



Development Impact Fee Study Report

Town of Fort Mill, South Carolina

Acknowledgements

Preparation of the *Development Impact Fee Study Report* for the Town of Fort Mill was a collaborative process involving numerous stakeholders, including the Fort Mill Town Council, Fort Mill Planning Commission, and Fort Mill Town staff (or their hired consultants). All of their efforts are greatly appreciated.

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Chapter 1

Introduction

INTRODUCTION

The State of South Carolina grants the power for cities and counties to collect impact fees on new development pursuant to the rules and regulations set forth in the South Carolina Development Impact Fee Act (Code of Laws of South Carolina, Section 6-1-910 et seq.). The *Development Impact Fee Study Report* documents existing conditions, anticipates future year needs and their implementation costs, and recommends maximum allowable impact fees (by category) in accordance with the rules and requirements of the Act. The report also serves as the foundation for amending the Town's Capital Improvements Plan and preparing the Town's Development Impact Fee Ordinance that are required by the Act before implementing a local impact fee system.

WHAT ARE IMPACT FEES?

As communities grow, the demands placed on surrounding infrastructure continue to rise and eventually necessitate additional capacity improvements to maintain adequate levels of services. Traditionally, elected officials rely on rising property taxes in addition to state or federal funding to pay for future year capital improvements. However, recent decreases in outside governmental funding, increases in construction costs for replacing and expanding public facilities, and rising resistance to increased property taxes have led many local governments to consider other funding mechanisms for implementing needed improvements.

Impact fees represent financial payments made from a developer to the local government for funding certain off-site capital improvements needed to accommodate future growth. Fees may be collected for many different public facilities and services; including transportation, water, sewer, municipal facilities and services, storm water, police and fire protection, and parks. They generally provide a means for orderly development by mitigating the negative impacts of new growth, while passing costs onto new development rather than existing taxpayers.

Impact fees are most useful in communities that are experiencing rapid growth and have significant land available for development. According to a recent national survey, approximately 60 percent of all cities and towns with a population over 25,000 use some form of impact fees to offset the costs of accommodating new development (results summarized on www.impactfees.com).

Two factors control the legality of collecting impact fees. First, local governments must have authority to impose the fees as a condition of development approval. Second, the design and implementation of impact fee requirements must not be unfair, arbitrary, unreasonable, or without rational basis. In addition, impact fees must not violate a developer's right to due process or be discriminatory.

STATE ENABLING LEGISLATION

The State of South Carolina grants the power for cities and counties to collect impact fees on new development pursuant to the rules and regulations set forth in the South Carolina

Development Impact Fee Act (Code of Laws of South Carolina, Section 6-1-910 et seq.). A copy of the State enabling legislation is included in Appendix A of the report. To date, twelve other counties, cities, and towns — Beaufort County, Berkeley County, Dorchester County, York County, City of Charleston, City of Beaufort, City of Goose Creek, City of Myrtle Beach, City of Rock Hill, Town of Hilton Head, Town of Mount Pleasant, and Town of Summerville — have enacted development impact fee ordinances in accordance with the rules and regulations established in the enabling legislation. (Note: portions of impact fees collected in the Town of Mount Pleasant and the City of Goose Creek were adopted prior to enactment of the Act.)

The process to create a local impact fee system begins with a resolution by Town Council directing the Planning Commission to conduct an impact fee study and recommend a development impact fee ordinance for legislative action. The Fort Mill Town Council directed the Planning Commission to develop recommendations for a development impact fee ordinance on April 14, 2014.

Generally, a governmental entity must have an adopted comprehensive plan to enact impact fees; however, certain provisions in State law allow counties, cities, and towns that have not adopted a comprehensive plan to impose development impact fees. Those jurisdictions must prepare a capital improvements plan as well as prepare an impact fee study that substantially complies with Section 6-1-960(B) of the Code of Laws of South Carolina. The Town of Fort Mill's Comprehensive Plan was adopted in January 2013. The Town of Fort Mill currently maintains a Capital Improvements Plan that can be amended to support a local impact fee system.

All counties, cities, and towns are also required to prepare a report that estimates the effect of impact fees on the availability of affordable housing before imposing impact fees on residential dwelling units. Based on the findings of the study, certain developments may be exempt from impact fees when all or part of the project is determined to create affordable housing, and the exempt development's proportionate share of system improvements is funded through a revenue source other than impact fees. A housing affordability analysis in support of the development impact fee study is published as a separate report.

Eligible costs may include design, acquisition, engineering, and financing attributable to those improvements recommended in the local capital improvements plan that qualify for impact fee funding. Revenues collected by the county, city, or town may not be used for administrative or operating costs associated with imposing the impact fee. All revenues from impact fees must be maintained in an interest-bearing account prior to expenditure on recommended improvements. Monies must be returned to the owner of record of the property for which the impact fee was collected if they are not spent within three years of the date they are scheduled to be encumbered in the local capital improvements plan. All refunds to private land owners must include the pro rata portion of interest earned while on deposit in the impact fee account.

The Town of Fort Mill is also responsible for preparing and publishing an annual report describing the amount of impact fees collected, appropriated, and spent during the preceding year for each service area in which impact fees were collected. Subsequent to adoption of a development impact fee ordinance, the Planning Commission will again be required to review

and update the impact fee study report, capital improvements plan, housing affordability analysis, and development impact fee ordinance. These updates must occur at least once every five years. Pursuant to State Law, the Town of Fort Mill will not be empowered to recommend additional projects eligible for impact fee funding or charge higher maximum allowable impact fees until the development impact fee study and capital improvements plan have been updated.

STUDY AREA

The study area for this analysis coincides with the Fort Mill Town Limits in northeastern York County (see Figure 1.1 on the following page). It includes land generally north and east of the Catawba River, west of Lancaster County, and south of Mecklenburg County in North Carolina.

One service zone was assumed to represent all of the study area.

ANALYSIS PERIOD

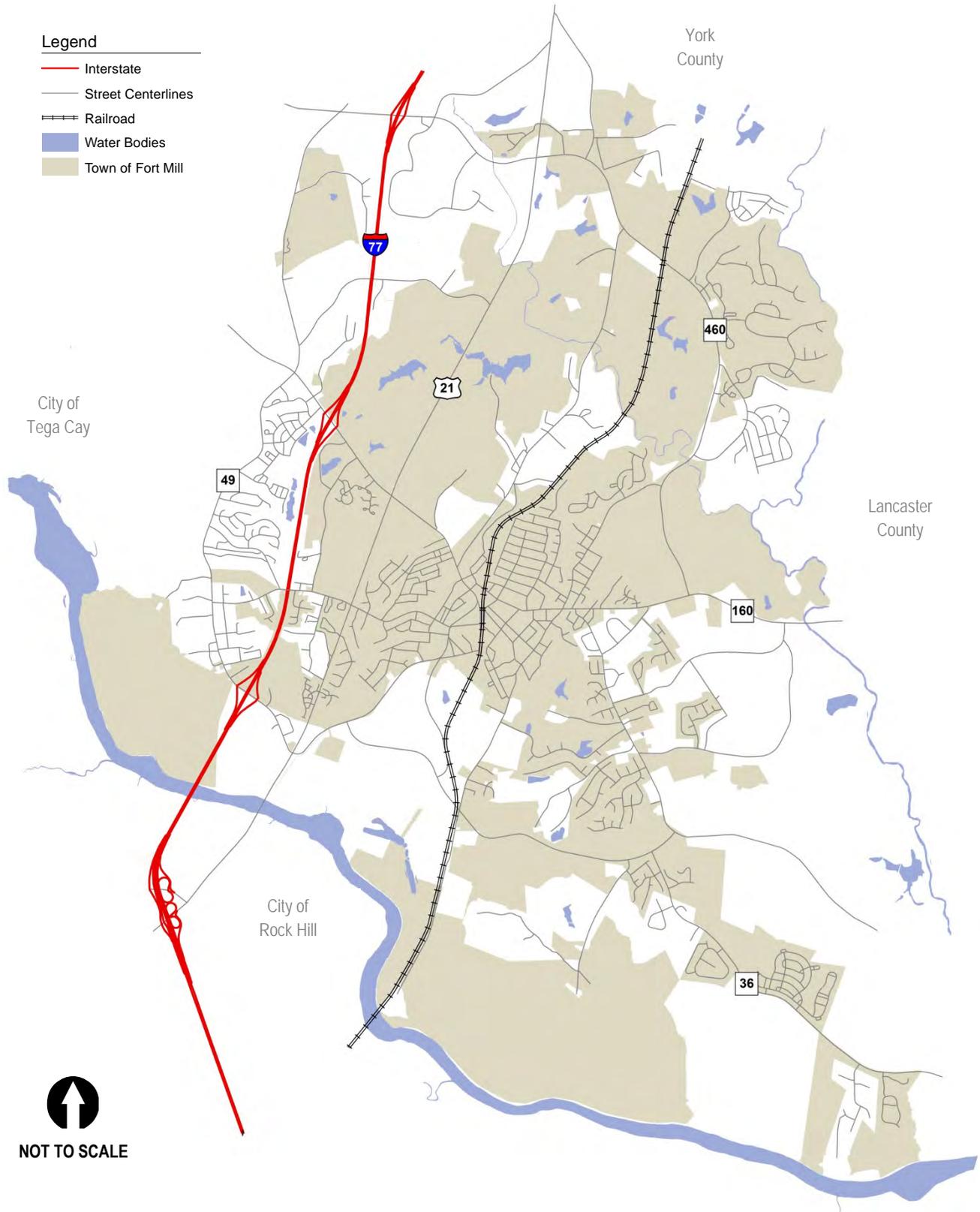
The base year for the development impact fee study (all four categories) is 2013. The planning horizon is 2033. The twenty year planning horizon is a reasonable period of time pursuant to Section 6-1-960(B)(7) of the South Carolina Development Impact Fee Act.

DEMOGRAPHIC DATA

Demographic data for the development impact fee study was collected from three sources: the Rock Hill – Fort Mill Area Transportation Study (RFATS) Annual Socioeconomic Data Update Program (2013), interim year socioeconomic data forecasts for 2030 in the adopted 2040 Metrolina Regional Travel Demand Model, and the US Census Bureau, American Community Survey, 2008-2012. Base year population (15,475) and employment (3,579) estimates for Fort Mill were collected from the RFATS data. Future year population (30,235) and employment (7,747) forecasts for Fort Mill were collected from socioeconomic data used for the 2030 horizon in the currently adopted 2040 Metrolina Regional Travel Demand Model. Population and employment distribution maps by traffic analysis zone are provided in Appendix B of the report.

Average persons per household statistics used in the study were based on information published by the US Census Bureau, American Community Survey, 2008 - 2012 for various dwelling unit categories. Employee space ratios used in the study were based on information published by the Institute of Transportation Engineers' in *Trip Generation*, Ninth Edition. Information from both sources is summarized in Appendix B of the report.

Figure 1.1 – Study Area Map



SERVICE UNITS

The development impact fee study assumes different service units for the proposed impact fee categories, as follows:

- Parks and Recreation Population
- Fire Protection Population and Employees
- Municipal Facilities and Services Population and Employees
- Transportation Vehicle Trips

Maximum allowable impact fee schedules, by category, use residential and non-residential uses for reporting results. Statistics were calculated using the service units above and average persons per household, average employee space ratios, or average trip generation rates (as appropriate) assumed for the study area (see Appendix B). The uses included in the maximum allowable impact fee schedules reflect the type of land uses routinely submitted to the Town Planning Department for review.

REPORT ORGANIZATION

Each impact fee category considered for the Town of Fort Mill is addressed as a separate chapter in the report. For each chapter, a full analysis and resulting maximum allowable impact fee schedule are provided. Impact fee chapters are presented in the following order: parks and recreation, fire protection, municipal facilities and equipment, and transportation. Detailed worksheets for each impact fee category are provided in the Appendix of the report.



Chapter 2

Parks & Recreation

Parks and recreation were defined to include parkland, recreation facilities, parks and recreation amenities, trails, and open space. This chapter inventories existing park amenities and recreation facilities, estimates replacement costs, and recommends maximum allowable impact fees that could be collected in the Fort Mill Study Area (see Chapter 1, Figure 1.1).

METHODOLOGY

The parks and recreation impact fee assumes a consumption-driven approach. This approach charges new residential development the cost of replacing existing capacity on a one-for-one basis, assuming constant current service delivery standards. Total replacement costs were determined using fee simple land values, site development costs, facility replacement costs, amenity replacement costs, trail system replacement costs, current lease agreements for specific parks, and related professional services. The total replacement value (system-wide) was divided by current population estimates (2013) for the Fort Mill Study Area to determine the cost per capita for replacing the facilities and amenities currently serving park and recreation users.

The replacement cost per capita was multiplied by average persons per household estimates published in the US Census Bureau, American Community Survey, 2008-2012 to determine the maximum allowable impact fee schedule by dwelling unit category (see Appendix B).

REPLACEMENT VALUE

Replacement values (in 2014 dollars) for park amenities and recreation facilities were determined using current estimates for fee simple land value; land lease agreements; site development costs; replacement costs for recreation buildings, recreation amenities, and a walking path; and professional fees. A detailed summary of the cost components included in the analysis is provided below.

Fee Simple Land Value

A hired consultant completed the *Summary Narrative Commercial Appraisal Reports* for six town-owned parks and recreation facilities in 2014, which were used to estimate the fee simple market value (land value) for these properties under a hypothetical condition where the land was vacant, for sale, and ready to accept development. Copies of the reports are available from the Town's Planning Department. Based on their work, land for town-owned parks and recreation facilities in the study area was valued at \$3,100,000.

Land Lease Agreements

The Town of Fort Mill leases four properties from private landowners to use as parks and recreation centers; including Walter Elisha Park, portions of the Recreation Complex on the Greenway, Banks Street Gym, and Veterans Memorial Park. The lease term for each of these locations varies. The lease payment for three properties (Walter Elisha Park, portions of the Recreation Complex on the Greenway, and Banks Street Gym) is consistent at \$1.00 per year. The lease payment for Veterans Memorial Park is \$10.00 per year. Based on this information,

it was assumed the Town would spend \$221.00 over the seventeen year planning horizon (2013 – 2030) to continue leasing all four locations.

Site Development Costs

The *Summary Narrative Commercial Appraisal Reports* completed in 2014 also include a “Replacement Cost New” value for each of the six town-owned parks and recreation facilities, which accounts for general site development costs incurred by the Town to serve uses and activities at the site: clearing and grading, utility services, internal streets, parking lots and lightening, storm water infrastructure, way-finding signage, buffers and landscaping, etc. A standard site development cost estimate of 15% was assumed for park locations not covered under the commercial appraisal reports (i.e., properties with recreation buildings or amenities leased or provided access to the Town, see Appendix C). The general allowance is consistent with industry standards for pre-planning new parks and recreation facilities.

Based on the above, site development costs to serve town-operated parks and recreation facilities in the study area were valued at \$1,905,932.

Recreation Buildings

Recreation buildings represented heated buildings or structures used for park and recreation needs. Five park locations with recreation buildings were identified in the study area, as follows: Banks Street Gym, Steele Creek Park, Recreation Complex on the Greenway, Harris Street Park, and Doby’s Bridge Park. Building replacement costs for these five locations were quantified using information published in the *South Carolina Municipal Insurance and Risk Financing Fund for the Town of Fort Mill, Property Schedule, Updated in 2014*. Collectively, the replacement value for recreation buildings in the study area was valued at \$2,626,441.

A summary of building replacement values for parks and recreation facilities in the study area is provided in Appendix C of the report.

Park & Recreation Amenities

Park and recreation amenities represent improvements made to support specific uses or activities programmed at each location — ranging from picnic tables to playground equipment to athletic fields and courts. An inventory of park and recreation amenities in the study area is provided in Appendix C of the report.

Replacement costs for these amenities were quantified using information published in the *South Carolina Municipal Insurance and Risk Financing Fund for the Town of Fort Mill, Updated in 2014*. Collectively, the replacement value for park and recreation amenities in the study area was valued at \$1,643,365.

A summary of replacement values for park and recreation amenities in the study area is provided in Appendix C of the report.

Walking Path

The Town constructed a 0.6-mile walking path at Walter Elisha Park. The replacement value for the path was estimated to be \$76,666 (see Appendix C).

Professional Services

State enabling legislation allows recovery of certain professional services through impact fees associated with parks or recreation buildings and facilities. Eligible professional services may include: studies and reports, surveys, design plans, legal expenses, permitting, and construction administration. Professional service fees vary greatly based on unique site characteristics. However, Town staff assumes 10% of the construction costs for new recreation buildings, park and recreation amenities, or walking paths is a good estimate to represent historical trends. This assumption was carried through for the analysis.

Professional service fees assumed for recreation buildings and park and recreation amenities (combined) in the study area are summarized in Appendix C of the report. Collectively, professional service costs associated with existing parks and/or recreation buildings and amenities was valued at \$617,574.

OTHER AVAILABLE FUNDING SOURCES

Several revenue sources have been used by the Town of Fort Mill to build existing parks and recreational facilities — including federal grants, state grants, and private donations. Grants or private donations generally represent discretionary, lump-sum funding for specific onetime projects. There is no assurance that previous grant monies or private donations will be made available again in the future. This analysis assumes some growth in the park and recreation system will continue to be funded with other available revenue sources.

For the period between 2002 and 2014, the Town of Fort Mill received \$1,261,280 in grant monies and private donations for improvements to the parks and recreation system. A table summarizing other available revenue sources secured by the Town for park land, amenities, or recreation facilities is provided in Appendix C of the report. This analysis assumes a credit of \$1,786,813 for the maximum impact fee calculations; representing the average award (\$105,107) per year and a seventeen year planning horizon (2013 to 2030).

TOTAL REPLACEMENT COST

The replacement values noted in this chapter represent the total replacement cost for building again the existing park and recreation system (in 2014 dollars). Offsets applied to the total replacement cost represent other funding sources available for implementing improvements. Based on these assumptions, the net total replacement cost for the existing park and recreation system in the Fort Mill study area is \$8,183,397; detailed in Table 2.1 on page 2-4.

Table 2.1 – Total Replacement Cost Parks and Recreation	
Replacement Category	Cost
Fee Simple Land Value	\$3,100,000
Land Lease Agreement Payments (2013 to 2030)	\$221
Site Development Costs	\$1,905,932
Recreation Buildings	\$2,626,441
Park & Recreation Amenities	\$1,643,365
Walking Path	\$76,666
Professional Services	\$617,574
Total Replacement Cost	\$9,970,199
Anticipated Offsets — Grant Funding Forecast (2013 to 2030)	\$1,786,813
Total Net Replacement Cost	\$8,183,386

COST PER CAPITA

Cost per capita represents a burden to each existing resident in the study area (in 2014 dollars) should the Town of Fort Mill have to build again the parks and recreation system using current service delivery standards. This statistic was developed using two factors: 1) net total replacement cost (system-wide) and 2) population estimates (2013) for the Town of Fort Mill provided through the Rock Hill – Fort Mill Area Transportation Study (RFATS) Annual Socioeconomic Data Update Program (2013 Data Release). A cost per capita for the study area was calculated by dividing the net total replacement cost by the Town population estimate:

$$\text{Cost per Capita} = \frac{\text{Total Replacement Cost } (\$8,183,386)}{\text{Population Estimate } (15,475)}$$

Based on this analysis, the calculated cost per capita to replace the existing parks and recreation system is \$528.81.

MAXIMUM ALLOWABLE IMPACT FEES

A maximum allowable impact fee schedule was developed to quantify a fair share cost to expand the Town's park and recreation system for new residential development. The cost per capita for park and recreation facilities was multiplied by average persons per household estimates published in the US Census Bureau, American Community Survey, 2008-2012 for the various dwelling unit categories to determine recommended maximum allowable impact fees (see Appendix B in the report for household size estimates).

Table 2.2 summarizes recommended maximum allowable impact fees, by dwelling unit category, to expand the park and recreation system for new residential development based on current service delivery standards.

Table 2.2 – Maximum Allowable Impact Fee Schedule Parks and Recreation			
Land Use Category	Cost per Person	Persons per Household	Max. Allowable Impact Fee
Single Family (Attached or Detached)	\$528.81	2.69	\$1,422
Mobile Home	\$528.81	3.60	\$1,903
Multifamily (> 2 Dwelling Units)	\$528.81	1.25	\$661

DISCOUNT RATE

Town Council may choose to apply a discount rate to the maximum allowable impact fees presented herein. The discount rate could be used to provide a reasonable fee for continued residential investment or to ensure that impact fees collected for parks and recreation facilities do not exceed the cost of providing capital improvements identified to accommodate new growth. Chapter 6 of the report expands on the notion of discount rates for the Town of Fort Mill.

The Town of Fort Mill provides fire protection and emergency services to property located inside the Fort Mill Study Area (see Chapter 1, Figure 1.1). This chapter inventories existing assets, estimates replacement costs, and recommends maximum allowable impact fees that could be collected in the study area.

METHODOLOGY

The fire protection impact fee assumes a consumption-driven approach. This approach charges new residential and non-residential development the cost of replacing existing capacity on a one-for-one basis, assuming constant current service delivery standards. Total replacement costs were determined using fee simple land values, site development costs, facility replacement costs, vehicle and equipment replacement costs, and related professional services.

The replacement value (system-wide) was calculated in two steps. First, total replacement value was multiplied by the proportionate share of service calls received from residential and non-residential uses. Second, the resulting replacement values for residential and non-residential uses were divided by current population or employment estimates (as appropriate) to determine the cost per capita or cost per employee for replacing fire protection facilities and equipment currently serving the study area.

Cost per capita was converted to cost per dwelling unit category using information published for Fort Mill in the US Census Bureau, American Community Survey, 2008-2012 (see Appendix B). Cost per employee was converted to cost per 1,000 square feet of gross floor area (GFA) using information published in the Institute of Transportation Engineers' *Trip Generation*, Ninth Edition (see Appendix B).

REPLACEMENT VALUE

Replacement value (in 2014 dollars) for fire protection facilities and equipment was determined using current estimates for fee simple land value; site development costs; replacement costs for fire protection facilities, vehicles, and equipment; and professional fees. A detailed summary of the cost components included in the analysis is provided below.

Fee Simple Land Value

A hired consultant completed the *Summary Narrative Commercial Appraisal Reports* for two town-owned fire stations in 2014, which were used to estimate the fee simple market value (land value) for these properties under a hypothetical condition where the land was vacant, for sale, and ready to accept development. Copies of the reports are available from the Town's Planning Department. Based on the above, land for fire protection facilities in the study area was valued at \$480,000.

Site Development Costs

The *Summary Narrative Commercial Appraisal Reports* completed in 2014 also include a "Replacement Cost New" value for both town-owned fire stations, which accounts for general site development costs incurred by the Town to serve uses and activities at the site: clearing and grading, utility services, parking lots and lightening, storm water infrastructure, buffers and landscaping, etc. Based on the above, site development costs to serve the two fire station locations in the study area were valued at \$175,000.

Fire Protection Facilities

Fire protection facilities include buildings or structures used for fire protection or emergency service needs. Two fire stations were identified in the study area (i.e., Fire Stations 1 and 2). Building replacement costs for the two locations were quantified using information published in the *South Carolina Municipal Insurance and Risk Financing Fund for the Town of Fort Mill, Property Schedule, Updated in 2014*. Collectively, the replacement value for fire protection facilities was valued at \$1,557,200.

A summary of building replacement values for fire protection facilities in the study area is provided in Appendix D of the report.

Professional Services

State enabling legislation allows recovery of certain professional services through impact fees associated with land, buildings, or structures to support fire protection facilities. Eligible professional services may include: studies and reports, surveys, design plans, legal expenses, permitting, and construction administration. Professional service fees vary greatly based on unique site characteristics. However, Town staff assumes 10% of the construction costs for new fire protection facilities is a good estimate to represent historical trends. This assumption was carried through for the analysis.

Professional service fees assumed for fire protection facilities in the study area are summarized in Appendix D of the report. Collectively, professional service costs associated with existing fire protection facilities was valued at \$173,220.

Fire Protection Vehicles & Equipment

Only fire protection vehicles and equipment with an individual unit purchase price over \$100,000 are included in the analysis to comply with Section 6-1-920(18)(g) of the South Carolina Development Impact Fee Act. Appendix D of the report inventories eligible town-owned fire protection vehicles and equipment. The total replacement cost for eligible fire protection vehicles and equipment serving the study area is \$1,825,922.

OTHER AVAILABLE FUNDING SOURCES

Federal and state grants have been used by the Town of Fort Mill to build fire station facilities or purchase fire protection equipment. The grants represent discretionary, lump-sum funding for specific onetime projects. There is no assurance that previous grant monies will be made available again in the future. This analysis assumes some growth in the fire protection service will continue to be funded with grant revenue sources.

For the period between 2008 and 2011, the Town of Fort Mill received \$214,916 in grant monies for new fire protection equipment. A table summarizing other available revenue sources secured by the Town for fire protection equipment is provided in Appendix D of the report. This analysis assumes a credit of \$913,391 for the maximum impact fee calculations; representing the average award (\$53,729) per year and a seventeen year planning horizon (2013 to 2030).

TOTAL REPLACEMENT COST

Collectively, the replacement values noted in this chapter represent the total replacement cost for rebuilding fire protection facilities or purchasing new, eligible equipment (in 2014 dollars) to maintain current service delivery standards. Based on these assumptions, the net total replacement cost for existing fire protection facilities and eligible equipment in the Fort Mill study area is \$3,297,951; detailed in Table 3.1 below.

Table 3.1 – Total Replacement Costs Fire Protection Facilities and Equipment	
Replacement Category	Cost
Fee Simple Land Value	\$480,000
Site Development Costs	\$175,000
Fire Protection Facilities	\$1,557,200
Professional Services	\$173,220
Fire Protection Vehicles & Equipment (> \$100,000)	\$1,825,922
Total Replacement Cost	\$4,211,342
Anticipated Offsets — Grant Funding Forecast (2013 to 2030)	\$913,391
Total Net Replacement Cost	\$3,297,951

FIRE SERVICE CALLS BY LAND USE

The Town of Fort Mill responded to 1,081 calls for service in 2013. Calls to residential uses (574) represented 53% of the total. Calls to non-residential uses (507) represented 47% of the total. The proportionate share between residential and non-residential uses to rebuild fire

protection facilities and purchase eligible equipment is as follows: residential uses — \$1,747,914 and non-residential uses — \$1,550,037.

COST PER CAPITA

Cost per capita represents a burden to each existing resident in the study area (in 2014 dollars) should the Town of Fort Mill have to build again fire protection facilities and replace eligible equipment at current service delivery standards. This statistic was developed using two factors: 1) net total replacement cost (system-wide) attributable to residential uses and 2) population estimates (2013) for the Town of Fort Mill provided through the Rock Hill – Fort Mill Area Transportation Study (RFATS) Annual Socioeconomic Data Update Program (2013 Data Release). A cost per capita for the study area was calculated by dividing the net total replacement cost attributable to residential uses by the Town population estimate:

$$\text{Cost per Capita} = \frac{\text{Total Replacement Cost Attributable to Town Residents } (\$1,747,914)}{\text{Population Estimate } (15,472)}$$

Based on this analysis, the calculated cost per capita to replace fire protection facilities and eligible equipment is \$112.97.

COST PER EMPLOYEE

Cost per employee represents a burden to each existing employee in the study area (in 2014 dollars) should the Town of Fort Mill have to build again fire protection facilities and replace eligible equipment using current service delivery standards. This statistic was developed using two factors: 1) net total replacement cost (system-wide) attributable to non-residential uses and 2) employment estimates (2013) for the Town of Fort Mill provided through the Rock Hill – Fort Mill Area Transportation Study (RFATS) Annual Socioeconomic Data Update Program (2013 Data Release). A cost per employee for the study area was calculated by dividing the net total replacement cost attributable to non-residential uses by the Town employment estimate:

$$\text{Cost per Employee} = \frac{\text{Total Replacement Cost Attributable to Employees } (\$1,550,037)}{\text{Employee Estimate } (3,579)}$$

Based on this analysis, the calculated cost per employee to replace fire protection facilities and eligible equipment is \$433.09.

MAXIMUM ALLOWABLE IMPACT FEES

A maximum allowable impact fee schedule was developed to quantify the fair share cost to build fire protection facilities and purchase eligible equipment to serve new development. The cost per capita for fire protection facilities and equipment was multiplied by average persons per household estimates published in the US Census Bureau, American Community Survey, 2008-2012 for various dwelling unit categories to determine recommended maximum allowable impact fees (see Appendix B of the report for household size estimates). The cost

per employee for fire protection facilities and equipment was multiplied by employee space ratios developed from information published in the Institute of Transportation Engineers' *Trip Generation*, Ninth Edition to determine recommended maximum allowable impact fees (see Appendix B of the report for employee space ratio estimates).

Table 3.2, starting on page 3-6, summarizes recommended maximum allowable impact fees, by dwelling unit category or non-residential land use category, to build fire protection facilities and purchase eligible equipment to serve new development.

DISCOUNT RATE

Town Council may choose to apply a discount rate to the maximum allowable impact fees presented herein. The discount rate could be used to provide a reasonable fee for continued residential or non-residential investment or to ensure that impact fees collected for fire protection facilities and equipment do not exceed the cost of providing capital improvements identified to accommodate new growth. Chapter 6 of the report expands on the notion of discount rates for the Town of Fort Mill.

Table 3.2 – Maximum Allowable Impact Fee Schedule for Fire Protection Facilities and Equipment

Land Use Category	Units	Persons per Household	Employee Space Ratio	Cost per Person	Cost per Employee	Max Allowable Impact Fee
Residential Uses						
Single Family (Attached or Detached)	d.u.	2.69	—	\$112.97	—	\$303
Mobile Home	d.u.	3.66	—	\$112.97	—	\$413
Multifamily (>2 Dwelling Units)	d.u.	1.25	—	\$112.97	—	\$141
Hotel / Motel Uses						
Hotel	room	—	0.57	—	\$433.09	\$246
Business Hotel	room	—	0.10	—	\$433.09	\$43
Motel	room	—	0.71	—	\$433.09	\$307
Recreational Uses						
Golf Course	hole	—	1.74	—	\$433.09	\$753
Movie Theater (w/ Matinee)	1,000 s.f.	—	1.10	—	\$433.09	\$476
Institutional Uses						
Elementary School	1,000 s.f.	—	0.98	—	\$433.09	\$424
Middle/Junior High School	1,000 s.f.	—	0.84	—	\$433.09	\$363
High School	1,000 s.f.	—	0.65	—	\$433.09	\$281
Junior/Community College	1,000 s.f.	—	1.77	—	\$433.09	\$766
University/College	student	—	0.19	—	\$433.09	\$82
Daycare	1,000 s.f.	—	2.77	—	\$433.09	\$1,199
Library	1,000 s.f.	—	1.07	—	\$433.09	\$463
Medical Uses						
Hospital	bed	—	2.88	—	\$433.09	\$1,247
Nursing Home	bed	—	0.84	—	\$433.09	\$363
Clinic	1,000 s.f.	—	3.93	—	\$433.09	\$1,702
Medical/Dental Office	1,000 s.f.	—	4.05	—	\$433.09	\$1,754
General Office Uses						
< 50,000 s.f.	1,000 s.f.	—	4.14	—	\$433.09	\$1,792
50,001 – 100,000 s.f.	1,000 s.f.	—	3.72	—	\$433.09	\$1,611
100,001 – 150,000 s.f.	1,000 s.f.	—	3.55	—	\$433.09	\$1,537
150,001 – 200,000 s.f.	1,000 s.f.	—	3.44	—	\$433.09	\$1,489
> 200,001 s.f.	1,000 s.f.	—	3.26	—	\$433.09	\$1,411

Table 3.2 – Maximum Allowable Impact Fee Schedule for Fire Protection Facilities and Equipment (cont.)

