



# FORT MILL

## TOWN OF FORT MILL PLANNING COMMISSION MEETING

June 23, 2015  
112 Confederate Street  
6:30 PM

### AGENDA

#### CALL TO ORDER

#### APPROVAL OF MINUTES

1. Regular Meeting: May 26, 2015 *[Pages 3–10]*
2. Special Called Meeting: June 2, 2015 *[Pages 11–12]*
3. Special Called Meeting: June 15, 2015 *[Pages 13–15]*

#### NEW BUSINESS ITEMS

1. **Commercial Appearance Review: A Lock-It Self Storage** *[Pages 16–30]*  
Request from A Lock It, Inc. to grant commercial appearance review approval for a proposed addition of three self-storage buildings located at 1399 Highway 160 East
2. **Commercial Appearance Review: Fort Mill Chiropractic** *[Pages 31–37]*  
Request from Fort Mill Chiropractic Health Center to grant commercial appearance review approval for a proposed storage building located at 306 Tom Hall Street
3. **Rezoning Request: 113 Railroad Avenue** *[Pages 38–42]*  
An ordinance amending the Zoning Map of the Town of Fort Mill so as to change the zoning designation for York County Tax Map Numbers 020-06-01-049 and 020-06-01-066, containing approximately 0.71 +/- acres located at 113 Railroad Avenue, from LC Local Commercial to GI General Industrial
4. **Annexation Request: 1086 N Dobys Bridge Road** *[Pages 43–50]*

An ordinance annexing York County Tax Map Number 709-00-00-066, containing approximately 1.3 acres at 1086 N Dobys Bridge Road

**5. Annexation Request: Scott Wells Property** *[Pages 51–60]*

An ordinance annexing York County Tax Map Number 661-00-00-015, containing approximately 2.46 acres at the corner of Sutton Road and the I-77 northbound exit 83 ramp

**6. Request to Approve Road Names: Kingsley** *[Pages 61–65]*

Request from Clear Springs-Kingsley LLC to approve a master road name list for Kingsley Roads A-C, Kingsley Town Center, and private roads serving the Lash Group and LPL Financial corporate offices

**7. Preliminary Plat: Pecan Ridge** *[Pages 66–69]*

Request from R. Joe Harris & Associates, submitted on behalf of TAC Pecan LLC, to review and approve a preliminary plat for the Pecan Ridge subdivision

**8. Development Impact Fee Ordinance** *[Pages 70–108]*

An ordinance amending the Code of Ordinances for the Town of Fort Mill; Chapter 2, Administration; Article IV, Finance and Taxation; so as to add a new division to be numbered Division 4, Development Impact Fees; providing for the adoption of development impact fees for the Town of Fort Mill; providing for the administration and enforcement thereof; and other matters related thereto

**9. Capital Improvements Plan Ordinance** *[Pages 109–171]*

An ordinance adopting the Town of Fort Mill Capital Improvements Plan for FY 2015-16 through FY 2019-2020

**10. Comprehensive Plan Amendment** *[Pages 172–174]*

An ordinance amending the 2008 Comprehensive Plan for the Town of Fort Mill, as amended on January 14, 2013, so as to incorporate the Town of Fort Mill Capital Improvements Plan as an addendum to the Priority Investment Element contained within Volume 2, Fort Mill Tomorrow

**ITEMS FOR INFORMATION / DISCUSSION**

**1. Final Plat Update: Preserve at River Chase Phase 4**

**ADJOURN**

**MINUTES  
TOWN OF FORT MILL  
PLANNING COMMISSION MEETING  
May 26, 2015  
112 Confederate Street  
7:00 PM**

Present: Chairman James Traynor, Ben Hudgins, Hynek Lettang, John Garver, Chris Wolfe, Tom Petty, Jay McMullen, Planning Director Joe Cronin, Assistant Planner Chris Pettit

Absent: None

Guests: Bayles Mack (Downtown Partners), Matt Levesque (ESP Associates), Ken Starrett (Gross Builders), Aaron Gross (Gross Builders), Matt Mandle (ESP Associates), Bryan Tuttle (Tuttle Co.), Hamilton Stolpen (Ryland Homes), Robert Cash (EMH&T), Duane Christopher (EMH&T), Connie Howard (Fort Mill Housing Authority), Becky Campbell (Resident), Al Rogat (Resident), and Marie Smith (Resident)

Chairman Traynor called the meeting to order at 7:00 pm and welcomed everyone in attendance.

**APPROVAL OF MINUTES**

Mr. Hudgins made a motion to approve the minutes from the April 28, 2015, meeting, as presented. Mr. Petty seconded the motion. The motion was approved by a vote of 7-0.

**OLD BUSINESS ITEMS**

1. **Sketch Plan: Kimbrell Property:** Planning Director Cronin provided a brief overview of the request, the purpose of which was to review and approve a sketch plan for a 29 acre site near the intersection of N Dobys Bridge Road and Kimbrell Road. Planning Director Cronin noted that this was a continuation of the discussion from the March and April Planning Commission meetings. In addition to the modifications that were incorporated into the first revision submitted in April, the applicant included subsequent amendments to the layout in an effort to preserve one of the two significant live oaks on the property. One of the planned roads at the north end of the property was converted into a cul-de-sac, and some of the proposed lots were shrunk to the minimum width of 50' width and minimum area of 5,000 square feet. This allowed the developer to maintain the same number of lots allowed by the development agreement (100), but also to save one of the two large trees.

Duane Christopher of EMH&T and Hamilton Stolpen of Ryland Homes provided additional information on the revised layout. Mr. Christopher again stated that the removal of the existing home and septic tank on the property would adversely impact the root system of the second live oak, resulting in the gradual deterioration of that tree's health

over time; however, the other tree could be preserved with an adequate buffer and the implementation of protective measures during land disturbing and construction activities.

Mr. Hudgins asked for additional information regarding the buffer around the live oak proposed to be preserved. Mr. Stolpen stated that a buffer was provided around the tree, and to protect the tree's root system, the buffer was proposed to be two times larger than the area of the tree canopy. Mr. Hudgins then asked what species of trees were proposed for the replanting, to which Mr. Christopher replied that the five replacement trees would all be live oaks.

Mr. Wolfe asked about the trees shown on the proposed landscape plan. Mr. Christopher stated that additional street trees would be planted throughout the subdivision, as required by the town's code.

Planning Director Cronin stated staff's opinion that the proposed subdivision plan complied with the requirements of the zoning ordinance, as well as the development agreement.

Chairman Traynor thanked the applicant for addressing the Planning Commission's concerns that were expressed during the last two meetings. He then called for a motion.

Mr. Garver made a motion to approve the revised sketch plan for the Kimbrell Road property, with a second by Mr. Wolfe. The motion was approved by a vote of 7-0.

2. **Subdivision Plat: 202, 204, & 206 Main Street:** Planning Director Cronin provided a brief overview of the request, the purpose of which was to approve the subdivision of York County Tax Map Number 020-03-01-003, located at the intersection of Main and Confederate Streets, into six parcels ranging in size from 0.03 acre to 0.56 acre. Planning Director Cronin noted that two of the six proposed lots were non-conforming with the requirements of the Local Commercial district due to a lot width of less than 20' and a lot area of less than 1,500 square feet; however, the applicant had submitted a lot variance request for the Planning Commission's consideration. Planning Director Cronin stated that the proposed lot lines followed existing interior walls between buildings in the historic district, and a strict application of the LC requirements would necessitate lot lines running through the middle of buildings, rather than existing boundaries between buildings. Believing that this would create a substantial hardship for current and future owners and tenants, staff recommended in favor of the variance. Bayles Mack provided additional information on behalf of the applicant, Downtown Partners.

Mr. Wolfe asked the applicant the purpose for the subdivision request. Mr. Mack stated that he intended to sell the buildings, and that subdivision of the property would provide the flexibility to sell each building individually, or with other buildings.

Planning Director Cronin recommended that the Planning Commission vote on the variance request separately, in advance of taking up the subdivision request.

Mr. Wolfe made a motion to approve the lot variance request for parcels B and E, as requested by the applicant. Mr. McMullen seconded the motion. The motion was approved by a vote of 7-0.

Mr. Wolfe then made a motion to approve the subdivision request as submitted. Mr. Hudgins seconded the motion. The motion was approved by a vote of 7-0.

- 3. Rezoning Request: 1462 & 1466 N Dobys Bridge Road:** Planning Director Cronin provided a brief overview of the request, the purpose of which was to provide a recommendation on the request to rezone York County Tax Map Numbers 020-11-01-110 and 020-11-01-111, located on N Dobys Bridge Road, from R-15 Residential to HC Highway Commercial. During the last meeting, the applicant stated their belief that the property had been assigned a commercial zoning designation at the time of annexation. Planning Director Cronin stated that staff had done some additional research and found that the applicant did request R-15 zoning at the time the properties were annexed, and that the properties were in fact zoned R-15 in January 2006 at the annexation ordinance was adopted. Planning Director Cronin stated that the town's future land use plan identifies this area as medium-density residential, and therefore, staff recommended in favor of denial.

Mr. Hudgins made a motion to recommend in favor of denial of the rezoning request from R-15 to HC, with a second by Mr. Lettang. The motion was approved by a vote of 7-0.

## **NEW BUSINESS ITEMS**

- 1. Rezoning Request: Fort Mill Housing Authority:** Planning Director Cronin provided a brief overview of the request, the purpose of which was to provide a recommendation on the request to rezone York County Tax Map Number 020-04-35-081 from TC Transitional Commercial to GR-A General Residential. The property is adjacent to existing Fort Mill Housing Authority property at the end of Bozeman Drive. The applicant had previously requested a zoning designation of RT-12 Residential; however, following their deferral at the April meeting and a subsequent meeting with town staff, the applicant has withdrawn the RT-12 request and has instead submitted a request for GR-A zoning.

Planning Director Cronin stated that the GR-A district would allow up to 8 dwelling units per acre. Though this was slightly higher than the future land use map's recommendation of medium-density residential (3-5 units per acre), staff recommended in favor of the request given the small size of the property (2 acres), and the fact that the neighboring Housing Authority property was already zoned GR-A.

Mr. McMullen asked whether the existing apartments on Bozeman Drive met the density requirements of the GR-A district. Connie Howard, executive director of the Fort Mill Housing Authority, stated that there were a total of 96 units, but neither she nor town staff had the exact acreage readily available. Planning Director Cronin stated that given the fact that there are a mixture of single- and multi-family units on the site, the total net density probably does not exceed 8 per acre.

Mr. Hudgins made a motion to recommend in favor of the rezoning request from TC to GR-A, with a second by Mr. Garver. The motion was approved by a vote of 6-1, with Mr. McMullen opposed.

- 2. Rezoning Request: River Crossing Senior Living Project:** Planning Director Cronin provided an overview of the request, the purpose of which was to rezone York County Tax Map Number 020-20-01-016, located at the intersection of River Crossing Drive and Sutton Road, from HC Highway Commercial to MXU Mixed Use. The applicant had previously requested a zoning designation of UD Urban Development; however, following their deferral at the April meeting and a subsequent meeting with town staff, the applicant has withdrawn the UD request and has instead submitted a request for MXU zoning. A mixed use concept plan and development conditions were also reviewed. The proposed plan would allow for the development of up to 255 senior apartments (approximately 17.7 units per acre), and up to 10,000 square feet of office space.

In providing the staff recommendation, Planning Director Cronin stated that the project would offer many benefits, such as no negative impact to the school district, 6% property tax rates, business license revenue, minimal traffic impact, and diversification of housing options. However, the primary concern expressed by staff was that this request was primarily residential and nature, and in staff's opinion, it was inconsistent with the comprehensive plan's recommendation to preserve areas near I-77 for future commercial and employment related projects. Therefore, staff recommended in favor of denial.

Ken Starrett of Gross Builders and Bryan Tuttle spoke on behalf of the applicant. Mr. Tuttle stressed the projected tax and impact fee benefits of the project, and added that there are a significant number of commercial and industrial zoned properties that remain along the corridor. He added that the subject parcel has been vacant for 10 years.

Matt Levesque of ESP Associates also spoke on behalf of the applicant. Mr. Levesque stated that the property has no real frontage on Sutton Road, and the limited visibility makes it less suitable for commercial development. He added that the apartments and office uses would have approximately 15 employees, and could bring new energy and more development to the corridor.

Chairman Traynor asked whether the property would be subject to the town's commercial appearance review requirements. Assistant Planner Pettit pulled up the requirements of the COD/COD-N overlay district on the monitor, and determined that the appearance review requirement applied only to non-residential projects. Chairman Traynor asked the applicant if they would be open to amending the development conditions to require appearance review. Mr. Starrett stated that they intended to use brick, stone, hardie plank and other quality materials, but that they would be open to an architectural review requirement.

Mr. Hudgins stated that he understands the concerns about preserving the corridor for commercial, but he believes that this would be a good use of the property as it would generate property taxes for the town and school district, but would have little to no impact on school enrollment or traffic concerns.

Mr. McMullen stated that there is definitely a need for this type of project, but that the proposed location is not a good location for residential development. He added that this corridor should be protected for commercial development, as recommended by the comprehensive plan.

Mr. Wolfe stated that he believes Sutton Road will turn into a commercial artery with more traffic using the Sutton Road/I-77 interchange, especially upon completion of the Fort Mill Southern Bypass. He added that putting high density residential along this corridor would change the future perception of the corridor.

Mr. Garver stated that as a senior citizen, he would be the type of person to which the applicant would be marketing. However, he had concerns about the lack of pedestrian, commercial and neighborhood type amenities near the project. He added that there was a definite need for this type of project, but he had concerns about the location.

Mr. Lettang also spoke about walkability and accessibility at the proposed location. He stated that he could see this type of project downtown or in a development node closer to grocery stores, restaurants and other amenities, but that such amenities were lacking in this location.

Mr. Petty questioned whether the apartments were to be senior-restricted based on the development conditions. Mr. Starrett responded that this was their intent. Mr. Petty added that this project could be a catalyst for additional development on surrounding properties.

Chairman Traynor asked if anyone else wished to speak regarding the request.

Al Rogat stated that he is a resident of Peachtree Apartments on SC 160. Even though there is a grocery store and other businesses adjacent to the apartment complex, he added that very few people ever walk to those locations from the apartments.

Marie Smith spoke in regards to the need for additional senior housing in the Fort Mill area, particularly affordable housing units, including Section 8 apartments.

Chairman Traynor noted that the proposed apartments were not planned to be affordable units, but would be market-rate luxury apartments.

Mr. Lettang inquired as to the anticipated rental rates for these apartments. Mr. Starrett stated that the units would start in the mid-\$800's per month for 1 bedroom apartments, and over \$1,000 per month for 2 bedroom units.

A discussion then took place regarding the proposed development conditions.

Chairman Traynor stated that the term "senior apartments" should be defined in the development conditions. He also asked the applicant whether they would be open to including a minimum square footage requirement for the commercial portion. Mr. Starrett

stated that the applicant would be open to amending the development conditions to include a minimum of 5,000 square feet, and a maximum of 10,000 square feet, of commercial development.

Planning Director Cronin stated that should the Planning Commission decide to recommend in favor of approval, then staff would recommend the following changes to the development conditions:

Paragraph 4: Include a requirement to install sidewalks within the project, and along all road frontages. A requirement to construct all required off-site improvements referenced in the TIA should also be included;

Paragraph 6: Open space areas (min. 20% of gross land area) should be defined and adequately protected;

Paragraph 13(b): Minimum impervious area for the site should be reduced from 100% to 80%, since a minimum open space requirement will apply;

Paragraph 9: Because the property is located within the COD/COD-N overlay district, a minimum height requirement will also apply.

New Paragraph: Include a requirement that all new development shall be subject to the requirements of the COD/COD-N overlay district. In the event the requirements of the overlay district are stricter than the underlying zoning district or the development conditions, then the provisions of the overlay district shall apply.

New Paragraph: The Property shall be subject to all current and future development impact fees imposed by the Town, provided such fees are applied consistently and in the same manner to all similarly situated property within the Town limits. For the purpose of this Agreement, the term “development impact fees” shall include, but not be limited to, the meaning ascribed to such term in the South Carolina Development Impact Fee Act, Sections 6-1-910, et seq, of the SC Code of Laws.

Mr. Hudgins made a motion to recommend in favor of the rezoning request from HC to MXU, as well as the concept plan and development conditions, inclusive of the appearance review requirement, a definition of “senior apartments,” a minimum commercial requirement of 5,000 square feet, and the modifications recommended by staff. Mr. Petty seconded the motion. Chairman Traynor called for a vote by a show of hands:

In Favor of the Motion

Traynor  
Garver  
Hudgins  
Petty

Opposed to the Motion

Lettang  
Wolfe  
McMullen

The motion was approved by a vote of 4-3.

- 3. Rezoning Request: 314 N White Street:** Planning Director Cronin provided a brief overview of the request, the purpose of which was to provide a recommendation on the request to rezone York County Tax Map Number 020-04-04-004 from R-15 Residential to GI General Industrial. The property is currently used as a non-conforming (grandfathered) auto repair garage. It was staff's opinion that GI zoning was inconsistent with the future land use map, as well as the comprehensive plan's vision for the downtown development node. Therefore, staff recommended in favor of denial.

Mr. Wolfe stated that the existing business has probably been there since before the current zoning districts were adopted. He stated that N White Street is a gateway to downtown Fort Mill, and had concerns about encouraging industrial uses in the downtown area.

Mr. McMullen questioned whether the existing business would lose its grandfathered status if there was ever a temporary discontinuance. Planning Director Cronin stated that the town's zoning ordinance allows a grandfathered use to continue as long as there is no discontinuance of 12 months or longer. He added that existing buildings could be renovated, but the business could not be expanded.

Mr. McMullen made a motion to recommend in favor of denial of the rezoning request from R-15 to GI, with a second by Mr. Lettang. The motion was approved by a vote of 7-0.

- 4. Subdivision Request: Avery Plaza:** Planning Director Cronin stated that the applicant had requested deferral of this request. Chairman Traynor stated that he was employed by a company affiliated with the property owner and would recuse himself from voting.

Mr. McMullen made a motion to defer consideration of the request, with a second by Mr. Garver. The motion was approved by a vote of 6-0, with Chairman Traynor recused.

## **ITEMS FOR INFORMATION / DISCUSSION**

- 1. Preserve at River Chase, Phase 4: Final Plat:** Planning Director Cronin stated that staff had received the final plat for the last remaining section in the Preserve at River Chase subdivision. Because the Planning Commission has approved all road names, this plat may be reviewed and approved administratively, once a bond has been received from the applicant. Mr. Petty inquired as to whether Meritage would be installing a canoe/kayak launch on the Catawba River, as was previously discussed. Planning Director Cronin stated that he would contact the developer and provide a report at a subsequent meeting.
- 2. Pending Commercial Appearance Review: A Lock-It Self Storage:** Assistant Planner Pettit stated that the owner of A Lock-It Storage was planning to submit a commercial appearance review application for three new buildings at the next Planning Commission meeting. In the meantime, the applicant was seeking to begin grading work for the upcoming project. To complete the grading, they would need to remove an existing landscaped berm in front of a metal building that was previously approved by the town.

Because this berm was a condition of the building's approval, staff wanted to discuss the plan with Planning Commission members before authorizing the grading work to commence. Chairman Traynor stated that the approval process could take an extended period of time, and that he would like to see the architectural plans before authorizing the removal of the berm. Other members of the commission echoed these sentiments. Assistant Planner Pettit stated that he would pass this message along to the owners of the storage facility.

3. **Impact Fee Study Update:** Planning Director Cronin stated that town staff had completed a draft capital improvements plan (CIP) related to development impact fees. The CIP will be forwarded to commission members for review in advance of an upcoming special called meeting.
4. **Special Called Meeting: June 2, 2015 (6:30 PM):** Planning Director Cronin reminded members of an upcoming special called meeting on June 2<sup>nd</sup> at 6:30 PM in the Spratt Building. The purpose of this meeting is to discuss the impact fee ordinance, recommended discount rates, and the draft CIP.
5. **UDO Advisory Committee Meeting: June 10, 2015 (6:30 PM):** Planning Director Cronin reminded members of an upcoming meeting of the UDO Advisory Committee on June 10<sup>th</sup> at 6:30 PM in the Spratt Building. The purpose of this meeting will be to review and discuss draft sections of the new unified development ordinance.

There being no further business, the meeting was adjourned at 9:05 pm.

Respectfully submitted,

Joe Cronin  
Planning Director

**MINUTES  
TOWN OF FORT MILL  
PLANNING COMMISSION SPECIAL CALLED MEETING  
June 2, 2015  
215 Main Street  
6:30 PM**

Present: Chairman James Traynor, Ben Hudgins, Hynek Lettang, John Garver, Chris Wolfe, Tom Petty, Jay McMullen, Planning Director Joe Cronin, Assistant Planner Chris Pettit

Absent: None

Guests: Brown Simpson (Parks & Recreation Director), Davy Broom (Public Works Director), Chipper Wilkerson (Interim Fire Chief), Jeff Hooper (Operations Director), Lisa McCarley (Town Council), Bayles Mack (Resident), Scott Couchenour (Resident), Marc Howie (York Electric Coop/Resident), Louis Roman (Historic Review Board/FMEC/Resident), John Marks (Fort Mill Times)

Chairman Traynor called the meeting to order at 6:30 pm and welcomed everyone in attendance.

**ITEMS FOR INFORMATION / DISCUSSION**

1. **Growth Projections:** Planning Director Cronin gave a presentation illustrating growth projections for the year 2020, 2025 and 2030. Planning Director Cronin stated that as all active and approved projects build out over the next 10 years, the town's population is expected to double in size. Planning Director Cronin also provided an overview of existing growth management strategies currently being utilized of studied by the town.
2. **Draft Impact Fee Ordinance:** Planning Director Cronin provided an overview of the draft impact fee ordinance. He stated that staff recommended in favor of adopting impact fees for all four categories, with discount rates of 10% for fire protection, parks and recreation, and municipal facilities, and 25% for transportation. Members of the commission then reviewed the effect of impact fees on a variety of residential and commercial projects. A lengthy discussion then took place.

Chairman Traynor, Mr. Wolfe and Mr. Petty spoke regarding the effect of impact fees on commercial development, with particular attention paid to the disproportionate burden of the transportation fee on commercial projects. Mr. Hudgins spoke about the need to leverage revenue from new development to pay for needed road projects. Mr. McMullen inquired about charging lower fees for development within priority investment areas. Mr. Lettang stated that our primary goal should be on maintaining an excellent quality of life. Chairman Traynor pointed out the discrepancy of commercial fire calls, and stated that a project the size of LPL Financial would be charged based on a projection of 500 calls per year based on the statistical formula. Chairman Traynor and Mr. Wolfe asked about

exemptions for schools and churches, to which Planning Director expressed that there were some legal concerns. Chairman Traynor asked staff to obtain a legal opinion on the following items prior to the next meeting:

- 1) Can the town legally exempt schools and religious facilities?
- 2) Can the town charge different discount rates for residential and commercial development?
- 3) Can the town charge different discount rates for projects within a priority investment area?

**3. Draft Capital Improvements Plan (CIP):** Planning Director Cronin listed the projects which were included in the draft CIP. Interim Fire Chief Wilkerson spoke about the need for a new fire station in the Springfield Parkway corridor, as well as a new fire truck and heavy rescue apparatus. Parks and Recreation Director Simpson stated that the town's lease on Banks Street Gym and the athletic fields at the LSC Complex would expire in the spring of 2020, and replacement facilities would need to be constructed by that time. Public Works Director Broom listed a number of vehicle and equipment needs for solid waste, recycling and road maintenance operations. Planning Director Cronin spoke about the transportation projects which would be eligible for impact fee funding. Staff recommended in favor of a variety of "interim improvements" along those corridors which could be paid for at the local level. These included an intersection improvement at Dobys Bridge Road & Fairway Drive, extending the center left turn lane on N White Street between Bass Street & Sidney Johnson Street, design/engineering/ROW for the expansion of the two-lane railroad overpass on Springfield Parkway, and the relocation and widening of Whites Road. A discussion took place regarding the draft CIP items. There was a general consensus regarding the need for those items included in the draft CIP. Commissioners also supported including a number of feasible transportation projects within the five year CIP.

Without any consensus on the impact fee recommendations, Chairman Traynor stated that a subsequent workshop would be required prior to the June 23<sup>rd</sup> meeting. Staff will send out a meeting request and coordinate a date that works with everyone's schedule.

There being no further business, the meeting was adjourned at 9:55 pm.

Respectfully submitted,

Joe Cronin  
Planning Director

**MINUTES  
TOWN OF FORT MILL  
PLANNING COMMISSION SPECIAL CALLED MEETING  
June 15, 2015  
215 Main Street  
6:30 PM**

Present: Chairman James Traynor, Ben Hudgins, Hynek Lettang, John Garver, Chris Wolfe, Tom Petty, Jay McMullen, Planning Director Joe Cronin, Assistant Planner Chris Pettit

Absent: None

Guests: Larry Huntley (Town Council), Matt Noonkester (Stantec), Louis Roman (Historic Review Board/FMEC/Resident), Al Rogat (Resident), John Marks (Fort Mill Times)

Chairman Traynor called the meeting to order at 6:30 pm and welcomed everyone in attendance.

Chairman Traynor stated that he had sought legal advice from an outside attorney regarding his participation in the discussion regarding impact fees given his position with Clear Springs. He added that while he would continue participating in discussions regarding impact fees, he would not vote on the final recommendations.

**ITEMS FOR INFORMATION / DISCUSSION**

1. **Review of Legal Opinions:** During the meeting on June 2, 2015, the Planning Commission requested legal opinions to the following questions:
  - 1) Can the town legally exempt schools and religious facilities?
  - 2) Can the town charge different discount rates for residential and commercial development?
  - 3) Can the town charge different discount rates for projects within a priority investment area?

Planning Director Cronin distributed and provided an overview of three legal opinions from the South Carolina Attorney General, Town Attorney Barry Mack, and Bond Attorney Theo DuBose. In these opinions, it was revealed that the town does not have the authority under the Development Impact Fee Act to exempt schools and religious uses. Mr. DuBose also opined that varying discount rates among commercial and residential uses would likely expose the town to a potential lawsuit on equal protection grounds; however, varying discount rates in priority investment areas may potentially be used if the town followed the criteria used under state law for establishing TIF district eligibility. Chairman Traynor stated that he had spoken to an outside attorney, and disagreed with Mr. DuBose's

opinion that a variation in fees among uses would be discriminatory as it would further the town's interest in generating a larger commercial tax base.

2. **Draft Impact Fee Ordinance:** Since the discussion at the last meeting revolved largely around the effect of transportation fees on commercial development, Planning Director Cronin presented two new options for the Planning Commission's consideration. The "all-in" option would set the transportation discount rate from day one, at a rate recommended by the Planning Commission and approved by town council. This discount would range anywhere from 0% to 100%. The second option would be a "phased-in" approach which would implement the transportation fee with a large discount (90% to 100%), and reduce the discount by 10% on January 1<sup>st</sup> of each subsequent year until reaching the recommended discount rate. Mr. Wolfe, Mr. Petty, Mr. Garver and Mr. Hudgins recommended in favor of a phased approach, with a 90% discount in the first year, and an annual reduction in the discount rate by 10% each year until reaching 50%. Mr. McMullen recommended in favor of the all-in approach at a 50% discount, stating that to do otherwise would miss the residential peak of the next 1-2 years, but added that he could support a phased in approach if the discount in the first year started at less than 100%. Mr. Lettang recommended an all-in approach with a 25%-50% discount, and revisit the rates in the future if the fees are found to adversely impact economic development. Chairman Traynor stated that he was opposed to making commercial development pay a disproportionate share, but that a 90% discount on transportation would be better than 25%.

Additional items were also discussed with Matt Noonkester of Stantec, the consultant who completed the town's impact fee study earlier this year. Mr. Wolfe questioned the rationale for using employees per 1,000 square feet for establishing the fees for commercial development. Mr. Noonkester stated that this data provided national averages or standards that were commonly used throughout the industry. Chairman Traynor asked about trips that did not originate or end in Fort Mill. Mr. Noonkester stated that these trips were addressed multiple ways. First, the trip data was based on trip ends rather than total trips, which automatically reduced the number of trips per use by 50%. Second, some uses are eligible for through trip discounts. Finally, as a matter of policy, a higher discount rate could be set to take non-Fort Mill trips into consideration.

Planning Director Cronin asked if there were any other items that members wished to discuss. Mr. Hudgins asked if the town could set up a grant or offset program to assist commercial projects. Planning Director Cronin stated that this was something that the town had explored previously with the Fort Mill Economic Council. If council wanted to proceed, this is something that could be done separate from the impact fee ordinance. Mr. McMullen stated his opinion that commercial development will follow the rooftops, regardless of whether the town adopts an impact fee ordinance. Mr. Lettang reiterated his statement from the last meeting that the purpose of impact fees needs to be about maintaining the town's excellent quality of life.

Mr. Wolfe and Mr. Hudgins asked how the town could encourage a legislative solution to exemptions for schools and religious uses. Planning Director Cronin recommended that the Planning Commission's final recommendations could include language encouraging the

town council and the legislative delegation to work with MASC and other cities and counties to change the law to allow such exemptions. Mr. Wolfe also recommended reviewing the fee system within 2-5 years, rather than the 5 years required by law. Planning Director Cronin stated that the fees, as well as the CIP, could be reviewed and updated as needed when the town does its next comprehensive plan update in 2017-18.

3. **Draft Capital Improvements Plan (CIP)**: Planning Director Cronin gave a brief update on the CIP. A final version of the document will be distributed to the Planning Commission in advance of the meeting on June 23<sup>rd</sup>.

Planning Director Cronin stated that there was a full agenda for the June 23<sup>rd</sup> meeting. Mr. Hudgins recommended starting the meeting at 6:30 pm instead of 7:00 pm. There was consensus among members of the Planning Commission to start the meeting 30 minutes earlier.

There being no further business, the meeting was adjourned at 9:07 pm.

Respectfully submitted,

Joe Cronin  
Planning Director

**Planning Commission Meeting  
June 23, 2015  
New Business Item**

**Commercial Appearance Review: A Lock It Self Storage**

Request from A Lock It, Inc. to grant commercial appearance review approval for a proposed addition of three self-storage buildings located at 1399 Highway 160 East

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**Background / Discussion**

The Planning Commission is asked to consider a request from A Lock It, Inc. to grant commercial development appearance review approval for three proposed self-storage buildings on the property located at 1399 Highway 160 East.

The property (Tax Map # 020-08-01-003) is zoned Highway Commercial (HC), wherein self-storage/mini-warehouses are conditional uses and allowed in instances where the following conditions are met:

1. Any outdoor storage shall be conducted entirely within storage yards separate from buildings. Such storage yards shall be screened from public view. A six-foot high fence or wall shall enclose the area, and the area shall be paved or graveled with no grass allowed to grow in the storage area.
2. Storage of any items, including vehicles, in interior traffic aisles, off-street parking areas, loading areas or driveway areas is prohibited.
3. Lighting used to illuminate any interior traffic aisle, off-street parking area, loading or unloading area, or storage area, shall be shielded or so arranged as to reflect light away from adjoining premises.
4. Mini-warehouses shall be designed, landscaped, screened, or otherwise treated in a manner that will be aesthetically pleasing and compatible with surrounding uses.
5. Traffic aisles shall be of sufficient width so as to allow for loading and unloading, maneuvering and circulation of vehicles, and shall in no case be less than 20 feet in width.
6. Use of mini-warehouse compartments or yards for any purpose other than the storage of goods is prohibited.

The applicant intends to add three additional self-storage buildings to the already existing eleven self-storage buildings on the property. The proposed additions total 28,200 square feet and will be accessed off the existing driveway from Highway 160.

The proposed building elevations, site plan, and landscaping plan are attached for review. A full set of building designs will be available during the Planning Commission meeting. The two buildings interior to the site (Buildings Y and Z) will consist of metal roofing and metal panel siding, as are typically associated with self-storage buildings. Building X, which fronts Highway 160, will feature an enhanced front/side façade made up of a variety of enhanced materials (see options 1-4). Additional wall signage was discussed by the applicant for Building X but not shown in the elevations.

The landscape plan shows a mixture of shrubbery and trees along the entire street-side façade of Building X. A fence and additional shrubbery will line the western edge of the development to screen the internal areas of the site as seen travelling eastbound on Highway 160. An example and/or diagram of the proposed fencing was not included.

Photos of nearby buildings are attached for reference. Additional items included for reference include images showing the eastbound and westbound viewshed as seen travelling along Highway 160 and an image of a local building to assist the Planning Commissioners with understanding the scale of Building X (230 feet in length).

### **Recommendation**

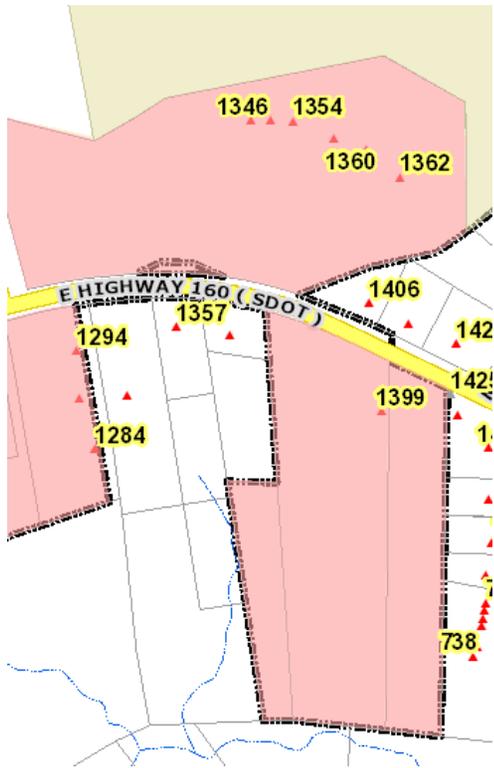
Staff has reviewed the site plan and found no major deficiencies. The plan appears to feature high quality building materials and enhanced architectural features, of which the applicants have provided multiple options for the Planning Commission to choose from.

As opposed to providing a recommendation of approval or disapproval, staff will recommend topics for discussion during the meeting (see below). Staff has attached a copy of Article V, Section 5 of the Zoning Ordinance, which outlines the standards to be used in the commercial appearance review process.

