



CITY OF SPRING HILL
BOARD OF MAYOR AND ALDERMEN
SPECIAL CALL MEETING PACKET
THURSDAY, FEBRUARY 26, 2015
6:00 P.M.

Board of Mayor and Aldermen:

Rick Graham, Mayor

Bruce Hull, Jr., Vice-Mayor

Jonathan Duda

Keith Hudson

Eliot Mitchell

Chad Whittenburg

Kayce Williams

Amy Wurth

Susan Zemek

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**CITY OF SPRING HILL
BOARD OF MAYOR AND ALDERMEN
SPECIAL CALL MEETING
THURSDAY, FEBRUARY 26, 2015
6:00 P.M.**

Call to order

Stipulation of members present

1. Discussion of Ordinance 15-04, to approve amendment Spring Hill Municipal Code, Title 5, Section 5 regarding Roadway Impact Fees. Eliot Mitchell, Alderman; Dan Allen, Infrastructure Director

Concerned Citizens

Adjourn



Roadway Impact Fee Discussion

February 2015

Smart Growth

How Do You Double in Size by 2030?



We need to provide **MORE** arterial roadway infrastructure city-wide.

- Grow to the South and East
- Build Additional Capacity
- Establish Network Connectivity

Key components



Land use

Density and Use for
Future Development



CIP

Planning for Needed
Capital Improvements



Ordinance

Establishes Fees and
Implementation
Procedures

methodology

How should we do this?



- Consumption Based (Franklin)
 - Capacity Replacement
- Improvements Driven (Nolensville)
 - Growth Driven Projects
 - Fee based on projected number of new units within planning horizon
- Trip Generation Basis (Brentwood)
 - Growth Driven Projects
 - Fee distributed based on adjusted traffic impacts

Trip Generation Method

10 Year Planning Horizon



- Arterial Roadway Investment Levels
 - Scenario 1 – \$30 million
 - Scenario 2 – \$40 million
 - Scenario 3 – \$50 million
 - Scenario 4 – \$60 million
- Development Projections
 - 5000 new Single Family Residential
 - 2.5 million SF of Industrial/Warehouse
 - 4.5 million SF of Retail
 - 1.5 million SF of Commercial/Office
- Total # of New Trips = 136,880

Base Trip Cost

How Much Do We Invest in Arterial Roadways?



- Scenario 1 - \$30M
 - Base Trip Cost = \$219
- Scenario 2 - \$40M
 - Base Trip Cost = \$292
- Scenario 3 - \$50M
 - Base Trip Cost = \$365
- Scenario 4 - \$60M
 - Base Trip Cost = \$438

Scenario 1 - Fee Comparison

Use	Unit	Spring Hill	Brentwood	Franklin	Nolensville	Smyrna
Single Family Detached	Each	\$521	\$1,230	\$4,911	\$3,796	\$851
Hotel/Motel	Room	\$716	\$930	\$2,567	\$592	\$264
Golf Course	Acre	\$552	\$650	N/A	N/A	N/A
Religious Institution	1000 SFT	\$1,643	N/A	\$3,258	\$552	N/A
Community Center	1000 SFT	\$177	\$210	N/A	N/A	N/A
Elementary School	Student	\$141	\$170	\$1,606 (per SFT)	\$206 (per SFT)	N/A
Middle School	Student	\$177	\$210	\$1,606	\$206	N/A
High School	Student	\$187	\$220	\$1,606	\$206	N/A

Scenario 1 - Fee Comparison

Use	Unit	Spring Hill	Brentwood	Franklin	Nolensville	Smyrna
Community College	Student	\$131	\$155	N/A	N/A	N/A
Day Care	Student	\$480	\$575	N/A	N/A	N/A
Nursing Home	Bed	\$300	\$305	\$3,082 (per 1000 SFT)	\$525 (per 1000 SFT)	N/A
General Office	1000 SFT	\$1,208	\$3,030	\$4,632	\$944	\$1,256
Retail	1000 SFT	\$3,741	\$4,415	\$6,484	\$825	\$711
Sit Down Restaurant	1000 SFT	\$3,481	\$13,070	\$12,069	N/A	N/A
Drive Thru Restaurant	1000 SFT	\$8,149	\$13,070	\$17,442	N/A	N/A
Gas Station with Market	Pumps	\$14,260	\$9,910 (per 1000 SFT)	N/A	N/A	N/A

Scenario 1 - Fee Comparison

Use	Unit	Spring Hill	Brentwood	Franklin	Nolensville	Smyrna
Gas Station	Pumps	\$1,371	\$1,610	N/A	N/A	N/A
Warehouse/ Industrial	1000 SFT	\$763	\$640	\$3,636	\$585	\$727
Active Adult Housing	Each	\$195	\$1,230	\$4,911	\$3,796	\$851
Hospital	Bed	\$1,417	\$1,520	\$5,359	N/A	N/A
Multi Family/ Apartment	Unit	\$364	N/A	\$3,112	\$2,354	\$521
Condo/ Townhome	Unit	\$318	N/A	\$3,112	\$2,354	\$521

Matrix of affordability

City	Property Tax Rate	Population	Per Capita Income	Median Household Income	Median Home Value
Spring Hill	\$0.5903	32,756	\$27,569	\$75,991	\$195,400
Franklin	\$0.4065	68,876	\$38,672	\$79,124	\$307,800
Nolensville	\$0.15	6,213	\$33,285	\$102,870	\$285,900
Smyrna	\$0.9095	43,060	\$24,812	\$51,539	\$150,000
La Vergne	\$1.00	34,077	\$21,735	\$54,567	\$132,200
Columbia	\$1.44	35,558	\$19,398	\$32,880	\$115,000
Mt. Juliet	\$0.20	28,222	\$29,136	\$71,326	\$198,400
Brentwood	\$0.44	40,021	\$56,884	\$134,443	\$487,100
Fairview	\$0.635	8,086	\$25,106	\$55,164	\$167,500

Low taxes, high fees

City	Property Tax Rate	Population	Per Capita Income	Median Household Income	Median Home Value
Spring Hill	\$0.5903	32,756	\$27,569	\$75,991	\$195,400
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Low Taxes, Low Fees

City	Property Tax Rate	Population	Per Capita Income	Median Household Income	Median Home Value
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Brentwood	\$0.44	40,021	\$56,884	\$134,443	\$487,100
Fairview	\$0.635	8,086	\$25,106	\$55,164	\$167,500

Middle of the road?