Land Use Category	Units	Persons per Household	Employee Space Ratio	Cost per Person	Cost per Employee	Max. Allowable Impact Fee
Office Park Uses						
< 50,000 s.f.	1,000 s.f.	—	3.70	—	\$433.09	\$1,602
50,001 – 100,000 s.f.	1,000 s.f.	—	4.96	—	\$433.09	\$2,148
100,001 s.f. – 150,000 s.f.	1,000 s.f.	—	4.18	—	\$433.09	\$1,810
150,001 – 200,000 s.f.	1,000 s.f.	—	3.82	—	\$433.09	\$1,654
200,001 – 250,000 s.f.	1,000 s.f.	—	3.62	—	\$433.09	\$1,567
250,001 – 300,000 s.f.	1,000 s.f.	—	3.48	—	\$433.09	\$1,507
300,001 – 350,000 s.f.	1,000 s.f.	—	3.38	—	\$433.09	\$1,463
350,001 – 400,000 s.f.	1,000 s.f.	—	3.30	—	\$433.09	\$1,429
> 400,001 s.f.	1,000 s.f.	—	3.17	—	\$433.09	\$1,372
Business Park Uses						
< 100,000 s.f.	1,000 s.f.	—	2.44	—	\$433.09	\$1,056
100,001 s.f. – 150,000 s.f.	1,000 s.f.	—	2.79	—	\$433.09	\$1,208
150,001 – 200,000 s.f.	1,000 s.f.	—	2.95	—	\$433.09	\$1,277
200,001 – 250,000 s.f.	1,000 s.f.	—	3.03	—	\$433.09	\$1,312
250,001 – 300,000 s.f.	1,000 s.f.	—	3.09	—	\$433.09	\$1,338
300,001 – 350,000 s.f.	1,000 s.f.	—	3.12	—	\$433.09	\$1,351
350,001 – 400,000 s.f.	1,000 s.f.	—	3.15	—	\$433.09	\$1,364
> 400,001 s.f.	1,000 s.f.	—	3.20	—	\$433.09	\$1,385
General Retail Uses						
< 50,000 s.f.	1,000 s.f.	—	2.86	—	\$433.09	\$1,238
50,001 – 100,000 s.f.	1,000 s.f.	—	2.50	—	\$433.09	\$1,082
100,001 s.f. – 150,000 s.f.	1,000 s.f.	—	2.22	—	\$433.09	\$961
150,001 – 200,000 s.f.	1,000 s.f.	—	2.22	—	\$433.09	\$961
200,001 – 300,000 s.f.	1,000 s.f.	—	2.22	—	\$433.09	\$961
300,001 – 400,000 s.f.	1,000 s.f.	—	2.22	—	\$433.09	\$961
> 400,001 s.f.	1,000 s.f.	—	2.22	—	\$433.09	\$961

Table 3.2 – Maximum Allowable Impact Fee Schedule for Fire Protection Facilities and Equipment (cont.)

Land Use Category	Units	Persons per Household	Employee Space Ratio	Cost per Person	Cost per Employee	Max. Allowable Impact Fee
Specific Retail Uses						
Supermarket	1,000 s.f.	—	1.10	—	\$433.09	\$476
Building Materials/ Lumber Store	1,000 s.f.	—	1.41	—	\$433.09	\$610
Free Standing Discount Store	1,000 s.f.	—	1.98	—	\$433.09	\$857
Nursery/Garden Center	1,000 s.f.	—	3.12	—	\$433.09	\$1,351
New Car Sales Center	1,000 s.f.	—	1.53	—	\$433.09	\$662
Tire Store	1,000 s.f.	—	1.21	—	\$433.09	\$524
Furniture Store	1,000 s.f.	—	0.42	—	\$433.09	\$181
Industrial Uses						
General Light Industrial	1,000 s.f.	—	2.31	—	\$433.09	\$1,000
General Heavy Industrial	1,000 s.f.	—	1.83	—	\$433.09	\$792
Industrial Park	1,000 s.f.	—	2.04	—	\$433.09	\$883
Warehousing	1,000 s.f.	—	0.92	—	\$433.09	\$398
Mini-Warehouse	1,000 s.f.	—	0.04	—	\$433.09	\$17
Specific Service Uses						
Drive-In Bank	1,000 s.f.	—	4.79	—	\$433.09	\$2,074
High-Turnover Sit Down Restaurant	1,000 s.f.	—	5.64	—	\$433.09	\$2,442
Fast Food w/ Drive Through	1,000 s.f.	—	5.00	—	\$433.09	\$2,165



Chapter 4

Municipal Facilities & Equipment

Municipal facilities and equipment were defined to include items under the Town's public works, police, and government service departments (i.e., planning and engineering) associated with managing growth. This chapter inventories existing assets, estimates replacement costs, and recommends maximum allowable impact fees that could be collected in the Fort Mill Study Area (see Chapter 1, Figure 1.1).

METHODOLOGY

The municipal facilities and equipment impact fee assumes a consumption-driven approach. This approach charges new residential and non-residential development the cost of replacing existing capacity on a one-for-one basis, assuming constant current service delivery standards. Total replacement costs were determined using fee simple land values, site development costs, facility replacement costs, vehicle and equipment replacement costs, and related professional services.

The replacement value (system-wide) was calculated in two steps. First, total replacement value was multiplied by the proportionate share of residents and employees in the study area. Second, the resulting replacement values for residents and employees were divided by current population or employment estimates (as appropriate) to determine the cost per capita or cost per employee for replacing municipal facilities and equipment currently serving the study area.

Cost per capita was converted to cost per dwelling unit category using information published for Fort Mill in the US Census Bureau, American Community Survey, 2008-2012 (see Appendix B). Cost per employee was converted to cost per 1,000 square feet of gross floor area (GFA) using information published in the Institute of Transportation Engineers' *Trip Generation*, Ninth Edition (see Appendix B).

REPLACEMENT VALUE

Replacement value (in 2014 dollars) for municipal facilities and equipment was determined using current estimates for fee simple land value; site development costs; replacement costs for municipal facilities, vehicles, and equipment; and professional fees. A detailed summary of the cost components included in the analysis is provided below.

Fee Simple Land Value

A hired consultant completed the *Summary Narrative Commercial Appraisal Reports* for five town-owned municipal facilities in 2014, which were used to estimate the fee simple market value (land value) for these properties under a hypothetical condition where the land was vacant, for sale, and ready to accept development. Copies of the reports are available from the Town's Planning Department. Utilization factors for two sites – Town Hall / Police Station and Public Works / Utilities Maintenance – were used to isolate areas associated with the work of departments that typically manage growth (i.e., public works, police, planning and engineering). Based on the above, land for municipal facilities and equipment storage in the study area was valued at \$424,500.

Site Development Costs

The *Summary Narrative Commercial Appraisal Reports* completed in 2014 also include a "Replacement Cost New" value for each of the five town-owned municipal facilities, which accounts for general site development costs incurred by the Town to serve uses and activities at the site: clearing and grading, utility services, internal streets, parking lots and lightening, storm water infrastructure, way-finding signage, buffers and landscaping, etc. Utilization factors for two sites – Town Hall / Police Station and Public Works / Utilities Maintenance – were used to isolate site development costs associated with the work of departments that typically manage growth (i.e., public works, police, planning, and engineering). Based on the above, site development costs to serve municipal facilities and equipment storage locations in the study area were valued at \$393,500.

Municipal Facilities

Municipal facilities represent buildings or structures used for growth-related services and equipment storage needs. Four facility locations were identified for the study area, as follows: Town Hall / Police Department (growth-related departments only), Public Works Office / Complex (shed truck garage, public works truck garage, public works office, and modular building), Public Works / Utilities Maintenance Site (Armory Building, public works portion only), and Spratt Building / Assembly Center.

Building replacement costs for these four locations were quantified using information published in the *South Carolina Municipal Insurance and Risk Financing Fund for the Town of Fort Mill, Property Schedule, Updated in 2014*. Collectively, the replacement value for municipal facilities in the study area was valued at \$3,427,010.

A summary of building and structure replacement values for municipal facilities in the study area is provided in Appendix E of the report.

Professional Services

State enabling legislation allows recovery of certain professional services through impact fees associated with land, buildings, or structures to support municipal facilities. Eligible professional services may include: studies and reports, surveys, design plans, legal expenses, permitting, and construction administration. Professional service fees vary greatly based on unique site characteristics. However, Town staff assumes 10% of the construction costs for new municipal facilities is a good estimate to represent historical trends. This assumption was carried through for the analysis.

Professional service fees assumed for municipal facilities in the study area are summarized in Appendix E of the report. Collectively, professional service costs associated with existing municipal facilities was valued at \$382,051.

Municipal Vehicles & Equipment

Only municipal vehicles and equipment with an individual unit purchase price over \$100,000 are included in the analysis to comply with Section 6-1-920(18)(g) of the South Carolina Development Impact Fee Act. Appendix E of the report inventories eligible town-owned municipal vehicles and equipment. The total replacement cost for eligible municipal vehicles and equipment serving the study area is \$790,000. (Note: The Town of Fort Mill provides curbside trash collection to single-family residences, and some older multifamily residences, inside Town Limits; therefore, the replacement cost for refuse trucks summarized in Appendix E – \$530,000 – is considered only for the cost per capita calculations summarized on page 4-4).

TOTAL REPLACEMENT COST

Collectively, the replacement values noted in this chapter represent the total replacement cost for rebuilding municipal facilities or purchasing new, eligible equipment (in 2014 dollars) to maintain current service delivery standards. Based on these assumptions, the net total replacement cost for existing municipal facilities and eligible equipment in the Fort Mill study area is \$5,417,061; detailed in Table 4.1 below.

Table 4.1 – Total Replacement Costs Municipal Facilities and Equipment	
Replacement Category	Cost
Fee Simple Land Value	\$424,500
Site Development Costs	\$393,500
Municipal Facilities	\$3,427,010
Professional Services	\$382,051
Municipal Vehicles & Equipment – Trash Collection (> \$100,000)	\$530,000
Municipal Vehicles & Equipment – All Other (> \$100,000)	\$260,000
Total Replacement Cost	\$5,417,061

TOWN RESIDENT / EMPLOYEE RATIO

Information published for the Fort Mill study area estimates 15,475 residents and 3,579 employees live or work in the area (2013 Data). The proportionate share between residents (81%) and employees (19%) to rebuild municipal facilities and purchase eligible equipment is as follows: residents — \$4,488,519 and employees — \$928,542. (Note: The proportionate share calculation was performed without considering trash collection vehicles. The value for trash collection vehicles – \$530,000 – was added to the resident statistic reported above after applying the percentage shares.)

COST PER CAPITA

Cost per capita represents a burden to each existing resident in the study area (in 2014 dollars) should the Town of Fort Mill have to build again municipal facilities and replace eligible equipment at current service delivery standards. This statistic was developed using two factors: 1) net total replacement cost (system-wide) attributable to residents and 2) population estimates (2013) for the Town of Fort Mill provided through the Rock Hill – Fort Mill Area Transportation Study (RFATS) Annual Socioeconomic Data Update Program (2013 Data Release). A cost per capita for the study area was calculated by dividing the net total replacement cost attributable to residents by the Town population estimate:

$$\text{Cost per Capita} = \frac{\text{Total Replacement Cost Attributable to Town Residents } (\$4,488,519)}{\text{Population Estimate } (15,472)}$$

Based on this analysis, the calculated cost per capita to replace municipal facilities and eligible equipment is \$290.11.

COST PER EMPLOYEE

Cost per employee represents a burden to each existing employee in the study area (in 2014 dollars) should the Town of Fort Mill have to build again municipal facilities and replace eligible equipment at current service delivery standards. This statistic was developed using two factors: 1) net total replacement cost (system-wide) attributable to employees and 2) employment estimates (2013) for the Town of Fort Mill provided through the Rock Hill – Fort Mill Area Transportation Study (RFATS) Annual Socioeconomic Data Update Program (2013 Data Release). A cost per employee for the study area was calculated by dividing the net total replacement cost attributable to employees by the Town employment estimate:

$$\text{Cost per Employee} = \frac{\text{Total Replacement Cost Attributable to Employees } (\$928,542)}{\text{Employee Estimate } (3,579)}$$

Based on this analysis, the calculated cost per employee to replace municipal facilities and eligible equipment is \$259.44.

MAXIMUM ALLOWABLE IMPACT FEES

A maximum allowable impact fee schedule was developed to quantify the fair share cost to build municipal facilities and purchase eligible equipment to serve new development. The cost per capita for municipal facilities and equipment was multiplied by average persons per household estimates published in the US Census Bureau, American Community Survey, 2008-2012 for various dwelling unit categories to determine recommended maximum allowable impact fees (see Appendix B of the report for household size estimates). The cost per employee for municipal facilities and equipment was multiplied by employee space ratios developed from information published in the Institute of Transportation Engineers' *Trip Generation*, Ninth Edition to determine recommended maximum allowable impact fees (see Appendix B of the report for employee space ratio estimates).

Table 4.2, starting on page 4-6, summarizes recommended maximum allowable impact fees, by dwelling unit category or non-residential land use category, to build municipal facilities and purchase eligible equipment to serve new development.

DISCOUNT RATE

Town Council may choose to apply a discount rate to the maximum allowable impact fees presented herein. The discount rate could be used to provide a reasonable fee for continued residential or non-residential investment or to ensure that impact fees collected for municipal facilities and equipment do not exceed the cost of providing capital improvements identified to accommodate new growth. Chapter 6 of the report expands on the notion of discount rates for the Town of Fort Mill.

Table 4.2 – Maximum Allowable Impact Fee Schedule for Municipal Facilities and Equipment

Land Use Category	Units	Persons per Household	Employee Space Ratio	Cost per Person	Cost per Employee	Max Allowable Impact Fee
Residential Uses						
Single Family (Attached or Detached)	d.u.	2.69	—	\$290.11	—	\$780
Mobile Home	d.u.	3.66	—	\$290.11	—	\$1,061
Multifamily (>2 Dwelling Units)	d.u.	1.25	—	\$290.11	—	\$362
Hotel / Motel Uses						
Hotel	room	—	0.57	—	\$259.44	\$147
Business Hotel	room	—	0.10	—	\$259.44	\$25
Motel	room	—	0.71	—	\$259.44	\$184
Recreational Uses						
Golf Course	hole	—	1.74	—	\$259.44	\$451
Movie Theater (w/ Matinee)	1,000 s.f.	—	1.10	—	\$259.44	\$285
Institutional Use						
Elementary School	1,000 s.f.	—	0.98	—	\$259.44	\$254
Middle/Junior High School	1,000 s.f.	—	0.84	—	\$259.44	\$217
High School	1,000 s.f.	—	0.65	—	\$259.44	\$168
Junior/Community College	1,000 s.f.	—	1.77	—	\$259.44	\$459
University/College	student	—	0.19	—	\$259.44	\$49
Daycare	1,000 s.f.	—	2.77	—	\$259.44	\$718
Library	1,000 s.f.	—	1.07	—	\$259.44	\$277
Medical Uses						
Hospital	bed	—	2.88	—	\$259.44	\$747
Nursing Home	bed	—	0.84	—	\$259.44	\$217
Clinic	1,000 s.f.	—	3.93	—	\$259.44	\$1,019
Medical/Dental Office	1,000 s.f.	—	4.05	—	\$259.44	\$1,050
General Office Uses						
< 50,000 s.f.	1,000 s.f.	—	4.14	—	\$259.44	\$1,074
50,001 – 100,000 s.f.	1,000 s.f.	—	3.72	—	\$259.44	\$965
100,001 – 150,000 s.f.	1,000 s.f.	—	3.55	—	\$259.44	\$921
150,001 – 200,000 s.f.	1,000 s.f.	—	3.44	—	\$259.44	\$892
> 200,001 s.f.	1,000 s.f.	—	3.26	—	\$259.44	\$845

Table 4.2 – Maximum Allowable Impact Fee Schedule for Municipal Facilities and Equipment (cont.)

Land Use Category	Units	Persons per Household	Employee Space Ratio	Cost per Person	Cost per Employee	Max Allowable Impact Fee
Office Park Uses						
< 50,000 s.f.	1,000 s.f.	—	3.70	—	\$259.44	\$959
50,001 – 100,000 s.f.	1,000 s.f.	—	4.96	—	\$259.44	\$1,286
100,001 s.f. – 150,000 s.f.	1,000 s.f.	—	4.18	—	\$259.44	\$1,084
150,001 – 200,000 s.f.	1,000 s.f.	—	3.82	—	\$259.44	\$991
200,001 – 250,000 s.f.	1,000 s.f.	—	3.62	—	\$259.44	\$939
250,001 – 300,000 s.f.	1,000 s.f.	—	3.48	—	\$259.44	\$902
300,001 – 350,000 s.f.	1,000 s.f.	—	3.38	—	\$259.44	\$876
350,001 – 400,000 s.f.	1,000 s.f.	—	3.30	—	\$259.44	\$856
> 400,001 s.f.	1,000 s.f.	—	3.17	—	\$259.44	\$822
Business Park Uses						
< 100,000 s.f.	1,000 s.f.	—	2.44	—	\$259.44	\$633
100,001 s.f. – 150,000 s.f.	1,000 s.f.	—	2.79	—	\$259.44	\$723
150,001 – 200,000 s.f.	1,000 s.f.	—	2.95	—	\$259.44	\$765
200,001 – 250,000 s.f.	1,000 s.f.	—	3.03	—	\$259.44	\$786
250,001 – 300,000 s.f.	1,000 s.f.	—	3.09	—	\$259.44	\$801
300,001 – 350,000 s.f.	1,000 s.f.	—	3.12	—	\$259.44	\$809
350,001 – 400,000 s.f.	1,000 s.f.	—	3.15	—	\$259.44	\$817
> 400,001 s.f.	1,000 s.f.	—	3.20	—	\$259.44	\$830
General Retail Uses						
< 50,000 s.f.	1,000 s.f.	—	2.86	—	\$259.44	\$741
50,001 – 100,000 s.f.	1,000 s.f.	—	2.50	—	\$259.44	\$648
100,001 s.f. – 150,000 s.f.	1,000 s.f.	—	2.22	—	\$259.44	\$575
150,001 – 200,000 s.f.	1,000 s.f.	—	2.22	—	\$259.44	\$575
200,001 – 300,000 s.f.	1,000 s.f.	—	2.22	—	\$259.44	\$575
300,001 – 400,000 s.f.	1,000 s.f.	—	2.22	—	\$259.44	\$575
> 400,001 s.f.	1,000 s.f.	—	2.22	—	\$259.44	\$575

Table 4.2 – Maximum Allowable Impact Fee Schedule for Municipal Facilities and Equipment (cont.)

Land Use Category	Units	Persons per Household	Employee Space Ratio	Cost per Person	Cost per Employee	Max Allowable Impact Fee
Specific Retail Uses						
Supermarket	1,000 s.f.	—	1.10	—	\$259.44	\$285
Building Materials/ Lumber Store	1,000 s.f.	—	1.41	—	\$259.44	\$365
Free Standing Discount Store	1,000 s.f.	—	1.98	—	\$259.44	\$513
Nursery/Garden Center	1,000 s.f.	—	3.12	—	\$259.44	\$809
New Car Sales Center	1,000 s.f.	—	1.53	—	\$259.44	\$396
Tire Store	1,000 s.f.	—	1.21	—	\$259.44	\$313
Furniture Store	1,000 s.f.	—	0.42	—	\$259.44	\$108
Industrial Uses						
General Light Industrial	1,000 s.f.	—	2.31	—	\$259.44	\$599
General Heavy Industrial	1,000 s.f.	—	1.83	—	\$259.44	\$474
Industrial Park	1,000 s.f.	—	2.04	—	\$259.44	\$529
Warehousing	1,000 s.f.	—	0.92	—	\$259.44	\$238
Mini-Warehouse	1,000 s.f.	—	0.04	—	\$259.44	\$10
Specific Service Uses						
Drive-In Bank	1,000 s.f.	—	4.79	—	\$259.44	\$1,242
High-Turnover Sit Down Restaurant	1,000 s.f.	—	5.64	—	\$259.44	\$1,463
Fast Food w/ Drive Through	1,000 s.f.	—	5.00	—	\$259.44	\$1,297



Chapter 5

Transportation

The transportation system in Fort Mill includes major streets, roads, and parkways that let vehicles move throughout the study area. Conditions for pedestrian, bicycle, and transit facilities were not considered in this analysis. The chapter inventories existing and planned transportation facilities and their current and forecasted demands, estimates the cost to provide adequate capacity through the planning horizon, and recommends maximum allowable development impact fees that could be collected in the Fort Mill Study Area (see Chapter 1, Figure 1.1).

METHODOLOGY

The transportation impact fee study assumes an improvements-driven approach, whereby the need and cost for providing new capacity in the transportation system is influenced by traffic volumes from the South Carolina Department of Transportation, maximum service capacities based on the 2010 Highway Capacity Manual, and annual growth rates derived from the adopted 2040 Metrolina Regional Travel Demand Model. This approach is consistent with the needs-based portion of the methodology used by the Rock Hill – Fort Mill Area Transportation Study (RFATS) Metropolitan Planning Organization to develop the 2035 Long Range Transportation Plan.

The improvements-driven approach identifies existing and future year deficiencies in the transportation system, but only future year improvements are included in the development impact fee calculations (new development is not required to address base year deficiencies). The cost of future year improvements is divided by the number of new vehicle trips anticipated for the planning horizon (2013 – 2033) to identify a ‘cost per trip’ for making necessary capacity improvements that keep up with demand. The cost per trip statistic is the basis for recommending maximum allowable transportation impact fees.

The transportation impact fee analysis for the Fort Mill Study Area evaluates conditions for the average daily travel period.

GROWTH & DEVELOPMENT ASSUMPTIONS

Growth and development assumptions for the transportation impact fee are consistent with socioeconomic data used in the adopted 2040 Metrolina Regional Travel Demand Model (i.e., 2010 base year and 2030 interim horizon year). The type, timing, location, pattern, and intensity of development assumed in the socioeconomic data sets for the travel demand model were developed, in part, from the current *Town of Fort Mill Comprehensive Plan* and subsequent data provided to RFATS in coordination meetings with the Town of Fort Mill Planning and Zoning Department.

TRAFFIC VOLUMES

Base Year Traffic Volumes (2013)

Base year traffic volumes (2013) for major streets, roads, and parkways in the study area were estimated using average annual daily traffic (AADT) count information provided by the South

Carolina Department of Transportation (SCDOT). The information was supplemented by traffic volumes presented in the adopted 2040 Metrolina Regional Model for a limited number of road segments where SCDOT data was not available. Specifically, traffic volume estimates for the road segments with missing data were calculated using a straight line interpolation methodology and data for 2010 and 2015 in the Metrolina Regional Model.

Base year traffic volumes (2013) assumed for this analysis are presented in Appendix F of the report.

Future Year Traffic Volumes (2033)

Future year traffic volumes (2033) were developed using the trend forecasting capability of the Metrolina Regional Model. Specifically, it was used to calculate an annual growth rate for each street, road, or parkway in the study area using 2015 and 2030 interim horizon year data. (Note: 2015 interim horizon year data was used in the analysis to anticipate changes in trip behavior anticipated after completion of the Fort Mill Parkway between Holbrook Road and Tom Hall Street.) Annual growth rates were applied to base year traffic volumes (2013) in the study area through the 2033 planning horizon. The rates and future year traffic volumes assumed for this analysis are presented in Appendix F of the report.

MAXIMUM SERVICE CAPACITY

Major streets, roads, and parkways in the study area were evaluated using generalized annual average daily traffic volume capacities derived from the 2010 Highway Capacity Manual. Values were calculated using several road characteristic variables, including: area type, number of through travel lanes, posted speed limit, presence of exclusive left or right turn lanes, and presence of a center median. A summary of the assumptions, factors, and thresholds used for calculating generalized annual average daily traffic volume capacities in the study area (published by the Florida Department of Transportation) is provided in Appendix F of the report.

Maximum service capacities for both base year and future year conditions are presented in Appendix F of the report.

FACILITY LINK ANALYSIS

A facility link analysis was performed for major streets, roads, and parkways in the study area to evaluate existing and future year conditions (using traffic volumes and maximum service capacities presented in Appendix F of the report). Interstate 77 was excluded from the analysis because it was assumed improvements to the interstate would be the responsibility of the South Carolina Department of Transportation. The analysis also assumed completion of Fort Mill Parkway, between Holbrook Road and Tom Hall Street, as part of the transportation system evaluated in 2033. Worksheets summarizing the details of the link analysis are included in Appendix F of the report.

Lane geometry (number of lanes) for existing and future year conditions was taken from several sources, including the adopted 2040 Metrolina Regional Model, RFATS 2035 Long Range Transportation Plan, and the York County Pennies for Progress Program. Thresholds to identify appropriate capacity improvements for expected demands were determined using average daily traffic volumes and maximum service capacity thresholds summarized in Table 5.1.

Table 5.1 – Maximum Service Capacity Thresholds by Facility Type

Facility Type	< 35 MPH Speed Limit	> 35 MPH Speed Limit
Two-Lane, Undivided, No Dedicated Left Turn Lanes	12,500	14,200
Two-Lane, Undivided, Dedicated Center Left Turn Lanes (where appropriate)	15,600	17,700
Four-Lane, Undivided, Dedicated Center Left Turn Lanes (where appropriate)	32,100	37,800
Four-Lane, Median Divided, Dedicated Center Left Turn Lanes (where appropriate)	33,800	39,800
Six-Lane, Median Divided, Dedicated Center Left Turn Lanes (where appropriate)	50,900	59,900

The number of additional lanes (i.e., new road capacity) required to address existing or future year deficiencies was identified by comparing traffic volumes (demand) to maximum service capacities (supply) for links in the study area. A ratio greater than 1.0 (demand / supply) supported the need for a capacity improvement to address traffic congestion.

Base Year Conditions (2013)

Base year conditions (2013) were analyzed using average daily traffic volumes and maximum service capacities. Those links with a volume to service capacity ratio greater than 1.0 were determined to be deficient in the base year. Based on this methodology, three links (4.40 centerline miles) were identified as deficient for the base year conditions analysis. Figure 5.1 on page 5.5 illustrates deficient links for the base year condition.

Worksheets summarizing the facility link analysis for all 36 road segments in the base year analysis are presented in Appendix F of the report.

Future Year Conditions (2033)

Future year conditions (2033) were analyzed using average daily traffic volumes and maximum service capacities. Those links with a volume to service capacity ratio greater than

1.0 were determined to be deficient in the future year. Based on this methodology, ten links (11.73 centerline miles) were identified as deficient for the future year conditions analysis.

Two additional transportation improvements (planned / committed projects) were identified for the transportation system in 2033. Fort Mill Parkway (Phase 1), between Spratt Street and Holbrook Road, will be widened from two lanes with a center left turn lane (where appropriate) to four lanes with a center left turn lane (where appropriate) and Fort Mill Parkway (Phase 2), between Holbrook Road and Tom Hall Street, will be built as a two lane facility with a center left turn lane (where appropriate) and widened to a four lane facility with a center left turn lane (where appropriate). Transportation officials in the region agree these two projects provide additional capacity in the system, and attract traffic that could otherwise overburden other facilities.

Figure 5.2 on page 5.6 illustrates deficient links and planned / committed projects for the future year condition. Worksheets summarizing the facility link analysis for all 36 road segments in the future year analysis are presented in Appendix F of the report.

Impacts of Anticipated Growth

New growth and development in the study area is expected to significantly impact the transportation system, which is enumerated using a comparison of results for base year (2013) and future year (2033) conditions. Overall, results in the facility link analysis table identify nine future year deficient road segments that would be eligible for development impact fee funding.

Figure 5.3 on page 5.7 illustrates deficient road segments in the study area that would be eligible for development impact fee funding. Details on the list of deficient links eligible for some level of development impact fee funding are included in Appendix F of the report.