1. Design of the surrounding fencing
2. Location and type of additional signage, as it could break up the look of Building X
3. The addition of ornamentation (faux windows, awnings, etc.) to break up the look of Building X
4. Additional landscaping to screen the internal view as seen travelling westbound along Highway 160
5. The addition of sidewalks and stub-outs to neighboring properties along the future ROW of Highway 160

Chris Pettit  
Assistant Planner  
June 19, 2015







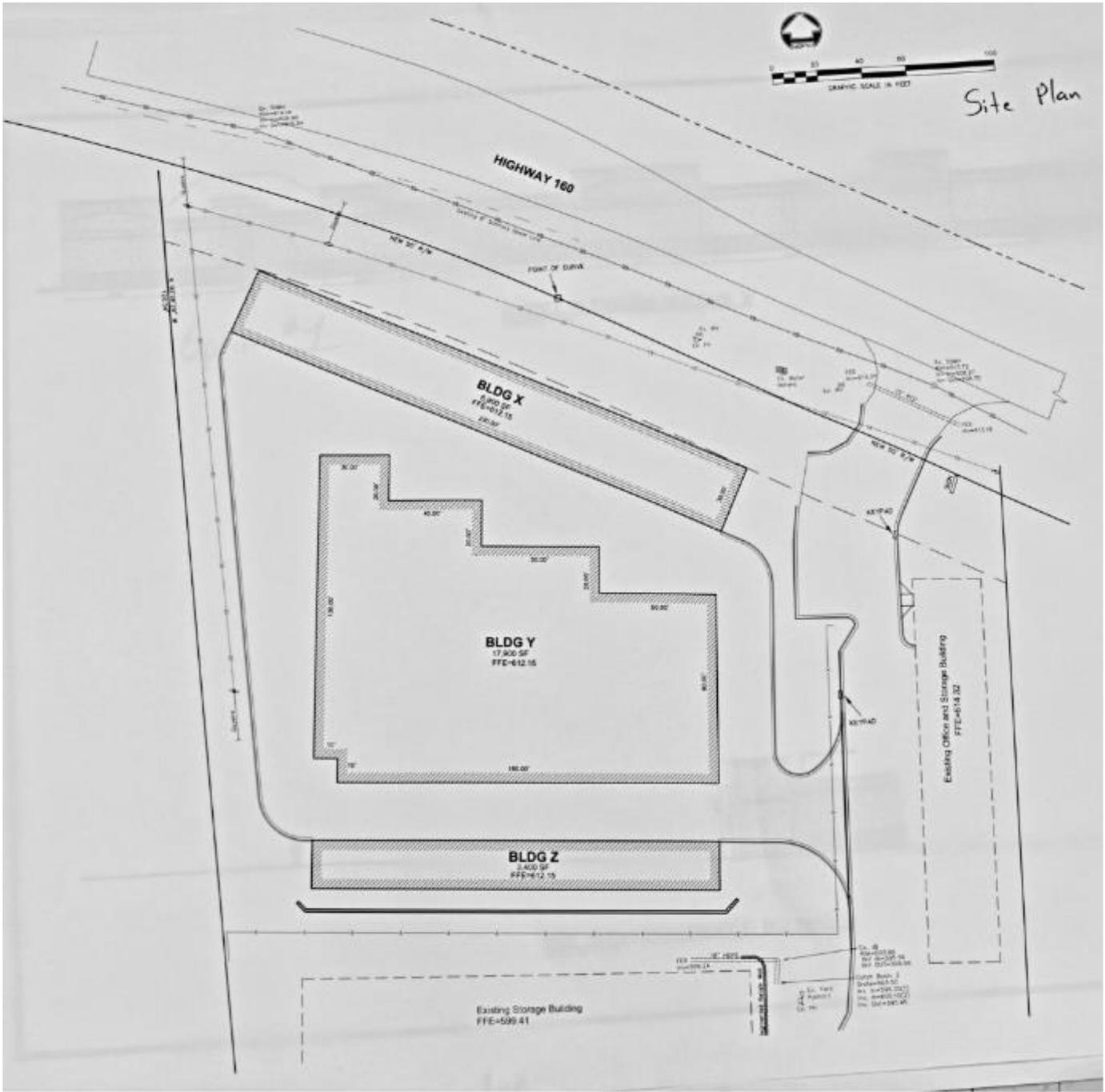
## **Westbound Viewshed**



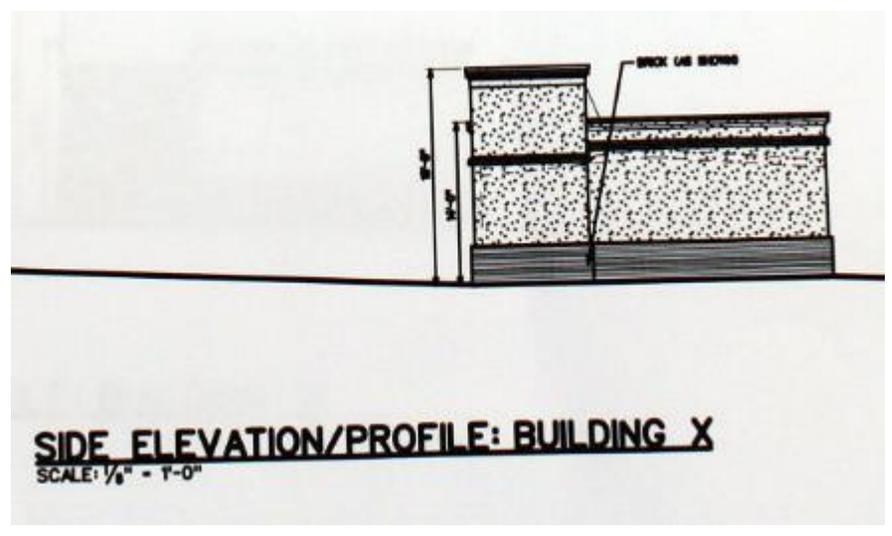
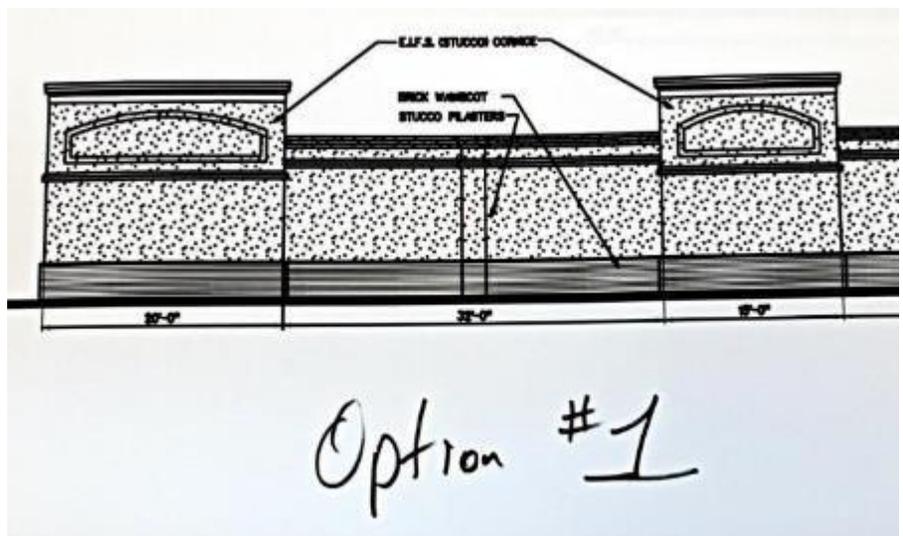
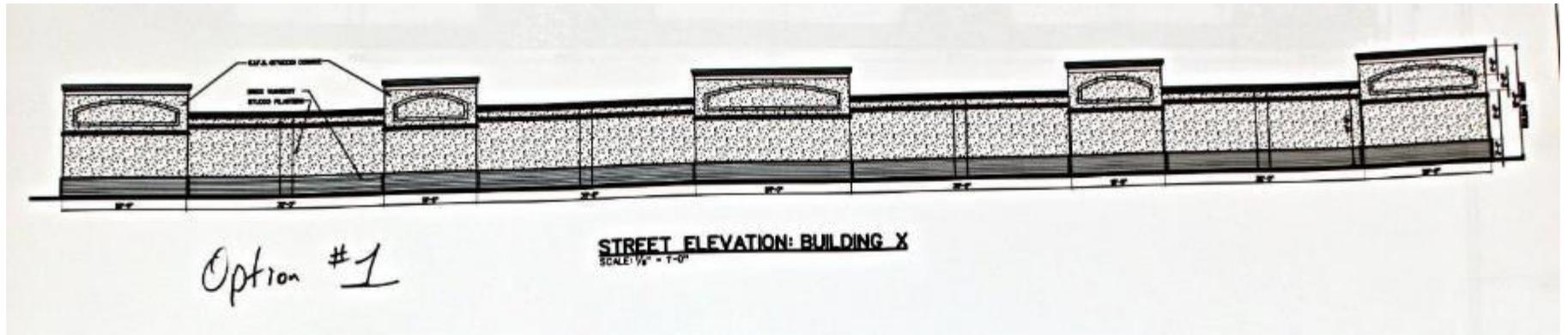
## Eastbound Viewshed



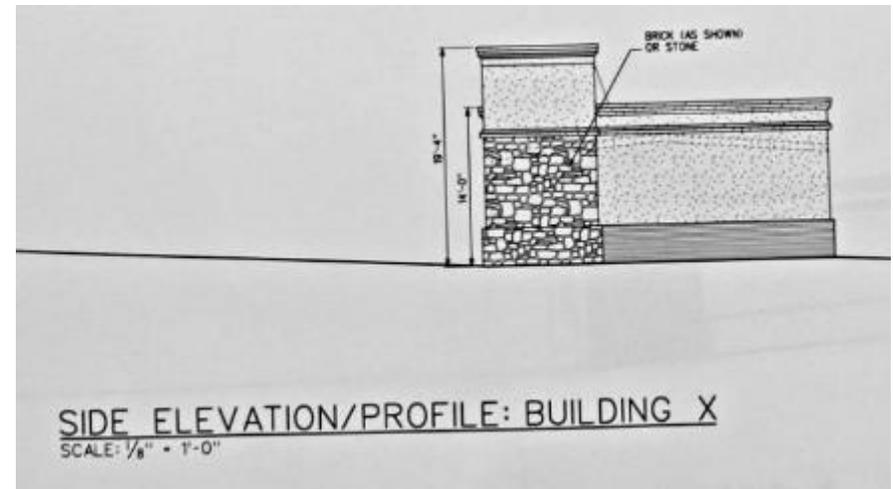
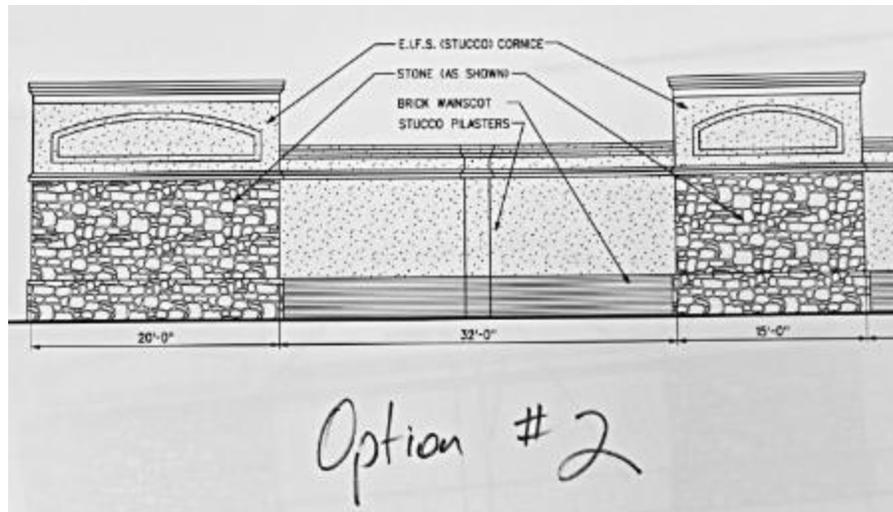
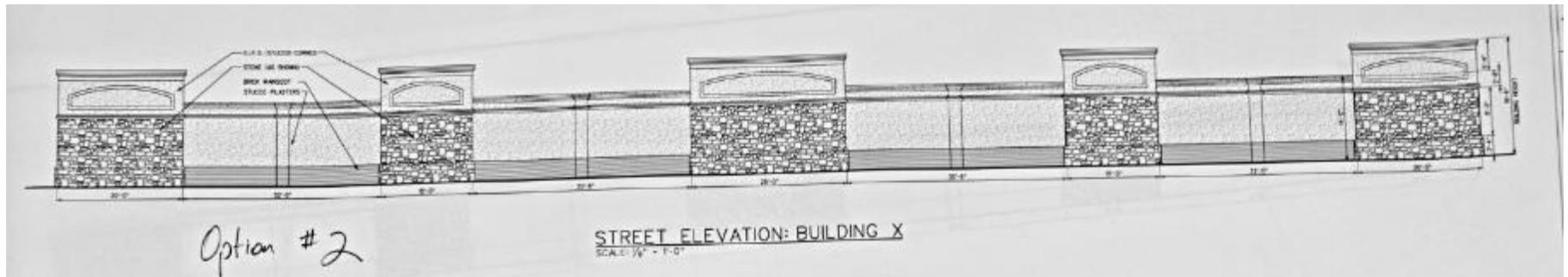
**Scale Reference** (Approx. 240 feet – Crown Plaza at Regent Park – 3160 HWY 21)



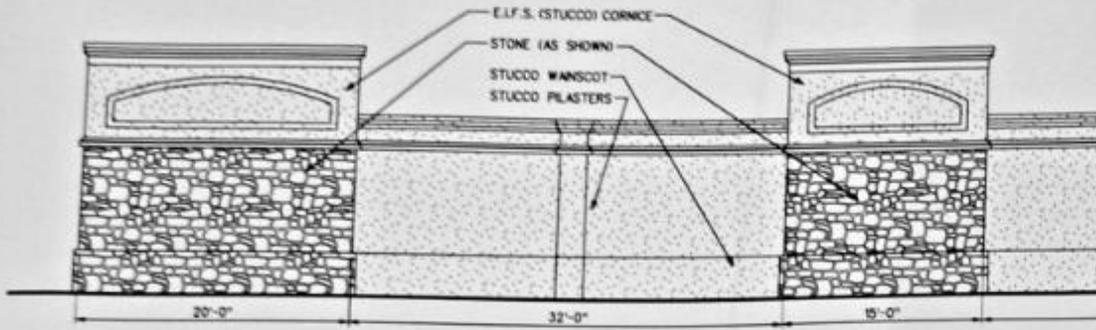
# Site Plan



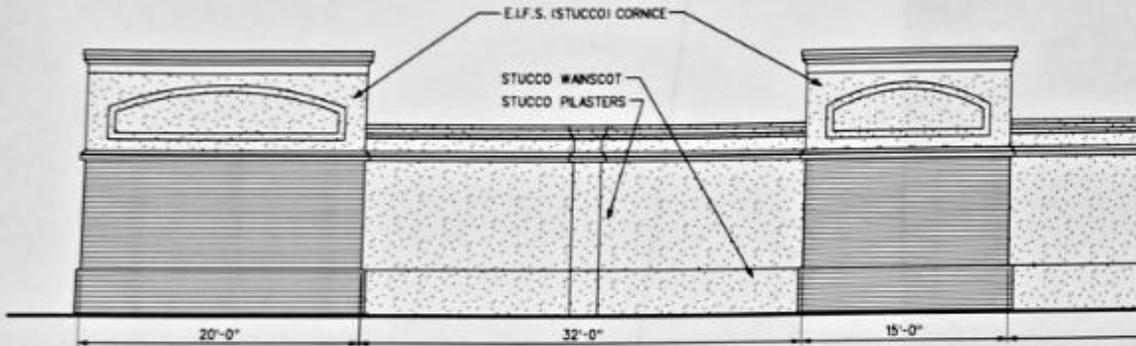
# Option #1



# Option #2

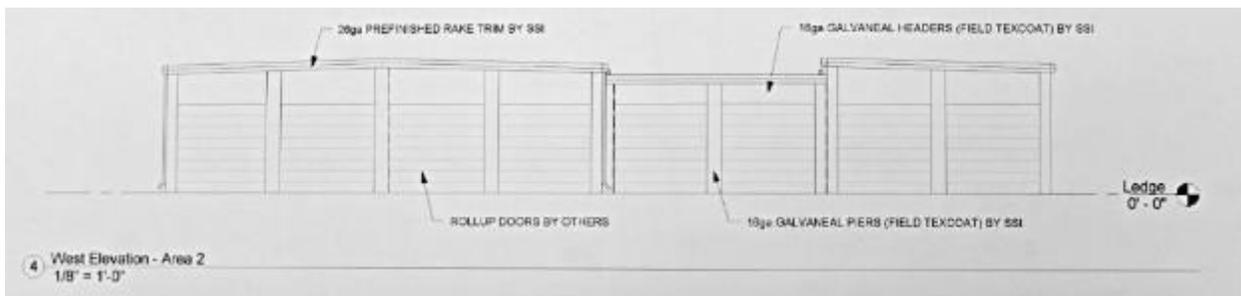
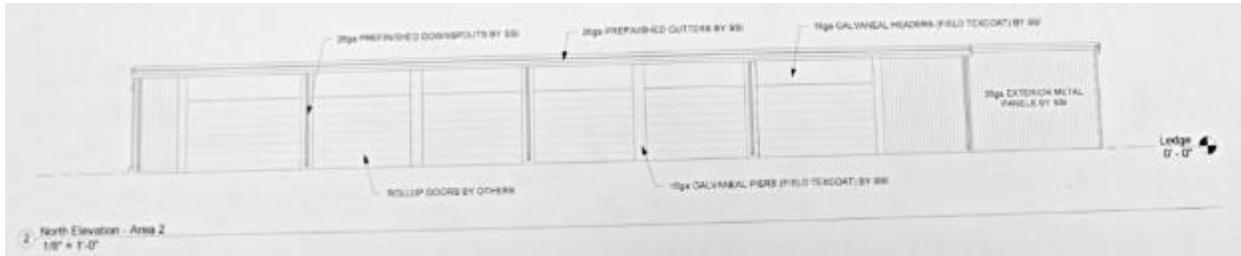
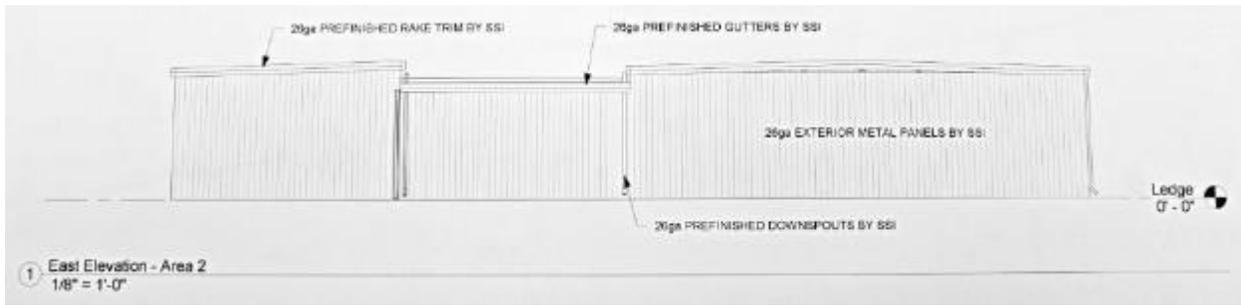


Option #3

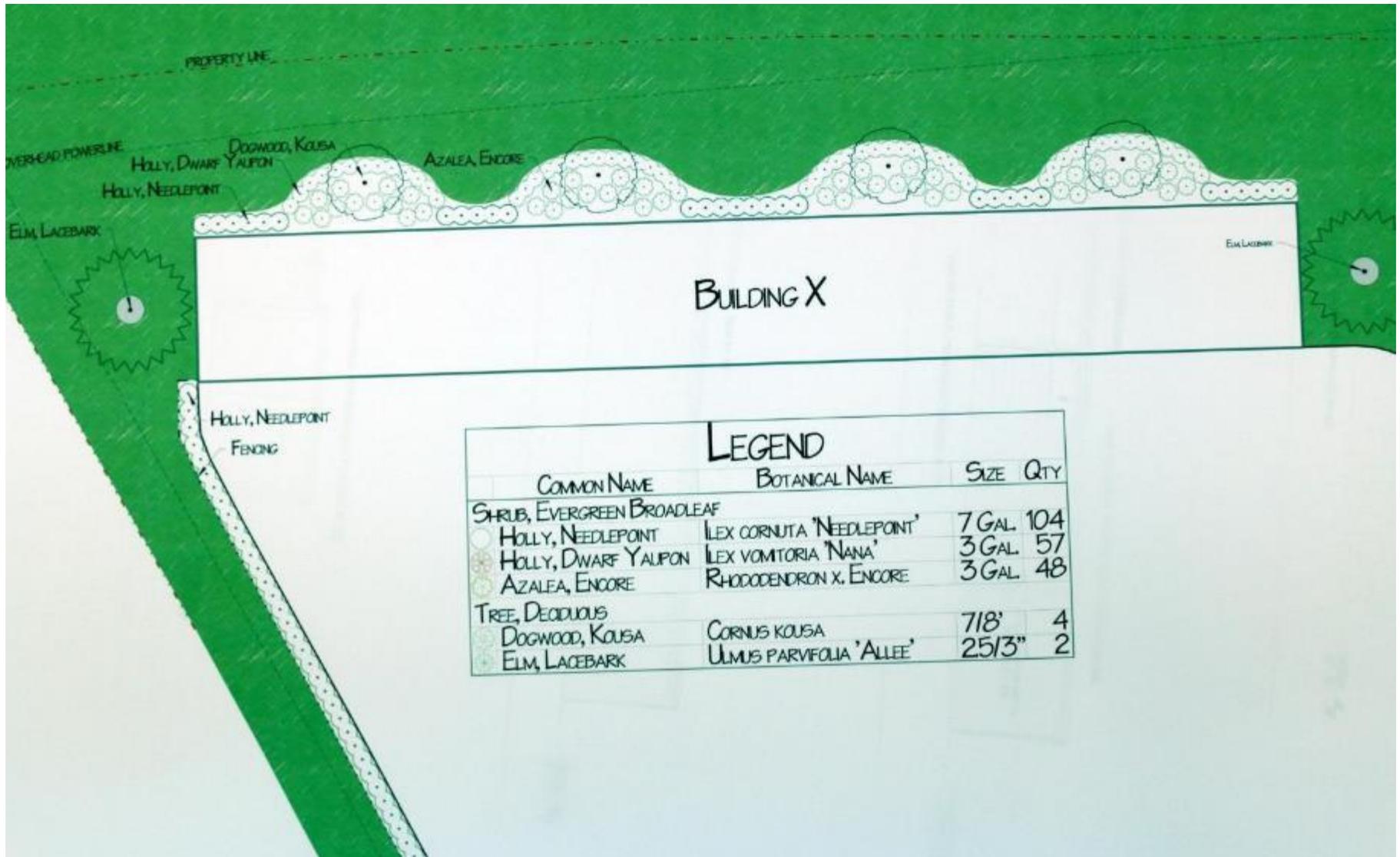


Option #4

# Option #3 and Option #4



# Other Elevations



# Landscape Plan

## **Sec. 5. - Appearance standards.**

- 1) *Relationship of building site:*
  - A) The proposed commercial development shall be designed and sited to accomplish a desirable view as observed from adjacent streets.
  - B) Parking areas shall be enhanced with decorative elements, building wall extensions, plantings, berms, or other innovative means to screen parking areas from view from the streets.
  - C) Utility services shall be underground.
  
- 2) *Relationship to adjoining areas:*
  - A) Adjacent buildings of different architectural styles shall be made compatible by use of screens, sight breaks, materials, and other methods.
  - B) Landscaping shall provide a transition to adjoining property.
  - C) Texture, building lines, and mass shall be harmonious with adjoining property. Monotonous texture, lines, and mass shall be avoided.
  
- 3) *Landscaping:* Landscaping shall conform to article IV and other sections of this ordinance.
  
- 4) *Building design:*
  - A) Architectural style is not restricted. Quality of design and compatibility with surrounding uses shall provide the basis of the evaluation of the appearance of a proposed commercial development.
  - B) Materials shall be of good architectural character and shall be harmonious with adjoining buildings.
  - C) Materials shall be suitable for the type and design of the building. Materials which are architecturally harmonious shall be used for all exterior building walls and other exterior building components.
  - D) Materials and finishes shall be of durable quality.
  - E) Building components, such as windows, doors, eaves, and parapets, shall have appropriate proportion and relationships to one another.
  - F) Colors shall be harmonious and shall use compatible accents.
  - G) Mechanical equipment or other utility hardware on roof, ground, or buildings shall be screened from view with materials harmonious with the building.
  - H) Monotony of design shall be avoided. Variation in vegetation, detail, form, and siting shall be used to provide visual interest.
  
- 5) *Signs:*
  - A) Signs shall conform to the provisions of article III and this article.
  - B) Every sign shall be of appropriate scale and proportion in relation to the surrounding buildings.
  - C) Every sign shall be designed as an integral architectural element of the building and site to which it relates.
  - D) The colors, materials, and lighting of every sign shall be harmonious with the building and site to which it relates.

- E) The number of graphic elements on a sign shall be held to the minimum needed to convey the sign's principal message and shall be in proportion to the area of the sign.
  - F) Each sign shall be compatible with signs on adjoining plots or buildings.
  - G) Corporation logos shall conform to the criteria for all other signs.
- 6) *Miscellaneous structures*: Miscellaneous structures and hardware shall be part of the architectural concept of the project. Materials, scale, and colors shall be compatible with the building and surrounding uses.

**Planning Commission Meeting**  
**June 23, 2015**  
**New Business Item**

**Commercial Appearance Review: Fort Mill Chiropractic Health Center**

Request from Fort Mill Chiropractic Health Center to grant commercial appearance review approval for a proposed storage building located at 306 Tom Hall Street

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**Background / Discussion**

The Planning Commission is asked to consider a request from Terry J. Van Dervort (Fort Mill Chiropractic Health Center) to grant commercial development appearance review approval for a proposed storage building on property located at 306 Tom Hall Street.

The property is zoned Highway Commercial (HC) and is located in the Tom Hall Street Corridor Overlay (THCD) district. The property is properly zoned for a commercial accessory structure, however the storage must be associated with the health center's current use. Warehouse/storage uses in themselves are prohibited in the THCD overlay.

The applicant is proposing to add a 14' x 36' storage building addition to the property in order to store equipment incidental to the ownership of the property. The proposed building elevations and materials are attached for review. The exterior of the property will primarily feature a khaki-colored vinyl siding with white trim. A site plan is attached showing the location of the proposed building.

Staff has reviewed the site plan and setbacks and have found no conflicts with the zoning ordinance. The THCD district does provide language related to building materials, which are included below for reference by the Planning Commission during the appearance review process:

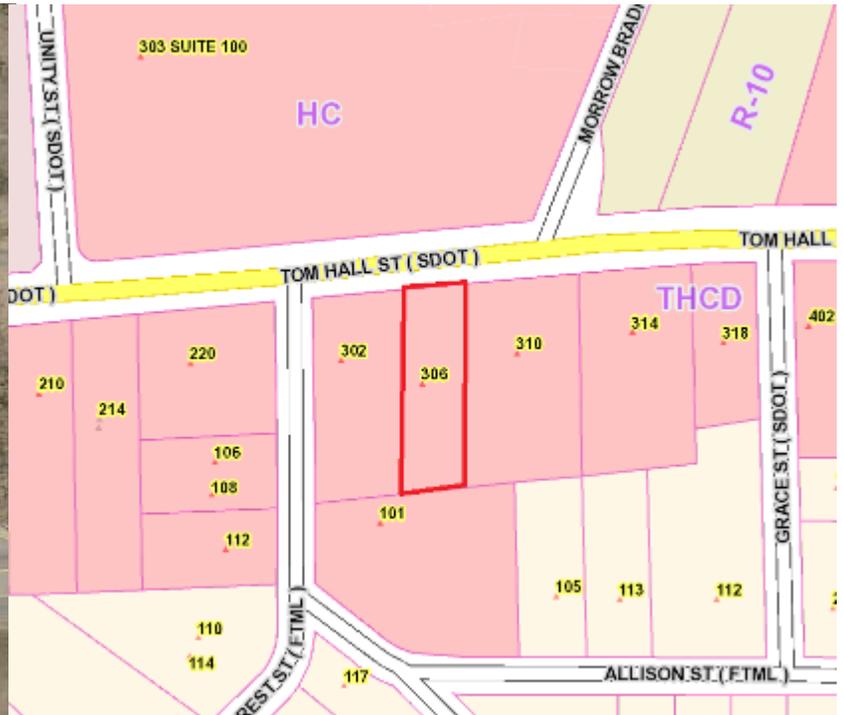
*Building materials: Buildings shall be designed to use, to the greatest extent feasible, building materials such as rock, stone, brick and wood or any other material so deemed appropriate through the appearance review per article V of the zoning code so as to maintain the specialized commercial and historic character of the corridor.*

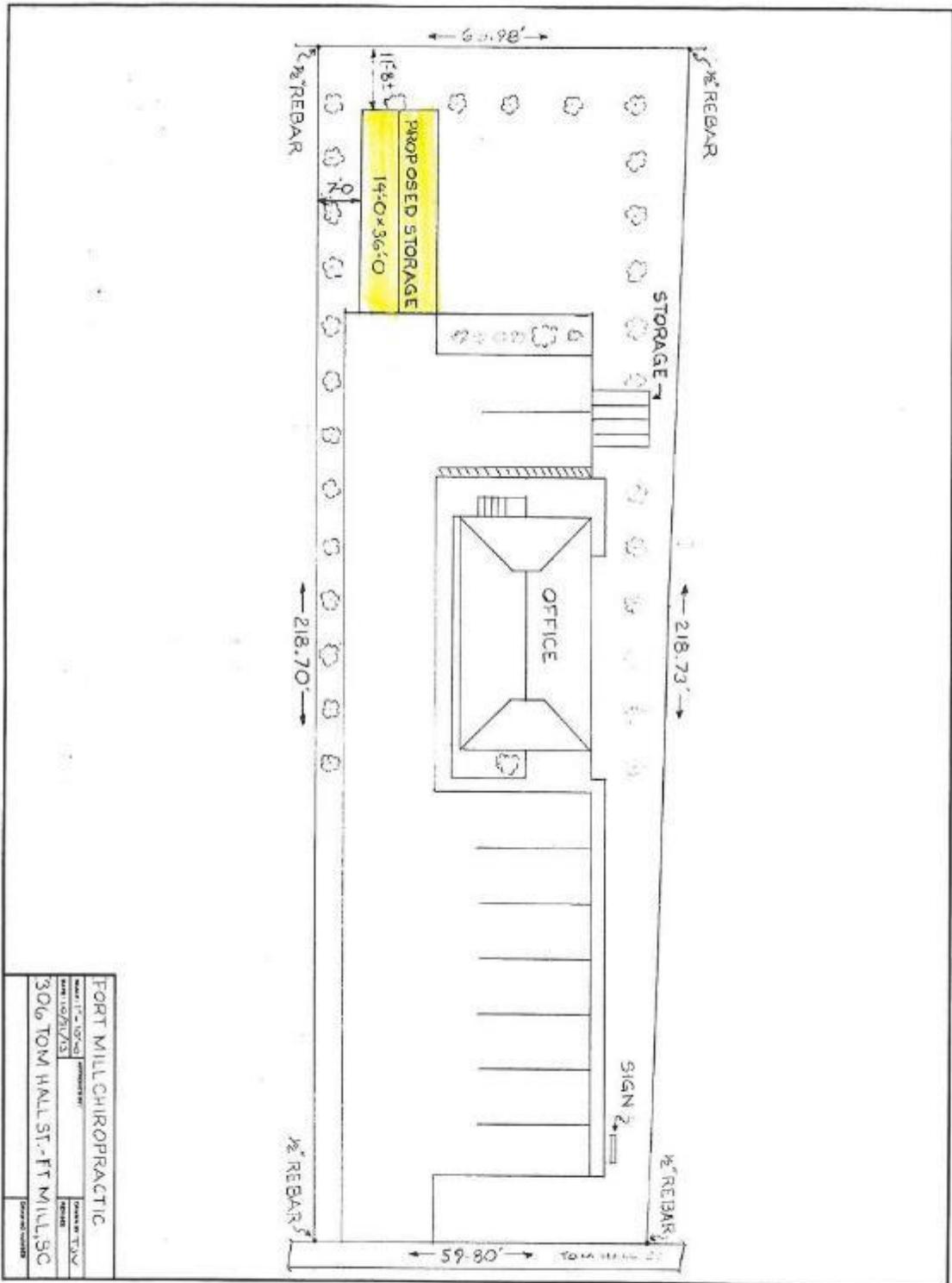
Photos of nearby buildings are attached for reference.

**Recommendation**

Staff has reviewed the site plan and found no major deficiencies. The Planning Commission will have the discretion to determine whether the proposed design and materials best meets the requirements and intent of the THCD overlay district.

Chris Pettit  
Assistant Planner  
June 19, 2015

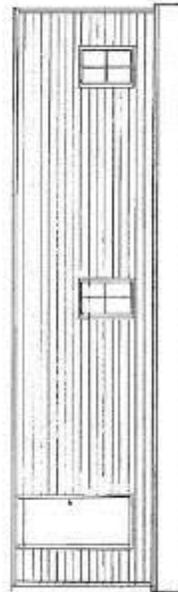




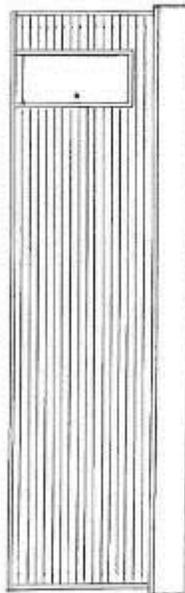
FORT MILL CHIROPRACTIC	
DATE: 11-10-20	PROJECT:
DATE: 10/21/23	OWNER: TOM HALL
306 TOM HALL ST. - FT MILL, SC	
CONTRACT NUMBER:	



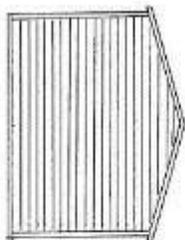
FRONT



RIGHT SIDE



LEFT SIDE



REAR

<b>FORT MILL CHIROPRACTIC</b>	
Project No. 1436	Project No. 1436
DATE: _____	DATE: _____
<b>STORAGE (1436)</b>	
1	





Similar building with wood siding



Similar building with vinyl siding

## Types of Buildings



12X28 A-FRAME



10X16 AMISH



AMISH BARN W/ATTIC



8X12 32 LOW BARN



8X12 PLAYHOUSE



10X16 SQUARE BO

### Standard Features and No Cost Options:

- Rugged, pressure-treated floor joists & skids
- 5/8 inch tongue and groove flooring
- DuraTemp T-111, Smartboard or vinyl exterior siding
- Choice of exterior paint colors
- Choice of metal roofing colors
- Choice of shingle colors
- Choice of 20-year fiberglass shingles or metal roofing
- Locking T-handles doors
- 2x4 wall studs and rafters, 16" on center
- Pressure treated 2x6 floor joists, 16" on center
- 2 Gable vents
- Roofing felt paper
- Delivery up to 20 miles. \$3.00 per additional mile
- Set-up and Leveling up to 2 feet with 30 blocks
- Metal Thresholds

### Available Options:

- Windows
- Lofts
- Vents
- Plumbing
- Shelves
- Flower boxes
- 3/4" Plywood
- 16" on center walls
- 16" on center ceiling joists
- 16" on center rafters
- 10" ridge vents
- Dormers
- Vinyl or aluminum siding
- Paneling
- Insulation
- Carpet
- Shutters
- Built on-site
- Skylights
- Overhangs
- Porches w/ Pickets
- Partition walls
- Interior doors
- Insulated windows

**Planning Commission Meeting**  
**June 23, 2015**  
**New Business Item**

**Rezoning Request: 113 Railroad Avenue**

An ordinance amending the Zoning Map of the Town of Fort Mill so as to change the zoning designation for York County Tax Map Numbers 020-06-01-049 and 020-06-01-066, containing approximately 0.71 +/- acres located at 113 Railroad Avenue, from LC Local Commercial to GI General Industrial.

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**Background / Discussion**

The town has received a rezoning application from Steve Dagenhart, on behalf of Rustic Labels, Inc., the owner of York County Tax Map Numbers 020-06-01-049 and 020-06-01-066.

The rezoning request is for two parcels, with a combined area of 0.71 +/- acres. The parcels are located at 113 Railroad Avenue, near the intersection with Spratt Street. The property is the current location of Rustic Label, Inc., a legally nonconforming label manufacturing business in the LC Local Commercial District.

The applicant has requested a rezoning of the properties from LC Local Commercial to GI General Industrial. If approved, the applicant intends to expand the operation onsite to include additional storage capacity. Any future expansion would be subject to the town's commercial appearance review process and would be subject to the requirements of the Zoning Ordinance, including landscaping and screening requirements.

The parcels subject to the rezoning request are directly adjacent to vacant GI General Industrial property to the south, commercial uses zoned LC Local Commercial to the north, and residential uses zoned LC Local Commercial to the east.

A draft rezoning ordinance is attached for review.

**Recommendation**

The subject parcel is located within an area designated as "mixed use" within "Node 5" on the Town of Fort Mill's future land use map. The town's comprehensive plan, last updated in January 2013, recommends a variety of higher density residential and commercial uses within the downtown area.

The vision created through the land use plan is to transition the node over time to a vibrant, mixed use node containing uses that bring people to downtown to live, work, shop, and play. While the current use of the property would bring employment downtown, future industrial development on the property would not necessarily include bringing employees downtown (i.e. permitted uses of bulk storage, warehouse, etc.).



In our opinion, applying the industrial zoning designation in the downtown area would not be appropriate in this circumstance, and would be inconsistent with the long term goals and mixture of uses envisioned for the downtown area by the comprehensive plan.

Therefore, staff recommends in favor of denying the rezoning request.

Chris Pettit  
Assistant Planner  
June 18, 2015

**TOWN OF FORT MILL**  
**APPLICATION FOR ZONING MAP AMENDMENT**

APPLICANT(S):

NAME	ADDRESS	PHONE NUMBER
STEVE DAGENHART		803 517-0928

Area of Subject Property: .71 acres and/or 31,100 square feet

What is the CURRENT zoning for the parcel(s)? DOWNTOWN NODE

What is the proposed zoning for the parcel(s)? GI

Does the applicant own all of the property within the zoning proposal? YES

State the proposed change and reason(s) for request: (Attach additional sheets if needed)

RUSTIC LABEL HAS BEEN LOCATED AT THIS SITE SINCE 1990 & NEEDS TO EXPAND STORAGE ONLY - NO NEW EMPLOYEES!

As Owner(s) of the property described below, I/we request that our property be rezoned as indicated.

TAX MAP NUMBER	PROPERTY ADDRESS	OWNER	OWNER'S SIGNATURE
0200601049	113 RAILROAD AVENUE	Steve Dagenhart	Steve Dagenhart
0200601066			

Please return application and fee to: Town of Fort Mill, PO Box 159, Fort Mill, SC 29716

STATE OF SOUTH CAROLINA  
TOWN COUNCIL FOR THE TOWN OF FORT MILL  
ORDINANCE NO. 2015-\_\_

AN ORDINANCE AMENDING THE ZONING MAP OF THE TOWN OF FORT MILL SO AS TO CHANGE THE ZONING DESIGNATION FOR YORK COUNTY TAX MAP NUMBERS 020-06-01-049 AND 020-06-01-066, CONTAINING APPROXIMATELY 0.71 +/- ACRES LOCATED AT 113 RAILROAD AVENUE, FROM LC LOCAL COMMERCIAL TO GI GENERAL INDUSTRIAL

Pursuant to the authority granted by the Constitution of the State of South Carolina and the General Assembly of the State of South Carolina, BE IT ORDAINED BY THE TOWN COUNCIL FOR THE TOWN OF FORT MILL:

Section I. The Zoning Map of the Town of Fort Mill is hereby amended to change the zoning classification for York County Tax Map Numbers 020-06-01-049 and 020-06-01-066, containing approximately 0.71 acres located at 113 Railroad Avenue, from LC Local Commercial to GI General Industrial. A property map of the parcels subject to this rezoning ordinance is hereby attached as Exhibit A.

Section II. If any section, subsection, or clause of this Ordinance shall be deemed to be unconstitutional, or otherwise invalid, the validity of the remaining sections, subsections, and clauses shall not be affected thereby.

Section III. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section IV. Effective Date. This ordinance shall be effective from and after the date of adoption.

**SIGNED AND SEALED** this \_\_\_\_ day of \_\_\_\_\_, 2015, having been duly adopted by the Town Council for the Town of Fort Mill on the \_\_\_\_ day of \_\_\_\_\_, 2015.