City	Property Tax Rate	Population	Per Capita Income	Median Household Income	Median Home Value
Spring Hill	\$0.5903	32,756	\$27,569	\$75,991	\$195,400
Franklin	\$0.4065	68,876	\$38,672	\$79,124	\$307,800
Nolensville	\$0.15	6,213	\$33,285	\$102,870	\$285,900
Smyrna	\$0.9095	43,060	\$24,812	\$51,539	\$150,000
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Brentwood	\$0.44	40,021	\$56,884	\$134,443	\$487,100
Fairview	\$0.635	8,086	\$25,106	\$55,164	\$167,500

Wilkes Lane



How much would Wilkes Lane have to pay in impact fees?

- Scenario 1 – 67,725 square feet
 - Roadway Impact Fee = $67.725 * \$3,741$
= **\$253,359**
- Scenario 2
 - Roadway Impact Fee = $67.725 * \$4,987$
= **\$337,745**
- Scenario 3
 - Roadway Impact Fee = $67.725 * \$6,234$
= **\$422,198**
- Scenario 4
 - Roadway Impact Fee = $67.725 * \$7,481$
= **\$506,650**

Walmart



How much would Walmart have had to pay in impact fees?

- Scenario 1 – 184,000 square feet
 - Roadway Impact Fee = $184 * \$3,741 =$
\$688,344
- Scenario 2
 - Roadway Impact Fee = $184 * \$4,987 =$
\$917,608
- Scenario 3
 - Roadway Impact Fee = $184 * \$6,234 =$
\$1,147,056
- Scenario 4
 - Roadway Impact Fee = $184 * \$7,481 =$
\$1,376,504



Questions?

ORDINANCE 15-04

AN ORDINANCE TO AMEND SPRING HILL MUNICIPAL CODE, TITLE 5, SECTION 5, REGARDING ROADWAY IMPACT FEES

BE IT ORDAINED BY THE CITY OF SPRING HILL BOARD OF MAYOR AND ALDERMEN THAT THE FOLLOWING REPLACE THE EXISTING TITLE 5, CHAPTER 5 OF THE SPRING HILL MUNICIPAL CODE:

Spring Hill, Tennessee TITLE 5, Chapter 5

IMPACT FEE – PURPOSES AND ADMINISTRATION

SECTION

- 5-501. Short title.
- 5-502. Findings.
- 5-503. Intent.
- 5-504. Authority.
- 5-505. Definitions.
- 5-506. Applicability of impact fee.
- 5-507. Imposition of impact fee.
- 5-508. Capital improvements program.
- 5-509. Administration of impact fee.
- 5-510. Bonding of excess facility projects.
- 5-511. Refunds
- 5-512. Appeals.
- 5-513. Effect of impact fee on zoning and subdivision regulations.
- 5-514. Impact fee as additional and supplemental requirement.
- 5-515. Variances and exceptions.
- 5-516. Credits.

5-501. Short title. This chapter shall be known and cited as the Spring Hill Development Public Facilities Privilege Tax and Impact Fee chapter. (1995 Code, § 5-501)

5-502. Findings. The board of mayor and alderman (“board” or “council”) hereby finds and declares that:

- (1) The city is committed to the provision of public facilities and services at levels attainable within its resources to cure any existing public service deficiencies in already developed areas;
- (2) Such facilities and services levels will be provided by the city utilizing available funds allocated via the capital budget and capital improvements programming processes and relying upon the funding sources indicated therein;
- (3) However, new residential and nonresidential development is aggregated in certain development subareas within areas annexed after the Saturn announcement in July of

1985 (the subareas). Such development causes and imposes increased and excessive demands on city public facilities and services including, without limitation, sanitary sewers, storm sewers, water lines, water tanks, a fire hall, fire trucks and police cars, safety and rescue equipment, public works machinery, roads, and parks that would not otherwise be necessary;

- (4) Planning and zoning projections indicate that such development will continue and will place ever increasing demands on the city to provide necessary public facilities;

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- (5) The development potential and property values of properties in the designated development areas are strongly influenced and encouraged by city policy as expressed in the city zoning ordinance and map;
- (6) To the extent that such developments in recently annexed areas place demands on the public facility infrastructure those demands should be satisfied by shifting the responsibility for financing the provision of such facilities from the public at large to the developments actually creating the demands;
- (7) The amount of the impact fee and privilege tax (hereinafter individually and collectively sometimes referred to as “impact fees”) to be imposed shall be determined by the cost of the additional public facilities needed to support such development, which public facilities shall be identified in the capital improvements program; and
- (8) The board of mayor and aldermen, after careful consideration of the matter, hereby finds and declares that an impact fee imposed upon residential and nonresidential development in order to finance specified major public facilities in designated development areas the demand for which is created by such development is in the best interest of the general welfare of the city and its residents, is equitable, does not impose an unfair burden on such development by forcing developers and builders to pay more than their fair or proportionate share of the cost, and deems it advisable to adopt this chapter as hereinafter set forth. (1995 Code, § 5-502)