Figure 5.1 – Map of Deficient Links (2013)

Legend

- Deficient Road Segments (V/C > 1.0)
- Efficient Road Segments (V/C < 1.0)
- Street Centerlines
- Railroad
- Water Bodies
- Town of Fort Mill

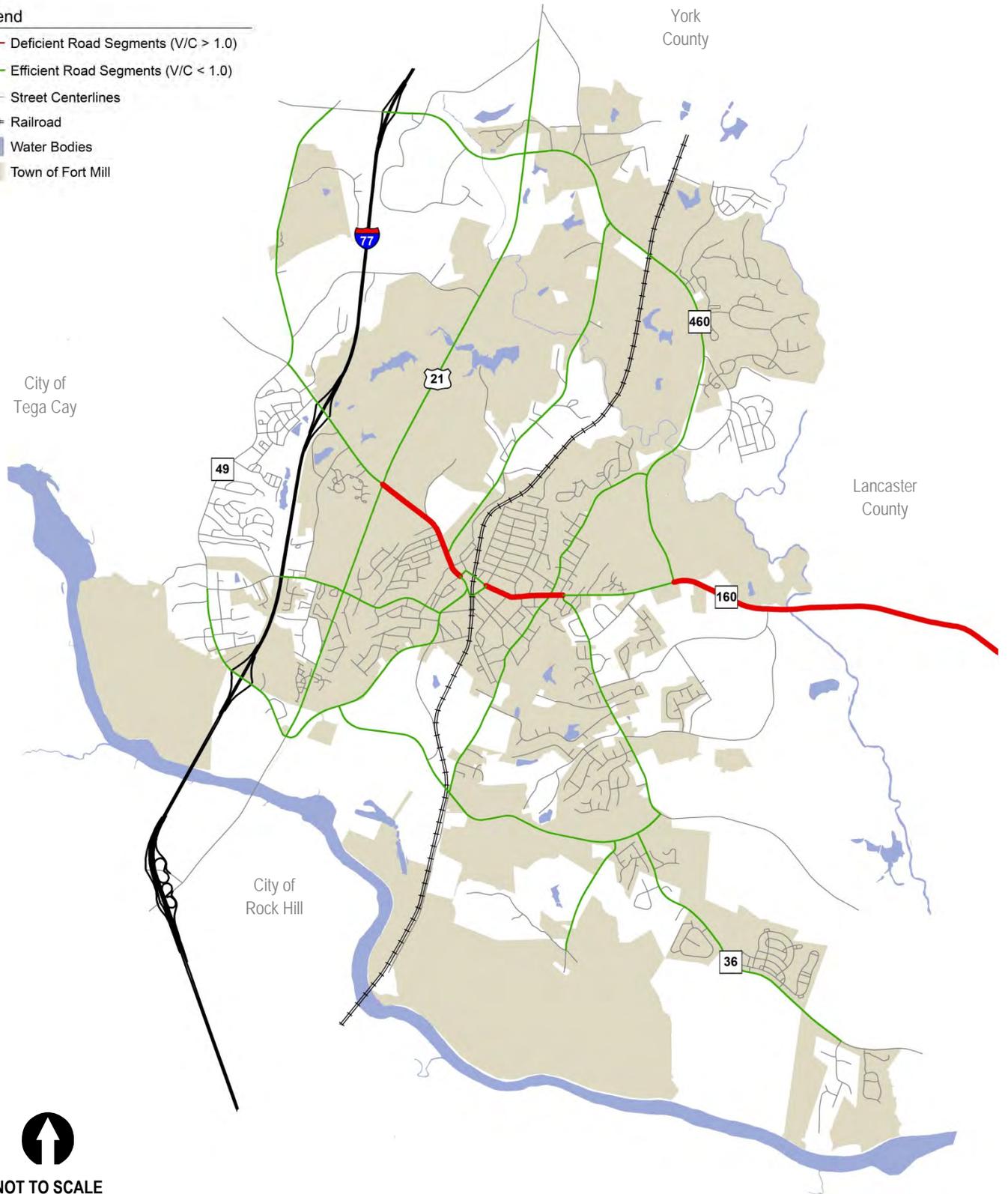


Figure 5.2 – Map of Deficient Links (2033)

Legend

- Deficient Road Segments (V/C > 1.0)
- Efficient Road Segments (V/C < 1.0)
- Street Centerlines
- Railroad
- Water Bodies
- Town of Fort Mill

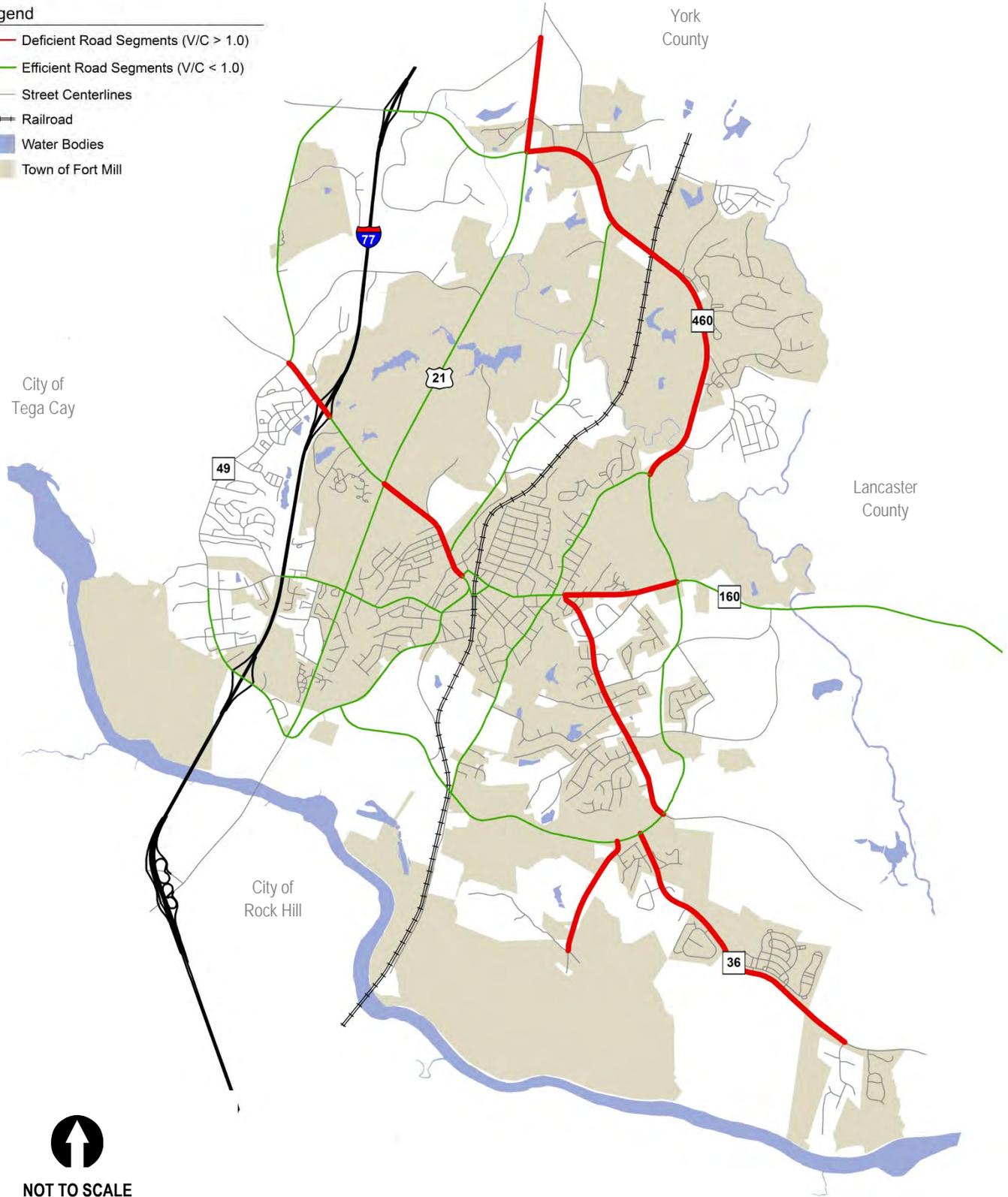
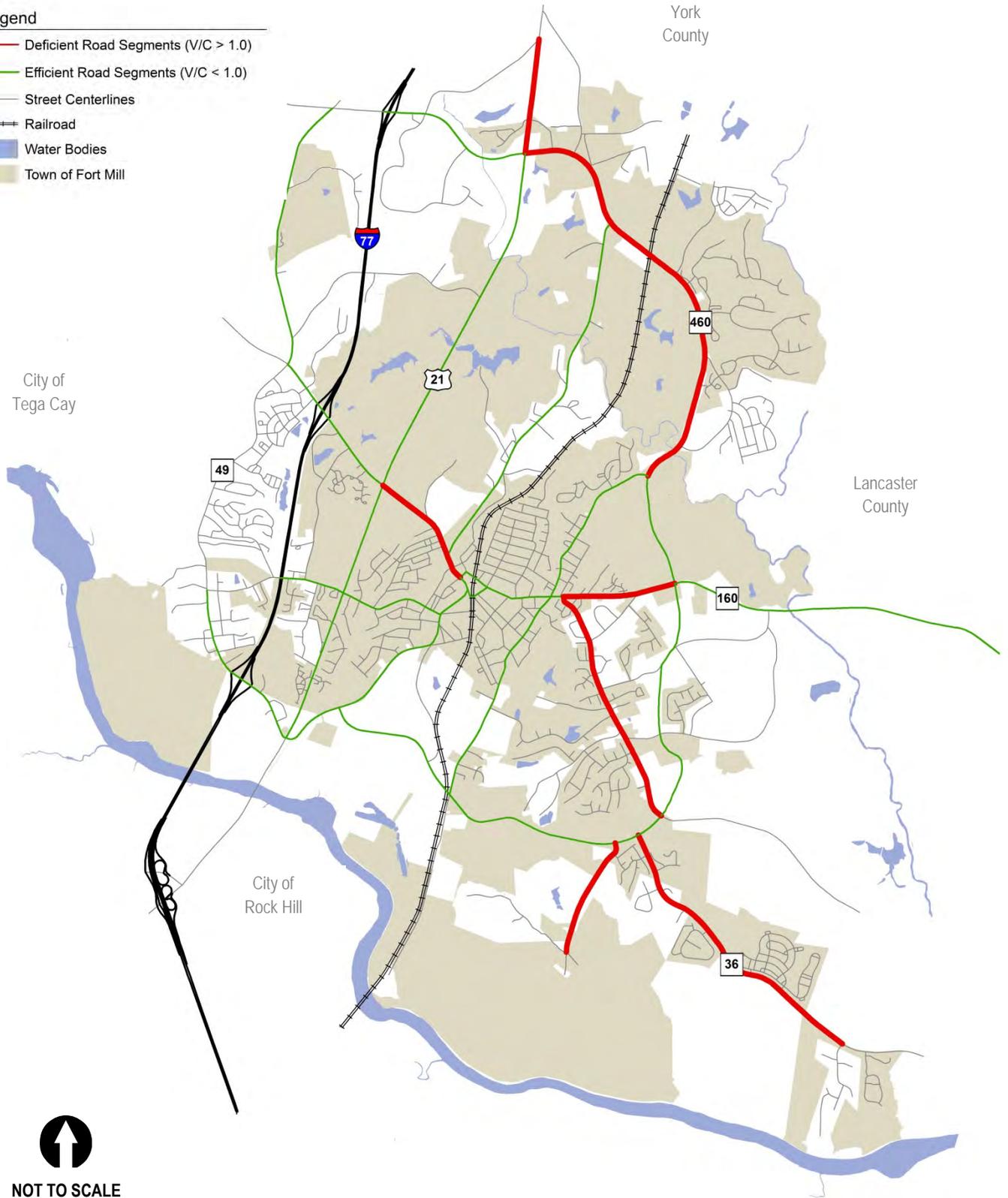


Figure 5.3 – Map of Deficient Links Eligible for Impact Fee Funding

Legend

- Deficient Road Segments (V/C > 1.0)
- Efficient Road Segments (V/C < 1.0)
- Street Centerlines
- Railroad
- Water Bodies
- Town of Fort Mill



TRANSPORTATION FACILITY IMPROVEMENT COSTS

Transportation facility improvement costs were developed to quantify the financial burden of implementing capacity improvements in the study area. In all cases, a “balanced” typical section was assumed for recommending through lane capacity improvements to deficient two-way facilities. For example, a two-lane road with center left turn lanes was upgraded to a four-lane road when it was determined to be deficient in the future year. This methodology is consistent with professionally-accepted transportation planning principles applied by the South Carolina Department of Transportation (SCDOT) and other local municipalities responsible for improving roads in the State.

Five capacity improvements were made available for addressing deficient links in the study area, including:

- Widen an existing two-lane road with shoulders to accommodate a center left turn lane (where appropriate)
- Widen an existing two-lane road with shoulders to accommodate four lanes with a center left turn lane (where appropriate)
- Widen an existing two-lane road with shoulders to accommodate four lanes with a raised center median and left turn lanes (where appropriate)
- Widen an existing two-lane road with shoulders to accommodate six lanes with a raised center median and left turn lanes (where appropriate) (outside widening concept)
- Widen an existing four-lane road with a raised center median to accommodate six lanes with a raised center median and left turn lanes (where appropriate) (outside widening assumed)

Illustrations for the different typical cross sections are presented in Appendix F of the report. A detailed summary of the cost components included in the transportation facility improvement costs follows.

Construction Costs

Construction costs for the capacity improvements assumed in this analysis were estimated using information published by the North Carolina Department of Transportation; calibrated for local conditions using information presented in the RFATS 2035 Long Range Transportation Plan and York County’s Pennies for Progress Project Status Reports. Table 5.2 on page 5.9 summarizes estimated construction costs (per centerline mile) for each of the identified typical cross sections.

Table 5.2 – Typical Construction Costs	
Type of Improvement	Construction Cost (per mile)
Widen an existing two-lane road with shoulders to accommodate a center left turn lane (where appropriate)	\$2,667,700
Widen an existing two-lane road with shoulders to accommodate four lanes with a center left turn lane (where appropriate)	\$4,375,100
Widen an existing two-lane road with shoulders to accommodate four lanes with a raised center median and left turn lanes (where appropriate)	\$4,908,600
Widen an existing two-lane road with shoulders to accommodate six lanes with a raised center median and left turn lanes (where appropriate) (outside widening concept)	\$7,106,800
Widen an existing four-lane road with a raised center median to accommodate six lanes with a raised center median and left turn lanes (where appropriate) (outside widening assumed)	\$14,512,000

Right-of-Way Costs

Right-of-way costs for widening facilities in the study area were calculated using three factors: 1) the right-of-way width of the proposed transportation improvement using the typical sections presented in Appendix F of the report, 2) the existing right-of-way width in the corridor measured using GIS data, and 3) a generalized average land value per square foot statistic for Fort Mill (\$2.60 / sq. ft.) approximated from the Summary Narrative Commercial Appraisal Reports completed for various locations throughout the study area in 2014.

Professional Services

State enabling legislation allows recovery of certain professional services through impact fees associated with building new or expanding existing transportation facilities. Eligible professional services may include studies and reports, surveys, design plans, legal expenses, permitting, and construction administration. Professional service fees vary greatly based on unique characteristics associated with each transportation corridor. However, Town staff assumes 10% of the construction costs for new or expanded transportation facilities as a good estimate to represent historical trends. This assumption was carried through the analysis.

CREDITS & OFFSETS

Credits and offsets were incorporated into the analysis to account for through trips on the transportation system and other revenue sources available for implementing recommended transportation improvements. Detailed summaries of credits and offsets included in the analysis are provided below.

Guide Share Funds

Guide share funds are available to each of the South Carolina Metropolitan Planning Organizations (MPOs) and Councils of Governments (COGs) for system upgrade projects. The dollar amount is calculated by taking the MPO's and COG's specific proportion of the state population and applying it to the total available funds for system upgrade projects.

The RFATS Metropolitan Planning Organization designated guide share funds for the widening of Tom Hall Street (SC 160) from two lanes to four lanes with a center median and left turn lanes between Springfield Parkway (SC 460) to Calvin Hall Road (SC -336) and for road capacity / interchange improvements on Steel Creek Road (SC 160) between Sutton Road and Interstate 77.

The combined funding for portions of these two projects in the study area (i.e. planning, permitting, design, and construction) is \$31,200,000.

Pennies for Progress

On August 2, 2011, the voters of York County approved the third iteration of Pennies for Progress, which is a county-wide sales and use tax program aimed at funding transportation projects for a safer, more efficient transportation system. In this iteration of the program, Fort Mill Bypass, Phase 1 (Fort Mill Parkway) will be widened from two lanes to four lanes with a center left turn lane, Fort Mill Bypass, Phase 2 (Fort Mill Parkway) will be built as a two lane facility and widened from two lanes to four lanes with a center left turn lane, Tom Hall Street (SC 160) will be widened from two lanes to two lanes with a center left turn lane between Springfield Parkway and Calvin Hall Road, and US 21/SC 51 will be widened to four lanes with a center left turn lane between Springfield Parkway and Gold Hill Road (continuing on to the Mecklenburg County Line).

The combined funding for portions of these four projects in the study area (i.e. planning, permitting, design, and construction) is \$60,125,101.

Credit for Through Trips

A through trip represents a trip on the transportation network that neither begins nor ends in the Fort Mill Study Area. The analysis assumes an offset to the cost of improvements eligible for development impact fee funding to account for through trips. The adopted 2040 Metrolina Regional Travel Demand Model estimates the percentage of trips traveling through York

County (without an origin or destination in York County) is 3.43% (Source: calculation performed by the *Charlotte Department of Transportation, Custodian for the Metrolina Regional Model, November 11, 2014*). Therefore, implementation costs for the proposed improvements in the Fort Mill Study Area were reduced by 3.43% to account for through trips on the transportation network.

RECOMMENDED ROAD PROJECTS

Based on the foregoing analysis, new growth and development in the Fort Mill Study Area is expected to significantly impact congestion levels on the transportation system through 2033. Several transportation improvements are recommended to address these deficiencies, as follows:

Base Year Deficiencies (2013)

The following transportation improvements are recommended to address deficiencies observed in 2013. None of these projects are eligible for development impact fee funding because they are considered existing year deficiencies. More detailed information on the transportation link analysis can be found on pages 5-2 through 5-7 of the report.

- **Tom Hall Street (SC 160), Main Street to Doby's Bridge Road**— The transportation link analysis shows this facility has an average daily traffic volume and maximum service capacity of 19,000 and 15,600, respectively. This equates to a volume to service capacity ratio of 1.22. The recommended improvement is widening the existing two-lane facility with center turn lanes to accommodate four lanes with a raised center median and left turn lanes (where appropriate). The transportation improvement is anticipated to cost \$3,742,121.
- **Tom Hall Street (SC 160), Springfield Parkway to Calvin Hall Road**— The transportation link analysis shows this facility has an average daily traffic volume and maximum service capacity of 18,200 and 14,200, respectively. This equates to a volume to service capacity ratio of 1.28. The recommended improvement is widening the existing two-lane facility to accommodate four lanes with a raised center median and left turn lanes (where appropriate). The transportation improvement is anticipated to cost \$15,700,000 (funded through RFATS Guide Share Funds).
- **White Street (SC 160), US 21 to Clebourne Street** — The transportation link analysis shows this facility has an average daily traffic volume and maximum service capacity of 15,200 and 12,500, respectively. This equates to a volume to service capacity ratio of 1.22. The recommended improvement is widening the existing two-lane facility to accommodate center left turn lanes (where appropriate). The transportation improvement is anticipated to cost \$2,758,402.

Future Year Deficiencies (2033)

The following transportation improvements are recommended to address deficiencies observed in 2033. These projects are eligible for development impact fee funding. More

detailed information on the transportation link analysis can be found on pages 5-2 through 5-7 of the report.

- **Doby's Bridge Road, Tom Hall Street (SC 160) to Fairway Drive** — The transportation link analysis shows this facility has an average daily traffic volume and maximum service capacity of 14,722 and 12,500, respectively. This equates to a volume to service capacity ratio of 1.18. The recommended improvement is widening the existing two-lane facility to accommodate center left turn lanes (where appropriate). The transportation improvement is anticipated to cost \$2,905,125.
- **Doby's Bridge Road, Fairview Drive to Holbrook Road** — The transportation link analysis shows this facility has an average daily traffic volume and maximum service capacity of 17,734 and 14,200, respectively. This equates to a volume to service capacity ratio of 1.25. The recommended improvement is widening the existing two-lane facility to accommodate center left turn lanes (where appropriate). The transportation improvement is anticipated to cost \$2,552,989.
- **Doby's Bridge Road, Fort Mill Parkway to Crofton Drive** — The transportation link analysis shows this facility has an average daily traffic volume and maximum service capacity of 15,639 and 14,200, respectively. This equates to a volume to service capacity ratio of 1.10. The recommended improvement is widening the existing two-lane facility to accommodate center left turn lanes (where appropriate). The transportation improvement is anticipated to cost \$6,778,626.
- **Springfield Parkway (SC 460), Steele Street to Old Nation Road** — The transportation link analysis shows this facility has an average daily traffic volume and maximum service capacity of 22,794 and 17,700, respectively. This equates to a volume to service capacity ratio of 1.29. The recommended improvement is widening the existing two-lane facility with center left turn lanes (where appropriate) to accommodate four lanes with a raised center median and left turn lanes (where appropriate). The transportation improvement is anticipated to cost \$14,130,670.
- **Springfield Parkway (SC 460), Old Nation Road to US 21** — The transportation link analysis shows this facility has an average daily traffic volume and maximum service capacity of 19,430 and 17,700, respectively. This equates to a volume to service capacity ratio of 1.10. The recommended improvement is widening the existing two-lane facility with center left turn lanes (where appropriate) to accommodate four lanes with a raised center median and left turn lanes (where appropriate). The transportation improvement is anticipated to cost \$5,902,685.
- **Steele Creek Road (SC 160), Sutton Road to Interstate 77** — The transportation link analysis shows this facility has an average daily traffic volume and maximum service capacity of 42,149 and 37,800, respectively. This equates to a volume to service capacity ratio of 1.12. The recommended improvement is widening the existing four-lane facility with center left turn lanes (where appropriate) to accommodate six lanes with a raised center median and left turn lanes (where appropriate). The transportation improvement is anticipated to cost \$15,500,000 (funded through RFATS Guide Share Funds).

- **Tom Hall Street (SC 160), Doby's Bridge Road (SC 36) to Springfield Parkway (SC 460)** — The transportation link analysis shows this facility has an average daily traffic volume and maximum service capacity of 15,984 and 15,600, respectively. This equates to a volume to service capacity ratio of 1.02. The recommended improvement is widening the existing two-lane facility with center left turn lanes (where appropriate) to accommodate four lanes with a raised center median and left turn lanes (where appropriate). The transportation improvement is anticipated to cost \$5,186,616.
- **US 21, Gold Hill Road to Springfield Parkway (SC 460)** — The transportation link analysis shows this facility has an average daily traffic volume and maximum service capacity of 59,244 and 17,700, respectively. This equates to a volume to service capacity ratio of 3.35. The recommended improvement is widening the existing two-lane facility with center left turn lanes (where appropriate) to accommodate six lanes with a raised center median and left turn lanes (where appropriate). The transportation improvement is anticipated to cost \$7,640,462 (a portion of the estimated construction cost, \$6,804,940, will be funded through the Pennies for Progress Program).
- **Whites Road, Fort Mill Parkway to J.W. Wilson Road** — The transportation link analysis shows this facility has an average daily traffic volume and maximum service capacity of 20,518 and 12,500, respectively. This equates to a volume to service capacity ratio of 1.64. The recommended improvement is widening the existing two-lane facility to accommodate four lanes with center left turn lanes (where appropriate). The transportation improvement is anticipated to cost \$5,293,090.
- **White Street (SC 160), US 21 to Clebourne Street** — The transportation link analysis shows this facility has an average daily traffic volume and maximum service capacity of 19,675 and 15,600, respectively. This equates to a volume to service capacity ratio of 1.26. The recommended improvement is widening the existing two-lane facility with center left turn lanes (where appropriate) to accommodate four lanes with a raised center median and left turn lanes (where appropriate). The transportation improvement is anticipated to cost \$5,475,526.

Committed Projects (2033)

In addition to ten deficient links in 2033, two new projects were anticipated in the future year that would attract traffic from nearby roads and reduce the number of deficient links in the transportation system. More information on new or improved roads assumed for this analysis is provided on pages 5-2 through 5-7 of the report.

- **Fort Mill Parkway, Spratt Street to Holbrook Road (Phase 1)** – This facility will be widened from two lanes with a center left turn lane (where appropriate) to four lanes with a center left turn lane (where appropriate). The estimated cost for this improvement is \$14,341,578 (funded through the Pennies for Progress Program).

- **Fort Mill Parkway, Holbrook Road to Tom Hall Street (Phase 2)** – This facility will be built as a two lane facility with a center left turn lane (where appropriate) and widened to a four lane facility with a center left turn lane (where appropriate). The estimated cost for this improvement is \$26,522,024 (funded through the Pennies for Progress Program).

COST PER TRIP

Cost per trip represents the burden to each vehicle trip in the study area (in 2014 dollars) to address future year deficiencies eligible for development impact fee funding. This statistic was developed using two factors: estimated construction costs to address deficient links and estimated average daily traffic volumes represented in the system. Specifically, cost per trip was calculated as the difference in 2033 construction costs and 2013 construction costs divided by the difference in 2033 average daily traffic volumes and 2013 average daily traffic volumes quantified for the entire transportation system. Credits and offsets described previously in the chapter were incorporated into the cost per trip calculation to account for other revenue sources available to the Town of Fort Mill for implementing recommended improvements and through trips on the transportation system.

The cost per trip formula is as follows:

$$\text{Cost per Trip} = \left(\frac{2033 \text{ Total Construction } \$ - 2013 \text{ Total Construction } \$}{2033 \text{ Average Daily Trips} - 2013 \text{ Average Daily Trips}} \right) * (1 - \text{Through Trip Discount}) * (1 - \text{Trip End Discount})$$

The through trip discount (3.43%) accounts for trips on the transportation system that neither begin nor end in York County. The trip end discount (50%) accounts for two-ways trips, and ensures one household, business, or other destination that generates a departure trip does not also get charged for the return end of the same trip. Based on the foregoing, the cost per trip in the Fort Mill Study Area is \$99.53.

MAXIMUM ALLOWABLE IMPACT FEES

A maximum allowable impact fee schedule was developed to quantify the fair share cost of providing increased capacity in the transportation system to serve new development. The cost per trip was multiplied by trip generation rates for various residential and non-residential uses reported in the Institute of Transportation Engineers' *Trip Generation*, Ninth Edition.

The maximum allowable impact fee formula was as follows:

$$(\text{Trips generated} - \text{pass-by trips}) * \text{cost per trip}$$

Pass-by trips in the formula account for trips already using the transportation system that would visit the site as they pass by on the adjacent street. Table 5.3 summarizes recommended maximum allowable transportation impact fees for the Fort Mill Study Area.

DISCOUNT RATE

Town Council may choose to apply a discount rate to the maximum allowable impact fees presented herein. The discount rate could be used to provide a reasonable fee for continued residential or non-residential investment or to ensure that impact fees collected for transportation do not exceed the cost of providing capital improvements identified to accommodate new growth. Chapter 6 of the report expands on the notion of discount rates for the Town of Fort Mill.

Table 5.3 – Maximum Allowable Impact Fee Schedule for Transportation

Land Use Category	ITE Code	Units	Trip Rate	Pass-by Percentage	Cost per Trip	Max Allowable Impact Fee
Residential Uses						
Single Family Detached	210	d.u.	9.52	0%	\$99.53	\$947
Apartment	220	d.u.	6.65	0%	\$99.53	\$661
Condominium/Townhome	230	d.u.	5.81	0%	\$99.53	\$578
Mobile Home	240	d.u.	4.99	0%	\$99.53	\$496
Hotel / Motel Uses						
Hotel	310	room	8.92	10%	\$99.53	\$799
Business Hotel	312	room	7.27	10%	\$99.53	\$651
Motel	320	room	9.11	10%	\$99.53	\$816
Recreational Uses						
Golf Course	430	hole	35.74	0%	\$99.53	\$3,557
Movie Theater (w/ Matinee)	444	screen	153.33	0%	\$99.53	\$15,260
Institutional Uses						
Elementary School	520	1,000 s.f.	15.43	0%	\$99.53	\$1,535
Middle/Junior High School	522	1,000 s.f.	13.78	0%	\$99.53	\$1,371
High School	530	1,000 s.f.	12.89	0%	\$99.53	\$1,282
Junior/Community College	540	1,000 s.f.	27.49	0%	\$99.53	\$2,736
University/College	550	student	1.71	0%	\$99.53	\$170
Church	560	1,000 s.f.	9.11	0%	\$99.53	\$906
Daycare	565	1,000 s.f.	74.06	0%	\$99.53	\$7,371
Library	590	1,000 s.f.	56.24	0%	\$99.53	\$5,597
Medical Uses						
Hospital	610	bed	12.94	0%	\$99.53	\$1,287
Nursing Home	620	bed	2.74	0%	\$99.53	\$272
Clinic	630	1,000 s.f.	31.45	0%	\$99.53	\$3,130
Medical/Dentist Office	720	1,000 s.f.	36.13	0%	\$99.53	\$3,596

Table 5.3 – Maximum Allowable Impact Fee Schedule for Transportation (cont.)

Land Use Category	ITE Code	Units	Trip Rate	Pass-by Percentage	Cost per Trip	Max. Allowable Impact Fee
General Office Uses						
< 50,000 s.f.	710	1,000 s.f.	18.36	0%	\$99.53	\$1,827
50,001 – 100,000 s.f.	710	1,000 s.f.	14.25	0%	\$99.53	\$1,418
100,001 – 150,000 s.f.	710	1,000 s.f.	12.67	0%	\$99.53	\$1,261
150,001 – 200,000 s.f.	710	1,000 s.f.	11.73	0%	\$99.53	\$1,167
> 200,001 s.f.	710	1,000 s.f.	10.36	0%	\$99.53	\$1,031
Office Park Uses						
< 50,000 s.f.	750	1,000 s.f.	11.42	0%	\$99.53	\$1,136
50,001 – 100,000 s.f.	750	1,000 s.f.	15.88	0%	\$99.53	\$1,580
100,001 s.f. – 150,000 s.f.	750	1,000 s.f.	13.70	0%	\$99.53	\$1,363
150,001 – 200,000 s.f.	750	1,000 s.f.	12.76	0%	\$99.53	\$1,270
200,001 – 250,000 s.f.	750	1,000 s.f.	12.24	0%	\$99.53	\$1,218
250,001 – 300,000 s.f.	750	1,000 s.f.	11.91	0%	\$99.53	\$1,185
300,001 – 350,000 s.f.	750	1,000 s.f.	11.68	0%	\$99.53	\$1,162
350,001 – 400,000 s.f.	750	1,000 s.f.	11.51	0%	\$99.53	\$1,145
> 400,001 s.f.	750	1,000 s.f.	11.24	0%	\$99.53	\$1,118
Business Park Uses						
< 100,000 s.f.	770	1,000 s.f.	20.72	0%	\$99.53	\$2,062
100,001 s.f. – 150,000 s.f.	770	1,000 s.f.	16.43	0%	\$99.53	\$1,635
150,001 – 200,000 s.f.	770	1,000 s.f.	15.02	0%	\$99.53	\$1,494
200,001 – 250,000 s.f.	770	1,000 s.f.	14.07	0%	\$99.53	\$1,400
250,001 – 300,000 s.f.	770	1,000 s.f.	13.47	0%	\$99.53	\$1,340
300,001 – 350,000 s.f.	770	1,000 s.f.	13.05	0%	\$99.53	\$1,298
350,001 – 400,000 s.f.	770	1,000 s.f.	12.74	0%	\$99.53	\$1,268
> 400,001 s.f.	770	1,000 s.f.	12.24	0%	\$99.53	\$1,218

Table 5.3 – Maximum Allowable Impact Fee Schedule for Transportation (cont.)

Land Use Category	ITE Code	Units	Trip Rate	Pass-by Percentage	Cost per Trip	Max. Allowable Impact Fee
General Retail Uses						
< 50,000 s.f.	820	1,000 s.f.	110.32	34%	\$99.53	\$7,246
50,001 – 100,000 s.f.	820	1,000 s.f.	75.12	34%	\$99.53	\$5,084
100,001 – 150,000 s.f.	820	1,000 s.f.	62.82	34%	\$99.53	\$4,251
150,001 – 200,000 s.f.	820	1,000 s.f.	55.83	33%	\$99.53	\$3,723
200,001 – 300,000 s.f.	820	1,000 s.f.	49.28	30%	\$99.53	\$3,433
300,001 – 400,000 s.f.	820	1,000 s.f.	43.81	27%	\$99.53	\$3,183
400,001 – 500,000 s.f.	820	1,000 s.f.	40.12	25%	\$99.53	\$2,994
> 500,001 s.f.	820	1,000 s.f.	32.80	24%	\$99.53	\$2,481
Specific Retail Uses						
Supermarket	850	1,000 s.f.	102.24	36%	\$99.53	\$6,512
Building Materials / Lumber Store	812	1,000 s.f.	45.16	25%	\$99.53	\$3,371
Free Standing Discount Store	815	1,000 s.f.	57.24	30%	\$99.53	\$3,987
Nursery/Garden Center	817	1,000 s.f.	68.10	30%	\$99.53	\$4,744
New Car Sales Center	841	1,000 s.f.	32.30	20%	\$99.53	\$2,571
Tire Store	848	1,000 s.f.	24.87	28%	\$99.53	\$1,782
Furniture Store	890	1,000 s.f.	5.06	15%	\$99.53	\$428
Industrial Uses						
General Light Industrial	110	1,000 s.f.	6.97	0%	\$99.53	\$693
General Heavy Industrial	120	1,000 s.f.	1.50	0%	\$99.53	\$149
Industrial Park	130	1,000 s.f.	6.83	0%	\$99.53	\$679
Warehousing	150	1,000 s.f.	3.56	0%	\$99.53	\$354
Mini Warehouse	151	1,000 s.f.	2.50	0%	\$99.53	\$248
Service Uses						
Drive-In Bank	912	1,000 s.f.	148.15	47%	\$99.53	\$7,815
High-Turnover Sit Down Restaurant	932	1,000 s.f.	127.15	43%	\$99.53	\$7,213
Fast Food w/ Drive Through	934	1,000 s.f.	496.12	50%	\$99.53	\$24,689



Chapter 6

Conclusion

Significant growth and development in the Fort Mill Study Area (see Chapter 1, Figure 1.1) is expected to continue through 2033, which will likely overburden existing parks and recreation facilities, fire protection services, municipal facilities and equipment, and the regional / local transportation system beyond current service delivery standards or maximum service capacities. Therefore, it is appropriate to implement a development impact fee program to mitigate a proportionate share of the anticipated future deficiencies associated with new growth.

DISCOUNT RATE

Maximum allowable impact fees may be adopted at less than 100% of the amounts presented in previous chapters. Typically, the elected body will apply a discount rate to provide a reasonable fee for continued residential or non-residential investment or to ensure that impact fees collected for the various categories do not exceed the cost of providing recommended capital improvements. The study recommends a discount rate be applied to the maximum allowable impact fees presented in this report. The discount rate does not need to be the same across all four impact fee categories; however, a discount rate for any one impact category must be applied uniformly across all the land use categories represented in the schedule.

Tables 6.1 through 6.5 provide a comparison of different impact fee amounts that may be collected in the Town of Fort Mill under a set of hypothetical discount rates. Ultimately, the discount rate applied to maximum allowable impact fees will be a policy decision of Town Council.

Table 6.1 – Discount Rate Comparison Table #						
Parks & Recreation						
Land Use Category	Units	Max	0%	25%	50%	75%
Single Family (Attached or Detached)	d.u.	\$1,422	\$1,422	\$1,066	\$711	\$355
Mobile Home	d.u.	\$1,903	\$1,903	\$1,427	\$951	\$475
Multifamily (>2 Dwelling Units)	d.u.	\$661	\$661	\$495	\$330	\$165

Note:

= Hypothetical impact fees presented in Table 6.1 were calculated as Maximum Allowable Impact Fee x (1 – discount rate).