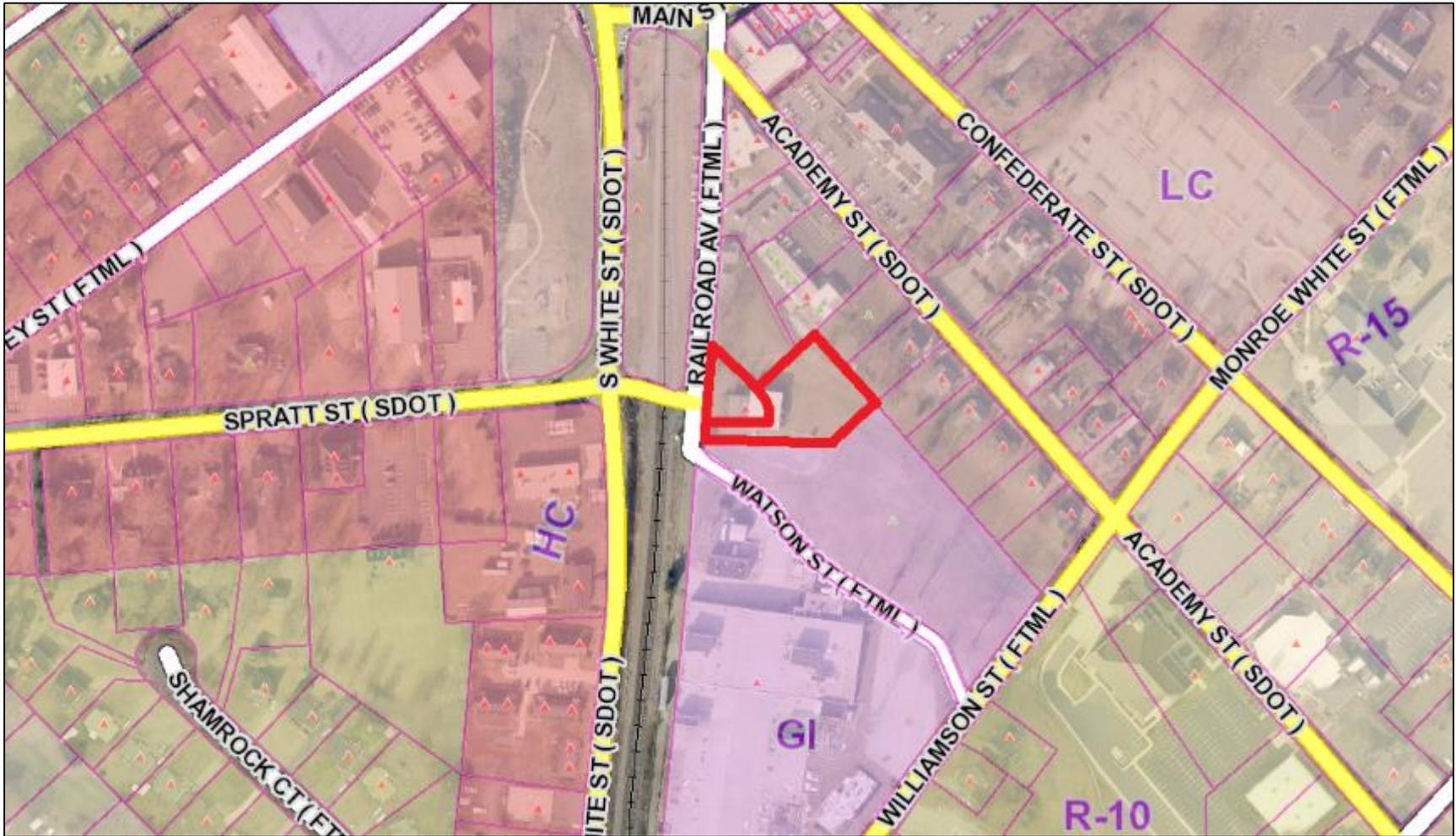
First Reading: July 13, 2015  
Public Hearing: July 13, 2015  
Second Reading: July 27, 2015

TOWN OF FORT MILL  
\_\_\_\_\_  
Danny P. Funderburk, Mayor

LEGAL REVIEW  
\_\_\_\_\_  
Barron B. Mack, Jr, Town Attorney

ATTEST  
\_\_\_\_\_  
Dana Powell, Town Clerk

Exhibit A  
Property Map



**Planning Commission Meeting**  
**June 23, 2015**  
**New Business Item**

**Annexation Request: 1086 N Dobys Bridge Road**

An ordinance annexing York County Tax Map Number 709-00-00-066, containing approximately 1.3 acres at 1086 N Dobys Bridge Road.

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**Background / Discussion**

Michelle Black and Donald Black have submitted an annexation petition for York County Tax Map Number 709-00-00-066. This property contains approximately 1.3 acres located at 1086 N Dobys Bridge Road, immediately adjacent and to the south of the Walmart Neighborhood Market currently under development at Fort Mill Square. A property map and description are attached for reference.

The subject parcel is currently zoned RC-I per York County GIS. The county's RC-I district allows single-family residences along with neighborhood-scale public uses including schools, parks, and churches. Other permitted uses include agricultural (field crops and orchards/groves), equestrian uses, and day care homes. The RC-I District also requires a minimum open space of 20%. There is an existing residential dwelling on the site.

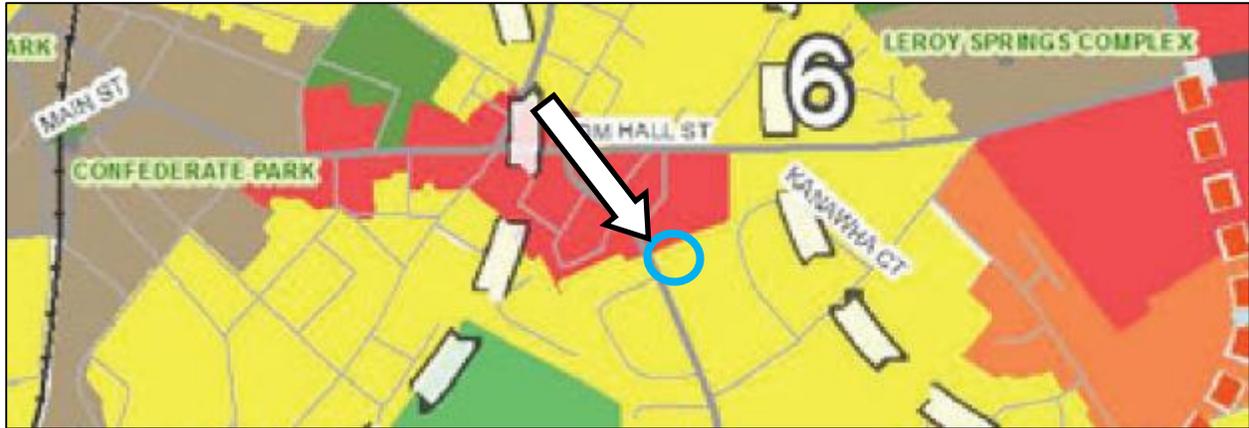
Because the property is less than two acres in size, the zoning ordinance will only allow the property to be zoned consistent with one or more of the surrounding parcels. The subject parcel is contiguous to only one other parcel located within the Town limits, which is zoned HC Highway Commercial. Therefore, the applicant has requested a zoning designation of HC Highway Commercial. The HC District allows a variety of commercial and office uses. If annexed, the property would also become subject to the Tom Hall Street Corridor Overlay District (THCD).

**Recommendation**

The property is contiguous to the town limits and is, therefore, eligible for annexation.

The subject property is located within an area that has been designated as medium-density residential (3-5 dwelling units per acre) on the Town of Fort Mill's Future Land Use Map, last updated in January 2013, but is also immediately adjacent to commercially designated property. The property is also located between Node 5 and Node 6, which is identified as a critical corridor in Fort Mill's redevelopment.

Given the small size of the property, consistency with the zoning designation of the neighboring parcel, and the additional land use protections of the THCD overlay, staff recommends in favor of the annexation request with a zoning designation of HC Highway Commercial.



Nothing in this report shall be deemed a guarantee that water and/or sewer service/capacity will be available at the time of development. The property may also be subject to a TIA prior to the approval of an encroachment permit. Any improvements deemed necessary as a result of the TIA would be the responsibility of the owner/developer.

Chris Pettit  
Assistant Planner  
June 17, 2015

Date: 6/3/15

Dennis Pieper  
Town Manager  
Town of Fort Mill  
PO Box 159  
Fort Mill, SC 29716

Re: Request for Annexation

Dear Mr. Pieper:

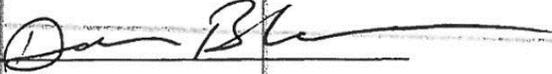
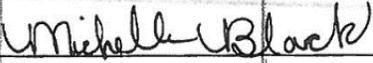
As the owners of the property indicated below, I/we respectfully request that the Town of Fort Mill annex the property into the Town limits. I/we also request that the property be zoned upon annexation as indicated. Thank you for your consideration.

Property Address: 10816 DOBYS BRIDGE ROAD, FT. MILL, SC 29715

Tax Map Number: 709-00-00-066

Total Acreage: 1.30

Zoning Designation Requested: HIGHWAY COMMERCIAL

Property Owners:	Print Name(s):	Signature(s):
	Michelle Black	 <small>dotloop verified 06/03/15 11:33AM EDT 9MTX-MLMV-KCYB-LBHR</small>
	Donald Black	 <small>dotloop verified 06/03/15 12:00PM EDT 9UOV-UXQ3-0ERR-M07Q</small>
		
		



STATE OF SOUTH CAROLINA )  
 )  
COUNTY OF YORK )

**ORDINANCE NO. 2015-\_\_**

AN ORDINANCE ANNEXING YORK COUNTY TAX MAP NUMBER 709-00-00-066,  
CONTAINING APPROXIMATELY 1.30 ACRES AT 1086 N. DOBYS BRIDGE ROAD

WHEREAS, a proper petition was submitted to the Fort Mill Town Council on June 3, 2015, by Michelle and Donald Black, requesting that York County Tax Map Numbers 709-00-00-066, which is owned fully by Michelle and Donald Black, be annexed to and included within the corporate limits of the Town of Fort Mill under the provisions of S.C. Code Section 5-3-150(3); and

WHEREAS, the Planning Commission of the Town of Fort Mill, in a duly called meeting on June 23, 2015, made its recommendation in favor of annexation, and that upon annexation, the aforesaid area be zoned under the Town’s Zoning Code, as follows: HC Highway Commercial; and

WHEREAS, a public hearing was advertised and held at 7:00 pm on July 13, 2015, during a duly called regular meeting of the Town Council of the Town of Fort Mill; and

WHEREAS, Section 5-3-150(3) of the Code of Laws of the State of South Carolina, as amended, provides that any area or property which is contiguous to a municipality may be annexed to the municipality by filing with the municipal governing body a petition signed by all persons owning real estate in the area requesting annexation. Upon the agreement of the governing body to accept the petition and annex the area, and the enactment of an ordinance declaring the area annexed to the municipality, the annexation is complete; and

WHEREAS, using the definition of “contiguous” as outlined in S.C. Code Section 5-3-305, the Town Council has determined that the above referenced property is contiguous to property that was previously annexed into the corporate limits of the Town of Fort Mill; and

WHEREAS, the Town Council has determined that annexation would be in the best interest of both the property owners and the Town of Fort Mill;

NOW, THEREFORE, BE IT ORDAINED by the Town Council of the Town of Fort Mill in Council assembled:

**SECTION I. Annexation.** It is hereby declared by the Town Council of the Town of Fort Mill, in Council assembled, that the incorporated limits of the Town of Fort Mill shall be extended so as to include, annex and make a part of said Town, the described area of territory above referred to, being more or less 1.30 acres, the same being fully described in Exhibit “A” attached hereto, and contiguous to land already within the Town of Fort Mill. Pursuant to S.C. Code Section 5-3-110, this annexation shall include the whole or any part of any street, roadway, highway or public right-of-way abutting the above referenced property, not exceeding the width thereof, provided

such street, roadway or highway has been accepted for and is under permanent public maintenance by the Town of Fort Mill, York County, or the South Carolina Department of Transportation.

SECTION II. Zoning Classification of Annexed Property. The above-described property, upon annexation into the corporate limits of the Town of Fort Mill, shall be zoned, as follows: HC Highway Commercial.

SECTION III. Voting District. For the purpose of municipal elections, the above-described property, upon annexation into the incorporated limits of the Town of Fort Mill, shall be assigned to and made a part of Ward Three (3).

SECTION IV. Notification. Notice of the annexation of the above-described area and the inclusion thereof within the incorporated limits of the Town of Fort Mill shall forthwith be filed with the Secretary of State of South Carolina (SCSOS), the South Carolina Department of Public Safety (SCDPS), and the South Carolina Department of Transportation (SCDOT), pursuant to S.C. Code § 5-3-90(E).

SECTION V. Severability. If any section, subsection, or clause of this ordinance shall be deemed to be unconstitutional or otherwise invalid, the validity of the remaining sections, subsections, and clauses shall not be affected thereby.

SECTION VI. Effective Date. This ordinance shall be effective from and after the date of adoption.

**SIGNED AND SEALED** this \_\_\_\_ day of \_\_\_\_\_, 2015, having been duly adopted by the Town Council for the Town of Fort Mill on the \_\_\_\_ day of \_\_\_\_\_, 2015.

First Reading: July 13, 2015  
Public Hearing: July 13, 2015  
Second Reading: July 27, 2015

TOWN OF FORT MILL

\_\_\_\_\_  
Danny P. Funderburk, Mayor

LEGAL REVIEW

ATTEST

\_\_\_\_\_  
Barron B. Mack, Jr, Town Attorney

\_\_\_\_\_  
Dana Powell, Town Clerk

## EXHIBIT A

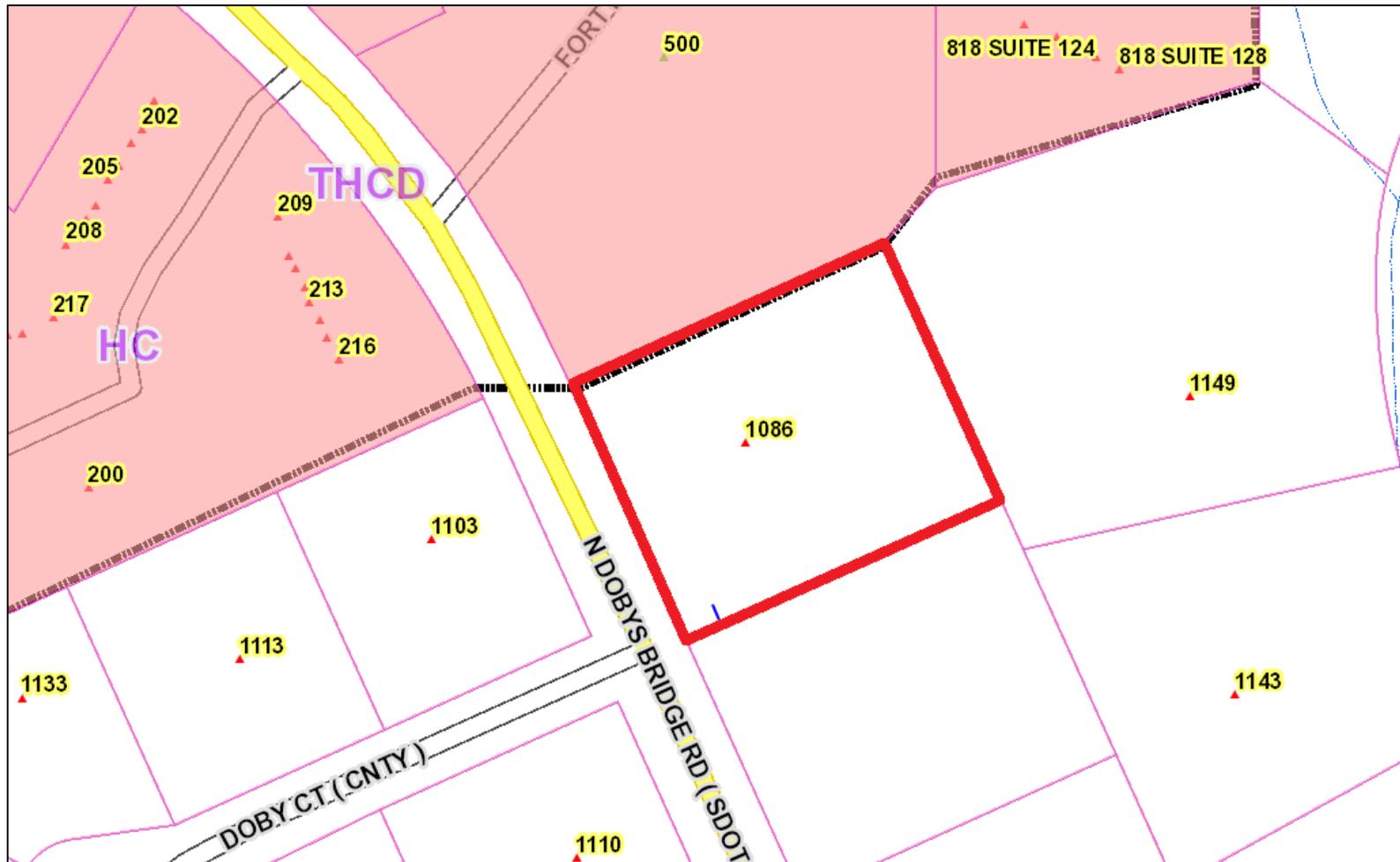
### Property Description

All those certain pieces, parcels or tracts of land lying, being and situate in Fort Mill Township, County of York, State of South Carolina, containing 1.30 acres, more or less, containing all the property shown in the map attached as Exhibit B, and being more particularly described as York County Tax Map Number 709-00-00-066.

Pursuant to S.C. Code Section 5-3-110, this annexation shall include the whole or any part of any street, roadway, or highway or public right-of-way abutting the above referenced property, not exceeding the width thereof, provided such street, roadway or highway or public right-of-way has been accepted for and is under permanent public maintenance by the Town of Fort Mill, York County, or the South Carolina Department of Transportation.

EXHIBIT B

Property Map  
York County Tax Map # 709-00-00-066



**Planning Commission Meeting  
June 23, 2015  
New Business Item**

**Annexation Request: Scott Wells Property**

An ordinance annexing York County Tax Map Number 661-00-00-015, containing approximately 2.46 acres at the corner of Sutton Road and the I-77 northbound exit 83 ramp

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**Background / Discussion**

Mr. J. Scott Wells has submitted an annexation petition for York County Tax Map Number 661-00-00-015. This property contains approximately 2.46 acres located at the corner of Sutton Road and the I-77 northbound exit 83 ramp, across Sutton Road from the River Crossing business park. A property map and description are attached for reference.

The subject parcel is currently zoned BD-III per York County GIS. The county's BD-III district allows a variety of large scale commercial and business uses as well as single-family and multi-family residential. The BD-III District also requires a minimum open space of 15%. The property is currently undeveloped (wooded).

The applicant has requested a zoning designation of HC Highway Commercial. The HC District allows a variety of commercial and office uses. If annexed, the property would also become subject to the Fort Mill Southern Bypass Corridor Overlay District (COD-N).

**Recommendation**

The property is contiguous to the town limits and is, therefore, eligible for annexation.

The subject property is located within an area that has been designated as "Mixed-Use" on the Town of Fort Mill's Future Land Use Map, last updated in January 2013. The property is also located in Node 7b. The Comprehensive Plan recommends the following types of development within Node 7b:

"Node 7b is envisioned to have commercial along Sutton Road and US 21. In addition, light industrial and other employment uses will be drawn to the I-77 intersection. Future residential development will be limited to the northern portions of the node. A future greenway along to the river's edge would preserve both the floodplain and comply with Catawba River buffer rules.

Node 7b could also include a transit stop on its eastern flank along US 21. To the east of US 21 the land use will change to a mix of office and light industrial accommodating municipal services such as the wastewater treatment facility. In addition, there are opportunities for a community park and a pedestrian river crossing at Node 7b."



Staff recommends in favor of the annexation request with a zoning designation of HC.

Nothing in this report shall be deemed a guarantee that water and/or sewer service/capacity will be available at the time of development. The property may also be subject to a TIA prior to the approval of an encroachment permit. Any improvements deemed necessary as a result of the TIA would be the responsibility of the owner/developer.

Chris Pettit  
Assistant Planner  
June 17, 2015

Date: June 12, 2015

Dennis Pieper  
Town Manager  
Town of Fort Mill  
PO Box 159  
Fort Mill, SC 29716

Re: Request for Annexation

Dear Mr. Pieper:

As the owners of the property indicated below, I/we respectfully request that the Town of Fort Mill annex the property into the Town limits. I/we also request that the property be zoned upon annexation as indicated. Thank you for your consideration.

Property Address: Corner of Sutton Rd and I-77 Northbound exit Ramp Exit 83  
Fort Mill SC

Tax Map Number: 661-00-00-015

Total Acreage: 2.46

Zoning Designation Requested: Highway Commercial - HC

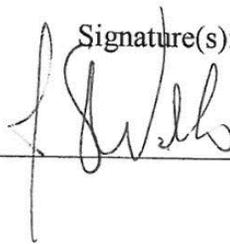
Property Owners:

Print Name(s):

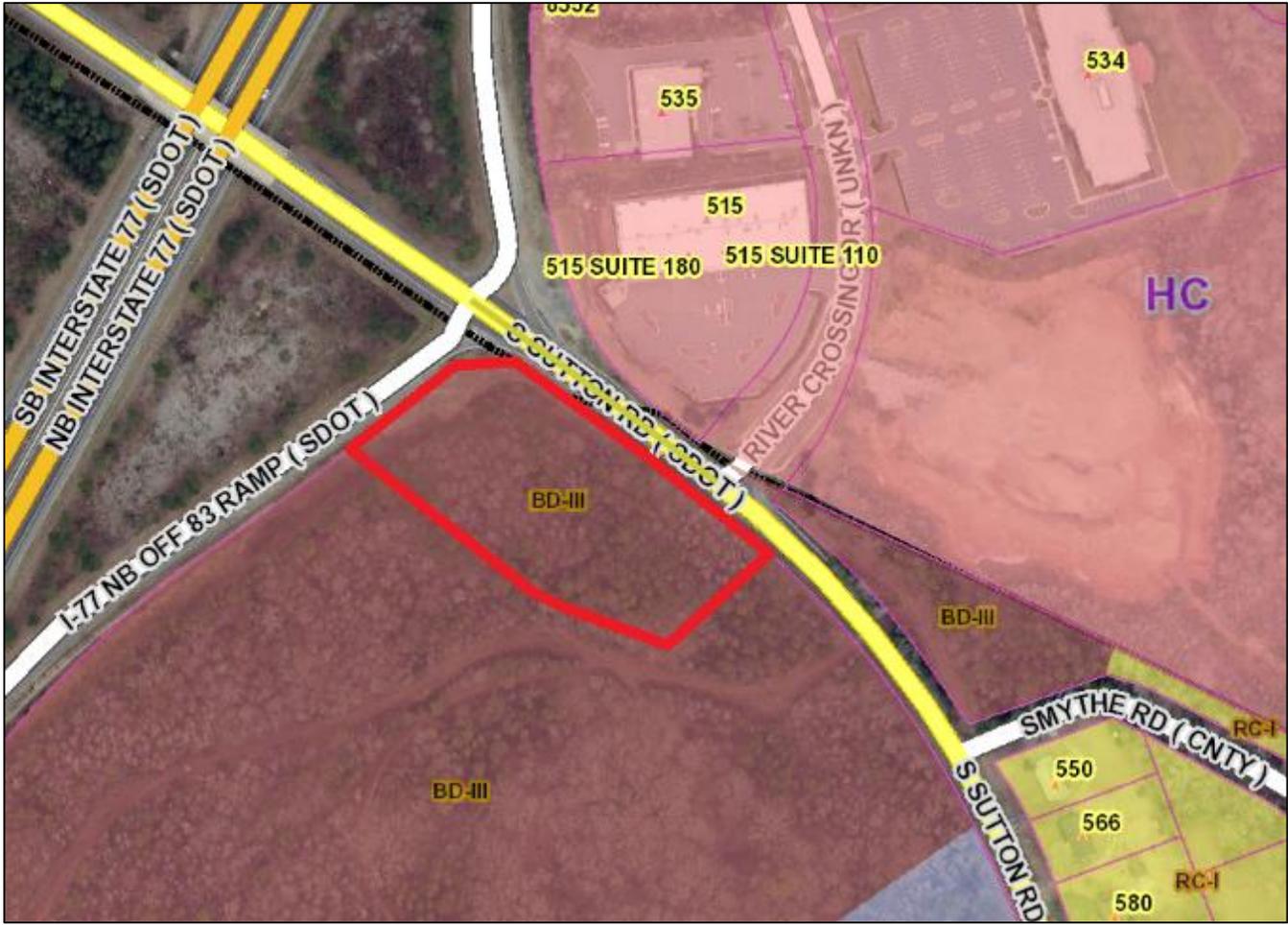
J. Scott Wells

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signature(s):



\_\_\_\_\_  
\_\_\_\_\_  
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STATE OF SOUTH CAROLINA )  
 )  
COUNTY OF YORK )

**ORDINANCE NO. 2015-\_\_**

AN ORDINANCE ANNEXING YORK COUNTY TAX MAP NUMBER 661-00-00-015,  
CONTAINING APPROXIMATELY 2.46 ACRES AT THE CORNER OF SUTTON ROAD  
AND I-77 NORTHBOUND EXIT 83 RAMP

WHEREAS, a proper petition was submitted to the Fort Mill Town Council on June 12, 2015, by J. Scott Wells, requesting that York County Tax Map Numbers 661-00-00-015, which is owned fully by J. Scott Wells, be annexed to and included within the corporate limits of the Town of Fort Mill under the provisions of S.C. Code Section 5-3-150(3); and

WHEREAS, the Planning Commission of the Town of Fort Mill, in a duly called meeting on June 23, 2015, made its recommendation in favor of annexation, and that upon annexation, the aforesaid area be zoned under the Town’s Zoning Code, as follows: HC Highway Commercial; and

WHEREAS, a public hearing was advertised and held at 7:00 pm on July 13, 2015, during a duly called regular meeting of the Town Council of the Town of Fort Mill; and

WHEREAS, Section 5-3-150(3) of the Code of Laws of the State of South Carolina, as amended, provides that any area or property which is contiguous to a municipality may be annexed to the municipality by filing with the municipal governing body a petition signed by all persons owning real estate in the area requesting annexation. Upon the agreement of the governing body to accept the petition and annex the area, and the enactment of an ordinance declaring the area annexed to the municipality, the annexation is complete; and

WHEREAS, using the definition of “contiguous” as outlined in S.C. Code Section 5-3-305, the Town Council has determined that the above referenced property is contiguous to property that was previously annexed into the corporate limits of the Town of Fort Mill; and

WHEREAS, the Town Council has determined that annexation would be in the best interest of both the property owner and the Town of Fort Mill;

NOW, THEREFORE, BE IT ORDAINED by the Town Council of the Town of Fort Mill in Council assembled:

**SECTION I. Annexation.** It is hereby declared by the Town Council of the Town of Fort Mill, in Council assembled, that the incorporated limits of the Town of Fort Mill shall be extended so as to include, annex and make a part of said Town, the described area of territory above referred to, being more or less 2.46 acres, the same being fully described in Exhibit “A” attached hereto, and contiguous to land already within the Town of Fort Mill. Pursuant to S.C. Code Section 5-3-110, this annexation shall include the whole or any part of any street, roadway, highway or public right-of-way abutting the above referenced property, not exceeding the width thereof, provided

such street, roadway or highway has been accepted for and is under permanent public maintenance by the Town of Fort Mill, York County, or the South Carolina Department of Transportation.

SECTION II. Zoning Classification of Annexed Property. The above-described property, upon annexation into the corporate limits of the Town of Fort Mill, shall be zoned, as follows: HC Highway Commercial.

SECTION III. Voting District. For the purpose of municipal elections, the above-described property, upon annexation into the incorporated limits of the Town of Fort Mill, shall be assigned to and made a part of Ward One (1).

SECTION IV. Notification. Notice of the annexation of the above-described area and the inclusion thereof within the incorporated limits of the Town of Fort Mill shall forthwith be filed with the Secretary of State of South Carolina (SCSOS), the South Carolina Department of Public Safety (SCDPS), and the South Carolina Department of Transportation (SCDOT), pursuant to S.C. Code § 5-3-90(E).

SECTION V. Severability. If any section, subsection, or clause of this ordinance shall be deemed to be unconstitutional or otherwise invalid, the validity of the remaining sections, subsections, and clauses shall not be affected thereby.

SECTION VI. Effective Date. This ordinance shall be effective from and after the date of adoption.

**SIGNED AND SEALED** this \_\_\_\_ day of \_\_\_\_\_, 2015, having been duly adopted by the Town Council for the Town of Fort Mill on the \_\_\_\_ day of \_\_\_\_\_, 2015.

First Reading: July 13, 2015  
Public Hearing: July 13, 2015  
Second Reading: July 27, 2015

TOWN OF FORT MILL  
\_\_\_\_\_  
Danny P. Funderburk, Mayor

LEGAL REVIEW  
\_\_\_\_\_  
Barron B. Mack, Jr, Town Attorney

ATTEST  
\_\_\_\_\_  
Dana Powell, Town Clerk

## EXHIBIT A

### Property Description

All those certain pieces, parcels or tracts of land lying, being and situate in Fort Mill Township, County of York, State of South Carolina, containing 2.46 acres, more or less, containing all the property shown in the map attached as Exhibit B, and being more particularly described as York County Tax Map Number 661-00-00-015.

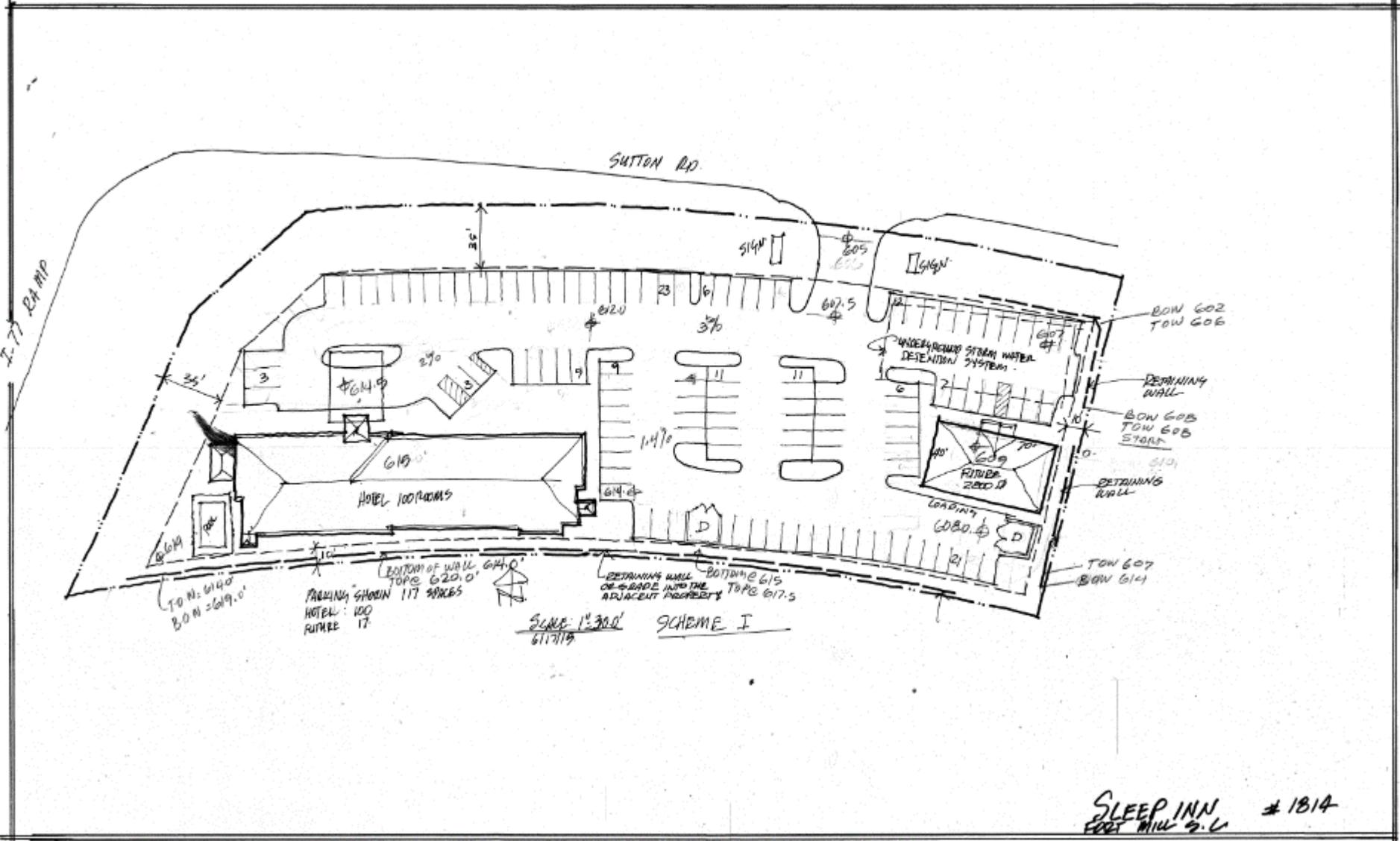
Pursuant to S.C. Code Section 5-3-110, this annexation shall include the whole or any part of any street, roadway, or highway or public right-of-way abutting the above referenced property, not exceeding the width thereof, provided such street, roadway or highway or public right-of-way has been accepted for and is under permanent public maintenance by the Town of Fort Mill, York County, or the South Carolina Department of Transportation.

EXHIBIT B

Property Map  
York County Tax Map # 661-00-00-015

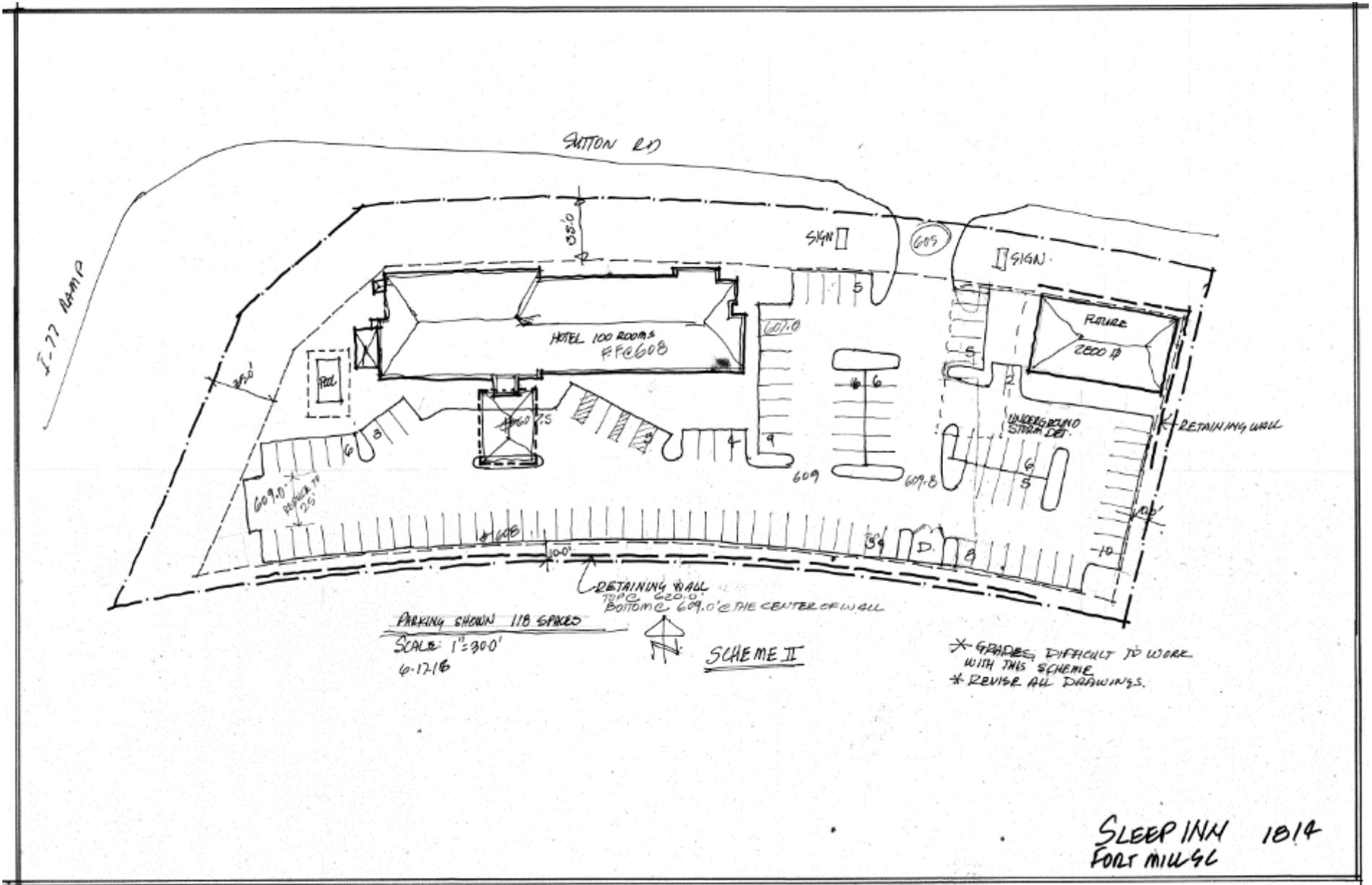


# Conceptual Layout #1 (App. Preferred)



SLEEP INN # 1814  
FORT WORTH TEXAS

# Conceptual Layout #2



**Planning Commission Meeting**  
**June 23, 2015**  
**New Business Item**

**Request to Approve Road Names: Kingsley**

Request from Clear Springs-Kingsley LLC to approve a master road name list for Kingsley Roads A-C, Kingsley Town Center, and private roads serving the Lash Group and LPL Financial corporate offices

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**Background / Discussion**

The Planning Commission is asked to approve a master road name list for the commercial portion of the new Kingsley development on SC Highway 160 and I-77. The property was annexed into the town limits in 2008 and is currently zoned MXU Mixed Use. The property is also subject to the 2008 development agreement between the Town of Fort Mill and Clear Springs et al. The property is currently owned by Clear Springs.

Though the MXU ordinance does not require full Planning Commission approval of the preliminary or final plats (as long as the proposed plan is consistent with the MXU and zoning ordinances, as well as the project's development conditions), Section 6-29-1200(A) of the SC Code of Laws requires the following:

A local planning commission created under the provisions of this chapter shall, by proper certificate, approve and authorize the name of a street or road laid out within the territory over which the commission has jurisdiction. It is unlawful for a person in laying out a new street or road to name the street or road on a plat, by a marking or in a deed or instrument without first getting the approval of the planning commission. Any person violating this provision is guilty of a misdemeanor and, upon conviction, must be punished in the discretion of the court.

As a result, Planning Commission approval is required to authorize new road names within the subdivision. Given the size and scope of the project, staff is requesting that the Planning Commission approve a master road name list. As long as the developer uses the names from the approved master list, this will prevent the need to bring each phase to the Planning Commission for the simple task of approving street names. Any addition or modification to this list, however, would require subsequent approval from the Planning Commission prior to recording.

