and CIP as necessary and appropriate based on such review and evaluation, in accordance with Section 5-8-30, NMSA 1978; and

**WHEREAS**, the Village's Capital Improvements Advisory Committee ("CIAC") has reviewed and evaluated the Land Use Assumptions and the CIP, and has recommended that the Land Use Assumptions and the CIP should be amended and updated to reflect the current status of capital projects in the Far Northwest Sector and changes in assumptions and projections of land uses and revenues from impact fees since the Land Use Assumptions, CIP and impact fees were most recently adopted or amended; and

**WHEREAS**, the Village Engineer, at the direction of the Village, has prepared an amended CIP containing updates for consideration and possible adoption by the Governing Body, in accordance with the Development Fees Act; and

**WHEREAS**, the amended CIP makes no changes to the existing impact fee chart which is designed to provide appropriate revenues to the Village while not imposing excessive costs on residents and business owners in the Far Northwest Sector; and

**WHEREAS**, the Governing Body finds that adoption of the amended CIP as provided herein is in the best interest of the Village and provides for a fair and appropriate allocation of the costs to provide Village services for residential and non-residential developments in the Far Northwest Sector.

**NOW, THEREFORE, BE IT ORDAINED** by the Governing Body of the Village of Corrales, New Mexico, that:


1. The Far Northwest Sector Capital Improvements Plan adopted by Ordinance No. 390 on September 14, 2004, subsequently amended by Ordinance No. 07-03 on May 22, 2007, by Ordinance No. 10-006 on August 24, 2010, and by Ordinance No. 15-12 on November 17, 2015, is amended by adoption, in its entirety, of the "Far Northwest Sector Capital Improvements Plan, Village of Corrales, with a final amendment date of September 2020, including the impact fees as set forth within, attached hereto.
2. Except as expressly amended herein, Ordinance No. 390, as amended by Ordinances No. 07-03, Ordinance No. 10-006 and Ordinance 15-12; the Far Northwest Sector Capital Improvements Plan; and the impact fees for development in the Far Northwest Sector shall not be affected by this Ordinance and remain in full force and effect.

**SEVERABILITY CLAUSE:** Should any section, paragraph, clause or provision of this Ordinance be held to be invalid or unenforceable for any reason, the invalidity or unenforceability of such section, paragraph, clause or provision shall not affect any of the remaining provisions of this Ordinance. The Governing Body of the Village of Corrales hereby declares that it would have passed this Ordinance and each section, subsection, sentence, clause, word or phrase thereof irrespective of any one or more sections, subsections, sentences, clauses, words or phrases being declared unconstitutional or otherwise invalid.


**EFFECTIVE DATE AND PUBLICATION:** This Ordinance shall become effective and be in full force and effect from and after its passage, publication and posting, according to law.

**PASSED, APPROVED AND ADOPTED** by the Governing Body of the Village of Corrales, New Mexico, this 12<sup>th</sup> day of November 2020.

APPROVED:

  
The Honorable Jo Anne Roake  
Mayor

ATTEST:

