

(2) The developer shall be responsible for preparation of the individual assessment of road impacts if the developer chooses to conduct such analysis. The road impact fee administrator shall be responsible for preparation of the individual assessment if the type of new development being proposed is not of the type listed on the fee schedule, or the nature, timing or location of the proposed new development makes it likely that arterial road improvements will be necessary to serve the development, the cost of which exceed the costs attributable to the development in the fee schedule.

(3) The person preparing the individual assessment of road impacts shall be a qualified professional, and shall be approved by the road impact fee administrator on the basis of professional training and experience.

(4) The individual assessment of road impacts shall compute the impact fee per residential unit or, in the case of nonresidential development, the impact fee per 1,000 square feet of floor area, using the following formula:

$$\text{IMPACT FEE} = \text{PEAK HR VMT} \times \text{NET COST/VMT} \div \text{GAS TAX CREDIT}$$

Where:

$$\text{PEAK HR VMT} = \text{PEAK HR TRIPS} \times \% \text{ NEW} \times \text{LENGTH} \div 2$$

$$\text{NET COST/VMT} = \text{COST/VMT} \div \text{DEFCREDIT/VMT}$$

$$\text{COST/VMT} = \text{COST/VMC} \times \text{VMC/VMT}$$

$$\text{GAS TAX CREDIT} = \text{DAILY TRIPS} \times \% \text{ NEW} \times \text{LENGTH} \div 2 \times 365 \div \text{MPG} \times \$/\text{GAL} \times \text{NPV}$$

$$\text{PEAK HR TRIPS} = \text{Trip ends during PM peak hour of adjacent street traffic}$$

$$\% \text{ NEW} = \text{Percent of trips that are primary, as opposed to passby or diverted-link trips}$$

$$\text{LENGTH} = \text{Average length of a trip on the arterial road system}$$

$$\div 2 = \text{Avoids double-counting trips for origin and destination}$$

$$\text{COST/VMC} = \text{Average cost to add a new VMC during the peak hour}$$

$$\text{VMC/VMT} = \text{Ratio of vehicle-miles of capacity to vehicle-miles of travel on arterial road system (assumed equal to one)}$$

$$\text{DEFCREDIT/VMT} = \text{Excess VMT on over-capacity segments as percent of total major road VMT}$$

$$\text{DAILY TRIPS} = \text{Trip ends during average weekday}$$

$$365 = \text{Days per year (used to convert daily VMT to annual VMT)}$$

$$\text{MPG} = \text{Miles per gallon, average for U.S. automobile fleet}$$

$$\$/\text{GAL} = \text{Capital funding for roads per gallon of gasoline consumed}$$

$$\text{NPV} = \text{Net present value factor (i.e., 12.78 for 25 years at 6% discount)}$$

(5) The individual assessment of road impacts shall be prepared on an application form provided by the city. The determination of the appropriate impact fee for the development, based on the above formula, the information provided by the applicant and any other information determined to be relevant by the road impact fee administrator, shall be made by the road impact fee administrator.

(6) The applicant may appeal the decision of the road impact fee administrator on the individual assessment to the board of mayor and aldermen pursuant to § 16-423, Appeals.

16-412. Collection of impact fees. (1) The road impact fee for a proposed new development shall be computed in conjunction with the application for a building permit, and shall be collected prior to or simultaneous with the issuance of the building permit, unless otherwise provided herein.

Exhibit C-1 FEE SCHEDULE

Land Use Type	Unit	Pk Hr VMT	Net Cost/ VMT	Net Cost	Daily VMT	Gas Tax Credit/ VMT	Gas Tax Credit	Impact Fee
Single-Family Detached	Dwelling	1.46	\$1,445	\$2,110	13.89	\$59.30	\$824	\$1,286
Multi-Family	Dwelling	0.90	\$1,445	\$1,301	9.63	\$59.30	\$571	\$730
Mobile Home Park	Site	0.81	\$1,445	\$1,170	6.96	\$59.30	\$413	\$757
Congregate Care Facility	Dwelling	0.25	\$1,445	\$361	3.13	\$59.30	\$186	\$175
Hotel/Motel	Room	0.68	\$1,445	\$983	8.18	\$59.30	\$485	\$498
Retail/Commercial								
General Retail, 0-50,000 sf	1000 sq. ft.	4.84	\$1,445	\$6,994	53.17	\$59.30	\$3,153	\$3,841
General Retail, 50,001-500,000 sf	1000 sq. ft.	3.48	\$1,445	\$5,029	36.73	\$59.30	\$2,178	\$2,851
General Retail, 500,001-1 million sf	1000 sq. ft.	2.92	\$1,445	\$4,219	30.41	\$59.30	\$1,803	\$2,416
General Retail, 1 million sf+	1000 sq. ft.	2.61	\$1,445	\$3,771	27.06	\$59.30	\$1,605	\$2,166
Restaurant, Quality	1000 sq. ft.	4.13	\$1,445	\$5,968	49.57	\$59.30	\$2,940	\$3,028
Restaurant, Fast Food	1000 sq. ft.	13.11	\$1,445	\$18,944	194.23	\$59.30	\$11,518	\$7,426
Office/Institutional								
Office, General	1000 sq. ft.	2.16	\$1,445	\$3,121	15.98	\$59.30	\$948	\$2,173
Office, Medical	1000 sq. ft.	5.31	\$1,445	\$7,673	52.40	\$59.30	\$3,107	\$4,566
Hospital	1000 sq. ft.	1.33	\$1,445	\$1,922	24.33	\$59.30	\$1,443	\$479
Nursing Home	1000 sq. ft.	0.52	\$1,445	\$751	6.82	\$59.30	\$404	\$347
Church	1000 sq. ft.	0.96	\$1,445	\$1,387	13.22	\$59.30	\$784	\$603
Elementary/Secondary School	1000 sq. ft.	1.48	\$1,445	\$2,139	19.26	\$59.30	\$1,142	\$997
Industrial								
Manufacturing	1000 sq. ft.	1.07	\$1,445	\$1,546	5.54	\$59.30	\$329	\$1,217
Industrial Park	1000 sq. ft.	1.33	\$1,445	\$1,922	10.09	\$59.30	\$598	\$1,324
Business Park	1000 sq. ft.	1.87	\$1,445	\$2,702	18.50	\$59.30	\$1,097	\$1,605
Warehouse	1000 sq. ft.	0.74	\$1,445	\$1,069	7.19	\$59.30	\$426	\$643
Mini-Warehouse	1000 sq. ft.	0.38	\$1,445	\$549	3.63	\$59.30	\$215	\$334
Recreational								
Amusement Park	Acre	5.74	\$1,445	\$8,294	109.85	\$59.30	\$6,514	\$1,780
Ice Rink	1000 sq. ft.	3.42	\$1,445	\$4,942	65.47	\$59.30	\$3,882	\$1,060
Miniature Golf	Hole	0.48	\$1,445	\$694	6.24	\$59.30	\$370	\$324

