

Cost of New Development Survey

Ian Thomas' Constituents List

17-Feb-14

159 Respondents

1. Do you believe that the entire City benefits from "new development" through increased jobs, economic activity, and attracting further investment to Columbia?

* Yes, I believe this 100%	17	11%
* I think this is largely correct	40	25%
* There may be some merit to this argument	73	46%
* No, I reject this notion entirely	26	16%
* I do not know	3	2%
TOTAL	159	100%

2. Do you believe new development has paid its 'fair share' of infrastructure costs over the last 10-20 years?

* Yes, I believe this 100%	3	2%
* I think this is largely correct	8	5%
* There may be some merit to this argument	30	19%
* No, I reject this notion entirely	102	64%
* I do not know	16	10%
TOTAL	159	100%

3. When a large, new development is planned in a location that requires an extension of new infrastructure (roads, sewers, electrical lines, etc.), who should pay for the extension?

* New development should pay 100% of the cost	59	37%
* New development should pay most of the cost with some being absorbed by the entire community	84	53%
* Most of the cost should be absorbed by the entire community with some being charged specifically to the new development	13	8%
* All of the cost should be absorbed by the entire community	2	1%
* I do not know	1	1%
TOTAL	159	100%

4. When a large, new development is planned in a location that requires an increase in the capacity of existing infrastructure (roads, sewers, electrical lines, etc.), who should pay for the capacity increase?

* New development should pay 100% of the cost	54	34%
* New development should pay most of the cost with some being absorbed by the entire community	83	52%
* Most of the cost should be absorbed by the entire community with some being charged specifically to the new development	19	12%
* All of the cost should be absorbed by the entire community	2	1%
* I do not know	1	1%
TOTAL	159	100%

5. All new construction in the downtown area is currently "on hold" because the electrical and sewer systems in the area are both at capacity. The City Manager has proposed funding infrastructure upgrades with a "Tax Increment Financing (TIF) District." This would involve defining an area (possibly including downtown, the North-Central neighborhood, and Business Loop) within which the current levels of property and sales taxes going to the City, County, school district, etc. are "frozen" and all additional taxes collected in the future (as a result of new buildings, increased property values, and new economic activity) would be diverted to a special "TIF Account" which is used to pay for the capacity upgrades. Do you support the creation of a TIF District to pay for downtown infrastructure?

* I support a TIF District to pay for 100% of the cost	8	5%
* I support a TIF District to pay for part of the cost along with other methods	32	20%
* I oppose a TIF District	89	56%
* I oppose new development downtown	15	9%
* I do not know	15	9%
TOTAL	159	100%

6. An alternative approach is a "Neighborhood Improvement District (NID)." This would require a vote of residents and property owners in the area to approve a new tax assessment on themselves, which would pay for the capacity upgrades. In contrast with the TIF, previously existing tax assessments to the City, County, school district, etc. would continue to grow if there are new buildings, increased property values, and/or new economic activity, and all of the infrastructure costs would be paid from the newly created NID taxes. Do you support the creation of a NID to pay for downtown infrastructure?

* I support a NID to pay for 100% of the cost	11	7%
* I support a NID to pay for part of the cost along with other methods	68	43%
* I oppose a NID	35	22%
* I oppose new development downtown	8	5%
* I do not know	37	23%
TOTAL	159	100%

7. A third approach is to charge a "Development Impact Fee." An assessment of the total anticipated new development over the next ten years (say) could be made and the cost of the capacity increases needed to serve all the new development could then be allocated proportionally to each new project, depending on its relative impact. Do you support a Development Impact Fee approach to pay for downtown infrastructure?

* I support a Development Impact Fee approach to pay for 100% of the cost	37	23%
* I support a Development Impact Fee approach to pay for part of the cost along with other methods	77	48%
* I oppose a Development Impact Fee approach	18	11%
* I oppose new development downtown	3	2%
* I do not know	24	15%
TOTAL	159	100%

8. To reduce the burden on the electrical system, the City could require all new development to install solar panels. Would you support this approach?

* Yes	66	42%
* Possibly	53	33%
* No	37	23%
* I do not know	3	2%
TOTAL	159	100%

9. To reduce the burden on the road system, the City could require all new development to purchase bus passes and/or contribute annually to bus system operations. Would you support this approach?

* Yes	57	36%
* Possibly	53	33%
* No	39	25%
* I do not know	10	6%
TOTAL	159	100%

10. Do you believe, in general, that the City should provide incentives through Development Impact Fees or other mechanisms for new development to occur closer to the center of town - ie. to favor "infill development" rather than "sprawl?"

* Yes	71	45%
* Possibly	54	34%
* No	26	16%
* I do not know	8	5%
TOTAL	159	100%

11. Do you believe, in general, that the City should base Development Impact Fees on a "trip generation" model, in which (for example) businesses that generate a greater impact on the road system (larger number of trips) would pay more than residences that would generate less impact?

* Yes	73	46%
* Possibly	49	31%
* No	21	13%
* I do not know	16	10%
TOTAL	159	100%

12. Do you support "Transportation Development Districts (TDDs)," in which an additional sales tax is charged within a specific commercial center to pay for transportation infrastructure that serves the center?

* Yes	39	25%
* Possibly	54	34%
* No	55	35%
* I do not know	11	7%
TOTAL	159	100%