

Exhibit AA. Foti - Highway 18 Sewer and Transportation
Impact Fees



Foti - Highway 18 Sewer Impact Fee Ordinance

2/24/2016

Ascension Parish, LA Code of Ordinances

Sec. 18-115.7. - Connection and development fees.

Sewer connection and/or development fees shall be purchased by the property owner according to the following schedule:

- (1) Improved property on existing streets\$500.00

This connection fee is to be paid at the time of connection.

- (2) Development fee, per lot\$2,500.00

- a. One-half (\$1,250.00 per lot) to be paid by the subdivision developer at the time of final plat approval by the parish.
- b. One-half (\$1,250.00 per lot) to be paid by the builder or owner at the time a building permit is applied for.

Example: Subdivision with 100 lots

Developer = 100 lots x \$1,250.00 per lot = \$125,000.00

Builder = \$1,250.00 per lot paid at the time a building permit is applied for on each lot.

- (3) The heir in a parish family partition agreement shall not pay the \$2,500.00 development fee until a building permit is applied for.

- (4) Sewer development fees for new parcels of land intended to be developed for industrial use will be negotiated at the time building permit(s) are applied for.

- (5) The cost of sewer taps for connections larger than a six-inch diameter line will be subject to negotiation between the chief engineer and the property owner or developer.

(Ord. of 8-15-11)

Foti - Highway 18 Transportation Impact Fee

related to the exemption granted pursuant to this subsection 19-50 above shall be funded from a revenue source other than Transportation Impact Fees.

Section 19-51 Establishment of Transportation Impact Fee Schedule.

- (a) *Fee Assessment.* The Transportation Impact Fee Schedule included in this section shall be the Base Transportation Impact Fee Schedule, based on the transportation impact fee study. The impact fees shall be assessed at the following percentages of the base fee schedule for the two service areas:
- (1) East service area (east of the Mississippi River): 70%, and
 - (2) West service area (west of the Mississippi River): 35%
- (b) *Fee Updates.*
- (1) Beginning in 2018, the Fees in the Transportation Fee Schedule shall be adjusted on the first day of each July based on the percentage average change in the Engineering News Record Construction Cost Index from the preceding two (2) calendar years for fiscal year 2018 and on each subsequent July 1st for the fiscal year commencing. The Transportation Impact Fee Administrator shall present the proposed fee changes to the Parish Council before June of each year.
 - (2) The Transportation Impact Fee Equation variables shall be updated at least every five (5) years to incorporate updates to the ITE manual and other variables used in the equation to calculate the Transportation Impact Fees. The Transportation Impact Fee Administrator shall initiate these updates on this frequency or sooner if he (she) witnesses substantial changes to the variable(s) used in the equation to calculate the Fees. These updates will also be used to incorporate new Land Uses in the Schedule. A new Transportation Impact Fee Schedule based on the updated equation shall be submitted to the Parish Council for adoption as the new Fee Schedule as soon as practicable.
- (c) *Land Use Classification.* A proposed building shall be classified according to the primary use. If the primary use of a nonresidential building cannot be determined, it shall be classified as general retail. If a building is proposed to be a mix of residential and nonresidential uses, the components shall be calculated separately and the fees summed. The classification shall be based on the long-term use of the structure, rather than on the specific characteristics of the initial proposed occupant. The following definitions shall be used to classify land uses into the major fee schedule categories. Descriptions in the ITE manual shall serve as definitions of the other land use categories.

Single-family detached means a dwelling unit not attached to any other dwelling unit, excluding a mobile home park, and excluding a mobile home located outside a mobile home park with less than 1,000 square feet of living area.

Multi-family means any dwelling unit that is attached to another dwelling unit.

Mobile home park means a development providing spaces with access to utilities designed for occupancy of mobile homes. The mobile home park fee shall also be assessed on the placement of a mobile home park with less than 1,000 square feet of living area on a lot located outside a mobile home park.

Shopping center/general retail means any use located in a shopping center, and any retail or commercial use not elsewhere classified in the fee schedule. Examples of specific uses include shopping center or mall, antique shop, barber shop, boarding house, commercial recreation, equipment rental or leasing, fitness center, flea market, florist, gift shop, golf pro shop, grocery store, laundromat, nightclub, personal service establishment, pharmacy, and repair garage.