  
Aaron Gjullin  
Village Clerk



**FAR NW SECTOR**  
**CAPITAL IMPROVEMENTS PLAN**  
**& Impact Fee Ordinance**  
**VILLAGE OF CORRALES**

**JULY 2004-Ordinance 390**

**Amended March 8, 2007-Ordinance 07-03**

**Amended August 24, 2010-Ordinance 10-006**

**Amended Sept, 2015-Ordinance 15-12**

**Amended Oct, 2020-Ordinance 20-007**

## ***Table of Contents***

- I. PROJECT INTRODUCTION**
- II. PROJECT AREA AND EXISTING FACILITIES**
- III. PROPOSED TRANSPORTATION IMPROVEMENTS**
  - A. ACCESS TO PLAN AREA
  - B. INTERNAL TRANSPORTATION NETWORK
  - C. EXTERNAL SERVICE AREA COLLECTOR ROADS
- IV. PROPOSED PUBLIC SAFETY IMPROVEMENTS**
- V. FAR NW SECTOR PLAN IMPACT FEE CHART AMENDED 2007, 2010, 2015**
- VI. APPENDICES**
  - ❑ A-Far Northwest Sector Plan, November 29, 2001: **Amended June 2010**
  - ❑ B-FNWS Land Use Assumptions, Sept. 9, 2003: **Amended Aug 2010 & Sep 2020**
  - ❑ C-New Mexico Development Fees Act
  - ❑ D-Estimated Environmental Fee
  - ❑ E-Excerpts from the BHI Structural Evaluation and Traffic Study
  - ❑ F-PNM Parcel at Route 528
  - ❑ G-Village Ordinance #347 Re: Mikaela and Carey Road Connections **Amended Feb 2015**
  - ❑ H-Sample ITE Trip Generation Charts
  - ❑ I-Phasing Bonding Information/Financial Analysis: **Amended Aug 2010 & Sep 2015**
  - ❑ J-Excerpts from the Village Transportation Study-2/19/04

## **I. PROJECT INTRODUCTION**

This report calculates the maximum cost to construct the Capital Improvements provided in the "Far Northwest Sector Plan", dated November 29, 2001, with stipulated improvements finalized on June 22, 2004 (See Appendix A) For the most part, these are transportation improvements, and to a much smaller extent, public safety improvements. The Transportation issues make up approximately 95% of the Capital Improvements, and are further divided into three categories: Access to Plan Area, Internal Transportation Network, and External Service Area Collector Roads. In order to properly determine both the feasibility of making these improvements, as well as the cost, meetings and discussions were held with various interested agencies. Southern Sandoval County Arroyo Flood Control Authority and Public Service of New Mexico (PNM) are some of the parties contacted. Their input, as well as others, has been incorporated, and is noted in the body of this report where appropriate.

**AMENDED MARCH 2007: New Mexico Department of Transportation (NMDOT)**

The "Impact Fee" is then determined based on the approved "Land Use Assumptions" adopted by the Village Council on September 9, 2003 (See Appendix B). The "Impact Fee" is determined by applying a proportionate share of the Capital Improvement Costs to each Service Unit. The Development Fees Act is also included (Appendix C), as it relates to the preparation, review, approval and implementation of the Capital Improvements Plan (CIP).

**AMENDED MARCH 2007: The share/cost for the improvements will be based on the traffic generated by each service unit, as determined by the appropriate ITE (Institute of Traffic Engineers-Latest Revision) trip generation chart (See Appendix H) and the appropriate Impact Fee Chart in Section V.**

**II. PROJECT AREA AND EXISTING FACILITIES AMENDED MARCH 2007: The Far Northwest Sector comprises approximately 402 acres in the Northwest corner of the Village of Corrales. One parcel has been rezoned for commercial development. Access to the area is from Corrales Road (Via Paseo Cesar Chavez, Calle Contenta, Paseo Tomas Montoya and the Vasa Way and Tomas Montoya Bridges) or through the City of Rio Rancho via Rio Vista, a local residential street.**

**AMENDED AUG 2010: There are currently over 70 residences constructed in the sector. The Fire Department sub-station has been completed and is in service.**

The proposed Capital Improvements are all new facilities and the Village-wide Transportation Study has estimated appropriate traffic values (Appendix J).

### **III. PROPOSED TRANSPORTATION IMPROVEMENTS**

**AMENDED MARCH 2007:** Tomas Montoya has been paved between Loma Larga and the Vasa Way bridge. Access B is a dirt road. Accesses C and D have been constructed.

#### **A. Access to Plan Area**

There are four proposed Access points indicated in the Sector Plan, two through the City of Rio Rancho, and two via bridge crossings of SSCAFCA drainage channels.