Note: excludes Mack Hatcher Parkway

**Ordinance No. 2000-24
ROAD IMPACT FEE IMPLEMENTATION SCHEDULE**

Land Use Type	Unit	Pk Hr VMT	Net Cost/ VMT	Net Cost	Daily VMT	Gas Tax Credit/ VMT	Gas Tax Credit	Impact Fee	*60% Jan. 1, 2001	* 80% Jan. 1, 2002
Single-Family Detached	Dwelling	1.46	\$1,445	\$2,110	13.89	\$59.30	\$824	\$1,286	\$771.60	\$1,028.80
Multi-Family	Dwelling	0.90	\$1,445	\$1,301	9.63	\$59.30	\$571	\$730	\$438.00	\$584.00
Mobile Home Park	Site	0.81	\$1,445	\$1,170	6.96	\$59.30	\$413	\$757	\$454.20	\$605.60
Congregate Care Facility	Dwelling	0.25	\$1,445	\$361	3.13	\$59.30	\$186	\$175	\$105.00	\$140.00
Hotel/Motel	Room	0.68	\$1,445	\$983	8.18	\$59.30	\$485	\$498	\$298.80	\$398.40
Retail/Commercial										
General Retail, 0-50,000 sf	1,000 sq. ft.	4.84	\$1,445	\$6,994	53.17	\$59.30	\$3,153	\$3,841	\$2,304.60	\$3,072.80
General Retail, 50,001-500,000 sf	1,000 sq. ft.	3.48	\$1,445	\$5,029	36.73	\$59.30	\$2,178	\$2,851	\$1,710.60	\$2,280.80
General Retail, 500,001 -1 million sf	1,000 sq. ft.	2.92	\$1,445	\$4,219	30.41	\$59.30	\$1,803	\$2,416	\$1,449.60	\$1,932.80
General Retail, 1 million sf+	1,000 sq. ft.	2.61	\$1,445	\$3,771	27.06	\$59.30	\$1,605	\$2,166	\$1,299.60	\$1,732.80
Restaurant, Quality	1,000 sq. ft.	4.13	\$1,445	\$5,968	49.57	\$59.30	\$2,940	\$3,028	\$1,816.80	\$2,422.40
Restaurant, Fast Food	1,000 sq. ft.	13.11	\$1,445	\$18,944	194.23	\$59.30	\$11,518	\$7,426	\$4,455.60	\$5,940.80
Office/ Institutional										
Office, General	1,000 sq. ft.	2.16	\$1,445	\$3,121	15.98	\$59.30	\$948	\$2,173	\$1,303.80	\$1,738.40
Office, Medical	1,000 sq. ft.	5.31	\$1,445	\$7,673	52.4	\$59.30	\$3,107	\$4,566	\$2,739.60	\$3,652.80
Hospital	1,000 sq. ft.	1.33	\$1,445	\$1,922	24.33	\$59.30	\$1,443	\$479	\$287.40	\$383.20
Nursing Home	1,000 sq. ft.	0.52	\$1,445	\$751	6.82	\$59.30	\$404	\$347	\$208.20	\$277.60
Church	1,000 sq. ft.	0.96	\$1,445	\$1,387	13.22	\$59.30	\$784	\$603	\$361.80	\$482.40
Elementary/Secondary School	1,000 sq. ft.	1.48	\$1,445	\$2,139	19.26	\$59.30	\$1,142	\$997	\$598.20	\$797.60
Industrial										
Manufacturing	1,000 sq. ft.	1.07	\$1,445	\$1,546	5.54	\$59.30	\$329	\$1,217	\$730.20	\$973.60
Industrial Park	1,000 sq. ft.	1.33	\$1,445	\$1,922	10.09	\$59.30	\$598	\$1,324	\$794.40	\$1,059.20
Business Park	1,000 sq. ft.	1.87	\$1,445	\$2,702	18.5	\$59.30	\$1,097	\$1,605	\$963.00	\$1,284.00
Warehouse	1,000 sq. ft.	0.74	\$1,445	\$1,069	7.19	\$59.30	\$426	\$643	\$385.80	\$514.40
Mini-Warehouse	1,000 sq. ft.	0.38	\$1,445	\$549	3.63	\$59.30	\$215	\$334	\$200.40	\$267.20
Recreational										
Amusement Park	Acre	5.74	\$1,445	\$8,294	109.85	\$59.30	\$6,514	\$1,780	\$1,068.00	\$1,424.00
Ice Rink	1,000 sq. ft.	3.42	\$1,445	\$4,942	65.47	\$59.30	\$3,882	\$1,060	\$636.00	\$848.00
Miniature Golf	Hole	0.48	\$1,445	\$694	6.24	\$59.30	\$370	\$324	\$194.40	\$259.20

* Subject to Annual Review and Adjustment
Note: Excludes Mack Hatcher Parkway

Exhibit C-1

Land Use Type	Unit	Fee
Single-Family Detached	Dwelling	\$1,617
Multi-Family	Dwelling	\$896
Mobile Home Park	Site	\$1,003
Congregate Care Facility	Dwelling	\$221
Hotel/Motel	Room	\$649
Retail/Commercial		
General Retail, 0-50,000 sf	1000 sq. ft.	\$4,832
General Retail, 50,001-500,000 sf	1000 sq. ft.	\$3,541
General Retail, 500,001-1 million sf	1000 sq. ft.	\$2,991
General Retail, >1 million sf	1000 sq. ft.	\$2,666
Restaurant, Quality	1000 sq. ft.	\$3,773
Restaurant, Fast Food	1000 sq. ft.	\$5,609
Office/Institutional		
Office, General	1000 sq. ft.	\$2,716
Office, Medical	1000 sq. ft.	\$5,862
Hospital	1000 sq. ft.	\$1,199
Nursing Home	1000 sq. ft.	\$449
Church	1000 sq. ft.	\$754
Elementary/Secondary School	1000 sq. ft.	\$749
Industrial		
Manufacturing	1000 sq. ft.	\$1,529
Industrial Park	1000 sq. ft.	\$1,497
Business Park	1000 sq. ft.	\$1,998
Warehouse	1000 sq. ft.	\$704
Mini-Warehouse	1000 sq. ft.	\$417
Recreational		
Amusement Park	Acre	\$2,256
Ice Rink	1000 sq. ft.	\$3,506
Miniature Golf	Hole	\$395

(3) If a building permit is requested for a building with mixed uses, then the fee shall be determined by apportioning the total space within the building according to the space devoted to each principal use. A shopping center shall be considered a principal use and shall be assessed at the general retail rate.

(4) An application for a building permit to create an addition to an existing structure or to build another structure on the same site with an existing structure shall be subject to the payment of an impact fee, provided that only the new residential units or nonresidential square footage to be added to the existing structure or site shall be subject to the fee. Remodeling activity that does not increase the number of residential units or the amount of nonresidential square footage shall not require payment of an impact fee.