Table 6.2 – Discount Rate Comparison Table #						
Fire Protection						
Land Use Category	Units	Max	0%	25%	50%	75%
Single Family (Attached or Detached)	d.u.	\$303	\$303	\$227	\$151	\$75
Mobile Home	d.u.	\$413	\$413	\$309	\$206	\$103
Multifamily (>2 Dwelling Units)	d.u.	\$141	\$141	\$105	\$70	\$35
General Office (< 50,000 s.f.)	1,000 s.f.	\$1,792	\$1,792	\$1,344	\$896	\$448
General Retail (< 50,000 s.f.)	1,000 s.f.	\$1,238	\$1,238	\$928	\$619	\$309
General Light Industrial	1,000 s.f.	\$1,000	\$1,000	\$750	\$500	\$250

Note:

= Hypothetical impact fees presented in Table 6.2 were calculated as Maximum Allowable Impact Fee x (1 – discount rate).

Table 6.3 – Discount Rate Comparison Table # Municipal Facilities & Equipment						
Land Use Category	Units	Max	0%	25%	50%	75%
Single Family (Attached or Detached)	d.u.	\$780	\$780	\$585	\$390	\$195
Mobile Home	d.u.	\$1,061	\$1,061	\$795	\$530	\$265
Multifamily (>2 Dwelling Units)	d.u.	\$362	\$362	\$271	\$181	\$90
General Office (< 50,000 s.f.)	1,000 s.f.	\$1,074	\$1,074	\$805	\$537	\$268
General Retail (< 50,000 s.f.)	1,000 s.f.	\$741	\$741	\$555	\$370	\$185
General Light Industrial	1,000 s.f.	\$599	\$599	\$449	\$299	\$149

Note:

= Hypothetical impact fees presented in Table 6.3 were calculated as Maximum Allowable Impact Fee x (1 – discount rate).

Table 6.4 – Discount Rate Comparison Table # Transportation						
Land Use Category	Units	Max	0%	25%	50%	75%
Single Family (Attached or Detached)	d.u.	\$947	\$947	\$710	\$473	\$236
Mobile Home	d.u.	\$496	\$496	\$372	\$248	\$124
Multifamily (>2 Dwelling Units)	d.u.	\$661	\$661	\$495	\$330	\$165
General Office (< 50,000 s.f.)	1,000 s.f.	\$1,827	\$1,827	\$1,370	\$913	\$456
General Retail (< 50,000 s.f.)	1,000 s.f.	\$7,246	\$7,246	\$5,434	\$3,623	\$1,811
General Light Industrial	1,000 s.f.	\$693	\$693	\$519	\$346	\$173

Note:

= Hypothetical impact fees presented in Table 6.4 were calculated as Maximum Allowable Impact Fee x (1 – discount rate).

Table 6.5 – Discount Rate Comparison Table # All Impact Fee Categories Combined						
Land Use Category	Units	Max	0%	25%	50%	75%
Single Family (Attached or Detached)	d.u.	\$3,452	\$3,452	\$2,589	\$1,726	\$863
Mobile Home	d.u.	\$3,873	\$3,873	\$2,904	\$1,936	\$968
Multifamily (>2 Dwelling Units)	d.u.	\$1,825	\$1,825	\$1,368	\$912	\$456
General Office (< 50,000 s.f.)	1,000 s.f.	\$4,693	\$4,693	\$3,519	\$2,346	\$1,173
General Retail (< 50,000 s.f.)	1,000 s.f.	\$9,225	\$9,225	\$6,918	\$4,612	\$2,306
General Light Industrial	1,000 s.f.	\$2,292	\$2,292	\$1,719	\$1,146	\$573

Note:

= Hypothetical impact fees presented in Table 6.5 were calculated as Maximum Allowable Impact Fee x (1 – discount rate).

COMPARISON CITIES

In South Carolina, most cities and counties empowered to collect development impact fees in accordance with the rules and procedures set forth in the South Carolina Development Impact Fee Act (Code of Laws of South Carolina, Section 6-1-910 et seq.) are along the Atlantic Coast: Beaufort County, City of Charleston, City of Beaufort, Town of Hilton Head, City of Myrtle Beach, Town of Mount Pleasant, City of Goose Creek, Dorchester County and Berkeley County. (Note: portions of impact fees collected in the Town of Mount Pleasant and the City of Goose Creek were adopted prior to enactment of the Act.) York County (school impact fee) and the City of Rock Hill (fire protection, water, and wastewater impact fees) are comparable to the Town of Fort Mill in geography and interest from private development markets.

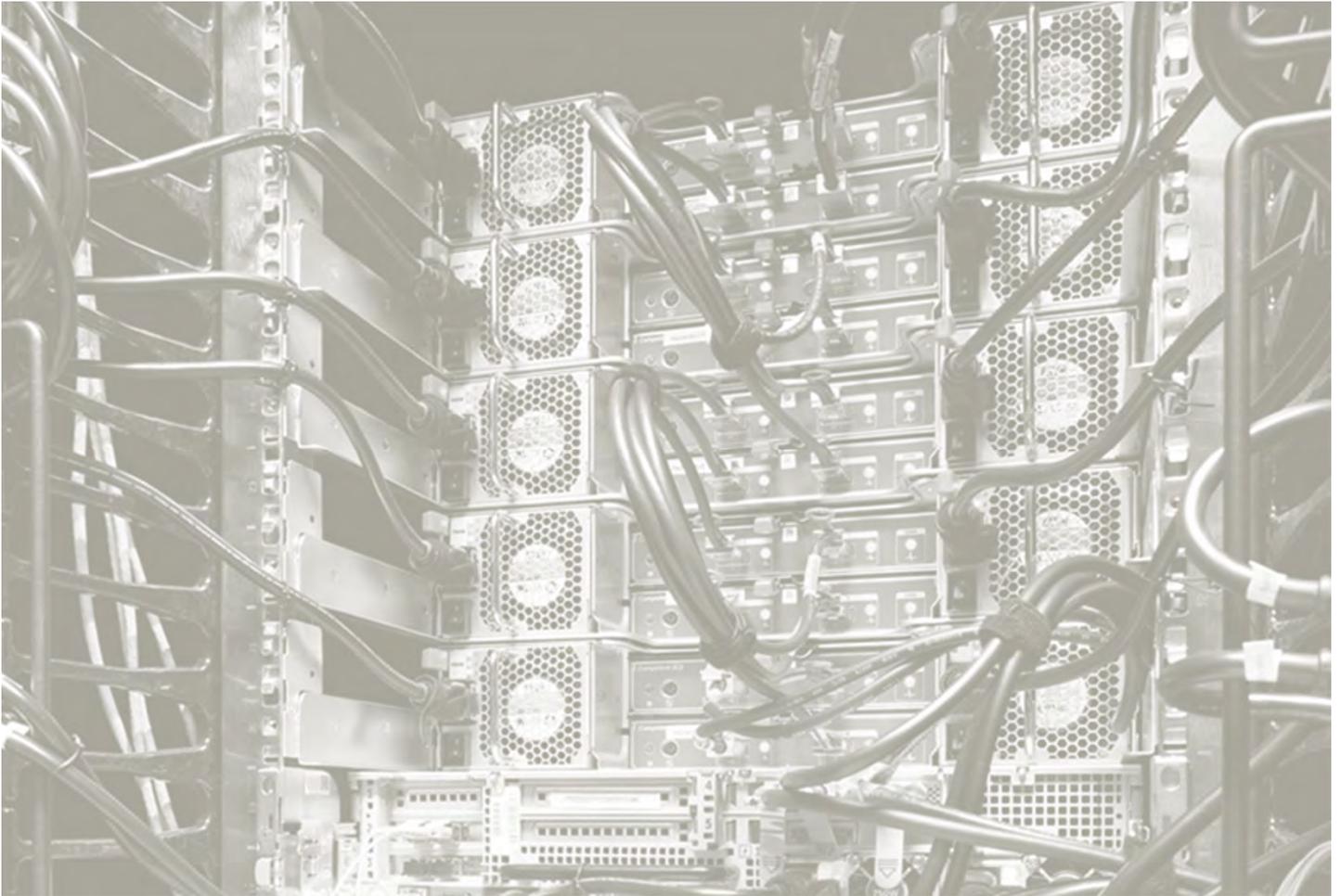
Table 6.6 compares fire protection impact fees collected by the City of Rock Hill with those proposed in the Town of Fort Mill using six common development type categories.

Table 6.6 – Comparable City Comparison						
Fire Protection						
Land Use Category	Rock Hill	Fort Mill				
		Max	0% #	25% #	50% #	75% #
Single Family (Attached or Detached)	\$495	\$303	\$303	\$227	\$151	\$75
Mobile Home	N/A	\$413	\$413	\$309	\$206	\$103
Multifamily (>2 Dwelling Units) ^	\$430	\$141	\$141	\$105	\$70	\$35
General Office (< 50,000 s.f.)	\$221	\$1,792	\$1,792	\$1,344	\$896	\$448
General Retail (< 50,000 s.f.)	\$221	\$1,238	\$1,238	\$928	\$619	\$309
General Light Industrial	\$132	\$1,000	\$1,000	\$750	\$500	\$250

Note:

= Hypothetical impact fees presented in Table 6.6 were calculated as Maximum Allowable Impact Fee x (1 – discount rate).

^ = City of Rock Hill Impact Fee Schedule charges per 1,000 s.f. for Multi-Family Residential Development. The comparison table assumes a dwelling unit size of 1,000 s.f. for reporting a comparable impact fee amount



Appendix

Appendix A — State Enabling Legislation

Appendix B — US Census Data / ITE Employee Space Ratios

Appendix C — Parks & Recreation Inventory & Analysis Tables

Appendix D — Fire Protection Inventory & Analysis Tables

Appendix E — Municipal Facilities & Equipment Inventory & Analysis Tables

Appendix F — Transportation Data, Assumptions & Analysis Tables

South Carolina Development Impact Fee Act

[downloaded from state website, March 19, 2009

<http://www.scstatehouse.gov/code/titl6.htm>]

Title 6 – Local Government – Provisions Applicable to Special Purpose Districts and Other Political Subdivisions

Chapter 1. General Provisions

Article 9. Development Impact Fees

SECTION 6-1-910. Short title.

This article may be cited as the “South Carolina Development Impact Fee Act”.

SECTION 6-1-920. Definitions.

As used in this article:

- (1) “Affordable housing” means housing affordable to families whose incomes do not exceed eighty percent of the median income for the service area or areas within the jurisdiction of the governmental entity.
- (2) “Capital improvements” means improvements with a useful life of five years or more, by new construction or other action, which increase or increased the service capacity of a public facility.
- (3) “Capital improvements plan” means a plan that identifies capital improvements for which development impact fees may be used as a funding source.
- (4) “Connection charges” and “hookup charges” mean charges for the actual cost of connecting a property to a public water or public sewer system, limited to labor and materials involved in making pipe connections, installation of water meters, and other actual costs.
- (5) “Developer” means an individual or corporation, partnership, or other entity undertaking development.
- (6) “Development” means construction or installation of a new building or structure, or a change in use of a building or structure, any of which creates additional demand and need for public facilities. A building or structure shall include, but not be limited to, modular buildings and manufactured housing. “Development” does not include alterations made to existing single-family homes.
- (7) “Development approval” means a document from a governmental entity which authorizes the commencement of a development.
- (8) “Development impact fee” or “impact fee” means a payment of money imposed as a condition of development approval to pay a proportionate share of the cost of system improvements needed to serve the people utilizing the improvements. The term does not include:

(a) a charge or fee to pay the administrative, plan review, or inspection costs associated with permits required for development;

(b) connection or hookup charges;

(c) amounts collected from a developer in a transaction in which the governmental entity has incurred expenses in constructing capital improvements for the development if the owner or developer has agreed to be financially responsible for the construction or installation of the capital improvements;

(d) fees authorized by Article 3 of this chapter.

(9) "Development permit" means a permit issued for construction on or development of land when no subsequent building permit issued pursuant to Chapter 9 of Title 6 is required.

(10) "Fee payor" means the individual or legal entity that pays or is required to pay a development impact fee.

(11) "Governmental entity" means a county, as provided in Chapter 9, Title 4, and a municipality, as defined in Section 5-1-20.

(12) "Incidental benefits" are benefits which accrue to a property as a secondary result or as a minor consequence of the provision of public facilities to another property.

(13) "Land use assumptions" means a description of the service area and projections of land uses, densities, intensities, and population in the service area over at least a ten-year period.

(14) "Level of service" means a measure of the relationship between service capacity and service demand for public facilities.

(15) "Local planning commission" means the entity created pursuant to Article 1, Chapter 29, Title 6.

(16) "Project" means a particular development on an identified parcel of land.

(17) "Proportionate share" means that portion of the cost of system improvements determined pursuant to Section 6-1-990 which reasonably relates to the service demands and needs of the project.

(18) "Public facilities" means:

(a) water supply production, treatment, laboratory, engineering, administration, storage, and transmission facilities;

(b) wastewater collection, treatment, laboratory, engineering, administration, and disposal facilities;

(c) solid waste and recycling collection, treatment, and disposal facilities;

(d) roads, streets, and bridges including, but not limited to, rights-of-way and traffic signals;

(e) storm water transmission, retention, detention, treatment, and disposal facilities and flood control facilities;

(f) public safety facilities, including law enforcement, fire, emergency medical and rescue, and street lighting facilities;

(g) capital equipment and vehicles, with an individual unit purchase price of not less than one hundred thousand dollars including, but not limited to, equipment and vehicles used in the delivery of public safety services, emergency preparedness services, collection and disposal of solid waste, and storm water management and control;

(h) parks, libraries, and recreational facilities.

(19) "Service area" means, based on sound planning or engineering principles, or both, a defined geographic area in which specific public facilities provide service to development within the area defined. Provided, however, that no provision in this article may be interpreted to alter, enlarge, or reduce the service area or boundaries of a political subdivision which is authorized or set by law.

(20) "Service unit" means a standardized measure of consumption, use, generation, or discharge attributable to an individual unit of development calculated in accordance with generally accepted engineering or planning standards for a particular category of capital improvements.

(21) "System improvements" means capital improvements to public facilities which are designed to provide service to a service area.

(22) "System improvement costs" means costs incurred for construction or reconstruction of system improvements, including design, acquisition, engineering, and other costs attributable to the improvements, and also including the costs of providing additional public facilities needed to serve new growth and development. System improvement costs do not include:

(a) construction, acquisition, or expansion of public facilities other than capital improvements identified in the capital improvements plan;

(b) repair, operation, or maintenance of existing or new capital improvements;

(c) upgrading, updating, expanding, or replacing existing capital improvements to serve existing development in order to meet stricter safety, efficiency, environmental, or regulatory standards;

(d) upgrading, updating, expanding, or replacing existing capital improvements to provide better service to existing development;

(e) administrative and operating costs of the governmental entity; or

(f) principal payments and interest or other finance charges on bonds or other indebtedness except financial obligations issued by or on behalf of the governmental entity to finance capital improvements identified in the capital improvements plan.

SECTION 6-1-930. Developmental impact fee.

(A)(1) Only a governmental entity that has a comprehensive plan, as provided in Chapter 29 of this title, and which complies with the requirements of this article may impose a development impact fee. If a governmental entity has not adopted a comprehensive plan, but has adopted a capital improvements plan which substantially complies with the requirements of Section 6-1-960(B), then it may impose a development impact fee. A governmental entity may not impose an impact fee, regardless of how it is designated, except as provided in this article. However, a special purpose district or public service district which (a) provides fire protection services or recreation services, (b) was created by act of the General Assembly prior to 1973, and (c) had the power to impose development impact fees prior to the effective date of this section is not prohibited from imposing development impact fees.

(2) Before imposing a development impact fee on residential units, a governmental entity shall prepare a report which estimates the effect of recovering capital costs through impact fees on the availability of affordable housing within the political jurisdiction of the governmental entity.

(B)(1) An impact fee may be imposed and collected by the governmental entity only upon the passage of an ordinance approved by a positive majority, as defined in Article 3 of this chapter.

(2) The amount of the development impact fee must be based on actual improvement costs or reasonable estimates of the costs, supported by sound engineering studies.

(3) An ordinance authorizing the imposition of a development impact fee must:

(a) establish a procedure for timely processing of applications for determinations by the governmental entity of development impact fees applicable to all property subject to impact fees and for the timely processing of applications for individual assessment of development impact fees, credits, or reimbursements allowed or paid under this article;

(b) include a description of acceptable levels of service for system improvements; and

(c) provide for the termination of the impact fee.

(C) A governmental entity shall prepare and publish an annual report describing the amount of all impact fees collected, appropriated, or spent during the preceding year by category of public facility and service area.

(D) Payment of an impact fee may result in an incidental benefit to property owners or developers within the service area other than the fee payor, except that an impact fee that results in benefits to property owners or developers within the service area, other than the fee payor, in an amount which is greater than incidental benefits is prohibited.

SECTION 6-1-940. Amount of impact fee.

A governmental entity imposing an impact fee must provide in the impact fee ordinance the amount of impact fee due for each unit of development in a project for which an individual building permit or certificate of occupancy is issued. The governmental entity is bound by the amount of impact fee specified in the ordinance and may not charge higher or additional impact fees for the same purpose

unless the number of service units increases or the scope of the development changes and the amount of additional impact fees is limited to the amount attributable to the additional service units or change in scope of the development. The impact fee ordinance must:

(1) include an explanation of the calculation of the impact fee, including an explanation of the factors considered pursuant to this article;

(2) specify the system improvements for which the impact fee is intended to be used;

(3) inform the developer that he may pay a project's proportionate share of system improvement costs by payment of impact fees according to the fee schedule as full and complete payment of the developer's proportionate share of system improvements costs;

(4) inform the fee payor that:

(a) he may negotiate and contract for facilities or services with the governmental entity in lieu of the development impact fee as defined in Section 6-1-1050;

(b) he has the right of appeal, as provided in Section 6-1-1030;

(c) the impact fee must be paid no earlier than the time of issuance of the building permit or issuance of a development permit if no building permit is required.

SECTION 6-1-950. Procedure for adoption of ordinance imposing impact fees.

(A) The governing body of a governmental entity begins the process for adoption of an ordinance imposing an impact fee by enacting a resolution directing the local planning commission to conduct the studies and to recommend an impact fee ordinance, developed in accordance with the requirements of this article. Under no circumstances may the governing body of a governmental entity impose an impact fee for any public facility which has been paid for entirely by the developer.

(B) Upon receipt of the resolution enacted pursuant to subsection (A), the local planning commission shall develop, within the time designated in the resolution, and make recommendations to the governmental entity for a capital improvements plan and impact fees by service unit. The local planning commission shall prepare and adopt its recommendations in the same manner and using the same procedures as those used for developing recommendations for a comprehensive plan as provided in Article 3, Chapter 29, Title 6, except as otherwise provided in this article. The commission shall review and update the capital improvements plan and impact fees in the same manner and on the same review cycle as the governmental entity's comprehensive plan or elements of it.

SECTION 6-1-960. Recommended capital improvements plan; notice; contents of plan.

(A) The local planning commission shall recommend to the governmental entity a capital improvements plan which may be adopted by the governmental entity by ordinance. The recommendations of the commission are not binding on the governmental entity, which may amend or alter the plan. After reasonable public notice, a public hearing must be held before final action to adopt the ordinance approving the capital improvements plan. The notice must be published not less than thirty days before the time of the hearing in at least one newspaper of general circulation in the county. The

notice must advise the public of the time and place of the hearing, that a copy of the capital improvements plan is available for public inspection in the offices of the governmental entity, and that members of the public will be given an opportunity to be heard.

(B) The capital improvements plan must contain:

(1) a general description of all existing public facilities, and their existing deficiencies, within the service area or areas of the governmental entity, a reasonable estimate of all costs, and a plan to develop the funding resources, including existing sources of revenues, related to curing the existing deficiencies including, but not limited to, the upgrading, updating, improving, expanding, or replacing of these facilities to meet existing needs and usage;

(2) an analysis of the total capacity, the level of current usage, and commitments for usage of capacity of existing public facilities, which must be prepared by a qualified professional using generally accepted principles and professional standards;

(3) a description of the land use assumptions;

(4) a definitive table establishing the specific service unit for each category of system improvements and an equivalency or conversion table establishing the ratio of a service unit to various types of land uses, including residential, commercial, agricultural, and industrial, as appropriate;

(5) a description of all system improvements and their costs necessitated by and attributable to new development in the service area, based on the approved land use assumptions, to provide a level of service not to exceed the level of service currently existing in the community or service area, unless a different or higher level of service is required by law, court order, or safety consideration;

(6) the total number of service units necessitated by and attributable to new development within the service area based on the land use assumptions and calculated in accordance with generally accepted engineering or planning criteria;

(7) the projected demand for system improvements required by new service units projected over a reasonable period of time not to exceed twenty years;

(8) identification of all sources and levels of funding available to the governmental entity for the financing of the system improvements; and

(9) a schedule setting forth estimated dates for commencing and completing construction of all improvements identified in the capital improvements plan.

(C) Changes in the capital improvements plan must be approved in the same manner as approval of the original plan.

SECTION 6-1-970. Exemptions from impact fees.

The following structures or activities are exempt from impact fees:

- (1) rebuilding the same amount of floor space of a structure that was destroyed by fire or other catastrophe;
- (2) remodeling or repairing a structure that does not result in an increase in the number of service units;
- (3) replacing a residential unit, including a manufactured home, with another residential unit on the same lot, if the number of service units does not increase;
- (4) placing a construction trailer or office on a lot during the period of construction on the lot;
- (5) constructing an addition on a residential structure which does not increase the number of service units;
- (6) adding uses that are typically accessory to residential uses, such as a tennis court or a clubhouse, unless it is demonstrated clearly that the use creates a significant impact on the system's capacity; and
- (7) all or part of a particular development project if:
 - (a) the project is determined to create affordable housing; and
 - (b) the exempt development's proportionate share of system improvements is funded through a revenue source other than development impact fees.

SECTION 6-1-980. Calculation of impact fees.

- (A) The impact fee for each service unit may not exceed the amount determined by dividing the costs of the capital improvements by the total number of projected service units that potentially could use the capital improvement. If the number of new service units projected over a reasonable period of time is less than the total number of new service units shown by the approved land use assumptions at full development of the service area, the maximum impact fee for each service unit must be calculated by dividing the costs of the part of the capital improvements necessitated by and attributable to the projected new service units by the total projected new service units.
- (B) An impact fee must be calculated in accordance with generally accepted accounting principles.

SECTION 6-1-990. Maximum impact fee; proportionate share of costs of improvements to serve new development.

- (A) The impact fee imposed upon a fee payor may not exceed a proportionate share of the costs incurred by the governmental entity in providing system improvements to serve the new development. The proportionate share is the cost attributable to the development after the governmental entity reduces the amount to be imposed by the following factors:
 - (1) appropriate credit, offset, or contribution of money, dedication of land, or construction of system improvements; and
 - (2) all other sources of funding the system improvements including funds obtained from economic development incentives or grants secured which are not required to be repaid.

(B) In determining the proportionate share of the cost of system improvements to be paid, the governmental entity imposing the impact fee must consider the:

(1) cost of existing system improvements resulting from new development within the service area or areas;

(2) means by which existing system improvements have been financed;

(3) extent to which the new development contributes to the cost of system improvements;

(4) extent to which the new development is required to contribute to the cost of existing system improvements in the future;

(5) extent to which the new development is required to provide system improvements, without charge to other properties within the service area or areas;

(6) time and price differentials inherent in a fair comparison of fees paid at different times; and

(7) availability of other sources of funding system improvements including, but not limited to, user charges, general tax levies, intergovernmental transfers, and special taxation.

SECTION 6-1-1000. Fair compensation or reimbursement of developers for costs, dedication of land or oversize facilities.

A developer required to pay a development impact fee may not be required to pay more than his proportionate share of the costs of the project, including the payment of money or contribution or dedication of land, or to oversize his facilities for use of others outside of the project without fair compensation or reimbursement.

SECTION 6-1-1010. Accounting; expenditures.

(A) Revenues from all development impact fees must be maintained in one or more interest-bearing accounts. Accounting records must be maintained for each category of system improvements and the service area in which the fees are collected. Interest earned on development impact fees must be considered funds of the account on which it is earned, and must be subject to all restrictions placed on the use of impact fees pursuant to the provisions of this article.

(B) Expenditures of development impact fees must be made only for the category of system improvements and within or for the benefit of the service area for which the impact fee was imposed as shown by the capital improvements plan and as authorized in this article. Impact fees may not be used for:

(1) a purpose other than system improvement costs to create additional improvements to serve new growth;

(2) a category of system improvements other than that for which they were collected; or

(3) the benefit of service areas other than the area for which they were imposed.

SECTION 6-1-1020. Refunds of impact fees.

(A) An impact fee must be refunded to the owner of record of property on which a development impact fee has been paid if:

(1) the impact fees have not been expended within three years of the date they were scheduled to be expended on a first-in, first-out basis; or

(2) a building permit or permit for installation of a manufactured home is denied.

(B) When the right to a refund exists, the governmental entity shall send a refund to the owner of record within ninety days after it is determined by the entity that a refund is due.

(C) A refund must include the pro rata portion of interest earned while on deposit in the impact fee account.

(D) A person entitled to a refund has standing to sue for a refund pursuant to this article if there has not been a timely payment of a refund pursuant to subsection (B) of this section.

SECTION 6-1-1030. Appeals.

(A) A governmental entity which adopts a development impact fee ordinance shall provide for administrative appeals by the developer or fee payor.

(B) A fee payor may pay a development impact fee under protest. A fee payor making the payment is not estopped from exercising the right of appeal provided in this article, nor is the fee payor estopped from receiving a refund of an amount considered to have been illegally collected. Instead of making a payment of an impact fee under protest, a fee payor, at his option, may post a bond or submit an irrevocable letter of credit for the amount of impact fees due, pending the outcome of an appeal.

(C) A governmental entity which adopts a development impact fee ordinance shall provide for mediation by a qualified independent party, upon voluntary agreement by both the fee payor and the governmental entity, to address a disagreement related to the impact fee for proposed development. Participation in mediation does not preclude the fee payor from pursuing other remedies provided for in this section or otherwise available by law.

SECTION 6-1-1040. Collection of development impact fees.

A governmental entity may provide in a development impact fee ordinance the method for collection of development impact fees including, but not limited to:

(1) additions to the fee for reasonable interest and penalties for nonpayment or late payment;

(2) withholding of the certificate of occupancy, or building permit if no certificate of occupancy is required, until the development impact fee is paid;

(3) withholding of utility services until the development impact fee is paid; and

(4) imposing liens for failure to pay timely a development impact fee.

SECTION 6-1-1050. Permissible agreements for payments or construction or installation of improvements by fee payors and developers; credits and reimbursements.

A fee payor and developer may enter into an agreement with a governmental entity, including an agreement entered into pursuant to the South Carolina Local Government Development Agreement Act, providing for payments instead of impact fees for facilities or services. That agreement may provide for the construction or installation of system improvements by the fee payor or developer and for credits or reimbursements for costs incurred by a fee payor or developer including interproject transfers of credits or reimbursement for project improvements which are used or shared by more than one development project. An impact fee may not be imposed on a fee payor or developer who has entered into an agreement as described in this section.

SECTION 6-1-1060. Article shall not affect existing laws.

(A) The provisions of this article do not repeal existing laws authorizing a governmental entity to impose fees or require contributions or property dedications for capital improvements. A development impact fee adopted in accordance with existing laws before the enactment of this article is not affected until termination of the development impact fee. A subsequent change or reenactment of the development impact fee must comply with the provisions of this article. Requirements for developers to pay in whole or in part for system improvements may be imposed by governmental entities only by way of impact fees imposed pursuant to the ordinance.

(B) Notwithstanding another provision of this article, property for which a valid building permit or certificate of occupancy has been issued or construction has commenced before the effective date of a development impact fee ordinance is not subject to additional development impact fees.

SECTION 6-1-1070. Shared funding among units of government; agreements.

(A) If the proposed system improvements include the improvement of public facilities under the jurisdiction of another unit of government including, but not limited to, a special purpose district that does not provide water and wastewater utilities, a school district, and a public service district, an agreement between the governmental entity and other unit of government must specify the reasonable share of funding by each unit. The governmental entity authorized to impose impact fees may not assume more than its reasonable share of funding joint improvements, nor may another unit of government which is not authorized to impose impact fees do so unless the expenditure is pursuant to an agreement under Section 6-1-1050 of this section.

(B) A governmental entity may enter into an agreement with another unit of government including, but not limited to, a special purpose district that does not provide water and wastewater utilities, a school district, and a public service district, that has the responsibility of providing the service for which an impact fee may be imposed. The determination of the amount of the impact fee for the contracting governmental entity must be made in the same manner and is subject to the same procedures and limitations as provided in this article. The agreement must provide for the collection of the impact fee by the governmental entity and for the expenditure of the impact fee by another unit of government including, but not limited to, a special purpose district that does not provide water and wastewater utilities, a school district, and a public services district unless otherwise provided by contract.

SECTION 6-1-1080. Exemptions; water or wastewater utilities.

The provisions of this chapter do not apply to a development impact fee for water or wastewater utilities, or both, imposed by a city, county, commissioners of public works, special purpose district, or nonprofit corporation organized pursuant to Chapter 35 or 36 of Title 33, except that in order to impose a development impact fee for water or wastewater utilities, or both, the city, county, commissioners of public works, special purpose district or nonprofit corporation organized pursuant to Chapter 35 or 36 of Title 33 must:

- (1) have a capital improvements plan before imposition of the development impact fee; and
- (2) prepare a report to be made public before imposition of the development impact fee, which shall include, but not be limited to, an explanation of the basis, use, calculation, and method of collection of the development impact fee; and
- (3) enact the fee in accordance with the requirements of Article 3 of this chapter.

SECTION 6-1-1090. Annexations by municipalities.

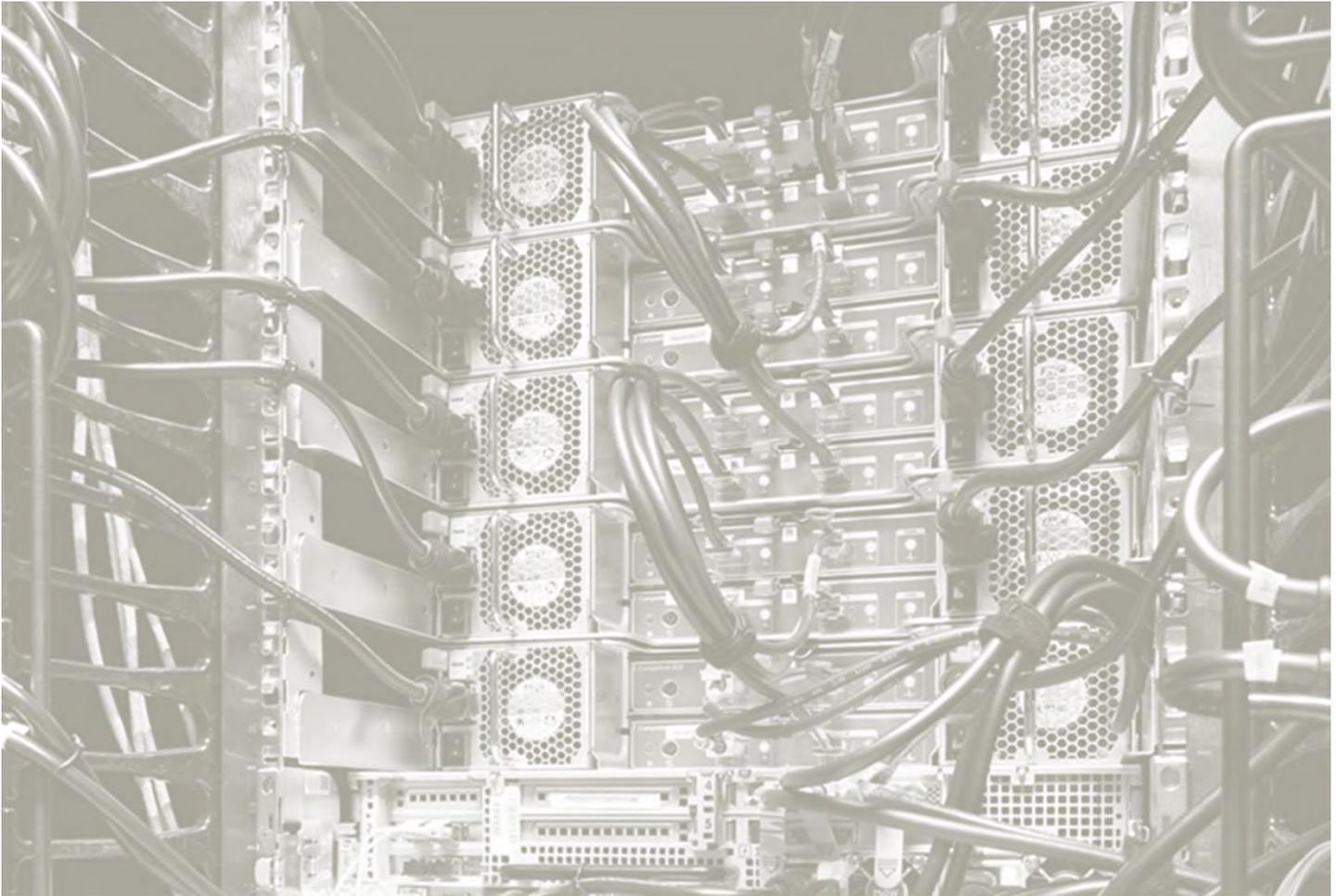
A county development impact fee ordinance imposed in an area which is annexed by a municipality is not affected by this article until the development impact fee terminates, unless the municipality assumes any liability which is to be paid with the impact fee revenue.