Access A: Connection to Rio Rancho at Northern/Route 528 Intersection:

**AMENDED AUG 2010:** Pursuant to meetings with Rio Rancho and NMDOT, additional improvements (expanded/lengthened turn lanes, industrial traffic loadings, drainage improvements, medians, Frontage Road connection, etc.) have been incorporated in the proposed intersection. A new Map and Description of the Service Area has been prepared. Estimated costs have been revised accordingly.

There are a few important considerations in the development of this roadway access.

- PNM owns a parcel of property (less than 1 acre) at this location (See Appendix F-PNM Parcel) that precludes direct access out to Route 528. However, PNM (Mr. Charles Brown of their Real Estate Section) has indicated that this parcel is "surplus" property, and that they might be willing to sell this parcel to the Village if an agreement with the City of Rio Rancho could be concluded.

**AMENDED AUG 2010:** The southerly adjacent property is currently being used by ASAP Towing as a storage/recovery yard. There is some question as to whether or not the AMREP easement has been transferred to this property owner.

**AMENDED MARCH 2007:** The connection to Route 528 would require the approval of both the City of Rio Rancho and the NMDOT. NMDOT (Ms. Kathy Trujillo of their Region 3 Traffic Section) attended a meeting in the Village and conceptually approved the connecting road. However, NMDOT would most likely require an Environmental Study in order to approve this connection.

**AMENDED AUG 2010:** A Traffic Impact Analysis (TIA) has been prepared, as required by NMDOT (Mr. Tony Abbo, PE, of their Region 3 Traffic Section). Both the City of Rio Rancho and NMDOT have approved the Final TIA, dated September 2009. The approved document requires additional turn lanes and a connecting road to the northbound Frontage Road. The proposed intersection improvements will now require a pavement design for Industrial traffic. Estimated costs for this additional construction, have been revised accordingly.

- This Access will require the availability of roadway Right-of-Way through one approved, but undeveloped, subdivision in the Far Northwest Sector. "Mesa Alta Oesta" must be crossed by the extension of this access, and we have included ROW acquisition and roadway construction costs in the CIP.

**AMENDED SEP 2015:** The Village purchased the above referenced PNM parcel in order to provide Public access to NM528. Plans for the construction were completed and accepted by both the City of Rio Rancho (CORR) and NMDOT, including an 80-foot wide paved "apron" (4 westbound lanes, one eastbound lane and a striped median w/concrete curb) at the intersection. Pursuant to direction from NMDOT, an Environmental Assessment was prepared and a Public Hearing was held to evaluate the environmental impacts of the proposed work. Subsequently the Village was granted approval to begin work. However, as NMDOT would not permit construction activities in NM528 during the winter, the project was broken into 2 Phases: Phase I included all of the construction activities east of the State R-O-W, and was completed in the Summer/Fall of 2012; Phase II included all of the construction with-in the State R-O-W and was completed during the Spring/Summer of 2013. Subsequent to the completion of Phase II, NMDOT requested the installation of yellow "truncated domes" (visual/tactile pedestrian panels) at all intersection corners, and that work was also accomplished. A "Grand Opening" of the intersection was held on August 2, 2013

The Village and the CORR entered in to a Joint Powers Agreement to develop the intersection improvements. As part of that JPA, a connecting road between Don Julio Road (Road "A") and the northbound NM528 service road is to be constructed at a later date.

**Amended Sep 2020:** Recent revisions to the NMDOT design have relocated the connection to Road "A" and would likely eliminate the need for Village participation in the roadway cost. The current schedule for NMDOT reconstruction of NM 528 is a 2021-22 timeframe.

#### Access B: Connection through Rio Rancho at Rio Vista

This connection would provide for access through an unimproved residential street in the City of Rio Rancho. Rio Rancho (Mr. Ken Curtis, PE, City Engineer) has indicated that the proposed road within Rio Rancho may not be dedicated *Right-of-Way*, but may only be City owned *property*. The Far NW Sector Committee expressed the opinion that this is a public *Right-of-Way*. It is likely that although feasible, this access may arouse the local residential community and create considerable friction in the area.