Preliminary plats for Kingsley Road A, Kingsley Road B, and Kingsley Town Center have been conditionally approved. The preliminary plat for Kingsley Road C is currently pending approval. The proposed street names are listed below:

- **Textile Way** – “Road A” on preliminary plat (Public)
- **Wamsutta Mills Drive** – “Road B” on preliminary plat (Public)
- **Kingsley Springs Boulevard** – “Road C” on preliminary plat (Public)
- **Broadcloth Street** – Located on Kingsley Town Center preliminary plat (Public)

- **Innovation Point** – Road serving the Lash Group corporate office (Private)
- **LPL Way** – Road serving the LPL Financial corporate office (Private)

**Recommendation**

Staff has submitted these names to the York County Addressing Office for review and approval. The county has approved and all reserved all requested names.

Staff recommends in favor of the request to approve a master list of street names for the commercial portion of the Kingsley development.

Joe Cronin  
Planning Director  
June 19, 2015

**From:** Dan Mummey [mailto:dmummey@clearspringsdev.com]  
**Sent:** Tuesday, June 02, 2015 5:14 PM  
**To:** Joe Cronin  
**Cc:** Steve.Hoots@childressklein.com; Scott Reffett; James Traynor  
**Subject:** Kingsley Street Names

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Joe-

I would like to officially submit the following road names for the Kingsley project for approval by the Town Planning Commission.

**Textile Way** (Road A on plans)

**Wamsutta Mills Drive** (Road B on plans)

**Kingsley Springs Boulevard** (Road C on plans)

**Broadcloth Street** (runs through town center parallel to Hwy 160)

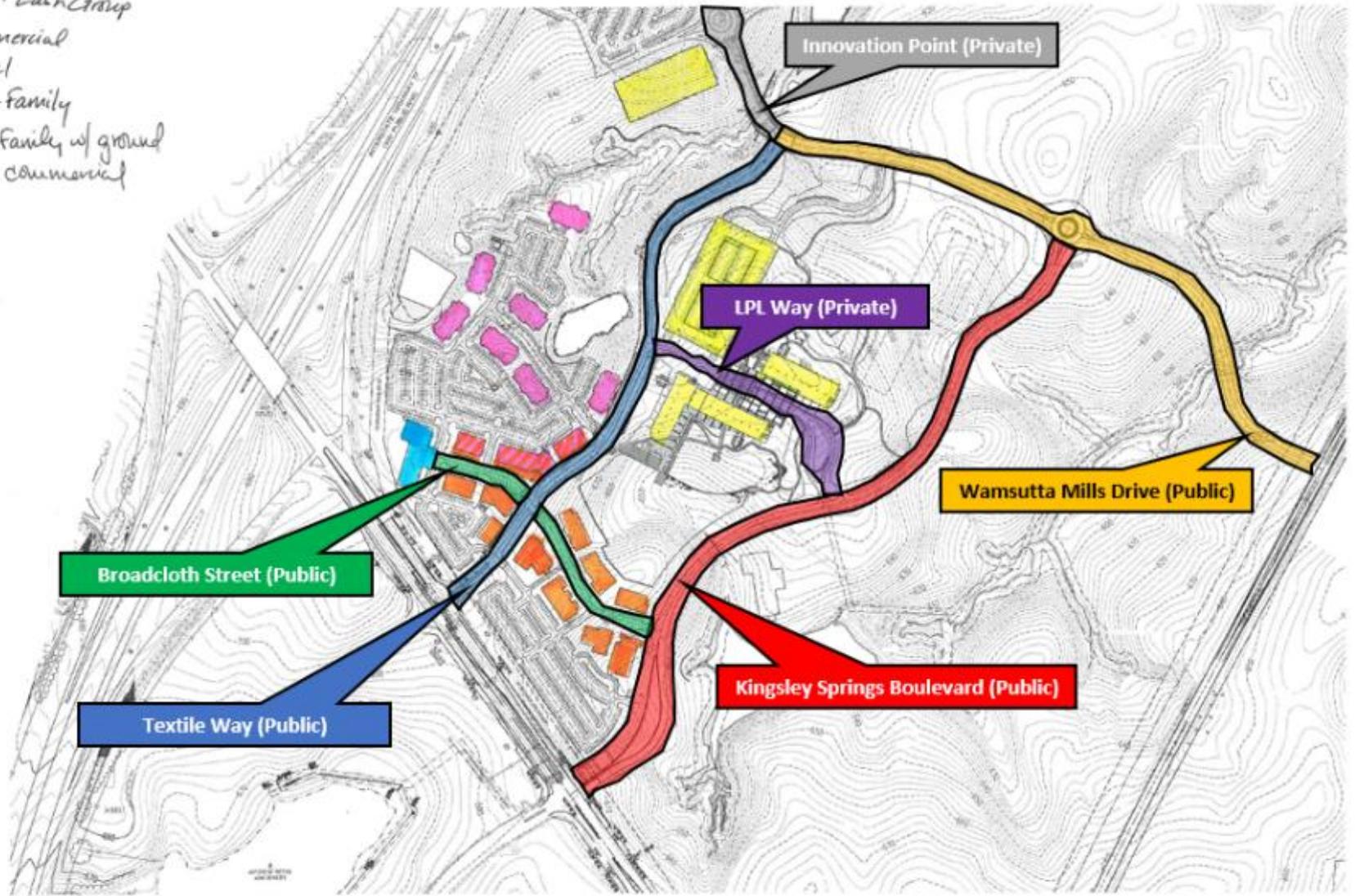
**Innovation Point** (LASH private driveway into campus from Road A)

**LPL Way** (runs through LPL campus between Road A and Road C)

If you need something other than this email for official submittal, please let me know. I understand we will need to submit plats, which we are working on putting together.

Dan Mummey  
Director of Design & Construction  
Clear Springs Development Company, LLC  
Off. (803) 548-8709, Cell (803) 242-6658

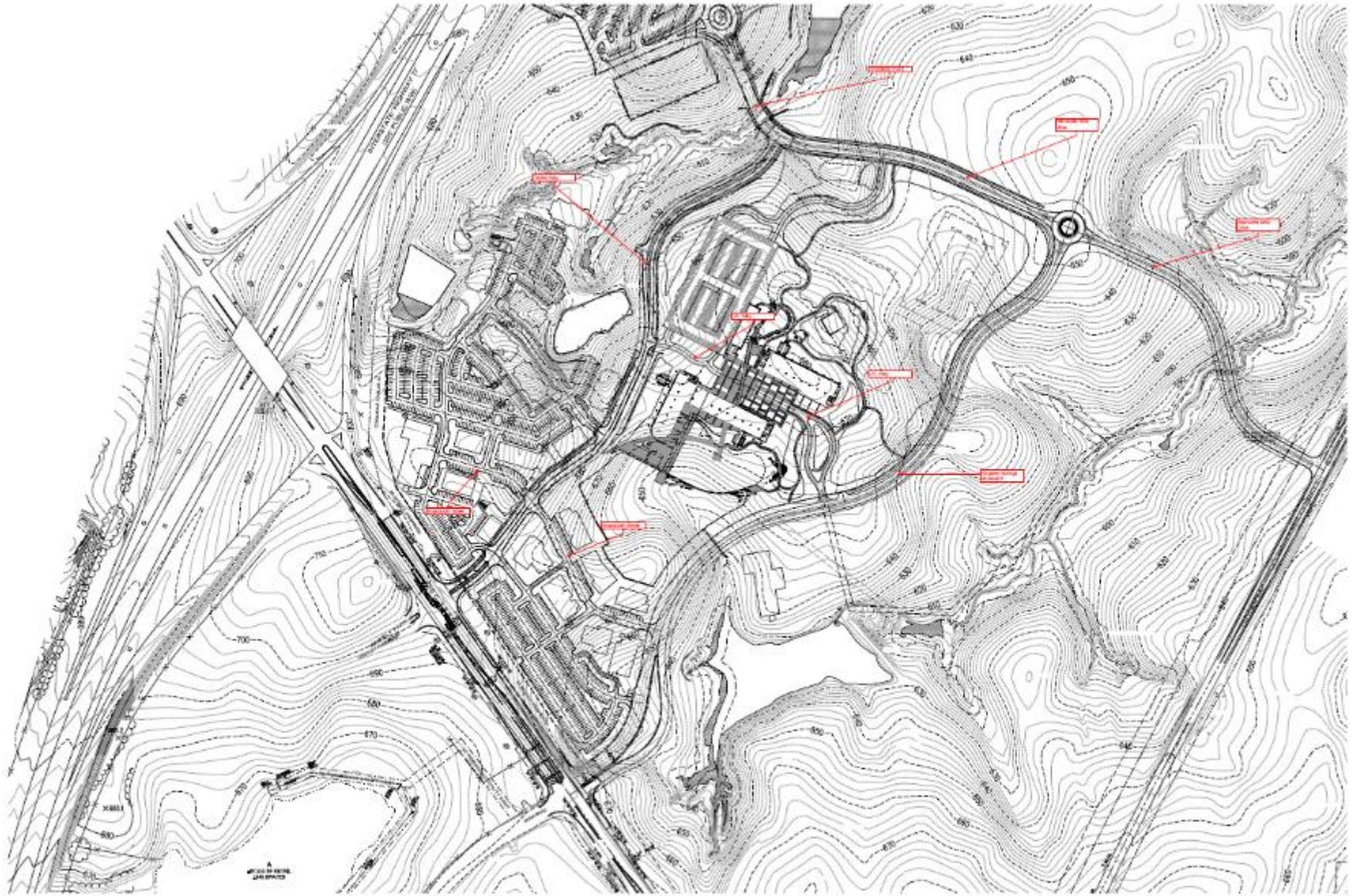
- LPL + Lach Group
- Commercial
- Hotel
- Multi-Family
- Multi-Family w/ ground level commercial



LandDesign.

KINGSLEY  
PRELIMINARY SITE PLAN





LandDesign

KINGSLEY  
PRELIMINARY SITE PLAN



**Planning Commission Meeting  
June 23, 2015  
New Business Item**

**Preliminary Plat: Pecan Ridge**

Request from R. Joe Harris & Associates, submitted on behalf of TAC Pecan LLC, to review and approve a preliminary plat for the Pecan Ridge subdivision

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The town has received a draft preliminary plat, submitted by R. Joe Harris & Associates, on behalf of TAC Pecan LLC, for a new subdivision called Pecan Ridge. The proposed subdivision will contain 192 single-family lots on approximately 74.53 acres (2.58 units/acre).

The property is located on Whites Road, and sits directly to the north of Lennar's Waterside on the Catawba development. A rezoning ordinance and development agreement for this property were previously approved in early 2014. Under the terms of the development agreement, the property is limited to a total residential density of 200 single-family units.

A sketch plan for the project was reviewed and approved by the Planning Commission on January 28, 2014. At the time, the development included 199 single-family lots. As mentioned above, the total count has now been reduced to 192, a net reduction of seven lots.

Below is a summary of lot dimensions and other requirements for the R-5 district, as well as the lot standards proposed by the applicant in the attached preliminary plat:

	<u>R-5/DA Req.</u>	<u>Provided by Applicant</u>
Min Lot Size:	5,000 SF	5,100
Min Lot Width:	50 FT	51 FT
Min Front Yard:	10 FT	20 FT
Min. Side Yard:	5 FT	5 FT (10 FT @ Corner)
Min. Rear Yard:	15 FT	15 FT
Open Space:	20%	49.5% (36.91 Acres)
Buffer:	35'	35' (Natural)
Sidewalks:	Both Sides	Both Sides

**Recommendation**

The preliminary plat is consistent with the requirements of the R-5 zoning district, as well as the previously approved sketch plan.

Two internal stub outs have been provided near lots 24/25 and 172/173. While a cul-de-sac is provided at lots 172 and 173, staff would recommend in favor of a turnaround facility between lots 24/25 and the project boundary so as to ensure adequate turnaround capacity for garbage trucks, fire trucks, and emergency vehicles.

Staff recommends the inclusion of sidewalks along Whites Road (not shown). Staff also recommends that cul-de-sacs should contain landscaped medians, similar to most other recently approved subdivision projects.

A traffic impact study was completed by Kimley-Horn & Associates on March 9, 2015. This study recommended no off-site improvements to mitigate the impact of the proposed development within the study area. However, based on SCDOT auxiliary turn lane warrants for the PM peak-hour, a southbound left-turn lane on Whites Road was recommended. SCDOT concurred with the study's findings by letter dated March 27, 2015. Staff would recommend in favor of this improvement.

Should the Planning Commission approve the request, staff would request the authority to administratively review and approve construction drawings, inclusive of street tree, landscaping, lighting and utility plans, contingent upon any modifications requested by the Planning Commission.

The applicant has not yet submitted a survey of existing significant trees (30"+). Based on our discussion with the applicant, there are a number of large pecan trees which are proposed for removal to accommodate the new development. The applicant will be present at the meeting on June 23<sup>rd</sup> to present additional information.

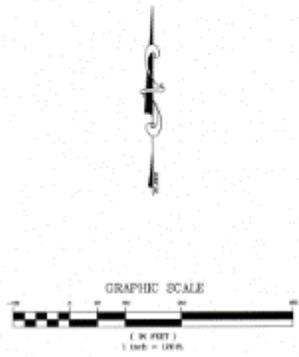
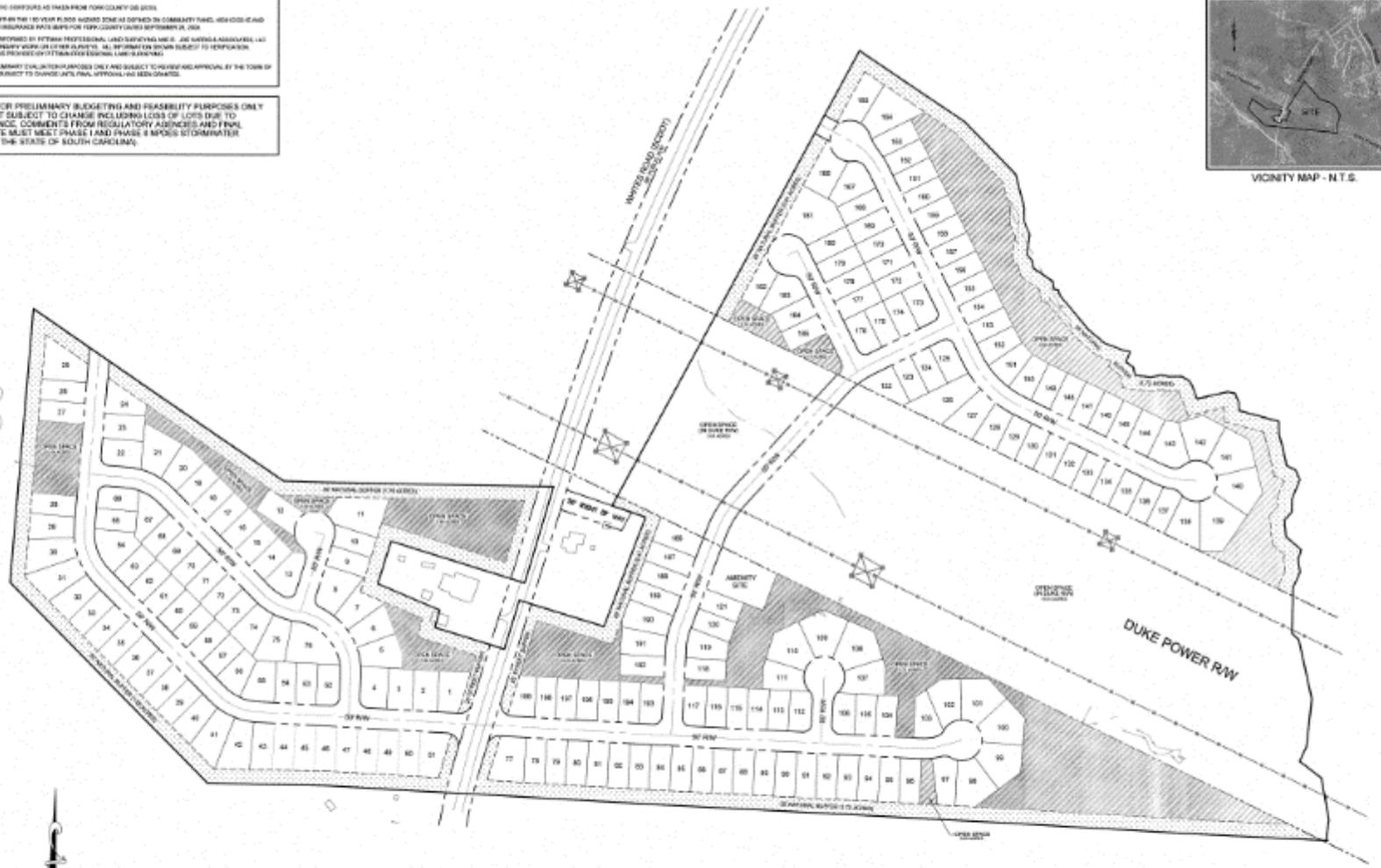
Joe Cronin  
Planning Director  
June 19, 2015



# Approved Sketch Plan (January 28, 2014)

EXISTING SITE TOPOGRAPHY CONTOURS AS TAKEN FROM YORK COUNTY DE 2013.  
 LOT AREA NOT TO EXCEED THAT OF THE 100 YEAR FLOOD HAZARD ZONE AS DEFINED IN COMMUNITY PANEL 404-0002-E AND  
 WHEREVER OF THE 100 YEAR FLOOD HAZARD ZONE FOR YORCK COUNTY (AUGUST 2010).  
 PROPERTY IS NOT TO BE DEVELOPED BY OTHER PROFESSIONAL LAND SURVEYORS. SEE GENERAL ASSUMPTIONS 1-41  
 SET FORTH IN THE SUPPLEMENTAL SPECIFICATIONS TO THE STANDARD SPECIFICATIONS FOR THE STATE OF SOUTH CAROLINA  
 TO THE STANDARD SPECIFICATIONS FOR THE STATE OF SOUTH CAROLINA. LANS 2-2013-10-14  
 WITHIN THIS PLAN FOR PRELIMINARY BUDGETING AND FEASIBILITY PURPOSES ONLY AND SUBJECT TO THE REVIEW AND APPROVAL BY THE TOWN OF  
 NORTH WYCK. PLAN WILL BE SUBJECT TO CHANGE AFTER FINAL APPROVAL HAS BEEN GRANTED.

SKETCH PLAN IS FOR PRELIMINARY BUDGETING AND FEASIBILITY PURPOSES ONLY  
 AND FINAL LAYOUT SUBJECT TO CHANGE INCLUDING LOSS OF LOTS DUE TO  
 OWNER PREFERENCE, COMMENTS FROM REGULATORY AGENCIES AND FINAL  
 ENGINEERING. (SITE MUST MEET PHASE I AND PHASE II SPDES (STORMWATER  
 REGULATIONS OF THE STATE OF SOUTH CAROLINA).



DEVELOPMENT INFORMATION:			
DEVELOPER	TRINITY LAND GROUP 440 S. CHURCH STREET SUITE 800 CHARLOTTE, NORTH CAROLINA 28202 PHONE: 704-295-0419	LOT/AMTS	WEST SIDE - 81 UNITS EAST SIDE - 186 UNITS TOTAL - 189 UNITS
LAND OWNER	CLEARVIEW DEVELOPMENT, INC. 2509 BRACER CREST LANE LAKE WYLYE, SOUTH CAROLINA 29710	SETBACKS/YARDS	FRONT - 10 MIN. SIDE - 5 MIN. REAR - 10 MIN.
TAX PARCEL NO.	023-13-01-007, 023-13-01-008, 023-13-01-009	LOT WIDTHS (MIN.)	51 FT
SITE ACRES	74.83+ ACRES (30.03 ACRES IN 3000T R/W)	LOT AREAS (MIN.)	5,100 SF
CURRENT ZONING	R-0 RESIDENTIAL ZONING DISTRICT	OPEN SPACE (20% REQUIRED)	WITHIN BUFFER = 7.91 ACRES WITHIN DUKE AVE = 18.59 ACRES INTERNAL AREAS = 8.53 ACRES TOTAL = 35.03 ACRES
PROPOSED ZONING	R-0 RESIDENTIAL ZONING DISTRICT		
LAND USE	EXISTING - GREENFIELD (VACANT) PROPOSED - SINGLE FAMILY RESIDENTIAL		

DATE	ISSUED FOR	REV
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Engineer

**R. Joe Harris & Associates, L.L.C.**  
 Engineering • Land Surveying • Planning  
 Management

www.rjeharris.com

Professional Engineer Seal for R. Joe Harris, License No. 35873, State of North Carolina.

Project Manager: B. Proctor  
 Designer: B. Proctor  
 Date: January 14, 2014

Client: TRINITY LAND GROUP  
 440 S. CHURCH STREET, SUITE 800  
 CHARLOTTE, NORTH CAROLINA 28202  
 www.trinitycapitaldev.com  
 P: 704-295-0419

Project: **BOVIT PROPERTY**  
 at Whites Road

Drawing Title: **Sketch Plan - Ryland Plan**  
 51' Lots

Sheet No. 1888, Sheet 1 of 1  
 2014 File Name: 1888-01.dwg  
 Date Plotted: 1/28/2014 10:28 AM

S-1

**Planning Commission Meeting  
June 23, 2015  
New Business Item**

**Development Impact Fee Ordinance**

An ordinance amending the Code of Ordinances for the Town of Fort Mill; Chapter 2, Administration; Article IV, Finance and Taxation; so as to add a new division to be numbered Division 4, Development Impact Fees; providing for the adoption of development impact fees for the Town of Fort Mill; providing for the administration and enforcement thereof; and other matters related thereto

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**Background / Discussion**

On April 14, 2014, Fort Mill Town Council adopted a resolution directing the Planning Commission to conduct the necessary studies and develop a recommended impact fee ordinance in accordance with the requirements of the South Carolina Development Impact Fee Act, Code of Laws of South Carolina, Title 6, Article 9, Chapter 1 (the “Act”).

In the spring of 2014, the town entered into a contract with Stantec to assist with the development of three documents:

- *Development Impact Fee Study Report for Fort Mill* (the “Report”);
- *Housing Affordability Analysis in Support of a Development Impact Fee Study Report in Fort Mill* (the “Housing Affordability Analysis”); and
- *Draft Impact Fee Ordinance* (the “Ordinance”).

These three documents were completed in November 2014 and presented to members of the Planning Commission and town council during a joint workshop on November 19, 2014. Following the workshop, a number of amendments were made to the Report, and a final version was submitted for review and acceptance on February 23, 2015. On April 27, 2015, town council voted to accept the Report and Housing Affordability Analysis, and directed the Planning Commission to proceed with the development of an impact fee ordinance for fire protection, parks and recreation, municipal facilities, and transportation. The commission was also directed to recommend a capital improvements plan (CIP) in accordance with the Act.

Following two workshops on June 2, 2015, and June 15, 2015, a final version of the Ordinance has been prepared for the Planning Commission’s review and recommendation. A draft CIP has also been included as a separate agenda item.

As drafted in the Ordinance, development impact fees would apply to all new development within the Town of Fort Mill. Fees would be assessed at the time a building permit is issued, and must be paid prior to the issuance of a certificate of occupancy.

As allowed by the Act, the Ordinance provides an exemption for affordable housing units. However, based on the legal advice of the town attorney, the town’s bond attorney, and a legal

opinion from the South Carolina’s Attorney General’s Office, no other exemptions have been incorporated into the Ordinance. Therefore, school facilities, public facilities, and religious uses would also be subject to impact fees, based on their defined impact to the applicable fee categories.

Impact fees are not based on a flat fee, but rather on a defined formula established within the Ordinance. This formula is based upon the findings and assumptions of the Report. Below is a summary for the approach, fee basis, and recommended formulas for residential and non-residential uses within each impact fee category:

CATEGORY	RESIDENTIAL	NON-RESIDENTIAL
<b>FIRE</b>		
Approach	Consumption (Replacement Value)	Consumption (Replacement Value)
Unit of Analysis	Net New Dwelling Units (NNDU)	Varies (SF, Rooms, Beds, Etc)
Total Replacement Cost - Existing Facilities & Equip.	\$3,297,951	\$3,297,951
% Attributed to Category	53%	47%
Replacement Cost by Category	\$1,747,914	\$1,550,037
Population (Res.) / Employees (Non-Res.)	15,472	3,579
Replacement Cost Per Capita / Per Employee	\$112.97	\$433.09
Impact Fee Formula	(NNDU) x (P/HH) x (COST) x (TDR)	(NNSF/1000) x (ESR) x (COST) x (TDR)
<b>PARKS &amp; RECREATION</b>		
Approach	Consumption (Replacement Value)	N/A
Unit of Analysis	Net New Dwelling Units (NNDU)	N/A
Total Replacement Cost - Existing Facilities & Equip.	\$8,183,386	N/A
% Attributed to Category	100%	N/A
Replacement Cost by Category	\$8,183,386	N/A
Population (Res.) / Employees (Non-Res.)	15,472	N/A
Replacement Cost Per Capita / Per Employee	\$528.81	N/A
Impact Fee Formula	(NNDU) x (P/HH) x (COST) x (TDR)	N/A
<b>MUNICIPAL FACILITIES</b>		
Approach	Consumption (Replacement Value)	Consumption (Replacement Value)
Unit of Analysis	Net New Dwelling Units (NNDU)	Varies (SF, Rooms, Beds, Etc)
Total Replacement Cost - Existing Facilities & Equip.	\$5,417,061	\$5,417,061
% Attributed to Category	81% (Plus 100% Sanitation)	19%
Replacement Cost by Category	\$4,488,519	\$928,542
Population (Res.) / Employees (Non-Res.)	15,472	3,579
Replacement Cost Per Capita / Per Employee	\$290.11	\$259.44
Impact Fee Formula	(NNDU) x (P/HH) x (COST) x (TDR)	(NNSF/1000) x (ESR) x (COST) x (TDR)
<b>TRANSPORTATION</b>		
Approach	Improvement (Project Cost)	Improvement (Project Cost)
Unit of Analysis	Trips	Trips
Total Cost of Eligible Improvements	\$49,060,849	\$49,060,849
Total Cost After Pass-Thru & Trip End Discounts	\$23,689,031	\$23,689,031
Replacement Cost Per Trip	\$99.53	\$99.53
Impact Fee Formula	(NNDU) x (TRIPS) x (COST) x (TDR)	(NNSF/1000) x (TRIPS) x (COST) x (TDR)

The development impact fee formula for each category is based upon the following variables for each new project:

VARIABLE	DESCRIPTION
<b>COST</b>	Total system-wide replacement cost per capita, employee or trip
<b>ESR</b>	Average employee space ratio developed using information published in the ITE <i>Trip Generation, Ninth Edition</i>
<b>NNDU</b>	Total number of net new dwelling units generated by new development
<b>NNSF</b>	Total amount of new non-residential square footage generated by new development. Where appropriate, a variable other than square footage may be used (ie. Hotel rooms, hospital beds, etc), in which case the variable would not be divided by 1,000.
<b>P/HH</b>	Average number of persons per household as published by the US Census Bureau for various dwelling unit categories
<b>TDR</b>	Percentage of maximum the allowable fee charged for new development (100% - Discount Rate)
<b>TRIPS</b>	The number of new average daily trips generated by the proposed development taking into account the rate of pass-by capture published in the most current edition of the ITE Trip Generation Handbook

In general terms, the fee for each new project will be based on generally accepted industry criteria, such as U.S. Census data the ITE trip generation and employment data. In instances where an applicant disagrees with these standard assumptions, the ordinance allows the applicant to conduct an independent calculation for a more customized fee amount.

As a matter of policy, the town may charge an amount less than 100% of the maximum allowable cost when assessing impact fees. The draft ordinance recommends the following discount rates:

CATEGORY	DISCOUNT RATE	EFFECTIVE DATE
<b>FIRE PROTECTION</b>		
Residential	10%	Upon Adoption
Non-Residential	10%	Upon Adoption
<b>PARKS &amp; RECREATION</b>		
Residential	10%	Upon Adoption
Non-Residential	N/A	N/A
<b>MUNICIPAL FACILITIES</b>		
Residential	10%	Upon Adoption
Non-Residential	10%	Upon Adoption
<b>TRANSPORTATION</b>		
Residential	90%	Upon Adoption
	80%	January 1, 2016
	70%	January 1, 2017
	60%	January 1, 2018
	50%	January 1, 2019
Non-Residential	90%	Upon Adoption
	80%	January 1, 2016
	70%	January 1, 2017
	60%	January 1, 2018
	50%	January 1, 2019

These discount rates would apply uniformly, regardless of whether the fee amount was based on the standard formula or an independent calculation.

Based on the discount rates above, as well as anticipated new residential and non-residential growth, impact fees are projected to generate the following amounts over the next 5 years:

CATEGORY	MAXIMUM ALLOWABLE	PROJECTION (W/ REC. DISCOUNTS)
Fire Protection	\$1.68 million	\$1.51 million
Parks & Recreation	\$3.84 million	\$3.45 million
Municipal Facilities	\$2.62 million	\$2.36 million
Transportation	\$4.28 million	\$1.00 million

As required by the Act, the Ordinance establishes four new trust funds: Fire Protection Impact Fee Trust Fund, Parks & Recreation Impact Fee Trust Fund, Municipal Facilities Impact Fee Trust Fund, and a Transportation Impact Fee Trust Fund. The ordinance stipulates that only eligible facilities and equipment purchases may be funded, in whole or in part, with revenues from development impact fees.

The Ordinance also contains provisions and procedures related to impact fee credits, reimbursements, appeals, and where appropriate, refunds.

To ensure transparency, the Ordinance requires an annual report outlining the revenues and expenditures from impact fees each year. As public funds, the impact fee funds will also be subject to the town’s independent financial audit conducted each year.

Finally, the Ordinance includes a sunset provision that would terminate each impact fee within 15 years from the date of adoption.

As written, the ordinance would be effective immediately upon adoption by town council.

**Recommendation**

The draft CIP contains nearly \$40 million dollars in capital improvements needed over the next five years. With nearly 13,000 new residents and more than 6,500 new employees projected to be added between now and 2025, each of these capital needs, to varying degrees, will be driven primarily by residential and commercial growth.

The council has repeatedly stated in the past that “growth needs to pay for growth.” While impact fees alone will not generate sufficient revenues over the next five years to meet *all* of these capital needs, they are one of only a few options that the town does have its disposal for generating revenue from new growth. Regardless of whether council chooses to adopt impact fees or not, the town will still need to invest millions of dollars in additional facilities and equipment to continue providing the same level of service that current residents and businesses enjoy. Without impact fees, existing service levels will likely be diminished, or alternatively, a greater proportion of these costs will be shouldered by existing residents, businesses and property owners.

In previous meetings with town council and the Planning Commission, a great deal of discussion centered on the effect that impact fees would have on commercial development. It is clear that the town has an imbalance between residential and commercial development. In recent years, however, this trend has gradually changed with the addition of nearly one million square feet of new commercial and office development, the majority of which has been permitted within the last

18 months. This is good for our municipal tax base, and we must be careful not to discourage new commercial investment.

The primary driver of impact fees on commercial development is the transportation impact fee. For many commercial uses, the transportation impact fee can account for 75% or more of the total impact fees due. One way to lessen the burden on commercial development would be to simply not adopt a transportation impact fee, or alternatively, to adopt the fee with a very high discount rate, perhaps as high as 100%. However, citizens, business owners, and even members of town council and the Planning Commission, routinely identify traffic and transportation issues as the number one priority in Fort Mill. To not adopt a transportation impact fee would leave millions of dollars on the table from new commercial *and* residential growth, dollars which could be used to mitigate growing traffic problems associated with new development.

Originally, staff recommended in favor of adopting impact fees for all four categories, with a 10% discount for Fire Protection, Parks & Recreation, and Municipal Facilities, and a 25% discount for Transportation. Based on the nearly eight hours of discussion and debate during the two Planning Commission workshops held in June, there appears to be a general consensus in favor of a 50% discount for Transportation, to be phased in over a period of several years. Staff is supportive of this approach as a compromise measure to mitigate the impact on commercial development, while still generating sufficient revenues from new development to undertake meaningful improvements to the town's transportation network.

To further lessen the impact on commercial development, staff would recommend in favor of several changes to the town's building permit and plan review schedule. For projects valued at \$500,000 or more, the town currently charges a permit fee of \$2,169 for the first \$500,000, plus \$3.00 for each additional \$1,000 or fraction thereof. Staff recommends the creation of two new tiers in the building permit schedule. The first would be for projects between \$1 million and \$10 million in value (\$3,669 for the first \$1 million, plus \$2.00 for each additional \$1,000 or fraction thereof). The second would be for projects over \$10 million in value (\$21,669 for the first \$10 million, plus \$1.00 for each additional \$1,000 or fraction thereof). These new declining rates would generate significant savings for projects over \$1 million in value. In addition, staff would recommend in favor of reducing the building plan review fee from 50% of the building permit fee to 25%, and instituting a maximum plan review fee of \$10,000. These amendments will provide a substantial savings for large, and primarily commercial, projects.

Finally, we understand the desire to exempt some uses from development impact fees, such as schools and religious uses. Based on the legal opinions provided by the town attorney, the town's bond attorney, and an advisory opinion from the SC Attorney General's Office, we have not included these exemptions in the draft Ordinance because 1) they are not authorized by the Act; and 2) they may open up the impact fee Ordinance, if adopted, to judicial scrutiny if challenged in court. Staff would recommend in favor of a motion, tied to the Planning Commission's final recommendations, to work with members of the town's legislative delegation, the Municipal Association of SC, the SC Association of Counties, and other interested parties, to support a change to the Act to allow for the exemption of educational, religious and public facilities from development impact fees.

In summary, staff recommends in favor of the draft Ordinance (attached), as well as amendments to the building permit and plan review schedule, and in support of pursuing a legislative solution to exemptions for educational, public and religious uses from impact fees.

Joe Cronin  
Planning Director  
June 19, 2015

STATE OF SOUTH CAROLINA  
TOWN COUNCIL FOR THE TOWN OF FORT MILL  
ORDINANCE NO. 2015-\_\_

AN ORDINANCE AMENDING THE CODE OF ORDINANCES FOR THE TOWN OF FORT MILL; CHAPTER 2, ADMINISTRATION; ARTICLE IV, FINANCE AND TAXATION; SO AS TO ADD A NEW DIVISION TO BE NUMBERED DIVISION 4, DEVELOPMENT IMPACT FEES; PROVIDING FOR THE ADOPTION OF DEVELOPMENT IMPACT FEES FOR THE TOWN OF FORT MILL; PROVIDING FOR THE ADMINISTRATION AND ENFORCEMENT THEREOF; AND OTHER MATTERS RELATED THERETO

Pursuant to the authority granted by the Constitution and the General Assembly of the State of South Carolina, BE IT ORDAINED BY THE TOWN COUNCIL FOR THE TOWN OF FORT MILL:

SECTION I. The Code of Ordinances for the Town of Fort Mill; Chapter 2, Administration; Article IV, Finance and Taxation; is hereby amended by adding a division, to be numbered Division 4, Development Impact Fees; which division shall read as follows:

**DIVISION 4. DEVELOPMENT IMPACT FEES**

**Sec. 2-300. Title**

This ordinance shall be referred to as the “Development Impact Fee Ordinance for the Town of Fort Mill, South Carolina.”

**Sec. 2-301. Authority**

This ordinance is adopted pursuant to and in compliance with the authority of the South Carolina Development Impact Fee Act, Code of Laws of South Carolina, Title 6, Article 9, Chapter 1 (the “Act”), and is to be interpreted in accordance with such Act , or as it may be amended in the future.

**Sec. 2-302. Findings**

The Fort Mill Town Council hereby declares that:

- (a) Adequate parks and recreation facilities, fire protection, municipal facilities and equipment, and transportation system are vital and necessary to the health, safety, welfare, and prosperity of the Town and its citizens. Substantial growth and new construction is taking place within the Town and is anticipated to continue. This growth creates substantial need for new infrastructure capacity. Meeting these needs is very costly; however, failure to do so will result in an inadequate system of facilities and equipment to accommodate anticipated demand. This would make the Town a less desirable place to live and do business and be detrimental to the health, safety, welfare, and prosperity of the Town and its citizens.

- (b) To the extent that future growth and new construction in the Town place demands on parks and recreation facilities, fire protection, municipal facilities and equipment, or the transportation system those demands and needs should be met by shifting a portion of the capital costs for providing new capacity to serve new development, which creates, in whole or in part, these demands and needs.
- (c) By Resolutions adopted on April 14, 2014, and April 27, 2015, the Town Council directed the Planning Commission to conduct the necessary studies and develop a recommended development impact fee ordinance in accordance with the requirements of the Act.
- (d) The Planning Commission recommended to Town Council a *Development Impact Fee Study Report for Fort Mill* dated February 23, 2015, a *Town of Fort Mill Capital Improvements Plan* with projects eligible for impact fee funding dated June 23, 2015, and a *Housing Affordability Analysis in Support of a Development Impact Fee Study Report in Fort Mill* dated February 23, 2015, each of which have been adopted by the Town Council, as modified.
- (e) This ordinance is enacted to implement the findings and recommendations of the *Development Impact Fee Study Report for Fort Mill* and endorse the list of capital projects eligible for impact fee funding in the *Town of Fort Mill Capital Improvements Plan*.
- (f) The impact fees prescribed in this ordinance are equitable, do not impose an unfair or disproportionate burden on developers and new construction, and are in the best interests of the general welfare of Fort Mill and its citizens.
- (g) New facilities or equipment eligible for development impact fee funding will benefit all new development or redevelopment in Town limits. Therefore, it is appropriate to treat the entire town as one service area for calculating, collecting, and spending development impact fees.
- (h) This ordinance provides the procedures for timely processing of applications for determination of appropriate development impact fees applicable to all development inside Town limits subject to the impact fees, and for the timely processing of applications for individual assessment of development impact fees, credits, or reimbursements allowed or paid.
- (i) The transportation impact fees presented in Exhibit A of this ordinance reflect the Town's commitment to provide road capacity for future vehicle trips using maximum service capacities defined by the 2010 Highway Capacity Manual, based on average daily traffic volumes and measurements.
- (j) The maximum allowable parks and recreation impact fee determined in the *Development Impact Fee Study Report for Fort Mill* has been reduced by **ten percent (10%)** for the General Development Impact Fee Schedule summarized in Exhibit A of this ordinance, setting the fees at **ninety percent (90%)** of the maximum amount to provide a reasonable

fee for residential investment and to ensure that the impact fees collected do not exceed the cost to provide capital facilities that accommodate new development.