5-503. Intent. This chapter is intended to impose an impact fee at the time of building permit or certificate of occupancy issuance, in an amount based upon the gross square footage of residential or nonresidential development and number of such units in order to finance public facilities, the demand for which is generated by new development in annexed development subareas. The city will meet, to the extent finances permit through the use of general city revenues, all capital improvement needs associated with existing development. Only needs created by new development in the designated development areas will be met by impact fees. Impact fees shall not exceed the cost of providing capital improvements for which the need is substantially attributable to those developments that pay the fees. The fees shall be spent on new or enlarged capital

facilities improvements that substantially benefit those developments that pay the fees. (1995 Code, § 5-503)

5-504. Authority. This chapter is passed pursuant to the general laws of the State of Tennessee, the charter of the City of Spring Hill, including Tennessee Code Annotated, § 6-2-201(14) and (15), and Priv. Acts 1988, Ch. 173 (HB 2436) of the Tennessee General Assembly. The provisions of this chapter shall not be construed to limit the power of the city to adopt such chapter pursuant to any other source of local authority or to utilize any

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other methods or powers otherwise available for accomplishing the purposes set forth herein, either in substitution of or in conjunction with this chapter. (1995 Code, § 5-504)

5-505. Definitions. As used in this chapter, the following words and terms shall have the following meanings, unless another meaning is plainly intended:

- (1) “Building permit” shall mean the permit required for new construction and additions pursuant to the International Building Code heretofore adopted. The term building permit, as used herein, shall not be deemed to include permits required for remodeling, rehabilitation, or other improvements to an existing structure or rebuilding a damaged or destroyed structure, provided there is no increase in gross floor area or number of dwelling units resulting therefrom.
- (2) “Capital budget” means a separate budget dedicated to financing capital improvements.
- (3) “Capital improvements” mean public facilities that are treated as capitalized expenses according to generally accepted accounting principles and does not include costs associated with the operation, administration, maintenance, or replacement of capital improvements, nor does it include administrative facilities.
- (4) “Capital improvement plan” shall be a part of the comprehensive plan adopted by Resolution No. 94-1.
- (5) “Capital improvements” shall mean any and/or all of the following, and including acquisition of land, construction, improvements, equipping, and installing of same and which facilities are identified in the capital improvements plan to be finance by the imposition of an impact fee:
 - a) Parks and recreational facilities;
 - b) Road systems;
 - c) Sanitary sewers and wastewater treatment facilities;
 - d) Water treatment and distribution facilities;
 - e) Storm and flood control facilities;
 - f) Police and fire facilities;
 - g) Solid waste facilities;
 - h) Other facilities the costs of which may be substantially attributed to new development; and
 - i) The improvements set forth in Resolution No. 94-1.
- (6) “Capital improvements program” means the official adopted schedule of capital improvements to be undertaken.

- (7) “Council/board” means the duly constituted governing body of the City of Spring Hill, State of Tennessee.
- (8) “Development” shall mean any man-made change to improved or unimproved real property, the use of any principal structure or land, or any other activity that requires issuance of a building permit.
- (9) “Development subareas” shall mean areas annexed to the City of Spring Hill since July of 1982 in which development potential may create the need for capital improvements program to be funded by impact fees.

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- (10) “Development subarea map” shall mean areas annexed to the City of Spring Hill since July of 1982 as if fully set out.
- (11) “Gross floor area” means the total square feet of enclosed space on the floor or floors comprising the structure.
- (12) “Impact fee” shall mean any construction privilege tax charge, fee, or assessment levied as a condition of issuance of a building permit of development approval when any portion of the revenues collected is intended to fund any portion of the costs of capital improvements or any public facilities.
- (13) “Impact fee coefficient” shall mean the charge per square foot of nonresidential development or per dwelling unit as calculated for each designated development subarea by dividing total public facility costs by the gross square footage and/or number of dwelling units.
- (14) “Residential development” means any development approved by the local government for residential use.
- (15) “Site” means the land on which development takes place.
- (16) “City” means the City of Spring Hill, a duly constituted political subdivision of the State of Tennessee.
- (17) “Zoning districts” are those areas designated in the zoning ordinance as being reserved for specific land uses, subject to development and use regulations specified in the ordinance.
- (18) “Zoning ordinance” means the official adopted zoning map and text regulating all development and land use in Spring Hill, Tennessee. (1995 Code, § 5-505)

5-506. Applicability of impact fee. This chapter shall be uniformly applicable to development that occurs within a designated development subarea. (1995 Code, § 5-506)

5-507. Imposition of impact fee. (1) No building permit shall be issued for a development in a designated development subarea as herein defined unless this impact fee is imposed and calculated pursuant this chapter.

(2) Impact fees shall not exceed the cost of providing capital improvements for which the need is reasonably attributable to those developments that pay the fees. The fees shall be spent on new or enlarged capital improvements that reasonably benefit those developments that pay the fees.

(3) That portion of impact fee revenues reasonably attributable to the equitable assessment described in subsection (2) of this section may be spent on new or

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enlarged capital improvements that will reasonably benefit anticipated future development rather than those developments that have paid the fee.