**AMENDED AUG 2010: Rio Vista has been paved within the City of Rio Rancho. Discussions with Rio Rancho should be considered at this point.**

**AMENDED SEP 2015: The CORR Public Works Department required the construction of a 30-foot wide roadway with concrete curbs/gutters as part of the approval process. Access "B" has been constructed.**

#### Access C: Connection to Corrales across the Dulcelina Curtis Channel

This connection provides for access to the northeast section of the Village, and ultimate connection on paved roads to Paseo Cesar Chavez and Corrales Road. This is a very feasible and important connection, and has been constructed by a private developer as part of the off-site construction requirements for the Plat Approval

#### Access D: Connection to Corrales across the Harvey Jones Channel

The connection would provide for access to the southern section of the Village, and ultimate connection to Loma Larga and Corrales Road. There has been considerable discussion regarding the approaches to the south side of this bridge, and the available turning movements for southbound traffic. It is clear that the bridge is to end at a "T" on the south side, and a "T" implies turning movements in both directions. However, there is no discussion in the Sector Plan for pavement on Paseo Tomas Montoya west of the bridge, so westbound traffic will travel on the existing dirt road. Eastbound traffic will turn onto a newly designed and paved Paseo Tomas Montoya heading towards Loma Larga. The determination regarding turns onto and off of Paseo Tomas Montoya at Carey and Mikaela Roads was the subject of a recent Village Council Ordinance # 347, included as an exhibit "G". No turns onto southbound Mikaela and Carey are to be permitted; No turns onto Paseo Tomas Montoya eastbound from Mikaela or westbound from Carey are to be permitted. We have met with representatives of both SSCAFCA and NRCS to initiate discussions regarding this access, and it appears that there are no objections to this bridge construction, other than a technical review of design drawings.

There has also been considerable discussion regarding the requirement of mitigation for noise and visual pollution on neighboring properties along the access roads and at the south end of this bridge.

**AMENDED MARCH 2007: The need for a fence was incorporated into the construction plans for an approved sub-division. Access "D" has been constructed.**

#### **B. Internal Transportation Network**

It is anticipated that the Planning and Zoning Commission of the Village will assure that internal connector roads are built as part of the overall development of the various owners.

**AMENDED MARCH 2007: Most of the internal transportation network roads have not been included in the Capital Improvement Plan.**



Property acquisition through various parcels is anticipated, and the value of the land required for this road has been estimated at \$75,000 per acre. Although the land values are currently lower than this, the goal of the Far NW Sector Plan is to provide access and services to this area, which will greatly increase the value of raw land. It is a prudent assumption that actual land taking/purchase costs will be somewhere between the current value and the final value subsequent to all plan improvements being in place.

**AMENDED MARCH 2007:** Road “A” has been included in the CIP and approximately 45% of Road “A” has been constructed.

**AMENDED AUG 2010:** Pursuant to approval of the Planning/Zoning Commission, the geometry/alignment of Road “A” has been revised, and the cul-de-sac has been relocated. A new Map and Description of Road “A” has been prepared. Meetings have been held with SSCAFCA in order to determine an acceptable method of carrying the increased Tortugas Arroyo flows under Road “A”. Estimated costs have been revised accordingly. Rather than wait for the submission of subdivision plans, “Exhibit” maps for each of the parcels required for Road “A” have been completed; each of the property owners was contacted and meetings were held with all owners or their agents in order to explain the proposed project and the need for property acquisition; Title Searches have been completed for all parcels in order to confirm ownership; Appraisals for all parcels have been completed, and the total value of all properties has been inserted in the CIP Cost Chart; a full set of Right-of-Way Maps has been prepared and signed; individual metes and bounds descriptions and Maps have been prepared for each parcel and submitted to the Village Attorney. Property acquisition has begun. As directed by the Village Administration, a paved Bicycle Trail between NM528 and Albino Road, varying between 8 and 10 feet wide, has been incorporated into the plan. Roadway design should be considered at this point.