(5) When a change or expansion of a land use or the redevelopment, replacement or modification of an existing building or structure requires the issuance of a building permit or certificate of occupancy, the road impact fee shall be based upon the net increase in the impact fee for the new use as compared to the previous use. No impact fee credits or refunds will be granted if a net decrease results. The previous use or structure shall be the most recent use of the site within the nine (9) years prior to the application for the building permit, provided that the applicant can provide records to confirm the previous building size and land use.

(6) If the road impact fee has been calculated and paid based on error or misrepresentation, it shall be recalculated and the difference refunded to the original fee payer or collected by the city, whichever is applicable. If road impact fees are owed, no permits of any type may be issued for the building or structure in question, or for any other portion of a development of which the building or structure in question is a part, until impact fees are paid. The road impact fee administrator may bring any action permitted by law or equity to collect unpaid fees.

(7) The fees in Schedule C-1 shall apply to all residential building permits issued after [the effective date of this ordinance amendment].

(8) Non-residential development projects whose site plans have been approved prior to [the effective date of this ordinance amendment] shall be entitled to pay the fee in effect at the time of site plan approval, for so long as the site plan is valid.

16-411. Individual assessment of road impacts. (1) The road impact fee for a proposed new development shall be calculated by the use of an individual assessment of road impacts if:

(a) The type of new development is not of the type or reasonable equivalent thereof listed on the fee schedules attached as Exhibits C-1; or

(b) The road impact fee administrator determines that the nature, timing or location of the proposed development makes it likely to generate impacts costing substantially more to mitigate than the costs attributable to the development in the fee schedule; or

(c) The developer chooses to have the amount of the fee determined by such method.

(2) The developer shall be responsible for preparation of the individual assessment of road impacts if the developer chooses to conduct such analysis. The road impact fee administrator shall be responsible for preparation of the individual assessment if the type of new development being proposed is not of the type listed on the fee schedule, or the nature, timing or location of the proposed new development makes it likely that arterial road improvements will be necessary to serve the development, the cost of which exceed the costs attributable to the development in the fee schedule.

(3) The person preparing the individual assessment of road impacts shall be a qualified professional, and shall be approved by the road impact fee administrator on the basis of professional training and experience.

(4) The individual assessment of road impacts shall compute the impact fee per residential unit or, in the case of nonresidential development, the impact fee per 1,000 square feet of floor area, using the following formula:

$$\text{IMPACT FEE} = \text{PEAK HR VMT} \times \text{NET COST/VMT} - \text{DAILY VMT} \times \text{CREDIT/VMT}$$

Where:

PEAK HR VMT	=	PEAK HR TRIPS x %NEW x LENGTH ÷ 2
NET COST/VMT	=	COST/VMC x VMC/VMT x (1-%DEBT)
DAILY VMT	=	DAILY TRIPS x %NEW x LENGTH ÷ 2
CREDIT/VMT	=	Revenue credit per daily vehicle-mile of travel on the arterial road system
PEAK HR TRIPS	=	Trip ends during PM peak hour of adjacent street traffic
%NEW	=	Percent of trips that are primary, as opposed to passby or diverted-link trips
LENGTH	=	Average length of a trip on the arterial road system
÷ 2	=	Avoids double-counting trips for origin and destination
COST/VMC	=	Average cost to add a new VMC during the peak hour
VMC/VMT	=	Ratio of vehicle-miles of capacity to vehicle-miles of travel on arterial road system (assumed equal to one)
%DEBT	=	The ratio of outstanding road debt to replacement value of the arterial road system
DAILY TRIPS	=	Trip ends during average weekday

(5) The individual assessment of road impacts shall be prepared on an application form provided by the city. The determination of the appropriate impact fee for the development, based on the above formula, the information provided by the applicant and any other information determined to be relevant by the road impact fee administrator, shall be made by the road impact fee administrator.

(6) The applicant may appeal the decision of the road impact fee administrator on the individual assessment to the board of mayor and aldermen pursuant to § 16-423, Appeals.

16-412. Collection of impact fees. (1) The road impact fee for a proposed new development shall be computed in conjunction with the application for a building permit, and shall be collected prior to or simultaneous with the issuance of the building permit, unless otherwise provided herein.

(2) In the event that a building permit is not required for a new development, the road impact fee for the proposed development shall be computed in conjunction with the application for a certificate of occupancy and shall be collected prior to or simultaneous with the issuance of the certificate of occupancy.

(3) Payment of all fees due shall be in cash or by check or money order. The codes department shall transmit to the office of the city recorder all fees collected and a copy of all related fee transaction documents for recordation. The office of the city recorder shall be responsible for depositing all collected fees in the appropriate trust fund accounts.

(4) A monthly summary of all fee collection transactions, by service area and type of use, shall be prepared by the codes department and transmitted to the offices of the city administrator and the road impact fee administrator.

(5) In its sole discretion, the city administrator may permit a developer, upon application for a building permit, to defer payment of the road impact fee due for a proposed new development until time for issuance of a certificate of occupancy, provided that the developer provides security for the full amount of the road impact fee due in a form acceptable to the city and agrees to pay interest at an appropriate rate on the amount of the fees.

16-413. Establishment of account. (1) The city shall establish a separate, interest-bearing account into which each impact fee collected shall be deposited.

(2) Interest earned on the account into which the impact fees are deposited shall be considered funds of the account and shall be used solely for the purposes specified for the funds of such account.

(3) The office of the city recorder shall maintain and keep financial records for each such account, which shall show the source and disbursement of all revenues and which shall account for all monies received. The records of the account into which impact fees are deposited shall be open for public inspection and copying during ordinary business hours in the office of the city recorder. The city may establish a fee for copying services.