(4) Impact fees that are assessed against new development shall be assessed in such a manner that any new development having the same impacts on capital facilities shall be assessed the same impact fee. This provision notwithstanding, the local governing body may contribute from the general fund any part or all of the impact fee assessed against certain new development that achieves other policies including but not limited to the provision of affordable housing and the retention of existing employment or the generation of new employment. (1995 Code, § 5-507)

5-508. Capital improvements program. To service the projected development, capital improvements as shown in Resolution No. 94-1,¹ attached hereto and incorporated herein by reference, will be required to be provided and financed via impact fees (1995 Code, § 5-508)

5-509. Administration of impact fee. (1) Transfer of funds to finance department. Upon receipt of impact fees, the city finance department shall be responsible for placement of such funds into separate accounts as hereinafter specified. All such funds shall be deposited in interest-bearing accounts in a bank authorized to receive deposits of city funds. Interest earned by each account shall be credited to that account and shall be used solely for the purposes specified for funds of such account.

(2) Establishment and maintenance of accounts. The city finance department shall establish separate accounts and maintain records for each such account whereby impact fees collected can be segregated.

(3) Maintenance of records. The city finance department shall maintain and keep accurate financial records for each such account that shall show the source and disbursement of all revenues; that shall account for all monies received; that shall ensure that the disbursement of funds from each account shall be used solely and exclusively for the provision of projects specified in the capital improvements program for the particular development subarea; and that shall provide an annual accounting for each impact fee account showing the source and amount of all funds collected and the projects that were funded.

(4) Annual review and modification. The city shall annually, in conjunction with the annual capital budget and capital improvements plan adoption processes, review the development potential of the subarea and the capital improvements plan and make such modifications as are deemed necessary as a result of:

- (a) Development occurring in the prior year;
- (b) Capital development potential of the subarea and the capital improvements actually constructed;
- (c) Changing facility needs;
- (d) Inflation;

¹Resolution #94-1 is of record in the office of the recorder.

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- (e) Revised cost estimates for capital improvements;
- (f) Changes in the availability of other funding sources applicable to public facility projects; and
- (g) Such other factors as may be relevant. (1995 Code, § 5-509)

5-510. Bonding of excess facility projects. The city may issue bonds, revenue certificates, and other obligations of indebtedness in such manner and subject to such limitations as may be provided by law in furtherance of the provision of capital improvement projects. Funds pledged toward retirement of bonds, revenue certificates, or other obligations of indebtedness for such projects may include the fees and taxes herein imposed and impact fees and other city revenues as may be allocated by the city council. Impact fees paid pursuant to this chapter, however, shall be restricted to use solely and exclusively for financing directly, or as a pledge against bonds, revenue certificates, and other obligations of indebtedness for the cost of capital improvements as specified herein. (1995 Code, § 5-510)

5-511. Refunds. (1) The current owner or contract purchaser of property on which an impact fee has been paid may apply for a refund of such fee if:

- (a) The city has failed to provide a capital improvement serving such property within six (6) years of the date of payment of the impact fee, or
- (b) The building permit for which the impact fee has been paid has lapsed for non-commencement of construction, or
- (c) The project for which a building permit has been issued has been altered resulting in a decrease in the amount of the impact fee due.

(2) A petition for refund must be filed within one (1) year of the event giving rise to the right to claim a refund.

(3) The petition for refund must be submitted to the recorder or his or her duly designated agent on a form provided by the city for such purpose.

(4) Within one month of the date of receipt of a petition for refund, the **City Administrator** or his or her duly designated agent must provide the petitioners in writing, with a decision on the refund request including the reasons for the decision. If a refund is due petitioner, the **City Administrator** or his or her duly designated agent shall notify the city treasurer and request that a refund payment be made to petitioner.

(5) Petitioner may appeal the determination of the **City Administrator** to the city council. (1995 Code, § 5-511)

5-512. Appeals. After determination of the applicability of the impact fee, an applicant for a building permit or a property owner may appeal the amount of the impact fee or refund due to the city council. The applicant must file a notice of appeal with the city council within thirty (30) days following the determination of the applicability of the impact fee ordinance, the impact fee, or refund due. If the notice of appeal is accompanied by a bond or other sufficient surety satisfactory to the municipal council in an amount equal to the impact fee due, as calculated by the **roadway impact fee administrator**, the chief building official shall issue the building permit. The filing of an appeal shall not stay the collection of the impact fee due unless a bond or other sufficient surety has been filed. (1995 Code, § 5-512)

5-513. Effect of impact fee on zoning and subdivision regulations. This chapter shall not affect, in any manner, the permissible use of property, density of development, design and improvement standards and requirements, or any other aspect of the development of land or provision of capital improvements subject to the zoning and subdivision regulations or other regulations of the city, which shall be operative and remain in full force and effect without limitation with respect to all such development. (1995 Code, § 5-513)

5-514. Impact fee as additional and supplemental requirement. The impact fee is additional and supplemental to, and not in substitution of, any other requirements imposed by the city on the development of land or the issuance of building permits. It is intended to be consistent with and to further the objectives and policies of the capital improvements plan, and other city policies, ordinances, and resolutions by which the city seeks to ensure the provision of public facilities in conjunction with the development of land. In no event shall a property owner be obligated to pay for capital improvements in an amount excess of the amount calculated pursuant to this and any other impact fee or similar ordinance; but, provided that a property owner may be required to pay, pursuant to city ordinances, regulations, or policies, for other capital improvements in addition to the impact fee for capital improvements as specified herein. (1995 Code, § 5-514)

5-514. Variances and exceptions. Petitions for variances and exceptions to the application of this chapter shall be made to the mayor in accordance with procedures to be established by resolution of the city council. (1995 Code, § 5-515)

5-516. Credits. (1) A property owner may elect, with written permission of the council, to construct a capital improvement listed in the capital improvements plan. If the property owner elects to make such improvement, the property owner must enter into an agreement with the city prior to issuance of any building permit. The agreement must establish the estimated cost of the improvement, the schedule for initiation and completion of the improvement, a requirement that the improvement be completed to city standards, and such other terms and conditions as deemed necessary by the city. The city must review the improvement plan, verify costs and time schedules, determine if the improvement is an eligible improvement, and determine the amount

of the applicable credit for such improvement to be applied to the otherwise applicable impact fee prior to issuance of any building permit. In no event may the city provide a refund for a credit that is greater than the applicable impact fee. If, however, the amount of the credit is calculated to be greater than the amount of the impact fee due, the property owner may utilize such excess credit toward the impact fees imposed on other building permits for development on the same site and in the same ownership.