**AMENDED SEP 2015:** All 10 parcels required for the roadway construction were purchased. Design of the entire roadway was completed and all sections of Road “A” (Don Julio Road) have been completed, between the cul-de-sac at Los Montoyas Arroyo and Access “A” at NM528. The Southern Sandoval County Arroyo Flood Control Authority (SSCAFCA) approved the design of a concrete box culvert (CBC) under the roadway to carry the anticipated maximum flow in the Tortugas Arroyo, as referenced above, and that CBC was included in the roadway plans. In order to provide for the required turning lanes at NM528, the Village was required to widen Road “A” as it approached the intersection. However, the widened roadway negatively impacted the drainage channels/ditches previously constructed downstream to the south. Estimated additional costs to remediate those facilities have been included in a listing of anticipated future costs.

Only a short section of Road “L” has been included in the Capital Improvement Plan, as this will complete a paved roadway between the Access “C” and “D” bridges.

**AMENDED MARCH 2007:** This section of Road “L” has been constructed.

### **C. External Service Area Collector Roads**

As part of the study of proposed improvements, meetings were held with SSCAFCA and their Engineer, Bohanon-Huston, Inc. BHI has recently completed a study of the Structural Integrity of the Harvey Jones Channel (See Appendix E). That study indicated that two specific requirements will be stipulated for roadways developed alongside the channel.

- Roadways must be graded away from the channels to eliminate any drainage build-up along the walls.
- Roadway asphalt must not come within 6 feet of the channel walls, although shoulder areas may, of course, abut the walls

These two items do not significantly impact the proposed plan.

There was a third consideration in the BHI report that has since been investigated. BHI indicated that the road right-of-way of Paseo Tomas Montoya, just east of the Main Canal was not of sufficient width for a two-lane road. The right-of-way maps for this area have been examined and it appears that there is a sufficient ROW, approximately 34 feet, but the existing chain-link fence was installed too close to the channel wall. It appears that the wooden fence south of the chain-link is the actual ROW boundary.

A field meeting was held with the NMSHTD (Ms. Katherine J. Trujillo-District 3 Traffic Engineer) to review their requirements for the improvements at Paseo Tomas Montoya and Paseo Cesar Chavez at Corrales Rd (Eliminating the "dog-legs"). Ms. Trujillo indicated her displeasure at extending both roads in a straight line out to Corrales Road. It is unlikely that the NMSHTD would permit an intersection on both sides of the Harvey Jones Channel Bridge within 100 feet of each other. She suggested that both of the "dog-legs" remain as-is.

**AMENDED MARCH 2007: Loma Larga and Paseo Tomas Montoya have been connected with a new curved roadway. The intersection with Camino Todos Los Santos has been developed as a "T", with Todos Los Santos as the east facing leg.**

**AMENDED MARCH 2007: Paseo Tomas Montoya has been constructed from Access "D" to Loma Larga. Design drawings for Paseo Tomas Montoya provided for the requirements of Village Ordinance #347, which restricted various turning movements at Carey and Mikeala.**

Calle Contenta & Paseo Cesar Chavez:

Calle Contenta and Paseo Cesar Chavez have been improved by both a private developer and Sandoval County. These roads will provide access from the new Dulcelina Curtis Channel Bridge to Corrales Road, at both ends of Paseo Cesar Chavez.

## **IV. PROPOSED PUBLIC SAFETY IMPROVEMENTS**

A substation for the use of Police and Fire Department staff was stipulated in the approved plan. However, Ray Vigil, the Corrales Police Chief, indicated that there was no particular need for a Police facility in this area, as long as the proposed bridges and roadway network were constructed. He felt comfortable that Police vehicles and staff could maintain an acceptable presence in this area and that response times would be comparable to other sections of the Village. Mr. Jim Fritts, the former Fire Department Chief did provide a list of requested needs for this facility, as follows:

2- bay Garage (Minimum 30 feet wide by 30 deep) w/overhead doors for vehicle storage

ADA compliant furnished Office area w/ Sleeping quarters with restroom and shower (septic tank and leach field)

Base two-way radio and telephone service with outside phone service for emergency calls.