SECTION 6-1-2000. Taxation or revenue authority by political subdivisions.

This article shall not create, grant, or confer any new or additional taxing or revenue raising authority to a political subdivision which was not specifically granted to that entity by a previous act of the General Assembly.

SECTION 6-1-2010. Compliance with public notice or public hearing requirements.

Compliance with any requirement for public notice or public hearing in this article is considered to be in compliance with any other public notice or public hearing requirement otherwise applicable including, but not limited to, the provisions of Chapter 4, Title 30, and Article 3 of this chapter.



Appendix

Appendix A — State Enabling Legislation

Appendix B — US Census Data / ITE Employee Space Ratios

Appendix C — Parks & Recreation Inventory & Analysis Tables

Appendix D — Fire Protection Inventory & Analysis Tables

Appendix E — Municipal Facilities & Equipment Inventory & Analysis Tables

Appendix F — Transportation Data, Assumptions & Analysis Tables

Figure A.1 – Base Year Population by Traffic Analysis Zone (2013)

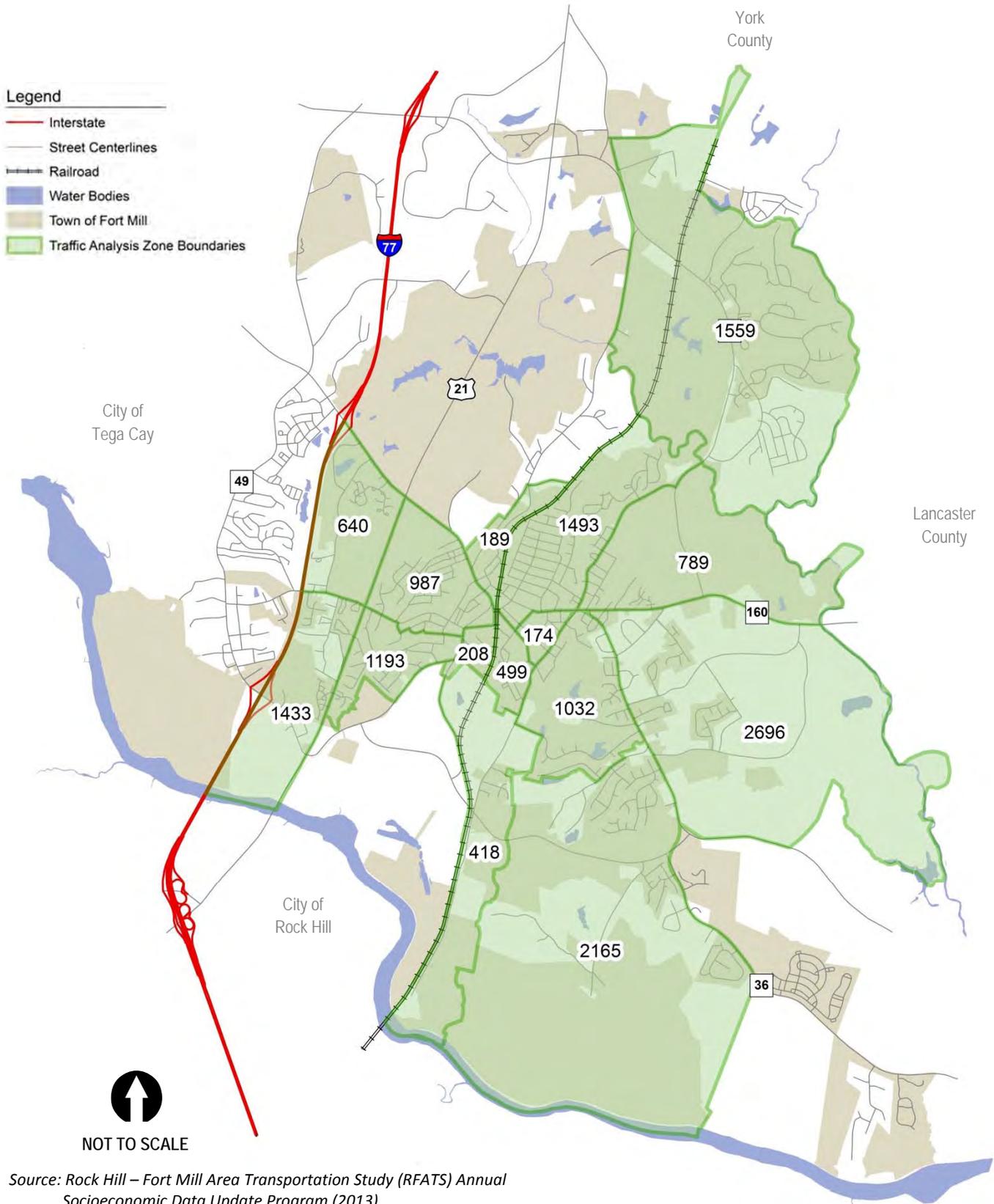


Figure A.2 – Future Year Population by Traffic Analysis Zone (2030)

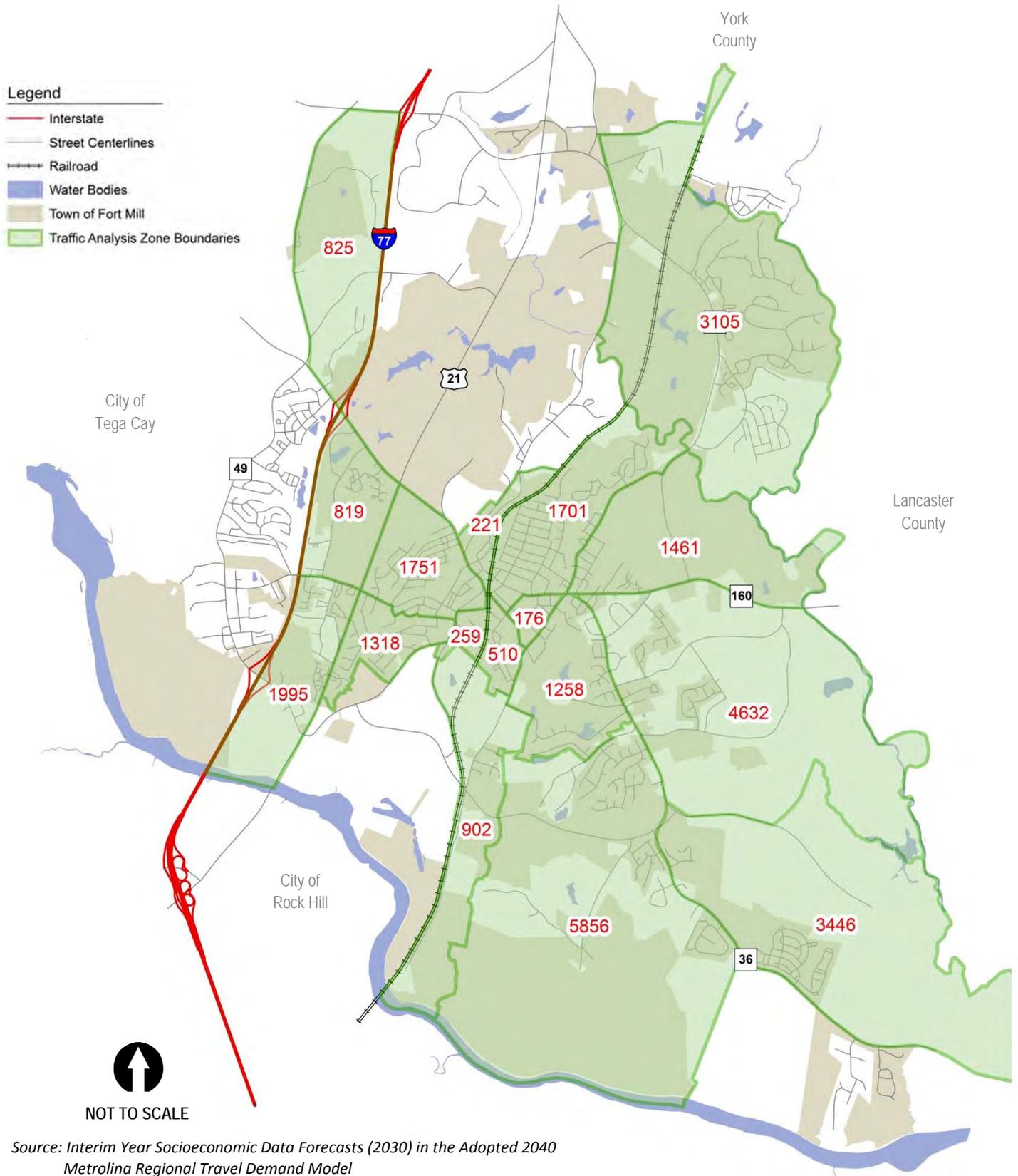


Figure A.3 – Base Year Employment by Traffic Analysis Zone (2013)

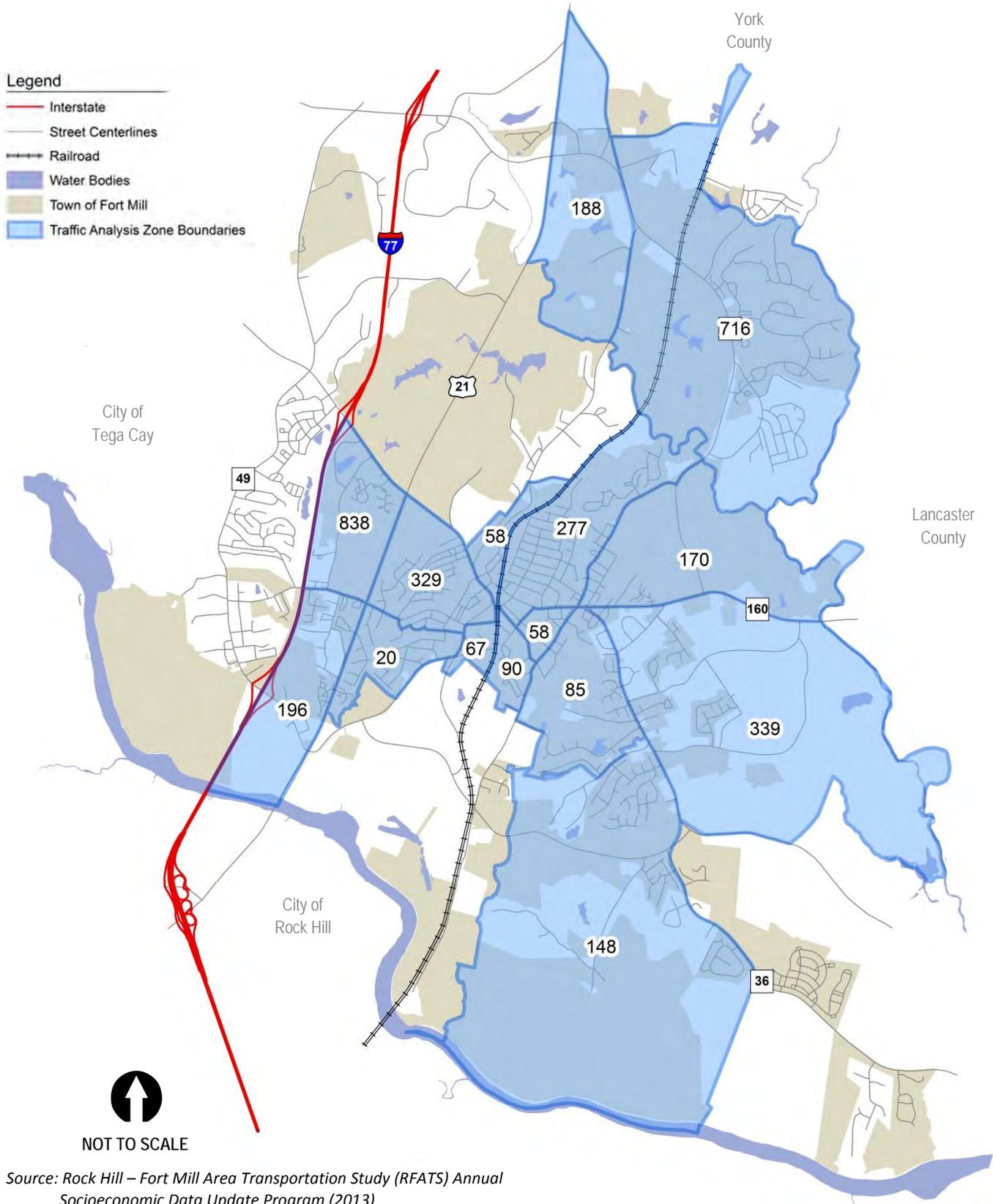
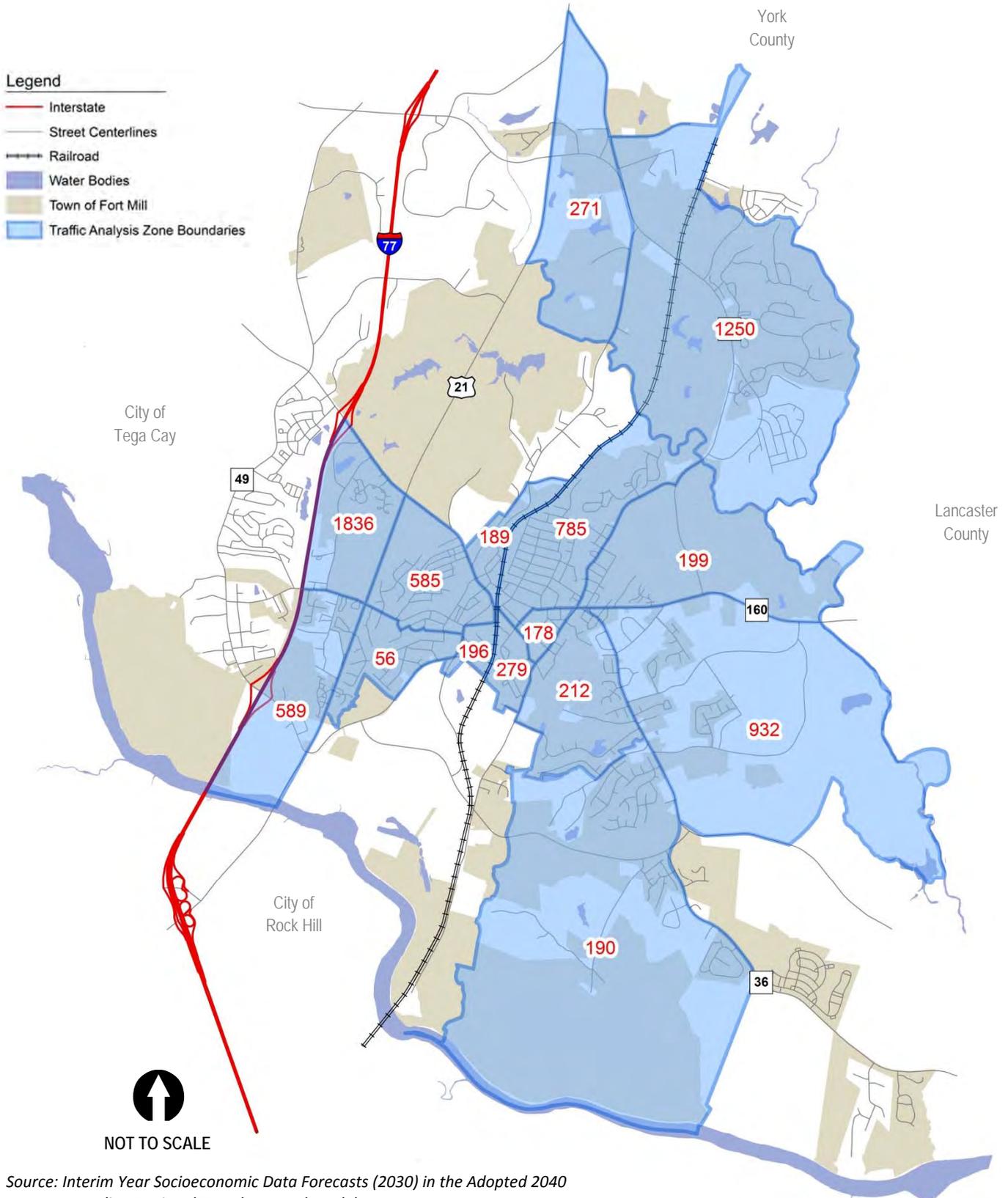


Figure A.4 – Future Year Employment by Traffic Analysis Zone (2030)



↑
NOT TO SCALE

Source: Interim Year Socioeconomic Data Forecasts (2030) in the Adopted 2040
Metrolina Regional Travel Demand Model

Town of Fort Mill

Development Impact Fee Study

Average Persons per Household Statistics Reported by Housing Type

Table B.1 – Occupied Housing Units in Fort Mill, SC

Housing Category	No. of Units
Single Family (Attached or Detached)	3,477
Mobile Home	29
Multifamily (2 or more units)	1,159
Total	4,665

Source:

US Census Bureau, American Community Survey, 2008-2012, Table DP04

Table B.2 – Population in Occupied Housing Units in Fort Mill, SC

Housing Category	Population
Single Family (Attached or Detached)	9,353
Mobile Home	106
Multifamily (2 or more units)	1,448
Total	10,907

Source:

US Census Bureau, American Community Survey, 2008-2012, Table B25033

Table B.3 – Persons per Household in Occupied Housing Units in Fort Mill, SC

Housing Category	Persons / Household
Single Family (Attached or Detached)	2.69
Mobile Home	3.66
Multifamily (2 or more units)	1.25
Townwide Average	2.34

Source:

Stanlec Consulting Services Inc., Computation Using US Census Bureau, American Community Survey Data, Tables DP04 and B25033

Town of Fort Mill

Development Impact Fee Study

ITE Employee Space Ratio Calculations

Land Use Category	ITE Code	Units	Reported Trips per Unit	Reported Trips per Employee	Employee Space Ratio
Hotel/Motel					
Hotel	310	room	8.17	14.34	0.57
Business Hotel	312	room	7.27	72.67	0.10
Motel	320	room	9.11	12.81	0.71
Recreational					
Golf Course	430	hole	35.74	20.52	1.74
Multiplex Movie Theater	445	1,000 s.f.	4.91	4.45	1.10
Institutional					
Elementary School	520	1,000 s.f.	15.43	15.71	0.98
Middle/Junior High School	522	1,000 s.f.	13.78	16.39	0.84
High School	530	1,000 s.f.	12.89	19.74	0.65
Junior/Community College	540	1,000 s.f.	27.49	15.55	1.77
University/College	550	student	1.71	8.96	0.19
Daycare	565	1,000 s.f.	74.06	26.73	2.77
Library	590	1,000 s.f.	56.24	52.52	1.07
Medical					
Hospital	610	bed	12.94	4.50	2.88
Nursing Home	620	bed	2.74	3.26	0.84
Clinic	630	1,000 s.f.	31.45	8.01	3.93
Medical/Dental Office	720	1,000 s.f.	36.13	8.91	4.05
General Office (per 1,000 s.f.)					
< 50,000 s.f.	710	1,000 s.f.	18.32	4.43	4.14
50,001 - 100,000 s.f.	710	1,000 s.f.	14.07	3.78	3.72
100,001 - 150,000 s.f.	710	1,000 s.f.	12.44	3.51	3.55
150,001 - 200,000 s.f.	710	1,000 s.f.	11.48	3.34	3.44
> 200,000 s.f.	710	1,000 s.f.	10.09	3.09	3.26
Office Park					
< 50,000 s.f.	750	1,000 s.f.	11.42	3.08	3.70
50,001 - 100,000 s.f.	750	1,000 s.f.	15.88	3.20	4.96
100,001 - 150,000 s.f.	750	1,000 s.f.	13.70	3.28	4.18
150,001 - 200,000 s.f.	750	1,000 s.f.	12.76	3.34	3.82
200,001 - 250,000 s.f.	750	1,000 s.f.	12.24	3.38	3.62
250,001 - 300,000 s.f.	750	1,000 s.f.	11.91	3.42	3.48
300,001 - 350,000 s.f.	750	1,000 s.f.	11.68	3.46	3.38
350,001 - 400,000 s.f.	750	1,000 s.f.	11.51	3.49	3.30
> 400,000 s.f.	750	1,000 s.f.	11.24	3.55	3.17

Town of Fort Mill

Development Impact Fee Study

ITE Employee Space Ratio Calculations (cont.)

Business Park						
< 50,000 s.f.	770	1,000 s.f.	12.44	61.25	0.20	
50,001 - 100,000 s.f.	770	1,000 s.f.	20.16	8.27	2.44	
100,001 - 150,000 s.f.	770	1,000 s.f.	16.34	5.85	2.79	
150,001 - 200,000 s.f.	770	1,000 s.f.	14.71	4.99	2.95	
200,001 - 250,000 s.f.	770	1,000 s.f.	13.80	4.55	3.03	
250,001 - 300,000 s.f.	770	1,000 s.f.	13.22	4.28	3.09	
300,001 - 350,000 s.f.	770	1,000 s.f.	12.82	4.11	3.12	
350,001 - 400,000 s.f.	770	1,000 s.f.	12.53	3.98	3.15	
> 400,000 s.f.	770	1,000 s.f.	12.05	3.77	3.20	
General Retail (per 1,000 s.f.)						
< 50,000 s.f.	820	1,000 s.f.	110.32	- ^A	2.86 ^B	
50,000 - 100,000 s.f.	820	1,000 s.f.	75.12	- ^A	2.5 ^B	
100,001 - 150,000 s.f.	820	1,000 s.f.	62.82	- ^A	2.22 ^B	
150,001 - 200,000 s.f.	820	1,000 s.f.	55.83	- ^A	2.22 ^B	
200,001 - 300,000 s.f.	820	1,000 s.f.	49.28	- ^A	2.22 ^B	
300,001 - 400,000 s.f.	820	1,000 s.f.	43.81	- ^A	2.22 ^B	
400,001 - 500,000 s.f.	820	1,000 s.f.	40.12	- ^A	2.22 ^B	
> 500,000 s.f.	820	1,000 s.f.	32.80	- ^A	2.22 ^B	
Specific Retail Categories						
Building Materials/Lumber Store	812	1,000 s.f.	45.16	32.12	1.41	
Free Standing Discount Store	815	1,000 s.f.	57.24	28.84	1.98	
Nursery/Garden Center	817	1,000 s.f.	68.10	21.83	3.12	
New Car Sales Center	841	1,000 s.f.	32.30	21.14	1.53	
Tire Store	848	1,000 s.f.	24.87	5.03	4.94	
Supermarket	850	1,000 s.f.	102.24	92.74 ^{A,C}	1.10	
Furniture Store	890	1,000 s.f.	5.06	12.19	0.42	
Industrial						
General Light Industrial	110	1,000 s.f.	6.97	3.02	2.31	
General Heavy Industrial	120	1,000 s.f.	1.50	0.82	1.83	
Industrial Park	130	1,000 s.f.	6.83	3.34	2.04	
Warehousing	150	1,000 s.f.	3.56	3.89	0.92	
Mini-Warehouse	151	1,000 s.f.	2.50	61.9 ^A	0.04	
Services						
Drive-In Bank	912	1,000 s.f.	148.15	30.94	4.79	
High-Turnover Sit Down Restaurant	932	1,000 s.f.	127.15	- ^A	5.64 ^B	
Fast Food w/ Drive-Thru Window	934	1,000 s.f.	496.12	- ^A	5.00 ^B	

Notes:

- A = Trip generation rates are not reported by employee in ITE's Trip Generation Manual for this land use category.
- B = An employee space ratio could not be calculated using rates published in ITE's Trip Generation Manual. Specifically, information was not reported by land use category for this land use category. The employee space ratio used in this analysis was developed by TischlerBise as part of the Development Impact Fee Study completed in May 2002.
- C = An employee space ratio was calculated using information for both Supermarket (ITE 850) and Discount Supermarket (ITE 854). Specifically, the ratio of daily trips per 1,000 s.f. between the two land use categories (i.e., 96.82 / 102.24) was applied to the trip rate published per employee for Discount Supermarket (ITE 854) to approximate trips per employee for Supermarket (ITE 850).

ITE Land Uses, General Descriptions

All descriptions from ITE Trip Generation, 9th Edition

Residential Uses

Single Family Detached (ITE Code 210): Single-family detached housing includes all single-family detached homes on individual lots. A typical site surveyed is a suburban subdivision.

Apartment (ITE Code 220): Apartments are rental dwelling units located within the same building with at least three other dwelling units, for example, quadrplexes and all types of apartment buildings. The studies included in this land use did not identify whether the apartments were low-rise, mid-rise, or high-rise.

Condominium/Townhome (ITE Code 230): Residential condominiums/townhouses are defined as ownership units that have at least one other owned unit within the same building structure. **Both condominiums and townhouses are included in this land use.** The studies in this land use did not identify whether the condominiums/townhouses were low-rise or high-rise.

Mobile Home (ITE Code 240): Mobile home parks generally consist of manufactured homes that are sited and installed on permanent foundations and typically have community facilities such as recreation rooms, swimming pools and laundry facilities. Many mobile home parks restrict occupancy to adults.

Hotel / Motel Uses

Hotel (ITE Code 310): Hotels are places of lodging that provide sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops. Some of the sites included in this land use category are actually large motels providing the hotel facilities noted above.

Business Hotel (ITE Code 312): Business hotels are places of lodging aimed toward the business traveler. These hotels provide sleeping accommodations and other limited facilities, such as a breakfast buffet bar and afternoon beverage bar (no lunch or dinner is served and no meeting facilities are provided). Each unit is a large single room. Business hotels provide very few or none of the supporting facilities provided at hotels or suite hotels and are usually smaller in size. All locations nationwide are in suburban areas.

Motel (ITE Code 320): Motels are places of lodging that provide sleeping accommodations and often a restaurant. Motels generally offer free on-site parking and provide little or no meeting space and a few (if any) supporting facilities. Exterior corridors accessing rooms—immediately adjacent to a parking lot—commonly characterize motels.

Recreational Uses

Golf Course (ITE Code 430): Golf courses include 9-, 18-, 27-, and 36-hole municipal courses. Some sites may also have driving ranges and clubhouses with a pro shop, restaurant, lounge, and banquet facilities.

Movie Theater with Matinee (ITE Code 444): Traditional movie theaters consist of audience seating, less than 10 screens, a lobby and a refreshment stand. The sites show movies on weekday afternoons and evenings as well as on weekends.

Institutional Uses

Elementary School (ITE Code 520): Elementary schools typically serve students attending kindergarten through the fifth or sixth grade. Elementary Schools are usually centrally located in residential communities in order to facilitate student access and have no student drivers. This land use consists of schools where bus service is usually provided to students living beyond a specified distance from the school. Both public and private elementary schools are included in this land use.

Middle/Junior High School (ITE Code 522): Middle or junior high schools serve students who have completed elementary school and have not yet entered high school. Both public and private middle schools/junior high schools are included in this land use.

High School (ITE Code 530): High schools serve students who have completed middle or junior high school. Both public and private high schools are included in this land use.

Junior/ Community College (ITE Code 540): This land use includes two-year junior, community, or technical colleges.

University/College (ITE Code 550): This land use includes four-year universities or colleges that may or may not offer graduate programs.

Church (ITE Code 560): A church is a building in which public worship services are held. A church houses an assembly hall or sanctuary; it may also house meeting rooms, classrooms, and occasionally, dining, catering, or party facilities.

Day Care Center (ITE Code 565): A day care center is a facility where care for pre-school age children is provided, normally during the daytime hours. Day care facilities generally include classrooms, offices, eating areas and playgrounds. Some centers also provide after-school care for school-age children.

Library (ITE Code 590): A library can be either a public or private facility that consists of shelved books; reading rooms or areas; and, sometimes, meeting rooms.

Medical Uses

Hospital (ITE Code 610): A hospital is any institution where medical or surgical care and overnight accommodations are provided to non-ambulatory and ambulatory patients. However, the term "hospital" does not refer to medical clinics (facilities that provide diagnoses and outpatient care only) or nursing homes (facilities devoted to the care of persons unable to care for themselves), which are covered elsewhere in this report.

Nursing Home (ITE Code 620): A nursing home is any facility whose primary function is to provide care for persons who are unable to care for themselves. Examples of such facilities include rest homes and chronic care and

convalescent homes. Skilled nurses and nursing aides are present 24 hours a day at these sites. Nursing homes are occupied by residents who do little or no driving; traffic is primarily generated by employees, visitors, and deliveries.

Clinic (ITE Code 630): A clinic is any facility that provides limited diagnostic and outpatient care but is unable to provide prolonged in-house medical and surgical care. Clinics commonly have lab facilities, supporting pharmacies and a wide range of services (compared to the medical office, which may only have specialized or individual physicians).

Medical/ Dentist Office (ITE Code 720): A medical-dental office building is a facility that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility.

General Office Uses

General Office (ITE Code 710): A general office building houses multiple tenants; it is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers and tenant services, such as a bank or savings and loan institution, a restaurant or cafeteria and service retail facilities.

Office Park Uses

Office Park (ITE Code 750): Office parks are usually suburban subdivisions or planned unit developments containing general office buildings and support services, such as banks, restaurants and service stations, arranged in a park- or campus-like atmosphere.

Business Park Uses

Business Park (ITE Code 770): Business parks consist of a group of flex-type or incubator one- or two-story buildings served by a common roadway system. The tenant space is flexible and lends itself to a variety of uses; the rear side of the building is usually served by a garage door. Tenants may be start-up companies or small mature companies that require a variety of space. The space may include offices, retail and wholesale stores, restaurants, recreational areas and warehousing, manufacturing, light industrial, or scientific research functions. The average mix is 20 to 30 percent office/commercial and 70 to 80 percent industrial/warehousing.

General Retail Uses

General Retail (ITE Code 820): A shopping center is an integrated group of commercial establishments that is planned, developed, owned and managed as a unit. A shopping center's composition is related to its market area in terms of size, location and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands.

Specific Retail Uses

Supermarket (ITE Code 850): Supermarkets are free-standing retail stores selling a complete assortment of food, food preparation and wrapping materials, and household cleaning items. Supermarkets may also contain the following products and services: ATMs, automobile supplies, bakeries, books and magazines, dry cleaning, floral

arrangements, greeting cards, limited-service banks, photo centers, pharmacies and video rental areas. Some facilities may be open 24 hours a day.