(2) No credits shall be given for the construction of local on-site facilities required by zoning, subdivision, or other city regulations. (1995 Code, § 5-516)

Passed and adopted on April 20, 2015.

Passed on first reading: (on agenda March 16, 2015)

Passed on second reading: _____

Rick Graham, Mayor

ATTEST:

April Goad, City Recorder

LEGAL FORM APPROVED:

Patrick Carter, City Attorney

BASE TRIP CALCULATION - \$30M

EXHIBIT A-1

10 YEAR PLANNING HORIZON

	Demand Factor	Total Trips
5000 Single Family Residential	$9.52/2 = 4.76$ per dwelling unit	23,800
2,500,000 SFT Industrial	$6.97/2 = 3.49$ per 1000 sq ft	8,725
4,500,000 SFT Retail	$42.70/2 = 21.35$ per 1000 sq ft	96,075
1,500,000 SFT Office	$11.03/2 = 5.52$ per 1000 sq ft	8,280
		<hr/> 136,880
	Projected CIP Roadway Investment	\$30,000,000
	Total Trip	136,880
	Base Trip Cost	\$219
	(cost per trip)	

BASE TRIP CALCULATION - \$40M

EXHIBIT A-2

10 YEAR PLANNING HORIZON

	Demand Factor	Total Trips
5000 Single Family Residential	$9.52/2 = 4.76$ per dwelling unit	23,800
2,500,000 SFT Industrial	$6.97/2 = 3.49$ per 1000 sq ft	8,725
4,500,000 SFT Retail	$42.70/2 = 21.35$ per 1000 sq ft	96,075
1,500,000 SFT Office	$11.03/2 = 5.52$ per 1000 sq ft	8,280
		<hr/> 136,880
	Projected CIP Roadway Investment	\$40,000,000
	Total Trip	136,880
	Base Trip Cost	\$292
	(cost per trip)	

BASE TRIP CALCULATION

EXHIBIT A-3

10 YEAR PLANNING HORIZON

	Demand Factor	Total Trips
5000 Single Family Residential	$9.52/2 = 4.76$ per dwelling unit	23,800
2,500,000 SFT Industrial	$6.97/2 = 3.49$ per 1000 sq ft	8,725
4,500,000 SFT Retail	$42.70/2 = 21.35$ per 1000 sq ft	96,075
1,500,000 SFT Office	$11.03/2 = 5.52$ per 1000 sq ft	8,280
		<hr/> 136,880
	Projected CIP Roadway Investment	\$50,000,000
	Total Trip	136,880
	Base Trip Cost	\$365
	(cost per trip)	

BASE TRIP CALCULATION

EXHIBIT A-4

10 YEAR PLANNING HORIZON

	Demand Factor	Total Trips
5000 Single Family Residential	$9.52/2 = 4.76$ per dwelling unit	23,800
2,500,000 SFT Industrial	$6.97/2 = 3.49$ per 1000 sq ft	8,725
4,500,000 SFT Retail	$42.70/2 = 21.35$ per 1000 sq ft	96,075
1,500,000 SFT Office	$11.03/2 = 5.52$ per 1000 sq ft	8,280
		<hr/> 136,880
	Projected CIP Roadway Investment	\$60,000,000
	Total Trip	136,880
	Base Trip Cost	\$438
	(cost per trip)	

SPRING HILL IMPACT FEE SCHEDULE

EXHIBIT B	UNIT	Trip Generator Rate	Demand Factor	Adjusted Base Trip Cost	Economic Adjustment Coefficient	Proposed Fee per unit (round nearest \$5)
Single Family Detached	Each	9.52	4.76	\$219	1	\$1,042
Hotel/Motel	Room	8.17	4.09	\$219	1	\$895
Golf Course	Acre	5.04	2.52	\$219	1	\$552
Religious Institution	1000sq ft	15	7.50	\$219	1	\$1,643
Recreational/Comm Ctr	1000sq ft	1.62	0.81	\$219	1	\$177
Elementary School	Student	1.29	0.65	\$219	1	\$141
Middle/Jr High School	Student	1.62	0.81	\$219	1	\$177
High School	Student	1.71	0.86	\$219	1	\$187
Community College	Student	1.2	0.60	\$219	1	\$131
Day Care Center	Student	4.38	2.19	\$219	1	\$480
Nursing Home	Bed	2.74	1.37	\$219	1	\$300
General Office Bldg.	1000sq ft	11.03	5.52	\$219	1	\$1,208
Shopping Center/Retail	1000sq ft	42.7	21.35	\$219	1	\$4,676
Sit Down Restaurant	1000sq ft	127.15	63.58	\$219	1	\$13,923
Drive Thru Restaurant	1000sq ft	496.12	248.06	\$219	1	\$54,325
Gas/Service Station w Convenience Mkt	Pumps	162.78	81.39	\$219	1	\$17,824
Gas/Service Station	Pumps	15.65	7.83	\$219	1	\$1,714
Warehousing/Industrial	1000sq ft	6.97	3.49	\$219	1	\$763
Active Adult Housing	Each	3.56	1.78	\$219	1	\$390
Hospital	Bed	12.94	6.47	\$219	1	\$1,417
Multi Family / Apt.	Unit	6.65	3.33	\$219	1	\$728
Condo/Townhome	Unit	5.81	2.91	\$219	1	\$636

Shopping Center	An integrated group of commercial establishments that is planned, developed, owned and managed as a unit
Gasoline Service Station	Primary business is the fueling of motor vehicles. May also have ancillary facilities for servicing and repairing motor vehicles. Does not include convenience stores, and car washes are not included in this land use.