110/120 single Phase electric service/ Minimum 200 Amp service.

Well and standpipe 30,000-gallon storage tank (Based on ISO standard of 250 GPM X 120 Minutes)

Parking area for volunteer's cars when responding to calls.

Former Chief Fritts believed, and current Chief Anthony Martinez agrees, that this facility will serve the Far Northwest Sector by providing a near-by source of water and communication facility. However, it is likely that the building and office facilities will also serve the Village entire as a separate equipment storage and pick-up location for emergency response.

The Corrales FD responds to approximately 500 emergency calls per year, with a fire vs. EMS ratio as follows:

2002	209 fire calls	303 EMS calls
2001	204	296
2000	219	280
1999	259	306
1998	216	278
1997	192	265

Therefore, it would seem prudent to assume that the Far NW Sector should not bear the full cost of the new FD Facility. Based on an evaluation of this issue, the estimated cost of a new well, well-house and storage tank is being allocated to the CIP.

**AMENDED MARCH 2007: The well and tank (30,000 gallons of storage above the fire-truck fill pipe) are constructed, as is the Fire Department Sub-station.**

**AMENDED Sep 2020: Representative total CFD calls indicate that, as the Village has grown in population, there has been an increase in required responses in each of the 5-year CIP updates, as follows:**

**2005-663 calls**

**2010-758 calls**

**2015-893 calls**

## **V. IMPACT FEE CHARTS (On following pages)**

**AMENDED MARCH 2007: Charts were created for the imposition of reduced Impact Fees on Commercial and Office Uses.**

**AMENDED AUG 2010: New Charts (pages 10 & 11), provided by the CIAC, pursuant to a change in the "Year 7" Impact Fee by the Village Governing Body in adopting Ordinance 10-006, as amended, on 8/24/2010.**

**AMENDED SEP 2015: New Charts, provided by the CIAC, are attached. The original per-acre fee assessed for all uses will not be less than the Residential fee, irrespective of traffic generation.**

**SEP 2020: Existing Impact Fee charts, reviewed by the CIAC and to be reconfirmed, are attached.**

## Village of Corrales Far Northwest Sector Impact Fee Charts

Revised  
September 22, 2015

### CIAC ten year impact fee chart for Far Northwest Sector RESIDENTIAL uses.

These charts are subject to revision based on changing costs and other factors.

Corrales FNWS Impact Fee Chart (Per residential dwelling unit)					RESIDENTIAL uses		
Year	Transportation	Percent	Public Safety	Percent	Administration* and Finance	Percent	Total Fee
1	11,067	87.83	710	5.63	824	6.54	12,601
2	11,067	87.83	710	5.63	824	6.54	12,601
3	11,067	77.55	710	4.98	2,494	17.48	14,271
4	11,067	69.42	710	4.45	4,164	26.12	15,941
5	11,067	62.84	710	4.03	5,834	33.13	17,611
6	11,067	57.40	710	3.68	7,504	38.92	19,281
7	11,067	52.82	710	3.39	9,174	43.79	20,951
8	11,067	48.92	710	3.15	10,844	47.94	22,621
9	11,067	45.56	710	2.92	12,514	51.52	24,291
10	11,067	42.63	710	2.73	14,184	54.64	25,961
NOTE: Total fee per residential unit after Year 10 remains 25,961 until Sept. 14, 2060, then increases to 35,747.50.							

Yearly anniversary dates start from ordinance adoption date, September 14, 2004.

\* Professional Fees = 4%; Village of Corrales = 3% for 7% total Administrative Fees.

### CIAC ten year impact fee chart for Far Northwest Sector MUNICIPAL uses.

These charts are subject to revision based on changing costs and other factors.

