



# CITY OF CONCORD

*New Hampshire's Main Street™*  
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## AD-HOC IMPACT FEE REVIEW COMMITTEE

### Minutes

December 18, 2025 @ 4:00PM

City Hall Large 2<sup>nd</sup> Floor Conference Room

41 Green Street, Concord NH 03301

#### Attendees:

- Byron Champlin, Mayor
- Judith Kurtz, At-Large City Councilor
- Brent Todd, Ward 1 City Councilor
- Jeff Foote, Ward 10 City Councilor
- Bill Norton (telephonically)

#### Staff:

- Matt Walsh, Deputy City Manager, Development

The meeting was called to order at 4:27PM. Bill Norton informed those present that he was attending the meeting telephonically from Virginia, where he was away on family business. A quorum was physically present in the room.

#### 1. Approval of Minutes:

Councilor Kurtz moved adoption of the November 13, 2025 minutes as presented. Councilor Foote seconded. The motion carried unanimously.

#### 2. Recap of City Impact Fees

Matt Walsh exhibited a PowerPoint presentation which provided a brief recap of information shared during the November 13, 2025 meeting, including state-wide information about municipalities with impact fees, the City's current impact fee structure, as well as the Planning Board's recommendation to adjust fees for inflation that has occurred since 2014. A copy of the presentation was provided to Committee members.

#### 3. Impact Fee Revenue Collected (Life to Date)

Mr. Walsh continued his presentation and provided a review of impact fee revenues collected since 1986. In total, the City has collected \$11,705,095.23 (including interest earned on impact fees). This figure included transportation, recreation, and school impact fees, combined. Discussion ensued. It was noted that the City ceased to collect impact fees for the Merrimack Valley School District in 2015, the Concord School District in 2017, as well as transportation impact fees for commercial and industrial development in 2017.

Discussion ensued about how much impact fee revenue the City has forgone since the City amended the ordinance to implement an automatic blanket waiver concerning transportation impact fees for commercial and industrial development. Mr. Walsh reported that the City has not tracked impact fees that have been

waived for such projects. Discussion ensued about providing information for specific commercial / industrial projects or developments for which impact fees were waived in order to provide some anecdotal information about this topic.

Discussion also ensued regarding all City fees for private development.

#### **4. Comparison of Concord's Impact Fees with Other New Hampshire Communities**

Mr. Walsh presented handouts with comparisons of impact fees for eighteen New Hampshire municipalities as follows: Concord, Dover, Laconia, Lebanon, Manchester, Nashua, Rochester, Bedford, Derry, Hudson, Salem, Boscawen, Bow, Canterbury, Hopkinton, Loudon, Pembroke and Webster. Specific impact fees which were compared included transportation, recreation, fire, police, public safety, library, school, general municipal government, and solid waste.

Discussion ensued. It was noted that some communities have enacted impact fees specifically for accessory dwelling units, or downtown residential units located about commercial space. Impact fees for these units are typically less than other types of residential development, which the Committee surmised might be attributed to unique household characteristics of the occupants of such units, or, in the case of downtown residential units located on second floors, the location of such units and potentially reduced transportation impacts related thereto due to access to nonvehicular modes of transport.

Discussion about maintaining a competitive municipal fee structure ensued. The Committee expressed interest in understanding the implications of all municipal permitting fees combined on the total development cost of private development projects (not just impact fees). Staff took these comments under advisement and will endeavor to provide case studies for private development projects at a future meeting.

Discussions of regional commercial / industrial and housing markets ensued. It was noted that these markets have evolved significantly since the City's impact fee ordinance was adopted in 2001, and that development has continued northerly up the I-93 corridor. Multiple members of the Committee noted that, due to the evolving real estate market in southern New Hampshire / the Interstate 93 Corridor, the Hookset Toll Booth on I-93 is no longer a significant disadvantage for real estate development in Concord / Central New Hampshire.

Discussion of housing prices (rental and owner occupied) also ensued. It was noted that new residential development in Concord and surrounding communities are fetching rental and sale prices that are on par with other communities in the south eastern tier of the State.

#### **5. Other Business**

The committee discussed the agenda for the next meeting. It was decided to keep with the agenda in the committee's work plan; however, 1) a calculation will be provided for total amount of impact fees that would have been assessed for the Merchants Way project if the commercial / industrial waiver was not in place and 2) the meeting date was changed to February 4, 2026 at 4PM.

#### **6. Adjourn**

The meeting adjourned at 5:25PM.

Respectfully Submitted;

Matthew R. Walsh  
Deputy City Manager – Development