¹ Demand Factors are based upon trip generation rates divided by two (2). Trip Generation rates are derived from Trip Generation 9th Edition published by the Institute of Traffic Engineers.

² All unit fees are rounded to the nearest five dollars.

SPRING HILL IMPACT FEE SCHEDULE

EXHIBIT B	UNIT	Trip Generator Rate	Demand Factor	Adjusted Base Trip Cost	Economic Adjustment Coefficient	Proposed Fee per unit
Single Family Detached	Each	9.52	4.76	\$219	0.5	\$521
Hotel/Motel	Room	8.17	4.09	\$219	0.8	\$716
Golf Course	Acre	5.04	2.52	\$219	1	\$552
Religious Institution	1000sq ft	15	7.50	\$219	1	\$1,643
Recreational/Comm Ctr	1000sq ft	1.62	0.81	\$219	1	\$177
Elementary School	Student	1.29	0.65	\$219	1	\$141
Middle/Jr High School	Student	1.62	0.81	\$219	1	\$177
High School	Student	1.71	0.86	\$219	1	\$187
Community College	Student	1.2	0.60	\$219	1	\$131
Day Care Center	Student	4.38	2.19	\$219	1	\$480
Nursing Home	Bed	2.74	1.37	\$219	1	\$300
General Office Bldg.	1000sq ft	11.03	5.52	\$219	1	\$1,208
Shopping Center/Retail	1000sq ft	42.7	21.35	\$219	0.8	\$3,741
Sit Down Restaurant	1000sq ft	127.15	63.58	\$219	0.25	\$3,481
Drive Thru Restaurant	1000sq ft	496.12	248.06	\$219	0.15	\$8,149
Gas/Service Station w Convenience Mkt	Pumps	162.78	81.39	\$219	0.8	\$14,260
Gas/Service Station	Pumps	15.65	7.83	\$219	0.8	\$1,371
Warehousing/Industrial	1000sq ft	6.97	3.49	\$219	1	\$763
Active Adult Housing	Each	3.56	1.78	\$219	0.5	\$195
Hospital	Bed	12.94	6.47	\$219	1	\$1,417
Multi Family / Apt.	Unit	6.65	3.33	\$219	0.5	\$364
Condo/Townhome	Unit	5.81	2.91	\$219	0.5	\$318

Shopping Center	An integrated group of commercial establishments that is planned, developed, owned and managed as a unit
Gasoline Service Station	Primary business is the fueling of motor vehicles. May also have ancillary facilities for servicing and repairing motor vehicles. Does not include convenience stores, and car washes are not included in this land use.

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SPRING HILL IMPACT FEE SCHEDULE

EXHIBIT B	UNIT	Trip Generator Rate	Demand Factor	Adjusted Base Trip Cost	Economic Adjustment Coefficient	Proposed Fee per unit (round nearest \$5)
Single Family Detached	Each	9.52	4.76	\$292	1	\$1,390
Hotel/Motel	Room	8.17	4.09	\$292	1	\$1,193
Golf Course	Acre	5.04	2.52	\$292	1	\$736
Religious Institution	1000sq ft	15	7.50	\$292	1	\$2,190
Recreational/Comm Ctr	1000sq ft	1.62	0.81	\$292	1	\$237
Elementary School	Student	1.29	0.65	\$292	1	\$188
Middle/Jr High School	Student	1.62	0.81	\$292	1	\$237
High School	Student	1.71	0.86	\$292	1	\$250
Community College	Student	1.2	0.60	\$292	1	\$175
Day Care Center	Student	4.38	2.19	\$292	1	\$639
Nursing Home	Bed	2.74	1.37	\$292	1	\$400
General Office Bldg.	1000sq ft	11.03	5.52	\$292	1	\$1,610
Shopping Center/Retail	1000sq ft	42.7	21.35	\$292	1	\$6,234
Sit Down Restaurant	1000sq ft	127.15	63.58	\$292	1	\$18,564
Drive Thru Restaurant	1000sq ft	496.12	248.06	\$292	1	\$72,434
Gas/Service Station w Convenience Mkt	Pumps	162.78	81.39	\$292	1	\$23,766
Gas/Service Station	Pumps	15.65	7.83	\$292	1	\$2,285
Warehousing/Industrial	1000sq ft	6.97	3.49	\$292	1	\$1,018
Active Adult Housing	Each	3.56	1.78	\$292	1	\$520
Hospital	Bed	12.94	6.47	\$292	1	\$1,889
Multi Family / Apt.	Unit	6.65	3.33	\$292	1	\$971
Condo/Townhome	Unit	5.81	2.91	\$292	1	\$848

Shopping Center	An integrated group of commercial establishments that is planned, developed, owned and managed as a unit
Gasoline Service Station	Primary business is the fueling of motor vehicles. May also have ancillary facilities for servicing and repairing motor vehicles. Does not include convenience stores, and car washes are not included in this land use.