Building Materials/ Lumber Store (ITE Code 812): A building materials and lumber store is a free-standing building that sells hardware, building materials and lumber. The lumber may be stored in the main building, yard, or storage shed. The buildings contained in this land use have less than 30,000 square feet gross floor area.

Free Standing Discount Store (ITE Code 815): The discount stores in this category are similar to the free-standing discount superstores described in Land Use 813 with the exception that they do not contain a full-service grocery department. They are also similar to the department stores described in Land Use 875 with the exception that they generally offer centralized cashiering and sell products that are advertised at discount prices. These stores offer a variety of customer services and typically maintain long store hours 7 days a week. The stores included in this land use are often the only ones on the site, but they can also be found in mutual operation with a related or unrelated garden center and/or service station. Free-standing discount stores are also sometimes found as separate parcels within a retail complex, with or without their own dedicated parking.

Nursery/Garden Center (ITE Code 817): A nursery or garden center is a free-standing building with an outside storage area for planting or landscape stock. The nurseries surveyed primarily serve the general public. Some have large greenhouses and offer landscaping services. Most have office, storage, and shipping facilities. Nurseries are characterized by seasonal variations in trip characteristics.

Automobile Sales (ITE Code 841): Automobile sales dealerships are typically located along major arterial streets characterized by abundant commercial development. Automobile services, parts sales and substantial used car sales may also be available. Some dealerships also include leasing options, truck sales and servicing.

Tire Store (ITE Code 848): A tire store's primary business is the sale and marketing of tires for automotive vehicles. Services offered by these stores usually include tire installation and repair, as well as other automotive maintenance or repair services and customer assistance. These stores generally do not contain large storage or warehouse areas.

Furniture Store (ITE Code 890): A furniture store is a full-service retail facility that specializes in the sale of furniture and often carpeting. Furniture stores are generally large and may include storage areas. The sites surveyed included both traditional retail furniture stores and warehouse stores with showrooms. Although some home accessories may be sold, furniture stores primarily focus on the sale of pre-assembled furniture. A majority of items sold at these facilities must be ordered for delivery.

Industrial Uses

General Light Industrial (ITE Code 110): Light industrial facilities are free-standing facilities devoted to a single use. The facilities have an emphasis on activities other than manufacturing and typically have minimal office space. Typical light industrial activities include printing, material testing and assembly of data processing equipment.

General Heavy Industrial (ITE Code 120): Heavy industrial facilities have a high number of employees per industrial plant and are generally limited to the manufacturing of large items.

Industrial Park (ITE Code 130): Industrial parks contain a number of industrial or related facilities. They are characterized by a mix of manufacturing, service and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities—some with a large number of small businesses and others with one or two dominant industries.

Warehousing (ITE Code 150): Warehouses are primarily devoted to the storage of materials, but they may also include office and maintenance areas.

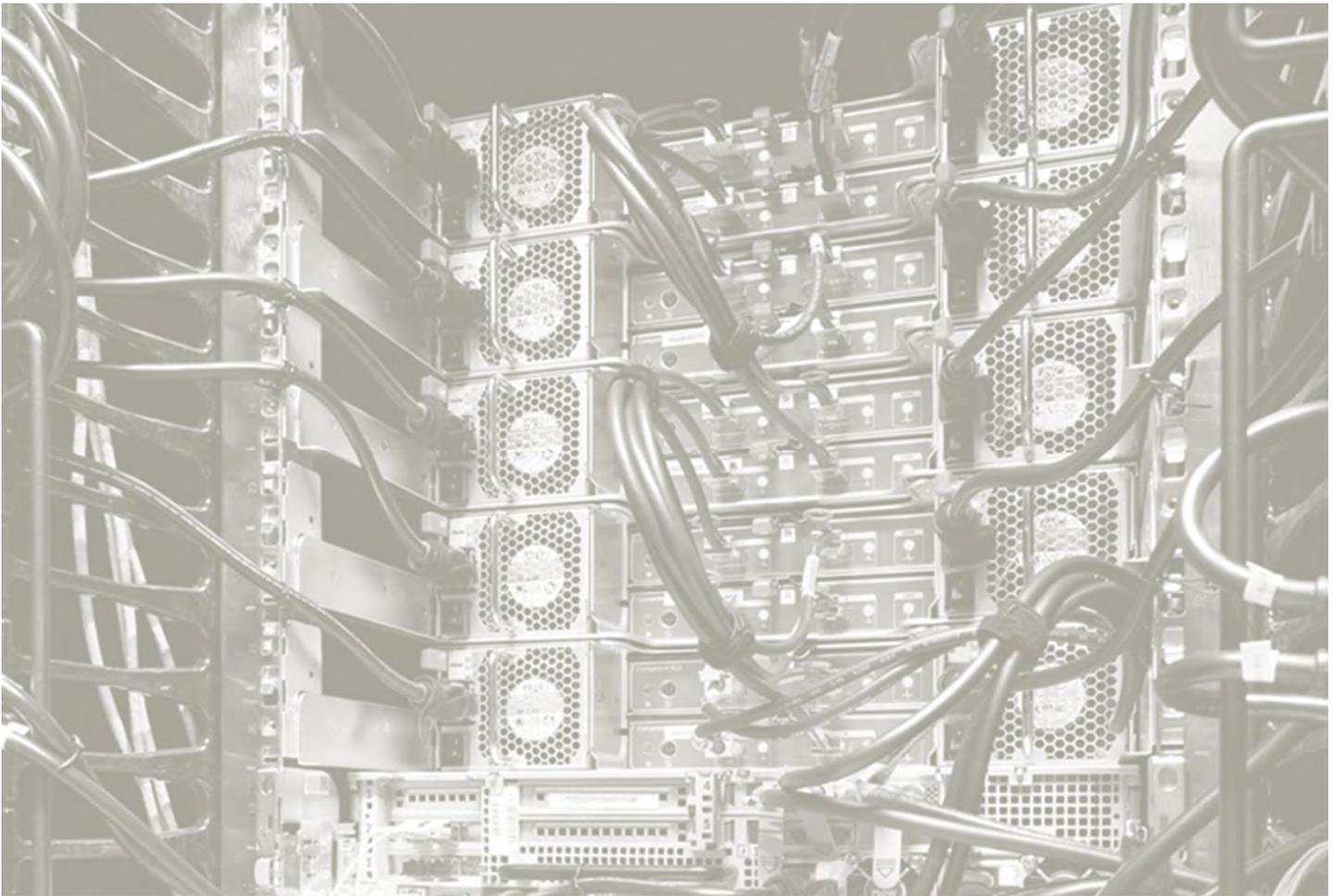
Mini Warehouse (ITE Code 151): Mini-warehouses are buildings in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as “self-storage” facilities. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point.

Service Uses

Drive-In Bank (ITE Code 912): Drive-in banks provide banking facilities for motorists who conduct financial transactions from their vehicles; many also serve patrons who walk into the building. The drive-in lanes may or may not provide automatic teller machines (ATMs).

High-Turnover Sit Down Restaurant (ITE Code 932): This land uses consists of sit-down, full-service eating establishments with typical duration of stay of approximately one hour. This type of restaurant is usually moderately priced and frequently belongs to a restaurant chain. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours per day. These restaurants typically do not take reservations. Patrons commonly wait to be seated, are served by a waiter/waitress, order from menus and pay for their meal after they eat. Some facilities contained within this land use may also contain a bar area for serving food and alcoholic drinks.

Fast Food with Drive Through (ITE Code 934): This category includes fast-food restaurants with drive-through windows. This type of restaurant is characterized by a large drive-through clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours per day) and high turnover rates for eat-in customers. These limited-service eating establishments do not provide table service. Non-drive-through patrons generally order at a cash register and pay before they eat.



Appendix

Appendix A — State Enabling Legislation

Appendix B — US Census Data / ITE Employee Space Ratios

Appendix C — Parks & Recreation Inventory & Analysis Tables

Appendix D — Fire Protection Inventory & Analysis Tables

Appendix E — Municipal Facilities & Equipment Inventory & Analysis Tables

Appendix F — Transportation Data, Assumptions & Analysis Tables

Town of Fort Mill

Parks & Recreation Impact Fee Study

Table C.1 – Parkland Replacement Values

Park	Location	Fee Simple Market Value ^E	Acres	Fee Simple Market Value per Acre
Harris Street Park	465 Harris Street	\$110,000	4.30	\$25,581
Millstone Park ^A	Access at Spratt & South White	N/A	2.46	N/A
Steele Street Park	600 Steele Street	\$85,000	2.90	\$29,310
Doby Bridge Park	1905 Doby Bridge Road	\$1,715,000	14.90	\$115,101
Calhoun Street Park	203 Calhoun Street	\$140,000	17.83	\$7,852
Walter Elisha Park ^B	345 North White Street	N/A	13.30	N/A
Recreation Complex on the Greenway ^B	971 Tom Hall Street	N/A	14.62	N/A
Banks Street Gym ^B	513 Banks Street	N/A	0.72	N/A
Confederate Park	193 Main Street	\$50,000	0.22	\$227,273
Veterans Memorial Park ^C	120 White Street	N/A	2.00	N/A
Waterside Park ^D	Waterside at the Catawba Residential Subdivision	\$1,000,000	25.00	\$40,000
Totals		\$3,100,000	98.25	

Notes:

^A = This park location is entirely within a railroad right-of-way, which is used without a lease agreement and free-of-charge from the owner.

^B = These park locations are used under a lease agreement with the Leroy Springs Company. Annual rent is \$1.00 per year for each location under the current lease period.

^C = This park location is used under a lease agreement with the Hinson Family. Annual rent is \$10.00 per year for the current lease period.

^D = This park was donated to the Town of Fort Mill as part of the Waterside at the Catawba residential subdivision. The consumption-based methodology assumes a land value for the calculation; however, the equivalent value was applied as a credit in other calculations for the maximum allowable impact fee.

^E = Fee Simple Market Values were captured from information published in the Summary Narrative Commercial Appraisal Reports prepared for the Town of Fort Mill in 2014.

Table C.2 – Recreation Building Replacement Values

Building Type	Park Location	Size (sq. ft.) ^A	Building Valuation ^A	Professional Services Allowance (10%) ^B
Banks Street Gym	490 Academy Street	17,060	\$2,102,100	\$210,210
Steele Street Park Restrooms / Storage	600 Steele Street	408	\$35,200	\$3,520
Recreation Complex on the Greenway (Concessions / Press Box)	971 Tom Hall Road	144	\$33,000	\$3,300
Recreation Complex on the Greenway (Restroom / Storage)	971 Tom Hall Road	420	\$33,000	\$3,300
Harris Street Restrooms / Storage	465 Harris Street	510	\$33,000	\$3,300
Doby's Bridge Park Restrooms / Storage	1905 Doby's Bridge Road	300	\$35,200	\$3,520
Doby's Bridge Park Utility Storage Bldg.	1905 Doby's Bridge Road	420	\$6,800	\$680
Doby's Bridge Park Concessions / Press Box	1905 Doby's Bridge Road	221	\$54,900	\$5,490
Doby's Bridge Park Restroom	1905 Doby's Bridge Road	1,036	\$293,241	\$29,324
Total			\$2,626,441	\$262,644

Notes:

^A = Size and Building Valuation statistics were captured from information published in the South Carolina Municipal Insurance and Risk Financing Fund for the Town of Fort Mill, Property Schedule, Updated in 2014.

^B = Professional services allowance (10%) assumed as part of "system improvements costs" summarized in Section 6-1-920(22) of the South Carolina Development Impact Fee Act.

Table C.3 – Recreation Amenities Replacement Values

Parking Location / Facility Type	Valuation
Harris Street Park	
Gazebo ^A	\$33,000
Playground Equipment ^A	\$47,343
Merry-Go-Round ^A	\$4,562
Field Lighting ^A	\$50,000
Site Development Costs ^B	\$540,000
Professional Services Allowance (10%) ^C	\$67,491
Millstone Park	
Perimeter Fencing ^A	\$1,500
Signage, Pillars, Brickwork, Swings, Benches, Rails ^A	\$115,428
Swingset ^A	\$29,823
Brick Seat Wall ^A	\$8,800
Benches & Pads ^A	\$1,729
Site Development Costs ^D	\$23,592
Professional Services Allowance (10%) ^C	\$18,087
Recreation Complex on the Greenway	
Fencing - Baseball / Softball Fields ^A	\$9,972
Entrance Sign ^A	\$30,281
Site Development Costs ^D	\$6,038
Professional Services Allowance (10%) ^C	\$4,629
Doby's Bridge Park	
Covered Shelters (2) ^A	\$47,760
Perimeter Fencing ^A	\$113,713
Field Lighting ^A	\$293,700
Playground Equipment ^A	\$64,920
Flagpole ^A	\$7,500
Bleachers ^A	\$15,471
Scoreboards ^A	\$7,000
Batting Cage ^A	\$6,265
Site Development Costs ^B	\$515,000
Professional Services Allowance (10%) ^C	\$107,133

Parking Location / Facility Type	Valuation
Elisha Park	
Statues ^A	\$240,000
Playground Equipment ^A	\$55,000
Entrance Sign ^A	\$24,396
Site Development Costs ^D	\$47,909
Professional Services Allowance (10%) ^C	\$36,731
Steele Street Park	
Playground Equipment ^A	\$19,684
Court Lighting ^A	\$50,000
Site Development Costs ^B	\$325,000
Professional Services Allowance (10%) ^C	\$39,468
Calhoun Street Park	
Gazebo ^A	\$32,800
Field Lighting ^A	\$80,000
Entrance Sign ^A	\$1,817
Site Development Costs ^B	\$360,000
Professional Services Allowance (10%) ^C	\$47,462
Veterans Memorial Park	
Statue w/ Plaques ^A	\$40,060
Pillars, Brickwork, Columns, Flagpoles ^A	\$108,530
Granite Benches ^A	\$4,100
Benches / Trash Receptacles ^A	\$3,261
Site Development Costs ^D	\$23,393
Professional Services Allowance (10%) ^C	\$17,934
Confederate Park	
Statues ^A	\$94,950
Site Development Costs ^B	\$65,000
Professional Services Allowance (10%) ^C	\$15,995
Total	\$3,904,227

Notes:

^A = Replacement value statistics were captured from information published in the South Carolina Municipal Insurance and Risk Financing Fund for the Town of Fort Mill, Property Schedule, Updated in 2014.

^B = Site development costs were captured from information published in the Summary Narrative Commercial Appraisal Reports prepared for the Town of Fort Mill in 2014.

^C = Professional services allowance (10%) assumed as part of the "system improvements costs" summarized in Section 6-1-920(22) of the South Carolina Development Impact Fee Act.

^D = Data was not available from historical files / special studies for this park location. Site development costs were estimated to be 15% of the value reported for recreation amenities. This estimate is consistent with industry standards for pre-planning new parks and recreation facilities.

Table C.4 – Trail System Replacement Values

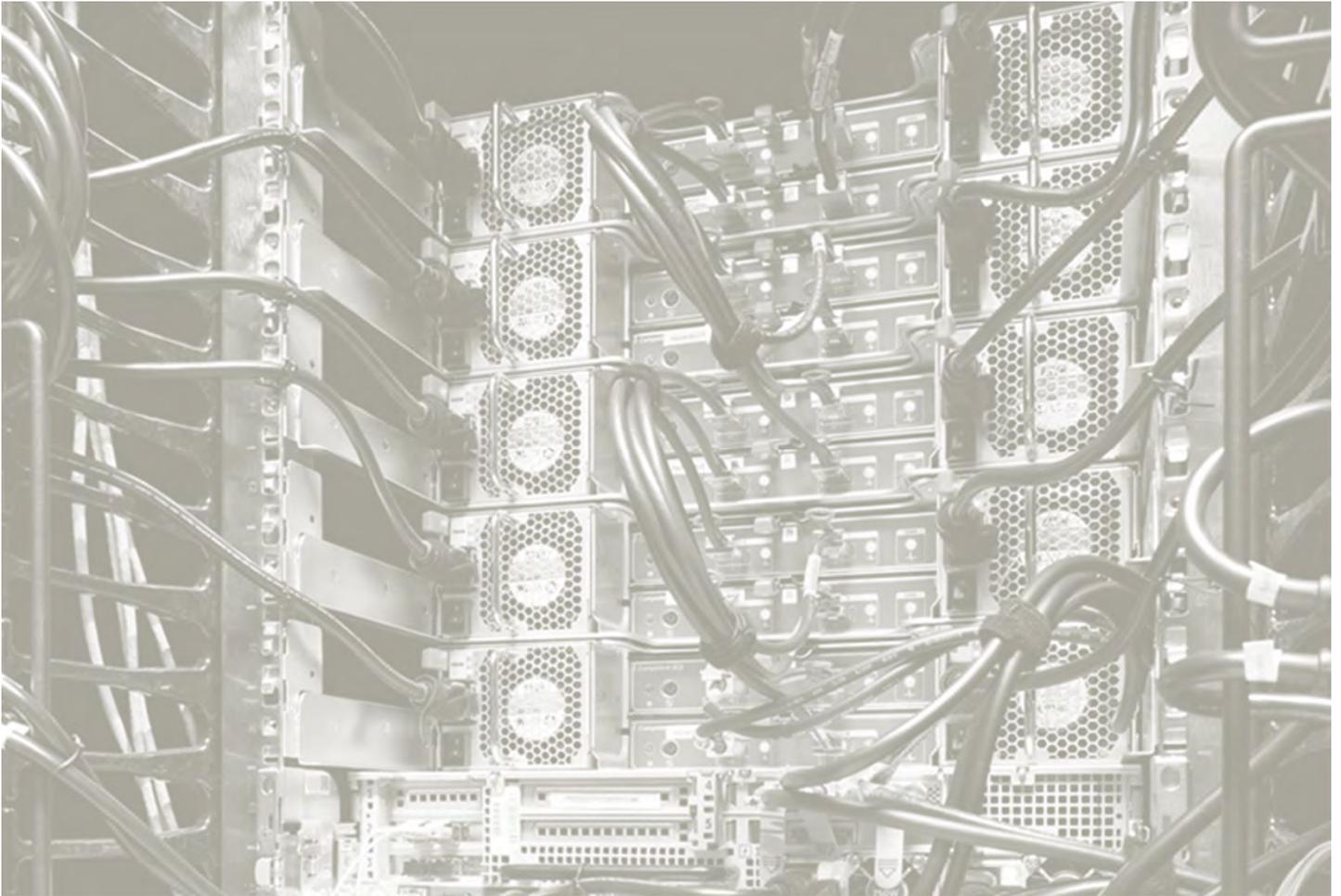
Parks with Walking Trails	Paved Trail (Yes or No)	Miles of Trail	Construction Cost (per mile) ^A	Professional Services (10%)	Total Replacement Cost
Walter Elisha Park	Yes	0.6	\$69,696	\$6,970	\$76,666

Notes:
^A = Construction cost estimated used from Summary Narrative Commercial Appraisal Reports prepared for the Town of Fort Mill in 2014 (Dobs Bridge Park).

Table C.5 – Inventory of Other Funding Sources for Parks & Recreation Facilities in Fort Mill, SC

Awarding Agency	Revenue Source	Award Amount	Start Date	Project	
SC Parks & Recreation Development Fund ^A	One-Time Grant	\$5,330.00	2002	Harris Street Park, Phase II	
SC Parks & Recreation Development Fund ^A	One-Time Grant	\$14,026.50	2003	<i>Information Not Available</i>	
SC Parks & Recreation Development Fund ^A	One-Time Grant	\$7,451.71	2004	Steele Street Park, Playground Equipment	
SC Parks & Recreation Development Fund ^A	One-Time Grant	\$1,712.79	2005	Steele Street Park, Playground Equipment	
SC Parks & Tourism Development Fund	One-Time Grant	\$175,000.00	2005	Doby's Bridge Park, Ball Field & Lighting	
SC Parks & Recreation Development Fund ^A	One-Time Grant	\$5,629.00	2005	Doby's Bridge Park, Playground Equipment	
SC Parks & Recreation Development Fund ^A	One-Time Grant	\$5,000.00	2006	Harris Street Park, Picnic Shelters	
SC Parks & Recreation Development Fund ^A	One-Time Grant	\$4,075.00	2007	Harris Street Park, Swing Sets	
SC Parks & Recreation Development Fund ^A	One-Time Grant	\$24,435.92	2009	Calhoun Streetk Park, Gazebo & Amentities	
SC Parks & Recreation Development Fund ^A	One-Time Grant	\$4,564.08	2010	Calhoun Streetk Park, Gazebo & Amentities	
SC Parks & Recreation Development Fund ^A	One-Time Grant	\$4,190.00	2010	Steele Street Park, Fence & Amentities	
SC Parks & Recreation Development Fund ^A	One-Time Grant	\$5,464.90	2011	Harris Street Park, Playground Equipment	
SC Parks & Recreation Development Fund ^A	One-Time Grant	\$666.10	2013	Harris Street Park, Playground Equipment	
SC Parks & Recreation Development Fund ^A	One-Time Grant	\$3,733.41	2013	Doby's Bridge Park, Picnic Facilities	
Private Developer ^B	One-Time Donation	\$1,000,000.00	2014	Waterside Park (Land Only)	
				Award Total	\$1,261,279.41
				Twelve Year Average	\$105,106.62
				Seventeen Year Forecast	\$1,786,812.50

Notes:
^A = One-time grants provided under the South Carolina Parks & Recreation Development Fund are reimbursable matching grants, whereby the State pays 80% of the total cost and the Town pays 20% of the total cost. Dollar amounts reported in this table represent the State's financial commitment (outside funding source) to the project.
^B = This park was donated to the Town of Fort Mill as part of the Waterside at the Catawba residential subdivision.



Appendix

Appendix A — State Enabling Legislation

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Town of Fort Mill

Fire Protection Impact Fee Study

Table D.1 – Fire Protection Facilities Replacement Land Values

Facility Type	Location	Fee Simple Market Value ^A	Acres	Fee Simple Market Value per Acre
Station No. 1	121 Tom Hall Road	\$400,000	1.40	\$285,714
Station No. 2	1841 Doby's Bridge Road	\$80,000	0.51	\$156,863
Totals		\$480,000	1.91	

Notes:

^A = Fee Simple Market Values were captured from information published in the Summary Narrative Commercial Appraisal Reports prepared for the Town of Fort Mill in 2014.

Table D.2 – Fire Protection Facilities Replacement Values

Facility Type	Location	Size (sq. ft.) ^A	Building Valuation ^A	Assessed Site Development Costs	Professional Services Allowance (10%) ^B	Total Replacement Valuation
Station No. 1	121 Tom Hall Road	9,520	\$1,342,200	\$95,000	\$143,720	\$1,580,920
Station No. 2	1841 Doby's Bridge Road	2,244	\$215,000	\$80,000	\$29,500	\$324,500
Total			\$1,557,200	\$175,000	\$173,220	\$1,905,420

Notes:

^A = Size and Building Valuation statistics were captured from information published in the South Carolina Municipal Insurance and Risk Financing Fund for the Town of Fort Mill, Property Schedule, Updated in 2014.

^B = Professional services allowance (10%) assumed as part of "system improvements costs" summarized in Section 6-1-920(22) of the South Carolina Development Impact Fee Act.

Table D.3 – Fire Protection Equipment Replacement Values

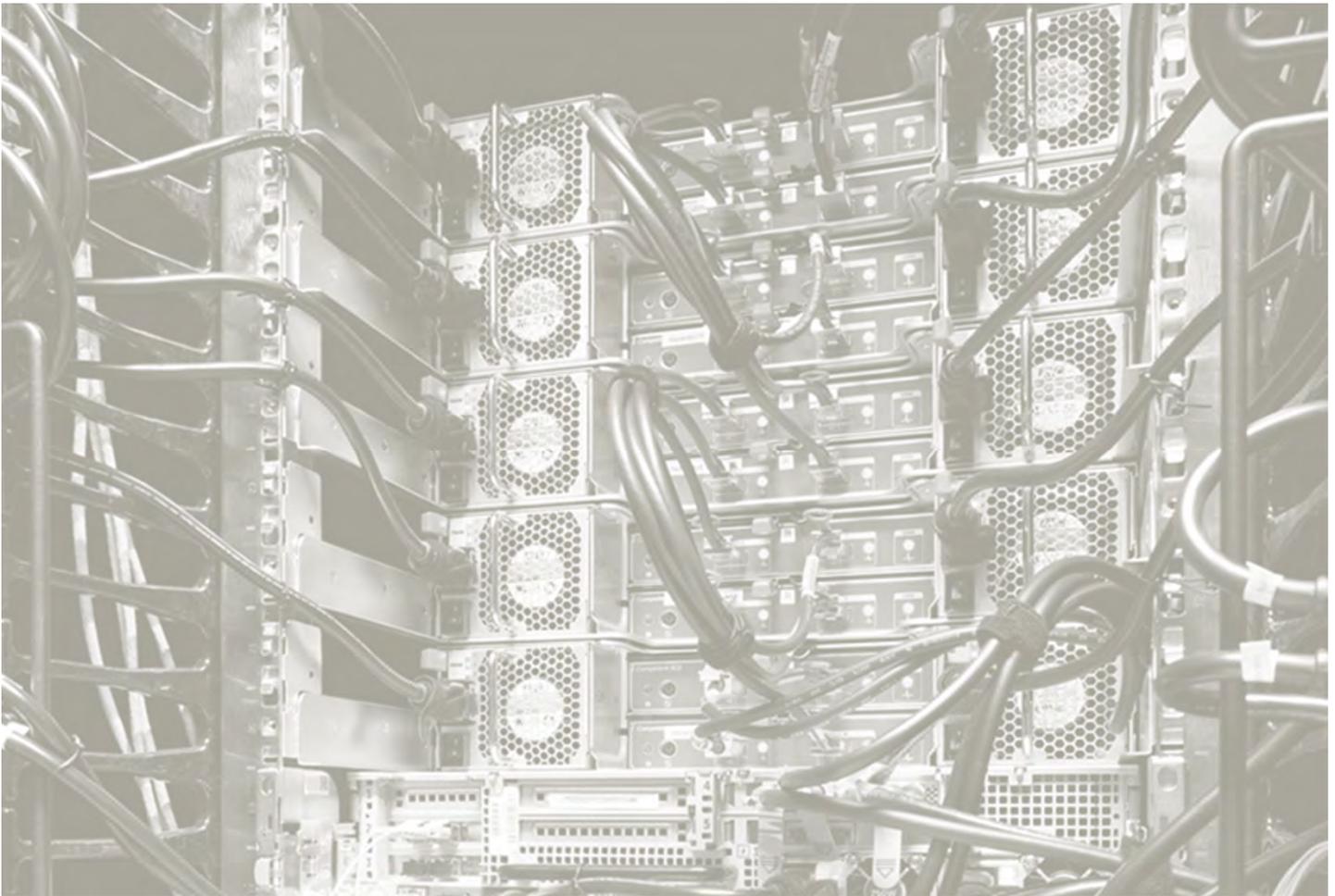
Equipment	Make / Model / Year	No. in Service	Unit Cost ^A	Replacement Cost
Fire Vehicle, #49	KME / Fire Truck (2004)	1	\$735,823	\$735,823
Fire Vehicle, #117	E-One / Typhoon (2013)	1	\$669,776	\$669,776
Fire Vehicle, #118	E-One / Typhoon (2013)	1	\$420,323	\$420,323
Total				\$1,825,922

Notes:

^A = Replacement value statistics were captured from information published in the South Carolina Municipal Insurance and Risk Financing Fund for the Town of Fort Mill, Property Schedule, Updated

Table D.4 – Inventory of Other Available Funding Sources for Fire Protection in Fort Mill

Awarding Agency	Revenue Source	Award Amount	Start Date	Project
Office of State Fire Marshall	One-Time Grant	\$27,716	2008	Fire Equipment
US Department of Homeland Security (FEMA)	One-Time Grant	\$187,200	2011	Fire Equipment
		Award Total		\$214,916
		Four Year Average		\$53,728.90
		Seventeen Year Forecast		\$913,391.22



Appendix

Appendix A — State Enabling Legislation

Appendix B — US Census Data / ITE Employee Space Ratios

Appendix C — Parks & Recreation Inventory & Analysis Tables

Appendix D — Fire Protection Inventory & Analysis Tables

Appendix E — Municipal Facilities & Equipment Inventory & Analysis Tables

Appendix F — Transportation Data, Assumptions & Analysis Tables

Town of Fort Mill

Municipal Facilities & Equipment Impact Fee Study

Table E.1 – Municipal Facilities Replacement Land Values

Facility Type	Location	Fee Simple Market Value ^A	Acres	Fee Simple Market Value per Acre
Municipal Building (Town Hall / Police) ^B	112 Confederate Street	\$138,000	1.40	\$98,571
Public Works Office / Complex	307 E. Hill Street	\$130,000	4.41	\$29,478
Public Works / Utilities Maintenance Site ^C	131 E. Elliott Street	\$31,500	1.91	\$16,492
Spratt Building / Assembly Center	215 Main Street	\$18,000	0.06	\$290,323
Municipal Parking Lot	N. Side of Public Alley at Park Street	\$107,000	0.71	\$150,704
Totals		\$424,500	8.49	

Notes:

^A = Fee Simple Market Values were captured from information published in the Summary Narrative Commercial Appraisal Reports prepared for the Town of Fort Mill in 2014.

^B = Space for the Planning, Police, and Engineering Departments in Town Hall (growth-related departments) was identified for the Development Impact Fee Study (see Table X). All other General Government Service Departments inside Town Hall (or their portions of shared space) were excluded from the calculations. Town staff estimates 60% of Town Hall is used for growth-related services. The fee simple market value reported in the Summary Narrative Commercial Appraisal Report for 112 Confederate Street (2014) was factored by 60% to estimate the value associated with the Planning, Police, and Engineering Departments.

^C = Assets for the Town of Fort Mill Water and Sewer Department were excluded the Development Impact Fee Study. Town staff estimates 10% of the site is used by the Town of Fort Mill Public Works Department. The fee simple market value reported in the Summary Narrative Commercial Appraisal Report for 131 E. Elliot Street (2014) was factored by 10% to estimate the value associated with the Public Works Department.

Table E.2 – Municipal Facilities Building & Structure Replacement Values

Building Type	Location	Size (sq. ft.) ^A	Building Valuation ^A	Assessed Site Development Costs	Professional Services Allowance (10%) ^B	Total Replacement Valuation
Municipal Office (Town Hall / Police) ^C	112 Confederate Street	13,380	\$2,330,340	\$111,000	\$244,134	\$2,685,474
Shed Truck Garage ^D	307 E. Hill Street	4,000	\$254,400	\$170,000	\$42,440	\$466,840
Public Works Truck Garage ^D	307 E. Hill Street	4,120	\$243,400	\$0	\$24,340	\$267,740
Public Works Office ^D	307 E. Hill Street	600	\$59,200	\$0	\$5,920	\$65,120
Modular Building ^D	307 E. Hill Street	400	\$9,200	\$0	\$920	\$10,120
Armory Building ^E	131 E. Elliott Street	1,115	\$87,670	\$16,500	\$10,417	\$114,587
Spratt Building / Assembly Center	215 Main Street	1,911	\$442,800	\$4,000	\$44,680	\$491,480
Municipal Parking Lot	N. Side of Public Alley at Park Street	0	\$0	\$92,000	\$9,200	\$101,200
Totals			\$3,427,010	\$393,500	\$382,051	\$4,202,561

Notes:

^A = Size and Building Valuation statistics were captured from information published in the South Carolina Municipal Insurance and Risk Financing Fund for the Town of Fort Mill, Property Schedule, Updated in 2014.

^B = Professional services allowance (10%) assumed as part of "system improvements costs" summarized in Section 6-1-920(22) of the South Carolina Development Impact Fee Act.