- (k) The maximum allowable fire protection impact fee determined in the *Development Impact Fee Study Report for Fort Mill* has been reduced by **ten percent (10%)** for the General Development Impact Fee Schedule summarized in Exhibit A of this ordinance, setting the fees at **ninety percent (90%)** of the maximum amount to provide a reasonable fee for residential and non-residential investments and to ensure that the impact fees collected do not exceed the cost to provide capital facilities and equipment that accommodate new development.
- (l) The maximum allowable municipal facilities and equipment impact fee determined in the *Development Impact Fee Study Report for Fort Mill* has been reduced by **ten percent (10%)** for the General Development Impact Fee Schedule summarized in Exhibit A of this ordinance, setting the fees at **ninety percent (90%)** of the maximum amount to provide a reasonable fee for residential and non-residential investments and to ensure that the impact fees collected do not exceed the cost to provide capital facilities and equipment that accommodate new development.
- (m) The maximum allowable transportation impact fee determined in the *Development Impact Fee Study Report for Fort Mill* has been reduced by **a minimum of fifty percent (50%) and a maximum of ninety percent (90%)** for the General Development Impact Fee Schedule summarized in Exhibit A of this ordinance. The fees shall be set at **ten percent (10%)** of the maximum amount between the effective date of this ordinance and December 31, 2015; **twenty percent (20%)** of the maximum amount between January 1, 2016, and December 31, 2016; **thirty percent (30%)** of the maximum amount between January 1, 2017, and December 31, 2017; **forty percent (40%)** of the maximum amount between January 1, 2018, and December 31, 2018; and **fifty percent (50%)** of the maximum amount from and after January 1, 2019, to provide a reasonable fee for residential and non-residential investments and to ensure that the impact fees collected do not exceed the cost to provide capital transportation facilities that accommodate new development.
- (n) Property for which a valid building permit has been issued prior to the effective date of this ordinance shall not be subject to new or updated development impact fees.

### **Sec. 2-303. Definitions**

The following definitions apply within this ordinance consistent with the provisions set forth in the South Carolina Development Impact fee Act, or as it may be amended in the future. Where terms are not defined, the definitions used in the Town of Fort Mill Code of Ordinances shall apply.

- (a) Affordable Housing. Housing that is affordable to families whose incomes do not exceed eighty (80%) percent of the median income for the service zone established for the Town of Fort Mill.

- (b) Building Permit. A permit issued by the Town permitting the construction of a building or structure within Town limits.
- (c) Capital Improvement. Improvements with a useful life of five years or more, by new construction or other action, which increase the service capacity of the public facility. Public facilities for the purpose of this ordinance include parks and recreation facilities, fire protection, municipal facilities and equipment, and transportation.
- (d) Capital Improvements Plan (CIP). A multi-year planning tool used to identify capital projects and coordinate financing and implementation. The Plan also identifies capital improvements for which impact fees may be used as a funding source.
- (e) Certificate of Occupancy. A certificate allowing the occupancy or use of a building and certifying that the structure or use has been constructed or will be used in compliance with the Town of Fort Mill Code of Ordinances and all other applicable regulations.
- (f) Credits. Impact fee deductions allowed to a fee payor for eligible off-site capital improvements funded by the fee payor.
- (g) Developer. An individual, corporation, partnership, or other legal entity undertaking new development.
- (h) Development. Construction or installation of a new building or structure, or a change in use of an existing building or structure, any of which creates additional demand and need for public facilities (i.e., parks and recreation, fire protection, municipal facilities and equipment, or transportation). 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.
- (i) Development Impact Fee. A financial payment made by a developer to a local government for funding certain off-site capital improvements identified to accommodate future growth. Development impact fees (or “impact fees”) are collected by the Town for parks and recreation facilities, fire protection, municipal facilities and equipment, and transportation.
- (j) Fee Payor. A developer that pays or is required to pay a development impact fee.
- (k) Fire Protection Impact Fee. A payment of money imposed as a condition of approval to pay a proportionate share of the cost for improvements to the fire protection system identified to serve new development.
- (l) Municipal Facilities and Equipment Impact Fee. A payment of money imposed as a condition of approval to pay a proportionate share of the cost for improvements to the municipal facilities and equipment system identified to serve new development.
- (m) Off-Site Improvements. Capital improvements located outside of the boundaries of a development that are required to serve the development's demands and needs.

- (n) Parks and Recreation Impact Fee. A payment of money imposed as a condition of approval to pay a proportionate share of the cost for improvements to the parks and recreation system identified to serve new development.
- (o) Public Facilities. Improvements to and/or construction of capital improvements identified in the *Town of Fort Mill Capital Improvements Plan* and the *Development Impact Fee Study Report for Fort Mill* as described in Section 2-304 hereof. Public facilities for the purpose of this ordinance shall include parks and recreation facilities, fire protection, municipal facilities and equipment, and transportation.
- (p) Square Feet (s.f.). As referred to in Exhibit A of this ordinance, means the sum (in square feet) of the area of each floor level, including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores and offices, that are within the principal outside faces of exterior walls, not including architectural setbacks or projections. Included are all areas that have floor surfaces with clear standing head room (measured 6 foot, 6 inches minimum) regardless of their use. If a ground-level area of a building, or part thereof, within the principal outside faces of the exterior walls is not enclosed, this square footage definition considers it part of the overall square footage for the building. However, unroofed areas and unenclosed roofed-over spaces, except those contained within the principle outside faces of exterior walls, should be excluded from the area measurement. The area of any parking garage within a building shall not be included in the area measurement.
- (q) System Improvement. A capital improvement to a public facility which is designed to provide service to a service area.
- (r) System Improvement Costs. The costs incurred for construction and reconstruction of system improvements, including design, acquisition, engineering, and other costs attributable to the improvements, and also including the cost of providing additional public facilities needed to serve new growth and development. System improvement costs do not include:
  - (1) Construction, acquisition, or expansion of public facilities other than capital improvements eligible for impact fee funding that are identified in the *Town of Fort Mill Capital Improvements Plan*;
  - (2) Repair, operation, or maintenance of existing or new capital improvements;
  - (3) Upgrading, updating, expanding, or replacing existing capital improvements to serve existing development in order to meet stricter safety, efficiency, environmental, or regulatory standards;
  - (4) Upgrading, updating, expanding, or replacing existing capital improvements to provide better service to existing development;
  - (5) Administrative and operating costs of the governmental entity; or

- (6) 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 eligible for impact fee funding that are identified in the *Town of Fort Mill Capital Improvements Plan*.
- (s) Transportation Impact Fee. A payment of money imposed as a condition of approval to pay a proportionate share of the cost for improvements to the transportation system identified to serve new development.
- (t) Volume to Service Capacity Ratio. A measurement of the relationship between average daily traffic volumes (demand) and average daily maximum service capacities (supply) for transportation facilities in the Fort Mill Study Area. A volume to service capacity ratio greater than 1.00 identified the need for a capacity-enhancing improvement. This measurement is consistent with the methodology used by the Rock Hill – Fort Mill Area Transportation Study (RFATS) Metropolitan Planning Organization for developing the 2035 Long Range Transportation Plan.

#### **Sec. 2-304. Supporting Documentation**

This ordinance is based upon the conclusions and recommendations presented in the *Development Impact Fee Study Report for Fort Mill* and the *Housing Affordability Analysis in Support of a Development Impact Fee Study in Fort Mill*, prepared consistent with the provisions set forth in the Act and adopted by resolution of Town Council on April 27, 2015, and the *Town of Fort Mill Capital Improvements Plan*, prepared consistent with the provisions set forth in the Act and adopted by ordinance of Town Council **August 10, 2015**. All three documents are and shall remain on file in the Town Planning Department and are hereby incorporated into this ordinance by reference.

All development impact fees collected pursuant to this ordinance shall be used to implement any or all of the public facilities deemed eligible for impact fee funding identified in the *Town of Fort Mill Capital Improvements Plan* as prioritized therein.

#### **Sec. 2-305. Jurisdiction**

A development impact fee shall apply to all new development or redevelopment located within Town limits.

#### **Sec. 2-306. Application and Exemptions**

The provisions of the ordinance shall apply to all new development or redevelopment within Town limits for which a building permit or development approval is required except for the following:

- (a) Rebuilding the same amount of floor space of a structure that was destroyed by fire or other natural catastrophe;

- (b) Remodeling or repairing a structure with the same land use that does not result in an increase in the number of service units or place new demand on parks and recreation facilities, fire protection, municipal facilities and equipment, or transportation system;
- (c) Replacing a residential unit, including a manufactured home, with another residential unit on the same lot, if the amount of traffic generated by the new residential unit does not increase;
- (d) Placing a construction trailer or temporary office on a lot during the period of construction on the same lot;
- (e) Construction of an addition to a residential structure that does not increase the amount of traffic generated by the same land use;
- (f) 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 new demand for parks and recreation facilities, fire protection, municipal facilities and equipment, or the transportation system; and
- (g) All or part of a particular development project if:
  - (1) The project is determined to create affordable housing; and
  - (2) The exempt development's proportionate share of system improvements is funded through a revenue source other than development impact fees.

**Sec. 2-307. Provisions for Affordable Housing**

Because all or part of any particular development project may be exempt from development impact fees for affordable housing, the following sets forth the administrative standards for determining what constitutes affordable housing and the procedures for exemption from one or more development impact fees.

(a) Median Household Income

Affordable housing is based upon eighty percent (80%) of the median household income for residents living within the Town of Fort Mill. Median household income shall be determined once a year utilizing the following procedure:

- (1) The most recently available figures from the US Census Bureau American Community Survey will serve as the base year for this evaluation;
- (2) Each subsequent year will be adjusted once annually thereafter during January of the calendar year based upon the previous year's published Consumer Price Index (CPI)

increase, until the next US Census Bureau data set is published and this procedure is replicated.

(b) Maximum Expenditure

The maximum expenditure for housing costs shall correspond to the Fannie Mae Foundation Mortgage Calculator multiplier of thirty percent (30%) of gross household income as used in the *Housing Affordability Analysis in Support of a Development Impact Fee Study in Fort Mill*. Affordable housing based upon eighty percent (80%) of median household income is:

- (1) Multifamily rental dwelling units of which the gross monthly rent cost does not exceed thirty percent (30%) of eighty percent (80%) of the gross median household monthly income.
- (2) Fee simple ownership dwelling units of which the cost of homeownership for the dwelling unit do not exceed thirty percent (30%) of eighty percent (80%) of the gross median household monthly income as reflected in the sales price using the Fannie Mae Foundation Mortgage Calculator (or comparable methodology) assuming a 20% down payment and a specified interest rate. The specified interest rate shall be determined by selecting the lowest 30-year fixed mortgage rate reported by area lending institutions as of the first week of January for any given year and shall remain so for the balance of the year.

(c) Procedures for Exemption from Development Impact Fees

- (1) A developer seeking exemption from one or more development impact fees for the construction of affordable multifamily rental dwelling units must identify the alternate source of funds for the impact fee and, unless the alternate source is from Town resources, post a financial guarantee suitable to the Town prior to the issuance of a building permit. The amount of the financial guarantee shall reflect the amount of development impact fees due for all affordable housing units as if they were not affordable housing units. No Certificate of Occupancy for any of the units may be issued until the impact fees for the affordable housing units have been paid by the alternate source or from the proceeds of the financial guarantee.

If the alternate source of funds for impact fees is from Town resources, prior to issuance of the Certificate of Occupancy by the Town, the developer shall record an agreement approved by the Town restricting the monthly rental cost of each affordable housing unit for a period of six (6) years. Upon delivery of the recorded rent control agreement, the Certificate of Occupancy shall be issued.

- (2) A developer seeking exemption from one or more development impact fees for construction of a fee simple ownership dwelling unit shall identify the alternate source of funds for the impact fees and, unless the alternate source is from Town resources, post a financial guarantee suitable to the Town prior to the issuance of a building

permit. The amount of the financial guarantee shall reflect the amount of development impact fees due for all affordable housing units as if they were not affordable housing units. No Certificate of Occupancy may be issued for the affordable housing dwellings until the impact fees have been paid by the alternate source or from the proceeds of the financial guarantee.

If the alternate source of funds for impact fees is from Town resources, prior to the issuance of a Certificate of Occupancy by the Town, the developer shall file with the Town a closing statement for the dwelling unit indicating an arm's length sales price no greater than that allowed for affordable housing at the time of final sale and a recorded covenant, approved by the Town, restricting the sales price of the dwelling, for a period of six (6) years, to the original sales price, adjusted annually for inflation.

## **Sec. 2-308. Determination of Fees**

### **(a) General Provisions**

- (1) The Town Planning Department shall determine, assess and collect all development impact fees administered within the Town limits.
- (2) Upon the effective date of this ordinance, development impact fees shall be charged to new development or redevelopment in accordance with the procedures set forth in this ordinance. The fees to be collected for a development will be determined at the time of application for a building permit. If the development is one that does not require a building permit, the impact fee for the development will be determined at the time of development approval. No building permit or development approval shall be issued for any development requiring the payment of development impact fees until the fees have been assessed by and remitted to the Town Planning Department, or in the case of affordable housing, the appropriate financial guarantees have been filed with the Town Manager. At the Town Planning Director's discretion, any development impact fees assessed at the time of permitting may be remitted after the issuance of a building permit, but in all instances, the development impact fees must be remitted to the Town Planning Department prior to the issuance of a Certificate of Occupancy. Payment of such fees shall not relieve the developer from obligations to comply with any other applicable Town ordinances, regulations, or requirements including, but not limited to, the "Zoning," "Subdivisions," or "Buildings and Building Regulations" Chapters of the Town of Fort Mill Code of Ordinances prior to receiving a Certificate of Occupancy.
- (3) All monies paid by the fee payor pursuant to this ordinance shall be identified as development impact fees and promptly deposited in the appropriate development impact fee trust fund described under Section 2-309 of this ordinance.
- (4) For the purpose of calculating development impact fees, the land use types assumed in the General Development Impact Fee Schedule of this ordinance (i.e., Exhibit A) shall be defined in accordance with the definitions contained in the Institute of

Transportation Engineers' *Trip Generation Manual*, Ninth Edition (see *Development Impact Fee Study Report for Fort Mill, Appendix B*).

- (5) Payment of development impact fees according to the General Development Impact Fee Schedule (i.e., Exhibit A), or independent impact fee calculation study reviewed and approved by the Town Planning Director, shall constitute full and complete payment of the new development's proportionate share of public facilities costs.
- (6) A developer may negotiate and contract with the Town to provide facilities or services in lieu of payment of development impact fees in accordance with Section 6-1-1050 of the Act.

(b) Parks and Recreation Impact Fees

(1) Parks and Recreation Impact Fee Formula

Parks and recreation impact fees collected within Town limits shall be in accordance with the following formula:

$$\text{Impact Fee} = (\text{NNDU}) \times (\text{P/HH}) \times (\text{COST}) \times (\text{TDR})$$

Where:

NNDU = The number of net new dwelling units generated by the proposed development.

P/HH = Average person per household estimate published by the US Census Bureau for various dwelling unit categories (see *Development Impact Fee Study Report for Fort Mill, Appendix B*).

COST = The cost per capita for providing improvements to parks and recreation facilities based on information presented in the *Development Impact Fee Study Report for Fort Mill* adopted by Town Council on April 27, 2015. The cost per capita is \$528.81.

TDR = For the purpose of this calculation, it is Town Council policy to charge only **ninety percent (90%)** of the maximum allowable parks and recreation impact fee determined in the *Development Impact Fee Study Report for Fort Mill*.

(2) Determining Park and Recreation Impact Fees

The amount of parks and recreation impact fees attributable to a specific development shall be determined through the following process:

- a. Verify the type and number of new residential dwelling units for which the building permit is being sought;
- b. Determine whether any of the proposed residential dwelling units qualify for a discount on parks and recreation impact fees as "affordable housing" and, if so, the number and type of such units;
- c. Determine the applicable residential dwelling unit category set forth in Exhibit A (as applicable) of this ordinance; and
- d. Multiply the discounted development impact fee rate for the residential dwelling unit category by the number of net new units within the development and the average persons per household estimate.

(3) Independent Parks and Recreation Impact Fee Calculation

In the event that a fee payor or Town staff contend that the land use for which the building permit is being sought is not within those land uses identified in Exhibit A, or if the fee payor contends that the Exhibit A calculations are not accurate for its intended use, then the Town' Planning Director, or its designee, shall make a determination as to the most comparable land use category to assume for calculating parks and recreation impact fees. If the fee payor disagrees with the determination of the Town Planning Director or if the Town otherwise deems it appropriate, an independent impact fee calculation may be performed to quantify the fair share of system improvement costs attributable to the development. Preparation of an independent impact fee calculation will immediately halt the building permit application process until such time that the necessary calculation is deemed complete by the Town Planning Director. If an independent calculation is requested, it must accompany the building permit application and be prepared in accordance with the following provisions:

- a. Independent calculations for the determination of parks and recreation impact fees must be performed by a certified professional engineer, architect, landscape architect, planner or other duly qualified and licensed professional approved by the Town Planning Director.
- b. The independent calculation shall be subject to review and approval by the Town Planning Director, or its designee. In the event that the Town Planning Director elects to contract with a third party to review the independent calculation, the cost of this review shall be borne by the applicant based on the cost of the third party review, plus a ten percent (10%) administrative fee.
- c. The Town Planning Director shall either approve or provide in writing the reasons for disapproval of the independent calculation study within thirty (30) days of its submittal for review.

- d. Prior to commencing the study, the developer's hired professional and the Town Planning Director, or its designee, shall agree upon the relevant factors and values that will be utilized in the independent calculation of impact fees.
- e. The maximum allowable parks and recreation impact fee determined in the *Development Impact Fee Study Report for Fort Mill* shall be reduced by **ten percent (10%)** for the purposes of completing an independent impact fee calculation, setting the fees at **ninety percent (90%)** of the maximum amount.
- f. The independent impact fee calculation shall be based on the following formula:

$$\text{Impact Fee} = (\text{NNDU}) \times (\text{P/HH}) \times (\text{COST}) \times (\text{TDR})$$

Where:

NNDU = The number of net new dwelling units generated by the proposed development.

P/HH = Average person per household estimate approved by the Town Planning Director.

COST = The cost per capita for providing improvements to parks and recreation facilities based on information presented in the *Development Impact Fee Study Report for Fort Mill* adopted by Town Council on April 27, 2015. The cost per capita is \$528.81.

TDR = For the purpose of this calculation, it is Town Council policy to charge only **ninety percent (90%)** of the maximum allowable parks and recreation impact fee determined in the *Development Impact Fee Study Report for Fort Mill*.

(c) Fire Protection Impact Fees

(1) Fire Protection Impact Fee Formula

Fire protection impact fees collected within Town limits shall be in accordance with one of the following formulas:

a. Residential Development

$$\text{Impact Fee} = (\text{NNDU}) \times (\text{P/HH}) \times (\text{COST}) \times (\text{TDR})$$

Where:

NNDU = The number of net new dwelling units generated by the proposed development.

P/HH = Average person per household estimate published by the US Census Bureau for various dwelling unit categories (See *Development Impact Fee Study Report for Fort Mill, Appendix B*).

COST = The cost per capita for providing fire protection services based on information presented in the *Development Impact Fee Study Report for Fort Mill* adopted by Town Council on April 27, 2015. The cost per capita is \$112.97.

TDR = For the purpose of this calculation, it is Town Council policy to charge only **ninety percent (90%)** of the maximum allowable fire protection impact fee determined in the *Development Impact Fee Study Report for Fort Mill*.

b. Non-Residential Development

$$\text{Impact Fee} = ((\text{NNSF})/1,000) \times (\text{ESR}) \times (\text{COST}) \times (\text{TDR})$$

Where:

NNSF = The amount of net new square footage generated by the proposed development. In instances where a variable other than square footage is used in determining the ESR (such as hotel rooms, hospital beds, etc.), then that variable shall be used in lieu of square footage, and such variable shall not be divided by 1,000 in the formula above.

ESR = Average employee space ratio developed using information published in the Institute of Transportation Engineers *Trip Generation, Ninth Edition* (see *Development Impact Fee Study Report for Fort Mill, Appendix B*).

COST = The cost per employee for providing fire protection services is based on information presented in the *Development Impact Fee Study Report for Fort Mill* adopted by Town Council on April 27, 2015. The cost per employee is \$433.09.

TDR = For the purpose of this calculation, it is Town Council policy to charge only **ninety percent (90%)** of the maximum allowable fire protection impact fee determined in the *Development Impact Fee Study Report for Fort Mill*.

(2) Determining Fire Protection Impact Fees

The amount of fire protection impact fees attributable to a specific development shall be determined through the following process:

- a. Verify the type and number of new residential dwelling units or the type and intensity of new non-residential square footage or other land use measuring criteria for which the building permit is being sought;
- b. For residential development, determine whether any of the proposed residential dwelling units qualify for a discount on fire protection impact fees as "affordable housing" and, if so, the number and type of such units;
- c. Determine the applicable land use type and impact fee per unit set forth in Exhibit A (as applicable) of this ordinance; and
- d. Multiply the discounted development impact fee rate for the specified land use category by the number of net new units or net new square footage within the development (as applicable) and the average persons per household or employee space ratio estimate (as applicable).

(3) Independent Fire Protection Impact Fee Calculation

In the event that a fee payor or Town staff contend that the land use for which the building permit is being sought is not within those land uses identified in Exhibit A, or if the fee payor contends that the Exhibit A calculations are not accurate for its intended use, then the Town Planning Director, or its designee, shall make a determination as to the most comparable land use category to assume for calculating fire protection impact fees. If the fee payor disagrees with the determination of the Town Planning Director or if the Town otherwise deems it appropriate, an independent impact fee calculation may be performed to quantify the fair share of system improvement costs attributable to the development. Preparation of an independent impact fee calculation will immediately halt the building permit application process until such time that the necessary calculation is deemed complete by the Town Planning Director. If an independent calculation is requested, it must accompany the building permit application and be prepared in accordance with the following provisions:

- a. Independent calculations for the determination of fire protection impact fees must be performed by a certified professional engineer, architect, landscape architect, planner or other duly qualified and licensed professional approved by the Town Planning Director.
- b. The independent calculation shall be subject to review and approval by the Town Planning Director, or its designee. In the event that the Town Planning Director elects to contract with a third party to review the independent calculation, the cost of this review shall be borne by the applicant based on the cost of the third party review, plus a ten percent (10%) administrative fee.

- c. The Town Planning Director shall either approve or provide in writing the reasons for disapproval of the independent calculation study within thirty (30) days of its submittal for review.
- d. Prior to commencing the study, the developer's hired professional and the Town Planning Director, or its designee, shall agree upon the relevant factors and values that will be utilized in the independent calculation of impact fees.
- e. The maximum allowable fire protection impact fee determined in the *Development Impact Fee Study Report for Fort Mill* shall be reduced by **ten percent (10%)** for the purposes of completing an independent impact fee calculation, setting the fees at **ninety percent (90%)** of the maximum amount.
- f. The independent impact fee calculation shall be based on one of the following formulas:

1. Residential Development

$$\text{Impact Fee} = (\text{NNDU}) \times (\text{P/HH}) \times (\text{COST}) \times (\text{TDR})$$

Where:

NNDU = The number of net new dwelling units generated by the proposed development.

P/HH = Average person per household estimate approved by the Town Planning Director.

COST = The cost per capita for providing fire protection services based on information presented in the *Development Impact Fee Study Report for Fort Mill* adopted by Town Council on April 27, 2015. The cost per capita is \$112.97.

TDR = For the purpose of this calculation, it is Town Council policy to charge only **ninety percent (90%)** of the maximum allowable fire protection impact fee determined in the *Development Impact Fee Study Report for Fort Mill*.

2. Non-Residential Development

$$\text{Impact Fee} = ((\text{NNSF})/1000) \times (\text{ESR}) \times (\text{COST}) \times (\text{TDR})$$

Where:

NNSF = The amount of net new square footage generated by the proposed development. In instances where a variable other than

square footage is used in determining the ESR (such as hotel rooms, hospital beds, etc.), then that variable shall be used in lieu of square footage, and such variable shall not be divided by 1,000 in the formula above.

ESR = Average employee space ratio approved by the Town Planning Director.

COST = The cost per employee for providing fire protection services based on information presented in the *Development Impact Fee Study Report for Fort Mill* adopted by Town Council on April 27, 2015. The cost per employee is \$433.09.

TDR = For the purpose of this calculation, it is Town Council policy to charge only **ninety percent (90%)** of the maximum allowable fire protection impact fee determined in the *Development Impact Fee Study Report for Fort Mill*.

(d) Municipal Facilities and Equipment Impact Fees

(1) Municipal Facilities and Equipment Impact Fee Formula

Municipal facilities and equipment impact fees collected within Town limits shall be in accordance with one of the following formulas:

a. Residential Development

$$\text{Impact Fee} = (\text{NNDU}) \times (\text{P/HH}) \times (\text{COST}) \times (\text{TDR})$$

Where:

NNDU = The number of net new dwelling units generated by the proposed development.

P/HH = Average person per household estimate published by the US Census Bureau for various dwelling unit categories (See *Development Impact Fee Study Report for Fort Mill, Appendix B*).

COST = The cost per capita for providing municipal facilities and equipment based on information presented in the *Development Impact Fee Study Report for Fort Mill* adopted by Town Council on April 27, 2015. The cost per capita is \$290.11.

TDR = For the purpose of this calculation, it is Town Council policy to charge only **ninety percent (90%)** of the maximum allowable municipal

facilities and services impact fee determined in the *Development Impact Fee Study Report for Fort Mill*.

b. Non-Residential Development

$$\text{Impact Fee} = ((\text{NNSF})/1000) \times (\text{ESR}) \times (\text{COST}) \times (\text{TDR})$$

Where:

NNSF = The amount of net new square footage generated by the proposed development. In instances where a variable other than square footage is used in determining the ESR (such as hotel rooms, hospital beds, etc.), then that variable shall be used in lieu of square footage, and such variable shall not be divided by 1,000 in the formula above.

ESR = Average employee space ratio developed using information published in the Institute of Transportation Engineers *Trip Generation, Ninth Edition* (see *Development Impact Fee Study Report for Fort Mill, Appendix B*).

COST = The cost per employee for providing municipal facilities and equipment based on information presented in the *Development Impact Fee Study Report for Fort Mill* adopted by Town Council on April 27, 2015. The cost per employee is \$259.44.

TDR = For the purpose of this calculation, it is Town Council policy to charge only **ninety percent (90%)** of the maximum allowable municipal facilities and equipment impact fee determined in the *Development Impact Fee Study Report for Fort Mill*.

(2) Determining Municipal Facilities and Equipment Impact Fees

The amount of municipal facilities and equipment impact fees attributable to a specific development shall be determined through the following process:

- a. Verify the type and number of new residential dwelling units or the type and intensity of new non-residential square footage or other land use measuring criteria for which the building permit is being sought;
- b. For residential development, determine whether any of the proposed residential dwelling units qualify for a discount on municipal facilities and equipment impact fees as "affordable housing" and, if so, the number and type of such units;
- c. Determine the applicable land use type and impact fee per unit set forth in Exhibit A (as applicable) of this ordinance; and

- d. Multiply the discounted development impact fee rate for the specified land use category by the number of net new units or net new square footage within the development (as applicable) and the average persons per household or employee space ratio estimate (as applicable).

(3) Independent Municipal Facilities and Equipment Impact Fee Calculation

In the event that a fee payor or Town staff contend that the land use for which the building permit is being sought is not within those land uses identified in Exhibit A, or if the fee payor contends that the Exhibit A calculations are not accurate for its intended use, then the Town Planning Director, or its designee, shall make a determination as to the most comparable land use category to assume for calculating municipal facilities and equipment impact fees. If the fee payor disagrees with the determination of the Town Planning Director or if the Town otherwise deems it appropriate, an independent impact fee calculation may be performed to quantify the fair share of system improvement costs attributable to the development. Preparation of an independent impact fee calculation will immediately halt the building permit application process until such time that the necessary calculation is deemed complete by the Town Planning Director. If an independent calculation is requested, it must accompany the building permit application and be prepared in accordance with the following provisions:

- a. Independent calculations for the determination of municipal facilities and equipment impact fees must be performed by a certified professional engineer, architect, landscape architect, planner or other duly qualified and licensed professional approved by the Town Planning Director.
- b. The independent calculation shall be subject to review and approval by the Town Planning Director, or its designee. In the event that the Town Planning Director elects to contract with a third party to review the independent calculation, the cost of this review shall be borne by the applicant based on the cost of the third party review, plus a ten percent (10%) administrative fee.
- c. The Town Planning Director shall either approve or provide in writing the reasons for disapproval of the independent calculation study within thirty (30) days of its submittal for review.
- d. Prior to commencing the study, the developer's hired professional and the Town Planning Director, or its designee, shall agree upon the relevant factors and values that will be utilized in the independent calculation of impact fees.
- e. The maximum allowable municipal facilities and equipment impact fee determined in the *Development Impact Fee Study Report for Fort Mill* shall be reduced by ten percent (10%) for the purposes of completing an independent impact fee calculation, setting the fees at ninety percent (90%) of the maximum amount.

- f. The independent impact fee calculation shall be based on one of the following formulas:

1. Residential Development

$$\text{Impact Fee} = (\text{NNDU}) \times (\text{P/HH}) \times (\text{COST}) \times (\text{TDR})$$

Where:

NNDU = The number of net new dwelling units generated by the proposed development.

P/HH = Average person per household estimate approved by the Town Planning Director.

COST = The cost per capita for providing municipal facilities and equipment based on information presented in the *Development Impact Fee Study Report for Fort Mill* adopted by Town Council on April 27, 2015. The cost per capita is \$290.11.

TDR = For the purpose of this calculation, it is Town Council policy to charge only **ninety percent (90%)** of the maximum allowable municipal facilities and equipment impact fee determined in the *Development Impact Fee Study Report for Fort Mill*.

2. Non-Residential Development

$$\text{Impact Fee} = ((\text{NNSF})/1000) \times (\text{ESR}) \times (\text{COST}) \times (\text{TDR})$$

Where:

NNSF = The amount of net new square footage generated by the proposed development. In instances where a variable other than square footage is used in determining the ESR (such as hotel rooms, hospital beds, etc.), then that variable shall be used in lieu of square footage, and such variable shall not be divided by 1,000 in the formula above.

ESR = Average employee space ratio approved by the Town Planning Director.

COST = The cost per employee for providing municipal facilities and equipment is based on information presented in the *Development Impact Fee Study Report for Fort Mill* adopted by Town Council on April 27, 2015. The cost per employee is \$259.44.

TDR = For the purpose of this calculation, it is Town Council policy to charge only ninety percent (90%) of the maximum allowable municipal facilities and equipment impact fee determined in the *Development Impact Fee Study Report for Fort Mill*.

(e) Transportation Impact Fees

(1) Transportation Impact Fee Formula

Transportation impact fees collected within Town limits shall be in accordance with one of the following formulas:

a. Residential Development

$$\text{Impact Fee} = (\text{NNDU}) \times (\text{TRIPS}) \times (\text{COST}) \times (\text{TDR})$$

Where:

NNDU = The number of net new dwelling units generated by the proposed development.

TRIPS = The number of new average daily trips generated by the proposed development taking into account the rate of pass-by capture published in the most current edition of the *Trip Generation Handbook* published by the Institute of Transportation Engineers.

COST = The cost per trip for providing transportation improvements based on information presented in the *Development Impact Fee Study Report for Fort Mill* adopted by Town Council on April 27, 2015. The cost per trip is \$99.53.

TDR = For the purpose of this calculation, it is Town Council policy to charge only ten percent (10%) of the maximum allowable transportation impact fee determined in the *Development Impact Fee Study Report for Fort Mill* between the effective date of this ordinance and December 31, 2015; twenty percent (20%) of the maximum amount between January 1, 2016, and December 31, 2016; thirty percent (30%) of the maximum amount between January 1, 2017, and December 31, 2017; forty percent (40%) of the maximum amount between January 1, 2018, and December 31, 2018; and fifty percent (50%) of the maximum amount from and after January 1, 2019.

b. Non-Residential Development

$$\text{Impact Fee} = ((\text{NNSF})/1000) \times (\text{TRIPS}) \times (\text{COST}) \times (\text{TDR})$$

Where:

NNSF = The amount of net new square footage generated by the proposed development. In instances where a variable other than square footage is used in determining TRIPS (such as hotel rooms, hospital beds, etc.), then that variable shall be used in lieu of square footage, and such variable shall not be divided by 1,000 in the formula above.

TRIPS = The number of new average daily trips generated by the proposed development taking into account the rate of pass-by capture published in the most current edition of the *Trip Generation Handbook* published by the Institute of Transportation Engineers.

COST = The cost per trip for providing transportation improvements based on information presented in the *Development Impact Fee Study Report for Fort Mill* adopted by Town Council on April 27, 2015. The cost per trip is \$99.53.

TDR = For the purpose of this calculation, it is Town Council policy to charge only ten percent (10%) of the maximum allowable transportation impact fee determined in the *Development Impact Fee Study Report for Fort Mill* between the effective date of this ordinance and December 31, 2015; twenty percent (20%) of the maximum amount between January 1, 2016, and December 31, 2016; thirty percent (30%) of the maximum amount between January 1, 2017, and December 31, 2017; forty percent (40%) of the maximum amount between January 1, 2018, and December 31, 2018; and fifty percent (50%) of the maximum amount from and after January 1, 2019.

## (2) Determining Transportation Impact Fees

The amount of transportation impact fees attributable to a specific development shall be determined through the following process:

- a. Verify the type and number of new residential dwelling units or the type and intensity of new non-residential square footage or other land use measuring criteria for which the building permit is being sought;
- b. For residential development, determine whether any of the proposed residential dwelling units qualify for a discount on transportation impact fees as "affordable housing" and, if so, the number and type of such units;
- c. Determine the applicable land use type and impact fee per unit set forth in Exhibit A (as applicable) of this ordinance; and

- d. Multiply the discounted impact fee rate for the specified land use by the number of units or square footage for the same land use within the development.

(3) Independent Transportation Impact Fee Calculation

In the event that a fee payor or Town staff contend that the land use for which the building permit is being sought is not within those land uses identified in Exhibit A, or if the fee payor contends that the Exhibit A calculations are not accurate for its intended use, then the Town Planning Director, or its designee, shall make a determination as to the most comparable land use category to assume for calculating transportation impact fees. If the fee payor disagrees with the determination of the Town Planning Director or if the Town otherwise deems it appropriate, an independent impact fee calculation may be performed to quantify the fair share of transportation system improvement costs attributable to the development. Preparation of an independent impact fee calculation will immediately halt the building permit application process until such time that the necessary calculation is deemed complete by the Town Planning Director. If an independent calculation is requested, it must accompany the building permit application and be prepared in accordance with the following provisions:

- a. Independent calculations for the determination of transportation impact fees must be performed by a duly qualified and licensed engineer in the State of South Carolina, based upon sound traffic engineering studies utilizing accepted engineering practices and planning principles.
- b. The independent calculation shall be subject to review and approval by the Town Planning Director, or its designee. In the event that the Town Planning Director elects to contract with a third party to review the independent calculation, the cost of this review shall be borne by the applicant based on the cost of the third party review, plus a ten percent (10%) administrative fee.
- c. The Town Planning Director shall either approve or provide in writing the reasons for disapproval of the independent calculation study within thirty (30) days of its submittal for review.
- d. Prior to commencing the study, the developer's hired professional and the Town Planning Director, or its designee, shall agree upon the relevant factors and values that will be utilized in the independent calculation of impact fees.
- e. Process for the independent calculation study for determination of transportation impact fees:
  1. Determine base trip generation for the proposed land use(s) utilizing the Institute of Transportation Engineers' *Trip Generation Manual*, Ninth Edition (or subsequent editions).

2. Base trip generation may be reduced by rate of pass-by capture using methodology in the most current *Trip Generation Handbook* published by the Institute of Transportation Engineers.
3. Base trip generation may be reduced by rate of internal capture when two or more land uses are proposed and at least one of those land uses is residential in nature and at least one of the other land uses is non-residential in nature using methodology recommended in the most current *Trip Generation Handbook* published by the Institute of Transportation Engineers, subject to approval for use by the Town Planning Director.
4. The maximum allowable transportation impact fee determined in the *Development Impact Fee Study Report for Fort Mill* shall be reduced a minimum of fifty percent (50%) and a maximum of ninety percent (90%) for the purposes of completing an independent impact fee calculation, setting the fees at ten percent (10%) of the maximum amount between the effective date of this ordinance and December 31, 2015; twenty percent (20%) of the maximum amount between January 1, 2016, and December 31, 2016; thirty percent (30%) of the maximum amount between January 1, 2017, and December 31, 2017; forty percent (40%) of the maximum amount between January 1, 2018, and December 31, 2018; and fifty percent (50%) of the maximum amount from and after January 1, 2019.
5. The independent impact fee calculation shall be based on one of the following formulas:

- i. Residential Development

$$\text{Impact Fee} = (\text{NNDU}) \times (\text{TRIPS}) \times (\text{COST}) \times (\text{TDR})$$

Where:

NNDU = The number of net new dwelling units generated by the proposed development.

TRIPS = The number of new average daily trips generated by the proposed development taking into account the rate of pass-by capture published in the most current edition of the *Trip Generation Handbook* published by the Institute of Transportation Engineers.

COST = The cost per trip for providing transportation improvements based on information presented in the *Development Impact Fee Study Report for Fort Mill* adopted by Town Council on April 27, 2015. The cost per trip is \$99.53.