EXHIBIT C-1

NEW FEE SCHEDULE

<u>Land Use Type</u>	<u>Unit</u>	<u>Daily</u> <u>VMT</u>	<u>Cost/</u> <u>VMT</u>	<u>Cost/</u> <u>Unit</u>	<u>Credit/</u> <u>VMT</u>	<u>Credit/</u> <u>Unit</u>	<u>Impact</u> <u>Fee</u>
<u>Single-Family Detached</u>	<u>Dwelling</u>	<u>19.54</u>	<u>\$360</u>	<u>\$7,032</u>	<u>\$248</u>	<u>\$4,841</u>	<u>\$2,191</u>
<u>Multi-Family</u>	<u>Dwelling</u>	<u>13.71</u>	<u>\$360</u>	<u>\$4,934</u>	<u>\$248</u>	<u>\$3,397</u>	<u>\$1,537</u>
<u>Mobile Home Park</u>	<u>Site</u>	<u>10.20</u>	<u>\$360</u>	<u>\$3,671</u>	<u>\$248</u>	<u>\$2,527</u>	<u>\$1,144</u>
<u>Congregate Care Facility</u>	<u>Dwelling</u>	<u>3.92</u>	<u>\$360</u>	<u>\$1,411</u>	<u>\$248</u>	<u>\$971</u>	<u>\$440</u>
<u>Hotel/Motel</u>	<u>Room</u>	<u>10.04</u>	<u>\$360</u>	<u>\$3,613</u>	<u>\$248</u>	<u>\$2,487</u>	<u>\$1,126</u>
<u>Retail/Commercial</u>							
<u>Shopping Center/General Retail</u>	<u>1000 sq. ft.</u>	<u>23.91</u>	<u>\$360</u>	<u>\$8,605</u>	<u>\$248</u>	<u>\$5,924</u>	<u>\$2,681</u>
<u>Restaurant, Quality</u>	<u>1000 sq. ft.</u>	<u>44.27</u>	<u>\$360</u>	<u>\$15,932</u>	<u>\$248</u>	<u>\$10,968</u>	<u>\$4,964</u>
<u>Restaurant, Fast Food</u>	<u>1000 sq. ft.</u>	<u>64.00</u>	<u>\$360</u>	<u>\$23,033</u>	<u>\$248</u>	<u>\$15,856</u>	<u>\$7,177</u>
<u>Office/Institutional</u>							
<u>Office</u>	<u>1000 sq. ft.</u>	<u>16.86</u>	<u>\$360</u>	<u>\$6,068</u>	<u>\$248</u>	<u>\$4,177</u>	<u>\$1,891</u>
<u>Hospital</u>	<u>1000 sq. ft.</u>	<u>25.56</u>	<u>\$360</u>	<u>\$9,199</u>	<u>\$248</u>	<u>\$6,332</u>	<u>\$2,867</u>
<u>Nursing Home</u>	<u>1000 sq. ft.</u>	<u>8.88</u>	<u>\$360</u>	<u>\$3,196</u>	<u>\$248</u>	<u>\$2,200</u>	<u>\$996</u>
<u>Church</u>	<u>1000 sq. ft.</u>	<u>10.05</u>	<u>\$360</u>	<u>\$3,617</u>	<u>\$248</u>	<u>\$2,490</u>	<u>\$1,127</u>
<u>Elementary/Sec. School</u>	<u>1000 sq. ft.</u>	<u>4.84</u>	<u>\$360</u>	<u>\$1,742</u>	<u>\$248</u>	<u>\$1,199</u>	<u>\$543</u>
<u>Industrial</u>							
<u>Manufacturing</u>	<u>1000 sq. ft.</u>	<u>7.40</u>	<u>\$360</u>	<u>\$2,663</u>	<u>\$248</u>	<u>\$1,833</u>	<u>\$830</u>
<u>Industrial Park</u>	<u>1000 sq. ft.</u>	<u>13.49</u>	<u>\$360</u>	<u>\$4,855</u>	<u>\$248</u>	<u>\$3,342</u>	<u>\$1,513</u>
<u>Business Park</u>	<u>1000 sq. ft.</u>	<u>24.73</u>	<u>\$360</u>	<u>\$8,900</u>	<u>\$248</u>	<u>\$6,127</u>	<u>\$2,773</u>
<u>Warehouse</u>	<u>1000 sq. ft.</u>	<u>9.61</u>	<u>\$360</u>	<u>\$3,459</u>	<u>\$248</u>	<u>\$2,381</u>	<u>\$1,078</u>
<u>Mini-Warehouse</u>	<u>1000 sq. ft.</u>	<u>3.46</u>	<u>\$360</u>	<u>\$1,245</u>	<u>\$248</u>	<u>\$857</u>	<u>\$388</u>

Subsection 16-405(13) shall be added to include the following definition:

(13) "Intelligent Transportation System (ITS)" means a combination of computer technologies (Traffic Operations Center (TOC and signal systems), communication technologies (fiber optic and WiFi) and infrastructure (CCTV, DMS, RWIS and count stations), which allow the city to manage and operate the city's transportation system more efficiently and safely."

The remainder of the definitions subsection shall be renumbered accordingly.

SECTION III: BE IT FURTHER ORDAINED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, Tennessee, that Section 16-410 shall be amended as follows:

The second sentence of Section 16-410 footnote 1 that reads "It is understood that in computing the fee schedule certain portions of Mack Hatcher Bypass are to be excluded from the computation for lane mile calculations, to wit: The East side only, from Columbia Avenue to Cool Springs and to specifically leave open for future debate the inclusion of the West side" shall be deleted.

Subsections 16-410((7) and (8) shall be deleted and the following inserted in lieu thereof:

"(7) The fees in Schedule C-1 shall apply to all residential building permits issued after [the effective date of this ordinance amendment].

(8) Non-residential development projects whose site plans have been approved prior to [the effective date of this ordinance amendment] shall be entitled to pay the fee in effect at the time of site plan approval, for so long as the site plan is valid."

Once the effective date of the ordinance has been established, the effective date shall be inserted within the bracketed phrases.

SECTION IV: BE IT FURTHER ORDAINED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, Tennessee, that subsection 16-411(4) shall be deleted and the following substituted in lieu thereof:

"16-411. Individual assessment of road impacts. (1) The individual assessment of road impacts shall compute the impact fee per residential unit or, in the case of nonresidential development, the impact fee per 1,000 square feet of floor area, using the following formula:

"IMPACT FEE = VMT x COST/VMT - VMT x CREDIT/VMT

VMT = DAILY TRIPS x % NEW x LENGTH/2

COST/VMT = COST/VMC x VMC/VMT

CREDIT/VMT = Revenue credit per VMT

Where:

DAILY TRIPS = Trip ends during average weekday

%NEW = Percent of trips that are primary, as opposed to Pass-by or diverted-link trips

LENGTH = Average length of a trip on the major road system

2 = Dividing by two avoids double-counting trips for origin and destination

COST/VMC = Average cost to add a new daily vehicle-mile of capacity

VMC/VMT = System-wide ratio of vehicle-miles of capacity to vehicle-miles of travel on major road system (assumed 1:1)"

SECTION V: BE IT FURTHER ORDAINED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, Tennessee, that subsection 16-414(1) shall be amended to delete the word "the" after the word "finance" and substitute in lieu thereof the word "arterial" so that the sentence reads, "The impact fees collected pursuant to this chapter may be used to finance arterial road improvements."

SECTION VI: BE IT FURTHER ORDAINED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, Tennessee, that subsection 16-417(8) shall be amended to insert into the first sentence the word "the" before the word "city" and to correct the spelling of the word "off-set" in subsection 16-417(11) by deleting its hyphen.

SECTION VII: BE IT FURTHER ORDAINED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, Tennessee, that subsection 16-420 shall be amended to delete the comma after the word "city" and before the word "seeks" in the second sentence.