^C = Space for the Planning, Police, and Engineering Departments in Town Hall (growth-related departments) was identified for the Development Impact Fee Study (see Table X). All other General Government Service Departments inside Town Hall (or their portions of shared space) were excluded from the calculations. Town staff estimates 60% of Town Hall is used for growth-related services. The building size and building valuation statistics reported in the Summary Narrative Commercial Appraisal Report for 112 Confederate Street (2014) were factored by 60% to estimate the value associated with the Planning, Police, and Engineering Departments.

^D = Site development costs associated with the Public Works Truck Garage, Public Works Office, and Modular Building located at 307 E. Hill Street are represented in the value reported for the Shed Truck Garage (\$170,000).

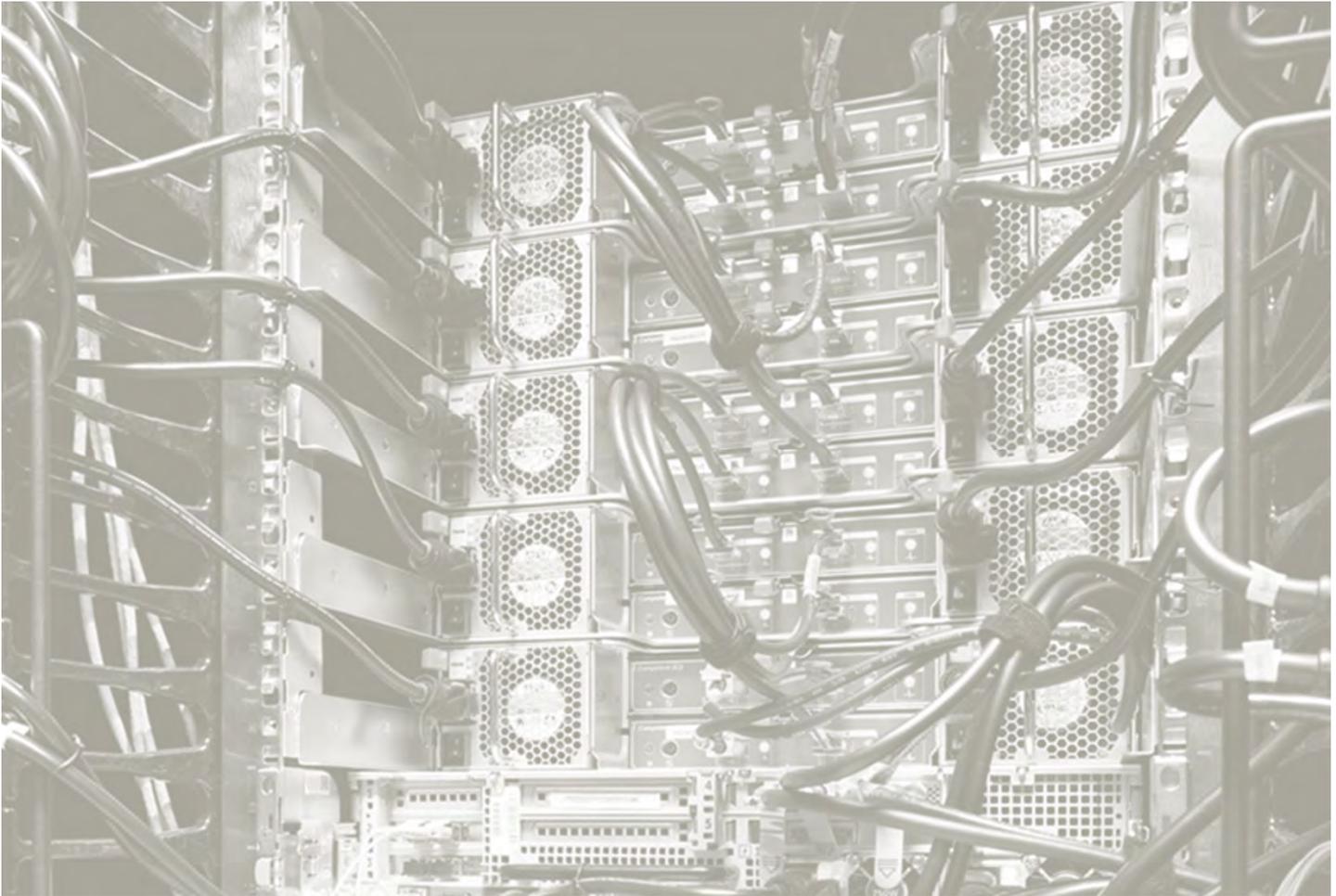
^E = Assets for the Town of Fort Mill Water and Sewer Department were excluded from the Development Impact Fee Study. Town staff estimates 10% of the building is used by the Town of Fort Mill Public Works Department. The building size and building valuation statistics reported in the Summary Narrative Commercial Appraisal Report for 131 E. Elliot Street (2014) were factored by 10% to estimate the value associated with the Public Works Department.

Table E.3 – Municipal Equipment Replacement Values

Equipment	Make / Model / Year	No. in Service	Unit Cost ^A	Replacement Cost
Rear Load Refuse Truck	International (1996)	1	\$130,000	\$130,000
Rear Load Refuse Truck	Sterling (2006)	1	\$130,000	\$130,000
Fully-Automated Refuse Truck	Auto Car (2012)	1	\$270,000	\$270,000
Knuckle Boom Truck	Freightliner / Nu Life (2010)	1	\$135,000	\$135,000
Street Sweeper	Tymco (2011)	1	\$125,000	\$125,000
			Total	\$790,000

Notes:

^A = Replacement value statistics were captured from information published in the South Carolina Municipal Insurance and Risk Financing Fund for the Town of Fort Mill, Property Schedule, Updated in 2014.



Appendix

Appendix A — State Enabling Legislation

Appendix B — US Census Data / ITE Employee Space Ratios

Appendix C — Parks & Recreation Inventory & Analysis Tables

Appendix D — Fire Protection Inventory & Analysis Tables

Appendix E — Municipal Facilities & Equipment Inventory & Analysis Tables

Appendix F — Transportation Data, Assumptions & Analysis Tables

Town of Fort Mill Development Impact Fee Study Report

Trip Generation Table for Development Accessing Whites Road

Land Use	ITE Code	Quantity	Units	Daily		Trip Distribution	
				Total	In	Out	Whites Rd
Single Family Residential (Waterside)	210	1,000	d.u.	8,735	4,368	4,367	3,669
Townhomes (Waterside)	230	300	d.u.	1,673	837	836	703
Single Family Residential (Springland)	210	845	d.u.	7,482	3,741	3,741	5,986
Shopping Center (Springland)	820	150,000	s.f.	8,839	4,420	4,419	7,071
Single Family Residential (Pecan Ridg)	210	200	d.u.	1,987	994	993	1,888
High School	530	1,500	stu	2,401	1,201	1,200	1,201
Base Trip Generation				31,117	15,561	15,556	20,518

Summary of Development Programs for Sites Assumed to Access Whites Road

Waterside at the Catawba	210	1,000	d.u.
	230	300	d.u.
Springland Tract	210	845	d.u.
	820	150,000	s.f.
Pecan Ridge	210	200	d.u.
Fort Mill High School No. 3	530	1,500	students

Assumed Percentage of Traffic that Would Access Whites Road

Waterside at the Catawba	42%
Springland Tract	80%
Pecan Ridge	95%
Fort Mill High School No. 3	50%

**Generalized Annual Average Daily Volumes for Florida's
Urbanized Areas**

TABLE 1

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	16,800	17,700	**	4	47,400	64,000	77,900	84,600	
4	Divided	*	37,900	39,800	**	6	69,900	95,200	116,600	130,600	
6	Divided	*	58,400	59,900	**	8	92,500	126,400	154,300	176,600	
8	Divided	*	78,800	80,100	**	10	115,100	159,700	194,500	222,700	
						12	162,400	216,700	256,600	268,900	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	7,300	14,800	15,600	4	45,800	61,500	74,400	79,900	
4	Divided	*	14,500	32,400	33,800	6	68,100	93,000	111,800	123,300	
6	Divided	*	23,300	50,000	50,900	8	91,500	123,500	148,700	166,800	
8	Divided	*	32,000	67,300	68,100	10	114,800	156,000	187,100	210,300	
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						Freeway Adjustments					
Non-State Signalized Roadways - 10%						Auxiliary Lanes Present in Both Directions + 20,000					
						Ramp Metering + 5%					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
2	Divided	Yes	No	+5%		2	Undivided	8,600	17,000	24,200	33,300
2	Undivided	No	No	-20%		4	Divided	36,700	51,800	65,600	72,600
Multi	Undivided	Yes	No	-5%		6	Divided	55,000	77,700	98,300	108,800
Multi	Undivided	No	No	-25%		Uninterrupted Flow Highway Adjustments					
-	-	-	Yes	+ 5%		Lanes	Median	Exclusive left lanes	Adjustment factors		
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
Paved Shoulder/Bicycle Lane Coverage						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
	B	C	D	E		³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
0-49%	*	2,900	7,600	19,700		* Cannot be achieved using table input value defaults.					
50-84%	2,100	6,700	19,700	>19,700		** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
85-100%	9,300	19,700	>19,700	**		Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm					
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage	B	C	D	E							
0-49%	*	*	2,800	9,500							
50-84%	*	1,600	8,700	15,800							
85-100%	3,800	10,700	17,400	>19,700							
BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)											
Sidewalk Coverage	B	C	D	E							
0-84%	> 5	≥ 4	≥ 3	≥ 2							
85-100%	> 4	≥ 3	≥ 2	≥ 1							

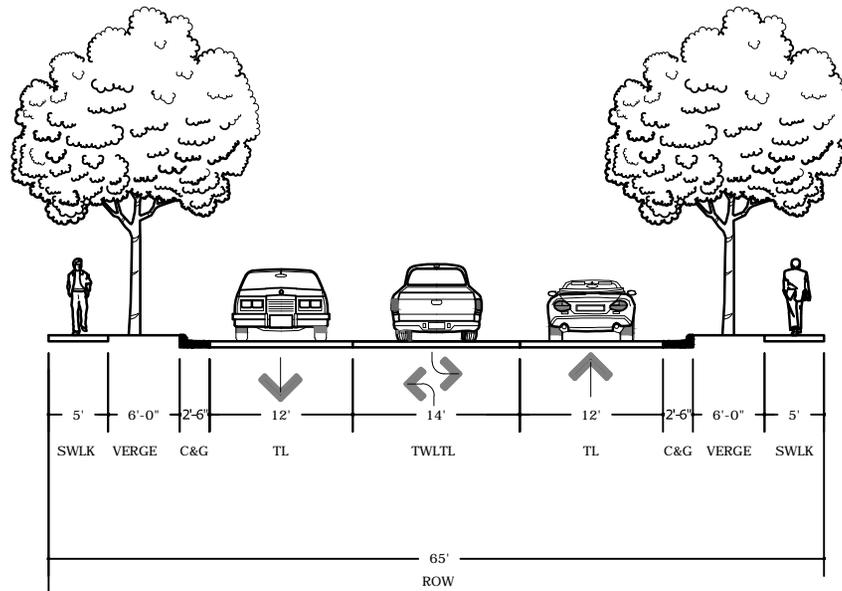
TABLE 1
(continued)

Generalized Annual Average Daily Volumes for Florida's
Urbanized Areas

12/18/12

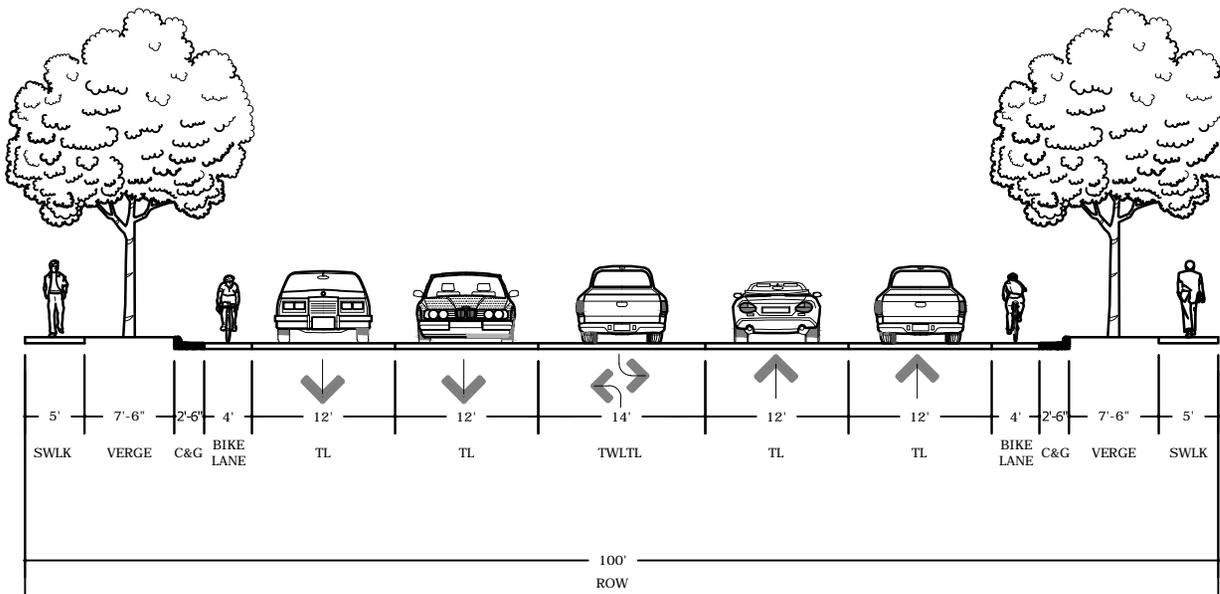
INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
	Freeways	Core Freeways	Highways		State Arterials				Class I	
					Class I	Class II		Bicycle	Pedestrian	
ROADWAY CHARACTERISTICS										
Area type (u,lu)	lu	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (n, nr, r)			n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	4	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4	4								
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)			1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.91	0.97	0.98						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n
LEVEL OF SERVICE THRESHOLDS										
Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus		
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.		
		%ffs	Density						ats	ats
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6		
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4		
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3		
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2		

% ffs = Percent free flow speed ats = Average travel speed



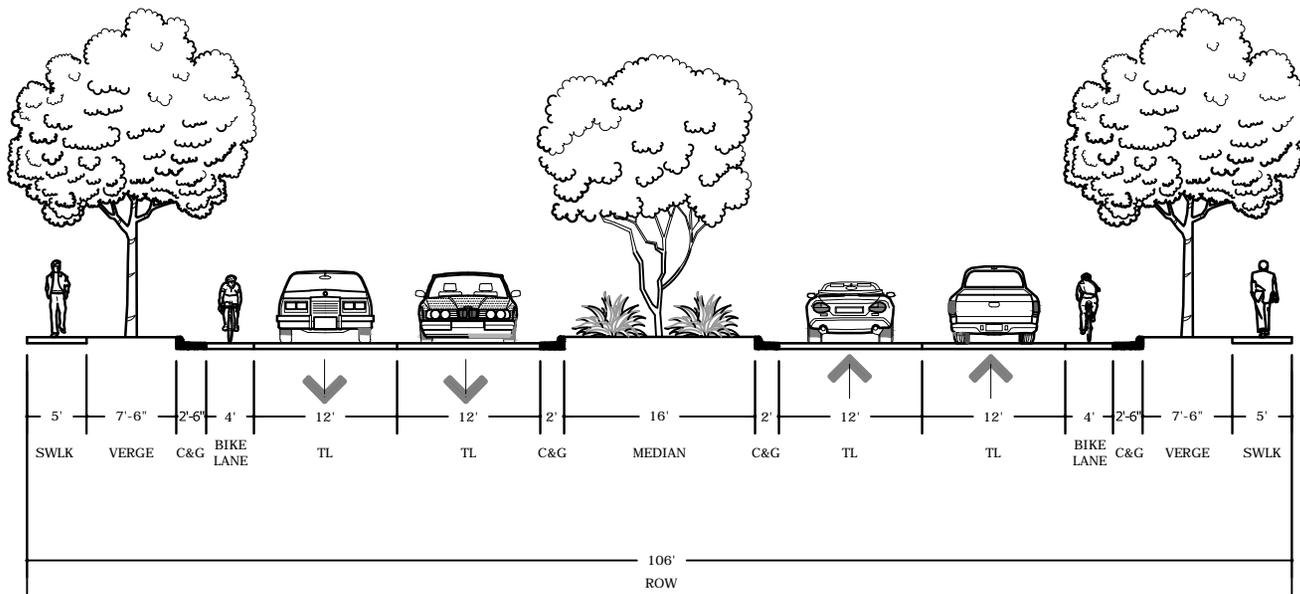
Three Lane Cross Section

Two-Way Center Left Turn Lane



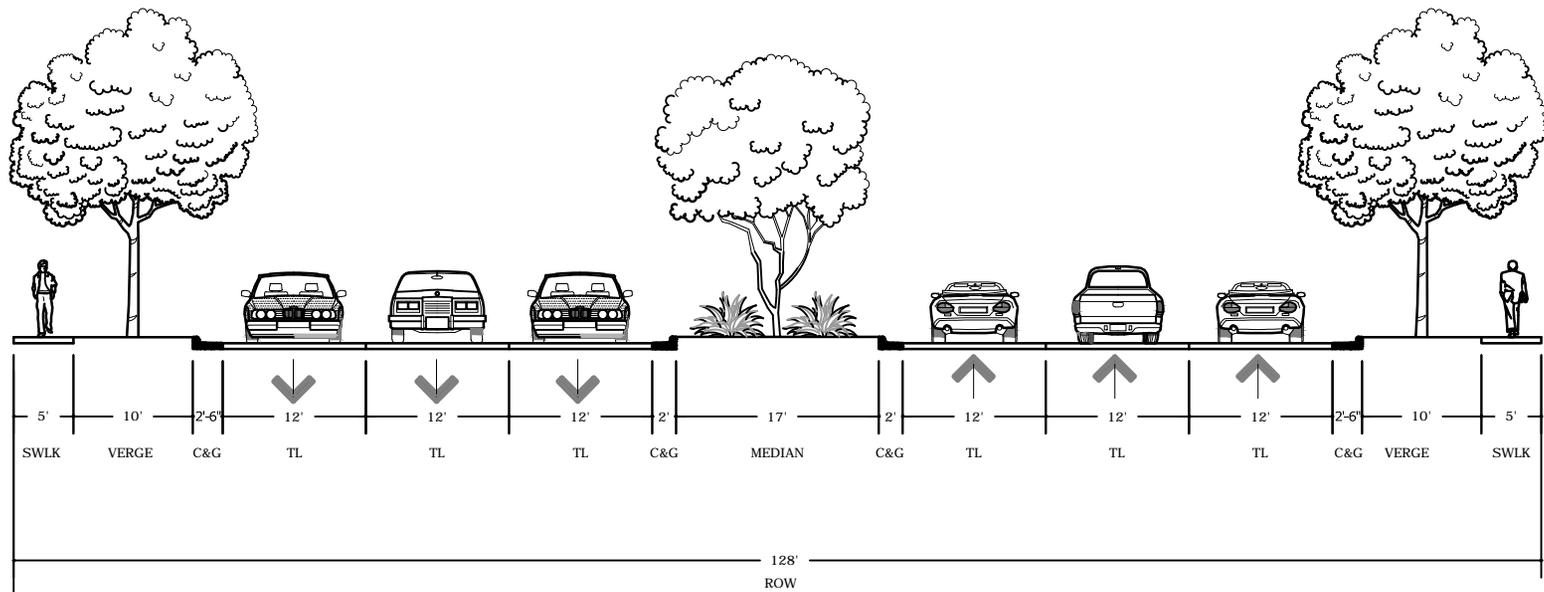
Four Lane Cross Section

Center Left Turn Lane



Four Lane Cross Section

Median - Divided with Center Left Turn Lanes



Six Lane Cross Section

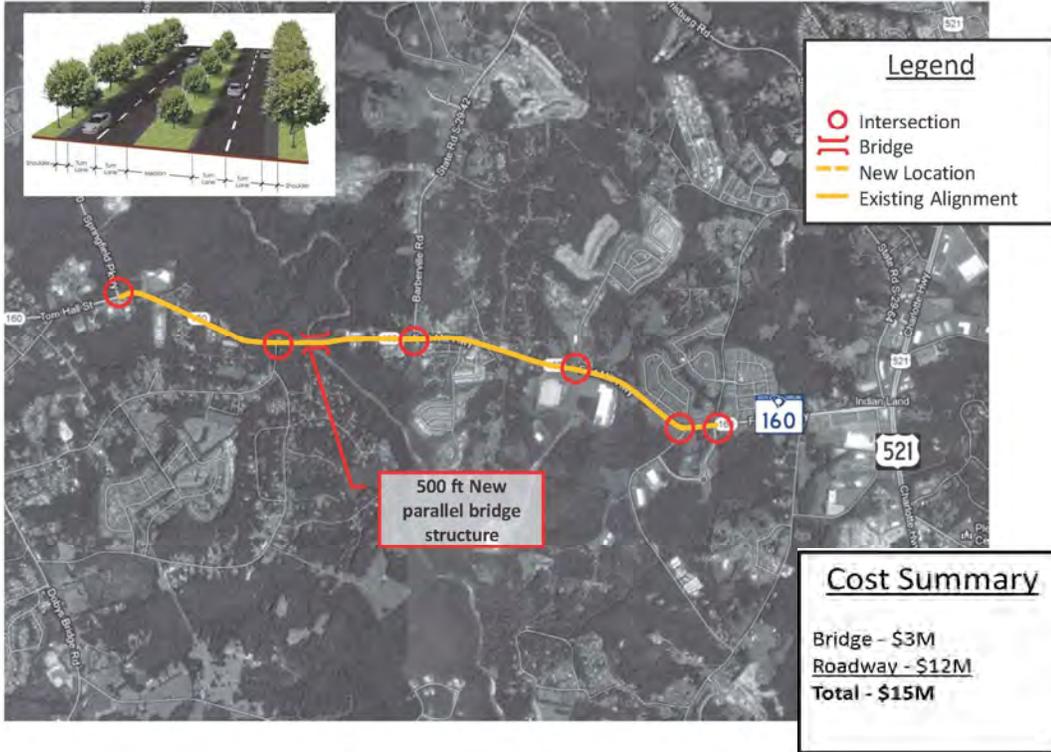
Median - Divided with Center Left Turn Lanes

Rock Hill – Fort Mill Area Transportation Study 2035 Long Range Transportation Plan

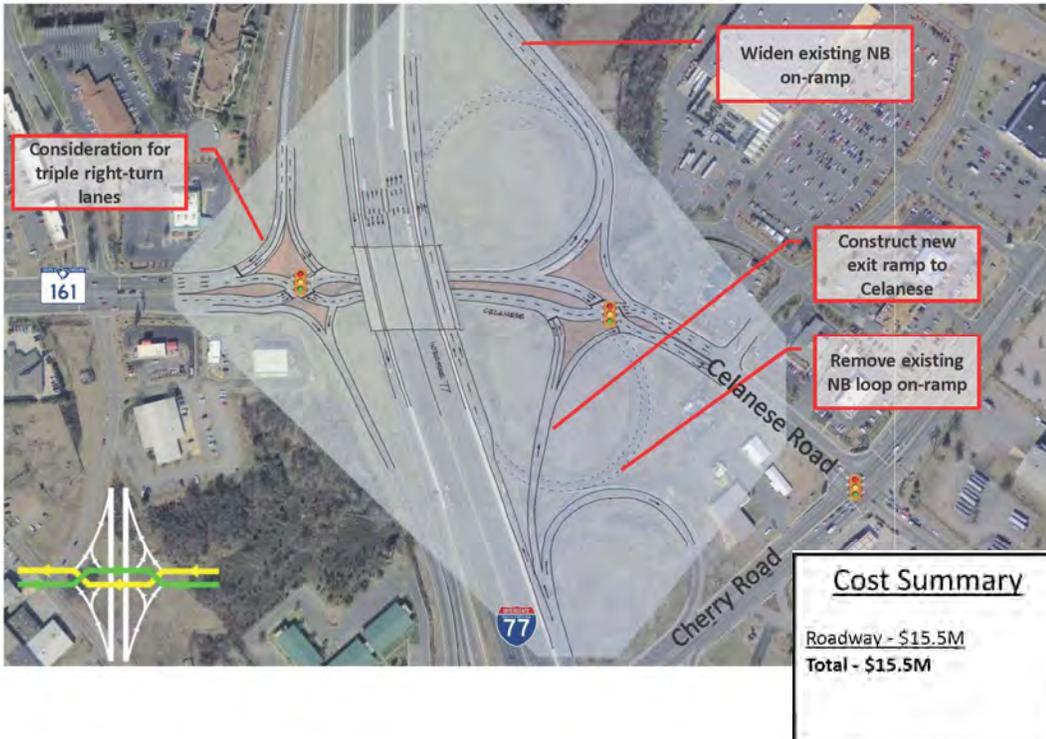
May 2013



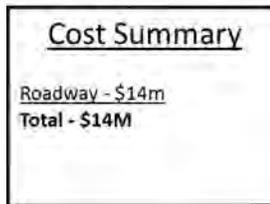
SC 160 – Fort Mill Highway



Celanese at I-77



Cel-River Road



SC 160 at I-77

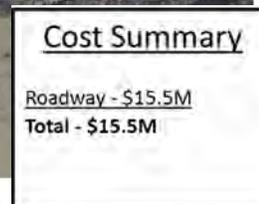


Table 4.1 - RFATS 2035 Long Range Transportation Plan Highway Projects

Approved by RFATS Policy Committee on March 22, 2013

FINANCIALLY FEASIBLE PLAN (2035)				
Ref	Project description	Funding Source	RFATS Obligation (millions)	Length (miles)
1	Fort Mill Highway (SC 160) from Springfield Parkway (SC 460) to Calvin Hall Road (SC -336)	Guideshare	\$15.7	2.86
2	Cel-River Road/Red River Road (S-50) from Southern Eden Terrance Ext. (S-645) to Dave Lyle Boulevard (SC 122)	Guideshare	\$14.0	1.95
3	I-77 (Exit 82C) and Celanese Road (SC 161)	Guideshare	\$15.5	N/A
4	I-77 and SC-160	Guideshare	\$15.5	N/A
5	I-77 and Anderson Road (SC 5/US 21)	Guideshare	\$2.0	N/A
6	East-West Connector Feasibility Study	Guideshare	\$0.35	N/A
Total			\$63.1	
Estimate of available Guideshare funding through 2035 (\$4.390 million annually)			\$64.3	

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) PROJECTS				
Ref.	Project description	Funding Source	Project Obligation (millions)	Length (miles)
1	System Improvement Projects (Bridge Replacements, Safety, Road Widening, Interstate Program)	FHWA / SCDOT	\$57.2	N/A
2	CMAQ (Congestion Mitigation & Air Quality Improvement Program)	FHWA	\$9.9	N/A
3	TAP (Transportation Alternatives Program - Formerly TEP Program)	FHWA	\$420	N/A
Total			\$67.5	

Pennies for Progress

Project Status Report

Project Name: Fort Mill Southern Bypass Phase I

Project Start: Fort Mill Parkway

Project End: Holbrook Rd

Program Name: Pennies-2

Type of Project: Two-Lane New Alignment

Budget on Referendum: \$7,598,635

Referendum Date: 11/01/2003

Estimated Project Cost: \$26,522,025

Engineer of Record: STV Rock Hill

Construction Company:

Eagle Construction

Current Status of the Project:

Under Construction 80% Complete



Pennies for Progress

Project Status Report

Project Name: Fort Mill Southern Bypass Phase 2

Project Start: Holbrook Rd

Project End: SC Highway 160

Program Name: Pennies-2

Type of Project: Two-Lane New Alignment

Budget on Referendum: \$7,598,635

Referendum Date: 11/01/2003

Estimated Project Cost: \$26,522,024

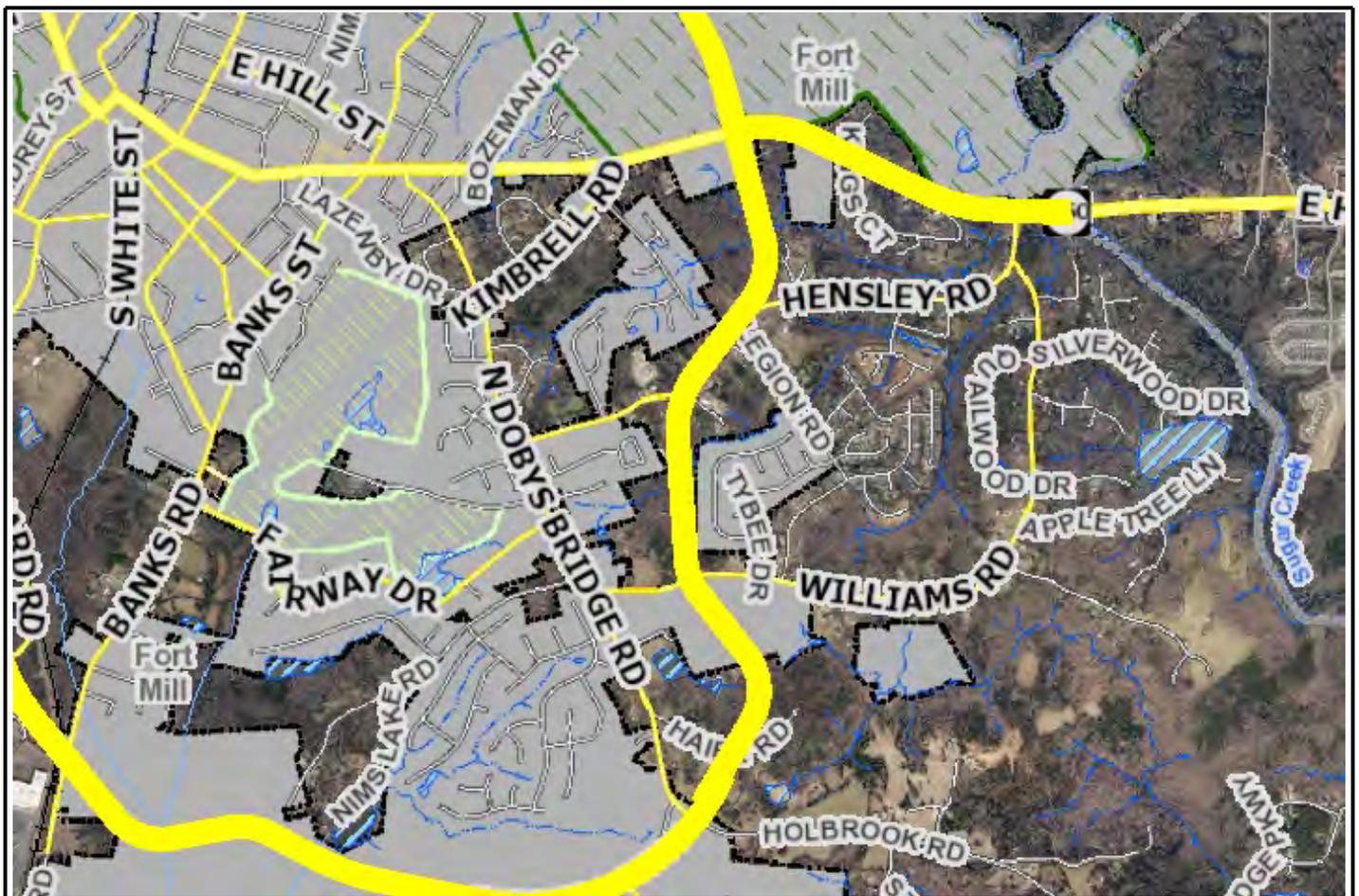
Engineer of Record: STV Rock Hill

Construction Company:

Triangle Grading and Paving

Current Status of the Project:

Under Construction 10% Complete





in cooperation with the



THANK YOU FOR ATTENDING THE FORT MILL SOUTHERN BYPASS LOCATION AND DESIGN PUBLIC HEARING FORT MILL HIGH SCHOOL Tuesday, August 3, 2010 5:00 p.m. – 7:00 p.m.