TDR = For the purpose of this calculation, it is Town Council policy to charge only ten percent (10%) of the maximum allowable transportation impact fee determined in the *Development Impact Fee Study Report for Fort Mill* between the effective date of this ordinance and December 31, 2015; twenty percent (20%) of the maximum amount between January 1, 2016, and December 31, 2016; thirty percent (30%) of the maximum amount between January 1, 2017, and December 31, 2017; forty percent (40%) of the maximum amount between January 1, 2018, and December 31, 2018; and fifty percent (50%) of the maximum amount from and after January 1, 2019.

ii. Non-Residential Development

$$\text{Impact Fee} = ((\text{NNSF})/1000) \times (\text{TRIPS}) \times (\text{COST}) \times (\text{TDR})$$

Where:

NNSF = The amount of net new square footage generated by the proposed development. In instances where a variable other than square footage is used in determining TRIPS (such as hotel rooms, hospital beds, etc.), then that variable shall be used in lieu of square footage, and such variable shall not be divided by 1,000 in the formula above.

TRIPS = The number of new average daily trips generated by the proposed development taking into account the rate of pass-by capture published in the most current edition of the *Trip Generation Handbook* published by the Institute of Transportation Engineers.

COST = The cost per trip for providing transportation improvements based on information presented in the *Development Impact Fee Study Report for Fort Mill* adopted by Town Council on April 27, 2015. The cost per trip is \$99.53.

TDR = For the purpose of this calculation, it is Town Council policy to charge only ten percent (10%) of the maximum allowable transportation impact fee determined in the *Development Impact Fee Study Report for Fort Mill* between the effective date of this ordinance and December 31, 2015; twenty percent (20%) of the maximum amount between January 1, 2016, and December 31, 2016; thirty percent (30%) of the maximum amount between January 1, 2017, and December 31, 2017; forty percent (40%) of the maximum amount between

January 1, 2018, and December 31, 2018; and fifty percent (50%) of the maximum amount from and after January 1, 2019.

(f) Special Cases

The Town Planning Department shall take the following special cases into account when calculating development impact fees for a building permit application:

- (1) When an application for a building permit has been made that contains two or more land uses in any combination, including two or more land uses within a single building or structure, the total development impact fee assessment shall be the sum of the products, as calculated above, for each land use unless an independent impact fee calculation is performed, and approved for use by the Town Planning Director, or its designee, consistent with subsections (b), (c), (d) and (e) of this section.
- (2) In the case of a change, redevelopment, or modification of a land use which requires a building permit, and which is not exempted from development impact fees under Section 2-306 of this ordinance, the impact fee calculation shall be based upon the net increase in new or proposed land use as compared to the existing or previous land use.
- (3) In the case of a demolition or termination of an existing use or structure, development impact fees for future redevelopment shall be based upon the net increase in development impact fees for the new or proposed land use as compared to the existing actual active previous land use since its original occupancy. Credit for the prior use shall not be transferable to another location.
- (4) In the case of relocating an existing land use, development impact fees shall be assessed to the relocated use at its new location. Future redevelopment of the old location from which the use was removed will receive a credit against development impact fees assessed equal to the impact fees that would have been assessed against the relocated use. Credits shall not be transferable to the new location.
- (5) Before a building permit application may become eligible for the provisions set forth in paragraphs (2), (3) and (4), a developer shall provide reasonably sufficient evidence that a previous land use had been actively maintained on the site within twelve (12) months of the date of application for a building permit. Such evidence may include proof of utility records, records for the use sought to be shown, or other documentation.
- (6) Any claim of existing or previous use must be made no later than the time for application of a building permit. Any claim made after such time shall be deemed invalid.

**Sec. 2-309. Impact Fee Trust Funds**

Development impact fees collected pursuant to this ordinance shall be kept separate from other revenue of the Town. There shall be one trust fund established for each development impact

fee category depicted in Exhibit A of this ordinance: parks and recreation, fire protection, municipal facilities and equipment, and transportation. All development impact fees collected shall be properly identified by property address noted on the approved building permit and by the appropriate trust account.

Any funds on deposit not immediately necessary for expenditure shall be maintained in an interest-bearing account prior to expenditure on recommended projects. Interest earned on development impact fees in deposit must be considered revenue to the trust fund account for which income is earned and must be subject to all restrictions placed on the use of development impact fees pursuant to this ordinance.

## **Sec. 2-310. Limitation on Expenditures of Funds Collected**

### **(a) Eligible System Improvement Costs**

Funds from development impact fee trust accounts shall be expended only for the public facilities and system improvements identified as eligible for impact fee funding in the *Town of Fort Mill Capital Improvements Plan*, incorporated herein by reference. No funds shall be used for administrative or operating costs associated with imposing any of the development impact fees. Eligible components of a public facility may include, but are not limited to, the following:

- (1) Design and construction plan preparation;
- (2) Right-of-way acquisition;
- (3) Construction of new facilities, structures, or amenities that provide additional capacity;
- (4) Purchase of new equipment (>\$100,000 purchase price) that provide additional capacity;
- (5) Construction of new through lanes and/or turn lanes;
- (6) Construction of new bridges;
- (7) Construction of new drainage facilities associated with capital improvements;
- (8) Purchase and installation of traffic signalization;
- (9) Construction of new curbs, medians, and shoulders;
- (10) Relocating utilities to accommodate new road construction; and
- (11) Principal payments, interest and other finance charges on bonds or other indebtedness issued by or on behalf of the Town for financing any or all public facilities.

(b) Rational Nexus Test

The Town Finance Director, or its designee, shall make an annual report to the Town Council and publish this report for access by the general citizenry showing where development impact fees have been collected and what projects have been funded with these revenues. The Council shall consider this report and whether the fees are being spent for the benefit of new development within Town limits. If the Council determines that this is not the case, then it shall adjust the *Town of Fort Mill Capital Improvements Plan* and other projected capital expenditures to correct the condition.

(c) Expenditure of Funds

Development impact fee funds shall be expended in the order in which they were collected. The disbursement of such funds shall require approval of the Town Council, upon recommendation of the Town Manager or its designee.

(d) Reimbursement

Impact fee funds not obligated for expenditure within three (3) years of the date that they are scheduled to be expended in the *Town of Fort Mill Capital Improvements Plan* shall be returned, with actual interest earned, to the record owner of the property for which the fees were collected, on a first-in, first-out basis.

**Sec. 2-311. Credits / Reimbursements**

(a) General Provisions

- (1) A developer shall be entitled to a credit against development impact fees assessed pursuant to this ordinance for Town-approved monetary or in-kind contributions toward some or all of the public facilities included in the *Town of Fort Mill Capital Improvements Plan* that are eligible for impact fee funding.
- (2) Development impact fees shall not be imposed on a fee payor or developer who has entered into an agreement with the Town for certain contribution, payment, construction, or dedication of land up to the cash value of the specific improvements identified within the agreement. Any difference between total development impact fees due for the development and the cash value of the executed agreement remain eligible for collection pursuant to the rules and requirements of this ordinance.
- (3) A fee payor shall be reimbursed for contributions of land or facilities that exceed his proportionate share of the cost of public facilities when such excess contribution is made at the request of the Town.

(b) Application for Credit Agreement

- (1) The determination of the amount of any credit shall be undertaken through submission of an Application for Credit Agreement, which shall be submitted through the Town Planning Department for review by the Town Planning Director, or its designee.
- (2) The Application for Credit Agreement shall include the following information:
  - a. The following documentation must be provided if the proposed application involves a credit for any cash contribution:
    1. A certified copy of the development approval in which the contribution was agreed; and
    2. Proof of payment (if already made); or
    3. Proposed method of payment (if not already made).
  - b. The following documentation must be provided if the proposed application involves credit for dedication of land:
    1. A drawing and legal description of the land;
    2. The appraised fair market value of the land at the date a building permit application is sought for the land use(s), prepared by a professional Real Estate Appraiser who is a member of the member Appraisal Institute (MAL) or who is a member of Senior Residential Appraisers (SRA); and
    3. A certified copy of the development permit in which the land was agreed to be dedicated (if applicable).
  - c. The following documentation must be provided if the proposed application involves credit for construction:
    1. The proposed construction documents of the specific construction project prepared and certified by a duly qualified and licensed engineer in the State of South Carolina;
    2. The projected costs for the suggested improvements, which shall be based on local information for similar improvements, along with the construction schedule for the completion of said improvements. Such estimated cost shall include construction or reconstruction of the project, the cost of labor and materials, the cost of all lands, property, rights, easements, and franchises acquired, financing charges, interest prior to and during construction and for one (1) year after completion of construction, costs of plans and specifications, surveys of estimates of costs and revenues, costs of professional services, and all of the expenses necessary or incidental to determining the feasibility or practicability of such construction or reconstruction.

- (3) Within fourteen (14) days of receipt of the proposed Application for Credit Agreement, the Town Planning Director, or its designee, shall determine if the application is complete. If it is determined that the proposed agreement is not complete, the Town Planning Director shall send written notification to the applicant outlining the deficiencies. The Town Planning Director shall take no further action on the proposed Application for Credit Agreement until all such deficiencies have been corrected or otherwise settled.
- (4) Once the Town Planning Director determines that the proposed Application for Credit Agreement is complete, it shall be reviewed within thirty (30) days by a committee of designated staff composed of the Town Manager, Town Finance Director, Town Code Enforcement Officer (Plans Submittal Official), and Town Engineer (together known as the Credit Review Committee).
- (5) If the Application for Credit Agreement is approved by the Credit Review Committee, a Credit Agreement shall be prepared and signed by the applicant and the Town Manager. It shall specifically outline the contribution, payment, construction, or land dedication, the time by which it shall be complete, dedicated, or paid, and any extensions thereof, and the dollar credit the applicant shall receive for the contribution, payment, or construction against development impact fees. The agreement may also include provisions for rescinding the credit and issuing stop work orders if the dedication and/or work and/or construction are not timely accomplished.
- (6) A fee payor affected by the decision of the Credit Review Committee regarding credits may appeal such decision pursuant to Section 2-313(a) of this ordinance.

### **Sec. 2-312. Penalties**

Town Council shall have the following remedies, which may be exercised individually or collectively, for collecting development impact fees. The failure to pursue any remedy at any time shall not be deemed as a waiver of Town rights to pursue any remedy at such other time as may be deemed appropriate.

- (a) Interest and Penalties. The Town may, at its discretion, add to the amount of calculated development impact fees due prior to award of a Certificate of Occupancy, reasonable interest and penalties for non-payment or late payment of required funds. Penalties for unpaid development impact fees shall be administered consistent with Chapter 1 (General Provisions), Section 1-6 in the Town of Fort Mill Code of Ordinances, which declares the violation a penalty subject to a fine not to exceed five hundred dollars (\$500.00) or imprisonment not to exceed thirty (30) days. Each day of violation shall be deemed a separate offense.
- (b) Withholding Certificate of Occupancy. The Town may withhold a Certificate of Occupancy until full and complete payment has been made by the developer of development impact fees due for the development.

- (c) Withholding Utility Service. The Town may withhold the provision of utility services to a development until the required development impact fees have been paid in full.
- (d) Lien. The Town may impose a lien on the developer's property for failure of the developer to pay required development impact fees in full.
- (e) Other. The Town may pursue the collection of the development impact fees, including interest, by way of civil process in the Court of Common Pleas for York County.

### **Sec. 2-313. Appeal Process**

A developer shall have the following rights for appeal of development impact fees imposed by the Town on their development pursuant only to this ordinance:

#### (a) Administrative Appeal

- (1) A developer may file an administrative appeal with the Town Manager regarding the payment of development impact fees, independent calculation of impact fees, or credits or reimbursements by filing a written Notice of Appeal. Said Notice shall be filed within thirty (30) days of the decision sought to be appealed. The filing of an appeal will immediately halt the building permit application process, unless the developer posts a bond or submits an irrevocable letter of credit for the full amount of the development impact fees as calculated by the Town to be due. All Notices of Appeal shall include a full explanation of the reasons for the appeal, specifying the grounds therefore, and containing any documentation that the developer desires to be considered. The appeal shall contain the name and address of the developer filing the appeal and shall state their capacity to act as a representative or agent if they are not the owner of the property to which impact fees or credits pertain.
- (2) Within thirty (30) days following receipt of the written Notice of Appeal, the Town Manager will review the Appellant's written report, supporting documentation and departmental staff reports. The thirty (30) day review period may be extended if additional information is needed from the Appellant in order to render a decision. Upon completion of the administrative review, the Town Manager will provide a written response to the Appellant constituting a final administrative determination.
- (3) Any person desiring to appeal the final administrative determination of the Town Manager regarding payment of development impact fees or credits shall file a written Notice of Appeal to the Town Council. Said Notice of Appeal to Town Council shall be filed with the Clerk of Town Council within fifteen (15) days following receipt of the final administrative determination. Receipt shall be construed to have occurred when the final administrative decision is deposited in the United States mail postage prepaid to the person whose name and address is identified in the original Notice of Appeal.

(4) The Town Clerk of Council will schedule all impact fee appeals for the first Town Council meeting following ten (10) days from receipt of the Written Notice of Appeal to the Town Council. Postponements of the Town Council appeal date may be granted by the Town Manager if they are requested in writing at least ten (10) days in advance of the scheduled Town Council meeting date.

(5) When an Appeal is scheduled for oral presentation before the Town Council, the Appellant and Town staff shall each be given ten (10) minutes at the oral argument to present the Appeal and to discuss the submitted written record.

(b) Payment Under Protest

A fee payer may pay development impact fees under protest. Payment under protest does not preclude the developer from filing an administrative appeal nor is the fee payer estopped from receiving a refund of an amount considered to have been collected illegally. A fee payor, at his option, may also post a bond or submit an irrevocable letter of credit for the amount of development impact fees due instead of making a cash payment under protest, pending the outcome of an appeal.

(c) Mediation

Town Council shall provide for mediation by a qualified independent party, upon voluntary agreement by both the developer and the Town, to address a disagreement related to development impact fees calculated by the Town. Neither a request for, nor participation in, mediation shall preclude a fee payor from pursuing other developer rights or remedies otherwise available by law.

**Sec. 2-314. Refunds**

(a) General Provisions

Funds not obligated for expenditure within three (3) years of the date that they are scheduled to be expended in the *Town of Fort Mill Capital Improvements Plan* shall be refunded to the record owner of property for which the impact fees were paid, with actual interest earned, on a first-in, first-out basis. For the purpose of determining whether fees have been spent or encumbered, the first money placed in a trust fund account shall be deemed to the first money taken out of that account when withdrawals have been made.

(b) Refund Process

(1) The owner of property eligible for a refund of one or more development impact fee payments shall submit to the Town Planning Director a notarized sworn statement that the person is the current owner of the property for which a refund is due, a certified copy of the latest recorded deed, and a copy of the most recent ad valorem tax bill for the property.

- (2) When a right to a refund exists, the Town shall send a refund to the current owner of record within ninety (90) days after it is determined by Town Council that a refund is due.
- (3) All refunds shall include the pro rata portion of the interest earned while on deposit in the specific development impact fee trust account.
- (4) A record owner of property for which one or more development impact fee refunds are due has standing to sue for such refund pursuant to Section 6-1-1020(D) of the Act if there has not been a good-faith effort towards a timely payment of a refund pursuant to this section.

### **Sec. 2-315. Review**

- (a) Town Council shall be responsible for preparing and publishing an annual report describing the amount of development impact fees collected, appropriated, and spent during the preceding fiscal year.
- (b) Planning Commission shall be responsible for a holistic review and update of the *Development Impact Fee Study Report for Fort Mill, Town of Fort Mill Capital Improvements Plan, Housing Affordability Analysis in Support of a Development Impact Fee Study in Fort Mill* and the *Development Impact Fee Ordinance for the Town of Fort Mill* in the same manner and on the same review cycle as the Town of Fort Mill Comprehensive Plan.

### **Sec. 2-316. Termination of Development Impact Fees**

Development impact fees for the Town of Fort Mill shall be terminated within fifteen (15) years after the effective date of this ordinance, or when sufficient fees have been collected to fund all of the projects eligible for development impact fee funding that are identified in the *Town of Fort Mill Capital Improvements Plan*, whichever shall first occur, unless:

- (a) Town Council adopts a revised *Development Impact Fee Study Report for Fort Mill* or amends the *Town of Fort Mill Capital Improvements Plan* for a subsequent amount of time;  
or
- (b) Town Council adopts an updated *Development Impact Fee Ordinance for the Town of Fort Mill* pursuant to the substantive and procedural requirements set forth in the South Carolina Development Impact Fee Act, as amended.

### **Sec. 2-317. Liberal Construction**

The provisions of this ordinance shall be liberally construed to effectively carry out its purpose in the interest of further promoting and protecting public health, safety, welfare, and convenience.

SECTION II. Severability. If any section, subsection, sentence, clause, phrase or portion of this ordinance is, for any reason, held invalid or unconstitutional by any court, such section, subsection, sentence, clause, phrase or portion of this ordinance shall be deemed to be a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining provisions of this ordinance nor impair or nullify the remainder of these provisions which shall continue in full force and effect.

If the application of any provision of this ordinance to any new development is declared to be invalid by a decision of any court, the intent of Town Council is that such decision shall be limited only to the specific new development expressly involved in the controversy, action, or proceeding in which such decision of invalidity was rendered. Such decision shall not affect, impair, or nullify this ordinance as a whole or the application of any provision of this ordinance to any other new development.

SECTION III. Conflicting Ordinances. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION IV. Effective Date. This ordinance shall be effective from and after the date of adoption.

**SIGNED AND SEALED** this \_\_\_\_ day of \_\_\_\_\_, 2015, having been duly adopted by the Town Council for the Town of Fort Mill on the \_\_\_\_ day of \_\_\_\_\_, 2015.

Public Hearing #1: July 27, 2015  
First Reading: July 27, 2015  
Public Hearing #2: August 10, 2015  
Second Reading: August 10, 2015

TOWN OF FORT MILL  
\_\_\_\_\_  
Danny P. Funderburk, Mayor

LEGAL REVIEW  
\_\_\_\_\_  
Barron B. Mack, Jr, Town Attorney

ATTEST  
\_\_\_\_\_  
Dana Powell, Town Clerk

**Planning Commission Meeting**  
**June 23, 2015**  
**New Business Item**

**Capital Improvements Plan Ordinance**

An ordinance adopting the Town of Fort Mill Capital Improvements Plan for FY 2015-16 through FY 2019-2020

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**Background / Discussion**

The Planning Commission is asked to review and provide a recommendation on a draft Capital Improvements Plan (CIP) for the Town of Fort Mill.

Town Council is currently evaluating the imposition of development impact fees on new development within the town limits. Should council elect to proceed, the South Carolina Development Impact Fee Act (S.C. Code, Title 6, Article 9, Chapter 1) will require the adoption of a Capital Improvements Plan.

Pursuant to Section 6-1-960 of the SC Code of Laws, the CIP shall be adopted as follows:

- (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.

A draft CIP has been prepared for FY 2015-16 through 2019-20. The draft CIP is included as an exhibit to the attached ordinance. The draft CIP includes the following eligible expenditures:

### **Fire Protection**

- Fire Station #3 (Springfield Station)
- ISO Class 1 Fire Engine
- Heavy Rescue Apparatus

### **Parks & Recreation**

- Waterside Park
- Gymnasium
- Land for Future Parks (Land Only)

### **Municipal Facilities**

- New Town Hall
- Law Enforcement Center Conversion
- Police Substation (Southern Region)
- Police Substation (Northern Region)
- Downtown Parking Enhancements
- Public Works Operations Center (Land Only)

### **Transportation**

Full Improvements:

- N Dobys Bridge Road (Phase 1)
- N Dobys Bridge Road (Phase 2)
- S Dobys Bridge Road
- Springfield Parkway (Phase 1)
- Springfield Parkway (Phase 2)
- Tom Hall Street / SC Highway 160

- Asphalt Paving Equipment
- Fully Automated Refuse Trucks (Garbage)
- Fully Automated Refuse Trucks (Recycling)
- Knuckle Boom Trucks
- Tandem Dump Truck
- Track Hoe

- N White Street / SC Highway 160
- Whites Road

Interim Improvements:

- N Dobys Bridge Road (Phase 1A/2A)
- Springfield Parkway (Phase 2A)
- N White Street / SC Hwy 160 (Phase 1)
- Whites Road (Phase 1)

**Recommendation**

The draft CIP has been prepared by the Planning Department in consultation with the Fire Chief, Police Chief, Public Works Director, Parks & Recreation Director, Operations Director, Finance Director, and Town Manager. Transportation figures were drawn from the Development Impact Fee Study Report, as well as the town's on-call transportation consultant, Parsons Brinckerhoff.

Should the Planning Commission and town council elect to move forward with the adoption of a development impact fee ordinance, then a CIP must be adopted pursuant to state law. Therefore, staff would recommend in favor of approval.

Joe Cronin  
 Planning Director  
 June 19, 2015

STATE OF SOUTH CAROLINA  
TOWN COUNCIL FOR THE TOWN OF FORT MILL  
ORDINANCE NO. 2015-\_\_\_

AN ORDINANCE ADOPTING THE TOWN OF FORT MILL CAPITAL IMPROVEMENTS PLAN FOR FY 2015-16 THROUGH FY 2019-2020

WHEREAS, the Mayor and Council of the Town of Fort Mill wish to adopt development impact fees pursuant to the South Carolina Development Impact Fee Act, S.C. Code, Title 6, Article 9, Chapter 1 (the “Act”); and

WHEREAS, § 6-1-960 of the Act requires the adoption of a Capital Improvements Plan which outlines a general description of all existing public facilities and their existing deficiencies, a description of all system improvements and their costs necessitated by and attributable to new development, a reasonable estimate of all costs, identification of all sources and levels of funding available, and a schedule setting forth estimated dates for commencing and completing construction of all improvements; and

WHEREAS, public hearings were advertised and conducted on July 27, 2015, and August 10, 2015, pursuant to S.C. Code § 6-1-960(A); and

WHEREAS, it is fitting and proper to adopt a Town of Fort Mill Capital Improvements Plan to identify, evaluate, and prioritize a list of capital facilities and equipment purchases which may be eligible to be purchased with revenues from development impact fees;

NOW, THEREFORE, pursuant to the authority granted by the Constitution and the General Assembly of the State of South Carolina, BE IT ORDAINED BY THE TOWN COUNCIL FOR THE TOWN OF FORT MILL:

SECTION I. Adoption of Town of Fort Mill Capital Improvements Plan. The Town of Fort Mill Capital Improvements Plan, attached hereto as Exhibit A, is hereby adopted. The Capital Improvements Plan shall be reviewed on an annual basis, and may, from time to time, be updated and amended by ordinance adopted by the Mayor and Town Council, pursuant to the Act.

SECTION II. Severability. If any section, subsection, or clause of this Ordinance shall be deemed to be unconstitutional, or otherwise invalid, the validity of the remaining sections, subsections, and clauses shall not be affected thereby.

SECTION III. Conflicting Ordinances. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION IV. Effective Date. This ordinance shall be effective from and after the date of adoption.

**SIGNED AND SEALED** this \_\_\_\_ day of \_\_\_\_\_, 2015, having been duly adopted by the Town Council for the Town of Fort Mill on the \_\_\_\_ day of \_\_\_\_\_, 2015.

Public Hearing #1: July 27, 2015  
First Reading: July 27, 2015  
Public Hearing #2: August 10, 2015  
Second Reading: August 10, 2015

TOWN OF FORT MILL

\_\_\_\_\_  
Danny P. Funderburk, Mayor

LEGAL REVIEW

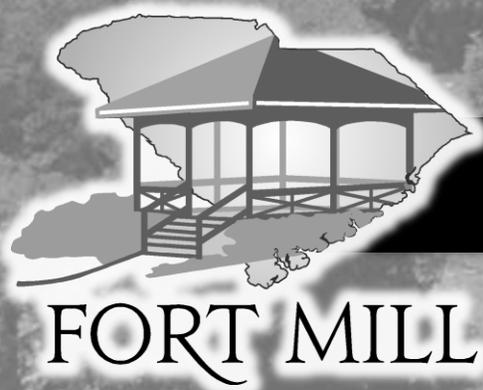
ATTEST

\_\_\_\_\_  
Barron B. Mack, Jr, Town Attorney

\_\_\_\_\_  
Dana Powell, Town Clerk

EXHIBIT A

Town of Fort Mill Capital Improvements Plan



**Town of Fort Mill**

**Capital Improvements Plan**

**FY 2015-16 to 2019-20**

# TOWN OF FORT MILL CAPITAL IMPROVEMENTS PLAN FY 2015-16 to 2019-20



## Fort Mill Town Council

<i>Mayor of Fort Mill</i>	Danny Funderburk
<i>Councilman Ward 1</i>	James Shirey
<i>Councilman Ward 2</i>	Ronnie Helms
<i>Councilman Ward 3</i>	Larry Huntley
<i>Councilman Ward 4</i>	Tom Adams
<i>Councilman At-Large</i>	Guynn Savage
<i>Councilman At-Large</i>	Lisa McCarley

## Fort Mill Town Staff

<i>Town Manager</i>	Dennis Pieper
<i>Finance Director</i>	Chantay Bouler
<i>Engineering Director</i>	Paul Mitchell
<i>Operations Director</i>	Jeff Hooper
<i>Parks &amp; Rec. Director</i>	Brown Simpson
<i>Planning Director</i>	Joe Cronin
<i>Public Works Director</i>	Davy Broom
<i>Fire Chief (Interim)</i>	Chipper Wilkerson
<i>Police Chief</i>	Jeff Helms

**Prepared By:**  
Joseph M. Cronin  
Planning Director  
June 23, 2015

**Adopted:**  
Fort Mill Town Council  
Ordinance No. 2015-\_\_  
\_\_\_\_\_, 2015

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- Fire Station #3 (Springfield Station)
- ISO Class 1 Fire Engine
- Heavy Rescue Apparatus

Chapter 3 **Parks & Recreation**

- Waterside Park
- Gymnasium
- Land for Future Parks (Land Only)

Chapter 4 **Municipal Facilities**

- New Town Hall
- Law Enforcement Center Conversion
- Police Substation (Southern Region)
- Police Substation (Northern Region)
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- Fully Automated Refuse Trucks (Recycling)
- Knuckle Boom Trucks
- Tandem Dump Truck
- Track Hoe

Chapter 5 **Transportation**

Full Improvements:

- N Dobys Bridge Road (Phase 1)
- N Dobys Bridge Road (Phase 2)
- S Dobys Bridge Road
- Springfield Parkway (Phase 1)
- Springfield Parkway (Phase 2)
- Tom Hall Street / SC Highway 160
- N White Street / SC Highway 160
- Whites Road

Interim Improvements:

- N Dobys Bridge Road (Phase 1A/2A)
- Springfield Parkway (Phase 2A)
- N White Street / SC Hwy 160 (Phase 1)
- Whites Road (Phase 1)

Chapter 6 **Appendices**

- A – FY 2016-2020 CIP Summary
- B – Project Funding Sources
- C – 10 Year Build-Out Projection (Residential)
- D – 10 Year Build-Out Projection (Non-Res.)
- E – Service Unit Table
- F – Required Contents of the CIP

# INTRODUCTION

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To Be Completed

# FIRE PROTECTION



# FIRE PROTECTION

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## Fire Station #3 (Springfield Station)

**Project** To Be Determined  
**Location** Springfield Parkway / US Highway 21 Bypass Corridor

**Project Description** Construction of new fire station (estimated at 8,000 square feet on 3.0 +/- acres of land) to serve the northern portion of the town limits, including the Springfield Parkway, US Highway 21 Bypass and Pleasant Road corridors. This site may also house a co-located police substation.

**Project Justification** The Fort Mill Fire Department responded to 94 service calls in the northern portion of the town limits in 2014 (105 including mutual aid). Between 2015 and 2025, an additional 797 single-family detached homes and 235 townhomes are projected to be built along the Springfield corridor, an increase of 131% compared to 2015. Up to 375,000 square feet of new commercial development is anticipated at the intersection of Springfield Parkway and US Highway 21 Bypass. A future middle school and nearly 700 apartments are also planned for property on Pleasant Road. As new neighborhoods such as Springview Meadows, Carolina Orchards and the Pleasant/Vista property are built out, ordinary driving distances may approach, or even exceed, five miles from the existing downtown station, triggering an automatic ISO rating of 10 for affected property owners. In addition, traffic volumes on Springfield Parkway are projected to increase by as much as 150% between 2013 and 2033, which will generate additional first responder, accident and rescue calls.

**Estimated Project Cost** 2015 Estimate: \$2,202,000  
YOE Estimate: \$2,689,950

**Project Timeline** Commence: FY 2015-16  
Completed: FY 2017-18

**Funding Source(s)** Development Impact Fees, Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Grants, MID, TIF, York County

## FIRE PROTECTION

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### Fire Station #3 (Springfield Station) – Continued

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Land Acquisition	787,500	750,000	5%	787,500	-	-	-	-	-
Professional Services	145,530	132,000	5%	-	145,530	-	-	-	-
Site Development	159,720	120,000	10%	-	-	159,720	-	-	-
Construction	1,597,200	1,200,000	10%	-	-	1,597,200	-	-	-
<b>TOTAL</b>	<b>2,689,950</b>	<b>2,202,000</b>		<b>787,500</b>	<b>143,530</b>	<b>1,756,920</b>	-	-	-

# FIRE PROTECTION

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## ISO Class 1 Fire Engine

**Project** Fire Station #3  
**Location** Springfield Station

**Estimated Project Cost** 2015 Estimate: \$675,000  
 YOE Estimate: \$716,108

**Project Description** Purchase of an ISO Class 1 Fire Engine to supply the necessary equipment for the provision of emergency fire suppression, rescue, and first responder services in the northern portion of the town limits.

**Project Timeline** Est. Purchase: FY 2016-17  
 Est. Delivery: FY 2017-18

**Project Justification** To receive full ISO credit for the new Fire Station #3, a fully equipped fire engine will need to be stationed at the new facility. This vehicle, in conjunction with the new station, will ensure adequate coverage in the rapidly growing Springfield Parkway, US Highway 21 Bypass and Pleasant Road corridors See project justification for Fire Station #3 (Springfield Station) for additional information.

**Funding Source(s)** Development Impact Fees, Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Grants, Lease Purchase, York County

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Vehicle Purchase	716,108	675,000	3%	-	716,108	-	-	-	-
<b>TOTAL</b>	<b>716,108</b>	<b>675,000</b>		-	<b>716,108</b>	-	-	-	-

# FIRE PROTECTION

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## Heavy Rescue Apparatus

**Project** Town Wide  
**Location** Housed at the Tom Hall Street Fire Station

**Estimated Project Cost** 2015 Estimate: \$800,000  
 YOE Estimate: \$874,182

**Project Description** Purchase of a Heavy Rescue Apparatus vehicle to supply the necessary equipment for the provision of technical rescue and emergency response services on a town-wide basis.

**Project Timeline** Est. Purchase: FY 2017-18  
 Est. Delivery: FY 2018-19

**Project Justification** A Heavy Rescue Vehicle is a specialized apparatus designed to carry equipment for a variety of technical rescue situations, including auto accidents, building collapses, confined space rescues, and other emergencies. A Heavy Rescue Apparatus can also serve as a mobile incident command unit, provide support in the event of HazMat incidents, provide light and air support, and assist in urban search and water rescues. In 2015, the volunteer-based Fort Mill Rescue Squad announced its intent to focus on medical transport, leaving the town without dedicated technical rescue capabilities. As of 2015, the town serves an estimated population of 15,471 and 3,579 employees (19,051 total). By 2025, the population is expected to grow by 12,703, while employment will grow by 6,583 (19,286 total). Therefore, the proportion attributed to new growth (50.3%), will be eligible for impact fee funding.

**Funding Source(s)** Development Impact Fees, Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Grants, Lease Purchase, York County

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Vehicle Purchase	874,182	800,000	3%	-	-	874,182	-	-	-
<b>TOTAL</b>	<b>874,182</b>	<b>800,000</b>		-	-	<b>874,182</b>	-	-	-

An aerial, grayscale photograph of a sports complex. The central feature is a large baseball field with a distinct diamond and bases. To the right of the field is a large, paved parking lot with many marked spaces. Further to the right, there is a building with a dark roof and a paved area, possibly a clubhouse or maintenance area. The entire complex is surrounded by a dense forest of trees. In the background, another baseball field is visible, partially obscured by the main field's view. A black banner with white text is overlaid on the upper right portion of the image.

# PARKS & RECREATION

# PARKS & RECREATION

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## Waterside Park

**Project** 25.023 Acre Tract  
**Location** Waterside at the Catawba Subdivision

**Project Description** Construction of a new park on a 25.023 acre tract located near Banks Road within the Waterside at the Catawba subdivision. Conceptual plans for the park call for construction of one synthetic multi-purpose field, two baseball/softball fields, six tennis courts, an ADA accessible playground, a picnic pavilion, half-mile walking trail, and permanent restroom facilities. Professional services and site development costs are also included in the estimated project costs. A new gymnasium may also be constructed on the site.

**Project Justification** Between 2015 and 2025, the town's population is expected to grow by 12,703 residents, or 82.1%. To maintain the current level of service, the town must spend at least \$6.7 million on new facilities and equipment over the next ten years. Because the impact fee for parks and recreation was based on consumption (ie. per capita replacement value), impact fee funds may be used toward the purchase of any eligible facility, land or equipment. The primary purpose of Waterside Park will be to replace leased facilities at the Leroy Springs Recreation Complex, including one multi-purpose field, three baseball/softball fields, and six tennis courts. The current lease agreement will terminate in the spring of 2020. (NOTE: Because LSC facilities are leased, their value was not included in the formula used to determine per capita replacement values. Therefore, eligible projects may be classified as new facilities, rather than replacement facilities.)

**Estimated Project Cost** 2015 Estimate: \$4,331,250  
YOE Estimate: \$6,459,378

**Project Timeline** Commence: FY 2016-17  
Completed: FY 2019-20

**Funding Source(s)** Development Impact Fees, Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Grants, Hospitality Tax, Lease Purchase, Sponsorships, TIF, York County

## PARKS & RECREATION

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### Waterside Park – Continued

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Land Acquisition	-	-	5%	-	-	-	-	-	-
Professional Services	238,950	206,250	5%	-	75,797	79,587	83,566	-	-
Site Development	1,762,244	1,200,000	10%	-	-	532,400	585,640	644,204	-
Const. – MP Field	1,903,330	1,300,000	10%	-	-	-	1,903,330	-	-
Const. – BB/SB Field	1,127,357	700,000	10%	-	-	-	-	1,127,357	-
Const. – Tennis Courts	644,204	400,000	10%	-	-	-	-	644,204	-
Const. – Playground	183,013	125,000	10%	-	-	-	183,013	-	-
Const. – Picnic Pavilion	161,051	100,000	10%	-	-	-	-	161,051	-
Const. – Walking Trail	219,615	150,000	10%	-	-	-	219,615	-	-
Const. - Restrooms	219,615	150,000	10%	-	-	-	219,615	-	-
<b>TOTAL</b>	<b>6,459,378</b>	<b>4,331,250</b>		-	<b>75,597</b>	<b>611,987</b>	<b>3,194,779</b>	<b>2,576,816</b>	-

# PARKS & RECREATION

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## Gymnasium

**Project** 25.023 Acre Tract  
**Location** Waterside at the Catawba Subdivision

**Estimated Project Cost** 2015 Estimate: \$4,235,000  
 YOE Estimate: \$5,805,030

**Project Description** Construction of a new 30,000-40,000 square foot gymnasium, with indoor basketball/volleyball courts, classroom space, office space, and meeting facilities. The cost estimate assumes that the gym will be constructed on a 25.023 acre tract located off of Banks Road, and co-located with a new park constructed within the Waterside at the Catawba subdivision. Professional services and site development costs are also included in the estimated project costs.

**Project Timeline** Commence: FY 2016-17  
 Completed: FY 2018-19

**Funding Source(s)** Development Impact Fees, Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Grants, Hospitality Tax, Lease Purchase, Sponsorships, TIF, York County

**Project Justification** Between 2015 and 2025, the town's population is expected to grow by 12,703 residents, or 82.1%. To maintain the current level of service, the town must spend at least \$6.7 million on new facilities and equipment over the next ten years. Because the impact fee for parks and recreation was based on consumption (ie. per capita replacement value), impact fee funds may be used toward the purchase of any eligible facility, land or equipment. The primary purpose of the new gymnasium will be to replace the current Banks Street Gym, which is leased by the town from Leroy Springs & Co. The current lease is scheduled to terminate in the spring of 2020. (NOTE: Because LSC facilities are leased, their value was not included in the formula used to determine per capita replacement values. Therefore, eligible projects may be classified as new facilities, rather than replacement facilities.)

## PARKS & RECREATION

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### Gymnasium - Continued

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Land Acquisition	-	-	5%	-	-	-	-	-	-
Professional Services	424,463	385,000	5%	-	424,463	-	-	-	-
Site Development	489,143	350,000	10%	-	-	232,925	256,218	-	-
Construction	4,891,425	3,500,000	10%	-	-	2,329,250	2,562,175	-	-
<b>TOTAL</b>	<b>5,805,030</b>	<b>4,235,000</b>		-	<b>424,463</b>	<b>2,562,175</b>	<b>2,818,393</b>	-	-

# PARKS & RECREATION

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## Future Park (Land Only)

**Project Location** To Be Determined

**Project Description** Purchase of approximately 20 acres for development as future parks and recreational facilities. Land acquisitions may be located in one or more areas within the town limits. Exact locations will be determined by a needs assessment conducted by town council, as well as the availability and cost of land.

**Project Justification** Between 2015 and 2025, the town’s population is expected to grow by 12,703 residents, or 82.1%. To maintain the current level of service, the town must spend at least \$6.7 million on new facilities and equipment over the next ten years. Because the impact fee for parks and recreation was based on consumption (ie. per capita replacement value), impact fee funds may be used toward the purchase of any eligible facility, land or equipment. The primary purpose of the additional land purchase(s) will be to acquire property for development as future parks and recreational facilities.