SECTION VIII: BE IT FINALLY ORDAINED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, Tennessee, that the rest of the provisions of Chapter 4 of Title 16 shall remain and that this Ordinance shall take effect on January 1, 2008 or from and after its passage on second and final reading (whichever is later), the

EXHIBIT A

NEW FEE SCHEDULE¹

Land Use Type	Unit	Daily VMT	Cost/ VMT	Cost/ Unit	Credit/ VMT	Credit/ Unit	Impact Fee
Single-Family Detached	Dwelling	18.87	\$515	\$9,718	\$291	\$5,491	\$4,227
Multi-Family	Dwelling	12.35	\$515	\$6,360	\$291	\$3,594	\$2,766
Mobile Home Park	Site	9.28	\$515	\$4,779	\$291	\$2,700	\$2,079
Congregate Care Facility	Dwelling	4.21	\$515	\$2,168	\$291	\$1,225	\$943
Hotel/Motel	Room	10.49	\$515	\$5,402	\$291	\$3,052	\$2,350
Retail/Commercial							
Shopping Center/General Retail	1000 sq. ft.	26.77	\$515	\$13,786	\$291	\$7,790	\$5,996
Restaurant, Quality	1000 sq. ft.	49.57	\$515	\$25,529	\$291	\$14,425	\$11,104
Restaurant, Fast Food	1000 sq. ft.	72.19	\$515	\$37,178	\$291	\$21,007	\$16,171
Office/Institutional							
Office	1000 sq. ft.	18.06	\$515	\$9,300	\$291	\$5,255	\$4,045
Hospital	1000 sq. ft.	25.80	\$515	\$13,287	\$291	\$7,508	\$5,779
Nursing Home	1000 sq. ft.	11.85	\$515	\$6,102	\$291	\$3,448	\$2,654
Church	1000 sq. ft.	10.74	\$515	\$5,531	\$291	\$3,125	\$2,406
Elementary/Sec. School	1000 sq. ft.	5.29	\$515	\$2,724	\$291	\$1,539	\$1,185
Industrial							
Manufacturing	1000 sq. ft.	7.93	\$515	\$4,084	\$291	\$2,308	\$1,776
Industrial Park	1000 sq. ft.	14.45	\$515	\$7,442	\$291	\$4,205	\$3,237
Business Park	1000 sq. ft.	26.49	\$515	\$13,642	\$291	\$7,708	\$5,934
Warehouse	1000 sq. ft.	7.39	\$515	\$3,805	\$291	\$2,150	\$1,655
Mini-Warehouse	1000 sq. ft.	3.61	\$515	\$1,859	\$291	\$1,050	\$809

- 1 This New Fee Schedule is based on the needs as established by the November 2010 Road Impact Fee Update Study as prepared by Duncan Associates using those fees required to cover the cost of Arterial Streets as identified in the Franklin Major Thoroughfare Plan with the inclusion of the cost of rights-of-way (ROW).

EXHIBIT B IMPLEMENTATION OF FEE SCHEDULE

Land Use Type	Unit	IMPACT FEE				
		Current Fee (App. 2007)	Fee Needed 2010 Update	Effective ¹ 1-Jul-11	Effective ² 1-Jul-12	Effective ³ 1-Jul-13
Single-Family Detached	Dwelling	\$ 2,191	\$ 4,227	\$ 2,700	\$ 3,514	\$ 4,227
Multi-Family	Dwelling	\$ 1,537	\$ 2,766	\$ 1,844	\$ 2,336	\$ 2,766
Mobile Home Park	Site	\$ 1,144	\$ 2,079	\$ 1,378	\$ 1,752	\$ 2,079
Congregate Care Facility	Dwelling	\$ 440	\$ 943	\$ 566	\$ 767	\$ 943
Hotel/Motel	Room	\$ 1,126	\$ 2,350	\$ 1,432	\$ 1,922	\$ 2,350
Retail/Commercial						
Shopping Center/General Retail	1000 sf	\$ 2,681	\$ 5,996	\$ 3,510	\$ 4,836	\$ 5,996
Restaurant, Quality	1000 sf	\$ 4,964	\$ 11,104	\$ 6,499	\$ 8,955	\$ 11,104
Restaurant, Fast Food	1000 sf	\$ 7,177	\$ 16,171	\$ 9,426	\$ 13,023	\$ 16,171
Office/Institutional						
Office	1000 sf	\$ 1,891	\$ 4,045	\$ 2,430	\$ 3,291	\$ 4,045
Hospital	1000 sf	\$ 2,867	\$ 5,779	\$ 3,595	\$ 4,760	\$ 5,779
Nursing Home	1000 sf	\$ 996	\$ 2,654	\$ 1,411	\$ 2,074	\$ 2,654
Church	1000 sf	\$ 1,127	\$ 2,406	\$ 1,447	\$ 1,958	\$ 2,406
Elementary/Secondary School	1000 sf	\$ 543	\$ 1,185	\$ 704	\$ 960	\$ 1,185
Industrial						
Manufacturing	1000 sf	\$ 830	\$ 1,776	\$ 1,067	\$ 1,445	\$ 1,776
Industrial Park	1000 sf	\$ 1,513	\$ 3,237	\$ 1,944	\$ 2,634	\$ 3,237
Business Park	1000 sf	\$ 2,773	\$ 5,934	\$ 3,563	\$ 4,828	\$ 5,934
Warehouse	1000 sf	\$ 1,078	\$ 1,655	\$ 1,222	\$ 1,453	\$ 1,655
Mini-Warehouse	1000 sf	\$ 388	\$ 809	\$ 493	\$ 662	\$ 809

1 - The Impact Fees effective July 1, 2011 are calculated at twenty-five percent (25%) of the increase for Fees from the current fee schedule to that as indicated being needed by the November 2010 Road Impact Fee Update Study.

2 - The Impact Fees effective July 1, 2012 are calculated at sixty-five percent (65%) of the increase for Fees from the current fee schedule to that as indicated being needed by the November 2010 Road Impact Fee Update Study.

3 - The Impact Fees effective July 1, 2013 is the Impact Fees needed as indicated in the November 2010 Road Impact Fee Update Study.

10) Implementation of the fees as indicated in Exhibit A shall occur over a three (3) year period with the fees and effective dates as indicated in Exhibit B attached hereto and incorporated by reference herein.

16-411. Individual Assessment of Road Impacts. 1) The Road Impact Fee for a proposed new Development shall be calculated by the use of an individual assessment of road impacts if:

a) The type of new Development is not of the type or reasonable equivalent thereof listed on the fee schedules attached as Exhibits A and B; or

b) The Road Impact Fee Administrator determines that the nature, timing or location of the proposed Development makes it likely to generate impacts costing substantially more to mitigate than the costs attributable to the Development in the fee schedule; or

c) The Developer chooses to have the amount of the fee determined by such method.

2) The Developer shall be responsible for preparation of the individual assessment of road impacts if the Developer chooses to conduct such analysis. The Road Impact Fee Administrator shall be responsible for preparation of the individual assessment if the type of new Development being proposed is not of the type listed on the fee schedule, or the nature, timing or location of the proposed new Development makes it likely that Arterial Road Improvements will be necessary to serve the Development, the cost of which exceed the costs attributable to the Development in the fee schedule.

3) The person preparing the individual assessment of road impacts shall be a qualified professional, and shall be approved by the Road Impact Fee Administrator on the basis of professional training and experience.