Office means professional, business, administrative, or medical buildings, and similar activities providing services with only incidental sale of commodities on the premises, not located in a shopping center. Examples of specific uses include real estate, insurance, property management, investment, employment, travel, advertising, secretarial, data processing, telephone answering, telephone marketing, music, radio and television recording and broadcasting studios; professional or consulting services in the fields of law, architecture, design, engineering, accounting and similar professions; interior decorating consulting services; medical and dental offices and clinics, including veterinarian clinics; and business offices of private companies, utility companies, trade associations, unions and nonprofit organizations.

Other public/institutional means a governmental, quasi-public or institutional use, or a non-profit recreational use, not located in a shopping center, and not including hospital, nursing home, church, day care center or elementary/secondary school. Such uses include, but are not limited to higher educational establishments, mental institutions, fire stations, city halls, courthouses, post offices, jails, libraries, museums, military bases, airports, bus stations, fraternal lodges, and public recreation uses.

- (d) *Transportation Impact Fee Schedule.* The following Transportation Impact Fees, are hereby adopted.

Fee Schedule

Land Use Type	Unit	Base Fee (100%)	East Bank Levy (70%)	West Bank Levy (35%)
Single Family Detached (avg)*	Dwelling	\$2,672	\$1,870	\$935
Less than 2000 sq. ft.	Dwelling	\$2,615	\$1,831	\$915
2000-2999 sq. ft.	Dwelling	\$2,753	\$1,927	\$964
3000 sq. ft. or more	Dwelling	\$2,914	\$2,040	\$1,020
Multi Family	Dwelling	\$1,652	\$1,156	\$578
Mobile Home Park	Pad	\$1,571	\$1,100	\$550
MH<=1,500 sq. ft. outside MH Park	Dwelling	\$628	\$440	\$220

MH>1,500 sq. ft. outside MH Park	Dwelling	\$1,101	\$771	\$385
Hotel/Motel	Room	\$1,434	\$1,004	\$502
RETAIL/COMMERCIAL				
Shopping Center/General Retail	1000 sq. ft.	\$3,223	\$2,256	\$1,128
Bank	1000 sq. ft.	\$4,588	\$3,212	\$1,606
Convenience Store w/Gas Sales	1000 sq. ft.	\$5,701	\$3,991	\$1,995
Movie Theater	1000 sq. ft.	\$3,441	\$2,409	\$1,204
Restaurant, Quality	1000 sq. ft.	\$3,980	\$2,786	\$1,393
Restaurant, Fast Food	1000 sq. ft.	\$6,848	\$4,794	\$2,397
OFFICE/INSTITUTIONAL				
Office, General	1000 sq. ft.	\$3,980	\$2,786	\$1,393
Hospital	1000 sq. ft.	\$1,995	\$1,397	\$698
Nursing Home	1000 sq. ft.	\$1,583	\$1,108	\$554
Church	1000 sq. ft.	\$1,032	\$722	\$361
Day Care Center	1000 sq. ft.	\$5,586	\$3,910	\$1,955
Elementary/Secondary School	1000 sq. ft.	\$436	\$305	\$153
Other Public/Institutional	1000 sq. ft.	\$3,980	\$2,786	\$1,393
INDUSTRIAL				
Industrial Park	1000 sq. ft.	\$2,271	\$1,590	\$795
Warehouse	1000 sq. ft.	\$860	\$602	\$301
Mini-Warehouse	1000 sq. ft.	\$378	\$265	\$132

Section 19-53 Credits.

(a) Qualification.

- (1) Any Fee Payer commencing Impact-Generating Development may apply for Credit to the Transportation Impact Fee Administrator against Transportation Impact Fees otherwise due up to, but not exceeding, the full obligation of Transportation Impact Fees pursuant to the Ordinance for any contributions, construction, donation of additional land reviewed and accepted by Ascension Parish for Major Roadway System Improvements.
- (2) The following are not eligible for Credit:
 - (a) Any Site-Related Improvements; including but not limited to a turn lane leading to or from an Impact Generating Development, if required by a State-required traffic study, shall be considered a Site-Related Improvement to the point that it does not improve the Level of Service (LOS) above the current LOS of the intersection or roadway; and/or