**Estimated Project Cost** 2015 Estimate: \$2,000,000  
 YOE Estimate: \$2,552,563

**Project Timeline** Commence: FY 2019-20  
 Completed: FY 2019-20

**Funding Source(s)** Development Impact Fees, Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Grants, Hospitality Tax, Lease Purchase, Sponsorships, York County

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Land Acquisition	2,552,563	2,000,000	5%	-	-	-	-	2,552,563	-
Professional Services	-	-	5%	-	-	-	-	-	-
Site Development	-	-	10%	-	-	-	-	-	-
Construction	-	-	10%	-	-	-	-	-	-
<b>TOTAL</b>	<b>2,552,563</b>	<b>2,000,000</b>		-	-	-	-	<b>2,552,563</b>	-

# MUNICIPAL FACILITIES

A black and white photograph of the Fort Mill Town Hall. In the foreground, a large, rectangular stone sign stands on a grassy area. The sign features a circular seal on the left and the text "FORT MILL" on the top line and "TOWN HALL" on the bottom line, separated by a horizontal line. In the background, the town hall building is visible, featuring a portico with several columns and a large glass entrance. The building has a brick facade and a gabled roof. Bare trees are visible in the background, suggesting a cooler season.

**FORT MILL**  
**TOWN HALL**

# MUNICIPAL FACILITIES

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## New Town Hall

**Project Location** To Be Determined

**Estimated Project Cost** 2015 Estimate: \$7,655,000  
 YOE Estimate: \$9,387,656

**Project Description** Construction of a new 40,000 Town Hall facility to house administrative offices and customer service functions, as well as additional storage and meeting space. The project estimate anticipates the purchase of a 4-5 acre site. Professional services and site development costs are also included in the project budget

**Project Timeline** Commence: FY 2015-16  
 Completed: FY 2017-18

**Project Justification** Between 2015 and 2025, the town’s population is projected to increase by 12,708 (82.1%). During the same period, the number of employees within the town limits is expected to increase by 6,583 (183.9%). These increases are expected to double the demand on town services over the next decade, and will precipitate the need for additional space for administrative offices and customer service functions, as well as meeting and storage space. The administrative portion of the existing town hall facility contains approximately 11,000 square feet and is currently near 100% capacity. Based on current growth projections, a 40,000 square foot facility will provide sufficient space to accommodate growth among multiple departments over the next 20 years. The facility is also anticipated to include a new town council chambers, as well as public meeting facilities (similar to the Spratt Building). Because the new Town Hall may allow for the consolidation of additional functions which were not included in the impact fee study (such as utilities and stormwater personnel), project costs may be allocated among multiple funds on a pro-rata basis.

**Funding Source(s)** Development Impact Fees, Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Gross Revenue Fund, Lease Purchase, Special Source Revenue Bond, Stormwater Fund, TIF

# MUNICIPAL FACILITIES

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## New Town Hall – Continued

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Land Acquisition	1,050,000	1,000,000	5%	1,050,000	-	-	-	-	-
Professional Services	651,131	605,000	5%	317,625	333,506	-	-	-	-
Site Development	698,775	550,000	10%	-	332,750	366,025	-	-	-
Construction	6,987,750	5,500,000	10%	-	3,327,500	3,660,250	-	-	-
<b>TOTAL</b>	<b>9,387,656</b>	<b>7,655,000</b>		<b>1,367,625</b>	<b>3,993,756</b>	<b>4,026,275</b>	-	-	-

# Municipal Facilities

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## Law Enforcement Center Conversion

**Project** 112 Confederate Street  
**Location** Current Town Hall

**Estimated Project Cost** 2015 Estimate: \$1,650,000  
 YOE Estimate: \$2,265,834

**Project Description** Upon completion of a new Town Hall facility, the town will renovate the space currently occupied by administrative and customer service-related functions at 112 Confederate Street. Approximately 11,000 square feet of existing office and storage space will be converted for use by the Fort Mill Police Department. The existing council chambers will also be retrofitted for full-time use as a municipal courtroom.

**Project Timeline** Commence: FY 2016-17  
 Completed: FY 2018-19

**Funding Source(s)** Development Impact Fees, Capital Projects Fund, General Fund, General Obligation Bond

**Project Justification** Between 2015 and 2025, the town’s population is projected to increase by 12,708 (82.1%). During the same period, the number of employees within the town limits is expected to increase by 6,583 (183.9%). These increases are expected to double the demand on law enforcement services over the next decade, and will precipitate the need for additional office space, as well as storage space for evidence and equipment. The current police department contains approximately 12,000 square feet and is near 100% capacity.

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Land Acquisition	-	-	5%	-	-	-	-	-	-
Professional Services	169,509	150,000	5%	-	82,688	86,822	-	-	-
Site Development	-	-	10%	-	-	-	-	-	-
Construction	2,096,325	1,500,000	10%	-	-	998,250	1,098,075	-	-
<b>TOTAL</b>	<b>2,265,834</b>	<b>1,650,000</b>		-	<b>82,688</b>	<b>1,085,072</b>	<b>1,098,075</b>	-	-

# Municipal Facilities

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## Police Substation (Southern Region)

**Project** 1881 N Dobys Bridge Road  
**Location** Co-Located with Fire Station #2 (Dobys Bridge Station)

**Project Description** Construction of new police substation (estimated at 1,500-2,000 square feet) to serve the southern portions of the town limits, including the Banks Road, Dobys Bridge Road, Fort Mill Parkway, Spratt Street, Sutton Road, and Whites Road corridors. The project estimate anticipates that the substation will be co-located with Fire Station #2 (Dobys Bridge Station).

**Project Justification** Between 2015 and 2025, an additional 2,733 single-family detached homes, 118 townhomes, and 356 apartments are projected to be built in the southern portion of the town limits, ranging from Sutton Road in the west to Dobys Bridge Road in the East. Up to 350,000 square feet of industrial development is projected to be developed within Bradley Industrial Park on Banks Road, and a new high school is anticipated to be constructed on Fort Mill Parkway by 2020. In addition, traffic volumes on all major corridors are expected to increase between 2013 and 2033, which will generate additional accident and emergency call volumes. A substation in the southern region of the town limits will improve response times, and lessen travel times for officers to the main police department headquarters in Downtown Fort Mill.

**Estimated Project Cost** 2015 Estimate: \$346,500  
YOE Estimate: \$414,225

**Project Timeline** Commence: FY 2015-16  
Completed: FY 2016-17

**Funding Source(s)** Development Impact Fees, Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond

## Municipal Facilities

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### Police Substation (Southern Region) – Continued

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Land Acquisition	-	-	5%	-	-	-	-	-	-
Professional Services	33,075	31,500	5%	33,075	-	-	-	-	-
Site Development	18,150	15,000	10%	-	18,150	-	-	-	-
Construction	363,000	300,000	10%	-	363,000	-	-	-	-
<b>TOTAL</b>	<b>414,225</b>	<b>346,500</b>		<b>33,075</b>	<b>381,150</b>	-	-	-	-

# Municipal Facilities

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## Police Substation (Northern Region)

**Project** To Be Determined  
**Location** Co-Located with Fire Station #3 (Springfield Station)

**Estimated Project Cost** 2015 Estimate: \$288,750  
YOE Estimate: \$378,328

**Project Description** Construction of new police substation (estimated at 1,000-1,500 square feet) to serve the northern portion of the town limits, including the Springfield Parkway, US Highway 21 Bypass and Pleasant Road corridors. The project estimate anticipates that the substation will be co-located with Fire Station #3 (Springfield Station).

**Project Timeline** Commence: FY 2016-17  
Completed: FY 2017-18

**Funding Source(s)** Development Impact Fees, Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond

**Project Justification** Between 2015 and 2025, an additional 797 single-family detached homes and 235 townhomes are projected to be built along the Springfield Parkway corridor, an increase of 131% compared to 2015. Up to 375,000 square feet of new commercial development is anticipated at the intersection of Springfield Parkway and US Highway 21 Bypass. A future middle school and nearly 700 apartments are also planned for property on Pleasant Road. In addition, traffic volumes on Springfield Parkway are projected to increase by as much as 150% between 2013 and 2033, which will generate additional accident and emergency call volumes. A substation in the northern region of the town limits will improve response times, and lessen travel times for officers to the main police department headquarters in Downtown Fort Mill.

## Municipal Facilities

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### Police Substation (Northern Region) – Continued

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Land Acquisition	-	-	5%	-	-	-	-	-	-
Professional Services	28,941	26,250	5%	-	28,941	-	-	-	-
Site Development	16,638	12,500	10%	-	-	16,638	-	-	-
Construction	332,750	250,000	10%	-	-	302,500	-	-	-
<b>TOTAL</b>	<b>378,328</b>	<b>288,750</b>		-	<b>28,941</b>	<b>349,388</b>	-	-	-

# Municipal Facilities

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## Downtown Parking Enhancements

**Project** 2.4 +/- Acres on N White Street  
**Location** Hinson Family Property (Leased)

**Project Description** Construction of a new 70,000 square foot parking lot on a 2.4 acre parcel near the intersection of N White Street and Main Street. The project estimate includes curb and gutter, stormwater and erosion control, sidewalks, landscaping and lighting.

**Project Justification** The town currently owns two parking lots in the downtown area with a total of approximately 80 spaces. An additional lot with approximately 50 spaces is also leased from a private individual for municipal parking purposes. At peak times during evenings and weekends, parking in various downtown lots is at or near capacity. As the downtown area continues to attract new businesses and customers, additional public parking facilities will be required.

**Estimated Project Cost** 2015 Estimate: \$627,200  
 YOE Estimate: \$748,160

**Project Timeline** Commence: FY 2015-16  
 Completed: FY 2016-17

**Funding Source(s)** Development Impact Fees, Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Lease Purchase, TIF

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Land Acquisition	-	-	5%	-	-	-	-	-	-
Professional Services	70,560	67,200	5%	70,560	-	-	-	-	-
Site Development	-	-	10%	-	-	-	-	-	-
Construction	677,600	560,000	10%	-	677,600	-	-	-	-
<b>TOTAL</b>	<b>748,160</b>	<b>627,200</b>		<b>70,560</b>	<b>677,600</b>	-	-	-	-

# Municipal Facilities

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## Public Works Operations Center (Land Only)

**Project Location** To Be Determined

**Project Description** Purchase of approximately 10 acres for development of a future Public Works Operations Center. The exact location will be determined by a needs assessment conducted by town council, as well as the availability and cost of land.

**Project Justification** The town’s current Public Works Maintenance Facility, located at 307 E Hill Street, sits on a parcel approximately four acres in size. The current facility includes a 4,150 square foot maintenance shop, 3,800 square foot pole shelter, 725 square foot office trailer, and storage space for dirt, gravel, debris, white goods, and other materials. A variety of vehicles and equipment are also housed at the current facility, including: three sanitation trucks, one recycling truck, three dump trucks, a knuckle boom truck, leaf and landscape trucks, street sweeper, back hoe, street loader, and eight pickup trucks. Between 2015 and 2025, the town’s population and employee base is expected to double, necessitating the purchase of additional vehicles, equipment, and storage capacity. In addition, the number of streets and public infrastructure owned by the town and maintained by the Public Works Department is projected to increase by approximately 125% over the next 10 years. The existing facility is landlocked, and about 25% of the site is unusable due to abnormal lot dimensions and neighboring residential uses. To maintain current service levels and meet additional demands related to growth, a larger facility will be required.

**Estimated Project Cost** 2015 Estimate: \$600,000  
 YOE Estimate: \$765,769

**Project Timeline** Commence: FY 2019-20  
 Completed: FY 2019-20

**Funding Source(s)** Development Impact Fees, Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Gross Revenue Fund

## Municipal Facilities

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### Public Works Operations Center (Land Only) – Continued

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Land Acquisition	765,769	600,000	5%	-	-	-	-	765,769	-
Professional Services	-	-	5%	-	-	-	-	-	-
Site Development	-	-	10%	-	-	-	-	-	-
Construction	-	-	10%	-	-	-	-	-	-
<b>TOTAL</b>	<b>765,769</b>	<b>600,000</b>		-	-	-	-	<b>765,769</b>	-

# Municipal Facilities

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## Asphalt Paving Equipment

**Project** Town Wide (Town Owned & Maintained Streets)  
**Location** Housed at Public Works Maintenance Facility

**Estimated Project Cost** 2015 Estimate: \$250,000  
 YOE Estimate: \$273,182

**Project Description** Purchase of Asphalt Paving Equipment (wheeled or track) to allow for the in-house maintenance, repair and resurfacing of town-owned streets.

**Project Timeline** Est. Purchase: FY 2017-18  
 Est. Delivery: FY 2017-18

**Project Justification** The town currently owns and maintains approximately 120 public streets, with an estimated 36 miles (190,000 linear feet) of asphalt. As of 2015, active and approved subdivisions are projected to add at least 168 additional roads, with an estimated 45 miles (238,000 linear feet) of asphalt. By 2025, new growth is projected to account for 55.6% of all town owned and maintained roads. Maintenance of public roads is currently provided by private contractors. Should the town choose to bring these services in-house, up to 55.6% of the project cost may be eligible for impact fee funding. This item will be used in conjunction with the Tandem Dump Truck and Track Hoe for road maintenance purposes.

**Funding Source(s)** Development Impact Fees, Capital Projects Fund, General Fund, General Obligation Bond, Lease Purchase

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Equipment Purchase	273,182	250,000	3%	-	-	273,182	-	-	-
<b>TOTAL</b>	<b>273,182</b>	<b>250,000</b>		-	-	<b>273,182</b>	-	-	-

# Municipal Facilities

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## Fully Automated Refuse Trucks (Garbage)

**Project** Town Wide  
**Location** Housed at Public Works Maintenance Facility

**Project Description** Purchase of two Fully Automated Refuse Trucks to allow for the maintenance of existing service levels for future garbage customers.

**Project Justification** The town currently has two refuse trucks serving approximately 4,100 residential and small business customers. One truck is operating 5 days per week, while the second is operating 4.5 days per week. The two trucks are currently operating at 95% capacity. To maintain current service levels, additional trucks will need to be purchased at approximately 4,300 customers and 6,500 customers. Based on current build out projections, additional trucks will be needed in FY 2015-16 and FY 2018-19.

**Estimated Project Cost** 2015 Estimate: \$300,000 Per Truck  
 YOE Estimate: \$309,000 & \$337,653

**Project Timeline** Est. Purchase: FY 2015-16 & FY 2018-19  
 Est. Delivery: FY 2015-16 & FY 2018-19

**Funding Source(s)** Development Impact Fees, Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Lease Purchase

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Vehicle #1 Purchase	309,000	300,000	3%	309,000	-	-	-	-	-
Vehicle #2 Purchase	337,653	300,000	3%	-	-	-	337,653	-	-
<b>TOTAL</b>	<b>646,653</b>	<b>600,000</b>		<b>309,000</b>	<b>-</b>	<b>-</b>	<b>337,653</b>	<b>-</b>	<b>-</b>

# Municipal Facilities

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## Fully Automated Refuse Trucks (Recycling)

**Project** Town Wide  
**Location** Housed at Public Works Maintenance Facility

**Estimated Project Cost** 2015 Estimate: \$300,000 Per Truck  
 YOE Estimate: \$309,000 Per Truck

**Project Description** Purchase of two Fully Automated Refuse Trucks to allow for the conversion from weekly collection of 18 gallon recycling bins to bi-weekly collection of 95 gallon roll carts for current and future recycling customers.

**Project Timeline** Est. Purchase: FY 2015-16  
 Est. Delivery: FY 2015-16

**Project Justification** The town will purchase two Fully Automated Refuse Trucks in FY 2015-16. The expected capacity for each truck will be 4,300 customers on a bi-weekly basis. The first truck will service existing recycling customers and will be fully funded with non-impact fee revenues. The second truck will service future customers and will be eligible for up to 100% impact fee funding. Based on projected residential growth rates, a third truck will not be needed until beyond FY 2019-20.

**Funding Source(s)** Development Impact Fees, Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Lease Purchase

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Vehicle #1 Purchase	309,000	300,000	3%	309,000	-	-	-	-	-
Vehicle #2 Purchase	309,000	300,000	3%	309,000	-	-	-	-	-
<b>TOTAL</b>	<b>618,000</b>	<b>600,000</b>		<b>618,000</b>	-	-	-	-	-

# Municipal Facilities

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## Knuckle Boom Trucks

**Project** Town Wide  
**Location** Housed at Public Works Maintenance Facility

**Estimated Project Cost** 2015 Estimate: \$150,000  
 YOE Estimate: \$154,500

**Project Description** Purchase of a Knuckle Boom Truck to provide residential curbside collection of bulk items and yard debris.

**Project Timeline** Est. Purchase: FY 2015-16  
 Est. Delivery: FY 2015-16

**Project Justification** The town currently has one Knuckle Boom Truck serving approximately 4,000 residential customers. The existing Knuckle Boom Truck is operating five days per week at 100% capacity. To maintain current service levels, an additional truck will need to be purchased in FY 2015-16. Based on projected residential growth rates, a third Knuckle Boom Truck will not be needed until beyond FY 2019-20.

**Funding Source(s)** Development Impact Fees, Capital Projects Fund, General Fund, General Obligation Bond, Lease Purchase

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Vehicle Purchase	154,500	150,000	3%	154,500	-	-	-	-	-
<b>TOTAL</b>	<b>154,500</b>	<b>150,000</b>		<b>154,500</b>	-	-	-	-	-

# Municipal Facilities

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## Tandem Dump Truck

**Project** Town Wide (Town Owned & Maintained Streets)  
**Location** Housed at Public Works Maintenance Facility

**Estimated Project Cost** 2015 Estimate: \$125,000  
 YOE Estimate: \$136,591

**Project Description** Purchase of a Tandem Dump Truck to be used for hauling asphalt, soil, debris, and other materials related to the in-house maintenance, repair and resurfacing of town-owned streets. The Tandem Dump Truck may also be used for hauling capacity following emergency situations such as ice storms, tornadoes, hurricanes, etc.

**Project Timeline** Est. Purchase: FY 2017-18  
 Est. Delivery: FY 2017-18

**Funding Source(s)** Development Impact Fees, Capital Projects Fund, General Fund, General Obligation Bond, Lease Purchase

**Project Justification** The town currently owns and maintains approximately 120 public streets, with an estimated 36 miles (190,000 linear feet) of asphalt. As of 2015, active and approved subdivisions are projected to add at least 168 additional roads, with an estimated 45 miles (238,000 linear feet) of asphalt. By 2025, new growth is projected to account for 55.6% of all town owned and maintained roads. Maintenance of public roads is currently provided by private contractors. Should the town choose to bring these services in-house, up to 55.6% of the project cost may be eligible for impact fee funding. This item will be used in conjunction with the Asphalt Paving Equipment and Tandem Dump Truck. A portion of the project cost may be allocated to other funds (such as stormwater and utilities) on a pro-rata basis.

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Vehicle Purchase	136,591	125,000	3%	-	-	136,591	-	-	-
<b>TOTAL</b>	<b>136,591</b>	<b>125,000</b>		-	-	<b>136,591</b>	-	-	-

# Municipal Facilities

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## Track Hoe

**Project** Town Wide (Town Owned & Maintained Streets)  
**Location** Housed at Public Works Maintenance Facility

**Estimated Project Cost** 2015 Estimate: \$500,000  
 YOE Estimate: \$579,637

**Project Description** Purchase of a Track Hoe to be used for digging, excavating and loading of asphalt, soil and other materials related to the in-house maintenance, repair and resurfacing of town-owned streets. The Track Hoe may also be used for ditch digging, clearing, and water/sewer projects and repairs.

**Project Timeline** Est. Purchase: FY 2019-20  
 Est. Delivery: FY 2019-20

**Project Justification** The town currently owns and maintains approximately 120 public streets, with an estimated 36 miles (190,000 linear feet) of asphalt. As of 2015, active and approved subdivisions are projected to add at least 168 additional roads, with an estimated 45 miles (238,000 linear feet) of asphalt. By 2025, new growth is projected to account for 55.6% of all town owned and maintained roads. Maintenance of public roads is currently provided by private contractors. Should the town choose to bring these services in-house, up to 55.6% of the project cost may be eligible for impact fee funding. This item will be used in conjunction with the Asphalt Paving Equipment and Tandem Dump Truck. A portion of the project cost may be allocated to other funds (such as stormwater and utilities) on a pro-rata basis.

**Funding Source(s)** Development Impact Fees, Capital Projects Fund, General Fund, General Obligation Bond, Lease Purchase

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Equipment Purchase	579,637	500,000	3%	-	-	-	-	579,637	-
<b>TOTAL</b>	<b>579,637</b>	<b>500,000</b>		-	-	-	-	<b>579,637</b>	-

# TRANSPORTATION



# TRANSPORTATION

## N Dobys Bridge Road (PHASE 1)

### Full Improvement

**Project** N Dobys Bridge Road  
**Location** Widening: Tom Hall Street / SC 160 to Fairway Drive

**Estimated Project Cost** 2015 Estimate: \$2,905,125  
 YOE Estimate: \$5,032,655+

**Project Description** Widening of N Dobys Bridge Road, between Tom Hall Street / SC Highway 160 and Fairway Drive, from an existing two-lane undivided facility to a two-lane undivided facility with a center left turn lane. The approximate length of this project is 0.99 mile.

**Project Timeline** Commence: Future Year (Beyond 2020)  
 Completed: Future Year (Beyond 2020)

**Project Justification** SCDOT's AADT count at this location was 11,900 in 2013. The maximum service capacity of the existing roadway is 12,500 trips per day at LOS E. The Metropolitan Regional Model projects total daily traffic along this section at 14,722 by 2033, for a future volume to capacity ratio of 118%.

**Funding Source(s)** Development Impact Fees, CMAQ Grant (RFATS), Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Municipal Improvement District, Pennies for Progress, SCDOT, Tax Increment Financing District

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Professional Services	-	264,102	5%	-	-	-	-	-	353,922
ROW Acquisition	-	-	5%	-	-	-	-	-	-
Utility Relocation	-	-	10%	-	-	-	-	-	-
Construction	-	2,641,023	10%	-	-	-	-	-	4,678,733
<b>TOTAL</b>	-	<b>2,905,125</b>		-	-	-	-	-	<b>5,032,655</b>

# TRANSPORTATION

## N Dobys Bridge Road (PHASE 2)

### Full Improvement

**Project** N Dobys Bridge Road  
**Location** Widening: Fairway Drive to Fort Mill Parkway

**Estimated Project Cost** 2015 Estimate: \$2,552,989  
 YOE Estimate: \$4,422,637+

**Project Description** Widening of N Dobys Bridge Road, between Fairway Drive and Fort Mill Parkway, from an existing two-lane undivided facility to a two-lane undivided facility with a center left turn lane. The approximate length of this project is 0.87 mile.

**Project Timeline** Commence: Future Year (Beyond 2020)  
 Completed: Future Year (Beyond 2020)

**Project Justification** SCDOT's AADT count at this location was 9,100 in 2013. The maximum service capacity of the existing roadway is 14,200 trips per day at LOS E. The Metropolitan Regional Model projects total daily traffic along this section at 17,734 by 2033, for a future volume to capacity ratio of 125%.

**Funding Source(s)** Development Impact Fees, CMAQ Grant (RFATS), Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Municipal Improvement District, Pennies for Progress, SCDOT, Tax Increment Financing District

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Professional Services	-	232,090	5%	-	-	-	-	-	311,023
ROW Acquisition	-	-	5%	-	-	-	-	-	-
Utility Relocation	-	-	10%	-	-	-	-	-	-
Construction	-	2,320,899	10%	-	-	-	-	-	4,111,614
<b>TOTAL</b>	-	<b>2,552,989</b>		-	-	-	-	-	<b>4,422,637</b>

# TRANSPORTATION

## S Dobys Bridge Road

### Full Improvement

**Project** S Dobys Bridge Road  
**Location** Widening: Fort Mill Parkway to Crofton Drive

**Estimated Project Cost** 2015 Estimate: \$6,778,626  
 YOE Estimate: \$11,742,864+

**Project Description** Widening of S Dobys Bridge Road, between Fort Mill Parkway and Crofton Drive, from an existing two-lane undivided facility to a two-lane undivided facility with a center left turn lane. The approximate length of this project is 2.31 miles.

**Project Timeline** Commence: Future Year (Beyond 2020)  
 Completed: Future Year (Beyond 2020)

**Project Justification** SCDOT's AADT count at this location was 7,757 in 2013. The maximum service capacity of the existing roadway is 14,200 trips per day at LOS E. The Metropolitan Regional Model projects total daily traffic along this section at 15,639 by 2033, for a future volume to capacity ratio of 110%.

**Funding Source(s)** Development Impact Fees, CMAQ Grant (RFATS), Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Municipal Improvement District, Pennies for Progress, SCDOT, Tax Increment Financing District

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Professional Services	-	616,239	5%	-	-	-	-	-	825,819
ROW Acquisition	-	-	5%	-	-	-	-	-	-
Utility Relocation	-	-	10%	-	-	-	-	-	-
Construction	-	6,162,387	10%	-	-	-	-	-	10,917,044
<b>TOTAL</b>	-	<b>6,778,626</b>		-	-	-	-	-	<b>11,742,864</b>

# TRANSPORTATION

## Springfield Parkway (PHASE 1)

### Full Improvement

**Project** Springfield Parkway  
**Location** Widening: US Highway 21 Bypass to Old Nation Road

**Estimated Project Cost** 2015 Estimate: \$5,902,685  
 YOE Estimate: \$10,006,874+

**Project Description** Widening of Springfield Parkway, between US Highway 21 Bypass and Old Nation Road, from an existing two-lane facility with center turn lanes (where appropriate) to a four-lane divided facility with a raised center median and left turn lanes (where appropriate). The approximate length of this project is 0.99 mile.

**Project Timeline** Commence: Future Year (Beyond 2020)  
 Completed: Future Year (Beyond 2020)

**Project Justification** SCDOT's AADT count at this location was 13,900 in 2013. The maximum service capacity of the existing roadway is 17,700 trips per day at LOS E. The Metropolitan Regional Model projects total daily traffic along this section at 19,430 by 2033, for a future volume to capacity ratio of 110%.

**Funding Source(s)** Development Impact Fees, CMAQ Grant (RFATS), Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Municipal Improvement District, Pennies for Progress, SCDOT, Tax Increment Financing District

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Professional Services	-	485,951	5%	-	-	-	-	-	651,221
ROW Acquisition	-	557,220	5%	-	-	-	-	-	746,728
Utility Relocation	-	-	10%	-	-	-	-	-	-
Construction	-	4,859,514	10%	-	-	-	-	-	8,608,925
<b>TOTAL</b>	-	<b>5,902,685</b>		-	-	-	-	-	<b>10,006,874</b>

# TRANSPORTATION

## Springfield Parkway (PHASE 2)

### Full Improvement

**Project** Springfield Parkway  
**Location** Widening: Old Nation Road to Steele Street

**Estimated Project Cost** 2015 Estimate: \$12,930,670  
 YOE Estimate: \$22,347,736+

**Project Description** Widening of Springfield Parkway, between Old Nation Road and Steele Street, from an existing two-lane facility with center left turn lanes (where appropriate) to a four-lane divided facility with a raised center median and left turn lanes (where appropriate). The approximate length of this project is 2.37 miles.

**Project Timeline** Commence: Future Year (Beyond 2020)  
 Completed: Future Year (Beyond 2020)

**Project Justification** SCDOT's AADT count at this location was 15,200 in 2013. The maximum service capacity of the existing roadway is 17,700 trips per day at LOS E. The Metropolitan Regional Model projects total daily traffic along this section at 22,794 by 2033, for a future volume to capacity ratio of 129%.

**Funding Source(s)** Development Impact Fees, CMAQ Grant (RFATS), Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Municipal Improvement District, Pennies for Progress, SCDOT, Tax Increment Financing District

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Professional Services	-	1,163,338	5%	-	-	-	-	-	1,558,984
ROW Acquisition	-	133,950	5%	-	-	-	-	-	179,506
Utility Relocation	-	-	10%	-	-	-	-	-	-
Construction	-	11,633,382	10%	-	-	-	-	-	20,609,246
<b>TOTAL</b>	-	<b>12,930,670</b>		-	-	-	-	-	<b>22,347,736</b>

# TRANSPORTATION

## Tom Hall Street / SC Highway 160

### Full Improvement

**Project** Tom Hall Street / SC Highway 160  
**Location** Widening: N Dobys Bridge Road to Springfield Parkway

**Estimated Project Cost** 2015 Estimate: \$5,186,616  
 YOE Estimate: \$8,771,948+

**Project Description** Widening of Tom Hall Street / SC Highway 160, between N Dobys Bridge Road and Springfield Parkway, from an existing two-lane facility with center left turn lanes (where appropriate) to a four-lane divided facility with a raised center median and left turn lanes (where appropriate). The approximate length of this project is 0.86 mile.

**Project Timeline** Commence: Future Year (Beyond 2020)  
 Completed: Future Year (Beyond 2020)

**Project Justification** SCDOT's AADT count at this location was 13,100 in 2013. The maximum service capacity of the existing roadway is 15,600 trips per day at LOS E. The Metropolitan Regional Model projects total daily traffic along this section at 15,984 by 2033, for a future volume to capacity ratio of 102%.

**Funding Source(s)** Development Impact Fees, CMAQ Grant (RFATS), Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Municipal Improvement District, Pennies for Progress, SCDOT, Tax Increment Financing District

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Professional Services	-	422,140	5%	-	-	-	-	-	565,708
ROW Acquisition	-	543,080	5%	-	-	-	-	-	727,779
Utility Relocation	-	-	10%	-	-	-	-	-	-
Construction	-	4,221,396	10%	-	-	-	-	-	7,478,461
<b>TOTAL</b>	-	<b>5,186,616</b>		-	-	-	-	-	<b>8,771,948</b>

# TRANSPORTATION

## N White Street / SC Highway 160

### Full Improvement

**Project** N White Street / SC Highway 160  
**Location** Widening: US 21 Bypass to Clebourne Street

**Estimated Project Cost** 2015 Estimate: \$5,475,526  
 YOE Estimate: \$9,328,546+

**Project Description** Widening of N White Street / SC Highway 160, between US Highway 21 Bypass and Clebourne Street, from an existing two-lane undivided facility with center left turn lanes (where appropriate) to a four-lane divided facility with a raised center median and left turn lanes (where appropriate). The approximate length of this project is 0.94 mile.

**Project Timeline** Commence: Future Year (Beyond 2020)  
 Completed: Future Year (Beyond 2020)

**Project Justification** SCDOT's AADT count at this location was 15,200 in 2013. The maximum service capacity of the existing roadway is 15,600 trips per day at LOS E. The Metropolitan Regional Model projects total daily traffic along this section at 19,675 by 2033, for a future volume to capacity ratio of 126%.

**Funding Source(s)** Development Impact Fees, CMAQ Grant (RFATS), Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Municipal Improvement District, Pennies for Progress, SCDOT, Tax Increment Financing District

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Professional Services	-	461,408	5%	-	-	-	-	-	618,331
ROW Acquisition	-	400,034	5%	-	-	-	-	-	536,084
Utility Relocation	-	-	10%	-	-	-	-	-	-
Construction	-	4,614,084	10%	-	-	-	-	-	8,174,131
<b>TOTAL</b>	-	<b>5,475,526</b>		-	-	-	-	-	<b>9,328,546</b>

# TRANSPORTATION

## Whites Road

### Full Improvement

**Project Location** Whites Road  
Widening: Fort Mill Parkway to JW Wilson Road

**Estimated Project Cost** 2015 Estimate: \$5,293,090  
YOE Estimate: \$8,980,951+

**Project Description** Widening of Whites Road, between Fort Mill Parkway and JW Wilson Road, from an existing two-lane undivided facility to a four-lane undivided facility with center left turn lanes (where appropriate). The approximate length of this project is 0.88 mile.

**Project Timeline** Commence: Future Year (Beyond 2020)  
Completed: Future Year (Beyond 2020)

**Project Justification** SCDOT does not maintain AADT counts for Whites Road, so no baseline data was available. The maximum service capacity of the existing roadway is 12,500 trips per day at LOS E. Future year traffic volumes were projected using approved and anticipated development projects along Whites Road, as well as existing traffic studies (where available). A total of 20,518 daily trips are projected by 2033, for a future volume to capacity ratio of 164%.

**Funding Source(s)** Development Impact Fees, CMAQ Grant (RFATS), Capital Projects Fund, Developer Contributions, Fort Mill School District, General Fund, General Obligation Bond, Municipal Improvement District, Pennies for Progress, SCDOT, Tax Increment Financing District

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Professional Services	-	437,510	5%	-	-	-	-	-	586,305
ROW Acquisition	-	480,480	5%	-	-	-	-	-	643,889
Utility Relocation	-	-	10%	-	-	-	-	-	-
Construction	-	4,375,100	10%	-	-	-	-	-	7,750,757
<b>TOTAL</b>	-	<b>5,293,090</b>		-	-	-	-	-	<b>8,980,951</b>

# TRANSPORTATION

## N Dobys Bridge Road (PHASE 1A/2A)

### Interim Improvement

**Project Location** N Dobys Bridge Road & Fairway Drive Intersection Improvement

**Estimated Project Cost** 2015 Estimate: \$918,040 (20% = \$183,608)  
 YOE Estimate: \$1,423,272 (20% = \$284,654)

**Project Description** Intersection improvement at N Dobys Bridge Road and Fairway Drive, to accommodate the installation of dedicated left turn lane from northbound lane of N Dobys Bridge Road onto Fairway Drive. The approximate length of this project is 0.26 mile. Anticipated CMAQ eligible project (80% federal/20% local match).

**Project Timeline** Commence: FY 2019-20  
 Completed: FY 2019-20

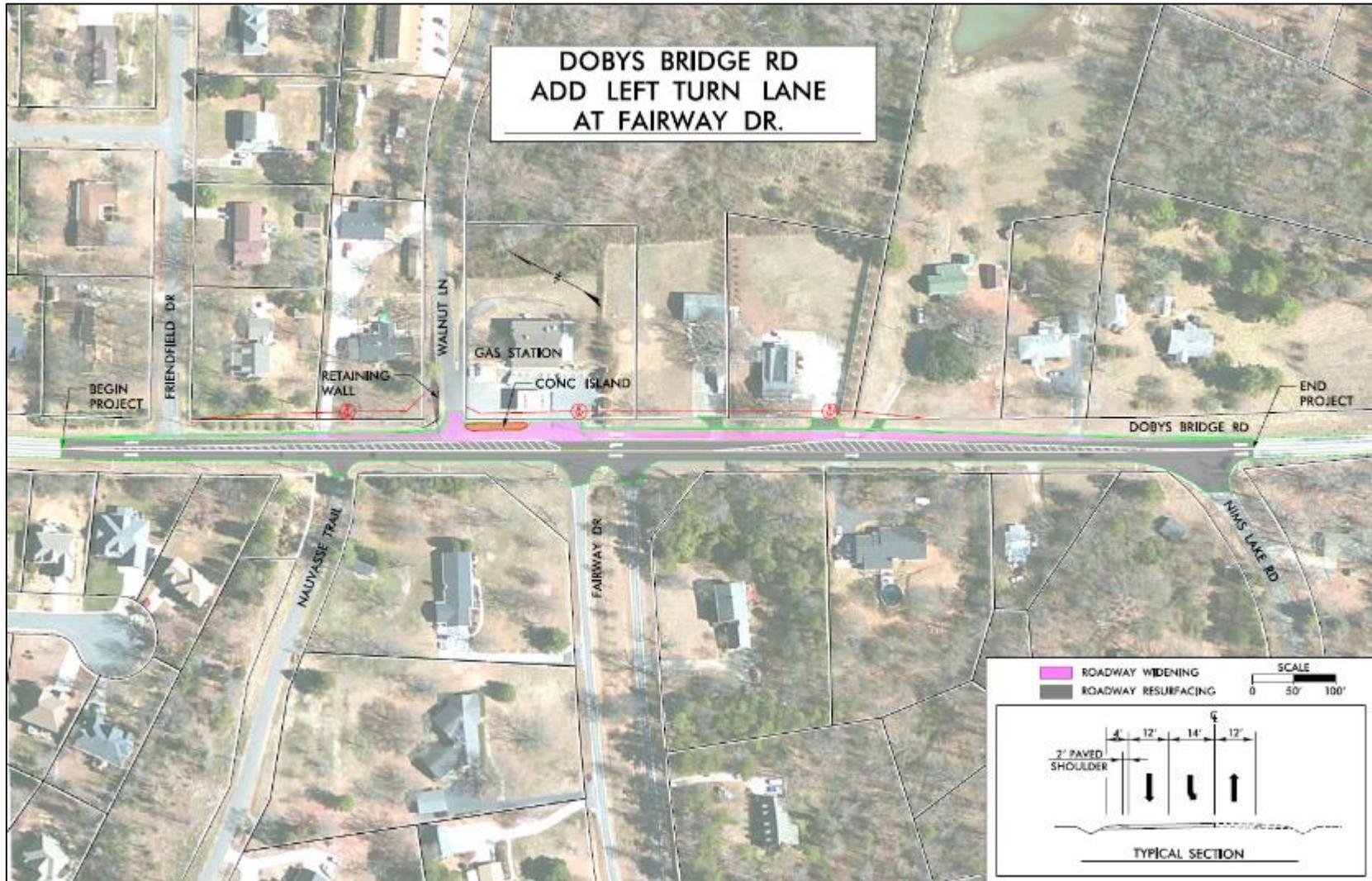
**Project Justification** This project is intended to be an interim improvement related to the future widening (two-lane with center left turn lanes) of N Dobys Bridge Road (Phases 1 and 2) between Tom Hall Street / SC Highway 160 and Fort Mill Parkway. This improvement will remove left turning traffic from the existing through lane, thereby improving the flow of northbound traffic along N Dobys Bridge Road.

**Funding Source(s)** Development Impact Fees, CMAQ Grant (RFATS), Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Municipal Improvement District, Pennies for Progress, SCDOT, Tax Increment Financing District

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Professional Services	106,515	83,457	5%	-	-	-	-	106,515	-
ROW Acquisition	104,425	81,820	5%	-	-	-	-	104,425	-
Utility Relocation	29,472	18,300	10%	-	-	-	-	29,472	-
Construction	1,182,860	734,463	10%	-	-	-	-	1,182,860	-
<b>TOTAL</b>	<b>1,423,272</b>	<b>918,040</b>		-	-	-	-	<b>1,423,272</b>	-

# TRANSPORTATION

## N Dobys Bridge Road (PHASE 1A/2A) – Conceptual Rendering



# TRANSPORTATION

## Springfield Parkway (PHASE 2A)

### Interim Improvement

**Project** Springfield Parkway  
**Location** Railroad Overpass Widening (West of AO Jones Boulevard)

**Estimated Project Cost** 2015 Estimate: \$1,862,660  
 YOE Estimate: \$3,189,083+

**Project Description** Widening of an existing two-lane railroad overpass, west of AO Jones Boulevard, to accommodate the future widening of Springfield Parkway. The approximate length of this project is 0.13 mile. If the town elects to complete design, engineering, utility relocation and right-of-way acquisition only, the estimated project cost will be \$276,977.

