

QAC 2010 Comp Plan
60 Day Review Comment
RA-02
June 12, 2010

Geographically Adjusted Impact Fees

The Impact Fee provisions of Chapter 18:3 provide for the designation of “Impact Fee Subareas” in which the need for special capital improvements for a specific geographic area can be the basis for a unique impact fee structure within the geographic area. (See §18...3-1. Definitions & §18:3-4. Establishment of impact fee subareas.)

An ideal application for this concept is to create a unique impact fee structure to recognize the collateral impacts to roadways, schools, and emergency services and other community services required to support the addition of infill lot development on Route 8 proposed by some scenarios presented in the South Kent Island (SKI) infrastructure study. That report specifically identifies the infrastructure improvements and approximate costs necessary to support the new households that will be added by each of the alternatives identified to accommodate infill development of certain vacant, now unbuildable, lots after connection to the KNSG plant.

The SKI study provides a basis from which a fair and rational subarea impact fee could be determined.

Unless all new infill building can be avoided, South Kent Island is an ideal application for this concept due to its peninsula geography.

New homes constructed on Route 8 South as a result of the extension of KNSG Sewer capacity to communities with failing septic systems would pay for the collateral impacts the development of their property causes.

The Impact fee methodology applies to new building permits and is assessed at a point that a homeowner or builder is arranging a construction loan or permanent financing. It does not impose a burden on the lot owner provided no new construction occurs.

Recommended insertion locations:

A) Element 8.0>§8.17>Goal 1>Objective 1>Recommendations

B) Element 8.0>>§8.17>Goal 5>Objective 2>Recommendations