4) The individual assessment of road impacts shall compute the Impact Fee per Residential unit or, in the case of Nonresidential Development, the Impact Fee per 1,000 square feet of Floor Area, using the following formula:

$$\text{IMPACT FEE} = \text{VMT} \times \text{COST/VMT} - \text{VMT} \times \text{CREDIT/VMT}$$

$$\text{VMT} = \text{DAILY TRIPS} \times \% \text{ NEW} \times \text{LENGTH}/2$$

$$\text{COST/VMT} = \text{COST/VMC} \times \text{VMC/VMT}$$

$$\text{CREDIT/VMT} = \text{Revenue credit per VMT}$$

Where:

$$\text{DAILY TRIPS} = \text{Trip ends during average weekday}$$

$$\% \text{ NEW} = \text{Percent of trips that are primary, as opposed to Pass-by or diverted-link trips}$$

$$\text{LENGTH} = \text{Average length of a trip on the major road system}$$

2	=	Dividing by two avoids double-counting trips for origin and destination
COST/VMC	=	Average cost to add a new daily vehicle-mile of capacity
VMC/VMT	=	System-wide ratio of vehicle-miles of capacity to vehicle-miles of travel on major road system (assumed 1:1)

5) The determination of the appropriate Impact Fee for the Development, based on the above formula, the information provided by the applicant and any other information determined to be relevant by the Road Impact Fee Administrator, shall be made by the Road Impact Fee Administrator.

6) The applicant may appeal the decision of the Road Impact Fee Administrator on the individual assessment to the board of mayor and aldermen pursuant to § 16-423, Appeals. (1976 Code, § 12-411, replaced by Ord. #2000-24, July 2000, and amended by Ord. #2005-27, May 2005)

16-412. Collection of Impact Fees. (1) The Road Impact Fee for a proposed new Development shall be computed in conjunction with the application for a Building Permit, and shall be collected prior to or simultaneous with the issuance of the Building Permit, unless otherwise provided herein.

(2) In the event that a Building Permit is not required for a new Development, the Road Impact Fee for the proposed Development shall be computed in conjunction with the application for a Certificate of Occupancy and shall be collected prior to or simultaneous with the issuance of the Certificate of Occupancy.

(3) Payment of all fees due shall be in cash or by check or money order. The Building and Neighborhood Services Department shall transmit to the office of the City Recorder all fees collected and a copy of all related fee transaction documents for recordation. The office of the City Recorder shall be responsible for depositing all collected fees in the appropriate trust fund accounts.

(4) A monthly summary of all fee collection transactions, by Service Area and type of use, shall be prepared by the Building and Neighborhood Services Department and transmitted to the offices of the City Administrator and the Road Impact Fee Administrator.

(5) In its sole discretion, the City Administrator may permit a Developer, upon application for a Building Permit, to defer payment of the Road Impact Fee due for a proposed new Development until time for issuance of a Certificate of Occupancy, provided that the Developer provides security for the full amount of the Road Impact Fee due in a form acceptable to the City and agrees to pay interest at an appropriate rate on the amount of the fees. (1976 Code, § 12-412, as replaced by Ord. #2000-24, July 2000)

EXHIBIT A

New Fee Schedule¹

Land Use Type	Unit	Daily VMT	Cost/VMT	Cost/Unit	Credit/VMT	Credit/Unit	Impact Fee
Single-Family Detached	Dwelling	16.76	\$536	\$8,983	\$243	\$4,073	\$4,911
Multi-Family	Dwelling	10.62	\$536	\$5,692	\$243	\$2,581	\$3,112
Mobile Home Park	Site	7.98	\$536	\$4,277	\$243	\$1,939	\$2,338
Congregate Care Facility	Dwelling	3.73	\$536	\$1,999	\$243	\$906	\$1,093
Hotel/Motel	Room	8.76	\$536	\$4,695	\$243	\$2,129	\$2,567
Retail/Commercial							
Shopping Center/General Retail	1,000 sq.ft.	22.13	\$536	\$11,862	\$243	\$5,378	\$6,484
Restaurant, Quality	1,000 sq.ft.	41.19	\$536	\$22,078	\$243	\$10,009	\$12,069
Restaurant, Fast Food	1,000 sq.ft.	59.53	\$536	\$31,908	\$243	\$14,466	\$17,442
Office/Institutional							
Office	1,000 sq.ft.	15.81	\$536	\$8,474	\$243	\$3,842	\$4,632
Hospital	1,000 sq.ft.	18.29	\$536	\$9,803	\$243	\$4,444	\$5,359
Nursing Home	1,000 sq.ft.	10.52	\$536	\$5,639	\$243	\$2,556	\$3,082
Church	1,000 sq.ft.	11.12	\$536	\$5,960	\$243	\$2,702	\$3,258
Elementary/Sec. School	1,000 sq.ft.	5.48	\$536	\$2,937	\$243	\$1,332	\$1,606
Industrial							
Manufacturing	1,000 sq.ft.	6.93	\$536	\$3,714	\$243	\$1,684	\$2,030
Industrial Park	1,000 sq.ft.	12.41	\$536	\$6,652	\$243	\$3,016	\$3,636
Business Park	1,000 sq.ft.	22.57	\$536	\$12,098	\$243	\$5,485	\$6,613
Warehouse	1,000 sq.ft.	6.46	\$536	\$3,463	\$243	\$1,570	\$1,893
Mini-Warehouse	1,000 sq.ft.	3.02	\$536	\$1,619	\$243	\$734	\$885

(1) This new fee schedule is based on the needs as established by the March 2014 Road Impact Fee Update Study as prepared by Duncan Associates using those fees required to cover the cost of arterial streets as identified in the Franklin Major Thoroughfare