Corrales FNWS Impact Fee Chart					MUNICIPAL uses		
Year	Residential		Factor				Municipal Fee
1	12,601	x	(G/t)			=	
2	12,601	x	(G/t)			=	
3	14,271	x	(G/t)			=	
4	15,941	x	(G/t)			=	
5	17,611	x	(G/t)			=	
6	19,281	x	(G/t)			=	
7	20,951	x	(G/t)			=	
8	22,621	x	(G/t)			=	
9	24,291	x	(G/t)			=	
10	25,961	x	(G/t)			=	
NOTE: Total fee per residential unit after Year 10 remains 25,961 until Sept. 14, 2060, then increases to 35,747.50.							

Where:

G = average trip generation for the specific non-residential use and floor area, as determined by the appropriate Institute of Traffic Engineers trip generation charts.

t = average trip generation per dwelling unit, as determined by the Institute of Traffic Engineers "Single-Family Detached Housing (210)" Trip Generation Chart.

The following charts for Commercial and Office uses reflect reductions of 65% for the first 40 average trips per weekday, 80% for the next 40 average trips per weekday, and 95% for additional weekday average trips.

CIAC ten year impact fee charts for Far Northwest Sector COMMERCIAL and OFFICE uses. These charts are subject to revision based on changing costs and other factors.

Corrales FNWS Impact Fee Chart Total Trip counts of 40 or less (Original fee per acre shall not be less than the base Residential fee)							COMMERCIAL and OFFICE uses
Year	Residential		Factor				Commercial & Office Fee
1	12,601	x	.35 x (G/l)			=	
2	12,601	x	.35 x (G/l)			=	
3	14,271	x	.35 x (G/l)			=	
4	15,941	x	.35 x (G/l)			=	
5	17,611	x	.35 x (G/l)			=	
6	19,281	x	.35 x (G/l)			=	
7	20,951	x	.35 x (G/l)			=	
8	22,621	x	.35 x (G/l)			=	
9	24,291	x	.35 x (G/l)			=	
10	25,961	x	.35 x (G/l)			=	
NOTE: Total fee per residential unit after Year 10 remains 25,961 until Sept. 14, 2060, then increases to 35,747.50.							

Corrales FNWS Impact Fee Chart Total Trip counts of 41-80							COMMERCIAL and OFFICE uses
Year	Residential		Factor				Commercial & Office Fee
1	12,601	x	$[(.20 \times G) + 6]/l$			=	
2	12,601	x	$[(.20 \times G) + 6]/l$			=	
3	14,271	x	$[(.20 \times G) + 6]/l$			=	
4	15,941	x	$[(.20 \times G) + 6]/l$			=	
5	17,611	x	$[(.20 \times G) + 6]/l$			=	
6	19,281	x	$[(.20 \times G) + 6]/l$			=	
7	20,951	x	$[(.20 \times G) + 6]/l$			=	
8	22,621	x	$[(.20 \times G) + 6]/l$			=	
9	24,291	x	$[(.20 \times G) + 6]/l$			=	
10	25,961	x	$[(.20 \times G) + 6]/l$			=	
NOTE: Total fee per residential unit after Year 10 remains 25,961 until Sept. 14, 2060, then increases to 35,747.50.							

Corrales FNWS Impact Fee Chart Total Trip counts greater than 80							COMMERCIAL and OFFICE uses
Year	Residential		Factor				Commercial & Office Fee
1	12,601	x	$[(.05 \times G) + 18]/l$			=	
2	12,601	x	$[(.05 \times G) + 18]/l$			=	
3	14,271	x	$[(.05 \times G) + 18]/l$			=	
4	15,941	x	$[(.05 \times G) + 18]/l$			=	
5	17,611	x	$[(.05 \times G) + 18]/l$			=	
6	19,281	x	$[(.05 \times G) + 18]/l$			=	
7	20,951	x	$[(.05 \times G) + 18]/l$			=	
8	22,621	x	$[(.05 \times G) + 18]/l$			=	
9	24,291	x	$[(.05 \times G) + 18]/l$			=	
10	25,961	x	$[(.05 \times G) + 18]/l$			=	
NOTE: Total fee per residential unit after Year 10 remains 25,961 until Sept. 14, 2060, then increases to 35,747.50.							