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SPRING HILL IMPACT FEE SCHEDULE

EXHIBIT B	UNIT	Trip Generator Rate	Demand Factor	Adjusted Base Trip Cost	Economic Adjustment Coefficient	Proposed Fee per unit
Single Family Detached	Each	9.52	4.76	\$292	0.5	\$695
Hotel/Motel	Room	8.17	4.09	\$292	0.8	\$954
Golf Course	Acre	5.04	2.52	\$292	1	\$736
Religious Institution	1000sq ft	15	7.50	\$292	1	\$2,190
Recreational/Comm Ctr	1000sq ft	1.62	0.81	\$292	1	\$237
Elementary School	Student	1.29	0.65	\$292	1	\$188
Middle/Jr High School	Student	1.62	0.81	\$292	1	\$237
High School	Student	1.71	0.86	\$292	1	\$250
Community College	Student	1.2	0.60	\$292	1	\$175
Day Care Center	Student	4.38	2.19	\$292	1	\$639
Nursing Home	Bed	2.74	1.37	\$292	1	\$400
General Office Bldg.	1000sq ft	11.03	5.52	\$292	1	\$1,610
Shopping Center/Retail	1000sq ft	42.7	21.35	\$292	0.8	\$4,987
Sit Down Restaurant	1000sq ft	127.15	63.58	\$292	0.25	\$4,641
Drive Thru Restaurant	1000sq ft	496.12	248.06	\$292	0.15	\$10,865
Gas/Service Station w Convenience Mkt	Pumps	162.78	81.39	\$292	0.8	\$19,013
Gas/Service Station	Pumps	15.65	7.83	\$292	0.8	\$1,828
Warehousing/Industrial	1000sq ft	6.97	3.49	\$292	1	\$1,018
Active Adult Housing	Each	3.56	1.78	\$292	0.5	\$260
Hospital	Bed	12.94	6.47	\$292	1	\$1,889
Multi Family / Apt.	Unit	6.65	3.33	\$292	0.5	\$485
Condo/Townhome	Unit	5.81	2.91	\$292	0.5	\$424

Shopping Center	An integrated group of commercial establishments that is planned, developed, owned and managed as a unit
Gasoline Service Station	Primary business is the fueling of motor vehicles. May also have ancillary facilities for servicing and repairing motor vehicles. Does not include convenience stores, and car washes are not included in this land use.

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SPRING HILL IMPACT FEE SCHEDULE

EXHIBIT B	UNIT	Trip Generator Rate	Demand Factor	Adjusted Base Trip Cost	Economic Adjustment Coefficient	Proposed Fee per unit (round nearest \$5)
Single Family Detached	Each	9.52	4.76	\$365	1	\$1,737
Hotel/Motel	Room	8.17	4.09	\$365	1	\$1,491
Golf Course	Acre	5.04	2.52	\$365	1	\$920
Religious Institution	1000sq ft	15	7.50	\$365	1	\$2,738
Recreational/Comm Ctr	1000sq ft	1.62	0.81	\$365	1	\$296
Elementary School	Student	1.29	0.65	\$365	1	\$235
Middle/Jr High School	Student	1.62	0.81	\$365	1	\$296
High School	Student	1.71	0.86	\$365	1	\$312
Community College	Student	1.2	0.60	\$365	1	\$219
Day Care Center	Student	4.38	2.19	\$365	1	\$799
Nursing Home	Bed	2.74	1.37	\$365	1	\$500
General Office Bldg.	1000sq ft	11.03	5.52	\$365	1	\$2,013
Shopping Center/Retail	1000sq ft	42.7	21.35	\$365	1	\$7,793
Sit Down Restaurant	1000sq ft	127.15	63.58	\$365	1	\$23,205
Drive Thru Restaurant	1000sq ft	496.12	248.06	\$365	1	\$90,542
Gas/Service Station w Convenience Mkt	Pumps	162.78	81.39	\$365	1	\$29,707
Gas/Service Station	Pumps	15.65	7.83	\$365	1	\$2,856
Warehousing/Industrial	1000sq ft	6.97	3.49	\$365	1	\$1,272
Active Adult Housing	Each	3.56	1.78	\$365	1	\$650
Hospital	Bed	12.94	6.47	\$365	1	\$2,362
Multi Family / Apt.	Unit	6.65	3.33	\$365	1	\$1,214
Condo/Townhome	Unit	5.81	2.91	\$365	1	\$1,060

Shopping Center	An integrated group of commercial establishments that is planned, developed, owned and managed as a unit
Gasoline Service Station	Primary business is the fueling of motor vehicles. May also have ancillary facilities for servicing and repairing motor vehicles. Does not include convenience stores, and car washes are not included in this land use.

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SPRING HILL IMPACT FEE SCHEDULE

EXHIBIT B	UNIT	Trip Generator Rate	Demand Factor	Adjusted Base Trip Cost	Economic Adjustment Coefficient	Proposed Fee per unit
Single Family Detached	Each	9.52	4.76	\$365	0.5	\$869
Hotel/Motel	Room	8.17	4.09	\$365	0.8	\$1,193
Golf Course	Acre	5.04	2.52	\$365	1	\$920
Religious Institution	1000sq ft	15	7.50	\$365	1	\$2,738
Recreational/Comm Ctr	1000sq ft	1.62	0.81	\$365	1	\$296
Elementary School	Student	1.29	0.65	\$365	1	\$235
Middle/Jr High School	Student	1.62	0.81	\$365	1	\$296
High School	Student	1.71	0.86	\$365	1	\$312
Community College	Student	1.2	0.60	\$365	1	\$219
Day Care Center	Student	4.38	2.19	\$365	1	\$799
Nursing Home	Bed	2.74	1.37	\$365	1	\$500
General Office Bldg.	1000sq ft	11.03	5.52	\$365	1	\$2,013
Shopping Center/Retail	1000sq ft	42.7	21.35	\$365	0.8	\$6,234
Sit Down Restaurant	1000sq ft	127.15	63.58	\$365	0.25	\$5,801
Drive Thru Restaurant	1000sq ft	496.12	248.06	\$365	0.15	\$13,581
Gas/Service Station w Convenience Mkt	Pumps	162.78	81.39	\$365	0.8	\$23,766
Gas/Service Station	Pumps	15.65	7.83	\$365	0.8	\$2,285
Warehousing/Industrial	1000sq ft	6.97	3.49	\$365	1	\$1,272
Active Adult Housing	Each	3.56	1.78	\$365	0.5	\$325
Hospital	Bed	12.94	6.47	\$365	1	\$2,362
Multi Family / Apt.	Unit	6.65	3.33	\$365	0.5	\$607
Condo/Townhome	Unit	5.81	2.91	\$365	0.5	\$530