Road Impact Fee
New Fee Schedule 1.2

Land Use Type	Unit	Daily VMT		Cost/VMT		Cost/Unit		Credit/VMT		Credit/Unit		100% Calculated Impact Fee		
		Arterials	All Major Roadways	Arterials	All Major Roadways	Arterials	All Major Roadways	Arterials	All Major Roadways	Arterials	All Major Roadways	Arterials	Collector	All Major Roadways
Single-Family Detached	Dwelling	16.76	22.42	\$536	\$550	\$8,983	\$12,331	\$243	\$182	\$4,073	\$4,080	\$4,911	\$3,340	\$8,251
		10.62	14.22	\$536	\$550	\$5,692	\$7,821	\$243	\$182	\$2,581	\$2,588	\$3,112	\$2,121	\$5,233
		7.98	10.68	\$536	\$550	\$4,277	\$5,874	\$243	\$182	\$1,939	\$1,944	\$2,338	\$1,592	\$3,930
Congregate Care Facility	Dwelling	3.73	4.99	\$536	\$550	\$1,999	\$2,745	\$243	\$182	\$906	\$908	\$1,093	\$743	\$1,836
		8.76	11.73	\$536	\$550	\$4,695	\$6,452	\$243	\$182	\$2,129	\$2,135	\$2,567	\$1,750	\$4,317
Retail/Commercial														
Shopping Center / General Retail	1,000 sq. ft.	22.13	29.56	\$536	\$550	\$11,862	\$16,258	\$243	\$182	\$5,378	\$5,380	\$6,484	\$4,394	\$10,878
		41.19	55.04	\$536	\$550	\$22,078	\$30,272	\$243	\$182	\$10,009	\$10,017	\$12,069	\$8,186	\$20,255
		59.53	79.63	\$536	\$550	\$31,908	\$43,797	\$243	\$182	\$14,466	\$14,493	\$17,442	\$11,862	\$29,304
Office/Institutional														
Office	1,000 sq. ft.	15.81	21.2	\$536	\$550	\$8,474	\$11,660	\$243	\$182	\$3,842	\$3,858	\$4,632	\$3,169	\$7,802
		18.29	24.49	\$536	\$550	\$9,803	\$13,470	\$243	\$182	\$4,444	\$4,457	\$5,359	\$3,653	\$9,012
		10.52	14.08	\$536	\$550	\$5,639	\$7,744	\$243	\$182	\$2,556	\$2,563	\$3,082	\$2,099	\$5,181
		11.12	14.88	\$536	\$550	\$5,960	\$8,184	\$243	\$182	\$2,702	\$2,708	\$3,258	\$2,218	\$5,476
		5.48	7.33	\$536	\$550	\$2,937	\$4,032	\$243	\$182	\$1,332	\$1,334	\$1,606	\$1,092	\$2,697
		6.93	9.29	\$536	\$550	\$3,714	\$5,110	\$243	\$182	\$1,684	\$1,691	\$2,030	\$1,388	\$3,419
Industrial														
Industrial Park	1,000 sq. ft.	12.41	16.63	\$536	\$550	\$6,652	\$9,147	\$243	\$182	\$3,016	\$3,027	\$3,636	\$2,484	\$6,120
		22.57	30.25	\$536	\$550	\$12,098	\$16,638	\$243	\$182	\$5,485	\$5,506	\$6,613	\$4,519	\$11,132
		6.46	8.66	\$536	\$550	\$3,463	\$4,763	\$243	\$182	\$1,570	\$1,576	\$1,893	\$1,294	\$3,187
		3.02	4.04	\$536	\$550	\$1,619	\$2,222	\$243	\$182	\$734	\$735	\$885	\$602	\$1,487

1 The arterial and collector impact fees effective July 1, 2017, are the impact fees needed as indicated in the January 2016 Road Impact Fee Update Study.

Implementation of Fee Schedule

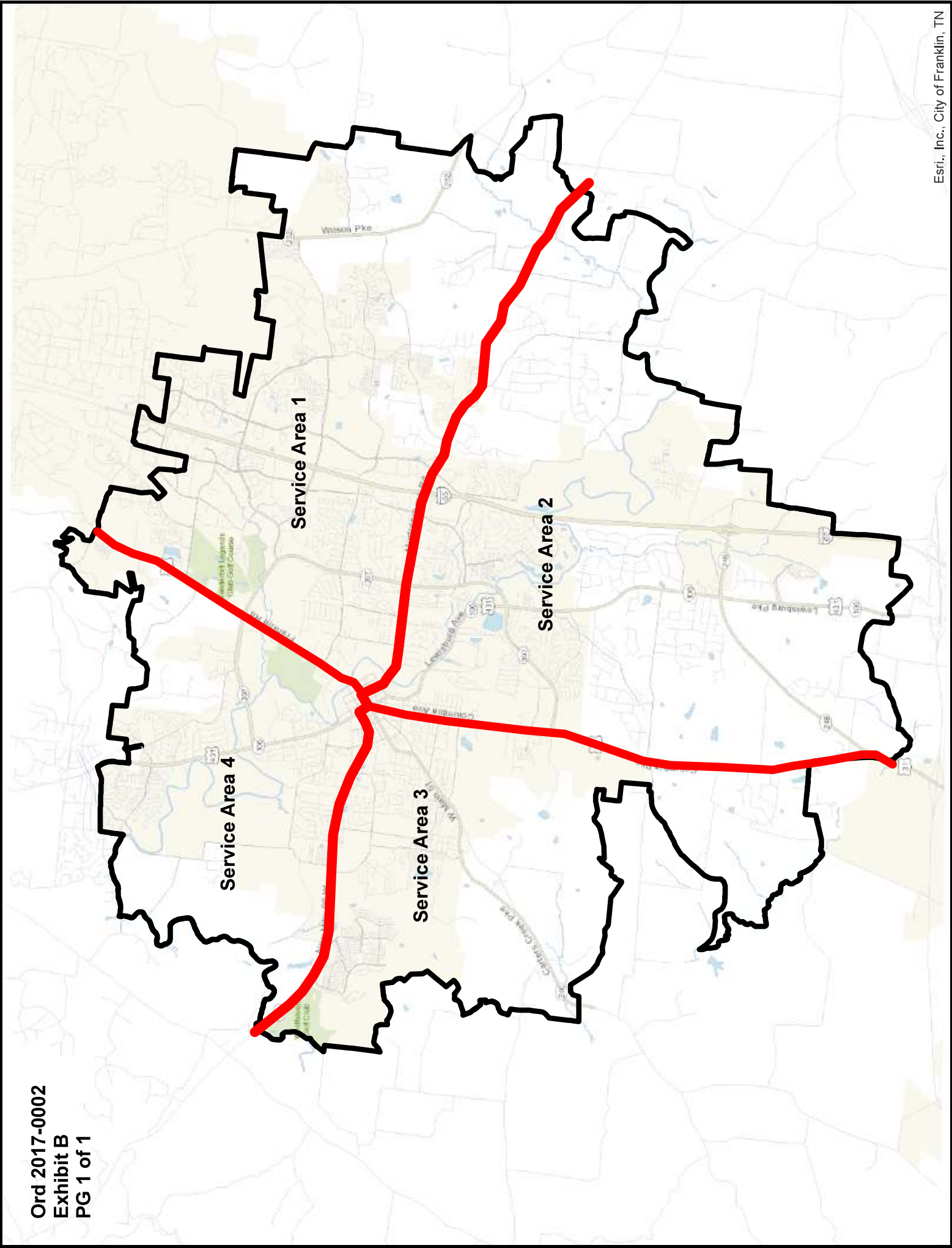
Land Use Type	Unit	Impact Fee (Arterial Only)				
		Current Fee (app. 2007)	Effective ¹ Jul-11	Effective ² 1-Jul-12	Effective ³ 1-Jul-13	Effective ⁴ 1-Sept-14
Single-Family Detached	Dwelling	\$2,191	\$2,700	\$3,514	\$4,227	\$4,911
Multi-Family	Dwelling	\$1,537	\$1,844	\$2,336	\$2,766	\$3,112
Mobile Home Park	Dwelling	\$1,144	\$1,378	\$1,752	\$2,079	\$2,338
Congregate Care Facility	Dwelling	\$440.00	\$566	\$767	\$943	\$1,093
Hotel/Motel	Room	\$1,126	\$1,432	\$1,922	\$2,350	\$2,567
Retail/Commercial						
Shopping Center / General Retail	1,000 sq. ft.	\$2,681	\$3,510	\$4,836	\$5,996	\$6,484
Restaurant, Quality	1,000 sq. ft.	\$4,964	\$6,499	\$8,955	\$11,104	\$12,069
Restaurant, Fast Food	1,000 sq. ft.	\$7,177	\$9,426	\$13,023	\$16,171	\$17,442
Office/Institutional						
Office	1,000 sq. ft.	\$1,891	\$2,430	\$3,291	\$4,045	\$4,632
Hospital	1,000 sq. ft.	\$2,867	\$3,595	\$4,760	\$5,779	\$5,359
Nursing Home	1,000 sq. ft.	\$996	\$1,411	\$2,074	\$2,654	\$3,082
Church	1,000 sq. ft.	\$1,127	\$1,447	\$1,958	\$2,406	\$3,258
Elementary/Sec. School	1,000 sq. ft.	\$543	\$704	\$960	\$1,185	\$1,606
Industrial						
Manufacturing	1,000 sq. ft.	\$830	\$1,067	\$1,445	\$1,776	\$2,030
Industrial Park	1,000 sq. ft.	\$1,513	\$1,944	\$2,634	\$3,237	\$3,636
Business Park	1,000 sq. ft.	\$2,773	\$3,563	\$4,828	\$5,934	\$6,613
Warehouse	1,000 sq. ft.	\$1,078	\$1,220	\$1,453	\$1,655	\$1,893
Mini-warehouse	1,000 sq. ft.	\$388	\$493	\$662	\$809	\$885