**Project Timeline** Commence: FY 2018-19  
 Completed: Future Year (Beyond 2020)

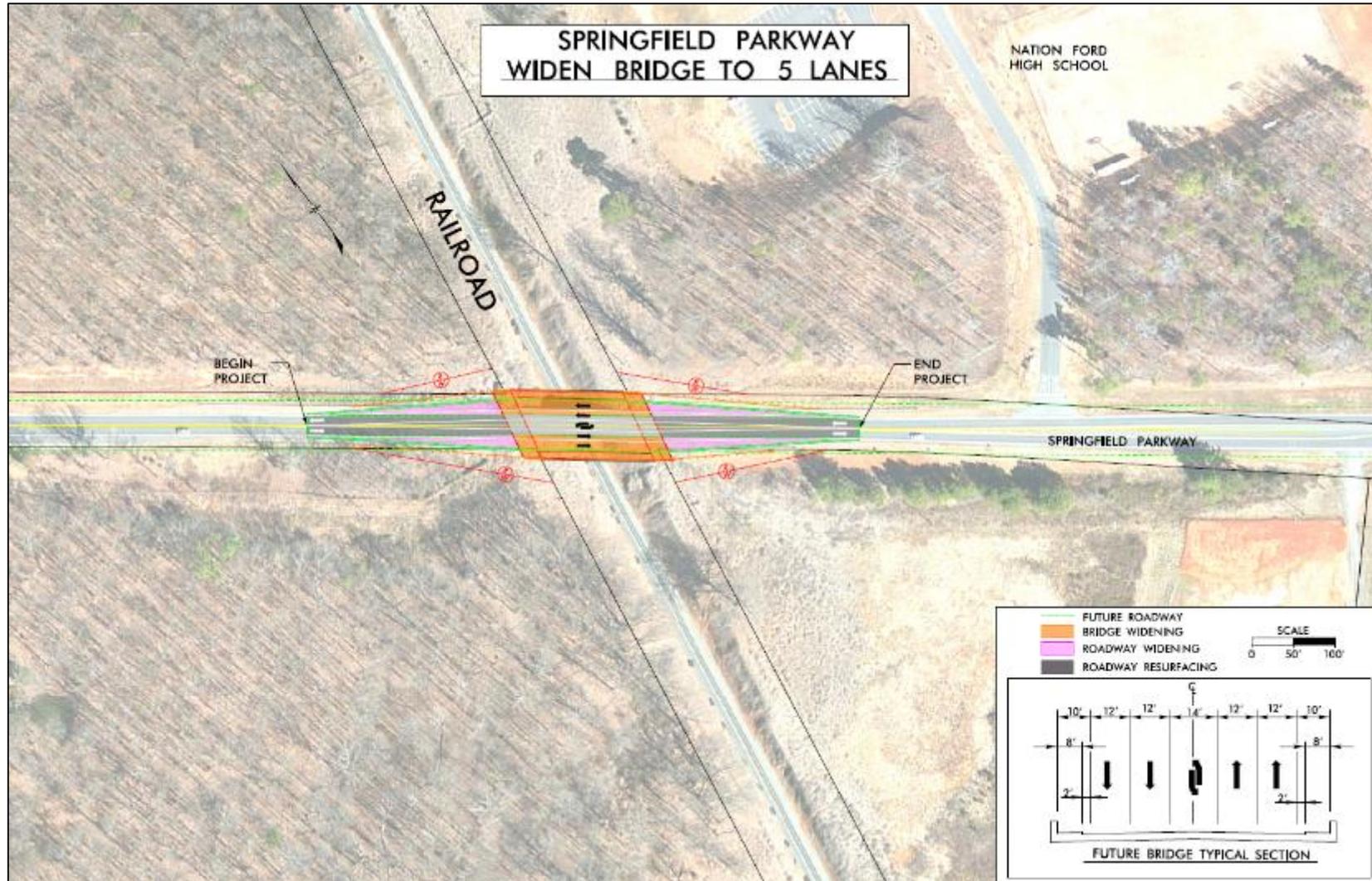
**Project Justification** This project is intended to be an interim improvement related to the future widening (four-lane divided) of Springfield Parkway (Phase 2), between Old Nation Road and Steele Street. Should York County Council elect to place the widening of Springfield Parkway on a future Pennies for Progress sales tax referendum (perhaps as early as 2017), this project would allow the town to partner with the county in an effort to accelerate the bridge widening portion, thereby expediting the timeline for permitting and construction.

**Funding Source(s)** Development Impact Fees, CMAQ Grant (RFATS), Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Municipal Improvement District, Pennies for Progress, SCDOT, Tax Increment Financing District

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Professional Services	205,824	169,332	5%	-	-	-	205,824	-	-
ROW Acquisition	32,839	25,730	5%	-	-	-	-	32,839	-
Utility Relocation	38,314	23,790	10%	-	-	-	-	38,314	-
Construction	-	1,643,808	10%	-	-	-	-	-	2,912,106
<b>TOTAL</b>	<b>276,977</b>	<b>1,862,660</b>		-	-	-	<b>205,824</b>	<b>71,153</b>	<b>2,912,106</b>

# TRANSPORTATION

## Springfield Parkway (PHASE 1A) – Conceptual Rendering



# TRANSPORTATION

## N White Street / SC Highway 160 (PHASE 1)

### Interim Improvement

**Project** N White Street / SC Highway 160  
**Location** Widening: Bass Street to Old Nation Road

**Estimated Project Cost** 2015 Estimate: \$784,850 (20% = \$156,970)  
 YOE Estimate: \$1,131,361 (20% = \$226,272)

**Project Description** Widening of N White Street / SC Highway 160, between Bass Street and Old Nation Road, to accommodate the installation of a center left turn lane onto Bass Street, Morgan Street, Jackson Street, and Sidney Johnson Street. The approximate length of this project is 0.26 mile. Anticipated CMAQ eligible project (80% federal/20% local match).

**Project Timeline** Commence: FY 2018-19  
 Completed: FY 2018-19

**Project Justification** This project is intended to be an interim improvement related to the future widening (four-lane divided) of N White Street / SC Highway 160, between US Highway 21 Bypass and Clebourne Street. This improvement will remove left turning traffic from the existing westbound through lane, thereby improving the flow of outbound traffic along N White Street / SC Highway 160.

**Funding Source(s)** Development Impact Fees, CMAQ Grant (RFATS), Capital Projects Fund, Developer Contributions, General Fund, General Obligation Bond, Municipal Improvement District, Pennies for Progress, SCDOT, Tax Increment Financing District

Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Professional Services	86,726	71,350	5%	-	-	-	86,726	-	-
ROW Acquisition	-	-	5%	-	-	-	-	-	-
Utility Relocation	69,662	47,580	10%	-	-	-	69,662	-	-
Construction	974,973	665,920	10%	-	-	-	974,973	-	-
<b>TOTAL</b>	<b>1,131,361</b>	<b>784,850</b>		-	-	-	<b>1,131,361</b>	-	-

# TRANSPORTATION

## N White Street / SC Highway 160 (PHASE 1) – Conceptual Rendering



# TRANSPORTATION

## Whites Road (PHASE 1) Interim Improvement

**Project Location** Whites Road & Fort Mill Parkway  
Realignment, Partial Widening & Roundabout

**Estimated Project Cost** 2015 Estimate: \$5,462,270  
YOE Estimate: \$9,003,542+

**Project Description** The existing intersection of Whites Road & Fort Mill Parkway will move approximately 1,000 linear feet to the west and will become a signalized intersection. A new four-lane undivided facility will be installed between Fort Mill Parkway and a new roundabout. The roundabout will provide free-flowing access from Whites Road to/from the future high school site. The approximate length of this project is 0.60 mile.

**Project Timeline** Commence: Future Year (Beyond 2020)  
Completed: Future Year (Beyond 2020)

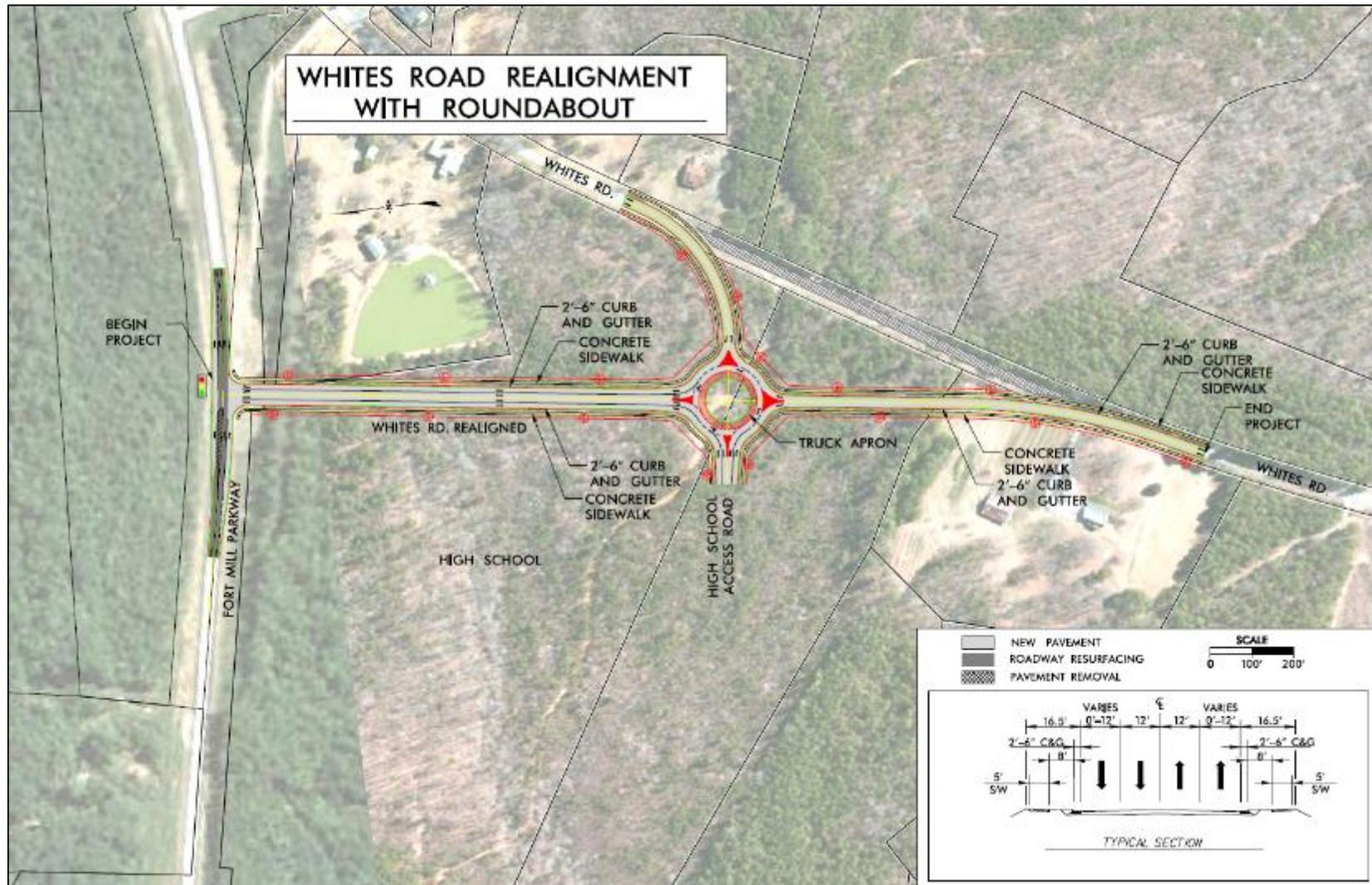
**Project Justification** This project is intended to be an interim improvement related to the future widening (four-lane undivided) of Whites Road from Fort Mill Parkway to JW Wilson Road. This improvement will accommodate more than 1,200 planned residential units at Waterside at the Catawba & Pecan Ridge, as well as a future high school. This project will also improve traffic flow on Fort Mill Parkway by eliminating the need for 1-2 traffic signals.

**Funding Source(s)** Development Impact Fees, CMAQ Grant (RFATS), Capital Projects Fund, Developer Contributions, Fort Mill School District, General Fund, General Obligation Bond, Municipal Improvement District, Pennies for Progress, SCDOT, Tax Increment Financing District

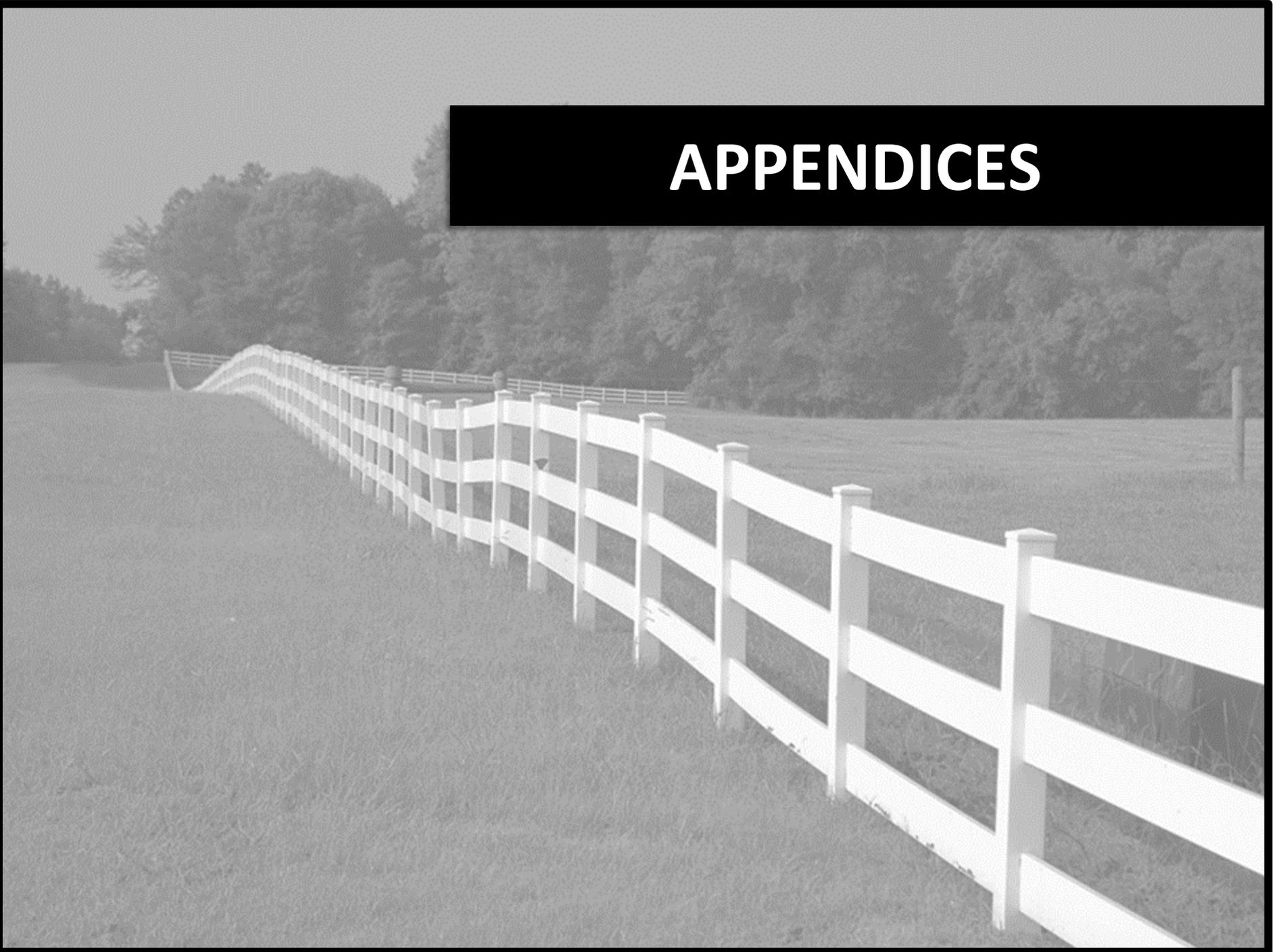
Item	5 Year CIP	2015 Cost	Inflation	2015-16	2016-17	2017-18	2018-19	2019-20	Future
Professional Services	-	496,569	5%	-	-	-	-	-	665,450
ROW Acquisition	-	1,064,010	5%	-	-	-	-	-	1,426,009
Utility Relocation	-	27,450	10%	-	-	-	-	-	48,629
Construction	-	3,874,241	10%	-	-	-	-	-	6,863,454
<b>TOTAL</b>	-	<b>5,462,270</b>		-	-	-	-	-	<b>9,003,542</b>

# TRANSPORTATION

## Whites Road (PHASE 1) – Conceptual Rendering



# APPENDICES



# APPENDIX A

## FY 2016-2020 Capital Improvements Plan Summary

ITEM	5 Year CIP	2015 Cost	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Future
<b>FIRE</b>								
Fire Station #3 (Springfield Station)	2,689,950	2,202,000	787,500	143,530	1,756,920	-	-	-
ISO Class 1 Fire Engine	716,108	675,000	-	716,108	-	-	-	-
Heavy Rescue Apparatus	874,182	800,000	-	-	874,182	-	-	-
<b>TOTAL FIRE</b>	<b>4,280,240</b>	<b>3,677,000</b>	<b>787,500</b>	<b>859,638</b>	<b>2,631,102</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PARKS &amp; RECREATION</b>								
Waterside Park	6,459,378	4,331,250	-	75,597	611,987	3,194,779	2,576,816	-
Gymnasium	5,805,030	4,235,000	-	424,463	2,562,175	2,818,393	-	-
Land for Future Parks (Land Only)	2,552,563	2,000,000	-	-	-	-	2,552,563	-
<b>TOTAL PARKS &amp; RECREATION</b>	<b>14,816,971</b>	<b>10,566,250</b>	<b>-</b>	<b>500,060</b>	<b>3,174,162</b>	<b>6,013,172</b>	<b>5,129,379</b>	<b>-</b>
<b>MUNICIPAL FACILITIES</b>								
New Town Hall	9,387,656	7,655,000	1,367,625	3,993,756	4,026,275	-	-	-
Law Enforcement Center Conversion	2,265,834	1,650,000	-	82,688	1,085,072	1,098,075	-	-
Police Substation (Southern Region)	414,225	346,500	33,075	381,150	-	-	-	-
Police Substation (Northern Region)	378,328	288,750	-	28,941	349,388	-	-	-
Downtown Parking Enhancements	748,160	627,200	70,560	677,600	-	-	-	-
Public Works Operations Center (Land Only)	765,769	600,000	-	-	-	-	765,769	-
Asphalt Paving Equipment	273,182	250,000	-	-	273,182	-	-	-
Fully Automated Refuse Trucks (Garbage)	646,653	600,000	309,000	-	-	337,653	-	-
Fully Automated Refuse Trucks (Recycling)	618,000	600,000	618,000	-	-	-	-	-
Knuckle Boom Trucks	154,500	150,000	154,500	-	-	-	-	-
Tandem Dump Truck	136,591	125,000	-	-	136,591	-	-	-
Track Hoe	579,637	500,000	-	-	-	-	579,637	-
<b>TOTAL MUNICIPAL FACILITIES</b>	<b>16,368,535</b>	<b>13,392,450</b>	<b>2,552,760</b>	<b>5,164,135</b>	<b>5,870,508</b>	<b>1,435,728</b>	<b>1,345,406</b>	<b>-</b>
<b>TRANSPORTATION</b>								
N Dobys Bridge Road (Phase 1)	-	2,905,125	-	-	-	-	-	5,032,655
N Dobys Bridge Road (Phase 2)	-	2,552,989	-	-	-	-	-	4,422,637
S Dobys Bridge Road	-	6,778,626	-	-	-	-	-	11,742,864
Springfield Parkway (Phase 1)	-	5,902,685	-	-	-	-	-	10,006,874
Springfield Parkway (Phase 2)	-	12,930,670	-	-	-	-	-	22,347,736
Tom Hall Street/SC Highway 160	-	5,186,616	-	-	-	-	-	8,771,948
N White Street/SC Highway 160	-	5,475,526	-	-	-	-	-	9,328,546
Whites Road	-	5,293,090	-	-	-	-	-	8,980,951
N Dobys Bridge Road (Phase 1A/2A)	1,423,272	918,040	-	-	-	-	1,423,272	-
Springfield Parkway (Phase 2A)	276,977	1,862,660	-	-	-	205,824	71,153	2,912,106
N White Street/SC Highway 160 (Phase 1)	1,131,361	784,850	-	-	-	1,131,361	-	-
Whites Road (Phase 1)	-	5,462,270	-	-	-	-	-	9,003,542
<b>TOTAL TRANSPORTATION</b>	<b>2,831,610</b>	<b>56,053,147</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,337,185</b>	<b>1,494,425</b>	<b>92,549,859</b>
<b>GRAND TOTAL</b>	<b>38,297,356</b>	<b>83,688,847</b>	<b>3,340,260</b>	<b>6,523,833</b>	<b>11,675,772</b>	<b>8,786,085</b>	<b>7,969,210</b>	<b>92,549,859</b>

# APPENDIX B

## Project Funding Sources

	ITEM	DIF	CMAQ	CPF	DEV	FMSD	GF	GOB	GRA	GRF	HTAX	LP	MID	PFP	SDOT	SPON	SSRB	SWF	TIF	YC	
FACILITIES	<b>FIRE PROTECTION</b>																				
	Fire Station #3 (Springfield Station)	•		•	•		•	•	•				•						•	•	
	<b>PARKS &amp; RECREATION</b>																				
	Waterside Park	•		•	•		•	•	•		•	•	•			•			•	•	
	Gymnasium	•		•	•		•	•	•		•	•	•			•			•	•	
	Land for Future Parks	•		•	•		•	•	•		•	•				•				•	
	<b>MUNICIPAL FACILITIES</b>																				
	New Town Hall	•		•	•		•	•			•		•					•	•	•	
	Law Enforcement Center Conversion	•		•				•	•												
	Police Substation (Southern Region)	•		•	•			•	•												
Police Substation (Northern Region)	•		•	•			•	•													
Downtown Parking Enhancements	•		•	•			•	•				•	•						•		
Public Works Operations Center (Land)	•		•	•			•	•		•								•			
VEHICLES & EQUIPMENT	<b>FIRE PROTECTION</b>																				
	ISO Class 1 Fire Engine	•		•	•		•	•	•			•									•
	Heavy Rescue Apparatus	•		•	•		•	•	•			•									•
	<b>MUNICIPAL FACILITIES</b>																				
	Asphalt Paving Equipment	•		•				•	•			•									
	Fully Automated Refuse Trucks (Gar.)	•		•	•			•	•			•									
	Fully Automated Refuse Trucks (Rec.)	•		•	•			•	•			•									
	Knuckle Boom Trucks	•		•				•	•			•									
	Tandem Dump Truck	•		•				•	•			•									
	Track Hoe	•		•				•	•			•									
TRANSPORTATION	<b>TRANSPORTATION</b>																				
	N Dobys Bridge Road (Phase 1)	•	•	•	•		•	•					•	•	•					•	
	N Dobys Bridge Road (Phase 2)	•	•	•	•		•	•					•	•	•					•	
	S Dobys Bridge Road	•	•	•	•		•	•					•	•	•					•	
	Springfield Parkway (Phase 1)	•	•	•	•		•	•					•	•	•					•	
	Springfield Parkway (Phase 2)	•	•	•	•		•	•					•	•	•					•	
	Tom Hall Street/SC Highway 160	•	•	•	•		•	•					•	•	•					•	
	N White Street / SC Hwy 160	•	•	•	•		•	•					•	•	•					•	
	Whites Road	•	•	•	•	•	•	•					•	•	•					•	
	N Dobys Bridge Road (Phase 1A/2A)	•	•	•	•		•	•					•	•	•					•	
	Springfield Parkway (Phase 1A)	•	•	•	•		•	•					•	•	•					•	
	N White Street / SC Hwy 160 (Phase 1)	•	•	•	•		•	•					•	•	•					•	
Whites Road (Phase 1)	•	•	•	•	•	•	•					•	•	•					•		

# APPENDIX C

## Ten Year Build-Out Projections (Residential)

RESIDENTIAL UNITS												
Project	Type	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	TOTAL
Forest at Fort Mill	SF	21	0	0	0	0	0	0	0	0	0	21
Kimbrell Crossing	SF	14	13	0	0	0	0	0	0	0	0	27
Massey	SF	70	70	70	70	70	70	70	70	70	44	674
Preserve at Riverchase	SF	50	50	50	0	0	0	0	0	0	0	150
Springfield	SF	40	23	0	0	0	0	0	0	0	0	63
Springview Meadows	SF	30	30	9	0	0	0	0	0	0	0	69
Sutton Mill	SF	30	30	16	0	0	0	0	0	0	0	76
Waterside (SF)	SF	100	100	100	100	100	100	100	100	41	0	841
Well Ridge	SF	0	0	0	0	0	10	9	0	0	0	19
Kimbrell Property	SF	25	25	25	25	0	0	0	0	0	0	100
Mason's Bend - 2 (SF)	SF	60	60	60	60	60	60	45	0	0	0	405
Mason's Bend - 1 (SF)	SF	0	30	30	30	30	30	30	30	29	0	239
Pecan Ridge	SF	40	40	40	40	40	0	0	0	0	0	200
Willis Property (SF)	SF	0	0	0	0	0	30	30	30	30	3	123
Carolina Orchards	SF-A	100	100	100	100	100	100	32	0	0	0	632
Waterside (TH)	TH	0	0	0	0	0	40	40	38	0	0	118
Kingsley (TH)	TH	0	11	0	0	0	0	0	0	0	0	11
Rutledge Property (TH)	TH	0	0	50	50	50	50	35	0	0	0	235
Willis Property (TH)	TH	0	0	0	0	0	30	30	30	30	26	146
Kingsley (MF)	MF	108	108	0	0	0	0	0	0	0	0	216
Mason's Bend - 1 (MF)	MF	0	0	0	0	0	120	120	116	0	0	356
Willis Property (MF)	MF	100	0	0	0	0	120	120	120	120	82	662
<b>Total Single Family (SF)</b>												
		580	571	500	425	400	400	316	230	170	47	3,639
<b>Total Townhomes (TH)</b>												
		0	11	50	50	50	120	105	68	30	26	510
<b>Total Multi-Family (MF)</b>												
		208	108	0	0	0	240	240	236	120	82	1,234
<b>Total All Types</b>												
		788	690	550	475	450	760	661	534	320	155	5,383

BASELINE (2015)	Pop
Residential	15,472

RESIDENTIAL	P/HH	UNITS	PROJ. POP
Single-Family	2.69	3,639	9,789
Townhomes	2.69	510	1,372
Multi-Family	1.25	1,234	1,543
<b>TOTAL</b>		<b>5,383</b>	<b>12,703</b>

POP GROWTH (%)
<b>82.1%</b>

# APPENDIX D

## Ten Year Build-Out Projections (Non-Residential)

NON-RESIDENTIAL							
Project	Type	Hotel	Rest.	Com/Office	Hospital	Industrial	School
Kingsley	Com	250	40,000	1,165,000	0	0	0
Springfield Town Ctr	Com	0	0	141,000	0	0	0
Mason's Bend - 1	Com	0	0	20,000	0	0	0
Rutledge Property	Com	0	0	20,000	0	0	0
Willis Property	Com	0	0	10,000	0	0	0
Bradley Park	Com	0	0	0	0	350,000	0
Hospital Site	Com	0	0	0	100	0	0
Other	Com	100	10,000	100,000	0	0	460,000
<b>TOTAL</b>		<b>350</b>	<b>50,000</b>	<b>1,456,000</b>	<b>100</b>	<b>350,000</b>	<b>460,000</b>

BASELINE	EMP.
Non-Residential	3,579

NON-RESIDENTIAL	ESR	UNITS	PROJ. EMP.
Hotel (Rooms)	0.57	350	200
Restaurant (SF)	5.64	50,000	282
Commercial/Office (SF)	3.28	1,456,000	4,776
Hospital (Beds)	2.88	100	288
Industrial (SF)	2.04	350,000	714
School - Middle/High (SF)	0.65-0.84	460,000	324
<b>TOTAL</b>			<b>6,583</b>

EMPLOYEE GROWTH (%)
<b>183.9%</b>

# APPENDIX E

## Service Unit Table

CATEGORY	RESIDENTIAL	NON-RESIDENTIAL
<b>FIRE</b>		
Approach	Consumption (Replacement Value)	Consumption (Replacement Value)
Unit of Analysis	Net New Dwelling Units (NNDU)	Varies (SF, Rooms, Beds, Etc)
Total Replacement Cost - Existing Facilities & Equip.	\$3,297,951	\$3,297,951
% Attributed to Category	53%	47%
Replacement Cost by Category	\$1,747,914	\$1,550,037
Population (Res.) / Employees (Non-Res.)	15,472	3,579
Replacement Cost Per Capita / Per Employee	\$112.97	\$433.09
Impact Fee Formula	(NNDU) x (P/HH) x (COST) x (TDR)	(NNSF/1000) x (ESR) x (COST) x (TDR)
<b>PARKS &amp; RECREATION</b>		
Approach	Consumption (Replacement Value)	N/A
Unit of Analysis	Net New Dwelling Units (NNDU)	N/A
Total Replacement Cost - Existing Facilities & Equip.	\$8,183,386	N/A
% Attributed to Category	100%	N/A
Replacement Cost by Category	\$8,183,386	N/A
Population (Res.) / Employees (Non-Res.)	15,472	N/A
Replacement Cost Per Capita / Per Employee	\$528.81	N/A
Impact Fee Formula	(NNDU) x (P/HH) x (COST) x (TDR)	N/A
<b>MUNICIPAL FACILITIES</b>		
Approach	Consumption (Replacement Value)	Consumption (Replacement Value)
Unit of Analysis	Net New Dwelling Units (NNDU)	Varies (SF, Rooms, Beds, Etc)
Total Replacement Cost - Existing Facilities & Equip.	\$5,417,061	\$5,417,061
% Attributed to Category	81% (Plus 100% Sanitation)	19%
Replacement Cost by Category	\$4,488,519	\$928,542
Population (Res.) / Employees (Non-Res.)	15,472	3,579
Replacement Cost Per Capita / Per Employee	\$290.11	\$259.44
Impact Fee Formula	(NNDU) x (P/HH) x (COST) x (TDR)	(NNSF/1000) x (ESR) x (COST) x (TDR)
<b>TRANSPORTATION</b>		
Approach	Improvement (Project Cost)	Improvement (Project Cost)
Unit of Analysis	Trips	Trips
Total Cost of Eligible Improvements	\$49,060,849	\$49,060,849
Total Cost After Pass-Thru & Trip End Discounts	\$23,689,031	\$23,689,031
Replacement Cost Per Trip	\$99.53	\$99.53
Impact Fee Formula	(NNDU) x (TRIPS) x (COST) x (TDR)	(NNSF/1000) x (TRIPS) x (COST) x (TDR)

VARIABLE	DESCRIPTION
<b>COST</b>	Total system-wide replacement cost per capita, employee or trip
<b>ESR</b>	Average employee space ratio developed using information published in the <i>ITE Trip Generation, Ninth Edition</i>
<b>NNDU</b>	Total number of net new dwelling units generated by new development
<b>NNSF</b>	Total amount of new non-residential square footage generated by new development
<b>P/HH</b>	Average number of persons per household as published by the US Census Bureau for various dwelling unit categories
<b>TDR</b>	Percentage of maximum the allowable fee charged for new development (100% - Discount Rate)
<b>TRIPS</b>	The number of new average daily trips generated by the proposed development taking into account the rate of pass-by capture published in the most current edition of the <i>ITE Trip Generation Handbook</i>

### NOTE

The impact fee for Fire Protection, Parks & Recreation and Municipal Facilities, is based on the replacement value (per capita or per employee) to maintain current levels of service on a system-wide basis. It is town council's intent that impact fee funds may be used for any eligible expenditure (facility or equipment) within these categories, as long as the expenditure serves to increase the town's capacity to meet the needs related to population and/or employment growth.

## APPENDIX F

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### SC Development Impact Fee Act Required Contents of the Capital Improvements Plan

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.

HISTORY: 1999 Act No. 118, § 1.

**Planning Commission Meeting**  
**June 23, 2015**  
**New Business Item**

**Comprehensive Plan Amendment**

An ordinance amending the 2008 Comprehensive Plan for the Town of Fort Mill, as amended on January 14, 2013, so as to incorporate the Town of Fort Mill Capital Improvements Plan as an addendum to the Priority Investment Element contained within Volume 2, Fort Mill Tomorrow

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**Background / Discussion**

The Planning Commission is asked to review and provide a recommendation on a draft amendment to the Comprehensive Plan for the Town of Fort Mill. The current comprehensive plan was adopted on March 10, 2008, and was last updated on January 14, 2013.

Town Council is currently evaluating the imposition of development impact fees on new development within the town limits. Should council elect to proceed, the South Carolina Development Impact Fee Act (S.C. Code, Title 6, Article 9, Chapter 1) will require the adoption of a Capital Improvements Plan.

The South Carolina Local Government Comprehensive Planning Enabling Act, specifically § 6-29-510(C)(9), requires that a municipal comprehensive plan shall include a priority investment element that analyzes the likely federal, state, and local funds available for public infrastructure and facilities during the next ten years, and recommends the projects for expenditure of those funds during the next ten years for needed public infrastructure and facilities such as water, sewer, roads, and schools.

The items currently included in the draft CIP are not listed within the Priority Investment Element of the town's current comprehensive plan. The purpose of this amendment is to incorporate the CIP as an addendum to the Priority Investment Element, so as to ensure conformity between the comprehensive plan and the CIP.

**Recommendation**

Should the Planning Commission and Council elect to move forward with the imposition of impact fees on new development, then a capital improvements plan shall be required by law.

Based on the requirements of § 6-1-960 of the SC Local Government Comprehensive Planning Enabling Act, and to ensure consistency between town planning documents, staff would recommend that the comprehensive plan be amended so as to incorporate the CIP into the Priority Investment Element contained within Volume 2, Fort Mill Tomorrow.

Joe Cronin  
Planning Director  
June 19, 2015

STATE OF SOUTH CAROLINA  
TOWN COUNCIL FOR THE TOWN OF FORT MILL  
ORDINANCE NO. 2015-\_\_\_

AN ORDINANCE AMENDING THE 2008 COMPREHENSIVE PLAN FOR THE TOWN OF FORT MILL, AS AMENDED ON JANUARY 14, 2013, SO AS TO INCORPORATE THE TOWN OF FORT MILL CAPITAL IMPROVEMENTS PLAN AS AN ADDENDUM TO THE PRIORITY INVESTMENT ELEMENT CONTAINED WITHIN VOLUME 2, FORT MILL TOMORROW

WHEREAS, the Mayor and Council for the Town of Fort Mill adopted the town's current comprehensive plan on March 10, 2008 (Ordinance No. 2008-03); and

WHEREAS, the Mayor and Council adopted a five-year update to the 2008 comprehensive plan on January 14, 2013 (Ordinance No. 2013-01); and

WHEREAS, the Mayor and Council now wish to adopt development impact fees pursuant to the South Carolina Development Impact Fee Act, S.C. Code, Title 6, Article 9, Chapter 1 (the "Act"); and

WHEREAS, pursuant to the Act, a Town of Fort Mill Capital Improvements Plan was prepared and adopted by the Mayor and Town Council on August 10, 2015 (Ordinance No. 2015-\_\_\_); and

WHEREAS, § 6-29-510(C)(9) of the South Carolina Local Government Comprehensive Planning Enabling Act requires that a municipal comprehensive plan shall include a priority investment element that analyzes the likely federal, state, and local funds available for public infrastructure and facilities during the next ten years, and recommends the projects for expenditure of those funds during the next ten years for needed public infrastructure and facilities such as water, sewer, roads, and schools; and

WHEREAS, public hearings were advertised and conducted on July 27, 2015, and August 10, 2015, pursuant to S.C. Code § 6-29-530; and

WHEREAS, it is fitting and proper to update the Town of Fort Mill's comprehensive plan to incorporate the Town of Fort Mill Capital Improvements Plan into the Priority Investment Element;

NOW, THEREFORE, pursuant to the authority granted by the Constitution and the General Assembly of the State of South Carolina, BE IT ORDAINED BY THE TOWN COUNCIL FOR THE TOWN OF FORT MILL:

SECTION I. Adoption of Comprehensive Plan Update. The Comprehensive Plan for the Town of Fort Mill, Volume 2, Fort Mill Tomorrow; is hereby amended so as to incorporate, by reference, the Town of Fort Mill Capital Improvements Plan, adopted on August 10, 2015, as an addendum to the Priority Investment Element. This update, together with any unchanged sections,

maps or materials from the 2008 plan, as amended, shall comprise the Comprehensive Plan for the Town of Fort Mill, South Carolina.

SECTION II. Severability. If any section, subsection, or clause of this Ordinance shall be deemed to be unconstitutional, or otherwise invalid, the validity of the remaining sections, subsections, and clauses shall not be affected thereby.

SECTION III. Conflicting Ordinances. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION IV. Effective Date. This ordinance shall be effective from and after the date of adoption.

**SIGNED AND SEALED** this \_\_\_\_ day of \_\_\_\_\_, 2015, having been duly adopted by the Town Council for the Town of Fort Mill on the \_\_\_\_ day of \_\_\_\_\_, 2015.

Public Hearing #1: July 27, 2015  
First Reading: July 27, 2015  
Public Hearing #2: August 10, 2015  
Second Reading: August 10, 2015

TOWN OF FORT MILL

\_\_\_\_\_  
Danny P. Funderburk, Mayor

LEGAL REVIEW

ATTEST

\_\_\_\_\_  
Barron B. Mack, Jr, Town Attorney

\_\_\_\_\_  
Dana Powell, Town Clerk