Section 8
Extraordinary Impact Fee Area and Corridor Preservation
Extraordinary Impact Fee Area

One of the goals of this project is to identify an extraordinary impact fee boundary for new growth and development. An extraordinary impact fee area would require future growth and development to pay a proportionate share of the cost of new roads in the general study area. Identification of an extraordinary impact fee boundary area will:

- Establish a geographic area where fees are collected for future infrastructure
- Secure funding for roads and facilities to accommodate new growth
- Require development to pay for additional infrastructure costs beyond what is planned for in the ACHD Capitol Improvements Plan (CIP)

Impact Fee Eligible Roads

The roads in the project area that are considered extraordinary impact fee eligible would be the primary arterial roadways identified for the Preferred Network Alternative. The potential extraordinary impact fee eligible roads are shown below.
Proposed Impact Fee Collection and Application Area

The possible fee collection and application areas for future extraordinary impact fees for the Northwest Foothills are identified in the Northwest Foothills Extraordinary Impact Fee Geography Map. The area in red shown on the map identifies the potential fee collection area for future funding of roads. The green boundary signifies the application area where funds can be applied for future improvement needs to the ACHD system.

The exact fee collection area, required improvements, and fees will be determined at a later date when development applications occur in the study area.
Corridor Preservation

Based on the recommendations of the ACHD Commission during final adoption of the Northwest Foothills Transportation Study, it was requested that a Corridor Preservation map is produced that is consistent with the lane and intersection configurations identified in the study. This map will function as a tool that identifies the future roadway widths and right-of-way preservation goals needed to accommodate future traffic volumes. The Northwest Foothills corridor Preservation map is shown on page 55. The corridor preservation widths identified in this map are based on current (2009) estimates for typical planning section number of lanes. If typologies change, additional roadway widths may be required. All final roadway widths will be determined during the time of development application. A detailed table showing roadway sections, anticipated right-of-way widths, and transportation and land use typologies is included in the appendix. A map showing the anticipated projects is also included in the appendix.
Preferred Network Alternative Corridor Preservation
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