1 The arterial only impact fees effective July 1, 2011, are calculated at 25 percent of the increase for fees from the current fee schedule to that as indicated being needed by the November 2010 Road Impact Fee Update Study.

2 The arterial only impact fees effective July 1, 2012, are calculated at 65 percent of the increase for fees from the current fee schedule to that as indicated being needed by the November 2010 Road Impact Fee Update Study.

3 The arterial only impact fees effective July 1, 2013, are the arterial only impact fees needed as indicated in the November 2010 Road Impact Fee Update Study.

4 The arterial only impact fees effective September 1, 2014, are the arterial only impact fees needed as indicated in the March 2014 Road Impact Fee Update Study.



- (9) Nonresidential development projects and residential development projects consisting solely of apartments or condominiums whose site plans have been submitted prior to July 1, ~~2014~~ **2017**, and approved prior to October 1, ~~2014~~ **2017**, shall be entitled to pay the fee in effect at the time of submission of the site plan so long as all application and plan review fees have been paid to the city and provided all of the buildings associated with the site plan have been issued a valid building permit within three years from the date of the building permit issued for the first building within the site plan. All development projects whose site plans have been submitted after July 1, ~~2014~~**2017**, shall pay fees in accordance with this chapter.

Note— References made to Exhibits A ~~and B~~ fee schedules may be found in app. A, ch. 16, road impact fees.

Sec. 16-411. - Individual assessment of road impacts.

- (1) The road impact fee for a proposed new development shall be calculated by the use of an individual assessment of road impacts if:
- (a) The type of new development is not of the type or reasonable equivalent thereof listed on the fee schedules attached as Exhibits A ~~and B~~; or
 - (b) The road impact fee administrator determines that the nature, timing or location of the proposed development makes it likely to generate impacts costing substantially more to mitigate than the costs attributable to the development in the fee schedule; or
 - (c) The developer chooses to have the amount of the fee determined by such method.
- (2) The developer shall be responsible for preparation of the individual assessment of road impacts if the developer chooses to conduct such analysis. The road impact fee administrator shall be responsible for preparation of the individual assessment if the type of new development being proposed is not of the type listed on the fee schedule, or the nature, timing or location of the proposed new development makes it likely that arterial **or collector** road improvements will be necessary to serve the development, the cost of which exceed the costs attributable to the development in the fee schedule.
- (3) The person preparing the individual assessment of road impacts shall be a qualified professional, and shall be approved by the road impact fee administrator on the basis of professional training and experience.
- (4) The individual assessment of road impacts shall compute the impact fee per residential unit or, in the case of nonresidential development, the impact fee per 1,000 square feet of floor area, using the following formula:

IMPACT FEE	=	$VMT \times COST/VMT - VMT \times CREDIT/VMT$
VMT	=	$DAILY TRIPS \times \% NEW \times LENGTH/2$
COST/VMT	=	$COST/VMC \times VMC/VMT$
CREDIT/VMT	=	Revenue credit per VMT
Where:		
DAILY TRIPS	=	Trip ends during average weekday

%NEW	=	Percent of trips that are primary, as opposed to Pass-by or diverted-link trips
LENGTH	=	Average length of a trip on the major road system
2	=	Dividing by two avoids double-counting trips for origin and destination
COST/VMC	=	Average cost to add a new daily vehicle-mile of capacity
VMC/VMT	=	System-wide ratio of vehicle-miles of capacity to vehicle-miles of travel on major road system (assumed 1:1)

- (5) The determination of the appropriate impact fee for the development, based on the above formula, the information provided by the applicant and any other information determined to be relevant by the road impact fee administrator, shall be made by the road impact fee administrator.
- (6) The applicant may appeal the decision of the road impact fee administrator on the individual assessment to the board of mayor and aldermen pursuant to section 16-423, Appeals.

Note— References made to Exhibits A and B fee schedules may be found in app. A, ch. 16, road impact fees.

Sec. 16-412. - Collection of impact fees.

- (1) The road impact fee for a proposed new development shall be computed in conjunction with the application for a building permit, and shall be collected prior to or simultaneous with the issuance of the building permit, unless otherwise provided herein.
- (2) Payment of all fees due shall be in cash or by check or money order. The building and neighborhood services department shall transmit to the office of the city recorder all fees collected and a copy of all related fee transaction documents for recordation. The office of the city recorder shall be responsible for depositing all collected fees in the appropriate trust fund accounts.
- (3) A monthly summary of all fee collection transactions, by service area and type of use, shall be prepared by the building and neighborhood services department and transmitted to the offices of the city administrator and the road impact fee administrator.
- (4) In its sole discretion, the city administrator may permit a developer, upon application for a building permit, to defer payment of the road impact fee due for a proposed new development until time for issuance of a certificate of occupancy, provided that the developer provides security for the full amount of the road impact fee due in a form acceptable to the city and agrees to pay interest at an appropriate rate on the amount of the fees.

Sec. 16-413. - Establishment of account.

- (1) The city shall establish a separate, interest-bearing account for each service area into which each impact fee collected within designated service area shall be deposited.
- (2) Interest earned on the account into which the impact fees are deposited shall be considered funds of the account and shall be used solely for the purposes specified for the funds of such account.
- (3) The office of the city recorder shall maintain and keep financial records for each such account. Each account shall show the source and disbursement of all revenues which shall account for all monies received. The records of the account into which impact fees are deposited shall be open for public