- (b) Improvements for which reimbursement or direct funding are being provided for and constructed under an approved tax increment financing plan.
 - (3) Ascension Parish (through the Transportation Impact Fee Administrator) shall enter into a "Credit Agreement" with any Fee Payer initiating Impact-Generating Development who proposes to construct Major Roadway System Improvements on the Major Roadway System. To the extent that the fair market value of the construction of the Major Roadway System Improvements exceeds the obligation to pay Transportation Impact Fees for which a Credit is provided pursuant to this Section, the Credit Agreement may provide for the transfer of such excess Credit to another project within the same Transportation Impact Fee Benefit District.
 - (4) Credit shall be in an amount equal to the fair market value of the construction at the time of its completion, or the value of the contribution or payment at the time it is made, for construction of Major Roadway System Improvements on the Major Roadway System. Formulas and/or procedures for determining the worth of proposed donations or constructions are established in subsection (b) below.
 - (5) Any Credit Agreement providing for credits in excess of One Hundred Fifty Thousand (\$150,000) Dollars shall be approved by the Parish Council and executed by the Parish President.
- (b) *Procedure for Credit Review.*
- (1) The Transportation Impact Fee Administrator shall determine the contents and requirements of the application for Credit, including without limitation appropriate checklists.
 - (2) The determination of any Credit shall be undertaken through the submission of an "Application for Credit Agreement" (as used in this subsection (b), the "Application"), which shall be submitted to the Transportation Impact Fee Administrator.
 - (3) If the proposed Application involves a Credit for any contribution or donation, the following documentation must be provided:
 - (a) A certified copy of the Development approval in which the contribution or donation was agreed;
 - (b) If payment or donation has been made, proof of payment or donation; or
 - (c) If payment or donation has not been made, the proposed method of payment or donation.
 - (4) If the proposed Application involves construction:
 - (a) The proposed plan of the specific construction prepared and certified by a duly qualified and licensed Louisiana engineer; and

- (b) The projected costs for the suggested improvement, which shall be based on local information for similar improvements, along with the construction timetable for the completion thereof. Such estimated cost shall include the cost of construction or re-construction, the cost of all labor and materials, financing charges, interest prior to and during construction and for one (1) year after completion of construction, costs of plans and specifications, surveys of estimates of costs and of revenues, costs of professional services, and all other expenses necessary or incident to determining the feasibility or practicability of such construction or reconstruction.
 - (c) The Transportation Impact Fee Administrator has the right to independently estimate the cost of the improvements and may require additional information that is reasonably necessary to support the Application for Credit.
- (5) Within ten (10) days of receipt of any Application, the Transportation Impact Fee Administrator shall determine if the Application is complete.
- (6) If not complete, a written notice shall be sent to the Fee Payer specifying the deficiencies. The Application shall be deemed complete if no deficiencies are specified within the ten (10) day period or when the Fee Payer submits a revised Application remedying the deficiencies. The Transportation Impact Fee Administrator shall take no further action on the Application until it is deemed complete.
- (7) Once the Transportation Impact Fee Administrator determines that the proposed Application is complete, the Transportation Impact Fee Administrator shall submit a written decision to the Fee Payer within thirty (30) days of the date the Application is deemed complete on whether Credit is to be given and the amount of such Credit.
- (8) If the Application is approved in accordance with all the provisions of this Ordinance including, but not limited to Section 19-53, (a), (5), the Transportation Impact Fee Administrator shall prepare the Credit Agreement outlining the contribution, construction, or donation, the time by which it shall be paid, completed or donated, any extensions thereof, the amount of the Credit given the Fee Payer, and the method of allocation of the Credit among affected land owners and/or tracts within the development. The credit for each land owner and/or tract shall be indicated on the final plat of the Development.
- (9) Such Credit Agreement, its terms and conditions, and the Credit given thereunder shall be deemed to run with the land. An executed original of the Credit Agreement shall be filed in the Conveyance Records of the Clerk of Court for the Parish of Ascension.

(10) In instances where Developers have made improvements as a requirement of development approval, Credits for such improvements can be applied to the Transportation Impact Fees when the Developer or one or more subsequent landowners apply for an application for a Trigger Event.

(c) *Appeal of Credit Decision.*

- (1) A Fee Payer affected by the decision of the Transportation Impact Fee Administrator regarding Credits may appeal such decision to the Parish Council, by filing with the Transportation Impact Fee Administrator, within ten (10) days of the date of the written decision, a written notice stating and specifying the grounds of the Appeal.
- (2) The Transportation Impact Fee Administrator shall place such Appeal on the Parish Council's agenda for the next regularly scheduled meeting.
- (3) The Parish Council, after a hearing, shall affirm or reverse the decision of the Transportation Impact Fee Administrator based on the standards in this Section.
- (4) If the Parish Council reverses the decision, it shall direct the Transportation Impact Fee Administrator to readjust the Credit in accordance with its findings.
- (5) The Parish Council may not negotiate the Credit, such Credit being based on factual cost and valuation data.
- (6) The decision of the Parish Council shall be final.