Where:

G = average trip generation for the specific non-residential use and floor area, as determined by the appropriate Institute of Traffic Engineers trip generation charts.

l = average trip generation per dwelling unit, as determined by the Institute of Traffic Engineers' Single-Family Detached Housing (210)' Trip Generation Chart.

CIAC ten year impact fee **EXAMPLE** chart for the Far Northwest Sector **COMMERCIAL** and **OFFICE** uses.  
This chart only shows examples and is not to be used for calculating any actual Impact Fees.

Corrales FNWS Impact Fee Chart				COMMERCIAL and OFFICE Example			
Average impact fee for combined CIP examples at 10,000 sf per building.				(337 Traffic Count)			
Year	Residential		Factor		Revised Fee		Original Fee
1	12,601	x	3.6416	=	45,888		443,734
2	12,601	x	3.6416	=	45,888		443,734
3	14,271	x	3.6416	=	51,969		502,542
4	15,941	x	3.6416	=	58,051		561,350
5	17,611	x	3.6416	=	64,132		620,157
6	19,281	x	3.6416	=	70,213		678,965
7	20,951	x	3.6416	=	76,295		737,773
8	22,621	x	3.6416	=	82,376		796,581
9	24,291	x	3.6416	=	88,458		855,388
10	25,961	x	3.6416	=	94,539		914,196

NOTE: Total fee per residential unit after Year 10 remains 25,961 until Sept. 14, 2060, then increases to 35,747.50.

**EXAMPLE of the calculation method for a COMMERCIAL or OFFICE use:**

CIAC ten year impact fee example chart for Far Northwest Sector **COMMERCIAL** use  
as a Specialty Retail Center (ITE Chart 814), average trip generation = 40.67 per 1000 Sq. Feet.

Corrales FNWS Impact Fee Chart				COMMERCIAL and OFFICE Example			
Impact fee for a 10,000 Sq. Ft. Specialty Retail Center, traffic count = 406.7							
Year	Residential		Factor		Revised Fee		Original Fee
1	12,601	x	4.0057471	=	50,476		535,510
2	12,601	x	4.0057471	=	50,476		535,510
3	14,271	x	4.0057471	=	57,166		606,480
4	15,941	x	4.0057471	=	63,856		677,451
5	17,611	x	4.0057471	=	70,545		748,421
6	19,281	x	4.0057471	=	77,235		819,392
7	20,951	x	4.0057471	=	83,924		890,363
8	22,621	x	4.0057471	=	90,614		961,333
9	24,291	x	4.0057471	=	97,304		1,032,304
10	25,961	x	4.0057471	=	103,993		1,103,275

NOTE: Total fee per residential unit after Year 10 remains 25,961 until Sept. 14, 2060, then increases to 35,747.50.

1. From the ITE Chart Average Trip Generation is 40.67 per 1000 Sq. Feet.
2. Assuming a 10,000 Sq. Ft. building, use  $10,000/1000 \times 40.67$  for 406.7 Trips Generated.
3. Use the equation in the chart for Trip Counts greater than 80,  $[(.05 \times G) + 18] / t$  to calculate the Factor  
 $[(.05 \times 406.7) + 18] / 9.57 = 4.0057471$  (9.57 is from the Residential Trip Generation chart)
4. Multiply the Residential Fee for the appropriate year by the factor for the Non Residential Fee.  
 For year three:  $14,271 \times 4.0057471 = 57,166$



## REMAINING WORK IN CIP

ENTITY:	Village of Corrales	8/10/2020	Cost Estimates
PROJECT	Capital Improvement Plan		
	Remaining work		

SCOPE OF WORK: Don Julio & Tract "F"

[illegible]