HEARING OVERVIEW & AGENDA

York County, in cooperation with the South Carolina Department of Transportation (SCDOT) and the Federal Highway Administration (FHWA), has completed the preliminary design and environmental document for the proposed Fort Mill Southern Bypass (FMSB). York County proposes to construct a new location, non-controlled access facility extending approximately four miles. The FHWA approved the environmental document, which is available for review at this hearing, on June 2, 2010. The agenda for tonight is as follows:

- 5:00p.m. - 6:00p.m. – Informal open house format. Talk to members of the project team one-on-one. If you wish to make a formal comment, please sign up at this time
6:00p.m. - 6:15p.m. – Brief informal presentation by York County
6:15p.m. - 7:00p.m. – Hearing open for formal verbal comments (please limit to 2-minutes)

PROJECT PURPOSE AND NEED

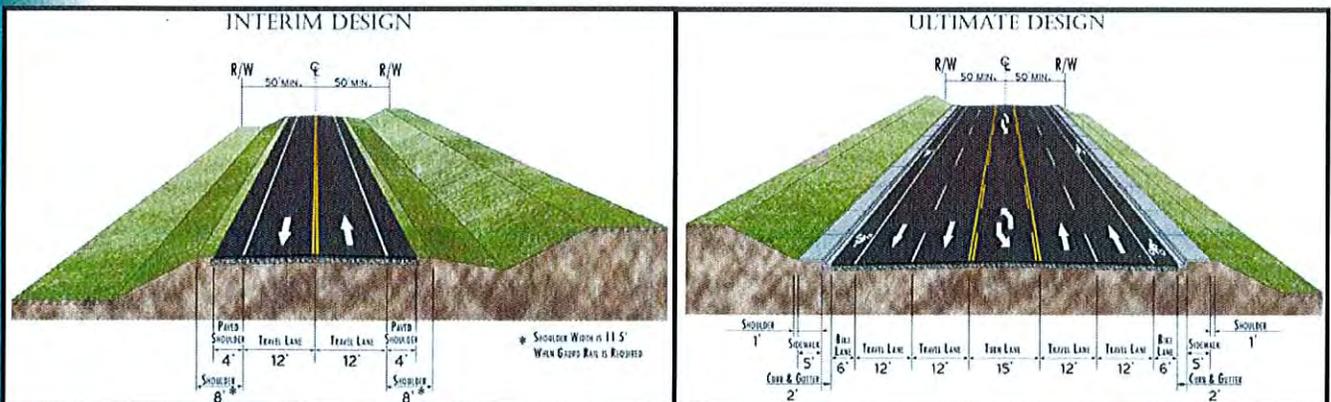
The project is included in the Rock Hill-Fort Mill Area Transportation Study (RFATS) 2035 Long Range Transportation Plan, the RFATS FY2009-2015 Transportation Improvement Program, and the York County Pennies for Progress Program (PFP Project 003-004). The FMSB will ultimately be widened to five (5) lanes. The geometry of the bypass has been designed to accommodate future widening, and adequate right-of-way will be purchased for the ultimate five-lane typical section. The primary purpose of the project is to improve east-west transportation mobility in the Fort Mill area, with an emphasis on providing access around Fort Mill. This project purpose is based on the need to improve connectivity and accessibility in eastern York County, the need to improve traffic flow and enhance mobility on sections of SC-160 in downtown Fort Mill, and to enhance capacity by providing an alternative facility.

PREFERRED ALTERNATIVE DESCRIPTION

The project would begin approximately 0.75 miles east of the Spratt Street/Fort Mill Parkway Intersection and will incorporate existing roadway in the vicinity of the Brickyard Road intersection, then cross the Norfolk Southern Railroad via a grade separation and thereafter along southern new location route to Whites Road, where it would run along the existing road for approximately 1/3 mile. From the Whites Road/Dobys Bridge Road intersection, the alignment will follow northeast on new location, crossing Holbrook Road, Haire Road, and Williams Road, following the alignment of Hensley Road for approximately 1,000 feet before turning north to approach the project terminus at SC-160/Springfield Parkway.

Signals and turn lanes are proposed at specific intersections to improve traffic operations. In addition, minor realignments and new connections of cross streets (Brickyard Road, Banks Connector Road, Whites Road, Dobys Bridge Road, Holbrook Road, Haire Road, Williams Road, West Hensley Road/Featherson Road, Legion Road, East Hensley Road, Springfield Parkway, Athena Place, and Sora Lane). These minor realignments/modifications in geometry are included to address the projected traffic volumes at these intersections with the FMSB.

The proposed typical section for the project (both interim and ultimate) is shown below.



The proposed typical section for the horizon (ultimate) year 2033 is an urban typical section, consisting of four through-lanes (two in each direction) separated by a 15-foot continuous turn lane. Concrete 2-foot curb and gutter, 5-foot concrete sidewalks, and 6-foot designated bicycle lanes are proposed along both sides of the FMSB. The project also would require additional right-of-way in the areas that will be improved along existing roadways and at intersections for auxiliary turn lanes.

All intersections along the proposed FMSB would be at-grade except for the intersection of the FMSB and Banks Road, which will be grade-separated due to the project's vicinity to the railroad. All intersections will be stop sign controlled, with the exception of the following, which are recommended for signalization based on signal warrant analysis conducted for the FMSB Traffic Study: FMSB at Spratt Street (2013 and 2033), FMSB at Banks Connector Road (2013 and 2033), FMSB at realigned Dobys Bridge Road (2013 and 2033), and FMSB at Holbrook (2013 and 2033).

The County estimates the total program cost (2010 dollars) for the proposed project at \$50 million, including \$41 million for construction and right-of-way, \$5 million for design costs, and \$4 million for Construction Engineering and Inspection (CE&I). The proposed schedule of the FMSB includes right-of-way acquisition for Phase I, which began in March 2010, and Phase 2 to begin in fall 2010. Construction is scheduled to begin for Phase I in early 2011 and for Phase 2 in late 2011.

The following environmental impacts are anticipated as a result of this project. The environmental document (an Environmental Assessment or EA) and supplemental technical studies provides more detailed information on the analyses of project impacts.

Preferred Alternative Environmental Impacts

Impact Category	Impact	
Right-of-Way	92 acres (from 101 parcels)	
Residential Relocations *	7	
Commercial	0	
Wetlands	.433 acres (5-lane ultimate) .235 (2-lane interim)	
Jurisdictional Streams	1917 lf (5-lane ultimate) 1298 (2-lane interim)	
T&E Species	May Affect, Likely to Adversely Affect Schweintz's sunflower	
Prime/Unique Farmland	23 acres	
Floodplain Crossings	2	
Historic Resources	0	
Archaeological Resources	0	
Section 4(f) (Public Recreation) Resource	Doby Bridge Park - ** <i>de minimis</i> impact	.21 acres
	Leroy Springs Complex (lease/donation to Town qualifies it as potential Section 4(f)) - * <i>de minimis</i> impact	.36 acres (2-lane interim) 2.87 acres (5-lane and intersection improvements)
Hazardous Materials	0	
Air Quality	No Violation of National Ambient Air Quality Standards (NAAQS)	
Noise (no abatement)	13 Residences, 1 Church	

Notes: Preliminary Designs for Preferred Alternative as of August 12, 2009.

Except where noted, impacts are all for ultimate 5-lane typical section.

*The relocation program will be conducted in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Public Law 91-646, as amended by 100-17; 49 CFR Part 24).

***De minimis* impacts are those that do not adversely affect the activities, features, and attributes of a Section 4(f) Resource.

PURPOSE OF THE PUBLIC HEARING

The purpose of this hearing is to provide an opportunity to review and discuss the project with the project study team. You may also provide comments to be included in the official project public record. If you desire to make comments, you may do so in 3 ways: 1) Complete a comment form and deposit it in the comment "drop box" 2) Mail your comments by August 18, 2010 to the address shown on the comment form 3) Sign up to speak at the hearing to have your verbal comment recorded. All comments received will be part of the official public record.

TITLE VI COMPLIANCE

The South Carolina Department of Transportation and York County, in response to the nondiscrimination requirements set forth by the Federal regulations issued by the U.S. Department of Transportation to effectuate Title VI of the Civil Rights Act of 1964, as amended, complies with all regulations in this regard.

Any person who believes that he or she has been discriminated against because of race, color, religion, sex, age, handicap/ disabilities or national origin under a program receiving Federal Aid has the right to file a complaint with the South Carolina Department of Transportation. The complaint shall be filed with the Title VI Program Compliance Coordinator at (803) 737-1372. The complaint should be submitted no later than 180 days after the date of the alleged act of discrimination. It should outline as completely as possible the facts and circumstances of the incident.

Pennies for Progress

Project Status Report

Project Name: SC Highway 160

Project Start: Springfield Pky

Project End: Lancaster Co

Program Name: Pennies-2

Type of Project: Three-Lane

Budget on Referendum: \$2,545,895

Referendum Date: 11/01/2003

Estimated Project Cost: \$4,816,097

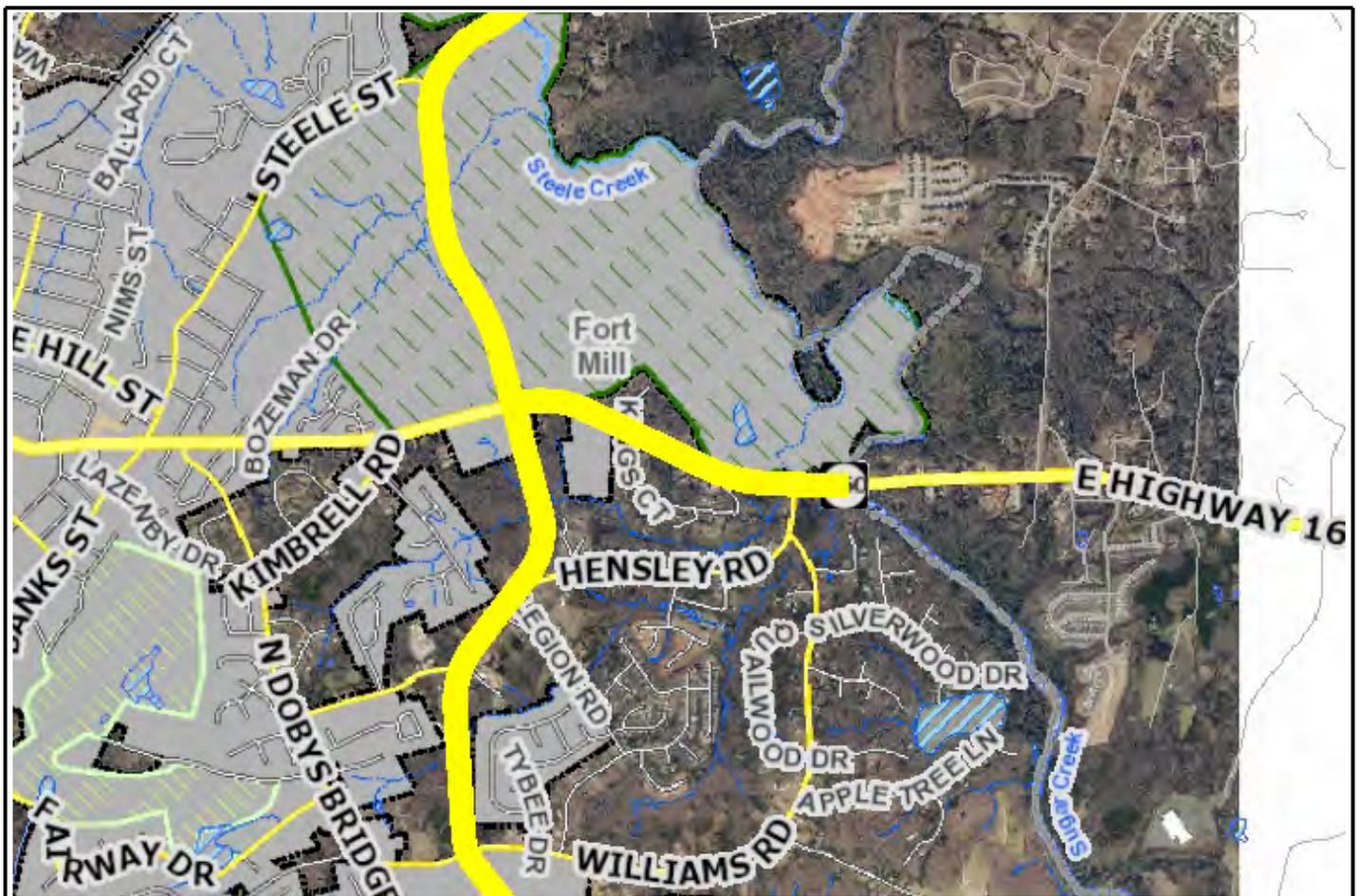
Engineer of Record: Florence & Hutcheson Columbia

Construction Company:

Not awarded yet

Current Status of the Project:

Moved to PFP 3



Pennies for Progress

Project Status Report

Project Name: US 21 North Phase I and SC 51

Project Start: Springfiled Pky

Project End: NC State Line

Program Name: Pennies-3

Type of Project: Multilane

Budget on Referendum: \$22,425,371

Referendum Date: 08/02/2011

Estimated Project Cost: \$22,425,371

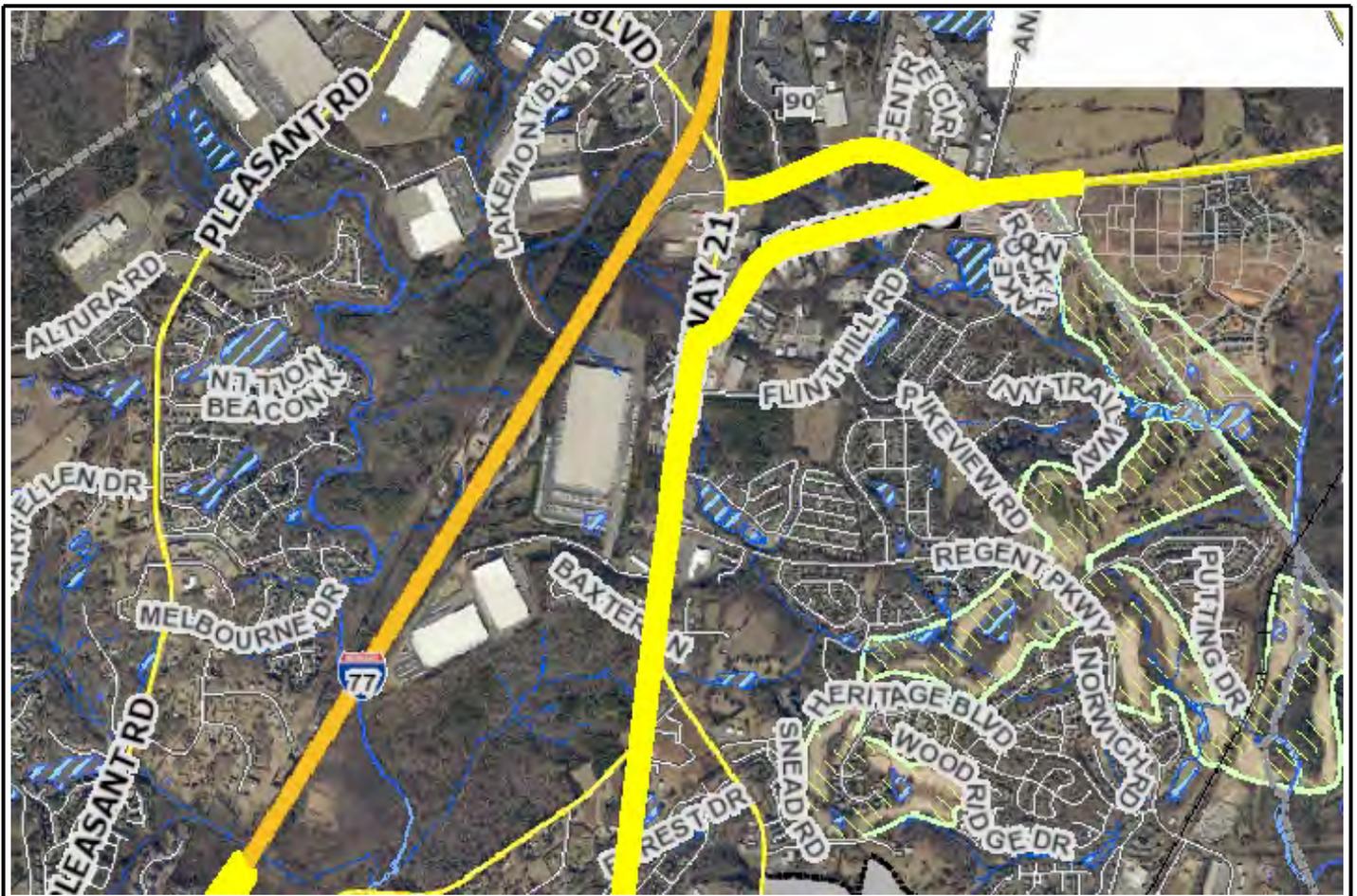
Engineer of Record: STV Rock Hill

Construction Company:

Not awarded yet

Current Status of the Project:

Design and Permitting



PENNIES FOR PROGRESS

Program 1									
Referendum Passed: 1997		Tax Collection began: 1st Qrt 1998		Budget: \$211,384,160		Tax Expired: 4th Qrt 2004		Projects: 14	Program Duration: 1997 - 2013
Program 2									
Referendum Passed: 2003		Tax Collection began: 1st Qrt 2005		Budget: \$173,000,000		Tax Expired: 4th Qrt 2011		Projects: 25	Program Duration: 2004 -2015
Program 3									
Referendum Passed: August 2011		Tax Collection began: 4st Qrt 2011		Budget: \$161,000,000		Tax Expired: 4th Qrt 2018		Projects: 14	Program Duration: 2011 -2020
Project Number	Project Type	Project Name	2009 Estimated Cost	Project Status	Current Schedule	Estimated Construction Completion	Design Engineer	Construction Company	
03020-001	Three-Lane	Mount Gallant Road	\$8,356,629	Complete	Complete	Complete	Florence & Hutcheson	United Construction	
03020-003	Multilane	SC Highway 55 East of Clover	\$13,801,070	Complete	Complete	Complete	HDR Engineering	Blythe Development	
03020-004a	Two-Lane New Alignment	Fort Mill Southern Bypass Phase I	\$26,522,025	Under Construction 80% Complete	Construction to be completed Spring 2014	Spring 2014	STV	Eagle Construction	
03020-004b	Two-Lane New Alignment	Fort Mill Southern Bypass Phase 2	\$26,522,024	Under Construction 10% Complete	Construction to be completed Winter 2015	Winter 2015	STV	Triangle Grading and Paving	
03020-005a	Shoulder Widening	SC Highways 49/211/97/ Nimitz Road Loop Phase 1	\$7,256,336	Complete	Complete	Complete	Phase I - SCDOT	Granite Construction	
03020-005b	Shoulder Widening	SC Highways 49/211/97/ Nimitz Road Loop Phase 2	\$7,861,032	Right-of-way	Construction to begin Summer 2014	Winter 2015	Mulkey Engineering	not yet awarded	
03020-006	Two-Lane New Alignment	Tega Cay/Gold Hill Road Connector	\$1,431,617	Design and Permitting	Right-of-way acquisition to start Spring 2014	Spring 2016	Campco Engineering	Not yet awarded	
03020-008	Multilane	US Highway 21 (Catawba River Bridge)	\$16,321,939	Complete	Complete	July 2013	STV	Rea Construction	
03020-010	Three-Lane	White Street Realignment and Railroad Crossing	\$5,919,499	Under Construction	Construction to begin Winter 2013	Spring 2015	City of Rock Hill (HDR Engineering)	Not awarded yet	
03020-011b	Three-Lane	McConnell's Highway	\$1,332,905	Complete	Complete	Complete	SCDOT	Boggs Paving	
03020-012	Three-Lane	Mount Gallant Road	\$10,696,611	Design and Permitting	Right-of-way acquisition to begin 2014	Winter 2016	Transystems	Not awarded yet	
03020-013	Multilane	SC Highway 557	\$23,460,318	Design and Permitting	Added to 'PFP 3' list	Winter 2018	Mulkey Engineering	Not awarded yet	
03020-014	Three-Lane	Ebinport Road	\$13,526,375	Design and Permitting	Right-of-Way Acquisition - Spring 2014	Spring 2017	DRMP Engineering	Not awarded yet	
03020-015	Three-Lane	SC Highway 160	\$4,816,097	Moved to PFP 3	Added to 'PFP 3' list	Not set yet	Florence & Hutcheson	Not awarded yet	
03020-016	Three-Lane	Riverview Road	\$9,336,338	Moved to PFP 3	Added to 'PFP 3' list	Not set yet	Campco Engineering	Not awarded yet	
03020-017	Three-Lane	SC Highway 72	\$14,532,201	Moved to PFP 3	Added to 'PFP 3' list	Not set yet	HDR Engineering	Not awarded yet	

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PENNIES FOR PROGRESS

Program 1								
Referendum Passed: 1997		Tax Collection began: 1st Qrt 1998		Budget: \$211,384,160		Tax Expired: 4th Qrt 2004	Projects: 14	Program Duration: 1997 - 2013
Program 2								
Referendum Passed: 2003		Tax Collection began: 1st Qrt 2005		Budget: \$173,000,000		Tax Expired: 4th Qrt 2011	Projects: 25	Program Duration: 2004 -2015
Program 3								
Referendum Passed: August 2011		Tax Collection began: 4st Qrt 2011		Budget: \$161,000,000		Tax Expired: 4th Qrt 2018	Projects: 14	Program Duration: 2011 -2020
Project Number	Project Type	Project Name	2009 Estimated Cost	Project Status	Current Schedule	Estimated Construction Completion	Design Engineer	Construction Company
03020-019	Three-Lane	Mount Gallant Road	\$8,151,977	Moved to PFP 3	Added to 'PFP 3' list	Not set yet	Florence & Hutcheson	Not awarded yet
03020-020	Multilane	SC Highways 274/Pole Branch Road	\$3,828,692	Moved to PFP 3	Added to 'PFP 3' list	Not set yet	DRMP Engineering	Not awarded yet
03020-021	Three-Lane	Ebenezer Road	\$8,763,433	Hold for Funding	Hold for Funding	Not set yet	Hold for Funding	Not awarded yet
03020-022	Multilane	Springhill Farm Road	\$10,934,331	Funded from CMAQ	Hold for Funding	Not set yet	Hold for Funding	Not awarded yet
03020-023	Multilane	SC Highway 51	\$11,408,674	Moved to PFP 3	Added to 'PFP 3' list	Not set yet	Hold for Funding	Not awarded yet
03020-024	Three-Lane	Eden Terrace Road	\$10,830,786	Hold for Funding	Hold for Funding	Not set yet	Not yet awarded	Not awarded yet
03020-025	Multilane	SC Highway 160	\$5,003,129	Funded from CMAQ	Added to 'PFP 3' list	Not set yet	Not yet awarded	Not awarded yet
03020-002a	Intersection	SC Highway 5/Reservation Road	\$1,100,829	Complete	Complete	Complete	Campco Engineering	Rea Construction
03020-002b	Intersection	Bird Street/University Drive	\$947,814	Complete	Complete	Complete	Campco Engineering	Rea Construction
03020-002c	Intersection	SC Highway 49/Paraham Road	\$843,831	Complete	Complete	Complete	Campco Engineering	Rea Construction
03020-002e	Intersection	Mount Gallant Road/Paraham Road	\$271,229	Complete	Complete	Complete	Campco Engineering	Rea Construction
03020-002d	Intersection	SC Highway 55/Rhyne Road	\$916,405	Complete	Complete	Complete	STV	US Group
03020-002f	Intersection	SC Highway 321/Ferguson Ridge Road/Ridge Road	\$1,984,838	Complete	Complete	Complete	STV	Blythe Development
03020-002g	Intersection	Porter Road/Firetower Road	\$836,710	Complete	Complete	Complete	STV	US Group
03020-002h	Intersection	Shiloh Road/SC Highway 5	\$962,133	Complete	Complete	Complete	STV	Rea Construction
03020-002i	Intersection	SC Highway 324/Cameron Road/Gordon Road	\$2,722,608	Complete	Complete	Complete	STV	Boggs Paving
03020-002j	Intersection	Rawlinson Road	\$626,321	Complete	Complete	Complete	Campco Engineering	Rea Construction
03020-007a	Intersection	Adnah Church Road/SC Highway 161/ SC Highway 274	\$2,420,274	Complete	Complete	Complete	Florence & Hutcheson	Boggs Paving
03020-007b	Intersection	Adnah Church Road/ SC Highway 5/Eastview Road	\$2,420,274	Complete	Complete	Complete	Florence & Hutcheson	Blythe Development

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PENNIES FOR PROGRESS

Program 1								
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Referendum Passed: 2003		Tax Collection began: 1st Qrt 2005		Budget: \$173,000,000		Tax Expired: 4th Qrt 2011	Projects: 25	Program Duration: 2004 -2015
Program 3								
Referendum Passed: August 2011		Tax Collection began: 4st Qrt 2011		Budget: \$161,000,000		Tax Expired: 4th Qrt 2018	Projects: 14	Program Duration: 2011 -2020
Project Number	Project Type	Project Name	2009 Estimated Cost	Project Status	Current Schedule	Estimated Construction Completion	Design Engineer	Construction Company
03020-007c	Intersection	Eastview Road/McConnell's Hwy/Falls Road	\$2,420,274	Complete	Complete	Complete	Florence & Hutcheson	Boggs Paving
03020-007d	Intersection	Falls Road/Robertson Road	\$0	Complete	Complete	Complete	SCDOT	SCDOT
03020-007e	Intersection	Robertson Road/Neely Road	\$2,420,275	Complete	Complete	Complete	Florence & Hutcheson	Blythe Development
03020-005c	Shoulder Widening	SC Highways 49/211/97/ Nimitz Road Loop Phase I	\$0	Complete	Complete	Complete	Phase I - SCDOT	Granite Construction
03020-011a	Three-Lane	McConnell's Highway	\$13,490,289	Right-of-way	Construction to begin Summer 2014	Winter 2015	STV	Not awarded yet

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Referendum Passed: 2003		Tax Collection began: 1st Qrt 2005		Budget: \$173,000,000		Tax Expired: 4th Qrt 2011	Projects: 25	Program Duration: 2004 -2015
Program 3								
Referendum Passed: August 2011		Tax Collection began: 4st Qrt 2011		Budget: \$161,000,000		Tax Expired: 4th Qrt 2018	Projects: 14	Program Duration: 2011 -2020
Project Number	Project Type	Project Name	2009 Estimated Cost	Project Status	Current Schedule	Estimated Construction Completion	Design Engineer	Construction Company
11149-001	Multilane	SC Highway 160 West	\$8,848,727	Design and Permitting	Construction to begin Summer 2016	Not set yet	Campco Engineering	Not awarded yet
11149-002	Multilane	SC Highway 274 and 279	\$25,775,000	Design and Permitting	Construction to begin Winter 2015	Not set yet	Mead & Hunt	Not awarded yet
11149-003a	Shoulder Widening	SC 321/Barrett/West Gate	\$561,000	Complete	Complete	Complete	Joel E. Wood & Associates	Not awarded yet
11149-004	Multilane	US 21 North Phase I and SC 51	\$22,425,371	Design and Permitting	Construction to begin Summer 2016	Not set yet	STV	Not awarded yet
11149-005	Shoulder Widening	Sutton Springs Road	\$3,000,000	Under Construction 95% Complete	Construction to be complete December 2013	December 2013	SCDOT	Not awarded yet
11149-006	Multilane	Cel-River/Red River Road	\$5,829,426	Right-of-way	Construction to begin Fall 2014	Not set yet	HDR Engineering	Not awarded yet
11149-007	Interchange Improvement	Gold Hill Road/I-77	\$11,649,811	Design and Permitting	Began Environmental Documentation August 2012	Not set yet	Kimley-Horn and Associates	Not awarded yet
11149-008a	Safety	US 21/Anderson/Cowan Farm Road Intersection	\$5,000,000	Design and Permitting	Right-of-way acquisition Winter 2013	Not set yet	HDR Engineering	Not awarded yet
11149-008b	Safety	SC 49 - Congress Street/Lincoln Road Intersection	\$1,200,000	Design and Permitting	Construction to begin January 2015	Not set yet	Kimley-Horn and Associates	Not awarded yet
11149-008c	Safety	US 321/Johnson Street/Railroad Avenue Intersection	\$1,000,000	Design and Permitting	Construction to begin Spring 2015	Not set yet	SCDOT	Not awarded yet
11149-008d	Safety	SC Highway 49/Campbell Road Intersection	\$500,000	Design and Permitting	Construction to begin Fall 2014	Not set yet	Kimley-Horn and Associates	Not awarded yet
11149-008e1	Pedestrian Safety	Sullivan Middle School Sidewalk	\$607,000	Complete	Complete	Complete	Campco Engineering	Not awarded yet
11149-008e2	Safety	Winthrop University (Pedestrian Safety along Cherry Road)	\$1,151,839	Contract Negotiations	Not set yet	Not set yet	Campco Engineering	Not awarded yet
11149-008f	Safety	Griggs Road/Bate Harvey/SC 557 Intersection	\$846,778	Design and Permitting	Construction to begin Fall 2014	Not set yet	URS	Not awarded yet
11149-008g	Safety	4th Street/5th Street/Ross Cannon Street Intersection	\$846,778	Design and Permitting	Construction to begin Spring 2015	Not set yet	SCDOT	Not awarded yet

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PENNIES FOR PROGRESS

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Referendum Passed: August 2011		Tax Collection began: 4st Qrt 2011		Budget: \$161,000,000		Tax Expired: 4th Qrt 2018		Projects: 14	Program Duration: 2011 -2020
Project Number	Project Type	Project Name	2009 Estimated Cost	Project Status	Current Schedule	Estimated Construction Completion	Design Engineer	Construction Company	
11149-008h	Shoulder Widening	White Street/West Main/Constitution Realignment	\$5,000,000	Preliminary Design	Not set yet	Not set yet	Campco Engineering	Not awarded yet	
11149-008i	Intersection	Paraham Road Shoulder Widening	\$6,522,663	Design and Permitting	Construction to begin Spring 2015	Not set yet	CECS	Not awarded yet	
11149-008j	Safety	Fort Mill Southern Bypass/Spratt/Sutton Connector	\$4,752,536	Contract Negotiations	Not set yet	Not set yet	STV	Not awarded yet	
11149-008k	Safety	University Drive (Bike lanes and sidewalk)	\$1,300,000	Contract Negotiations	Not set yet	Not set yet	Campco Engineering	Not awarded yet	
11149-009	Multilane	SC Highway 557	\$4,324,400	Design and Permitting	Construction to begin Spring 2016	Not set yet	Mulkey Engineering	Not awarded yet	
11149-010	Multilane	SC 160 East	\$4,793,052	Design and Permitting	Construction to begin 2018	Not set yet	Campco Engineering	Not awarded yet	
11149-012	Multilane	Riverview Road	\$7,851,942	Hold for Funding	Not set yet	Not set yet	Hold for Funding	Not awarded yet	
11149-013	Multilane	Mt Gallant Road	\$10,026,668	Hold for Funding	Not set yet	Not set yet	KCI	Not awarded yet	
11149-014	Multilane	SC Hwy 72	\$10,614,300	Hold for Funding	Not set yet	Not set yet	CDM Smith	Not awarded yet	
11149-003b	Two-Lane New Alignment	SC 321/Barrett/West Gate	\$561,000	Design and Permitting	Contract Approval July 2013	Not set yet	Joel E. Wood & Associates	Not awarded yet	

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Town of Fort Mill
Development Impact Fee Study Update Report
Cost per Trip Calculation

Average Daily Traffic (2013)	Average Daily Traffic (2030)	Recommended Projects Eligible for Impact Fee Funding	Through Trip Discount	Trip End Discount	Cost per Trip
337,121	575,138	\$49,060,849	3.43%	50.00%	\$99.53