Shopping Center	An integrated group of commercial establishments that is planned, developed, owned and managed as a unit
Gasoline Service Station	Primary business is the fueling of motor vehicles. May also have ancillary facilities for servicing and repairing motor vehicles. Does not include convenience stores, and car washes are not included in this land use.

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SPRING HILL IMPACT FEE SCHEDULE

EXHIBIT B	UNIT	Trip Generator Rate	Demand Factor	Adjusted Base Trip Cost	Economic Adjustment Coefficient	Proposed Fee per unit (round nearest \$5)
Single Family Detached	Each	9.52	4.76	\$438	1	\$2,085
Hotel/Motel	Room	8.17	4.09	\$438	1	\$1,789
Golf Course	Acre	5.04	2.52	\$438	1	\$1,104
Religious Institution	1000sq ft	15	7.50	\$438	1	\$3,285
Recreational/Comm Ctr	1000sq ft	1.62	0.81	\$438	1	\$355
Elementary School	Student	1.29	0.65	\$438	1	\$283
Middle/Jr High School	Student	1.62	0.81	\$438	1	\$355
High School	Student	1.71	0.86	\$438	1	\$374
Community College	Student	1.2	0.60	\$438	1	\$263
Day Care Center	Student	4.38	2.19	\$438	1	\$959
Nursing Home	Bed	2.74	1.37	\$438	1	\$600
General Office Bldg.	1000sq ft	11.03	5.52	\$438	1	\$2,416
Shopping Center/Retail	1000sq ft	42.7	21.35	\$438	1	\$9,351
Sit Down Restaurant	1000sq ft	127.15	63.58	\$438	1	\$27,846
Drive Thru Restaurant	1000sq ft	496.12	248.06	\$438	1	\$108,650
Gas/Service Station w Convenience Mkt	Pumps	162.78	81.39	\$438	1	\$35,649
Gas/Service Station	Pumps	15.65	7.83	\$438	1	\$3,427
Warehousing/Industrial	1000sq ft	6.97	3.49	\$438	1	\$1,526
Active Adult Housing	Each	3.56	1.78	\$438	1	\$780
Hospital	Bed	12.94	6.47	\$438	1	\$2,834
Multi Family / Apt.	Unit	6.65	3.33	\$438	1	\$1,456
Condo/Townhome	Unit	5.81	2.91	\$438	1	\$1,272

Shopping Center	An integrated group of commercial establishments that is planned, developed, owned and managed as a unit
Gasoline Service Station	Primary business is the fueling of motor vehicles. May also have ancillary facilities for servicing and repairing motor vehicles. Does not include convenience stores, and car washes are not included in this land use.

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SPRING HILL IMPACT FEE SCHEDULE

EXHIBIT B	UNIT	Trip Generator Rate	Demand Factor	Adjusted Base Trip Cost	Economic Adjustment Coefficient	Proposed Fee per unit
Single Family Detached	Each	9.52	4.76	\$438	0.5	\$1,042
Hotel/Motel	Room	8.17	4.09	\$438	0.8	\$1,431
Golf Course	Acre	5.04	2.52	\$438	1	\$1,104
Religious Institution	1000sq ft	15	7.50	\$438	1	\$3,285
Recreational/Comm Ctr	1000sq ft	1.62	0.81	\$438	1	\$355
Elementary School	Student	1.29	0.65	\$438	1	\$283
Middle/Jr High School	Student	1.62	0.81	\$438	1	\$355
High School	Student	1.71	0.86	\$438	1	\$374
Community College	Student	1.2	0.60	\$438	1	\$263
Day Care Center	Student	4.38	2.19	\$438	1	\$959
Nursing Home	Bed	2.74	1.37	\$438	1	\$600
General Office Bldg.	1000sq ft	11.03	5.52	\$438	1	\$2,416
Shopping Center/Retail	1000sq ft	42.7	21.35	\$438	0.8	\$7,481
Sit Down Restaurant	1000sq ft	127.15	63.58	\$438	0.25	\$6,961
Drive Thru Restaurant	1000sq ft	496.12	248.06	\$438	0.15	\$16,298
Gas/Service Station w Convenience Mkt	Pumps	162.78	81.39	\$438	0.8	\$28,519
Gas/Service Station	Pumps	15.65	7.83	\$438	0.8	\$2,742
Warehousing/Industrial	1000sq ft	6.97	3.49	\$438	1	\$1,526
Active Adult Housing	Each	3.56	1.78	\$438	0.5	\$390
Hospital	Bed	12.94	6.47	\$438	1	\$2,834
Multi Family / Apt.	Unit	6.65	3.33	\$438	0.5	\$728
Condo/Townhome	Unit	5.81	2.91	\$438	0.5	\$636

Shopping Center	An integrated group of commercial establishments that is planned, developed, owned and managed as a unit
Gasoline Service Station	Primary business is the fueling of motor vehicles. May also have ancillary facilities for servicing and repairing motor vehicles. Does not include convenience stores, and car washes are not included in this land use.

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